

Ultra Van Motor Coach Club

Fall 1998

President: Don Richards #379
Vice Pres: Jim Craig #163
Secretary: Jim L. Howell #216
Treasurer: Marion HelmKay #486
1997 Newhouse Award: Marlene Craig #163
Tech Coordinator: Graham Dell

Directors(East): Norm HelmKay, Walt Davison, Doug Pratt

Directors(West): Bob Gallie, Bob Frantz, W. Suckow

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 Bylaws are to be sent to the President. Deadline for Newsletter inputs are: **February 15th, May 15th, August 1st, and November 15th.**

Upcoming Rallies

Sept 23 - 29th, 1998, **UVMCC National Rally**, Indian City, Oklahoma, ** See flyer **

October 28th - November 10th, 1998, **UltraVan #101 Restoration Rally #9**, Joshua Tree, CA, *** See Flyer ***

March 11th - 15th, 1999, **Eastern Spring Rally**, Manatee Hammack Campground, Titusville, FL, *** See Notice ***

June 10th-13th, 1999, **Eastern Summer Rally**, Cove Lake State Park, Caryville, TN, *** See Notice ***

From the President's Desk- Don Richards

One of the topics that comes up for discussion among the membes amid the folding chairs in the evening at the rallys as night closes in on the Ultras parked in the background is the declining membership in the Ultra Van Motor Coach Club. This topic is not just idle chatter, it is a serious subject and should be considered very seriously. Our membership is declining. Members are growing older and do not renew their dues and become inactive. The Ultra gets stored away and is not used as it once was. It languishes in the backyard or pole barn or the local storage lot. Members die and the Ultra is sold or goes to a used RV or auto lot. Members find parts hard to get and mechanics who say, "A corvaire - yes, I've heard of them, they were imported from England weren't they," RV sales personnel take a look at the Ultra and say, "I've heard of these, but I never expected to see one." Or children who would like to get their father's Ultra out, but just don't have the time.

Whatever the reason, and they are all good and we all know of situations as I have described, the fact is that the number of active participants in the club is growing smaller. There are two ways of looking at this, One is to say that only the committed, the enthusiastic, the members that drive long distances to renew friendships, participate in rallys, that keep the spirit alive, that enjoy the vehicle, that cherish the times and memories it represents are the ones that count anyway and the rest are natural attrition. The second is to say that these members have merely forgotten that it is time to renew a membership and needs only a little reminder to do so.

Realistically speaking, each year an Ultra is lost to some roadside accident like what happened to 200 recently. There is not much that can be done about events like that. And many members that were once active supporters no longer have the energy or means to continue. We all look that spector in the future. And it is true that the hard core of any club are the members that keep it alive, shoulder the work, share the tech tips, and help the unskilled. Every organization shares this model. The by-word nowadays is "slim and trim" in industry and personal grooming. Maybe the Ultra club needs to become a smaller group of closer people, they are the ones you see rally after rally anyway.

It is also true that the Ultra club has gone from a camping club to a RV club to a collector's club to an antique motor vehicle club as some members sport antique vehicle plates now. We who still drive and cherish Ultras are pioneers, are the proud and the survivors, who are pleased to show off their babies, as Jean McMasters would say, to the fascinated and the marveling. This is a call for dues renewal, but it is also an opportunity to park right up next to that Newell at the park as if to say, "Do you really need to drive your house down the road?"

Eastern Summer Rally
Laurel Hill State Park
June 8-11, 1998
By - Kaye Stanton

Our rally started on June 8th although several of us Ultra Van people came in on the 7th. This area is such a beautiful place to hold a rally. We were parked on a hill where we could look out at the beauty of the big hills, really nice.

We all want to thank our hosts and hostesses, Jim and Mary Foust and Louis and Maybell Griggs for the super job they did.

Wagonmaster Clyde Stanton reported that 10 Ultra Coaches, 1 brand-x and a corvair car with a tent were at the rally. One young man, John Millsigan, who had just purchased Ultra #348, stopped in to visit and join the club. Attending were: Howard and Marcia Bozo, Doug and Nancy Pratt, Don and Mickey Richards, Norm and Marion Helmkey, Clyde and Kaye Stanton, Ken and Penny Wildman, Jim and Mary Foust, Jerry Dute and Holly, Gordon and Ruth Harvey, Louis and Maybell Griggs and granddaughter Gwenn, Charles and Helen Smith, and John Allsites.

Monday was spent just visiting and catching up on news with one another and registration plus we had a coffee hour with goodies in the morning.

Tuesday we had our usual coffee hour then the ladies had a craft session and the men their tech session. At 1:00 pm we had our Eastern Business meeting. In the evening our hosts and hostesses plus others shuttled us all to the activity center for a delicious pot luck. After the pot luck we played a game called Ultra (like bingo).

Wednesday more coffee, goodies and visiting then Mary took some of the to Seven Springs Ski Resort then at 11:30 am we were shuttled off to Oakhurst Tea Room for a nice buffet lunch.

Wednesday afternoon was free time. Then in the evening was mountain pies and marshmallows over the campfire. Thursday AM was time for goodbyes until we meet again in Indian City, Oklahoma in the fall.

A Schedule of Events for Ultra Week

September 23rd -29th, 1998
Indian city, Anadarko, Oklahoma

Wednesday:
Registration

Thursday: AM - Tech Sessions
- Craft Sessions
PM - Free Time
Eve - Ultra Game

Friday:
AM - Tech Sessions
- Craft Sessions
PM - Free Time
Eve - Potluck Meal

Saturday:
AM - Tech Sessions
- Craft Sessions
PM - Free Time
Eve - Restaurant Meal

Sunday:
AM - Complimentary Breakfast
- Church Service
PM - Free Time
Eve - Yankee Swap

Monday:
AM - 10:00 AM How about a caravan?
PM - Free Time
Eve - Indian programs

Tuesday:
Goodbyes until we meet again!

