

# Ultra Van Motor Coach Club

Volume 99-01

## From the President's Desk - Don Richards

Looking out the window at nearly a foot of snow with then wind whipping sheets of the white stuff off the rooftops and across the yard, (my apologies to you Ultravanners in sunny California or balmy Florida), my thoughts are more engrossed in the travel brochures and ads in the daily newspaper for cheap accommodations and attractive campgrounds south, than what is reality outside. 379 is stored away in the pole barn and plans are being laid for the coming travel season.

That anticipated season figures importantly with the Ultra Van and the rallies, trips, friends and good times to come as another time to get it out, get ourselves in and get it on the road beckons. It doesn't make the ice-humped driveway go away, but it does make the time pass more quickly. How many years has this dream been carried forth? How many more to come? Only the dependability of the Ultra, the persistence of the driver and the lure of the open road can tell.

For many members of the UVMCC these conditions no longer are as possible as they once were. Age, job requirements, mechanical obsolescence have compromised travel as freely as one it was. I didn't include spirit. That is as strong as it ever was, but more wrapped in memory now. For those members, the opportunity to enjoy the pleasures of the road, the rallies, the reunions come alive in the doings of those doing them. The newsletter offers them the opportunity to enjoy once more the pleasures of the past by reading about the doings of the present. Last year the newsletter included several excellent stories of member's travel adventures and Ultra doings that included Walt Davison, Jim Craig, the Galli's and Norman Helmkey's articles. Not only does these bring readability for those not traveling as much, it renews subscriptions (and memberships), sells copy and brings cohesiveness to an organization facing divergence. Tell us about your travels. Send it to Jim Howell. Bring the Ultra life back to those who travel less and let the new Ultravanners hear of the way it was and can be again.

## **In Memory of Bertie Joy by Norm Helmkey.**

It is with deep regret that we have to report the passing of a long time Ultra Club member. Bertie Joy passed quietly away while asleep on December 18, 1998, just one week before her 87th birthday. Bertie was a wonderful soft-spoken elegant lady with a great sense of humor. Like many Ultra wives, she did not share her spouses enthusiasm for travelling in the Ultra Van or in Bob's airplane, but was always ready to go along for the ride.

They lived in Oklahoma and Colorado before moving to New York on retirement. The Joys were always delighted whenever Ultra folk dropped in to see them when in the Cortland, New York area. Bob and Bertie Joy were regular rally attendees until the mid-90s when Bob could no longer drive. Bob, who just passed his 80th birthday has been in poor health for several years. Bob's address and phone is: 1144D The Park, Cortland, NY 13045 607-753-8748

## Message from the **Secretary/Editor**:

Not wanting to exclude any of our members from the joys of belonging to such a unique club as ours, we have send this newsletter (first of the new format for 1999) to both current paidup members, as well as all who were members in 1998. How do I know if I am paidup or not? Two ways - First: if your address label says '98 then you are NOT a current member. Second: If you don't have a Biannual Travel Directory in your newsletter then you are NOT a current paidup member. If there is some mistake then please contact Marion Helmkey at (941) 422- 4535 immediately. We are human and make mistakes and we don't want anyone to miss a single issue. Next newsletter deadline is March 5th, 1999. As Roy would say: "Happy Trails to you!"

## What are your plans for 1999? Why not include a Rally or two?

### Western Winter Rally

Apache Junction, Arizona  
January 18th-22nd, 1999

#### Hosts

**Howard & Marsha Boso #453**  
(602) 288-8166  
email - Hamboso@juno.com

Come with empty holding tanks and full of fresh water. We will have some emergency electricity and water. Plenty of room and pets welcome. A welcome dinner will be served on the evening of the 18th. We will cook breakfast for you one morning, fresh coffee & tea, and will have potluck, games, crafts & tech session. Other things available to your liking, shopping, hiking, dinner teater, old western town with horseback riding, carriage rides, train ride, mine train ride, shootouts & artifacts and archeological museum.

