

Ultra Van Motor Coach Club

Fall 1997

President: Gordon Harvey #'s 469, 518, 529
Vice Pres: Jim Craig #163
Secretary: Jim L. Howell #216
Treasurer: Louis Griggs #334
1996 Newhouse Award: Maybel Griggs #334
Tech Coordinator: Jim Craig #163

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be sent to the Secretary. There is no charge for advertisements; please allow a 3/8" margin on top and sides, and a 3/4" on bottom of copy (to make room for page number), preferably using black ink. Any handwritten copy that you want typed should arrive two weeks before the deadline.

All dues are to be forwarded to the Treasurer. Look at your address label -- the number after your name is the last two digits of year thru which you are paid. Material for the Newsletter can be folded.

Technical tips are to be sent to the Technical Coordinator. Amendments to the By-laws are to be sent to the President. Deadline for Newsletter inputs are: **February 15th, May 15th, July 1st, and November 15th.**

Upcoming Rallies

August 26th - 31st, 1997, 1997 Ultra National Rally, Durango, Colorado, ** See flyer **

February 1st-5th, 1998, Arizona 1998 Winter Rally, Wickenburg, Arizona. ** See flyer **

June 1st-4th, 1998, 1998 Eastern Summer Rally at Laurel Hill State Park, Somerset, PA., ** See flyer **

From the President's Desk - Gordon Harvey

I would like to thank all of you that made my job as president easier these past four years. I could not have done it without all your help.

We have had many good attended rallies. Our tech sessions have been above average. Our ladies have provided us with crafts and Pot Luck suppers that were outstanding.

As a group we are above average. We have lost a few members this past season, but, age does catch up with all of us.

I have been happy to contribute as your president. As you know, ill health did hold me back from visiting so many of the rallies. Hopefully, I will try to correct that in the future.

Let me say again, it has been a privilege to be your president.

Favorite Roads I have traveled - Jean McMasters

Upon leaving Jim Howell's (#216) place in Knoxville TN, I traveled down Broadway to the 1982 World's Fair Site to see the 5th Annual National Vespa Convention. I owned a Vespa once and I had seen this convention on the morning News show. There was a CORSA member from Philadelphia, PA working the Baltimore Vespa booth who had ridden his Vespa all the way from Philly to Knoxville. It really is a small world.

From the show Betty and I continued East on I40 to I26 in Asheville, NC and then on down to where US25 crosses I26 and we exited on US25 to Augusta, GA. I was stationed in Augusta during WWII and I wanted to see how it had changed. US25 is a wonderful road. Mainly 4 lanes or very good 2 lanes. Take the Truck routes around the cities to miss the Stop Lights. We traveled it all the way to Augusta and spent the night there. The next morning we got back on US25 and stayed on it until we got to US301. This is another good road to travel and they are even rebuilding some of their old rest areas. We followed US301 all the way to Jacksonville. Happy Motoring!

