

Ultra Van Motor Coach Club

Volume 99-03

From the President's Desk - Don Richards

In the last newsletter I introduced a subject that members of the UVMCC need to consider carefully. In fact, opinions need to be expressed and the subject should come up for discussion at rallies and business meetings. The subject is membership. According to our Treasurer, Marion helmkay, the number of members are dropping off. And according to Louis Griggs who is getting the directory published, the number of membes are less for this edition. According to VP, Jim Craig, his efforts to encourage members who had not renewed their membership was successful, but do we have to remind yearly beyond the newsletter notice for renewal.

It is a fact that many members who owned Ultras no longer do although they continue attending rallies in some other means of camper. Mic and I just returned from the Spring rally in Florida, a successful event with a pretty good turnout - some sixteen in all, but only have of them in Ultras. In this issue's rally report there were Ultras, but also motorhomes of some other make, house trailers, volkwagen camper, even a tent! At Anadarko nearly half the attendees came in some other brand. For whatever reason, the membership is aging, parts and mechanics disappearing that cater to the Corvair, the speed and convenience resulting from newer models (after all with Ultras spread so thinly, a rally means a trip of laterally thousands of miles) and the actual location of Ultras in collections where the owner doesn't want to take them out in abusive traffic, the times seem to be working against an Ultra osning membership. The old NCHA is now reorganized into the FCRV (family camping recreational vehicle) with local chapters in all states. Then there is the TTN and CSA, both strong organizations competing wht brand organizations, especially venerable ones like the UVMCC.

On the other hand do Airstream (a wekk known brand camping club) or the Vixen club have members that no longer own a specific Make? Is the Ultra Club's mandate to keep the Ultra alive, nurture it's needs, pass on the lore of operation and ownership, locate parts and pass on the history so lovingly recorded in the minutes and scrapbooks by persons such as Neva Brining of Bonnie Granger? Is the thrill of seeing those familiar shapes clustered together as you arrive at a rally? Is the organization going to get leaner as years pass and Ultras die due to the rigors of the road and the vacent lot?

I guess the question is "Is the organization for owners and operators" or "friends and former owners"? For devotes or those able and willing to live with the vicissitudes of ownership? Well, the membership is open to those who have and those who have not. Ah, but there is the rub. Many who have not feel as if they are being discriminated against and they are the ones most subject to loss. The Ultra club cannot afford to lose any members, particularly ones who were the strongest supporters and who gave the most. To erase the lines between those that were and those that are would take some rewriting of by-laws and a revision of thought. Is it a step we need to take?

In Memory of Lonnie Gibson #417 by Jim Howell.

Lonnie was one of our remaining Original Ultra Van owners. He ordered his coach from the factory custom made and drove it to Meridan, Mississippi. He lived in it for 2 years while he worked there. Very comfortable he said. Being a big University of Tennessee fan he took 417 to all the home football games and and some of the away ones. He painted 'Go Vols' on the sides and had it decked out with stickers and banners. "Everyone celebrated in it when the Vols won!" He was 75 years old and had served with the Army Air Corp in WW2 and in Korea. Lonnie passed away on April 24, 1999.

WESTERN SPRING RALLY

by Gladys Bell

The Western Spring Rally was held at Bob and Diane Galli's home in Atascadero, CA on April 20th - 29th. Anyone who missed it, missed a wonderful time.

The Bells along with Evy Shepherd arrived in 546 on Sunday to the most beautiful sight, all the lilacs, apple and quince trees were all in full bloom and the smell of turkey cooking in the oven as we arrived. What more could you ask for!! That evening a herd of deer came and grazed in the field across the road. That afternoon Edna and Arnold Steenburg arrived in their V W. Early next morning there was a flock of wild turkey walking down the road with their tails all fanned out, what a sight to behold. This happened every day and that is something you don't see at most rallies.

Monday Forrest Gist, a new member arrived in 413 after lunch then Dan and Betty Reinhardt came in their Americruiser just before supper. The next day Betty and Dan had to leave because of a death in the family. Our prayers go out to them both. That afternoon Marsha and Howard Boso in 453 pulled in. Wednesday, Jim and Marlene Craig came in the green machine along with their son, Robert in his coach 285. Well done, Jim, you got it on the road at last. Then came David Stoddart in 352. Richard and Gayle Finch arrived in their car for the day and went home that night. They returned the next day and stayed over night in the guest house. Bob and Roberta Franz in their little red wagon came in pulling their new tent trailer to everyone's surprise. A lot of fun was had getting it set up but with a little help the deed was done. Sally Gist arrived Thursday evening to join her husband, she had been on a trip to visit her daughter in San Diego.

Then the fun started, card games, tech sessions, potlucks and a lot of gabbing. Art and Millie Eller dropped in for short visit in the late afternoon. We all enjoyed their visit. The next day we went to visit Gene and Milt Rayburn, long time members of the Club. They are now retired and living in a senior's complex. They had their 70th wedding anniversary a few weeks ago. A short story and picture will be in a later newsletter.