We also hope to have plenty of sunshine to brighten your winter. Registration fee: \$2.00, Rally camp fee: \$1.00 per day per person.

### 1999 Eastern Summer Rally

Cove Lake State Park  
Caryville, TN

June 10th-13rd, 1999

#### Hosts

**Jim & Rosemary Howell #216**  
**Jim & Ann Guider #201**  
**Albert Ramsey #509**

Located only 30 miles north of Knoxville on I-75, the park has 673 acres in a mountain valley on Cove Lake. Make your plans to come and enjoy the mountains. Full hookups. Senior discounts. Restaurant, Pool, walking trails. Info: (423) 687-2292.

### Florida Spring Rally



Manatee Hammack Campground

March 18th - 22nd, 1999

#### Hosts

**Jean & Betty McMasters #330**  
(561) 626-0388

Coffee, Donuts, Pot Luck, Dinner Out, Tech Sessions, Crafts, Nasa, Escape the SNOW for Florida in the spring!

### Ultra Week

Circle B Ranch RV Park.  
Sept 21st-26th, 1999.

The Ultra National Rally will be in **Ruidoso, New Mexico**. Bob and Diane Galli #504 are the co-hosts. \$14+ tax per site, includes, full hookups, and Cable. We will have the use of the room over the bathhouse, also the game room downstairs. There is the Horse Museum, lots of shops, Lincoln, NM was where Billy The Kid was shot, also a range war was fought there I believe. There is a very nice historical section of Lincoln to see, Lincoln is about 10-15 miles from Ruidoso. T-shirts will be pre ordered, so as to keep the chance of having a big overage down. As Ruidoso is about 6100 ft elevation, bring cool weather clothes for the evening times. We are looking forward to seeing all of you as can make it, whether by Ultra Van or As Clyde sez, SOB's (some other brand). More news to follow. That's All Folks Bob and Diane Galli

# Western Spring Rally

Come join us again at our house at the end of the road by the creek in Atascadero Ca. We'll have the usual Pot Lucks and a Tech Session on Differential assembly, a trip to the Melodrama, maybe a trip to Hearst Castle, and a few other things we have in mind. We'll have some electricity and water, and a warm shower, but come with an empty holding tank. It all happens April 20-25.

Come early, stay late.  
Bob and Diane Galli

snail mail at:  
5000 Cascabel Rd.  
Atascadero, Ca.  
93422-2302

Phone:  
805-466-2737

e-mail us at:  
rdgalli@tcsn.net

## ULTRA VAN 101 RESTORATION RALLY #10 (1995-1999)

This is the FINAL Rework Rally

May 12 - 22, 1998

Desert Rendezvous Ranch

7011 Sunny Vista Rd., Joshua Tree, CA. 92252

Host; Jim & Marlene Craig

(760) 366 9104 or jrcraig1@juno.com

Sponsored by; Group Ultra Van and Ultra Van Motor Coach Club

Registration/Rally Fee; \$7.00. (\$5.00 of will be a donated to the #101 Project Fund) Camp Fee; \$1.00/day/person.

This is the FINAL Rework Rally. Plan to join us and celebrate the four years of labor that many of you have given freely to see this Ultra Van back on **The Road**.

Some of the jobs that need to be completed are as follows; Repairing the l/h rear wheel well, padded dash at the windshield and the coffee bar, Drip channel over the left side big window, Covering over the instr. panel, Seat belts and anchors, Carpet, Drapes, Exterior paint, Rear cabinet over window, Installing the bumpers, Installing the tail lights, Hook up extra instrs, Wood pnl. at rear bed area, Vinyl panel cover, l/r of windshield, Final hook up of radio & CB, Trans oil cooler, Horn & steering wheel, Propane tank & cut opening for refilling. There will be other small jobs, also.

