

January 2000

A View Thru The Windshield

Jim Craig , President

Volume 34 Issue 1



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

Year 2000! Wow! Somehow that seems a magical year. Everyone had talked about it all last year and some people have been concerned about what might happen when the new year began, but alas, nothing did. Oh, there were some small hang-ups but overall it went well. NOW, all we have to worry about is the big meteor from outer space hitting the Earth.

I don't know about you, but I am going to worry about getting to the GREAT Ultra Van rallies in 2000. I hope you had a good Christmas and brought the New Year in with a Bang. We did here at home, but several days later my MOM passed away from an ordeal with lung cancer. She was a brave trooper to the end and had made her peace with the LORD and was ready to go to a place she had always thought about. Thank you for all the prayers and kind words from those that knew of Moms situation .

Here in the West , we are having some fine , dry winter weather and are looking forward to the February regional rally in Arizona. I'm sure the East is planning on making the trip to Christmas, Florida for the March rally.

Now is the time to do some driveway maintenance on the RV before hitting the road. Change the engine oil & filter, clean or replace the air cleaner, check the timing, contact points or the Ignitor., make sure the spark plug leads are on tight, check all the fluid levels, grease the devil out of those fittings, look over the tires (or is it Tars) for cracks lumps or bumps and light off the propane units to see that they work properly. Before loading in the food, water, tools, gas, spare parts and your personnel gear, give Walt (Mr. Lighter than Light) a call, just to make his day and ask him what items you could do without to make your load LIGHTER. We don't want him to feel neglected in the beginning of this GREAT year 2000.

Last issue I noted that I had assigned several committees to do certain things and I am pleased to report that they ALL are doing a great job. We are so fortunate to have so many persons that are willing to take on these jobs that benefit you and I. The next time you see these folks, give them a big hug and say Thank You. They have EARNED it.

Norm & Marion are working on updating the by-laws, which should be ready for printing by the next newsletter. Marion is also doing a great job of taking care of our club finances, investing in the best programs, paying our insurance and etc. Norm is also on top of the membership lists and recording that data in his PC. Some of which will be revised as a result of the new Directory. Coming soon folks!!

Bob & Diane Galli have the rough draft of the new directory printed and have presented it to me for review as of this writing. They should have it printed and available to us by the next newsletter.

Bob Reinhardt has the Newhouse Awards being made at this time. He found a very reasonable silversmith in Las Vegas and price was great.

Nancy & Doug Pratt have several designs of the new shoulder patch to present to me for review, so it looks like we may have those soon also.

Graham Dell was asked to upgrade the Tech Tip column and you have seen his work in the last newsletter. Good Job Graham

Jim Howell has upgraded the club newsletter and I am sure you will agree with me that the last issue was outstanding. He even has more plans to make it better. Go Jim!! And thank you for being the Editor for so long.

In closing , I have had some new name badges made and they are now available from myself or the Pratts. Replacements are \$2.75ea.

Just remember, Don't stick you head in the sand , enjoy the fellowship of the WHOLE group.

Go Light or Heavy, just get to that next Rally.

Eastern Rallys for the Year 2000!

Eastern Spring Rally 2000

Return to Christmas

Eastern Spring Rally

March 21st - 25th, 2000

Airstream Park

25525 E. Colonial Drive

Christmas, Florida

(St Rt 50)(Exit 79, 195)

Emergency Phone: (407) 568-5207

This is a **NO HOST** Rally!

Eastern Summer Rally Fox Fire Resort

Milton, West Virginia

June 14th - 18th, 2000

Hosts: Jack & 'Skippy' Irwin

224 Norway Avenue

Huntington, WV 25705

email - Sowears@aol.com

Well now that Christmas is over and you have survived the beginning of Y2K, we thought that you might have time to start making plans for the Eastern Region Summer Rally this June 14-18, 2000.