Two highlights of the rally were the best Chinese food in North America and a night out to see a Melodrama titled, Ye Gads What a Cad. The second feature was Poor Old Jim followed by a short burlesque show and a lot of fun was had by all.

Our hats go off to the Gallis for a job well done!

Business Meeting Report

Eastern Spring Rally

by Rose Schuler

A business meeting of the eastern branch of the Ultra Van Motor Coach Club was held at 10:30 am March 19, 1999 at the Manatee Hammock state park with Don Richards, national president presiding. Marion Helmkey, national treasurer was also in attendance. Announcements about tours, restaurant trips, and the outline of the rally were made by Jean McMasters, rally host.

The next Eastern rally is to be held at Cove Lake state park, Tennessee, several miles north of Knoxville. The National rally will be held at Ruidoso, NM at the campground outside town in the same location as in 1989. The club will have the recreation room on the second floor of the lodge. The possibility of attending the balloon festival at Albuquerque was discussed. The possibility of rallying at the West Palm Springs fairgrounds was discussed but it was decided the expense of renting a meeting room would be too much. The possibility of using the same campground as the present rally was discussed and also the one at Christmas, Florida. Norm Helmkey and Don Richards will look into that for Spring of 2000. Don Richards proposed the summer eastern rally at Thousand Trails, Wilmington Ohio. A site for the National was discussed with the possibility of an Iowa location for the year 2000. Norm Helmkey discussed a 'rolling rally' around Lake Ontario with the Helmkeys assuming responsibility for north of the lake and the Pratts south of the lake for the summer rally of 2001.

A slate of officers for 2000 was discussed with a position open for an Eastern director, club president, club vice president and secretary. Jim Howell is presently club secretary, but it was thought his responsibility for the newsletter was enough for one person. Marion Helmkey will continue as treasurer if so desired. A nominating committee was named consisting of Norman Helmkey, Gordon Harvey and Pete Schuler. Names will be solicited from the Western branch. The meeting was adjourned at 11:30 by Pat Fitzgerald, seconded by Pete Schuler.

Copies of By-Laws

Louis Griggs has been authorized by President Don Richards to sell copies of the By-Laws for \$1.00 each PPD. If you would like a new copy contact Louis at:

Louis Griggs
626 Brookfield Avenue
Cumberland, MD 21502

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A View Thru The Windshield

Jim Craig , Vice Pres.

Marlene and I just returned from the recent Western Rally at Bob and Diane Galli's place in Atascadero, CA. What a great time we all had. Seven Ultras and one tent trailer were on site. (Walt, the "street people have move up to a "tent trailer". Yeah). Well I will not report on the Rally here, see the report elsewhere in this issue. One thing I will say though and that is, Diane arranged for us all to visit with long time Ultra members, Milt & Gene Reyburn, previous #504 owners. (Now Galli's). They are 93 & 90 years young respectively. They are living in a "Senior" home and really enjoying it. They are healthy and sharp. They had lunch with us one day. Gene played cards with the rest of the gals and Milt visited with the guys as we were working and comparing tales of past Ultra trips. They really miss the Ultra and the many friends that they have known over the years. They pass along their love and good wishes to you all.

A remainder to you all -----

The Western Ultra Summer Rally will be held June 15-20, 1999 at South Lake Tahoe, CA. The Rally will be held in conjunction with the CORSA (Corvaire) National Convention. See the last newsletter for the details. 15 RV spaces are reserved for us -- first come first served.

There is a decision to upgrade our newsletter with a new "Masthead". It is recommended that suggestions for it be forwarded to myself for future review and selection at our National. At the recent Western Rally the following suggested titles/names was submitted:

Ultra Van Trails
The Big Window Views
Ultra Van Profiles
Ultra Van Travels
Whales Forever
Ultra Van Mail
Whales & Tales
Views Thru The Big Windows

Ultra Van Tales
Six Cylinders & Wheels
Ultra Times
The Ultra Newsletter.
Ultra Van News
Wheels & Whales
Ultra Van Explorer

Now, let me hear your suggestion. If you can't think of any, select one or more from this list and send them to me at jrcraig1@juno.com or drop me a line.

It is my understanding that our Editor will be printing a new "Directory" to be furnished with the newsletter. I have passed to him your suggestion of making the print larger than the last Directory and he has indicated that he will do that. Thanks , Jim.

The nominees for new officers will appear in a upcoming ballot. Please take time to make your selections and mail off the ballot as you will be directed.

Please excuse me till next time. This CALIFORNIA rain has made a mess of the Big Windows.

Keep the rubber rolling and the frig. loaded.