As mentioned in the last newsletter, there are a number of museums, antique stores, casinos, and public places in and around Anadarko to spend the afternoons. However, if something better comes along, the schedule can be changed. There will be a sign-up sheet for furnishing morning goodies.

Anadarko is having a pumpkin festival Saturday and Sunday. There is also a classic car show on Sunday afternoon.

Don't forget to vote for your choice for the Ernie award. There will be some bylaw changes for approval/disapproval to vote on. Refer to your newsletter.

Come early - Stay later - Have fun!

Western Portland Rally
By: Walt Davison

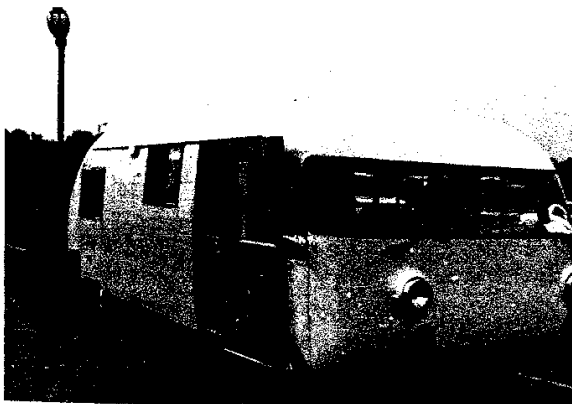
Dateline: Portland Oregon - July 15/22, 1998

The first question that comes to mind is "Where were you?". Admittedly all the "Important" people were here...but???? roll call: Sally & Forrest Gist #413 (OR) .. GLADY & LESTER BELL #546 (North of the border)..Walt Davison #366 (FL).. Then we have the "Got here, but not in an Ultra, types": Betty & Dan Reinhardt (AZ), Bob & Ida Reinhardt (NV)..and a totally new member(s) Glenn & Erral Plymate (CA), the new owners of #302, the first Olds conversion done by David Peterson, and purchased from him. (A bit of work to get #302 truly roadworthy).. A short visit, in his coach #420 by Lon Wall of "Corvair Underground", Plug/Plug..and maybe last but not least..Dan Davis, the new owner of #468, on his way home to WA with his new toy. (ex. Hoffman, CO) (Some of you may know John as the owner/builder/driver of that famous model "T" speedster, known far and wide as the "Green Chicken")

Among those not present: Bob and Roberta Franz .. Something about Robertas' corns hurting...come on!! And then there is the Galli story, except your not going to get it here..too embarrassing!!! Overall, the whole show gets a grade of "A" plus... Usual Ultra stuff and lots of fun. Evy's hospitality was as usual tip top. You who weren't here missed a good time.

In looking over my "Notes", I see I let one attendee couple out in the cold. Forgive me! Norman & Cynthia Pheil #537 Vancouver WA. (Please don't feel slighted,,it was just early allzzhiimer at work).

Ultra Van #366 by Walt Davison



Across the Northwest to St Louis
by - Walt Davison #366

This should be considered just a footnote to someone elses report on the CORSA National. After having a fantastic time (what else) at Evy Sheppards (Ultra Rally), I allowed myself ten days to get th the Corsa shindig. Across OR on US26 into Idaho. **First Nite** (after tooo big a first day) at Craters of the Moon N.P.. Next day across Yellowstone NP, (Let me warn you that the roads in YSNP are a disgrace. So potholed as to be dangerous) out the N.E. exit onto the Beartooth highway. **Second Nite** at parking area at MT/WY border. Down the Chief Joseph HI-WAY into Cody, WY and then east up into the north end of the Big Horns for the **Third Nite**. Then thru Sheridan buffalo and across the south end of the Bigs and into Themopolis, WY for a hot soak/swin/soak. I was reel clean then. Across WY to city (FREE) park at north edge of Medicine Bow, WY for the **Fourth Nite**. Into Laramie for all the city stuff: Library/grocery/laundry/etc. West on US130 to spend the Nite (**fifth**) at Libby O'look. Ten thousand feet..cool, nice and sleep like a baby. On west to Encampment, WY to get my annual Chocolate malt at the Sugar Bowl. Try one and you'll be back too. On west on US70 a lovely wide & new two lane road I've driven since the early fifties. Lots different now, but still very nice. **Sixeth Nite** at Lost Creek NFCG. Backtrack thru Encampment..No malt this time..and down thru Rand, CO. Long story here about the Rand Yahct Club..some other time. Spent the Nite just north of Denver Creek NFCG. Parked right at the edge of the creek..all that noisy water didn't keep me awake at all. Just super nice, yes I've been there before. Across Rocky Mtn. NP early to beat all the Hi-speed nuts...I mean are we here to race or to see some scenery..I wonder? Anyhow in to Boulder to pick up some bread..Oregon Herb/Great Harvest Bakery..Oregon Herb in CO???. East on US36 a nice easy two laner. Nite at small airport at Belleville, KS. Still on US36 to Hannibal, MS the scene of the UV Nat'l in 1979. Then down the river road to St. Louis..gassed up and watered/washed/etc. Did some numbers...Twenty plus MPG from Portland..three thousand and seven miles..My Way..The sloooow way. And just had a SUPER LITTLE CRUISE. A short drive and I'm in Collinsville and expect to join up with at least twenty or thirty other Ultras. I wonder what went wrong? All the best! Walt

CORSA '98
by Norm HelmKay

We combined our trip to CORSA '98 with trips to Bloomington, Illinois for the Willys Knight meet, JC Whitney's, a visit with the Fitzgerald Clan at their family reunion in Mendota, Illinois and the Canadian Old Autos newspaper meet in Bothwell, Ontario.

