

Ultra Van Motor Coach Club

Winter 1997

President: Don Richards #379
Vice Pres: Jim Craig #163
Secretary: Jim L. Howell #216
Treasurer: Marion Helmky #486
1997 Newhouse Award: MarleneCraig #163
Tech Coordinator: Walter Davison #366

From the President's Desk - Don Richards

In the spring of 1968 we drove our twenty-two foot champion motorhome to Bucyrus, Ohio to the annual Bratwurst Festival, an event emphasizing that town's well known sausage. We wheeled in to the campground in our newly purchased motorhome, proud of our vehicle, amid others that resembled ours with remarkable similarity. There were even a few converted busses present, not too different from our own boxy shape. All of them except for the one we parked beside which was a most unusual looking vehicle if we ever saw one. It was rounded in both front and back and low - so low in fact, that I looked right in the front window and stared at the people inside. That was different from having to stand on a stool to wash my own vehicle's windshield. This one was called an Ultra Van and had a big map of the United States on its side with the states outlined in different colors. You could see stuff like that in the early days of motorhoming. You may still be able to. Most of the states were colored in which indicated to our unsophisticated experience, sophisticated travelers indeed. We parked beside the Hartoms in their Ultra for a few days and learned to admire both it and they, for they drove their Ultra to Costa Rica each fall and spent the winter as good snow birds should, under whispering palms along restless surf, waiting out the cold that the rest of us wished to pass quickly. Two years ago we also parked under the palms along the surf near Cohuita, Costa Rica and I thought of the Hartoms, so long ago and so far away, who introduced us to the Ultra and the resolve that we would one day own one. That came quickly, we joined the club, and now are privileged to serve as president.

The above introduction I wrote to emphasize my sense of making the full circle - that the Ultra Van Motor Coach Club is one of the oldest, most consistent, pioneering, motor coach clubs in the country and in the industry. We've been through it all and going strong from the boxlike shapes of the '60's to the behemoth forty footers of the '90's. And still leading! I am looking forward to another year of fun rallies, significant history, great friendships, beautiful travel and the best that life and a pod of white whales has to offer.

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

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

March 16th-19th, 1998, Florida Spring Rally, Big Oak RV Park, Brooksville, FL, ** See flyer **

April 16th-19th, 1998, Western Spring Rally, "Galli Ranch", Atascadero, Ca, ** See flyer **

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

Sept 23rd - 29th, 1998 UVMCC National Rally, Indian City, OK

ULTRA VAN MOTOR COACH CLUB, INC.

Treasurer's report - 2nd Qtr 1997

Balance as of 03/31/97	4,578.85
Receipts:	
Dues	76.00
Dividend-AI-Gar	36.40
Merchandise sold - J. Craig	75.25
Total receipts	187.65
Expenses:	
Printer	35.00
Advance on Nat. Rally	200.00
Print & Mail N.L. (twice)	600.00
R. Galli - Mdse Bought	375.30
Total Expenses:	1210.30
Balance as of 06/30/97	3,556.20

Treasurer's Report 3rd Quarter, 1997

Balance from 2nd Qtr. (06/30/97)	3,556.20
Receipts:	
Dividend AI-Gar FCU	31.75
Dues	276.00
Merchandise sold:	200.30
Raffle Afgan	106.00
Sheriff Fines:	1.00
Benham interest:	10.09
Total Receipts	625.14
Expenses:	
Merchandise purchased:	328.00
Postage	18.00
Total Expenses:	346.00
Balance as of 09/30/97:	3,835.34

Dear Ultra Friends,

I want to say how happy and honored I feel after being awarded the Ernie Award. It came as a complete surprise so it really left me speechless at the National Rally. Sometimes it is hard to say how things that touch you deeply affect you and how happy it makes you feel.

We are the luckiest people to know such a wonderful group of people. Our lives have been enriched by our fellowship with you all. And here it is time for our fall rally and I can hardly wait to see our Ultra friends again. The happy times we have shared have meant so much to us. Remember the gate will always swing open to welcome our Ultra friends to our little rendezvous ranch.

Sincerely; **Marlene Craig**

ULTRA VAN MOTOR COACH CLUB, INC.

Annual Business Meeting, Durango, Colorado
August 27, and 30th, 1997

August 27th: The meeting opened at 1:00 pm with President Gordon Harvey presiding. The minutes from the previous General Meeting at Hutchinson, Kansas were read and approved. See Winter, 1996 Newsletter, page 2.

Treasurer Louis Griggs presented the Second Quarter Treasurer's Report, Balance on June 30, 1997 \$3,556.20, with an additional \$2,086.45 in the Benham Capital Preservation Account, President Harvey appointed as Audit Committee, Christy Barden and Claire Hoffman. He also appointed a Ballot Committee: Marge Fitzgerald, Tennie Randle, and Edna Steenburg.

The Guidelines Committee for the Directory presented a written report (attached). This committee consisted of Norm Helmkey, Jim Craig, and Marian Grootenhaar. This report was approved and adopted.

The Wagonmaster's Report is to be sent directly to the Secretary.

Inasmuch as the main-in Ballots had not yet arrived, President Harvey bound the meeting over to Saturday, August 30, 1997.

The Board of directors held two meetings over concern about the missing ballots. The United States Post Office took six days to deliver a Priority Mail envelope from Knoxville, Tennessee to Durango, Colorado. President Harvey appointed a reconstituted ballot committee -- Robert Franz, Marge Fitzgerald, and Louis Griggs. Tennie Randle had left the rally.

August 30, 1997: President Harvey reconvened the National Business Meeting at 9:00 am. the Ballot Committee presented the following results: President, Don Richards (2 years); Vice President, Jim Craig; Secretary, Jim Howell; Treasurer, Marion Helmkey; Eastern Directors, Walter Davison, Doug Pratt; Western Director, Bob Galli; Earnest Newhouse Award, Marlene Craig. Those elected and present were duly installed. The meeting adjourned at 10:00 am. Respectfully submitted, **Maybel & Louis Griggs**, Sec. pro tem.

Ultra Van 101 Restoration Rally

Oct. 27th --> Nov. 12th, 1997

By - Diane Galli
Western Rally Reporter

The rally started on October 27th, Lester and Gladly Bell were the first to arrive, followed by; the Sukows, Dan and Betty Reinhardt, Bob Reinhardt, and Arnold and Edna Steenbury. We arrived on Saturday, November 1st, as did Robert Craig, Dan, and Bob Reinhardt got the vinyl ceiling installed before they had to leave, Bob on Saturday, Lester, Arnold, and Jim worked on other projects, Warren Sukow was the Moral support and 'Sidewalk Superintendent'. There always has to be one of those. And a dandy one he is. He and Nobie, and Dan and Betty had to leave Sunday for Phoenix as they had Doctor appointments later in the week. But not to worry, more came to take up the slack.

Saturday was devoted to the Air Museum for the guys, in Palm Springs, by all reports a good place to visit. That evening we were joined by Binney's and Ballew's for a Bar-B-Que potluckdinner, yum yum and Ultra bingo, a fun time was had by all.

Sunday was a Reading and sharing morning, before Sukows and Reinhardt's had to leave for Phoenix. Followed by work, cards and the Sunday football games for me. My 49 er's beat Dallas. Topped off my day.

Monday dawned bright and clear, after breakfast the fella's got to work, and we "girls" trooped in Palm Springs to pickup Evy Shephard from Portland, OR; at the airport, and a day of shopping and lunch, then back to the "ranch" in time to fix dinner for the hard workers, only to find, Ray Mitchell from Ohio. Ray is President of Corvanatics and a future Ultra Van owner, he really feels at home now, and asks questions, and works hard too. Walt Davision came shortly after dinner, and stayed the rest of the week. Roy Muranaka came for a day of work, and Jim Amos came for a few days of work too.

One day we gals were doing our usual card playing, when in drove Kemp and Shirley Swiney from South Carolina. That was a pleasant suprise. Bob and Roberta Franz got there Thursday, and Bob went right to work. That's the way it's done, see a job and do it, or give a hand where it is needed. The women did the cooking, and I must say, a better group of cooks cannot be found. Those of us who were not on the cooking detail, cleaned up. A division of labor. Bob and Roberta brought a slide show of past Rallies, Western rally's and National Rally's, what fun.

