



# 1999 Ultra Van Motor Coach Club National Rally

Circle B Campground, Highway 70, Ruidoso, New Mexico

The daytime shuttle service stops twice a day at the Circle B Campground then goes to midtown shopping, Hubbard Museum of the American West, Billy the Kid Casino and lots more. It is \$7.00 all day no matter how many stops you want to make.

The White Sands National Monument is about an hours drive West of Ruidoso. It consists of brilliant white sand dunes, covering nearly 300 square miles.

There will be a one time registration fee of \$5 per coach to UVMCC.

The banquet will be catered by the Circle J Bar B Que. Cost between: \$8- \$10 each. It will consist of: Beef and Sausage, Hot rolls and butter, Potato salad and Coleslaw, Apple and Blackberry Cobbler, Pinto beans and Baked beans, Iced tea, plates, cups, napkins and "silverware" will be provided.

I need an approximate total of attendee's for the Rally, so I can let the caterer's know about 2 weeks ahead of time. 30 is the least they will cater for, so I am hoping we can accommodate that many at the least. NOTE: **Campground Reservations Must be made NOW!** \$16.00/one day. Send to Campground address below. Or call!

I must receive the t-shirt orders no later than September 5th, 1999, as there is a 2 week lead time for the company making the shirts, I forgot to mention on the t-shirts/sweatshirts, that anyone wanting a shirt after we get there who does not order prior to the rally, will be charged an additional \$3.20 for shipping after we get home.

## PRICES:

T'Shirts: \$12 sm-xl, xxl add \$1.00  
Long sleeve: \$13 sm-xl, xxl add \$1.00  
Sweatshirts: \$18 sm-xl, xxl add \$1.00

## Mail Orders to:

Bob Galli  
5000 Cascabel Road  
Atascadero, CA 93422

**Altitude:** About 6200 feet. **September Temps:** High 30's to High 70's. **Hospital:** Lincoln County Medical Center, PH: 257-7381, **Campground Mailing address:** PO Box 1800, Ruidoso, NM 88346, **Emergency Phone:** (505) 378-4990.

## Tentative Schedule of Events

### Everyday:

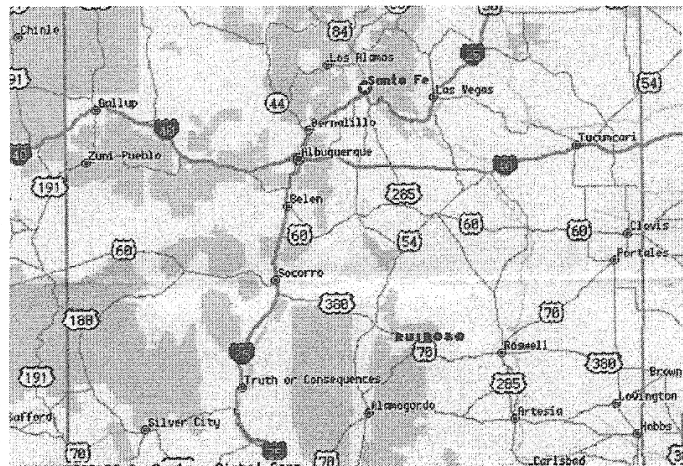
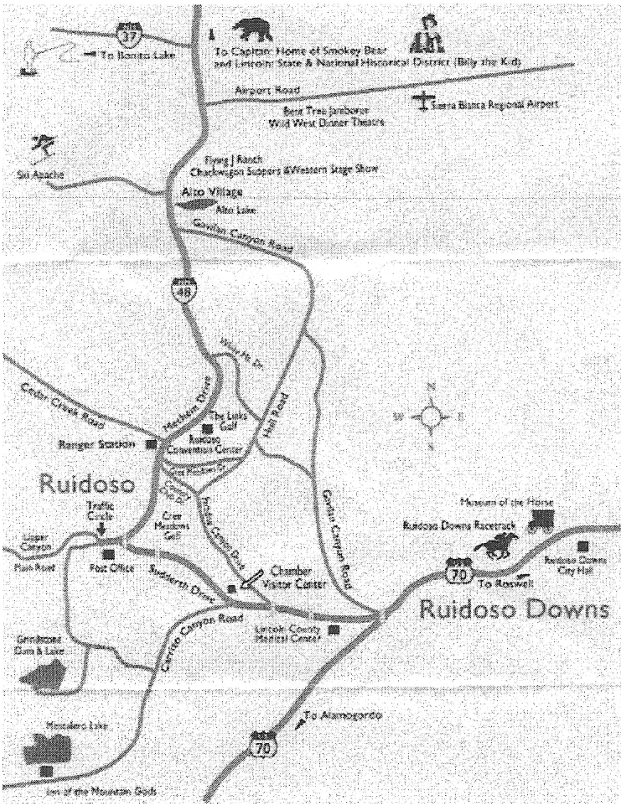
9 AM Coffee etc  
10 AM Tech/Craft Sessions