In all, after 27 days on the road, another 3,551 clicks had been added on the odometer. This is very small potatoes compared to Walt Davison who was in Portland and came back east just for CORSA '98, or Bob and Diane Galli who round-tripped from California in their Greenbrier.

Hopes were high for ten or more Ultras, but in the end, we had to be satisfied with six. Ken and Penny Wildman arrived first in 338. Marion and I coasted in on Monday in 486 and I really mean coasted.

As Ken arrived, his muffler joint gasket disintegrated and he zoomed in rather loudly. On our arrival, I noticed a real slope in the parking lot where a bunch of Corvair "nuts" were standing watching the cars arrive. At the top of the slope, I switched the engine off and flipped the shifter into neutral while I glided quietly by the crowd. We heard comments on how smooth and quiet the Ultra was as it swished by.

It was really warm and we were very pleased with arrangements made by the Convention organizers to make electric and water available for five or six Ultras. I think this was a first for a CORSA National. Unfortunately, the circuit breakers could not handle two air conditioners on the same outlet. Later, the Convention Center electrician provided really long cords (150 feet) so we could have individual connections from the building.

When Doug and Nancy Pratt arrived in 373, they needed water and we learned the Convention Center staff and CORSA '98 organizers were not on the same page. Water would only be provided on the opposite side of the building for washing cars. It looked like the only option was to move to get water. We found an outside faucet on our side of the building and by joining together 150 feet of our own hose, we filled our tanks.

Pat and Marge Fitzgerald arrived in their Rialta and found a room in a local motel across from the convention site. Several other Ultra Vanners were also there without their Ultra. As I recall, we saw the Lon Wall, Fred Bozeman, Tom Silvey and Albert Ramsey. If I have left others out, it is purely accidental.

On Wednesday, (running as silently as I was coasting) Walt Davison arrived in 366. A mystery began to unfold. Walt was at Christy Barden's in Boulder on Monday morning. Christy left early that morning in 603. When Walt arrived, he asked where 603 was as he had not passed Christy on the way. We waited anxiously all day assuming Christy would run the Group Ultra meeting on Wednesday evening. On Thursday, we learned 603 was overheating in the 100 degree weather and Christy turned back.

Next, we were pleasantly surprised to see an unusually colored Ultra start down the winding way from the Interstate. As it came closer, we realized it was 321. We expected to see Ron and Martha Zoutendam, but as 321 turned into the parking lot, it was Jean McMasters. He had flown up to Iowa and was taking 321 back to Florida. The Zoutendams now have another coach, I think #375.

About this time, Bob and Diane Galli (504) who came in their Greenbrier (with new laptop computer) reported Jim Howell (216) could not make it because of business and the Richards whose coach (379) had suffered two indignities (a collapsed garage and a rear-end hit) would not make it. Jim Howell had hoped to lead two others from Tennessee, but they also dropped out. The last to arrive was Jeff and Dena Stonesifer from Gettysburg in V8 Ultra 547 with their two children.

The Ultra meeting was opened by Group Ultra President Bob Galli and I'm pleased to report we had 21 present, including several non-Ultra owners. We had a tech-session covering a variety of subjects including a replaceable blower bearing, an emergency "get-you-home" kit, if you blow an oil filter and a demo of how easy it is to install the Davison Oil Baffle made from a soda or beer can.

In the Virtual Vairs (VV) meeting (a group of 600 CORSA members who get together on the internet), the Ultra Van Club was thanked for making the tech-tips available online. Several VV members had accessed and used mechanical tips from Ultra members.

We picked up a couple of prospects during CORSA'98 who want an Ultra very much. If you have one for sale, make sure you get an advertisement in the next newsletter. To list it on the internet immediately, send a note to Ken Wildman. The Wildmans won the Peoples Choice trophy and except for the "swamp-market" where the vendors were soaked by several rain downpours, a great time was had by all.

Quarterly Treasurer's Report:

Bank Balance March 31, 1998		\$1,144.67
Certificate of Deposit	\$3,500.00	
Receipts 04/01/98 - 06/30/98		
CD Matured	\$3,500.00	
Dues:	120.00	
CD Interest	37.21	
Benham Dividend	10.08	
	-----	-----
Total receipts:	\$3,667.29	\$3,667.29
Expenses 04/01/98 - 06/30/98		
Reinvested CD	\$2,500.00	
Newsletter:	250.00	
Regular Postage:	15.01	
	-----	-----
Total Expenses:	\$2,765.01	\$2,765.01
		=====
Available Bank Balance 06/30/98		\$2,046.95

Expenses for 1998 are within budget and no increase over existing dues of \$15.00 per year is necessary for 1999.

Members are reminded that 1999 dues (for those who will not be in Oklahoma) are now being received.

Hopefully, I will not have to send out over 100 reminders this time.

Marion Helmkey - UVMCC Treasurer.