We will have the usual Pot Lucks, BBQ and games. Sunday will be a day off and we will plan a tour of an interesting place, not yet selected. Churches are in the area for those that want to attend. Arrive with empty holding tanks or dump in Yucca Valley on the way in. Location of the dump station is; 55958 29 PALMS HWY. The address is a liquor and food store. Dump is out front and the price is \$4.00.

We have extra sleeping spaces if you bring your own bed roll or bedding. Call in advance to reserve you place. So load up your rig and join us for some fun and games. See you soon, Jim & Marlene

## Saving Another Whale - Norm Helmckay (Episode #2)

After Hershey, we drove 230 miles over to Apollo, planning to spend just a day or two getting 408 mobile. The seized engine didn't bother me as I've unstuck lots of motors in the past. I don't know what magic ingredient there is in Automatic Transmission Fluid, but it seems to penetrate through just about anything, even when the double-sleeves of a sleeve-valve engine are stuck together.

This job was much bigger than planned and Marion was in for a lot of reading, knitting and crocheting over the next five days of that week and three days of the following week. We took a four day bad weather break in between when we went back to Canada, but that part of the story will unfold later.

On arrival at the Stewarts, I filled the whole engine with two gallons of ATF and hung a 3/4" box end on the crank pulley nut. Over the next three days, every time I thought of it, I gave the wrench a good yank. On Tuesday evening, it started to move. In between pulls on the wrench, the whole brake system was renewed, lines, hoses, cylinders, shoes, clips, springs, etc. The brake drums were clean and smooth like they had just been turned. Next, the front wheel bearings were cleaned and greased. The rear spindle bearings were quite loose so I tightened up the clearances and re-packed the bearings. Two universal joints were also replaced. I think over the week, the NAPA dealer was delighted every time he saw me come in.

All plastic clearance lamps had disintegrated over the years and the bulbs separated from the base when I tried to remove them. New lamps were ordered. I went on to other jobs like clearing a lot of mouse nests from under-the-floor cavities. Both the roof vents were full of old mud-wasp nests and the two vents took nearly a half-day to put back in working order.

Luckily, the gas tank had been drained, so there was no worry of gum and varnish from stale gasoline, but the dry powder chemical of the fire extinguisher had really done a job on the two carburetors. All my spare carb rebuild kits were back home over 400 miles away, so I just disassembled the carbs and let them soak.

By Thursday, the engine was very loose. I dropped the transmission and oil pans to clean them out. That night, I did a compression test ... not good, the best cylinder was just 75 pounds, even with oil in the hole. I've run engines like that before, so I thought at least it will get us to Gettysburg, just 150 miles away.

Oh! I forgot to mention, I had talked to my friend in Canada and he decided it was not the right time to try and talk his wife into an Ultra Van. I had already committed to the Stewarts, so called Jeff Stonesifer at the Corvair Ranch in Gettysburg and asked him if I could store 408 there until I decided what to do with it.

Our V-8 Ultra (547) was back home in Canada and sits near 486, our faithful Corvair-powered runner we have used since 1992. Marion said "no more Ultras back home until you get rid of one." The weather outlook was poor for working outside and the parts I needed were back in Canada. Previously, we had things planned for the week-end, so decided to drive 486 back to Carrying Place and come back later with our mini-van just in case 408 had to be towed.

We arrived home in the wee hours of Saturday morning. Having been up at the crack of dawn all through Hershey week and every day the next week. Hoping to sleep in, Saturday morning we were awakened by our son and grandson who thought they would drop-in for the week-end.

Watching the US weather reports on TV, it looked like the storm would clear the Pittsburgh area by Wednesday morning, so Tuesday afternoon, we headed for the border, with the parts I needed plus eight quarts of 5-20 oil that had been in the garage since 1982, the last time we had been in Canada for the winter. I also brought an Ultra tow-bar which I had never tried to use.