1999 UltraVan Eastern Rally Report by Mic Richards

The Spring Ultra Van rally was held at the Manatee Hammock State Park near Titusville, Florida, March 22-25, 1999. Jean McMasters was rally host with Dick and Bonnie Granger providing able assistance. Several groups ate at local restaurants, but the favorite was Corky Bell's for their famous seafood. The first day most of the Ultra people arrived with eating out and visiting. The second day Walt Davison chaired a tech session and Bonnie Granger and Rose Schuler lead the crafts for the ladies. They also made clothes pin miniature rocking chairs. In the afternoon a group of men visited the Warbird museum nearby and the group held a sumptuous potluck dinner in the evening. The day was finished with a Yankee Swap. The third day saw most leaving. The Ultras camped in a corner of the park and shared facilities with a GMC motorhome rally and a Vixen rally. Talk about collector vehicles! Because of health considerations, the Grangers have sold their Ultra, but will remain active members.

Members attending were: Jean McMasters and guests, Jerry Kramer, Walter and Marilyn Davison, Ruth and Gordon Harvey, Pat and Marge Fitzgerald, Paul and Charlotte Rowland, Mic and Don Richards, Vince and Gail Murry, Pete and Rose Schuler, Norman and Marion Helmkey, Bonnie and Dick Granger, Doug Granger and family, Lynn and Olive Hunter, Jerry Dute and Holly, Mike Gerdes, Tenney and Morris Randle, Doris and Dan Miller. By state: 11 from Florida, 2 from Ohio, 2 from Ontario, 1 from New Jersey, 1 from North Carolina. Twelve Ultras, 1 trailer, 1 camper van, 1 volkswagen van, 1 rampside pickup, 1 corvaire sedan, 1 tent and 1 motorhome. Several were attending their first rally and several were new owners.

NOTICE

That time of the year has rolled around once again and the Ultra Club needs to think of the changes in management mandated by the club's by-laws. A slate of officers to be submitted to the membership needs to be sent by at least the end of June to Jim Howell, club secretary. This will be published in the July Newsletter preceding the National rally in Ruidoso, New Mexico in September. Members of a nominating committee consisting of Pete Schuler, Gordon Harvey, and Norman Helmkey were appointed at the Ultra Rally in Florida. These will be augmented by three more from the west. Candidates for President and Vice President need to be named (with the nominee's approval), a secretary, a treasurer. Marion Helmkey has volunteered to hold the office of treasurer for another year. Also, a new director needs to be elected by each division. Results of the nomination committee's efforts need to be sent to Jim Howell, secretary as soon as possible.

The President

Mar 99 - 3

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

1999 Eastern Summer Rally

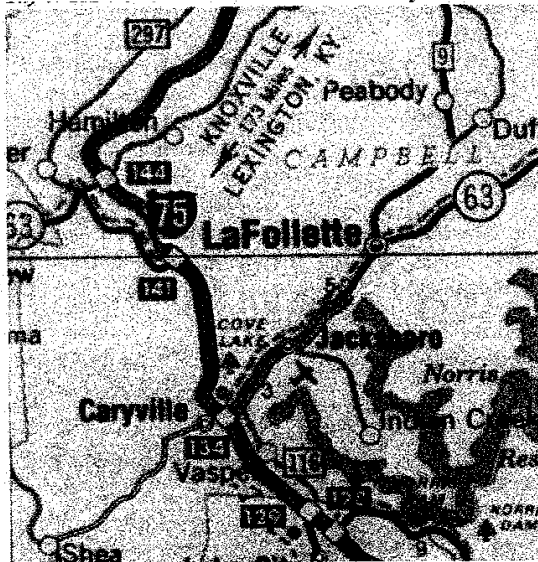
Cove Lake State Park
Caryville, TN

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 you plans to come and enjoy the mountains. Full hookups. Senior discounts. Resturant, Pool, walking trails. Info: (423) 687-2292.



Western Ultra Van Rally

June 15-18, 1999

The Lake Tahoe Horizon Casino & Resort
Highway 50, Stateline, Nevada.
(General area is, South Lake Tahoe, CA.)

This Rally will be held in conjunction with the "Corsa International Convention" held at the above location. Hosted by Classic Corvairs of River City, Sacramento, CA.

The Ultra Vans have a reserved free parking area set aside at the host hotel. (20 spaces) In addition we will have a room assigned to the Ultra Van members for use as a "Hospitality Room." This will be a complete room with shower and bath facilities.

There will be **NO hookups**. Arrive with fresh water on empty holding tanks. When you sign in at the hotel, you will want to advise them that you are a member of Group Ultra Van & UVMCC. This is important because of Liability requirements of the CORSA insurance. (If you are not a member of Group Ultra Van, and plan to attend, please forward me your check of \$8.00 and I will get you signed up. This membership covers the whole family for one year.