1999 Eastern Summer Rally

Cove Lake State Park

Caryville, TN

June 20th - 23rd, 1999

Hosts

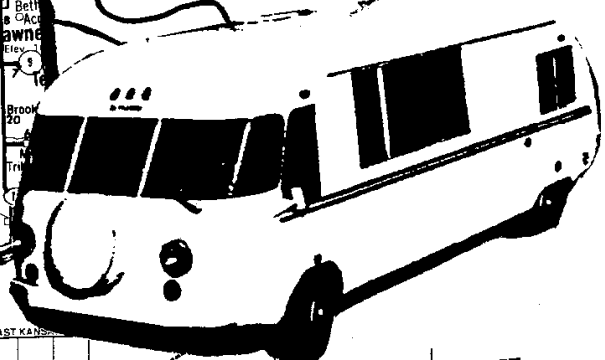
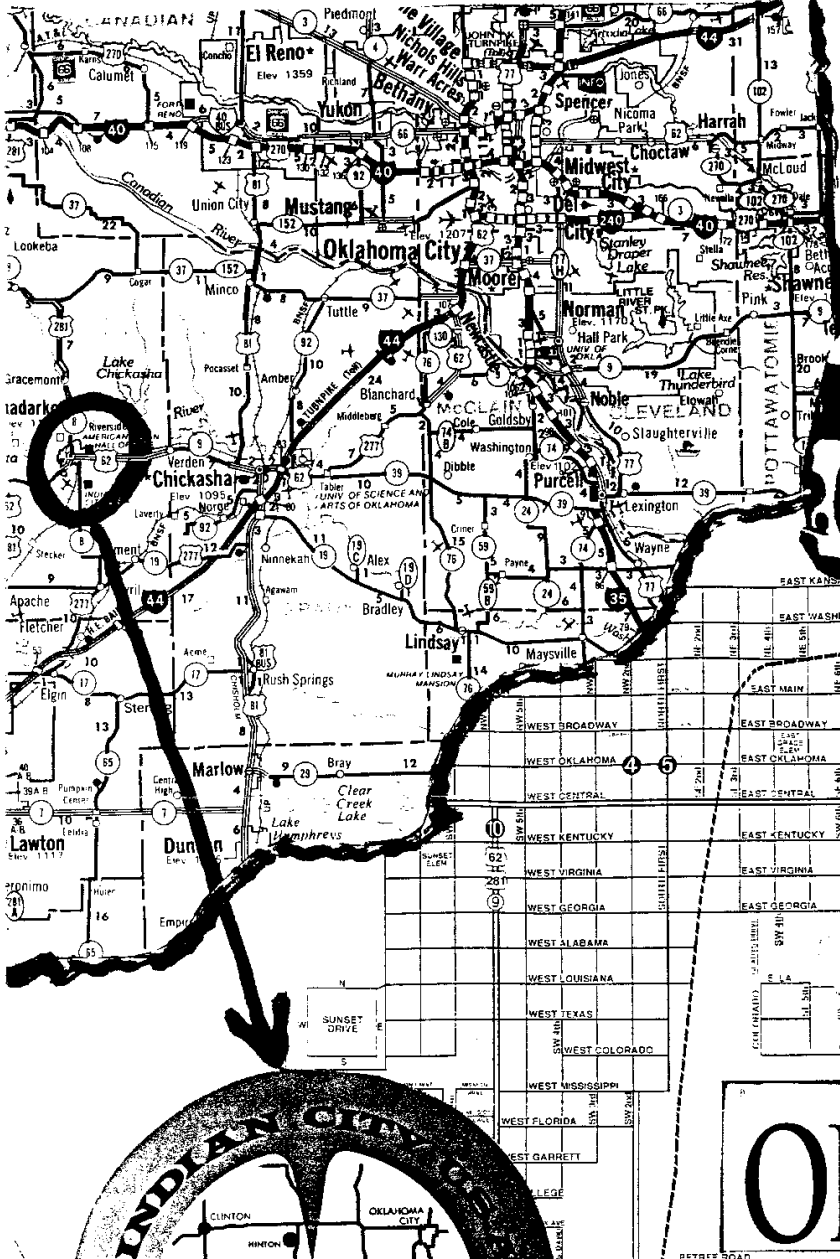
Jim & Rosemary Howell #216, (423) 687-2292

Jim & Ann Guider #201, (706) 866-1158

Albert Ramsey #509, (931) 526-5120

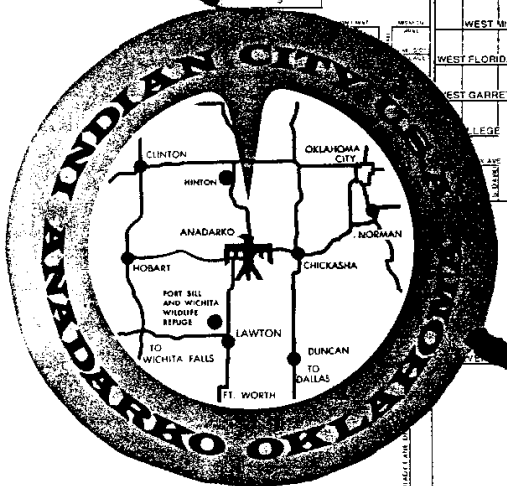
Make you plans and join us for a wonderful time in East Tennessee. Located 30 miles Northwest of Knoxville - Exit I-75 on US 25W to park. The park has 673 acres in a mountain valley on the edge of the Cumberland Mountains and the shores of Cove Lake and arm of Norris Lake. It includes 110 campsites, year-round restaurant, Olympic-sized pool, tennis, volleyball, basketball etc.