Summer in the South Rally Report

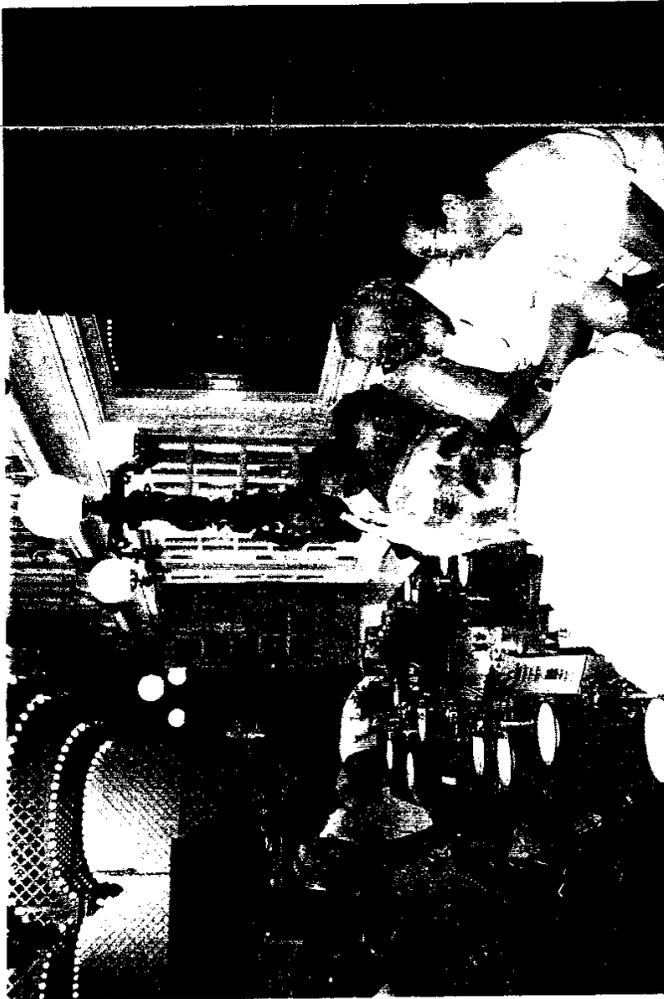
By - Ruth Harvey

Our Rally at Chattanooga, TN was a success! We had a beautiful park and Rec. Hall to hold our Pot Luck and Eastern Business Meeting.

Most of us arrived Thursday and all were glad to see our friends. On Friday AM we had 'Coffee and Goodies' and then we held our meeting. On finishing those tasks we had a nice visit with one another until 5 PM when we had our Pot Luck supper followed by a 'YANKEE SWAP'. Saturday morning we had our 'Coffee and Goodies' and then some went swimming in the great pool. At 5 PM we all lined up to go to the **Chattanooga Choo Choo** for dinner. We had a police escort and all enjoyed ourselves.

We had Walt Davison, Al Driggers, Gordon & Ruth Harvey, Olive & Lenny Hunter, Rose & Pete Schuler, Marion & Norm Helmkey, Don & Mickey Richards, Penny & Ken Wildman, Scott & Rhonda Pilkington and children, plus our host Jim Howell, Ann & Jim Guider, and Jean & Betty McMasters. We want to thank the Guiders, Jim Howell and the McMasters for a Great Rally. It being the Guiders and Howell first Rally, we commend them for a job well done.

Chattanooga Choo Choo - Saturday Night



Minutes - EMU Business Meeting

Summer Rally - June 13, 1997

1. Moved to accept minutes of Sebastion Meeting as printed in Last Newsletter. - APPROVED
2. Discussion from Jean McMasters about using Ft. Desota, FL area as the Spring 1998 Rally. The Harvey's offered to check into the site.
3. Opened Nominations for New Officers:
 - A. President - Don Richards
 - B. Vice Pres - Ruth Harvey
 - C. Treasurer - Marion Helmkey
 - D. Secretary - Jim L. Howell
 - E. Directors - Walt Davison
- Doug Pratt
4. Add all the elected officers to the first page of newsletter.
5. Discussion of putting our tech. tips on a CD-ROM from CORSA and or on the Internet. APPROVED to release the ULTRA Tech Tips to CORSA.
6. SUMMER 1998 Rally (June 1st - 4th, 1998) at Laurel Hills State Park, PA. Voted to approve Rally with dates to be checked.
7. National Rally 1998 - Indian City, OK. See enclosed flyer.
8. Motion made to give UVMCC printer to Louis Griggs and to vote on it at the National. APPROVED
9. Motion made to review (at the National) the awarding of the ERNIE Award on an annual basis. APPROVED
10. Motion made to review (at the National) the ads policy as outlined in the by-laws. APPROVED

Respectfully submitted by - Jim L. Howell, Sec.

Lake Placid by Norm Helmkey <corvair@fan.net>

Back home (2,824 miles) in Canada after the Ultra Rally in Chattanooga and the Lake Placid Corvair convention. We left June 9 for Chattanooga. Doesn't it ever stop raining south of the Mason Dixon line? We were nearly drowned. Five Ultra Vans braved the storm and the Riverbend '97 festival crowd down to the Choo Choo, for a delightful buffet, but some punk rock band nearly spoiled our meal. They played so ear-busting loud we threatened to leave, but the management found us a quieter corner. We had a great time in Chattanooga, the people down there deserve a pat-on-the-back for the effort they put into making our summer rally one to remember. They even converted Lynn Hunter into a southerner.