The next day was the last, as it was time to head for Palm Springs, Walt made his famous omlets, with kitchen helpers, Roberta and Diane, chopping and grating, Roberta and I had to report for duty at 7:00 am. I must say Walt is an excellent omlet maker. We were to leave for "The Springs" about 1:00 pm, 101 too. Bob and I left early, as did the Steenburgs.

When Franz's got there with a few more, it was with the news that the axle had broken on 101. About 7:00 pm they came rolling in, no duals tho', a single axle all faired well, but 101 now has a hole in the fiberglass where the tire and axle exited. From all accounts, Jim did a masterful job of driving to keep the Van upright, and stopped at the side of the road. He went home for another axle (single) and a roadside tech session, as a friend from San Diego calls them, what a lovely sight she was, "sailing" down the road after all these years. Hole and all. "She" went on display, and an Open House was set up out side "her" doors, everyone who looked through "her" was impressed. Rightfully so! There is a lot to do, but now it is mostly cosmetic stuff, cupboards, sink, frig, stove, carpet, all the ETC's. And the paint!!

Sunday, back home to Joshua Tree, Sunday, the end of a very good rally. Unfortunately Walt met with adversity, and was towed back to Jim's for some tender loving care. He had been on the road home, he is back on the road as I write, and hopefully without further ado. Bob sold some t-shirts and a sweat shirt from the Durango Rally. Craig and Sally Miller from Sacramento, and the Youngs all new Ultra owners, came in their Vans to the Toss, and joined right in. Welcome to the group. There was another Ultra from Arizona, but I didn't get the name. Howard Boso was there too. 10 Ultra's as near as I can remember were in attendance. Bob and I came in our Greenbrier. That way I have a car to take anyone where they want to go, we also stay in the hotel, (my time to have a good time and let someone else do the cooking and cleaning for a few days).

Notice! Please read this very carefully!

The **NEW Treasurer** of the Ultra Van Motor Coach Club, Inc. is Marion Helmkay, 73 Sargent Street, Haines City, FL 33844. Make out checks for your dues, and send to her at this address. If there is a 97 after your name on your mailing label, you owe dues! (\$15)

Dues for **Group Ultra Van** (Whales on Wheels) amount \$6.00, should be made out to GUV, and sent to Louis Griggs, 626 Brookfield Avenue, Cumberland, MD 21502.

'97 UVMCC National Rally Report

By - Christy Barden

Durango is nestled in a valley on the Animas river at about 6,500 feet in southwestern Colorado. Majestic scenery is visible all around the valley. High cliffs jutting from the valley floor are highlighted with the rising sun in the mornings. The nights are clear and crisp at about 57 degrees with the stars appearing to be within the reach of your arm. Our rally site was just off the center of town at the La Plata County Fairgrounds. We parked in the infield of the horse racing track on nice grass. Electricity was provided for all of us, with a water and dump station nearby. Community rooms were provided, which were spacious and modern with good kitchen facilities. We could even view the Rodeos that were held on a few nights through the fence for free. What fun! But the smell of the live stock was evident when the wind came out of the north. There was a new diesel powered trolley that went into town every half hour for 25 cents. So we didn't feel stuck out in the toolies. There was plenty to do. There is quite a bit of rafting on the Animas River, which ran right behind the fairgrounds. There was a foot bridge over it and a walking path through the park on the other side. The senior center was right next door and some of our members took advantage of a good lunch at \$2.50. There were restaurants across the street and a market up the street. All in all the facilities were the most convenient for any rally I have been on in the past few years. Did I talk about the art galleries, shopping and souvenir stores in town as well?

Durango was started by the Rio Grand Railroad in the 1880's. It was this narrow gauge railroad that brought the silver ore down from Silverton, about a four hour trip. Today it is one of the most scenic trips in the country. The train makes three trips daily to Silverton, a town that has even more shops and restaurants to be checked out. Our members that took the trip were awed at the scenic beauty of the Rockies. It was an all day trip, but well worth it. Pat Fitzgerald says that he is going to strongly recommend the trip to all of his children. Our group took a tour of the Railroad yard one afternoon. They employ about 400 people in the summer and 250 in the winter. They have a constant program of rebuilding the cars and steam engines. The entire operation was going to be burned down about 20 years ago, but instead was bought by a man who loved old railroads and had some money to put into the operation. Some of the huge machine lathes and presses were impressive. They have a museum of old rail cars, one used by the "ladies of the night" had a spectacular interior. The days were warm, clear and beautiful with temperatures in the high 80's, perfect in the dry climate. Shorts, sunglasses and sun hats were the dress of the day.

There was another motorhome group having a rally at the same time as we were. They were called the Jewel's, Inc. Their big rigs were Newel's, Provosts, etc.

Big buck rigs and parked in an RV park a few miles from town. They have a total of 170 members and get about 50 rigs to their national rally. Not unlike us in years gone by. Also the 5th annual Four Corners Iron Horse Motorcycle Rally was being held in Ignacio, a few miles south of town. This is a gathering of Harley-Davidson motorcycles. There was a parade of motorcycles on Sunday at noon, I've never seen so many Harleys at one time in my life. There was also a gambling casino run by the Ute Indians near by. If you wanted music there was the Rocky Mountain Music Festival and the Four Corners Folk Festival nearby on Labor Day weekend. The people in the town were friendly and the place was bustling with tourists. The flavor of the "Old Town" area, which has buildings from the 1880's still being used, was wonderful. One afternoon we planned a lunch at one of the old restaurants in this area.

The only mechanical problems were: Gordon Harvey melted an exhaust manifold on his V-8; Robert Franz replaced a rear wheel bearing and Howard Boso had his rear view mirror fall off. The tech sessions were great. Bob Galli gave a demonstration of his Ignitor ignition system which takes the place of points in the distributor and his SafeGuard anti-pinging device. Walt Davison gave a "show and tell" of his electrical system components and many other ingenious devices he comes up with. Pat Fitzgerald gave a eye opening talk on spark plugs. Jim Craig gave a show and tell on many of the items he had brought to sell. We had a special guest, Steve Goodman, who has run a Corvair Shop in Denver for the past 30 years, gave a tech session on rear wheel bearings. He drove up from Denver (330 miles) with his wife Ruth just to be with us for that one day. What a guy!

Claire Hoffman gathered materials for making place mats. Many of the women made beautiful leaf covered place mats for the Ultra Van dining table. She showed me just how easy this was with the use of an iron. She said you could get all the materials from Wal-Mart. The Rally master, Bob Galli reported that there were 12 Ultra's and 3 associates with 26 people in attendance. The group may have been small, but it was spirited. We had two wonderful pot luck dinners, a Yankee swap, dinner at the Bar-D ranch which featured a cowboy singing group out under the stars, and the usual morning coffee hour. Because of the intimate size of the group we all had a chance to visit with each other and didn't miss spending time with someone because there wasn't time to see everybody. We all saw everybody, it was truly great. The local TV station came out and did a one and half minute spot on the evening news. Gordon Harvey also was featured on the sports section of The Durango Herald, talking about his NASCAR racing history including a photo.

Sunday we finished up with a service by "The Reverend" Robert Franz and Assistants, with lots of good music. After that we all mounted our Ultras and headed out in different directions.

Western UV Meeting
Diane Galli

The meeting was called to order by Jim Craig at 3:00 pm. Dan Reinhardt announced the winter rally at Wickenburg, AZ. Camping at the Community Building. February 1-4th, 1998. Details to be published in the UVMCC newsletter.

The Oregon Rally in June was discussed. To be hosted by the Farrels, and they are to be congratulated on it. A Jyly Rally was discussed, and we will wait for further consideration.

The third week of April, 16th-19th, 1998, a rally will be at Alan and Beverly Shattucks, "Shepards Rest", in Tuscon, AZ. Directons will be in the newsletter. ((Changed to the Galli's - See flyer, editor)).