Traveling in western New York, we watched the time and booked into a motel just as the World Series game came on TV. Next morning, even before McDonald's opened, we were on the road. As I recall, we arrived at the Stewarts about 9 a.m. Wilber knew all the area tradesman and while we were away, I think he called in a few favors, he found a good set of 70 series tires and had ready to install. The bill for the four tires all mounted was just \$17. Wilber had also put a few gallons of gas in the tank so I could try the engine.

On Wednesday evening, 408 started up with the biggest cloud of smoke I've ever seen, I'll bet there was not a mosquito in the whole county. Once the ATF cleared out, the engine ran pretty smoothly, but as I was to learn later, it had little power. Thursday morning I fussed with minor things, trying to get up courage to take 408 out for a test drive, it's first run in over 15 years. I ran out of the barnyard down the lane to the highway where the engine stalled. The engine would not restart. After a half hour of trying, it fired up. I ran 10 miles to the next town and pulled into the gas station to fill the tank. The owner remembered the coach sitting in the Stewart field and said he never expected to see it mobile again. I had been away from the farm such a long time that Wilber and Marion came looking for me. Wilber wanted us to wait until Friday morning to head for Gettysburg, but stubborn as I am, decided to leave right after lunch. We should have had plenty of time to make the three hour run across the Penn Turnpike to the Corvair Ranch.

## Palm Springs "Fan Belt Toss" Corvair Event - Jim Craig

This year's (1998) "Toss" was held on November 5th - 7th and it was a great event. Lots of vendors and swap meeters selling everything Corvair. Well almost. New or used, clean or dirty. It was there. The quality of the show cars and trucks was really good this year. It seems to be getting better each year. Not a show car, but a really "weird" one, was the early model 4 door that had the engine compartment converted to a barbecue and the front was a ice box for the sodas. Different! Tickets were sold for a restored 1966 180hp running engine and transaxle, which was won by a Corvair person from Bakersfield, CA. What a win! WOW!

Six Ultra Vans were on site. We even had our own special parking space. A lot of people stopped to chat and learn more of these unique RV'S. A few applications were passed out. So we may get some new members from those. We all got together and with friends had about 24 people for dinner on Sat. night. (We didn't attend the banquet that the event was hosting!)

The sun was really nice and several of us got sunburns, while the girls went shopping. A relaxing time. On Sunday after the event we all met at Carrow's for a early dinner before going home. Some departed for home and others came home with us for a few more days of work on #101. We did not drive #101 to the event this year, because it was not completed enough. Next year it will be there for sale.



Ultra's at Palm Springs

UV408  
ON  
"Road to  
Gettysburg"



# ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends:

January 1999

Another milestone has passed. We hope it was a good year for all of you. Our wish for the next 12-months calls for health, happiness, peace, and prosperity for each Member. This begins the thirty-third year since your Ultra Corporation was founded. What a fantastic and exciting 33-years it has been for all those who participated in Club activities. Your Organization's good Secretary, Jim Howell, called from Knoxville about the new MORE-FREQUENT Club Newsletters. We promised him a rush-page to meet the revised schedule. More "often" mailings will give Members real up-to-date information and should prove to be a great decision by Management. Please allow me to thank everyone who mailed Birthday and Season's Greeting cards. Never in my life have so many been received. An avalanche of more than 200-total overwhelmed me. Being alone, I had to give up trying to answer all. During coming weeks we'll write to those requesting personal reply. The big Birthday Party given by dear neighbors, plus the kind notes included with many of your cards, sincerely touched me. Thank you, EVERYONE, for the wonderful showing.