We visited the Corvair Ranch on the way to Lake Placid. Tuesday morning, we just got 85 miles from Gettysburg when an exhaust valve seat on #5 cylinder flipped out at 60 mph. scratch a head, a piston and damage to both #1 and #3 pistons from valve seat pieces that somehow migrated along the head. For a moment, we considered limping to Lake Placid, but stifled the thought when facing a long hill at Pine Grove, PA.

The right choice was to limp back to the Corvair Ranch for repairs. As most of the engine had to come apart to fix the damage, it seemed with over 90,000 on the clock, the best idea was to freshen the motor with new rings, bearings, valves and heads. The cylinders had under 4 thousands taper, so just needed honing to be put back in service. Jeff Stonesifer, who was extremely busy with other Corvair folks on their way to Lake Placid, found time to give a lot of help, even after midnight. While hurrying at 3:15 a.m. to button-up the final bits & pieces, I was tightening the muffler clamps and the wrench slipped. Unhappily I was pulling (instead of pushing) the wrench and socked myself just under the eye with considerable force, so at Lake Placid, I was sporting a very black eye. Not content with poking my eye, I sat up rather quickly to rub it, and the edge of the muffler cut a 1" gash in my forehead.

Marion was dozing on the couch inside the coach (the bed was up so I could work on the top of the engine) and she hears the commotion under the Ultra. Armed with a big 3-cell flashlight, she comes outside in the dark. Shining the light in my face, notices the cut on my forehead with blood running down. At first she is alarmed until I tell her what happened. This breaks her up in laughter, so I get no sympathy. Now is that any way to treat a hard working guy just trying to mend a valiant steed for the journey to Lake Placid?

As a result of our inconvenience, we arrived at Lake Placid Thursday afternoon, having missed the Group Ultra meeting I was supposed to chair on Wednesday night.

Good thing the engine was put back in good shape, the approach to Lake Placid from I-87 and NY Route 73 is brutal. Long, long steep hills, and brake killer grades going down (luckily I could drive down most hills in Low range and stay off the binders).

Ultras were well represented at Lake Placid, we had four there when we arrived in #486. The Gallis (#504) came all the way from California, though they too had a two day wait in Arizona replacing a piston. The Wildmans (#338) and Pratts (#373) also made it to Lake Placid.

The outdoor flea market was up to usual standards and the indoor vendors were very crowded with fewer there than I remember at other meets. This was a very well attended CORSA International. There were over 1,000 registered and over 500 attended the banquet.

Many beautiful cars, trucks and Ultra Vans were entered in the shows which were held at the outdoor Olympic speed skating oval, so there was lots of room to park the entries.

All in all, a very successful CORSA International, but as usual, the hosts for next year are promising an even better show, **Meet me in St. Louis in 1998**, it is a central site that should attract more Ultra Vans.

Correction to Buick Len Ad from Norm Helmkey

I expect to see a vendor on August 9, who has about 20 of the '59 Buick tail light lenses that fit the Ultra Van so well. His is asking \$15 each (not \$20 as mentioned in last newsletter).

I am putting together a quantity bid to try and get them for less. So far, as a result of the last newsletter notice, only 3 sets (6 lenses) have been requested.

Hopefully we will get them for \$10 each, (12.50 max). If I get them, they will be at Durango.

Drop me a note before August 7th if your interested.

Even at \$15, they are about the same price as the replacement lenses similar to those on the coach originally.