Marlene and Jim Craig will host the Fall Rally, at their place, Desert Rendezvous Rancho, in Joshua Tree, CA; it is also a working rally for Ultra 101. The dates are October 31st to November 6th, 1997. From there we will all go to Palm Springs, CA, for the Great Western Fanbelt Toss and Swap Meet, November 7-9th.

The 1999 National Rally will be hosted by the Western UVMCC. The meeting was adjourned at 4:00 pm by Jim Craig. Respectfully Submitted.

From Your New Treasurer - Marion HelmKay

Thanks to all Ultra Van Club members for your confidence in me, I am not an accountant, but I'll do the very best I can.

We'll be doing most of our business through the mails. As many know, we spend half the year in Canada, so it is important for you to pay your dues only by check.

Also, please only send your Ultra Club dues to me. Louis Griggs is still your contact for Group Ultra.

Please be sure to send all correspondence to do with the Ultra treasury to our Florida address. This way, no one will have their mail returned for extra postage, as we have arranged for the US Post Office to forward all our mail to Canada, when we are not in Florida.

I would also ask that requests for rally advances be made by letter and all payment requests must be accompanied by a receipt.

NEW MEMBERS FROM CANADA
Vince & Gail Murray #510
RR #1
Cherry Valley, Ontario KOK 1P0
(613) 476-4512

Ultra Archive Report

by - Norm HelmKay

The following is the text of a letter from Belco (the follow-on company to Ultra Inc.) to Marion Pifer, the second owner of Ultra #310 who had just bought it from Lowe McIntyre of Kent, Ohio, the Ultra distributor in Ohio. What is of special interest is the clarification of some specific parts used on the front-end.

BELCO INC.
Box 116

Hutchinson Air Base Industrial Tract, Hutchinson, KS

January 11, 1970

Dear Mr. Pifer:

Thank you for your letter of December 28, 1970. we are glad to welcome you to the family of Ultra Van owners. Our records on #310 will be changed to ownership under your name.

the front mount or coffee bar type table is \$29.50. We do not have a goucho in stock, but we have enough upholstery material of the type used in your coach to make one. The price is \$125.

For the last year of production, Ultra Inc. did not use Do-Ray lights and as a result we have no replacements lenses in stock. I suggest you write the Do-Ray Company at 1454 S. Michigan Ave., Chicago, IL, 60605. We strike out again on the manual. If you have the standard manual issued with #310, you have the only information put out for the Corvaire Ultra Van and its parts.

As a matter of fact, the Ultra Inc. Sales Department did not publish a manual for the V-8 equipped van. A Corvaire type manual was issued with the V-8 units. This sounds rather incredulous I know, but nevertheless, it is the way it happened.

Briefly, #310 has a standard Corvaire engine and transaxle assembly. Your engine is 110 horsepower. the read wheel, torque arms and suspension are basically Corvaire. Front suspension is strictly Ultra design. The steering box is Saginaw. The front wheels are made up of various Chevelle, Chevy II and Corvaire parts. I will list the basic parts which through normal wear you will likely need to replace:

Front wheel bearings GM #7450627 & #74550630
Front hub, shoes & Wheel cyl - Chevy II 64-67
Front spindle Chevelle 64-67
Corvaire 64-69 rear brake drums are used front & rear

Our local Chevrolet dealer has one of the best Corvaire mechanics in the country. In the event you are able to come here in the near future, we will be more than happy to look after having your Ultra Van serviced.

If we can be of any further help, do not hesitate to call or write.

Sincerely,

Bob Lind,
BELCO, INC.

Florida Spring Rally

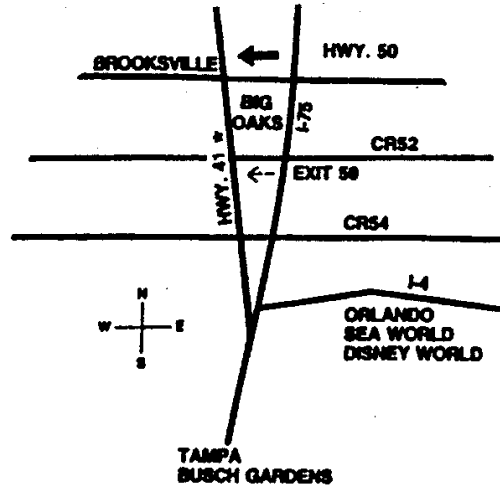
March 16,17,18,19, 1998

Big Oak R.V. Park
US HWY 41
Brooksville, FL 34610

Hosts: Gordon & Ruth Harvey
Phone: (407) 240-6787

Cost: \$14.50 Daily
Not confirmed till after 1/1/98

Activities:
Pot luck, Morning Coffee & Goodies
Yankee Swap, Crafts, Tech Sessions
Visit Tarpon Springs sponge docks
See several Florida Attractions



Located 5 Miles N. Of CR 52 and
8 Miles South of Hwy. 50 on Hwy. 41

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

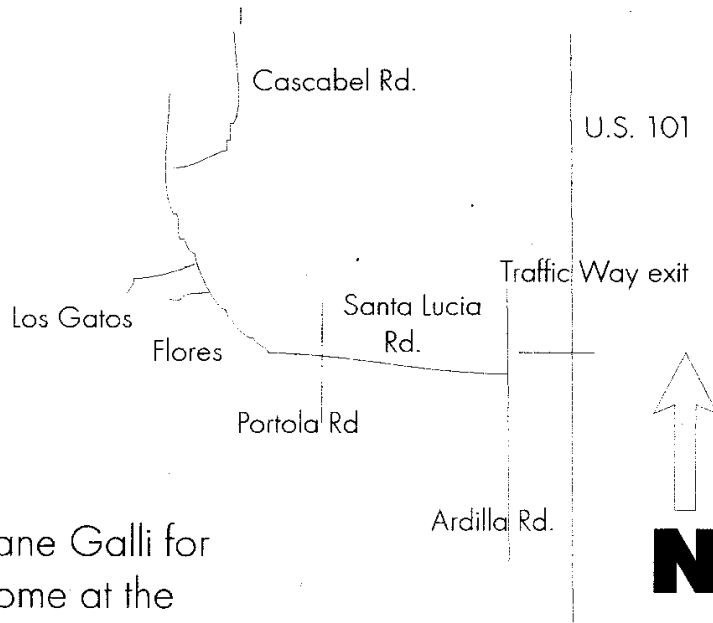
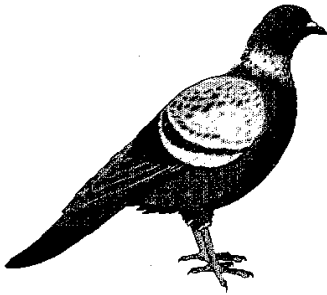
July 28th - August 1st

Group Ultra Van Meeting

Good time to get lots of Ultra's Together!

Parts Vendors, Parties & Friends!