### Thursday:

Board Meeting  
General Meeting

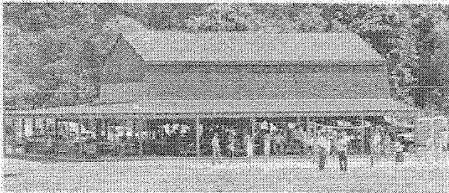
### Friday:

Banquet  
Installation of Officers

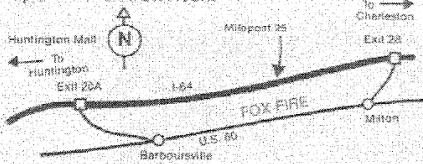


**What are your plans for 2000? Look where the UVMCC will be!!**

March 21st - 25th, 2000, Eastern Spring Rally, Airstream Park, Christmas, FL  
June 15th - 18th, 2000, Eastern Summer Rally, Fox Fire RV Park, Milton, WV  
July 18th - 22nd, 2000, CORSA International Convention, Daytona, FL  
Sept 20th - 24th, 2000, Ultra National Rally, Amana Colonies RV Park, Amana, Iowa



Fox Fire Resort, Route 2, Box 655  
 Milton, West Virginia 25541 (304) 743-5622  
<http://www.foxfirewv.com>



**DIRECTIONS:**  
 Fox Fire is located on U.S. Route 60 (just off U.S. I-64), three miles west of Milton, West Virginia. If you are traveling east on I-64, take Exit 20A (Barboursville) and follow the signs to Fox Fire. If you are traveling west on I-64, Exit 28 (Milton) will be the most direct route. Fox Fire is just a few minutes from either Charleston or Huntington.

# AMANA COLONIES

An Iowa Treasure

*"Come for the food.  
 Come for the shopping.  
 Stay for the experience."*

\*\*\* Letter to the Editor \*\*\*

September 2, 1999

Mr. Jim Howell  
UVMCC Secretary & Newsletter Editor

Dear Editor

I have read the far reaching proposed amendments to the UVMCC bylaws and am very concerned that if Amendment 1 is passed as proposed, our Ultra Van Club may become primarily a social club like; the Family Motor Coach Association, Good Sam Club or Tin Can Tourists. There is need for these primarily social clubs, in fact I belong to two of the above, but the UVMCC should not become one.

What sets us apart is our common interest in the Ultra Van and sister vehicles. Preservation, technical improvement, safety and enjoyment of these unique vehicles should be the prime purpose with the education, and social activities as secondary purposes.

It is beyond my comprehension why promoting travel trailers, pick-up campers, and trailer parks is part of the proposed "specific and primary purposes" as set forth in Amendment 1.

A major concern is, if Amendment 1 is passed, those who do not agree with the specific and primary purpose cannot in good conscience be a member.