There will be many activities for all the family. Planned tours are: "Ladies & Escort Day Out" (A 2 hour, narrated paddlewheel boat trip on Emerald bay), The Posadero Ranch, (TV's "Bonanza"), Virginia City "The Richest Place on Earth" and Heavenly's Aerial Tram Ride & Dinner, (A mile long ascent up the mountain to 8250 ft. for some outstanding panoramas of the lake & mountains)

For those of us here in the "West", this is the event of the year. Soooo-please plan to attend with your Ultra Van all cleaned up and really to be an display.

Some of the events that we will likely attend are some of the tours, tech. sessions, slots machines, casino shows, and the events Sat. night banquet. Not likely in that order.

If you need hotel reservations and you are arriving by car, the host hotel has rooms reserved for the event. Call 1(800) 648 3322. Be sure to advise them that you are attending the CORSA Convention, which has a "special rate".

Contact: Jim or Marlene Craig, 760 366 9104 or jrcraig1@juno.com for additional information.

See you all... there!

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 by other means. More news to follow. That's All Folks Bob and Diane Galli

See Rally Logo on address page!

May 99 - 4

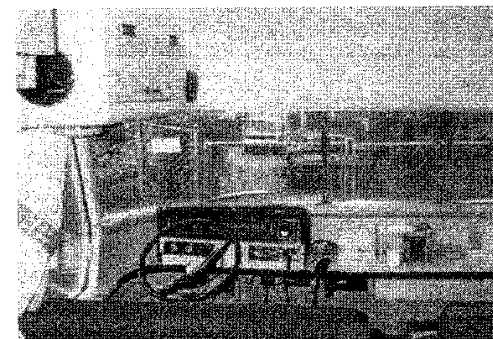
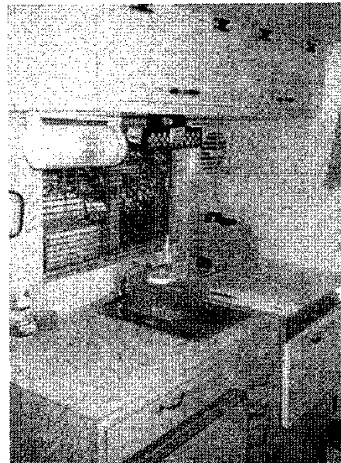
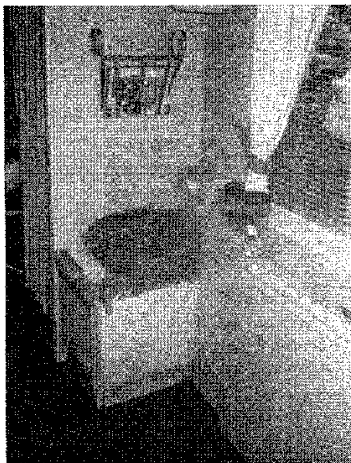
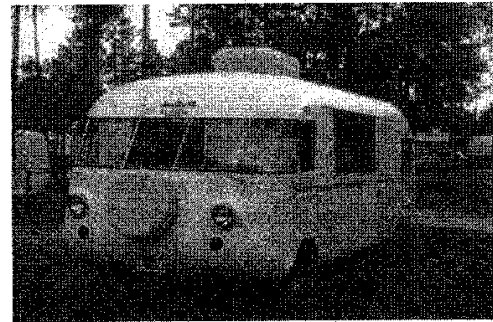
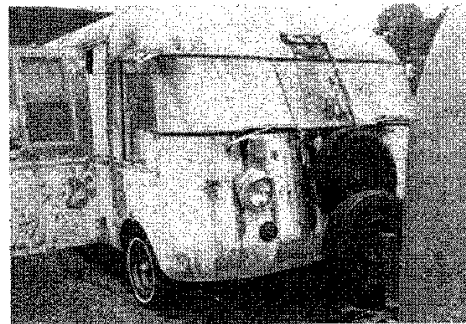
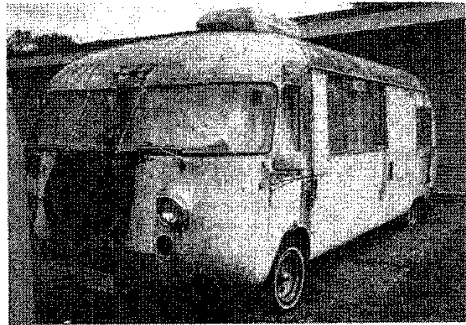
Finding #373 by Doug and Nancy Pratt

We were asked to write about how we found our Ultra Van. It all began in 1992 after passing through Williamsport, PA when we saw a very strange camper parked at a store parking lot. As it turned out, it was broken down & waiting for repairs. Doug wanted to stop to investigate this unusual sight. As I peered through the windows, he was looking underneath & told me in an amazed voice that it had a Corvair engine! I wondered how he could even tell that. We noticed that the layout was quite roomy. It reminded us of the layout of our friend's Vixen -- only with room!