Western Spring Rally



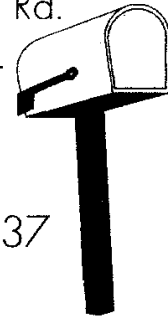
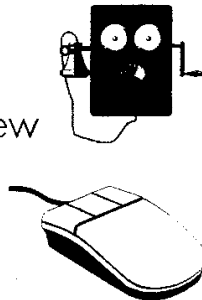
Come visit Bob & Diane Galli for a few days at their home at the end of the road by the creek in Atascadero, Ca. We'll have some Pot Lucks, Tech sessions, and cards. We'll have electricity available, and water...but come with your holding tank empty. This will all take place April 16-19, 1998, give or take a few days. Come early, stay late.

snail mail at:

5000 Cascabel Rd.
Atascadero, Ca.
93422-2302

Phone:
805-466-2737

e-mail us at:
rdgalli@tcsn.net



Arizona 1998 Winter Rally

Wickenburg, Arizona

Wickenburg Community Center

Arrive Noon February 1, 1998
Depart Noon February 5, 1998

Hosts

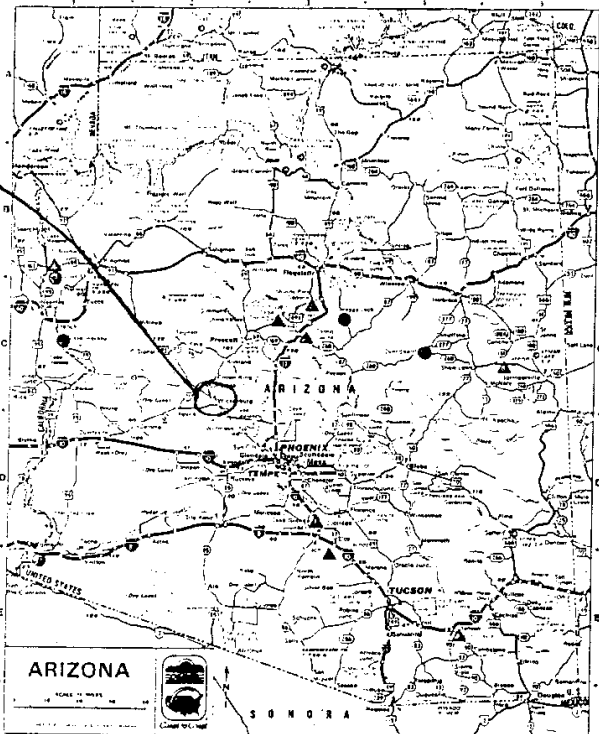
Dan & Betty Reinhardt 602-846-6920
Warren & Nobia Suckow 602-841-0911
Ed & Jane Harrison 602-974-6373
Bob Reinhardt 702-870-6187
Theresa Vandersteeg 602-977-4358

Emergency Phone (520) 684-7656
Wickenburg Community Center

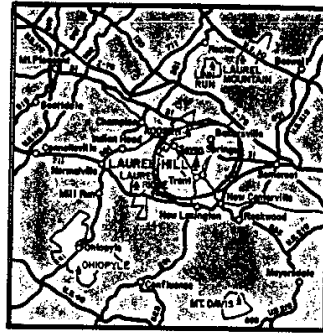
Cost: \$58.00 per unit which includes water & electric hookups and limited use of the Wickenburg Comm. building.

Activities: Will include potluck, supper out, sight seeing as desired, talking about Ultras, working on your own crafts, etc.

Sewer Dump: NONE (None in the City of Wickenburg)



LAUREL HILL STATE PARK



1998 Eastern Summer Rally

Laurel Hill State Park

Somerset, PA

June 8th - 11th, 1998

Hosts

Louis & Mabel Griggs #334, (301) 722-2991
James & Mary Foust #398, (814) 352 7435

Camping fee per night with Electricity, Senior PA resident \$10.00, Senior Out of State - \$12.00, under age 62 - \$15.00. Water & dump station nearby.

You must make your own reservations -- (888)-PA-PARKS. Make reservations after February 6, 1998. When you call, ask for one of these sites: #229, 230, 234, 235, 236, 237, 238, 239, 240, 243. You may pay by credit card over the phone, or arrange to mail a check. The address for the Park is: Laurel Hill State Park, RR #4, Box 130, Somerset, PA 15501-8501. We were told that pets are not allowed in the Park - PA state law.

If you are planning to attend this June Rally, please let me know. Card, letter or phone call and I will send you a campground map so that you will be able to see where the site is. Maybel, 626 Brookfield Avenue, Cumberland, MD 21502.

Response to "Thoughts of a V-8 Ultra Van Owner"
by Norm Helmkey

I'm not sure Mr. WellYouKnowMe who wrote the V8 article in the last newsletter still has a V8, unless it is a 600. The thoughts were provoking and great for comparison. As one who owns both Corvair-powered and V8-powered Ultra Vans, I can give a different objective view. I certainly agree the V8 has advantages, especially being able to climb any hill without having to down-shift. But overall, as you read, I prefer the Corvair.

When I first joined the UVMCC and appeared with a V8, there were subtle vibes and kidding that the V8 Ultra, just looked like an Ultra, implying it had to be Corvair-powered to be a "real" Ultra. Since the original ratio of Corvair Ultras to V8 Ultras is at least 8 to 1, I realized one would have to seek out V8 owners to learn how they solved the many problems. Also, at rallies, the V8 ratio is even less, so its not surprising there are few specific V8 tech sessions. As there's little difference between the basic body shells and the front-ends are almost identical, I think any V8 owner can get quite a bit from any tech session. The structure at the rear-end is where you find the unique differences.

Out of curiosity, I made a study on the club tech tips by V8 owners. The results are very surprising, of 399 tech tips submitted between 1966 and 1990, 99 were from V8 owners (about 1/4), but only 16 were about V8 problems. Remember, until late '69, there were no V8s. From 1991 to 1995, there were 192 tech tips with 55 (over 1/4) from V8 members (just 18 were V8 related). V8s even in 1996 are less than 13% of club vehicles, yet V8 members have contributed 26% of all tech tips, so they constantly have contributed more than their share to the technical side of the club.

My replies to the questions posed by Mr. WellYouKnowMe are as follows:

1. Q. When was the last time I burnt a valve?
A. Never
Response - his V8 engine heads must have been rebuilt with new valves and steel seats as today's unleaded gas does bad things to original Ultra V8 Chevy (pre-1976) exhaust valves and valve seats. Corvair valve seats have been hardened steel since Day-1.
2. Q. When was the last time I dropped a valve seat?
A. Never
Response - See Response No. 1 for valve seats, but this is a Corvair Achilles Heal, especially on the 140 engines.
3. Q. When was the last time I lost a "U" joint?
A. Never
Response - this says the V8 owner maintained the "U" joints as should be done on any Ultra. In 75,000 plus miles since we bought #486 in 1992 and all the "U" joints were changed, I've never replaced a Corvair "U" joint, but they are inspected and greased every year.
4. Q. When was the last time I did a tune-up?
A. 30,000 miles ago.
Response - Our V8 Owner must have HEI ignition or the points are in sad need of adjustment. With Perlux pointless ignition, my Corvair coach ran the last 42,000 miles (up to June 17, 1997) without a "tune-up."
5. Q. When was the last time I was afraid to cruise the freeway 70 mph most of the day?
A. Not Anymore
Response - Its generally illegal to cruise that fast and we mostly travel the back scenic roads. Besides, with the extra weight of the V8, the standard Chevy II drum brakes on the front are not up to traveling safely at 70 mph.
6. Q. When was the last time I towed my fishing boat to the gulf?
A. Just last month.
Response - Not relevant, I don't fish. But, didn't Dave Peterson design the Ultra so he could tow a boat with just an 80 hp Corvair engine?
7. Q. When was the last time we were cold driving through snow?
A. Never
Response - We're from the north and driving in snow is poor planning, but just in case we use poor judgement, we have a propane catalytic heater under the coffee bar to keep our tootsies cozy and defrost anything on the big windows.
8. Q. When was he last time I needed more defrosters to clear the windshield?
A. Never
Response - See Response to Number 7.

9. Q. When was the last time the engine ran hot?

A. About 20 years ago. Thanks to Len Ryerson

Response - Even with all the things Len suggested, when its over 95 degrees and the V8 engine is switched off, #547 still boiled when the cooling from the fan disappered. It took a new four tube radiator core and a thermostatically controlled electric fan so solve the problem, just like all the modern cars. So far, none of my 3 Corvair coaches have had the problem, but I don't push them hard either.

10. Q. When was the last time I broke a crankshaft?

A. Never

Response - Same, I've never broken a Corvair crankshaft.

11. Q. When was the last time I flipped a belt off?

A. Never

Response - Same, I've never flipped a belt off, but have replaced a belt during routine maintenance, the same as a V8 owner would.

I've had a broken belt once on the road with both the Corvair and the V8. I've had several split radiator hoses on the V8, but this is to be expected when the radiator pressure cap is 14 pounds and the hoses are so long, they just don't last long..