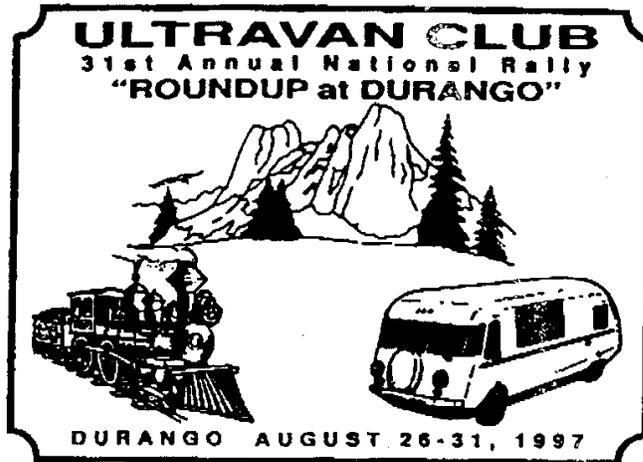
Norm Helmkey RR#1 Carrying Place,, Ontario, Canada K0K 1L0

You can also send an e-mail message to corvair@fan.net

National Rallys - 1997 & 1998

at

“ROUNDUP



DURANGO”

AUGUST 26th. thru 31st., 1997

Location; La Palata County Fairgrounds. (Downtown Durango)

Emergency telephone; 970 247 2308

Arrival Date; August 25, 1997. (Park, hook up & visit your Ultra friends.)

Chairpersons; Jim & Marlene Craig, 619 366 9104, FAX/Voice; 619 366 3026,
“E” mail; jeraigl@juno.com or UltraVan@aol.com

1998 UVMCC National Rally

Indian City, OK

September 23rd - 29th

Host & Hostess - Gordon & Ruth Harvey

Badges - Norm Helmkey

Sweat Shirts - Gordon Harvey

Program & Schedule - Don & Mickey Richards

Registration - Margie Fitzgerald

Wagon Master - Jean McMasters

Coffee & Goodies - Ruth Harvey

Crafts - Maybel Griggs & Rose Schuler

1998 CORSA International Convention

St. Louis, Missouri

July 28th - August 1st

Group Ultra Van Meeting

Good time to get lots of Ultra's Together!

Parts Vendors, Parties & Friends!

Arizona 1998 Winter Rally

Wickenburg, Arizona

Wickenburg Community Center

Arrive Noon February 1, 1998

Depart Noon February 5, 1998

Hosts

Dan & Betty Reinhardt 602-846-6920

Warren & Nobia Suckow 602-841-0911

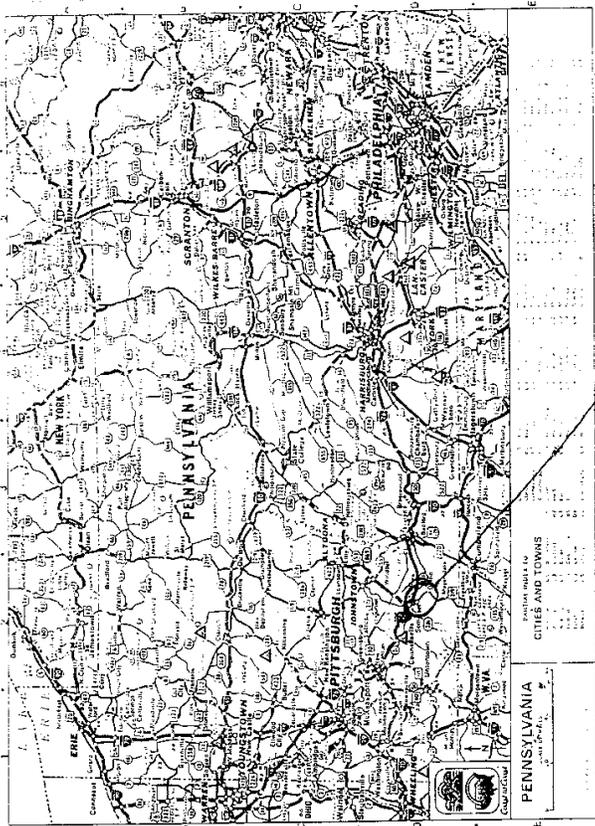
Ed & Jane Harrison 602-974-6373

Bob Reinhardt 702-870-6187

Theresa Vandersteeg 602-977-4358

Emergency Phone (520) 684-7656

Wickenburg Community Center



1998 Eastern Summer Rally

Laurel Hill State Park

Somerset, PA

June 1st - 4th, 1998

Hosts

Louis & Mabel Griggs

James & Mary Foust

More about this Rally at a later date. Please clip and send in the pre-registration form found on the Election Ballot and send it to Maybel Griggs, 626 Brookfield Avenue, Cumberland, MD 21502.