MAP OF ANADARKO AREA



THE 1998 NATIONAL
 ULTRA VAN MOTOR COACH
 CLUB RALLY SEPT 23 - 29
 ANADARKO, OKLAHOMA

OKLAHOMA



- Legend**
- ① Delaware Tribal Complex
 - ② Riverside Indian School
 - ③ Philomathic Pioneer Museum
 - ④ Caddo County Courthouse
 - ⑤ Federal Building/U.S. Post Office
 - ⑥ Randlett Park
 - ⑦ Caddo County Fairgrounds
 - ⑧ Southern Plains Indian Museum and Oklahoma Indian Arts & Crafts Co-op
 - ⑨ Visitors Center and National Hall of Fame for Famous American Indians
 - ⑩ Anadarko Chamber of Commerce
 - ⑪ Dietrich Memorial Golf & Country Club
 - ⑫ Indian City U.S.A.
- Note: A dashed line is the dividing line between north and south streets, while First Street divides east and west streets.

Caravan from Florida to Oklahoma

for the '98 Ultra Van National Rally

Wagonmaster - Jean McMasters #330

Phone - (561) 626-0388

Routes and Stop Overs

- Sept. 18th
(414 Miles) Stop Over at the Flying "J" at Quincy, FL.
From N. Palm Beach by Turnpike to I-75 to I-10.
- Sept. 19th
(280 Miles) Leave Quincy, FL on I-10 to exit on US-231 north.
US-231 to US-82W then US-82W to S-5.
State 5 to I20/I59 NE to BESSEMER, AL.
Stop Over - Flying "J".
- Sept. 20th
(260 miles) Leave BESSEMER on I-20/I-59 NE to US-78.
Take US-78 all the way thru Tupelo, Mississippi.
to I-55 just below Memphis to I-40 and West Memphis.
Stop Over - "Flying J" outside of West Memphis, AR.
- Sept. 21st
(280 miles) Leave W. Memphis on I-40 West to Russelville, AR
Stop Over - "Flying J" outside of Russelville.
- Sept. 22nd
(236 miles) Leave Russelville on I-40 thru Ft. Smith, AR on West to
the I-240 bypass. I-240 bypass to I-44 south to Chickasaw,
then west on S-9 and US-62 and the Rally Site.

Please feel free to join us along the way, at any point and let's make the journey to Indian City a memorable one. A '**Rolling Rally**' for y'all to come and join us!

We will be using CB channel #15 and driving between 50 & 55mph.

Mileage under Dates are estimates.

Eastern Spring Rally

Manatee Hammack Campground

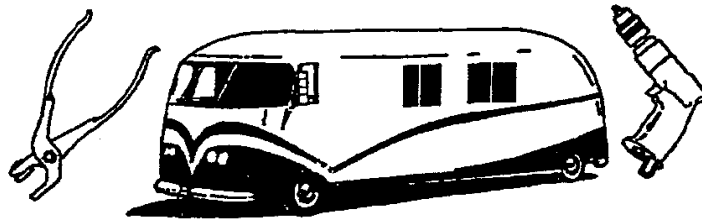
Titusville, Florida

March 11th - 15th, 1999

Hosts - Jean & Betty McMasters

Air Show within 3 miles - March 13th-15th, 1999
Coffee, Donuts, Pot Luck, Dinner Out, Tech Sessions, Crafts

ULTRA VAN 101 RESTORATION



1995-96

Rally # 9

Date: October 28th - November 10th, 1998

Location: Desert Rendezvous Ranch.

7011 Sunny Vista Rd., Joshua Tree, CA. 92252, (760) 366 9104

E-mail: jrcraig1@juno.com

Hosts: Jim & Marlene Craig

*****Registration Fee; \$5.00. This will be a donation to the "Project Fund".

*****Rally Camp Fee; \$1.00 per day, per person.

Details: This will be the last work rally prior to painting #101. As you probably know the l/h rear fiberglass panel got damaged in Nov. This has set us back a little but I should have it repaired by the time the warm weather gets here, which makes for better painting. In addition to the above required repair, we will be working inside on the paneling, the overhead vinyl, finishing up the electrical wiring from the instrument panel to the engine and many other items as noted below.

We will have our usual Bar-B-Q, pot luck, desert bingo and a slide show. The weather should be warm, 85-90 degrees.

Jobs that remain to be accomplished;

1. Hook up all electrical sending sensors to the engine.
2. Install vinyl to the forward overhead and rear area.
3. Remove front & rear bumpers side lights, mirrors & etc. (prep for paint)
4. Remove kitchen cabinets, shower walls, closet walls, rear cabinets and fit to #101.
5. Remove plywood over gas tank, inspect for leak & repair.
6. Install all water, propane and drain lines under floor.
7. Modify floor and install front wheel wells.
8. Bleed brakes.
9. Install rear dual wheels.
10. Install brackets for propane tank.

**** This is only part of the job list, but enough that you get the ideal of what is required.

Fall 1998 - Page [8.]

To all our friends - **We are still alive!** - Jim & Robert Craig

What a time we are having. We have been to so many different places and seen so many beautiful churches, it is mind blowing. We arrived in Paris yesterday afternoon. It took us awhile to find a nice hotel. The city is full of tourists. We went to the top of the Eiffel tower at sundown and watched the city lights come on. WHAT A SIGHT!. The top viewing platform is approx. 1080 feet above ground. WOW! The next two days we will see as much as possible.

We plan to ride to bullet train to London on Friday. Picking up another rental car and spending five days seeing the southwest part of the country and visiting with several friends.. I will fly out of London on the 14th. to Los Angeles. Hmm? That sounds GOOD. I will ride the shuttle bus to Palm Springs. Will call home from LA to let you know, Marlene , what time I will arrive in PS's

I have to apologize for not writing to you all more, but it has been very difficult to find a Cyber Cafe to send Email. It took us over two hours this morning to find the place I am in now. It is slowly catching on over here.