12. Q. When was the last time I lost a rear wheel bearing?

A. About 20 years ago, thanks again to Ryerson.

Response - The only rear hub bearing I've ever lost on the road was on my V8, before I read the Ryerson manual. Rear hub bearing failure is a well known '62 to '83 Corvette Achilles Heel. The Corvair rear-hub load capability is greater by design, than the Corvette hubs used on the V8 Ultra Van. Properly set-up, both style hubs will run almost forever if regularly maintained.

Now for a few more questions and answers about the V8.

Q. Why are the V8 tires bigger and cost more?

A. They're 15" and have to be larger to carry the extra weight of the V8 Ultra.

Q. How much more does the V8 Ultra weight?

A. About 1,500 pounds more, which makes it more difficult to handle, harder to stop and increases fuel consumption.

Q. Why is the V8 floor about 5 or 6" higher than the Corvair Ultra floor?

A. The Corvette rear-axle assembly and larger 15" tires put the rear end higher. To even up the front-end, Ultra put a 4" spacer over the front spring. This combination raises the V8 floor to about 20 inches from the ground, which means you need a small step.

Q. Why in the V8 is there only 30" from the top of the bed to the bottom of overhead cabinets. The Corvair has 36"?

A. The V8 engine sits higher.

Q. Why does the bed stay hot for so long on the V8?

A. The engine is water-cooled and holds more than 8 gallons of coolant which holds a huge amount of latent heat. If you have to travel in cold weather, this can make a nice cozy bed.

Q. When was the last time you used the V8 parking brake?

A. Never. Even Len Ryerson said the V8 parking brake is a joke, but luckily, the V8 transmission has a Park position.

Q. What kind of gas mileage does the V8 get?

A. In 44,000 miles, I averaged about 13 miles per gallon.

Q. What do I have to do to remove the engine in the V8?

A. Besides removing all the wires and pipes as you would on a Corvair, in the V8, you have to drain the coolant, remove rear grill and radiator, get expensive ½ ton engine hoist and disconnect output shaft to V-drive. All that is needed for the Corvair is two pieces of 3/8 inch threaded rod and a couple of pieces of 2x4 to drop the whole engine, rear-end and transmission on the ground.

ULTRA POSTSCRIPTS ★★★★★

Dear Ultra Friends:

Winter/Fall Nov. 1997

Now that the colder Season is upon us, it is almost past-the-time for all "Snow Birds" to go vacationing in milder climes, or to be winterizing their Ultras. Most members in southern California never have had to perform that task. As some members know, I had a serious accident a short few months ago. Broke the ball off my left femur and smashed my pelvis badly, plus both heels. Have had a painful ordeal. I'm writing this from my wheelchair. Needed a complete hip replacement. Four weeks of therapy (one at the Hospital after the surgery and three at a Recovery Center) and now I'm home to complete my healing. With a live-in full-time Nurse to do the bandages, help in many ways, prepare meals and also take care of the house, I'm on the road to the next Rally??? Soon I'll be kicking tires again, I hope! When George Burns, the humorist, got to be 100 years old, he said, "If I had known I was going to get this old, I'd have taken better care of myself." That's WHAT I should have been doing. --- I hope all my Ultra Club friends heed George's caution.

"There is a time to REAP what is ripe, to bring in what is grown, to pluck what is fulfilled. NOW it is past-the-time to harvest. It is the TIME to give thanks." -- Guidepost



CRYING WOLVES: In these modern days of automobiles and motorhomes, we are not apt to encounter a wolf or other large wild animal in our travels. However, it is our guess that most of our members have seen wolves. When they "yowl", often it is a cry to a mate, or else they are extremely hungry. During my teens, an Uncle lived in a small town in northern Minnesota. It was WINTER; there were no snowmobiles. With a team of ponies pulling a bob-sled, my Uncle was returning from a larger town with groceries he had purchased there. Heavy snow made it difficult for wolves to get food. A large pack of wolves suddenly came from behind, gaining on his horse drawn rig. To save himself and his horses from attack, my Uncle threw out a pound of butter. The wolves pounced on that food and my Uncle escaped almost certain death. Today with paved highways and "homes on wheels", such an experience would be rare indeed. But-- let no one ever forget---PIONEER hardships?

WHAT ARE THE ONLY TWO ITEMS you can discard from your car or motorhome while driving on a freeway? Answer on page #2.

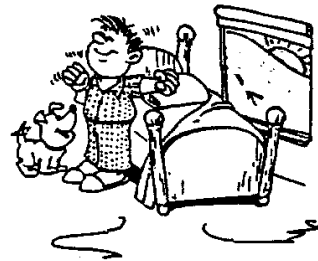
THE ULTRA NATIONAL CONVENTION: From all reports the Durango, Colorado mid-nation meeting of members from East and West turned out super! Several new Officers and Directors were elected. The Ultra Organization remains in good hands. We wish to express our appreciation to all who served so well the past year. Marlene Craig was voted to receive the Newhouse SILVER MEDAL. She joins the score and one-half other members who have been so HONORED. Congratulations Marlene. The new Ultra Administration would----

appreciate volunteer assistance at gatherings or as HOSTS for Club rallies. Those who volunteer and become involved, always seem to receive the most benefits from Ultra Motor Coach Club membership and activities.

TALKING TURKEY: Has Washington been "cooking" the National economic and business figures? Look at any big city establishment Newspaper. Most of them spout a sound business climate. The reliable reports we read (The Heritage Foundation, and many others) tell us we are actually in economic decline. Why don't some of us old timers TRUST government calculations anymore? Damifino! We just don't. Let's push a pea up each nostril so we'll have to mouth-breathe. That should help shut us up.

ANSWER: According to the California Department of Motor Vehicles, only clean water and feathers from a live bird may legally be discarded from a moving vehicle. Wouldn't you hate to pull feathers from a pet Canary or a chicken, just to prove this new Law?

PEACE FOR TODAY: Health experts tell us that it is always best to START each day right. Look out the windows of your Motor Coach, or your home. See a squirrel storing nuts. Listen to birds chirping. Go through some good exercises. Watch a friend polishing his Ultra Van. We will soon be challenged by a new paradigm as our world rushes towards the next Century. Can we believe it, the year 2,000 is less than 1,000 days away! Each one of us has seen good times, and perhaps on occasion, difficult periods. Every Ultra Club member has coped, survived, and most have prospered. We have enjoyed, or we have suffered through many new technologies, also some deep scientific breakthroughs over past decades. How about Dave Peterson's creation? The ULTRA VAN MOTOR HOME was (is) a mechanical breakthrough. Unbelievable. We love them. We have all lived in 'em. What will the NEXT Century bring us? More surprises! Let's ENJOY life--today.



A PERSONAL EXPERIENCE: One of the last questions my brother asked before his death in July was, "WHY ARE WE HERE?" I said, "I guess because our parents created us." He weakly replied, "I mean, why were THEY here, and so on?" My answer, "Maybe so we can all prepare ourselves for the next life." That seemed to satisfy him and he fell asleep.

"The way to make a small fortune in SOME business ventures is to start out with a large fortune."

VOCATION (NOT VACATION): Some people I've known and perhaps some you've known have the wrong attitude. Most will never be fulfilled or even become very successful. They DON'T LIKE THEIR WORK. It is a struggle to get up each morning to perform their occupation or profession. These persons should either change jobs, get into some other type of business, or change their ATTITUDE about what they are doing to earn a living. Dare I be personal to explain this important point? Let me tell you the absolute truth. Like most of you, I never really WORKED a single day in all of my life. I liked free-lance writing. Both Edna and I were pleased with the several Industrial enterprises that resulted from authoring some books and hundreds of articles. No one can ever be genuinely HAPPY or very successful unless he or she appreciates his or her VOCATION. It is essential to be satisfied or, better yet, to be thrilled with one's work.