To make a long story short, we were never able to find out the owner's name. Even the police could not trace the plate. We never learned anything more about Ultra Vans until, in desperation, Doug wrote a letter to the editor of Family Motor Coach Magazine which was published in December 1993 asking if anyone had information on them. Then the letters started pouring in. We learned that we had missed a rally of Ultra Vans right in our home state of Pennsylvania. We made a trip to Corvair Ranch & saw 3 Ultras in various stages of health & were able to see 2 Ultras in New York State. One of these had white interior, but was not for sale. However, once I saw the white interior, I made a deal with Doug - OK, you can look for an Ultra Van, as long as you find one that's white inside. He readily agreed since the camper that we had built had white paneling inside, making it seem spacious & easy to illuminate. We made a trip to the June 1994 rally in Virginia in our Chevy StepVan & met several nice Ultra Van owners & got to tour their Ultras. Norm Helmky & Jean McMasters were very helpful in providing a possible list of available Ultras. Doug did lots of calling around & found that an Ultra was available in Jupiter, FL & that it had white interior.

Since we had plans to attend a wedding in Florida in November 1994, we just knew that we could also go down to get a look at "our Ultra". We drove up with expectations quite high, only to literally hear our hearts sink in our chests when we discovered that "our Ultra" was covered with black mold & had four rotten tires, etc. However, we were pleased to discover that the interior was in very good condition & that with elbow grease, the black mold washed off. We made a telephone deal with the out-of-town owner & returned with our friend, Cliff Swick, in his Vixen a month later to make the official purchase.

Jupiter, FL is located a short distance from Jean McMaster's house & he came & offered assistance & a spot to park at his house after the tires were replaced & the engine was up & running. #373 sat in Jean's yard for about 5 days while the men were doing engine work & I was doing the cleaning. And scrub I did! Thank heaven for Super Clean for cleaning the interior! Finally we were ready to leave, followed by the Vixen. Doug had ordered 3 spare fan belts & felt confident that he had a sufficient amount of them. However, 50 miles into our return trip north, we shredded one fan belt. Doug & Cliff replaced that one & got another 50 miles down the road before another belt shredded. It didn't take a mathematical genius to figure that we didn't have enough fan belts to make the 1500-mile trip home! After a desperate phone call to Jean, it was decided that there was rust on the pulleys which was eating up the belts. While Doug held his jackknife like a lathe tool, Cliff turned the pulleys until they were smooth. After that fix, we didn't have to replace another fan belt on the rest of the trip. Since then we have traveled many miles, have met & made Ultra friends along the way &, yes, had breakdowns, but truly enjoy being an Ultra Van owner, even after hearing on the CB before our paint job that we were driving "Fred Flinstone's camper".



ULTRA POSTSCRIPTS ★★★★★

Dear Ultra Friends and all humans who are dear to me:

June 1999

A big hug of APPRECIATION for letters, cards, and calls. Please relax as I chirp. THANK YOU for offering suggestions and ideas you'd like discussed under the "Postscripts" title. This issue is being devoted to an important requested topic. Debated for CENTURIES, we'll try to make it simple.

NOT BORN YESTERDAY: Most of us would like to live a little longer. Too many of our friends and relatives are dying too early. People remodel their houses and repair or restore their vehicles (autos, motor coaches, sports-cars), often at great cost. But, many Folks fail to take equally good care of themselves. Is it our "abodes" and our "wheels" that we need to repair to serve us better and longer---or should it be US? You may say, "Both". OK, that's a fair answer. For discussion let's consider what to do to maintain (remodel) OURSELVES to help you and me live a happy, successful, and LONGER life. Those who requested words on this subject, we'd guess, must have realized that yours truly has had some genuine, personal experience that might be-?-useful-?-to others. Most readers know that this soul has now been alive a full "nine" decades. He was not born yesterday! And, yes, there are a few easy rules to follow for those who wish to enjoy good health and live to be 90 or even a full century. Humbly, I'd like to be 40 all over again...I'm writing this from the heart. Some persons may already be using some of the simple "prescriptions" below. Fine. If so, just consider this listing as a good reminder for better living.