INTERNET PRIVACY: NOT! Since early last year we've seen on screen or read printouts of E-mail - written by ten or so ULTRA on-line folks. A few of my local friends are connected. Between doing some gratis Legal Briefs for relatives and friends, the E-mail often gets our attention. Beginning in early October last year, some comments became very awakening. There have been remarks by Club Members on E-mail, about Ultra protocol, about the By-Laws, the founders, politics, religion, about Voting procedures, and so on and on. Some were negative. The original 1966 By-Laws, were simple and, we thought, sufficient (Dr. Worthy OKed'em), to operate an organization of fun-loving Motorhome owners. Edna and I had many years of travel-CLUB experience, years before Motorhomes were available. Then, long ago now, a new ULTRA CLUB element prevailed in revising the Laws. Are they better? Certainly, they are more detailed. At the time, my wife and I objected. But that's history. Now, let's forget protocol, have fun. I've seen on Computer, that some Members seem confused, for almost no real reason? One of the best E-mail comments came from long-time good Member Jim Craig: He suggested that no one should shoot holes in the bottom of the boat (of course, then it would sink). If anyone is due for sainthood, it could be Jim, and Christy, and Graham, and at least several-dozen other greats in the Club. LET'S GET BACK TO BASICS! The Organization was established to be INFORMAL....FOR travel-fun AND helping each other in EVERY WAY possible..(including the Ultra-rig). Thank you to all those who made kind and constructive E-mail comments. UVMCC, Inc. forever!

"It is said that the average out-doors loving American, such as Motor-Home owners, will WALK over 250,000 miles in a lifetime. That's about the distance from earth to the moon. WOW!"

VALUABLE ADVICE?: Everyone (this is said with tongue in cheek) has heard discussions about the POSSIBLE Computer Y2K glitch that some anticipate will occur - as this 1999 year ends. Many have asked what they should do? Here is the ADVICE from a group of top experts that have no axe to grind. They have nothing to sell or profit from: Keep EVERY Brokerage statement or Stock or T-bill report and every Bank statement you receive during 1999. Do NOT just enter figures in your own Ledger and throw out the Official reports. Your Bank, etc., will never accept your writings, if their Computer goes blank. You'll need PROOF (their own Statements) to reinstate your account balance. Same for Home or Car mortgages. They may show you still owe \$10,000 on that new Car, when in fact it's less than a thousand? 'Nuff said: Please, NOTHING is certain. Hope this helps.

Your ULTRA friend,



TECH TIP NO. 99-01  
UV MANUAL SEC 8 PAGE: 8-10

SUBJECT: Rubber Hoses, Balance tubes.  
AUTHOR: Jim Craig

In the last several months, I have a number of severe Vacuum leaks on customer's engines. The source of the problem was the rubber hoses that attach the cross balance tube to the cylinder heads. They have been splitting next to the hose clamp. These hoses have been the "old style" black ones that was distributed by "Safari O Rings" and some was sold thru the clubs Merchandise chairmen. Safari has discontinued these and now provides a replacement that is a "light gray" color. I have not had any problems with this one. Heat may be a factor in the failures, but I think it is in the rubber compound specification. So if you have these on your engine, remove them now instead of out on the road. Replacements are available from the Merchandise chairman, or they can be purchased from Safari O Ring, 18131 W Lake Desire Drive SE, Renton, WA. 98058. (206) 255-6751. Or buy a good "fuel resistant" hose from your local auto parts store.

TECH TIP NO: 99-02  
UV MANUAL SEC: 01 PAGE: 01-05

SUBJECT: Pop Rivet Tip  
AUTHOR: Norm Helmky

As it mentions in the Ryerson Ultra manual, Pop Rivets are fine for small patches in non-structural areas, but the hole in the head is a problem as it is hard to fill. The mandrel down then center makes pushing body filler down the center hard as air is trapped which causes the filler to bubble. If you are using aluminum rivets with an aluminum mandrel, it is easy to tap the tip of the mandrel out the back of the rivets with a thin punch leaving the rivet hollow. Using body putty in a small (4 ounce) tube, the mouth of the tube just fits over the head of the rivet and a small amount of putty can be squeezed right through and out the back of the rivet. Then by a sideways sliding motion, the mouth of the tube cleans off any excess putty.