To back up a little --- I met Robert in Frankfurt on June 26th. We were met there by my friend Martin Hesse. He was a great host and would not let us pay for anything. His girl friend, Kerstin made sure that we had all the food , sleeping space and etc. that we needed. We attended a birthday party for each of the parents at different evening and had some good social times chatting and drinking some GOOD German beer and enjoying the excellent food. On the third day we all drove to Zwickau, German for the DKW/Auto Union Car Meet. The show was excellent. There was so many restored cars there , it was hard to take pictures of them all. But we tried. 400 different models was present. The swap meet was very small , but I did buy some rare parts. Such as a pair of 1000SP rear tail lights ,locking gas cap, Blinker lights(Signal lights for us Yanks) for the Vans and a few other misc. things. I send some of those home with our friend GERAL of Vienna who was attending the CORSA National after we visited with him and his family. Marlene, they will be in the boxes from "The Vair Shop". Please open them and see if everything arrived ok.

After the car meet we split and Robert went to Prague and I went to Berlin. After a couple of days, we met in Berlin. Berlin is a very nice city and also big. We visited many of the museums and art displays. Had a GRAND time there. The next few days we spent touring Germany to the south. Visited several small towns on the way and took in some of the most popular churches. Dresden, Leipzig, Stuttgart and others. We spent one night with our friends, Thomas Stingl in Karlsruhe. Again Thomas would not let us pay for anything. Great HOST. He is a Corvair owner and has a nice Rampside.

Robert contacted a girl friend that he had met in his previous travels , who lived south of Thomas at Bad Krozingen. We found a nice hotel near there and spent three days with her and her friends Gianni, Jan and Urion. We had another Grand time there. The wine from that area we found to be EXCELLENT.

Now it was time for us to visit Vienna. I contacted GERAL and he gave us directions to his place, which we soon got lost trying to find. He and his family gave up their beds to us. What a great couple. GERAL walked us all over Vienna to see the sights. I don't think he missed anything. That night we collapsed into bed.

AH! Switzerland. What beautiful country. We went to Inter Locken and south out of there to Lauterhauern. Which is about 3500 feet. The hotel faced the snow covered Alps, a large 400ft. water fall and a view that makes Yosemite look small in size. I think that has been our favorite place so far.

Italy was next. Florence was our first place to stop. Very old , 11BC structures, but nice. More sight seeing here then on to Siena. This was also a favorite place . We sat in the cafes on the Piazza and watched the local bands and marchers go by. We had a Policeman personally direct us to our hotel. We looked great being led across the square by him. I should have gotten a picture of that.

I am being asked to close this because others are waiting. Venice was beautiful also. We rode the Gondola boat and had a blast with boatman and his music.

Vernazze has been our really best place . Marybeth, it was just like you said it would be. OUTSTANDING!!

We have taken lots of photos. Will have lots to show you all. Love to you ALL.

Ultra Van Motor Coach Club Email Directory (08.20.98)

458	ACKERMAN, BOB & ARLENE	rha@gte.net
233	ASH, JIM & DIANE	ashcan@magicnet.net
503A	BAKER, DALE & MARIAN	mgroot@aol.com
228	BARDEN, CHRISTY	christybarden@compuserve.com
466	BENTS, JIM & SHARYN	bents@ibm.net
453	BOSO, HOWARD & MARSHA	hamboso@juno.com
513	BRUGGEMAN, JULIUS	jius14@webtv.net
101	CRAIG, JIM & MARLENE	ultravan@aol.com
285	CRAIG, ROBERT	gorobert@hotmail.com
292	DELL, GRAHAM	grahamdell@email.msn.com
104B	FISHER, MURRAY & BETTYE	murray@bmi.net
448A	FITZGERALD, PAT & MARGIE	patf@gls3c.com
211	FORESTA, KAY ARMSTRONG & TONY	ftcorlando@aol.com
339	FOWLER, STEVEN & SANDRA	sfowler@netins.net
472	FRANZ, ROBERT & ROBERTA	bobroe1@juno.com
504	GALLI, BOB & DIANE	rdgalli@csn.net
334	GRIGGS, LOUIS & MAYBEL	dgriggs@allconet.org
324	HARRISON, EDWIN & JANE	tobyed@webtv.net
486	HELMKAY, NORM & MARION	corvair@fan.net
SUB	HERRIN, DAVID	source@adnc.com
216	HOWELL, JIM	uv216@aol.com
213	IRWIN, JACK	sowears@aol.com
372	JOHNSTON, GERRY & MARY ELLEN	gcj5594@teleport.com
474	JUMPER, MATT & SHERI	mbjumper@flash.net
005	LAMOND, CRAIG & LEA	llam@aol.com
252	LANDSBERG, STEVE & KAREN	torbay@onlink.net
454A	LEE, GLANN & CRAIG MARIE	glee@naxs.com
454	McGOWAN, STU	noodlhed@together.net
296	MILLER, CRAIG	VAIRBOY@aol.com
348	MILLIGAN, JOHN	milsy@sgi.net
515	NAUMANN, BILL & SUNNY	SNaum28147@aol.com
550	PAPSDORF, RON	dadolly@juno.com
601	PETERSON, DAVID & LUCILLE	n43v@aol.com
350	PILKINGTON, SCOTT & RHONDA	pilkguns@infoave.net
302	PLYMATE, GLENN & ERRAL	gplymate@aol.com
373	PRATT, DOUG & NANCY	dnpratt@juno.com
379	RICHARDS, DON & MICKY	dorichill@juno.com
512	SANGER, RICHARD	rsanger@mbl.edu
308	SCHROYEN, VERN & MARIE	Vern_Schroyen@BC.sympatico.ca
303	TINDELL, ELVIS	dlw69@flash.net
326	WASHMUTH, HAROLD & JOANNE	washmuths@aol.com
338	WILDMAN, KEN & PENNY	k-wildman@onu.edu
506	WILLIAMS, ANTHONY	dwilliams1@aol.com
375	ZOUTENDAM, DR. RON & MARTHA	nihcmd@rconnect.com