- (1) DRINKING: Drink at least two (2) large glasses of water with or after each meal. Never fail this golden rule! It aids keeping one's system flushed out and younger. Don't use alcohol, don't smoke.
- (2) NUTRITION: Eat a well-balanced diet...with plenty of ROUGHAGE (whole grain, etc. foods) to help prevent stomach or colon cancer. Cut down on sweets (?? candy) and reduce eating greasy-fatty foods (no potato fries). STOP drinking Cokes, orange, grape, or other-flavored SUGAR-SWEETENED drinks. Continue---and they'll kill you early if used often.
- (3) SANITATION: It is VERY important to wash hands often. Never handle food of any kind if you've been reading a letter or a newspaper, without first washing with SOAP and water. How can you know how many dirty fingers touched an envelope or newspaper? After shaking hands with people, WASH before eating. Maybe a person just pet his cat, or his pig! Maybe he or she is just recovering from a bad cold. If you rub your eyes, eat a sandwich, or pick your nose, you've probably INFECTED yourself. WASH often.
- (4) WEIGHT CONTROL: Keep LEAN (we didn't say mean). Some people are just naturally heavier than others. But try to keep slim as possible. Control your calorie intake. Keep within the recommended pounds for your build. Enjoy regular three-meals daily---don't skip meals. NEVER practice anorexia! Just eat less per meal to reduce weight. OVERWEIGHTS generally die young.
- (5) VITAMINS: Use a good-brand of Multi Vitamins with Minerals. Take one every day. In addition: Daily...a gelatin capsul of Vitamin E, 400 IU (International Units). It is known as the "skin" vitamin, said to help prevent wrinkles, arthritis, sore muscles, stiff joints, and aid the heart muscle? Also, take one Vitamin C, 500 MG daily. Antioxidants help health.
- (6) ENDING: New drugs are being discovered for many virus and other types of wild-diseases. We hear that a MILLION germs can sit on the head of a pin. No SURE CURE has yet come along for the common killer, Cancer. So, we have to consider the old and controversial Amigdalen-Protein preventative. Delicious roasted Almond Nuts are high in it. We use 3 to a half-dozen on our Cereal each morning (usually 6). They help make any Cereal more tasty. Maybe Almonds are WHY I've been clear of wild cancers so far. Knock on wood!

ATTITUDE: Smile. Laugh about something every day. Treat problems that come along, as mere puzzles to be solved, fun to correct. There are other health aids (a pneumonia shot, and so on) but the ABOVE LIST (my opinion) is essential for happy, disease-free living. Modestly, may I ask, do you think these RULES that I've adhered to the past 40 years or more, have helped assure health or did extend life? Am I living proof? No guarantees!

Kind regards to everyone.

Yours Truly, Ernest

Line 99-6

"Saving UltraVan #443" by Richard & Gayle Finch

In March of 1998, Gayle and I attended a very fun Corvair event at Cambria Pines, California which is near the Hearst Castle. At the swap meet that weekend, Gayle saw her first "Travelon" UltraVan and immediately, she decided that "WE" wanted to own one. I told her that we would look for one in the Corsa Communique club magazine.

We located the lowest mileage UltraVan known, (17,300 actual miles) in Poway, California and called the owners, Garry and Micheal Saylor. After two or three phone calls and a set of Polaroid pictures fo the UltraVan, we made a deal to buy it. Michael told us that it was running, but that he would not advise driving it from the San Diego area 250 miles to our home here in Santa Barbara. I asked him what the problems might be in getting it here under it's own 110 horse Corvair engine, and mike told me that the two front tires were the 29 year old original tires! The two rear tires had been replaced by the owner before Mike.

So, I sent Mike a check and he agreed to remove all four tires and take them to Sears and install a new set of Bridgestone Roadhandler white walls, size P195/75R 14, load limit 1,400 lbs x 4 = 5,600 lbs. @ 35 psi. There were the same circumference as the two original tires that were on the front of the motorhome.

Driving Down: Gayle, I and our Siamese cat drove down to Poway, CA on Friday night, August 14, 1998, and stayed in a motel. The next morning, we met Mike, his mom and dad at their "ranch" near Romona, CA and saw the neglected UltraVan for the first time. It was every bit as good as Mike had said it was. Obviously, any vehicle that was 29 years old and that had sat out in the sum of the California desert for most of it's life, was in need of some tender loving restoration, but the interior was in remarkably good condition. But it did smell like MICE!

The Interior: In most parts of the world, mice will take up residence in anything that is not moved for a few days or a few weeks. In #443, it seems that mice had used it to merely play in, as there were no mice nests, but mice 'pills' were in every part of the motorhome, and it the smell of mouse pxxx was very strong. The original curtains were intact, but very, very rotten. Touch them and they fell apart. The Formica was in nearly new condition, with only two or three warped pieces in the entire interior. And everyting in the interior worked, as we later discovered. The oven had never been used. The cook top of the stove had no stains or heat marks on it, and it looked like it may have been onlu used to heat water and soup. The driver and co-pilot seat cushions were in perfect condition, but the fabric covering was rotten. The padded rim around the dash board was rotted and the foam rubber padding was in bad shape from all those years in the sun.