TECH TIP NO: 99-03  
UV MANUAL SEC: 1 PAGE 1-3

SUBJECT: Hauling an Ultra Van  
AUTHOR: Jean McMaster

Even though we have always driven our Ultras home and have never had a reason to have one hauled, it is still important to know what size ROLL-BACK or FLATBED trailer is needed. Picture #1 below shows the widths of your Ultra and your wheelbase is 152 inches. Overall length is 264 inches. Weights range from 3000lbs to 6000lbs. and Height is 8 feet without A/C and 9.5 feet with.

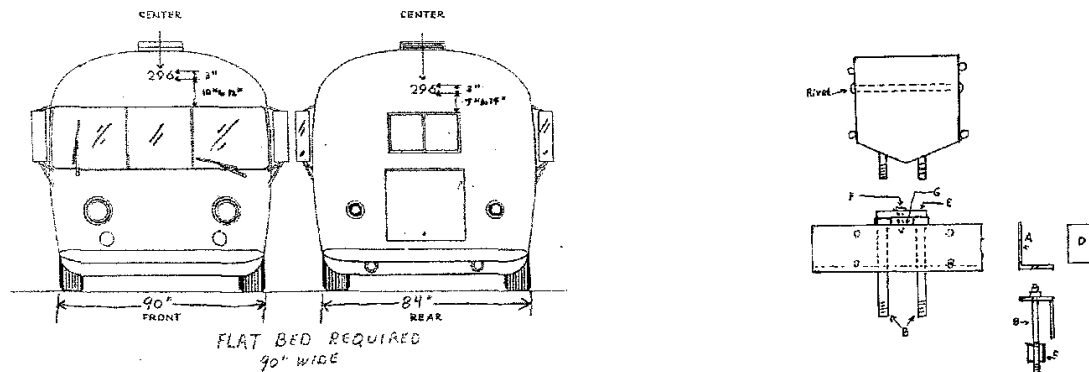
TECH TIP NO: 99-04  
UV MANUAL SEC: 13 PAGE 13-09  
\*\* See TECH TIP NO: 90-18

SUBJECT: Engine Mount & Associated Problems  
AUTHOR: Louis Griggs

The original engine mount as used in Ultra Van #334 had sagged and deteriorated until the rivet shown in sketch #1 was all that was holding it together. A recent severe oil leak at the front engine seal necessitated drive train removal. This seal in the bell housing. A new seal, new gasket and liberal applications of GM gasket sealer ended the leak. Removal of the drive train left the engine mounts exposed. The rear mount had torn the aluminum box to some extent. To beef up this torn part, I made a 1/8" aluminum plate 8" x 12". The four 5/16" SAE original bolts, plus numerous 10-32 bolts around the outside edge of the plate bolt this into place. Instead of placing a rubber to steel bond in shear, this mount merely places the rubber in compression.

BILL OF MATERIALS: Please refer to sketch #2. The cap screws are spaced to fit the engine support bracket. I don't believe in welding heat-treated steel. The Grade 8 screws are restrained from turning by a 5/16" aluminum block fitted between the hex heads; a 1/4" x 2" plate (detail E) holds the bolts down, by virtue of a 5/16" cap screw tapped into the angle iron (detail F). The engine mount shown in sketch #1 is not shown in the Ryerson Manual, but was original equipment on #334.

- A. 2 pcs 1/4" angle: legs 2 x 2 1/2" x 6"
- B. 2 pcs 3/8 x 5" Grade 8 SAE Cap screws
- C. 2 pcs mild steel 1" D, 1 1/4" long, bored 3/8"
- D. 1 pc dense rubber 1 1/4" square 6" long
- E. 1 pc mild steel 1/4" x 1/2" cut to fit
- F. 1 pc 5/16" aluminum cut to fit (restrains H.H. cap screws from turning).