We are looking forward to being with all of you and we would like to tell our younger members that the place we have chosen The FoxFire at Milton, WV (Located between Charleston and Huntington, WV) has a lot of summer activities for young and old alike. There is swimming with a Giant slide and paddle boats. It's a great place for the kids!

For the young at heart we are planning a tour of Blinco Glass to see real glass blowers at work. There is also an Antique Radio Museum in Huntington. If any are interested, we could take a paddle wheel cruise on the Ohio.

We are planning a big cookout for all of us, so please get your reservations in early and start making plans for a great summer time in wild and wonderful West Virginia.

Western Rallys for the Year 2000!

Western Winter Rally 2000

Apache Junction, Arizona
February 14-18, 2000

Hosts: Howard & Marsha Boso #453

5136 West Roundup Street
Apache Junction, Az 85220
Phone: (480)288-8166
E-mail: Hamboso@juno.com

We have water and electricity but please come with empty septic tanks. Plenty of room to park and pets are welcome. Good food, games, crafts & tech sessions. We hope to have plenty of sunshine to brighten your winter.

There will be a "Welcome Barbeque" on the first night February 14th. Come celebrate **Valentines Day** with us. Thereafter, there will be potlucks and dinning out to satisfy your appetites.

Registration Fee: \$5.00 Rally Camp Fee: \$2.00 per day per person. Registration beginning at 8:00AM and "Welcome Barbeque" at 6:00PM.

Directions:

Apache Junction is situated East of Phoenix. On I-60 exit at Ironwood and continue north, passing Southern, Broadway, Apache Trail, Superstition & Greasewood. Next turn right on Roundup Street.

Western Ultra Van Rally

Casa de Fruta

RV Orchard Resort

10031 Pacheco Pass Highway

Hollister, California 95023

April 13-16, 2000

Host: Jim & Marlene Craig

Location: Highway 152 between Interstate 5 & 101

Tele: 1 800 549 3813 or 408 842 9316

Reservations have been made for ten RV'S for spaces under 28 feet. If you have a longer unit you will have to call the above numbers to confirm your space.

Full Hookups, Pull Thru's, Satellite TV

Rate: \$ 24.85 for 3 nights

For those of you that have sold your Ultra ,but like to join us ,there is a motel on site. Prices range from \$56. To \$70.

Call early for reservations.

Bring: Food for one Pot Luck, warm jacket , camera and money . There are lots of things to do on site , such the Fruit Stand, Casa de Choo Choo, Casa de Gift Shop, Casa de Zoo, Casa de Wine & Deli, Casa de Sweets, Casa de Coffee Shop & Casa de Cars.

We have a meeting hall, so bring your Crafts & Tech Tips.

THE:

Ultimate
ULTRAVAN
Y-Two
Rally at
Amana

September 20-24th
Ultra National Rally
Amana Colonies RV Park
Amana, IA

2000

Willkommen!

Explore the fascinating history of the Amana Colonies, a National Historic Landmark, tucked in the rolling hills of eastern Iowa. "Gemutlichkeit" (German for warmth, cheer, and friendliness) overflows in the quaint seven villages founded nearly 150 years ago.

This note is to encourage every UVMCC member to seriously consider coming to the National Rally on September 20-24th this year. We intend to make the 2000 rally the "best ever".

With the help of Jean McMasters, Martha and I have been exploring the various possibilities for sightseeing, entertainment, and dining in the Amana area. We will try to make it not too "touristy". There are multiple possibilities, such as a trip to Cedar Rapids to visit a car museum, the National Czech and Slavic Museum and Library, or other interesting things. A community theater is based in Amana and we will explore this opportunity as soon as we get the year 2000 schedule.

I have visited the campground, finding the people there, to be very friendly and helpful. I'm sure we will have a good experience there. We will have good tech sessions and crafts. We will try to incorporate a German of Amana "flavor" into the crafts.

To say the least, the food in the Amana Colonies is superb and we will have several opportunities to participate in that kind of activity.

We look forward to seeing y'all in SEPTEMBER!!!