Mechanical Condition: Mike and Gary started the Corvair engine for us and we heard the distinct main bearing knock on start-up, but it quieted down after about 4 seconds. Mike showed us a significant oil leak at the left rear of the engine (which later proved to ba a split seam in the 12 plate oil cooler). The front suspension was in perfect condition although later inspection showed that it had never even been treated to a lube job. There was factory undercoat covering all the front end grease fittings! The rear suspension was in new condition except rusty, indicating that part of the 17,300 miles was driven in snow and salt back East somewhere. All the oil and grease on the Powerglide case was dried out from sitting 29 years in the heat of the California Desert.

Exterior Condition: The aluminum and fiberglass body was in hear-perfect condition. There was one scratch on the entry door, and a couple of dollar-size dents elsewhere. The "South-side" of the body paint was peeling off, but the "North-side" was in waxable condition. The factory gold stripes were like new. (on the North side)

Driving it Home: After we paid Mike and signed the Pink Slip papers, Gayle drove S/N 443 out of it's parking spot at the Saylor ranch, and into the driveway out to the highway. From there, I drove it on home to Santa Barbara with Gayle following me in our Chrysler 4-door, and with Babycat riding on the back of my drivers seat in the motorhome watching the traffic go by. the 250 mile trip home was completely trouble-free, including the oil leak that stopped until we backed into our driveway, where it decided to dump about 2 quarts of dirty oil on our clean concrete driveway!

The Future: We spent 3 months partially restoring it, and then drove it to the Palm Springs event. TO BE CONTINUED!

UltraVan 443 at Poway, 8/15/98



NO Tech Tips This Issue!

There are no tech tips this issue. No one sent any to Graham Dell and he didn't send any to me. With all the technical minds working on their Ultras, couldn't we find time to put pen to paper and send some in. We are very democratic - we even take email. Updated electrical systems, fuel systems, brakes, interiors, exteriors, solar systems. Everything is important to new and old members alike.

Max 99-7

Valley of Fire, Nevada

Bob and Diane Galli #504

The Valley of Fire is about 40 miles East and 15 miles South of Las Vegas, NV. A most beautiful place to visit and spend time. Bob and I spent about 6 days there, camping with his Sister and Brother-In-Law, they are full time roamers. The rocks and hills are all red, hence the name, Valley of Fire.

It is very ancient, lots of petrography, Indian Graffiti, lots of very nice rock formations. My Sister-In-Law and I sat for hours making up faces, animal, and other things in the rocks.

There is a very nice visitors center, a must place.

One camp ground was open, Camp B was closed due to a flash flood that wiped it out, and was in the process of being rebuilt. So Camp A was on a first come - first get the camp site! Not too many at any given day. There was some very nice showers and bathrooms. Electricity there, but that was it. No phone, and Cellular phones were not getting out. Bad area for reception. Water at every site, Cabana's at most sites. Nice sandy tent area's, and fire rings, and BBQ's.

It is for the most part, dry camping, by that I mean, no hookups, and you must rely on batteries for your TV, etc. Bob and I had our new Direct Satellite dish, and did not lack for TV!, that is when we were in the coach, which wasn't often as we were too busy touring and seeing all the sites. Jim has a few pic's of our site, and I will enclose some of the area. Unfortunately the color is not there due to the newsletter being in black and white, no color.

From Valley of Fire we went to St. George, UT to visit my Aunt, and then home. We had a most delightful 2 weeks, but it was home to get the place ready for the Spring Rally here on the 20th. More on that in another article.

Now that our rally is over, it is time to think about heading to Marlene and Jim Craig's for the 101 Rally the middle of May. such is the life of an Ultra Vanner.



Editor's Ramblings: by Jim L. Howell

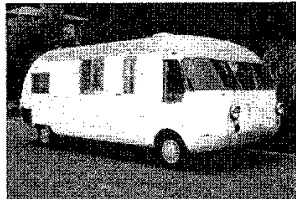
This is the 17th newsletter that I have done. After much thought I believe that to do even better newsletters in the future, I must give up the post of Secretary. I believe that the editor has plenty to do putting out the newsletter and a directory. To do a good newsletter takes about 2 hours per page and that is with huge help from the membership. Running a consulting business and having a growing family limits my travel time and thus we need a secretary that can be at as many rallies as possible. Thanks to everyone for all their help, especially the Griggs, Helmkays, Craigs, Gallis, Davisons, Richards, and Eanest Newhouse. My wish for the new Ultra Year is more people contributing!

May 99-8

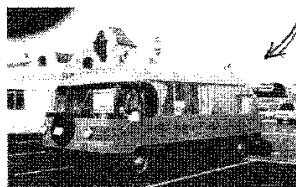
Coaches For Sale:



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



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 OBO Glenn Plymate, (510) 522-8829 or (503) 838-6653. Gplymate@aol.com



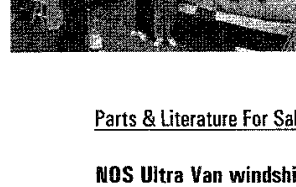
1967 Ultra Van #321, 110Hp/PowerGlide Automatic. Roof Air, Good straight body. \$6,000.00 Call Jean McMasters at (561) 626-0388.