I am in favor of Amendment 2 as it lets anyone who has an interest in the Ultra Van become a full member. This amendment also has two other benefits, first it would let current Associate Members (who are now denied the right to hold office) to once again be able to take office and serve as full members. Second, those folk who have shown enough interest to become newsletter subscribers, could also be members.

Those of you who know me well, know for many years, I have promoted, studied and tried to improve our wonderful Ultra Vans. I urge you not to let the opportunity to vote slip by. Yours may be the deciding vote as to whether we have a social or preservation club.

Please mail your ballot (from the last newsletter) right away to: **Ultra Van Motor Coach Club**, P.O. Box 1800, Ruidoso, NM 88346. It must arrive by September 20th to count.

Sincerely

Norm Helmky - Ultra Vans 408, 486 & 547

Roster changes since August 9/99

New Members

Brown ~ Bob 473  
6735 W. Rainhill Court  
Crystal River, FL 34429  
(352) 795-9147  
corvair@fx2.com

Howell Jr. ~ John 417  
1875 Grubb Road  
Lenoir City TN 37771-7128  
(423) 986-8898  
UV417@aol.com

Koons ~ Todd 163  
P.O. Box 1619  
Sausalito CA 94966

Lolmaugh ~ Dana 223  
P.O. Box 4183  
Auburn CA 95604  
(530) 412-0636  
dana@lolmaugh@hotmail.com

Marinello ~ Joan & Jerry 503  
367 Wilshire Court  
Valparaiso IN 46383  
(219) 462-8293

Olson ~ Glen & Kathy 374  
301 Church St., RR Box 247  
Biggsville IL 61418  
(309) 627-2464  
glnolson@hccil.net

Re-Instatement

Jumper ~ Matt & Sheri 474  
13782 Lakeview Ct.  
Lakeside CA 92040  
(619) 443-4332  
mbjumper@flash.net

Correction - Sold Coach

Gibson ~ Sherrie A417

Hodges ~ Ronald & Yvonne A503

Correction- E-Mail Address

McJones ~ Robert W 357  
robert@mcjones.org

Correction- House Number

Lee ~ Glann & Craig-Marie A454  
116 Brooke Elyse Lane

Correction- Phone Number

Harvey ~ Gord & Ruth 527  
(727) 541-3433

Irwin ~ Jack 487  
(304) 525-1033

Ramsey ~ Albert 509  
(931) 526-5120

Correction- Last Name

Shepherd ~ Evelyn A440

New Subscribers

Davis ~ Jim  
312 Butterworth Road  
Murray KY 42071  
(270) 435-4572  
jld@wk.net

Short ~ Byron  
6 South Adams St.,  
Beverly Hills FL 34465  
(352) 527-8409  
DadShort@webtv.net

1999 National Rally

Craft Supplies

Sharp Sissors  
Washed T-Shirt

Rally T-Shirts

3 - mediums  
4 - larges  
4 - extra larges

Bob & Deane wanted to let all know this.

Note: Call ahead for Campground reservations!

## Saving Another Whale, Part 4

By Norm HelmKay

When we last left the "Saving of 408," the coach was safely at the Corvair Ranch in Gettysburg. We then had four Ultra Vans, our first, the V-8 model #547, and three Corvair-powered units, 356, 408 and 486.

UV-547 was sitting in Carrying Place (where it had been parked since we acquired UV-486 in July 1992). It was only moved a few times each summer to mow the grass around it.

With two Ultra Vans at home in Ontario, the CEO of the HelmKay Enterprise had made it abundantly clear, there was only room for two Ultras and UV-408 would not be coming north until UV-547 was gone.

Also, UV-356 had been stored in Florida since we bought it in 1990. Restoration had proceeded slowly and only during the winter months, while we were escaping winter, but there was no rush as after 1992 UV-486 had become our primary coach. UV-356 was far from completed when we lost our storage place.