UltraVan early Tech Tips [HTTP://MEMBERS.AOL.COM/CRISEST2](http://MEMBERS.AOL.COM/CRISEST2)

----> IF we left you off our list please contact me at UV216@AOL.COM <----

To: President Don Richards,

Proposed 1998 Bylaw Amendment No.4

A review of the club policy regarding the Sell/Swap/Seek Operations as covered in Appendix K of the Bylaws has been undertaken by a Committee appointed by the President at the 1997 Ultra Rally in Durango.

Committee Members are: Jim Craig and Norm Helmkey with input from Don Richards and Jim Howell.

It is the opinion of the Committee that we need to expand, not limit the rules for advertising. We the undersigned recommend a re-write of Paragraph 2 as follows:

Appendix K, Sell/Swap/Seek Operations

Paragraph 2 Procedure

- A. Ads may placed by sending readable copy to the Secretary.
- B. Ads of up to six lines will be published in order of receipt and are to include a description, price, name, phone number and/or email address. Multiple ads are permitted after all single ads are placed and the ad space designated by the Secretary for a particular issue of the newsletter is not filled.
- C. Ads are effective for only one newsletter issue.

Louis C. Briggs Ken Coffey
Clyde Stanton Douglas Pratt
John Albert Norm Helmkey

To: President Don Richards,

Proposed 1998 Bylaw Amendment No.3

The last sentence in Article XVII, Section 4 reads:

Informal matters may include just about anything of significance or interest to members.

We the undersigned propose this sentence be amended to read:

Informal matters may include anything of significance or interest to members provided it relates to the Ultra Van, Tiara or Travelon.

Ken Coffey Paul H. Hagan
Nancy M. Pratt Douglas Pratt
John Albert Norm Helmkey

To: President Don Richards,

Proposed 1998 Bylaw Amendment No. 2

The Bylaws as currently written in Article XVII, Sections 3, 4 & 5 specifically states the Ultra Newsletter is a quarterly publication and designates the page size to be 8.5 x 11 inches.

With modern desktop publishing facilities and a secretary who is willing to publish more than four newsletters a year, we find our Club bylaws limit the newsletter frequency to quarterly distribution.

We the undersigned, propose the term "quarterly newsletter" be removed from the eleven places it appears in the bylaws reword Article XVII, Second 3 to require a minimum of four newsletters a year, but allow the Secretary to publish a newsletter more frequently based on approval by the Club officers.

Replace Article XVII, Section 3 with the following:

Other than Rallies, the principal media for Club communication is the Ultra Newsletter. The Secretary will publish the Ultra Newsletter not less than four times a year. Input will be processed if received by the 15th of the month preceding publication and at least 45 days prior to the start of "Ultra Week" for the pre-National Rally issue. The deadline for input to the next newsletter will always appear in the current issue. Changes to the size, format and frequency need approval by the Club Officers.

Replace Article XVII, Section 5 with the following:

Input for the Ultra Newsletter must be suitable for reproduction as received, basic readability is the only standard.

Replace Article VI, Section 7, with the following:

The Club will send two free Ultra Newsletters to new Ultra Van owners upon the Secretary's receipt of name and address.

Louis C. Briggs Nancy M. Pratt
Ken Wilman Don Paul Pratt
Clayde Stanton John Albert
Don Richards Mayhul E. Bryer

To: President Don Richards,

Proposed 1998 Bylaw Amendment No. 1

The Ultra Van Club prides itself on being a very democratic group and adhere to the "one vote per membership/majority rule" principle as laid out in Article V, Section 2 of the bylaws.

The truth is however, that even though we all pay the same membership dues and can vote by mail for the officers, those members who cannot attend the National Rally are denied a vote on bylaw changes. (See Article VIII, Sections 6 & 7 and Article XVIII, Section 5)

Specific details of a bylaw change are circulated to the total membership 30 days in advance of the National Rally (See Article XVIII, Section 3), so it would be easy to add any proposed change to the same ballot used to elect officers.

We propose that Article XVIII, Section 5 be amended as follows:

Current wording: To amend requires a two thirds "Yes" vote of the National Rally quorum.

Proposed wording: To amend requires a two thirds "Yes" vote of the ballots cast.

Louis C. Briggs Keith C. Hanson
Ken Wilman Katherine Stenton
Clayde Stanton Don Paul Pratt
John Albert Don Richards
Mayhul E. Bryer

to President Don Richards
Proposed 1998 By-law Amendment 5
Article II section 4
Change the corporate address to:

UVMCC
7011 Sunny Vista Road
Joshua Tree CA 92252

Congrat Pratt
Egon Helms
Jim Adsett
Ken West
Clyde Stanton
Rich & Wynne
Linda & Harvey

TECH TIP No. 98-04

SUBJECT: Engine Rebuild Cost

UV MANUAL SECTION 13 - Page 13-02 Author: Norm Helmkey

At Durango last year and at the recent CORSA '98 Convention at St. Louis, the figure of \$2,500 to \$3,000 came up as the cost of having a Corvair engine rebuilt. This is of course a shock to many of us who remember when a few hundred dollars would buy a pretty good rebuild.