ULTRA POSTSCRIPTS ★★★★★

Dear Ultra Members:

Summer---July 1997

DO YOU BELIEVE: Most of us who are members of Ultra Motor Coach Club, Incorporated believe in the unlimited potential of free MINDS. We all do believe in entrepreneurial opinions that are unrestricted by too many government regulations. Don't you? From past conversations, it would seem so. Like most of you, I'm an optimist. Politicians, generally, do have biased reasoning when passing laws that often benefit only a few.

DOWN TO EARTH: People PROSPER best when they enjoy FREEDOM. We true blue Citizens do not function well if held hostage to high taxes, excessive government, time-consuming litigation, false promises, lack of border control, and/or eroding currencies and markets. At this writing the N.Y. Stock Market (the Dow-Jones averages) closed at an ALL-TIME HIGH. The dollar is weak, so it takes more of them to buy a share of Stock, or a loaf of bread. One needs to read between-the-lines of the daily News to realize this. The VALUE of our Dollar must remain strong and constant. About every 65-years (+ or -) throughout History, there has been a major Depression. If our Markets collapse, as some Economists think might happen, and big business continues to down-size, or leave, as is still happening, a problem could develop. Government Reports state that the economy is sound, almost as the Reports spouted during the 1930s to 1940. People wonder, "What can we do?" Financial experts suggest we get our mortgages and other bills paid down as best one can, and invest in fully-paid-for REAL THINGS we'll be needing regardless. I'm still optimistic.

TAKE IT ALONG: The advice, "Take it along," needs repeating. That very prestigious "RYERSON SERVICE MANUAL" should be carried in your Ultra Coach wherever you may travel. It is thick and may increase your load a few extra pounds, but take it along. The comprehensive compilation of repair tips and user-valuable service data can become a God-send in case of a mechanical problem in some remote area of our Nation. Can you identify any of the members in this sketch of a "Jam" session? Mechanically inclined Ultra owners often correct any vehicle difficulty. Owners seek answers from experienced members who explain exactly "HOW" to service their own vehicles.



"ULTRA POSTSCRIPTS" was never meant to be a conservative rag --- rather it is aimed at being a helpful or thought provoking 2-page discussion about a few important matters or some notable events of the day. Amen!

DEAD DOCTORS DON'T LIE: We just finished listening, a second-time, to a 90 minute tape with that title. Dead Doctors was produced by Dr. Joel Wallach, MD, who was recently awarded a Nobel Prize Nominee in Medicine. Most Medical Doctors live short lives. It is almost amazing that according to latest statistics the average MD will not live beyond 58 years. The life span for all Americans, averaged, is approximately 76 years. That's for men and women combined (women generally live a few years longer). Sure, we TRUST our Family Doctors. We just know each one does his or her very best to keep us in good health for a long average life. The question, then, is WHY do Doctors live such a short span? Must be life-style, or lack of Vitamins, or Stress? ? ?

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Postscripts #2

"He who "plants" thorns should never expect to gather roses. A good garden will not bear bad produce. By their FRUIT you will understand them -- trees or MEN."

DAYTIME RUNNING LIGHTS: About two years ago, Postscripts included a paragraph on DRLs. Today, here in California, we notice more and more cars and trucks using them. No one yells out anymore, "Hey--your Headlights are on!" The new DRLs are VERY visable, but use an almost zero drain on your Battery. Most drivers today realize the added safety of Daytime Lights, even on bright sunny days.

"Christians, and ALL other people of good faith, do not OWN any wealth; rather, it is said, they owe it." Will I go down in flames on this one?