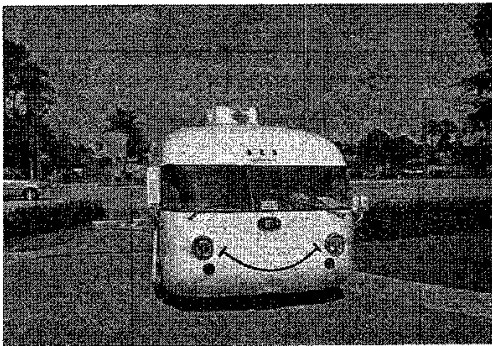
Jeff Stonesifer at the Corvair Ranch and agreed to store UV-356 along with UV-408. About five years before, Clyde Stanton and I dropped into a body and paint shop in Picton, Ontario and met the owner, Leon Pearsall who instantly took a liking to the Ultra Van.

Over the next few year, Leon occasionally dropped by our home to see the Ultra Van and gradually was bitten by the "gotta-have" bug. Luckily, Leon was going a hot-rod show at York, Pennsylvania (just a long home run clout) from Gettysburg. He stopped by the Corvair Ranch and decided he wanted to drive UV-356 back home.

We decided a barter arrangement was better than having to go through the haggling of a price, so Leon agreed to paint both UV-408 and 486 for the unfinished UV-356.

Next, it was up to the Research and Development Section of the HelmKay Enterprise to come up with an innovative scheme to get UV-408 north across the border, bearing in mind the CEO's edict, there was only space for two Ultras in Carrying Place.

About this time, I saw a note on the Virtual Vairs internet chat line that Jeff Stonesifer at the Corvair Ranch had sold a Corvair to a student in St. Louis and he was looking for someone to drive it to the 1998 CORSA Convention at Collinsville, just a hop-skip and jump from St. Louis.



Norm & Marion's UV486 "Smilie 1"

Thinking, Jeff and his family had not had a vacation for years (with all his effort to make the Corvair Ranch into a thriving business), I reasoned he could easily tow the Corvair behind ol'547 and take the whole family with him to the 1998 CORSA meet with the added bonus of being able to see the Heartland of America on the way.

Jeff liked the idea. I proposed to bring the V-8 Ultra to the Corvair Ranch in early June, allowing me to bring UV-408 north. This would give Jeff a few weeks to familiarize himself with UV-547 and make sure his tow bar would work with the Ultra.

To make a long story a little shorter, we ended up with six Ultras at the 1998 CORSA. Ken & Penny Wildman in UV-338, Doug & Nancy Pratt in UV-373, Walt Davison in UV-366, Jean McMasters in UV-321, the HelmKays in UV-486 and Jeff & Dena Stonesifer with their two kids in UV-547.

The trip to Canada with UV-408 was quite uneventful, just another 480 miles or so behind the big windows. At first when we began, the original Ultra seats gave me quite a problem, as I was used to nice bucket seats in both UV-547 and 486. After sitting so long exposed to the sun, the rubber foam in the front seats had begun to crumble and I had to stack two cushions to get high enough to be comfortable.

So UV-408 was now in Canada, but various activities through the summer left little time for working on it or to get UV-486 painted and soon we were getting ready to head to Oklahoma for the annual Ultra rally.

Returning from Anadarko, it was get ready for Hershey time and in less than a month later, we wanted to be on our way south for the winter. Leon Pearsall had to spend nearly full time in the last three weeks of October to get UV-486 painted. We left UV-408 with him for the whole winter, so the resurrection could begin in the Spring.

Well, things are coming along, not quite as quickly as I had hoped, but all being well, we hope to drive UV-408 to Florida this winter so I will have another six months to get "Smilie 2" ready for the "Canada Coast to Coast, 2000 Millennium Tour."