Coaches For Sale:

**Ultra Van #700**, the last Ultra built by David Peterson of Oakland, CA. Smaller in height but longer by five feet. Driveable but not licensed at this time. This is your chance to own a part of Ultra history. The interior is about 80 % completed. The exterior is painted white. Air bags in the rear and springs w/ air shocks in the front. New windshield and other parts are furnished. Price; \$7995.00 OBO. Video & Photos available \$8.00 ppd., **Jim Craig**, 760/366 9104, [jcraig1@juno.com](mailto:jcraig1@juno.com) (Photos #5 & 6)

**1967 Ultra Van #302**, Restoration project. Was Dave Peterson's personal coach; used as proof-of-concept for 455 Toronado power conversions in the '70's. Propane fire caused damage in 1973; repairs were begun; coach not used since. Body and glass are good. Appliances and fixtures are original. Licensed; driven in 1998. Stored, Alameda, CA. \$2,000.00 **Glenn Plymate**, (510) 522-8829 or (503) 838-6653. [Gplymate@aol.com](mailto:Gplymate@aol.com) (Photos #1 & 2)

**1967 Ultra Van #331**, 110/4sp., 3.89 gears, excel. cond. & ready to travel. Recently completed a 400 mi. trip at 17 mpg. Climbs the hills better than any Ultra that I have driven. Excel. paint, tires, all glass and interior. Radio AM/FM cassette, CB, TV & solar panel. Cruises excel. at 70mph. New radials. Here is your chance to own an excel Ultra that you can tow the boat or small car. Price; \$7495.00 OBO. Video & photos available \$8.00 ppd. **Jim Craig** 760/366 9104, [jcraig1@juno.com](mailto:jcraig1@juno.com) (Photo #3)

**1969 Ultra Van #472**, 110/auto, 4.11 gears, Excel. cond. thru out. White interior with light blue seat trim and drapes, new matching carpet and new refrig. Metallic front and rear brakes, radial tires. Recently installed Factory engine out of the crate. Less than 500 mi since installation. This is the most attractive Ultra in the club. Excellent paint, light beige w/ choc. brn trim. Very glossy an well maintained. All glass is excel. and tinted. If you desire the Best this is it. Price;\$11495.OBO. Video & photos avail., \$8.ppd. **Jim Craig**, 760/366 9104, [jcraig1@juno.com](mailto:jcraig1@juno.com)

**1969 Ultra Van #507**, V/6 3.6L, 3SP auto, Excel. cond & ready to travel. V/6 good paint, radials, solar pnl., frt. disc. brakes. 10k on V/6 conv. Runs excel. No cooling problems. New seat trim & curtains. Late style refrig. Dual bats. Builtin leveling device. Walnut interior, excel.. 12-15 mpg. TV/AM/FM, Catl, & hotwater heater. Price; \$7995.OBO. Video & photos avail., \$8.ppd. **Jim Craig** 760/366 9104, [jcraig1@juno.com](mailto:jcraig1@juno.com) (Photo #3)