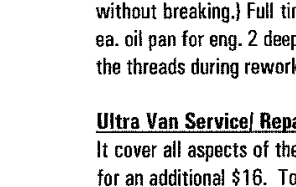
1967 Ultra Van #331, 110/4sp., 3.89 gears, excel. cond. & ready to travel. Recently completed a 400 mi. trip at 17 mpg. Climbs the hills better than any Ultra that I have driven. Excel. paint, tires, all glass and interior. Radio AM/FM cassette, CB, TV & solar panel. Cruises excel. at 70mph. New radials. Here is your chance to own an excel Ultra that you can tow the boat or small car. Price; \$6995.00 OBO. Video & photos available \$8.00 ppd. Jim Craig 760/366 9104, jcraig1@juno.com



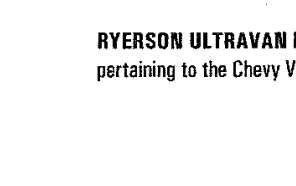
1969 Ultra Van #472, OK! OK! I didn't get the NEW factory engine installed. You tow home (I will loan you the tow bar), and install the NEW engine and save \$\$\$\$. White interior with light blue seat trim and drapes, new matching carpet and new refrig. Metallic front and rear brakes, radial tires. This is the most attractive Ultra in the club. Excellent paint, light beige w/ choc. brn trim. Very glossy and well maintained. All glass is excel. and tinted. If you desire the Best this is it. Price: \$7995.OBO. (If I install the engine add \$995.00) Video & photos -> \$8.ppd. Jim Craig, 760/366 9104, jcraig1@juno.com (NO PICTURE)



1970 Ultra Van #503, 110Hp Corvair/automatic, Excellent overall condition, original Walnut interior, 3-way refrig. Beautiful exterior white & brown emron finish. Alum. bumpers, 3240 Megnetek converter, new batteries. Engine just completely overhauled; averages 16-22 mpg (dash computer). There is only one like this one with 'airstream windows'. Must see it to appreciate it. \$12,000.00 OBO. Ron Hodges, (616) 534-6179, 5577 Kenowa, Grandville, MI 49418.



1969 Ultra Van #507, V/6 3.6L, 3SP auto, Excel. cond & ready to travel. V/good paint, radials, solar pnl., frt. disc. brakes. 10k on V/6 conv. Runs great. 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; \$5995.OBO. "MUST SELL", Seller is serious to let this go NOW! Video & photos avail., \$8.ppd. Jim Craig 760/366 9104, jcraig1@juno.com



1970 Ultra Van #547, V8 Powered with many upgrades. Needs paint, hence the low price of \$6,400 OBO. This coach has been driven over 2,500 miles since July including a round trip from Gettysburg to the CDRSA'98 Convention at St. Louis. For details, contact: Jeff Stonesifer Corvair Ranch (717-624-2805). (NO PICTURE)

Parts & Literature 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

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

RYERSON ULTRAVAN MANUAL - has all the original information compiled by Len and Edy for the Corvair powered ULTRAVAN. Has no information pertaining to the Chevy V8 drive train. Has none of the tech updates. Make offer. Bill Mitchell A267, 512-869-1691.

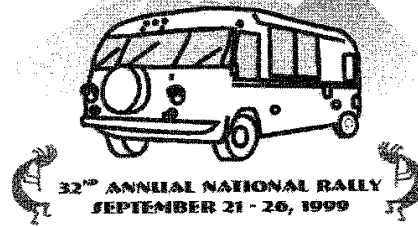
May 99-9

UVMCC

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

First Class

BACK TO RUIDOSO ULTRAVAN CLUB



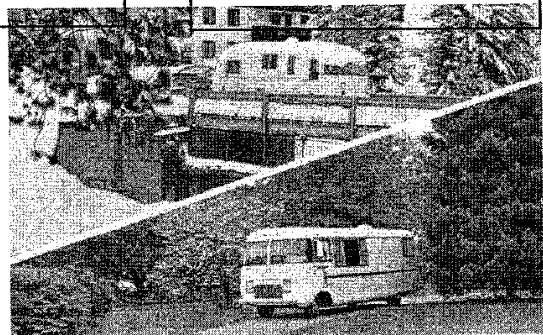
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Directors(East): Jean McMasters, Doug Pratt, Ruth Harvey
Directors(West): Bob Galli, Bob Frantz, Nobia Suckow

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.

June 10th-13th, 1999, Eastern Summer Rally, Cove Lake State Park, Caryville, TN.
June 15th - 19th, 1999, Western Summer Rally at CORSA Nat., Lake Tahoe, NV.
Sept 21st-26th, 1999, Ultra National Rally, Ruidoso, New Mexico.



May 99-10