Heather Howell<sup>(8)</sup> Amelia Deal<sup>(12)</sup>



Dakota Howell  
12/21/97

John Matthew  
Howell 8/13/99;

Eschtock's Children (at home)

# ULTRA POSTSCRIPTS ★★★★★

Dear Ultra Friends:

September 1999

Greetings to all. Thank you for your cards, letters, calls. The Ultra Motor Coach Corporation is currently headed by very capable Top Executives, our President, Vice President, Treasurer, Secretary, as well as the Eastern and Western Directors, plus all appointed and volunteer Assistants. It is in GOOD hands. This would seem to be a proper time to resign as Executive Director. The operational opinions of top leaders and that of the entire VOTING Membership will prevail, as has been the case since the founding 33 years ago. Edna is now gone, but both of us dearly loved every person in the coast to coast Organization. We helped it get established and worked many thousands of hours towards its Fellowship and betterment. But---it was YOU, all the National MEMBERSHIP - who MADE it succeed. I bow to YOU. Of course, I'll still remain a humble paying Member and voter.

"FORGET the past and you'll lose an eye; IGNORE evils of the past and you'll lose both eyes." -- old English proverb

ADOLPH HITLER: Hitler's interesting book, MEIN KAMPF, has been in my collection since long before World War #2, which he and his cohorts caused. It is estimated that millions lost their lives before it ended. The ancient saying (above) about losing an eye, caught my attention. Maybe you and I can learn something and save "losing our eyes" by delving a moment into the past. Mein Kampf is a thick book - over 1,000 pages, written by an educated but evil man with strong ideals, about his life, ambitions, and his plans. Some of my most vivid memories include hearing Adolph Hitler's loud speeches from the car radio, while driving to business appointments in Minneapolis. This was during the mid-1930's. No doubt other of our Senior Club Members also heard him. Eventually the United States declared WAR on Germany to hamper Hitler's invasion of neighboring Countries. From 1942 thru 1946 Edna and I lived near Chanute Field, where I was an instructor those four years in the Army Air Force. A couple of German people who lived under Hitler but escaped, told about and confirmed what follows: Even as a ruthless Dictator, Hitler was well-liked by the German general population. He promised them WHAT THEY WANTED TO HEAR. He started Social Clubs for the German youth, and furnished them uniforms. He had the gift of gab. His smooth talk, via frequent broadcasts, pleased the common people. They began to believe his claim that Germans were the "Super Race". He convinced them that he could end random shootings and crime, if they would surrender their arms. He mesmerized the German citizens on gun control. They willingly gave up their weapons. Then armed thugs and criminals of every kind soon had a hey-day. The public now realized they had been duped. Even the Gestapo and Police could now invade businesses and homes at will. The people were helpless. The general population read and heard only GOOD news about their Government (any adverse stories were curtailed). From the start few Germans learned about the Gas Chambers, about thousands being incinerated, the starving Death Camps, the Rockets of that day that pounded London and other cities. Is there some point to make about evils of the past? Well, yes, ignore Hitler's ONE-WORLD aspirations at our peril. We are told that history REPEATS. Is Washington repeating Hitler evils? Mail YOUR opinion.

Life is a dangerous but HAPPY journey. Enjoy the ride. It often ends early.

WRITING FUN: Experienced Authors like to please their readers. That includes writing words that stimulate, that inform, that will tickle thinking on a subject, that answer questions, or that will make a reader cry, or laugh out loud. In addition, University courses on the subject, mentioned another strategy that can be employed: Enter a spelling or "grammy" error in each manuscript. WHY? Well, because the prime requirement of an author is to PLEASE EVERY reader...and some readers LIKE to discover mistakes. Ha.

LIFE INSTRUCTIONS: A large (4 foot) POSTER in an office is headed by large words, "Life Instructions". Some of the items listed include: Strive for excellence, not perfection. Sing in the Shower. Treat everyone you meet like you'd like to be treated. Return a borrowed vehicle with gas tank full. Never think you are the sharpest knife in the drawer.

Happy Motorhoming in beautiful Fall weather.