PRESIDENTIAL HUMOR: Last year a few members said, "Keep it up " (not one objected). So here are a few for-fun cryptic remarks about the occupants of the Whitehouse: The feathers around Washington are being ruffled. We hear that fur is flying inside the Presidential chambers. There are such matters as the Paula Jones affair, who murdered Vince Foster, those two boys on the railroad tracks near Mena, the Executive Orders issued without Congressional approval, China's BUYING the Long Beach Harbor base, and others, with Million Dollar bribes to get Clinton's approval, McDougal and that S and L debacle, the Whitewater fraud, etc. Bill said he would reduce TAXES; one Report shows U.S. citizens are charged a higher Tax-rate than any other Country on earth. Oh, well! Just some mild satire to laugh at. Now, let's shake the tree real hard; We heard on radio the other night that Bill is wearing a "Protective Cup" these days. The Talk-Back Host asked, "Why?". The reply, "Because Hillory is shredding all evidence lately." Should we take a break--or change a light bulb?



"Ask not what your Country can do for you....." -- Pres. John F. Kennedy

PRIOR TO DEATH: Life is very short. My younger brother is almost a terminal case. That points up a subject few people enjoy talking about, but questions about Wills and Trusts still frequently arrive. At one of the early Club Rallies we had a Seminar on WILLS and TRUSTS. Based on the very intelligent inquiries and the enthusiasm shown then, the subject might still be of general interest. Let's just touch the high spots in a brief review of the basics. Advisors urge that EVERY adult person, or both spouses of a family, EACH have a witnessed Will, naming CLEARLY who is to get what of his or her Estate. After your Will is completed, reviewed, and typed, you gather three witnesses (only two required in some States, but three is desirable). They witness YOU signing your signature and dating the Document, then they each apply their own true signatures below yours, and write their addresses clearly alongside. An Attorney will make certain every DETAIL is properly accomplished, but an Attorney is NOT required. An all HANDWRITTEN Will is legal in many States, but it must be entirely done by one's own hand with ink-ball pen, dated and signed. This is often called a Halographic Will, and requires no witnesses. This type Will is accepted in California and some other States. Of course, a professionally drawn-up TRUST is preferred for any major Estate. Trusts avoid the delays and the costs of Probate.

"YOU are the POTTER...I am only the CLAY. Please SHAPE ME to be helpful to each of you and other fellow beings." Enjoy a pleasant Summer.

— Sincerely, *Ernest*

Coaches For Sale

1963 UltraVan #200, 2nd Ultra built by Dave Peterson. 24 feet long. Corvair 110hp, with automatic, 3:89 gears. Solar panel. Large refrig.(compressor type, electric) Alum. wheels. New tires. All white exterior, light brown interior. Ready to travel. Video & photos available \$8.00. Price: \$5995.00 - **Jim Craig**, (619) 366 9104, Fax: (619) 366 3026 or email jeraig1@juno.com

1967 UltraVan #295, "Reduced Price." Was \$7995.00. Now \$6295, OBO. **Serious to sell.** This is truly an excellent buy. Check it out! Excellent throughout. Buick 3.8L V6 engine. Fuel injection, 3spd transmission. New tires, carpet, drapes, batteries and much more. Good paint (Tan/w brown stripe), three solar panels. New windshields, power brakes, plus many modifications. See **Whales on Wheels**, Vol. Xlv, #1, Winter '97 for detailed article. Video, photos & detailed list available \$8.00. **Jim Craig** (619) 366 9104, Fax 619 366 3026.

1968 UltraVan #348, Corvair motor and drive, Cherrywood interior, Duo-Therm factory Air, Furnace with blower. Built in Vacuum. Gas refrig. New set of Styrofoam Bumpers. Coach needs rug inside, painted outside. Price: \$3,500.00 OBO. **Howard D. Sproul** - (412) 678 2594. 2846 Washington Blvd., McKeesport, PA 15133.