Page 23 of the new CORSA Tech Guide Supplement (you have got the new supplement, haven't you?) confirms what was \$1,000 in 1987, is now up to \$3,000.

I checked out the numbers using some of our regular supplier catalogs as a basis, but may have overlooked some bits and pieces.

If you have the mechanical skills and experience to remove, clean, assemble and do the reinstallation, you can save about \$800.00.

Cleaning all the basic parts and having them hot tanked.	\$50.00
Reconditioned crankshaft with new bearings.	\$250.00
New camshaft (new gear installed and set of lifters).	\$250.00
Complete gasket set.	\$125.00
Cylinders, pistons, rods, rod bearings and rings.	\$675.00
Reconditioned heads with valves and guides.	\$675.00
Extras like plugs, oil, filter, wires, fan belt, etc.	\$175.00

Our total is right at \$3,000, just what was mentioned at the top. Read it and weep a little. Advice in the new CORSA Tech-Guide Supplement suggests if these costs are out of your budget, you had better wait until you can afford it. Trying to make do with old cylinders, pistons and camshaft will likely result in little more than a 15,000 mile repair instead of a 100,000 mile overhaul.

Coaches, Cars and Parts FOR SALE

1967 Ultra Van #295, V6 engine, 3.8 ltr., 3spd.auto. Excellent thruout,ready to travel. Health forces sale. All reasonable offers considered. Serious to sell. Video and photos - \$8.00

1967 Ultra Van #304, 110 eng. w/auto ,,3.55 gears. Good paint, and interior. Currently undergoing a valve job. Should be ready to travel when you read this. This is a real good buy. Price: \$3595.

1968 Ultra Van, #331, 110hp, 4sp/w/3:89 dif., Excel. cond. and REALLY clean, ready to travel, Good radials, 14, Dual mufflers, Solar panel, Dash air cond., V/G exter. white paint, 3 years old. Dual bats., spec. hot water heater, TV, ant. and Shortwave radio ant., alum. oil pan & covers., Radio AM/FM. Spec. steering wheel. If you would like an Ultra with a manual 4sp trans. , now is your chance for a really nice unit.(The owner was often asked , Why did you put a 4sp in it? His reply was ,I couldnt find a 5sp) Price; \$7495. Video & photos avail. \$8.ppd.

*** All above call **Jim or Marlene Craig** (760) 366 9104 or jcraig1@juno.com ***

1970 UltraVan #503, Corvair 110HP, Powerglide, 3240 Magnetek Power Converter, 2 new batteries, Coach purchased from the Grootehaars July 1990. Never had a breakdown - it isn't mistreated - we typically run light & get 16-22 MPG via computer readout. Coach is excellent overall. Always garaged. Recent Overhaul. Call or See at National in Oklahoma. Call for price. **Ron Hodges**, 5577 Kenowa Ave., Grandville, MI 49418 (616) 534-6179.

1970 Ultra Van #540, Rebuilt Chevy V8 and Automatic. Call Richard Anderson at 727-538-2815. 7001 142nd Street N. Lot 3358, Largo, FL 33771.

1970 Ultra Van #547, Chevy V8 and Automatic. Many upgrades. Needs paint thus the low price of \$6,900.00. Just driven on a nearly 2000 mile round trip from Gettysburg to the CORSA '98 convention in St. Louis. For details: contact Jeff Stonesifer at the Corvair Ranch, (717) 624-2805.

If you're in the **East**, **Jean** still has 1 Corvair powered coach available. For more information Call: **Jean McMasters** at (561) 626-0388.

1961 Corvair Rampside, 95Hp, W/3-sp, 3:55 gears. Has a walkin camper installed. Fresh paint and good tires, new seat upholstery and carpet. All glass good. Excellent side ramp included. Price: \$3,000.00 with camper or \$2,500.00 without. I have had this unit for one year. Jim Craig, (760) 366-9104.

SPECIAL TOOL: NEW, for Ultra Vans, Corvair & V/8. Rear spindle press off or knock off tool. This tool is 4130 aircraft quality steel, 1 3/8 x 3. It threads onto the spindle for removing the spindle from the hub. Prevents damage to the threaded end of the spindle. \$19.95 plus \$3. post.

"The Ryerson Ultra Manual". New from the printers. (Not a copy). Three hole punched. Ready for your binder. \$75.00 plus \$6.00 UPS. (Only a few remaining, buy while you can.) Also have 2 each "Moyno Pumps". These are the original type that came with the later Ultras. Attaches to the "Y" valve out of you tank. 12 Volt only. \$90.00 each PPD. Send check to: Jim Craig, 7011 Sunny Vista Road, Joshua Tree, CA. 92252.

Parting out (cutting up) Ultra Vans #300 & #384. Tanks and structure parts available.

New Firestone Air bags for front & rear w/alum. base assy. Have 2 of each. Very hard to locate at this time. P/N AYN1T1401(C-1) & AYN1T14(C-7). Also, have 2 each Alum. oil pans (Vairs) cleaned and ready to install. \$75.00 each plus UPS.

*** All above call **Jim or Marlene Craig** (760) 366 9104 or jcraig1@juno.com ***

2 Windshields available. Call Jean McMasters - (561) 626-0388.

UVMCC

Ultra Van Motor Coach Club, Inc.
Jim L. Howell, Editor
P.O. Box 5942
Knoxville, TN 37928-0942

First Class

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.