Your friend, Ernest Newhouse

## Technical Tips

**TECH TIP NO. 99-09 SUBJECT** Freeing up sliding windows  
**UV MANUAL SECTION 01 PAGE 01-07 AUTHOR** Richard Finch #443

Our ultra had been sitting outside in the sun, rain and dust for 29 years when we bought it. The front sliding windows were CEMENTED into their frames and would not slide at all. First, I blew out the lower window channels inside and out with 150 psi compressed air to loosen the dust. Next, I sprayed a lot of WD-40 into the inside and the outside of the window channels and let the WD-40 soak in overnight. Next, I pulled out both window locks from behind the curtains. Then I used a screwdriver and a block of wood placed on the window frame to pry each window loose. AND THEY BOTH CAME FREE! Next, I slid both windows back as far as they would go and scraped the dirt out of the felt window channel. Then I vacuumed the channels and sprayed in some more WD-40. Now the windows work easily enough that you can even slide them open from the outside WHEN we forget and lock our keys inside.

**TECH TIP NO. 99-10 SUBJECT** Cleaning rusted parts  
**UV MANUAL SECTION 01 PAGE 01-09 AUTHOR** Graham Dell #292

Not too much on our beloved Ultra Vans suffers from 'iron oxide', thank heavens. But, when cleaning up the head lite buckets, or those many sheet metal screws, I found a product called 'Rust Inhibitor' from Inland Chemical 1-800-552-3100 works really well.

The label says it contains food grade acids. Rubber gloves are recommended, but the product is very mild and somewhat slow acting. I paint the product on with a brush, leave it a couple of days, wash off the piece, dry it and paint.

**TECH TIP NO. 99-11 SUBJECT** Fuel pumps

**UV MANUAL SECTION 08 PAGE 08-05 AUTHOR** Richard Finch #443

My fuel pump failed in Lake Tahoe while attending the CORSA National Convention. I removed the fuel pump push rod from the rear accessory housing and plumbed the fuel lines to by-pass the fuel pump so that I could get home on my auxiliary electric pump.

I believe the fuel pump failed because of improper material used by the manufacturer. They cut corners and saved a few cents per pump by not using fabric-impregnated neoprene in all the pump diaphragms.

The fuel pump that I am running today is a 35-year-old pump from AC that has all fabric impregnated diaphragms. In 39 ½ years of driving Corvairs, this is my first fuel pump failure.

## Retrieving a Neglected Ultra Van

Jim & Robert Craig

(Part Two)

Mother Nature had laid down a good layer of frost over everything overnight and the temperature was hanging at about 26 degrees. Burr, it was going to be cold driving until the sun got up good. It was about 6:30 AM as we fired up both the Ultra and the Travalon. We warmed them up and as we were preparing to leave, Diane came out and gave Robert a set of ear muffs to keep his ears warm. The night before she wanted to tape over the open windows, but Robert told her he appreciated that and he felt that it would be OK, as is. She and Bob are such great people! Really concerned for their friends. Thank you, guys.

The sun was soon warming up as we headed north and east towards Bakersfield. About 30 miles out we dropped down off the east side of San Joaquin valley foothills, the morning fog engulfed us and the numbing cold air was coming through several big holes around the left headlight bucket and blasting right between the drivers legs. Wow! At the next turnout that we could see through the fog, we stopped and taped over the holes and fired up the catalytic heater. Ahh, now that is much better. It was actually very comfortable now.

The further east we went the thicker the fog got. We slowed to 30 to 35 MPH with Robert in #285 right behind me, he had all of his lights on to alert anyone coming from the rear, because the Travalon did not have any lights except for brake lights. After about an hour in the fog it lifted as we crossed California #5 freeway. Glad to get out of that! It was a relief to pull into the gas station near Bakersfield. Both fuel tanks were filled by leaning through the left rear window. I'm sure that looked strange to some!

The fog was still hanging at about 3,000 feet as we headed east on #58 towards the Tehachapi Mountains. The Travalon was doing great. It was even climbing the steep grades, passing the heavy 18 wheelers with ease. #285 was still in the rear, pushing to keep up. Sure hope this good luck continues. After reaching the top of the pass we headed down grade to Mojave our next gas stop and lunch break. We enjoyed the view of the mountains and all of the windmills on the hills and ridge tops. The weather looked and felt as if it could snow anytime but we were hurrying to get down to the desert area where it was warmer. At Mojave we found the right front wheel was bad due to a dragging brake. It was readjusted after we had lunch and got fuel for the next leg of the trip.