1969 UltraVan #466, "Reduced Price Also." Was \$7995.00. Now \$6995.00, OBO. **Real serious about selling.** 9000 miles on engine overhaul. New batteries & tires. Paneling excel. Carpets, seats & mattress all V/G. 140HP engine, Powerglide and 3:89 gears. Cruise control, Hydraulic leveling system. Paint good with brown stripes. Video & photos available - \$8.00. **Jim Craig** (619) 366 9104, FAX (619) 366 3026 or email: jeraig1@juno.com

1969 UltraVan #484, Jamie Lee Curtis drove this one in the movie, "**My Girl**". Corvair 110hp, W/Auto & 3:55 gears. New tires, exterior paint (White with brown stripes). All glass good. For the film, the studio added new paneling of a light tan color, a side dinette and front & rear bumpers. Own a piece of history. Video and photos available. \$8.00. Price: \$4995.00. **Jim Craig** (619) 366-6104, fax (619) 366 3026 or email - ultravan@aol.com

1969 UltraVan #489, A real jewel, in excel. condition. Ready to travel. 110HP engine, automatic and 3:55 gears. New paint with orig. type gold stripes. New tires and battery. 9500 miles on new cyl. assys. and valve rework. Carpet, drapes and mattress all in excel. cond. Hurry this will not last long! Price: \$8295.00 **Jim Craig** (619) 366 9104

4 UltraVans Available , **Jean McMasters** has 4 UltraVans for sale in Florida. They are price at \$4,000.00, \$6,000.00, \$8,000.00 and \$10,000.00. All Corvair powered. For more information and specifications call **Jean** @ (561) 626 0388.

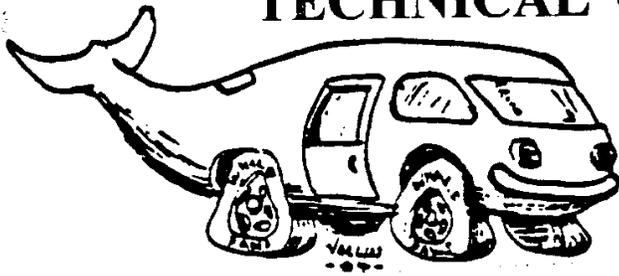
1964 Corvair Rampside, 110hp engine, 4 speed. Has cab high camper shell. Aluminum wheels w/185-14 radial-ply. Runs and drives excellent. (Rare model). Only 871 of these were made. Owner purchased new in 1964. Video & photos available for \$8.00. Price \$1295.00. Seller: **Jim Craig** (760) 366 9104 or email: UltraVan@aol.com

1966 Monza Coupe, 140hp engine, Powerglide, 3:55 gears, factory air, tinted glass, excellent black interior, new radial tires, excellent orig. Aztec Bronze paint. Always garaged. One owner. All orig. chrome and trim, excellent. A real beauty. Near concourse condition. This will not last lone. Video & photos available - \$8.00. Price: \$5295.00. **Jim Craig** - (619) 366 9104 or email jeraig1@juno.com

WANTED

Cherrywood paneling or a good substitue. **Darrell G. Woofter (#232)** , 436 N. 23rd Street, Las Vegas, NV 89101-3332, (702) 388-2900. Also Darrell would like to have some advice on insulation options for his coach.

TECHNICAL WHALES TALES



"TECHNICAL WHALES TALES", are a collection of technical tips submitted by Ultra Van Coach Club members. While these tips have been reviewed for content and are believed to be both acceptable and workable, there is no guarantee implied that they will work correctly, nor is any liability assumed by the Ultra Van Motor Coach Club, the Technical Chairman or the author for any problems that result from the use of these tips. Forward all Technical Tips to; Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. 92252 * FAX; 760 366 3026, E-mail; jrcraig1@juno.com

June 27, 1997

Ultra Wrench Quote: "Don't fix it, if it isn't broken!" (Jim Craig)

How many times have you heard that? Plenty I assume. I'm afraid quite a few of our Ultra owners are like that. Otherwise the Technical Chairman would receive letters from them telling about their experiences, that could be put into a Tech Tip that the rest of us could learn from. On second thought, perhaps no one is reading this. Actually, I don't think so. Anywayyyyyy!