Thank you for your cards and calls. MERRY CHRISTMAS TO EVERYONE, *Eymoth*

"Mike the Mover" by Don Richards

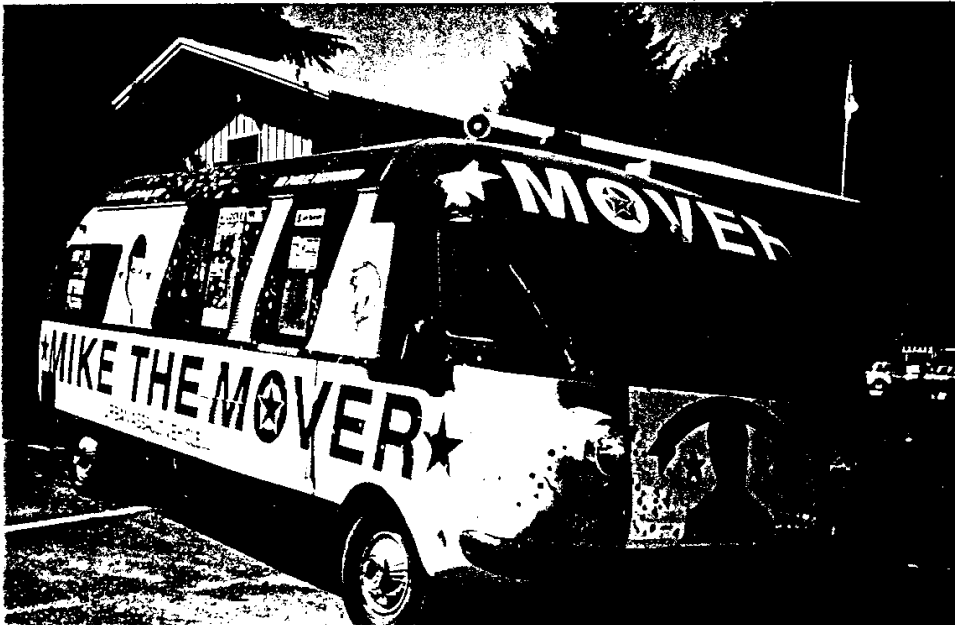
Have you ever driven down the road, concentrating on traffic in a strange part of the country and had the sudden realization that you had just passed something familiar, like the face you recognize or a place you have been before? Here's a tale for those that have.

We lived in Seattle for a couple of years in the fifties while I went to school at the University of Washington, which is in Seattle. Living on the GI bill and having next to no money for expensive university area housing, we found, after a bit of shopping, a mobile home court north of the city where the lots weren't too pricey and I could still drive in to school without a huge gas bill. Gas was 21 cents a gallon then. We found a mobile home we could remodel and moved in, completed the school, enjoyed the great northwest and all it had to offer, sold the trailer (a big mobile home then was 35 feet long, ours was 29) and moved on, vowing to return to the area where we had spent so many happy days and the comfortable little trailer park we lived in.

But life offered many challenges and many opportunities in other places and other climates and although we had talked many times about returning to Seattle, we never got the chance. That is, until this summer, when we flew into Seatac, rented a car and spent two weeks in the cascades and the Puget Sound region. While there we took a couple days off a busy schedule and drove around to see if we could find the places where we had spent the times we remembered so fondly. It took the two days to find our way around, for in the forty or so years since our departure the trailer court had disappeared, a four lane interstate had replaced old Aurora Avenue, the city had moved into and over whelmed the open country side with which we were familiar, and heavily built up commercial business crowded both sides of the highway. Driving north out of Seattle on Aurora was like driving in a foreign land, made worse by extremely heavy traffic and new suburbs.

And then it happened. We drove into the Kirkland area and I caught something out of the corner of my eye, and I slammed on the brakes, careened into the center lane, whipped across coming traffic and pulled into a large garage and motel combination. When one drives an Ultra Van, one is, or at least I am always looking for that unique image in the landscape. At roadside rests, junk yards, back residential lots, used RV sales yards, there is nothing else that looks like one and the shape is unmistakable. I've found them in alleys in Kentucky, behind restaurants in Arizona, in orchards in Florida and driveways in Michigan. More and more lately, I find them less and less. I've even pulled off the road to discover that I was looking at an antique Travco parked in the weeds. I understand some of our members found one in an orchard in California! But the Ultra we found just a few feet from what turned out to be the remains of the trailer park office where we used to live was the strangest of all.

It was painted bright red with large white stars on the roof and along the sides above the windows. Across the side was emblazoned "Urban assault vehicle" with the owner's picture in life size above that. In large blue letters on a broad white stripe on either side was the letters, "Mike the Mover". His larger-than-life picture occupied all the space between the headlights, with new red foam bumpers and corvair engine. The inside had been gutted and now was remodeled to look like a judge's chambers and a jail across the bedroom area. No toilet. We assumed Mike the Mover had no use for one. The back hatch was open with several



"life lines" going in linked to various support items inside the garage, in kind of a normal Ultra Van scenario. Mike the Mover was no where around, but we were told that this vehicle was Mike's campaign van and that he was running for Mayor of Seattle! So somewhere in the great northwest there is either an Ultra Van being prepared for the election day parade down the broad streets of one of America's great cities, or one gathering dust as a summer house for the kids at the lake. In any case it will be one to remember as you spot it as you drive by. One like no other!

Letters to the Editor!

Thoughts by Lon Wall #420

I've been a member a few years now, and have had a chance to meet many of you. I don't claim to know everything about this club but I'll throw in my 2 cents worth anyway.

First regarding the V-8 vs Corvair power. I've never owned a water-pumper of any kind (except my 1946 Oliver 60 and 1941 Case SI) so I don't have first hand knowledge about V-8 powered Ultra vans. What I can tell you is that a Corvair powered Ultra van can be just as dependable as anything else. To make a long story short let's just say that most of the problems MR. Wellyouknowme mentions are all usually avoidable by the application of proper maintenance and common sense. I cannot tell you how many times I've seen overloaded, misused Ultra vans with equally baffled owners that can't figure out why their coach let them down. Walt (Extremism in defense of levity is no vice...) Davison has a point, if not taken to unnecessary extremes - that is, watch the weight! Finally, (if I'm going to make enemies I might as well do it right!) I've also noticed an odd attitude on the part of some Ultra owners - that is, they own an Ultra van not a Corvair so what use do they have in the Corvair Society or Corvair specialists? Well, if your's is Corvair powered, plenty. The Ryerson manual and the tech booklet are great - but they have a lot of gaps. Hanging around longtime Corvair owners will yield a lot of helpful information.

Finally, (and I'm really in trouble now) a note to Ernie Newhouse. First, I realize that you are one of the longtime pillars of the club. I have never met you personally, all I know about you is from your writing, and the comments of others. You are obviously an intelligent, profound individual. A great deal of what you write is very worthwhile to the club members. Second (and it pains me to say) I think President Clinton is the most corrupt president to hold the oval office this century. Why does it pain me to say that? Because political opinions have no place in an automobile (or Ultra Van) club. The only reason I told you my opinion at all is because I don't want you to think that I'm solidly opposed to your stating your political ideas because I don't agree with them. You and I hold most of the same opinions - but they shouldn't be discussed or promoted in the newsletter. Ernie, there are Ultra owners who don't agree with us - why should they be made to feel uncomfortable on matters that have nothing directly to do with Ultra Vans? Even if 95% of the membership holds our views, it still isn't appropriate. Sitting around the campfire at a rally and debating the issues of the day - well that's fine, in fact you can count me in - but Well, that's it - do I have to resign now??

Corvairingly - Lon Wall #420 The Blimp

Remembering Francis

He had a cocked smile and was always ready to give you the "Gears" along with his joke for the day. His sense of humor was one of his big assets. His love of Corvairs and Ultra Vans was only surpassed by his love and care of his family. He was known as "St Francis of Corvair" on the Internet & by local Club members, a name that he relished. Francis was well known in the Corvair parts business. He maintained a good supply of the common parts that the local Corvair club members could drop in and pick up most anytime. He modified many Corvair throttle cross bars, which was one of his pet projects. He sold dozens of them at the Palm Springs Fan Belt Event. Francis & Ruth owned Ultra Van #435. They traveled many happy miles in it and enjoyed the friendship and comradeship of the Ultra Club members. They sold the Ultra when Francis felt he was not able to do the maintenance on it anymore. We all will miss his smile and humor. Thanks for the happy times - Francis.