**1970 Ultra Van #540**, V8 powered with Automatic. Call **Richard Anderson** at (727) 538-2815. (Photo #4)

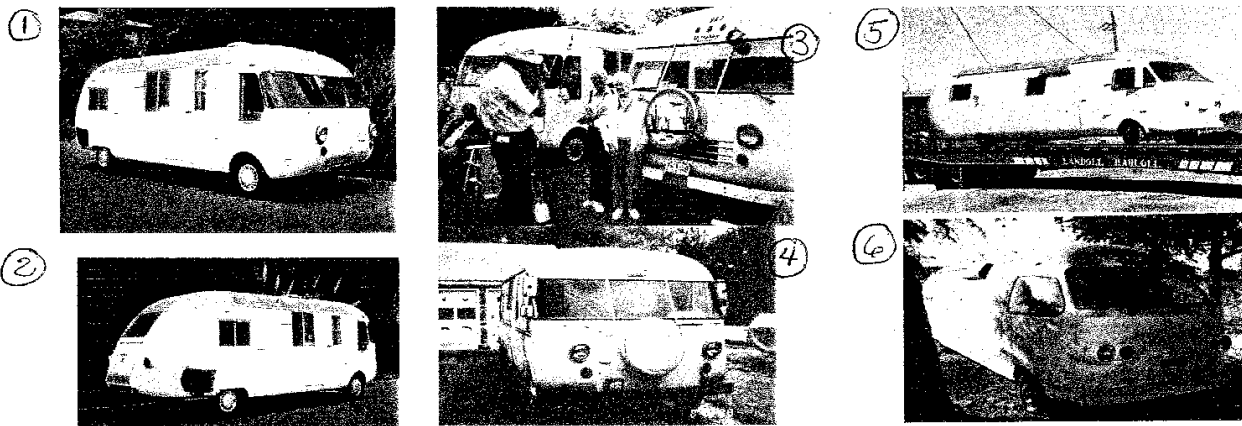
**1970 Ultra Van #547**, V8 Powered with many upgrades. Needs paint, hence the low price of \$6,900 or decent offer. This coach has been driven over 2,500 miles since July including a round trip from Gettysburg to the CORSA'98 Convention at St. Louis. For details, contact: **Jeff Stonesifer Corvair Ranch** (717-624-2805).

Parts For Sale:

**NOS Ultra Van windshields** from Ultra Inc. Orig. style cut & tinted, lefts & rights, \$695. Reproduction windshields, full size, (these cannot be cut without breaking.) Full tint and slightly thinner than orig. \$595. Prices are Pickup at Joshua Tree. Delivered to your home or glass shop, \$795 ea. 1 ea. oil pan for eng. 2 deep \$75. \$83. w/new gaskt. Special Tool for removing the late rear wheel spindle. Screws onto the shaft to keep from damaging the threads during rework. \$20.ppd. **Jim Craig** 760/366 9104, [jcraig1@juno.com](mailto:jcraig1@juno.com)

Literature For Sale:

**Ultra Van Service/ Repair Manual**. New & three hole punched. This is referred to as the **Ryerson manual**. It is the official manual for the Ultra Van. It cover all aspects of the Ultra Vans, including the late model V/8 units. Price; \$56. ppd. Make a complete package and order the **Tech Tip Booklets** for an additional \$16. Total \$72.ppd. **Jim Craig**, 760/366 9104, [jcraig1@juno.com](mailto:jcraig1@juno.com)



# UVMCC

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

First Class



UV302 and Lucille Peterson !

**Pres:** Don Richards #379; **VicePres:** Jim Craig #163; **Sec:** Jim Howell #216  
**Treas:** Marion Helmkey #486; **Tech Cord:** Graham Dell #292  
**Directors(East):** Norm Helmkey, Jean McMasters, Doug Pratt  
**Directors(West):** Bob Galli, Bob Frantz, Nobia 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.

Newsletter Deadlines: **Jan 5th, March 5th, May 5th, July 5th, Sept 5th, Nov 5th.**

**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.

Jan. 18 - 22th, 1999, Western Winter Rally, Apache Junction, AZ.  
March 18th - 22th, 1999, Eastern Spring Rally, Manatee Hammack Campground, Titusville, FL.  
April 20th - 25th, 1999, Western Spring Rally, Galli's Home, Atascadero, CA.  
May 12th - 22nd, 1999, UV101 Restoration Rally #10, Craig's Home, Joshua Tree, CA.  
June 10th-13th, 1999, Eastern Summer Rally, Cove Lake State Park, Caryville, TN.  
June 15th - 20th, 1999, CORSA International Convention, Lake Tahoe, NV.  
Sept 21st-26th, 1999, Ultra National Rally, Ruidoso, New Mexico.