I received the following letter from a Ultra owner;

Subject: Thoughts of a Ultra Van Owner:

My Ultra is a V/8 powered unit. It has served me well. I have traveled all over the United States to see the sights and visit relatives. In my travels people are always interested in my RV and tell me nice things about it. But when I attend the Ultra Club rallies I feel like and get vibes that a V/8 Ultra is not a part of the group or that I am second class to the other Ultras. This surely doesn't do the club any good. I feel sometimes that I am more at home with other RV groups. I have noted that there is very little or nothing ever mentioned in the tech sessions about V/8's. Maybe there is a reason for this, my thoughts are this: (Comparing my V/8 to Corvairs)

When was the last time I burnt a valve? **Never.**
When was the last time I dropped a valve seat? **Never.**
When was the last time I lost a "U" joint? **Never.**
When was the last time I did a tuneup? **About 30,000 miles ago.**
When was the last time I was afraid to cruise the freeway 70 mph most of the day? **Not Anymore!**
When was the last time I towed my fishing boat to the gulf? **Just last month.**
When was the last time we got cold while driving through the snow? **Never.**
When was the last time I needed more defrosters to clear the windshield? **Never.**
When was the last time the engine ran hot? **About 20 years ago. Thanks to Len Ryerson.**
When was the last time I broke a crankshaft? **Never.**
When was the last time I flipped a belt off? **Never.**
When was the last time I lost a rear wheel bearing? **About 20 years ago.**
Thanks again to Ryerson for setting the proper inspection time.

Well folks, that's my two bits worth, as they used to say. How does your Corvair compare to that?

I guess the V/8 owners are doing quite well, thank you! Mr. WellYouKnowMe

TECH TIP NO. 97-11, Subject: CORVAIR Gas Line Nuts!
UV Manual Section 8, Page 8-13. Authors: Dick Granger / Jim Craig.

The fuel lines from the fuel pump to the carbs are made of a malleable steel with two steel flared nuts installed prior to the line being flared. We have all seen these nuts with the wrench flats completely worn away and the only way to brake them loose or tighten them, is by using a pair of Vice Grips. In order to tighten the nut properly the vice grips have to really get a grip on the nut. Therein lies the problem. After once to often of tightening the nut in this manner, the nut starts to collapse. At some point the nut will crack or split. You can guess the rest. A large fireball erupts from the engine area. So a word to the wise, replace those old worn out fuel lines. We have been this route and don't want to see anyone else have this problem.

*Ultra Low
Fuel economy*





UAVMCC

Ballot

Eastern Nominations

President - Don Richards

Vice-Pres - Ruth Harvey

Treasurer - Marion Helmkey

Secretary - Jim L. Howell

Directors - Walt Davison

- Doug Pratt

Western Nominations

President - None

Vice-Pres - Jim Craig

Treasurer - None

Secretary - Jim L. Howell

Directors - Bob Galli

Circle your choices and mail the ballot to: Jim Howell, P.O.Box 5942, Knoxville, TN 37928 - If mailing your ballot, they must be received by August 20, 1997 to be forwarded to Durango for the meeting.

Registration Form

This is the pre-registration form the **Laurel Hills State Park Rally**. Please fill in the spaces below and mail to Maybel Griggs at 626 Brookfield, Cumberland, MD 21502.

Name: _____ Coach# _____

Address: _____

City, State, Zip: _____

Expected Stay and Arrival date: _____

UVMCC

Ultra Van Motor Coach Club, Inc.

Jim L. Howell, Editor

P.O. Box 5942

Knoxville, TN 37928-0942



*Copyair Club.
Dave Baker
747-0840
Dyna Brake*

Don & Vickie Reed 97
2300 W. Diamond #1
Tucson AZ 85705

*Jack Ransoys Garage
Speedway of Falls Lake*

DISCLAIMER: The contents of this ULTRA mailing is made up of reports, flyers, illustrations and/or articles prepared by a number of fellow Club members. The information contained herein was compiled from sources believed reliable, but its accuracy and the written statements and opinions based thereon cannot, of course, be guaranteed by the Club or each author. Errors are possible, although the objective is to present only carefully checked and accurate information.