Love Ya, Jim & Marlene Craig & the Ultra Club Members.

Footnote: After the Durango rally the Franz's and ourselves visited with Ruth at their cabin on the Pecos. Ruth put us to work right away cutting firewood, splitting it, stacking it and clearing away some soil for use as fill behind the house. We didn't mind, we needed a little exercise. Ruth is doing well and says thank you for all your prayers and good wishes. The following is excerpts from a couple of articles she provided:

His family members describe him as having had a strong set of ethics and being the moral yardstick in his family. As so many of us know, he was always lending a helping hand, even when it was physically painful to do so, or advising someone about a shortcut in accomplishing a task. Too numerous to even mention here, suffice it to say that we will all have a story to tell about how he helped us, whether it was how to get a special Corvair part or how to build an outhouse.

Francis had a very big heart, his tender loving and mischievous nature was always there, even in his final months. He loved to tease us and loved to be teased, even when there wasn't a grain of truth to the teasing.

Francis was able to accomplish so much in his lifetime - raced stock cars with Bobby Unser, Wayne Miller, and Al Demaree at Sandia Stadium in Albuquerque. Was a go getter insurance agent, a Navy electronics mate in WW2, received the Purple Heart award for injuries sustained in the Marshall Islands, operated a local service station, a route driver for Coca Cola, built a cabin in the mountains, bought and restored many Corvairs. Operated a Corvair parts business from his home near into this last year. Some of Francis' final concerns were making sure his family was going to be OK; emphasizing that "you have to accept what you can't change", which was one of his mottoes in life; and communicating how much he loved and felt loved by his friends and family. Some of the last words he said to Ruth were; "We've sure had a lot of good friends" and "there sure is a lot of love here". Francis passed away at home with the family near on August 25, 1997.

A View Through The Windshield

Jim Craig, V.P.

Sept. 28,1997

The 1997 Ultra National Rally is now history. Durango was a beautiful site for our rally. We were camped on the green grass of the base ball outfield at he county fairgrounds. The weather was outstanding and there were many things to do. Everyone we contacted in town was so friendly and open , we really felt at home. The rally participation turnout was small, but we all had a great time. No couples with children attended, so looks like we will not have another western hosted national in August until there is more demand of that time frame from the membership.

Marlene & I want to thank all of you that helped make the '97 National such a great success. You all made it possible.

New officers were elected for the coming new year, 1998. (See listing elsewhere).

We all owe President Gordon Harvey a good hand of gratitude for his four years of service in that position. Thanks from all of us ,Gordon.

Louis Griggs is stepping down from the treasurers job. Gosh , how many years has it been Louis? More than I know. Thanks for all the dedicated work Louis, from us all.

Don Richards and Marion Helmkey will now take over these jobs and we will need to support them. Congratulations to you both.

As you all know, or maybe you don't, our rallys , both regional and national have been getting smaller and smaller participation these last several years, What is the reason? Is it the timing of the year, location, age of the member, condition of the Ultra or what? I would like to know your input. With your opinion, perhaps some of the problems can be corrected. White, call , Email or Fax me. (See address, telephone ,Email and fax numbers elsewhere.)

A comment was heard that maybe we should open up the club to other owners of RV'S of different makes than ours. In my opinion I think this would degrade the club into just being another RV club. I think we need the comradeship of all of us owning Ultra's. I can imagine the attitude of a RV owner with a \$200,000 unit parked next to my little Ultra. No, I don't believe that would be a solution that we would want ,to gaining larger attendance at our rallies. If anything we all need to concentrate on the members that are not

attending and encourage them to join us having fun at the rallies. Now let me hear your opinion.

As our Ultra Vans accumulate more mileage and age gracefully, they are requiring more maintenance and replacement/ upgrading of worn and perhaps damaged parts. In addition to having them painted.

I presented many replacement parts and several upgraded assys. at the recent national tech. meeting and heard one comment ,”This is turning into a parts promotion”. It doesn’t matter who said it , but I feel that we need people that want to take the time and effort to provide the necessary parts that we all need. David Peterson, Len Ryerson, Bill Helender and others are a good example. Those men saw a need and did meet that by providing, windshields, suspension upgrades components, structural parts and etc , etc.

Where would we be now with out those folks and others? Yes, it sounds like a parts promotion but, it is something we need for the membership.

In conjunction with this I have arranged with Mr. Steve Goodman, owner of “Rear Engine Specialists, Inc.” (A Corvaair shop) of Golden , Colorado to provide all Ultra owners , availability of rebuilt “rear axle hub assys.” especially setup for Ultras and also 3:55 differentials. He will have at least one of each on the shelf at all times just for Ultra members. They will be available to be shipped to your home or in case of an on the road emergency, anywhere you are. See other details in the advertisement section. Thanks Steve.

Walt Davison is the new Technical chairman for the coming year. He promises a new type of format for the tech. sessions. He did not expound on that, so we will just have to wait till his next tech. meeting to see what diverse solutions and opinions he may have. I can tell you one thing, bring your pencil and notebook.

Now he makes this special oatmeal dish that is -----well that is another story. Thanks Walt for volunteering for this highly esteemed, well paying job.

See ya on the road,

Jim



Proposed Changes to the Club Directory August 8, 1997

Committee members:

Jim Craig, Norm Helmkey, Marian Grootenhaar

President Harvey requested at the 1996 Ultra National Rally that a committee consisting of the above persons review the contents of the club directory and make recommendations as to what it should contain and still be relevant to club membership.

The following is the committees recommendations:

Guideline: Print in this order (Directory Listing Order)

- 1 Cover:
 - Use same grade/type of paper as the 1996-1997 Directory.
 - Use a photo of some significance to the Ultra Van.
 - Punch it for 5.5 in., 3 - ring binder.
 - Print cover with wording/fonts the same as the '96-'97 directory.
 - Assign appropriate year. "CB Channel 15" under words, "Ultra Club"
- 2 Our Code of Ethics.
- 3 Table of Contents.
- 4 On the Cover. (Tell something about the cover)
- 5 - List the current Officers, Directors, and the dates their terms expire.
List the current Ernie Newhouse Award Recipient, under the officers and directors.
- 6 Add a new section, "For Your Information".

This updated directory has several new items that will assist you in locating Ultra Van service/parts/overnight guest parking and members that have "E" mail and or FAX numbers for rapid contact.

The following code lettering will appear with those members names that have indicated to the club Secretary how they can assist other club members.

Note: It is required to call ahead to confirm if host is available for you to visit. If invited, you are required to prepare all of your meals and sundry things in your own RV. Electric and water can usually be provided. Host will advise you the amount of days that you can be accommodated.

Codes: G Guest Welcome
 EG Emergency Guest
 M Mechanical Help
 SP Space to Work & Tools

To extend your knowledge of the Corvair and the Ultra Van, you can contact the Web sites of the Corvair Society of America (CORSA) and the Ultra Van at the following:

Ultra Vans

<http://www.onu.edu/user/FS/wildman/ultraVan.html>

Also, if you need help and /or advice in regards to mechanical needs, you can contact:

Corvairs

"Virtual Vairs" (vv) at <http://www/corvair.org.vvairs>

7. Members and Associates Alphabetically. Print "last name first". Include "E" mail and FAX members also. (Does not include subscribers)

8. Members and Associates by Location. By "State, City and ZIP code." (Does not include Subscribers.)

9. Subscribers. Print "last name first" and address.

10. Master list of Ultras as shown in the 1993 directory. Use 1993 pages D-9 thru D-12 as a guide and update as required. Note: Show Ultra Van number and name only. This listing will encompass all members, non members and other owners. NOTE: Print every third time.

11. Past Rallies. National Rallies only.

12. By-Laws. Print every third printing.

13. Past Presidents of the Club.

14. Past Recipients of the Ernie Newhouse Award

15. Theme Song

16. Back of Directory option of Secretary.

End of directory

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**, (760) 366 9104, Fax: (760) 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** (760) 366 9104, Fax 619 366 3026.