Barstow was soon appearing on the horizon. That is where we got our final refueling before heading south on #247 to Lucerne Valley and Joshua Tree. We called Marlene at home to let her know where we were and that if we were lucky we would arrive home just before dark. Robert headed the Travalon up the hill out of Barstow for this final part of our journey.

About 25 miles south of Barstow a low range of hills have to be climbed. The approach is a long steep hill and both vehicles were in low gear, running about 35 MPH as we approached the crest. I was behind Robert in #285 and suddenly I noticed the left rear taillight come on bright. Previous to this I had noted that when the Travalon engine came to an idle that light would flicker. I thought to myself, since he is still moving up the hill the belt could have broken or come off. I raced up beside him, honked my horn, and motioned for him to pull over. He had realized at about that same time that the red light had come on at the dash also. We quickly installed a replacement belt, started the engine to let it cool down for about 5 minutes, then continued on our way. Someone must be watching over us, I thought.

The sun was really getting low and we still had about 75 miles to go. Hmm! We cannot afford another delay or we will be spending the night out here in the wide open desert. 60 MPH was the pace now set by Robert in the Travalon. Up and down we went over the desert hills. Soon we were braking as we descended the steep grade into Yucca Valley. As we neared the junction of #247 and #62 everyone had their car headlights on. In Yucca Valley, Robert made the final left turn to drive the remaining five miles to home. Darkness over took us as we raced down Sunny Vista Road, the last 900 yards. Wow! How much closer could we have done it! Buster, our Labrador dog met us at the gate, barking as if he did not recognize us.

Mission Impossible --- Accomplished.

**TECH TIP NO. 99-12 SUBJECT Weight and Balance**  
**UV MANUAL SECTION 17 PAGE 17-05 AUTHOR Graham Dell #292**

Recently, in an early model Ultra Coach, a 'Manufacturer's Statement of Weight' was found, indicating the dry weight of that coach to be 2,850 pounds. (Must have been built for Walt's father)

My coach currently weighs on the light side of 2,700 pounds without interior furnishings, paneling, and appliances.

Remember Fred Leary's words (Tech Tip No. 75-02) "At 25 pounds per cubic inch (4,100 gross) it's a BOMB, at 35 pounds per cubic inch (5740 gross) it's a BUST."

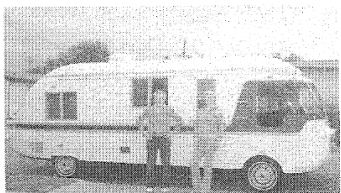
After reading this tech tip, your editor began to wonder how our coaches compared to the really big one. Here's some interesting facts for comparison: (Below) (( Our Ultra Vans don't look that bad!))

Coach Name	Weight	H/P	Torque	Lbs/HP	Lbs/FtLb
Airstream 36'	16000	230	385	69.57	41.5
Destiny 38'	23060	250	660	90.24	34.94
Patroit 40'	24800	300	820	82.67	30.24
Ultra Van #216	3400	95	160	34.78	21.25

6



## ULTRA VANS For Sale:



1969 Ultra Van, #472. This one of the best in the club. Like new paint, white interior, radials. It has a dropped valve seat at this time. 110 hp engine. Auto trans with new 4:11 gears. Price: (As Is) \$6495. A new Factory, in the crate 110 engine is available for it at \$1750. Repair the original engine and save \$\$\$\$\$\$. **Jim Craig**, (760) 366 9104 or [jcraig1@juno.com](mailto:jcraig1@juno.com) Video Avail. \$8.00 ppd. 7011 Sunny Vista Rd. , Joshua Tree, CA. 92252.



1969 Ultra Van, #507. Another excellent unit. V/6 conversion, 3sp. auto, excel. exterior White paint, radials, solar panel, front disc brakes, 10k on conversion,. Runs excel. w/ no heating problems. New seat covers and curtains, 3 way Dometic refrig., leveling device, Walnut interior, TV/AM/FM, cat heater , hot water heater. Owners vision forces sale. No work required to drive this anywhere. Serious to sale. \$6495. **Jim Craig** (760) 366 9104 or [jcraig1@juno.com](mailto:jcraig1@juno.com) Video avail. \$8.ppd

### Parts for Sale:

NEW Windshields, orig. style, uncut, tinted , delivered to your door for \$695. ea. New rubber molding , 25 feet, \$35. Also, I have NOS original Ultra windshields, cut & tinted for \$695., pick up in Joshua Tree. (Only a few remaining , buy now while they last.) I can ship the others to your repair shop to satisfy your insurance co. **Jim Craig**

Other items: Used ribs, curved, \$4. a foot., New Ultra masarator disposal pumps,(these are the large 12 volt ones .) 3ea. at \$65. ea., New modified bell cranks, l/h side, (per the manual), includes all new ctr. bolt and bearings, Hinge, piano type, for main door,\$20.ea. , main door latch w/keys, \$35. ea., 'I' Beam kit for front end, (two wheel wells)upper spring support, \$225. Includes all hardware and instructions. V/8 Ultra parts: Many used parts, such as dr. shafts, \$20.ea, 3:70 diff, \$150., 'V' drive assy. \$185. , rear brake disc, \$25. ea. . Many other items , inquire. Ask for NOS parts list, free. Interior ceiling panels, off white, 4 x 8', \$50.ea., Walnut or Danish interior panels, 4 x 8', \$50.ea., (These are all alum. w/vinyl coating, as orig.). NOS Chrome head light bezels, orig. type, \$75. pr., exchange, Core, \$35. pr. Many, many more parts inquire. All parts are plus shipping. **Jim Craig**

New TOOL: Every Ultra owner should have one of these in the tool box. It is made of aircraft quality steel and is for removing the rear wheel spindle from the hub by pressing or by large hammer. The real purpose of this tool is to protect the threaded end of the spindle from being crushed , which destoroyes the spindle from being used again. Price: \$19.95ppd. **Jim Craig**.

New Windshield wiper motor assys. Same as orig. Heavy duty 2 speed & extra strong magnets. Sweep is pre set , but may be adjusted to 45, 60, 80 or 110 degrees. Price; \$159.95 (80 degree sweep), \$169.49 (110 degree sweep). **Jim Craig**

Ultra Service/Repair Manual, \$56. PPD (NEW), three hole punched, Covers all aspects of the Ultra Van and including the V/8 units. **Jim Craig**.

Parting out: Ultra Vans #300, 365, & 384. What do you need before it goes to the alum collector. Suspension to engine and structure to interior parts. Fair prices. **Jim Craig**.

**Jim Craig** (760) 366 9104 or [jcraig1@juno.com](mailto:jcraig1@juno.com)

**Note:** We have space available to list more Coaches and Parts for sale.

# UVMCC

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

First Class



**Pres:** Don Richards #379; **VicePres:** Jim Craig #163; **Sec:** Jim Howell #216  
**Treas:** Marion Helmkey #486; **Tech Cord:** Graham Dell #292  
**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.

Sept 21st-26th, 1999, Ultra National Rally, Ruidoso, New Mexico. \*\*\* See Flyer \*\*\*

March 21st - 25th, 2000, Eastern Spring Rally at Airstream Park, Christmas, FL

June 15th-18th, 2000, Eastern Summer Rally, "Fox Fire", Hunington, WV

July 18th-22nd, 2000, CORSA Internation Convention, Daytona Beach, FL.

Sept 20th-24th, 2000, Ultra National Rally, "Amana Colonies RV Park", Amana, Iowa.