1967 Ultra Van #304, Corvair 110 engine w/auto. excel. runner Very Good white paint with orange stripe. V/G Cherry wood interior. Microwave, Small safe, Orig. Refrig., Std seats. Tires good w/hub caps. Bumper front and rear. In estate sale. Best offer around \$4,000.00. Contact: **Jim Craig** (760) 366-9104 or **Lee Lenhardt**, (503) 682-8874. Must sell.

1968 Ultra Van #375, Rebuilt 140HP engine, PowerGlide, New Electronic Ignition, Dual Master Cylinder, 2.8KW Onan Generator, New Tires, New Cruise control, New Dash Assembly, New Porcelain Commode, AM/FM Radio with Cassette Player. 17 MPG at Highway Speeds. \$7,900.00 OBO. **Earl Dunn** (407) 636-8778.

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** (760) 366-6104, fax (760) 366 3026 or email - ultravan@aol.com

1970 Ultra Van #503, 110 HP Corvair engine, Auto, Airstream window all around. Excellent condition. \$12,000.00. **Ron & Von Hodges**, (616) 534-6179, 5577 Kenowa, Grandville, MI 49418.

1969 Ultra Van #524, Chev. 305 V/8, 3 speed auto. Body good, paint fair, wipers don't work, tires about 40% rubber. Cherry interior, stove, fridge, water heater, and roof air OK! The bed and gaucho upholstery are in poor shape, but the foam is OK. All 4 tanks (propane, water, fuel & black water) OK! No furnace, but new heater. Center windshield has crack and some fog around edges. Other glass OK! \$3,500 or Best offer by Jan. 1, 1998. **Ron Clark** (503) 647-2349. PO Box 787, N. Plains, OR 97133.

1970 Ultra Van #537, V/*, w/auto 350 turbo, new 350 engine. New tires w/caps, large rear hatch, paint white w/brown stripe, new carpet, side dinette, TV rack, bucket seats, dual batteries, water heater, vac. assisted brakes, danish interior. In estate sale. Best offer over \$4,000.00. Must sell. **Jim Craig**, (760) 366-9104 or **Lee Lenhardt**, (503) 682-8874.

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.

1966 Monza Coupe, 140hp engine, Powerglide, 3:55 gears, factory air. Near show condition. 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: \$4995.00. **Jim Craig** - (760) 366 9104 or email jrcraig1@juno.com

Parts for Sale

In order for you to upgrade, tuneup and purchase spares for the future Ultra Van Project, I am offering the following:

Rebuilt & Modified original style aluminum steering bellcranks:

KIT #1: The l/h crank is modified per the Ryerson manual & w/all new bushings, bearings & 1/2" pivot bolts. R/H has all new bushings & 1/2 bolt. This kit includes both bellcranks. Price: \$140.00 Exchange. Core charge: \$80.00. (Note: This kit is for Ultras #410 and up & others that have been upgraded to the 1/2" bolt configuration.)

KIT #2: This kit includes the bell cranks as noted above, in addition to eight steel plates & stainless steel hardware to upgrade Ultras prior to #410. (Note: Ultras prior to this number did not have the steel plates and 1/2" pivot bolts. Normally they had 5/16" pivot bolts which have elongated holes in the attaching structure at this time, resulting in loose steering. Price: \$190.00 exchange. Core charge: \$80.00.

KIT #3: Steel plates, (1/4" x 2" x 4") 8 each w/stainless steel hardware. (Note: These are drilled and reamed as matching sets, primed & painted & ready to install with 1/2" pivots bolts. Price: \$60.00.

KIT #4: TWO 1/2" pivot bolts with nuts. (Note: These are the original style, ground close tolerance, socket head stripper bolts.) Price: \$4.50 each.

Suspension "I" Beam upgrade.

KIT #5 The "I" Beam is an upgrade from the original spring support Alum. "casting" of the front wheel wells. (Note: The casting is prone to breakage when the front wheel hits a deep check hole.) Kit consists of: (for 2 wheel wells) 2ea 32" aluminum extrusion beams, 2ea 12" aluminum extrusion beams, 16ea 2 1/2" aluminum 90 degree clips. All pieces cut to fit and ready to install. Hardware & instructions included. Price: \$225.00 plus UPS.

Other parts for sale:

New main door hinge. Change that old worn hinge. This is a duplicate to your original 4ft. x 4" open, piano type. I only have a few. First come - first serve. \$24.95 ea plus \$10.00 UPS.

New Side Cowl Ventilators. Ideal for mounting in the front to get the fresh air inside. Cut out size: 10 7/16" x 5 3/16". Door lifts up with handle on inside, screen built to keep the bugs out. \$32.95 ea or \$60.00 for a pair. Plus \$12.00 UPS

New production front brake hoses. Stainless Steel braided with clips & fittings. 37" long. 1 pair \$44.95.

Ultra original foam bumpers. \$40.00 each, 9 feet long.

New Ultra steering boxes with full shaft. \$90.00 each.

Fuel pumps, Original style, 5 year warranty. "Source" \$39.99

New Ultra windshields. These are full size, uscut, full tint and shaded at the top. Delivered to your door or to your glass repair shop. Price: \$710 ea. Pickup in Joshua Tree. Price: \$525.00 ea.

Jim Craig #163 - (760) 366 9104 or Email jcraig1@juno.com.

UVMCC

Ultra Van Motor Coach Club, Inc.

Jim L. Howell, Editor

P.O. Box 5942

Knoxville, TN 37928-0942

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.

Proposed Changes to the Club Directory

Aug. 8, 1997

Committee members;

Jim Craig, Norm Helmkey and Marian Grootenhaar

President Harvey requested at the 1996 Ultra National Rally that a committee consisting of the above persons review the contents of the club directory and make recommendations as to what it should contain and still be relevant to the club membership.

The following is the committees recommendations;

Guideline;Print in this order.(Directory Listing Order)

1. Cover,

Use same grade /type of paper as the 1996-1997 directory.

Use a photo of some significance to the Ultra Van.

Punch it for a 5 1/2" ,three ring binder.

Print cover with wording/fonts the same as the 1996-1997 directory.

Assign appropriate year. Add "CB Channel 15" under words , "Ultra Club".

2. Our Code OF Ethics.

3. Table of Contents.

4. On the Cover. (Tells something about the photo).

5. List the current Officers, Directors, and the dates their terms expire.

List the current Ernie Newhouse Award Recipient, under the officers and directors.

6. Add a new section, "For Your Information".

This updated directory has several new items that will assist you in locating Ultra Van service/parts/ overnight quest parking and members that have"E" mail and or FAX numbers for rapid contact.

The following code lettering will appear with those members names that have indicated to the club Secretary how they can assist other club members.

Note; It is required to call ahead to confirm if host is available for you to visit. If invited, you are required to prepare all of your meals and sundry things in your own RV. Electric and water can usually be provided. Host will advise you the amount of days that you can be accommodated.

Codes; G, Guest Welcome.

EG, Emergency Guest.

M, Mechanical Help.

SP, Space to Work & Tools

To extend your knowledge of the Corvair and the Ultra Van you can contact the Web sites of the Corvair Society of America (CORSA) and the Ultra Van at the following; (Corsa,) <http://www.corvair.org>

(Ultra Van) <http://www.onu.edu/user/FS/wildman/ultraVan.html>

Also, if you need help and/or advice in regards to mechanical needs , you can contact "Virtual Vairs" (vv) at <http://www.corvair.org.vvairs>

7. Members and Associates Alphabetically. Print "last name first". Include "E" mail and FAX members also. (Does not include subscribers)

8. Members and Associates by Location. By "State, City and ZIP code." (Does not include Subscribers.)

9. Subscribers. Print " last name first"and address.

10. Master list of Ultras as shown in the 1993 directory. Use 1993 pages D-9 thru D-12 as a guide and update as required. Note; Show Ultra Van number and name only. This listing will encompass all members, non members and other owners. NOTE; Print every third time.

11. Past Rallies. National Rallies only, every third printing.

12. By-Laws. Print every third printing.

13. Past Presidents of the Club.

14. Past Recipients of the Ernie Newhouse Award

15. Theme Song

End of directory.