Ron and Martha Zoutendam, and Jean McMasters.

ATTENTION! ATTENTION!

I have been advised that approx. 85 of our 1999 club members have not renewed their membership as of this date. This is a necessary thing for each member to do at the beginning of each year. **RENEW NOW** Your club needs you to help support its many NEW projects this first part of 2000, in addition to enjoying your fellowship at the Rallies nad we hope you need us.

This will be your last newsletter unless you renew now. (See the address label on this newsletter.)

Send your check for \$15. to; Marion Helmkey, 73 Sargent St., Haines City, FL. 38844

Thanking You in Advance. Jim Craig, President

UVMCC Quarterly Treasurer's Report Sept 1, 1999 - Dec 31, 1999

Opening Bank Balance Sept 1, 1999		\$1,521.84
Receipts		
National Rally Merchandise, Banquet & Registration (from host)	\$ 818.00	
Dues	735.00	
Other Merchandise	220.40	
Insurance Premium Refund	200.00	
50-50 Draw	84.00	
C/D Interest	83.29	
Returned Rally Deposit	35.00	
Tech Tip Sales	14.00	
California Tax Refund	10.13	
Fines	.50	
Total	\$2,200.32	\$2,200.32
		\$3,722.16
Expenses		
Newsletter	500.00	
Merchandise	408.60	
National Rally Banquet	398.00	
Insurance	300.00	
Club Badges	275.53	
Ultra Pin Deposit	250.00	
"O" ring restock	113.00	
Postage	37.40	
California Corporation Filing Fee	10.00	
Engraving (Ernie Award)	8.46	
Stationary	3.62	
Total	\$2,304.61	\$2,304.61
Bank Balance 12/31/1999		\$1,417.55
CD Maturing		3,000.00
Closing UVMCC Position 12/31/1999		\$4,417.55
Marion Helmkey UVMCC Treasurer		

Another Adventure
Bob and Diane Galli

January 8, 2000

At the end of October, Bob and I were headed to Laughlin, Nevada for a little R&R and we decided to take a side trip on a road we had been wanting to try out as a possibility for the Ultra Van. This would effectively eliminate one very long up-hill climb, and as we were in our 1961 Greenbrier felt it the perfect trip.

So off we went into the wild blue yonder as the song goes. About 20 miles from home I took a right turn onto Bitter Water Valley Road, about 1 mile from the Jack Ranch Cafe, had I continued on , instead of turning.

We traveled over some nicely maintained roads, in cattle ranching country, no fences in a lot of places, they just don't need them, the Ranchers own all the land, and why fence it off?

So the watch word being drive carefully so as not to encounter any sudden road blocks, and a few road blocks we did encounter. The Cows were just starting to calve, and what a glorious sight it is to watch the new babies cavorting beside Mamma in the warm sunshine.

Several times we had to stop to let a cow or steer cross the road in front of us, talk about your bucolic settings, we had found it. Like a couple of city slickers set down in the late 19th Century or early 20th Century, we oohed and ahed, our way down the road slowly so as not to miss anything.

Well we finally came to a fork in the road, and decided it was a straight not right turn we wanted, so off we went, into the greater unknown, a few miles on the road forked again, and the road got significantly narrower, and straight up, now as this trip was to find a relatively flat road for the Ultra, Bob had me make a left turn, after I backed up, no traffic you know, so I could safely do that. Proceeding onwards, we went, when suddenly we saw the object of our desires, hwy 46, traffic, trucks, Eureka we were there! One hour later, we had reached our objective, NOT.

When I got to the highway, it was to find , that in a 30 mile trip I had actually gone, had I not gotten off the beaten path, 2 miles. We were one mile from the Jack Ranch Cafe'. What a revolting development that was, because we still had to climb the hill I had been trying to avoid.

We did eventually find out the error of our way on our homebound trip from Laughlin, Jim's in Joshua Tree, and Palm Springs the following week, and it will indeed **make a** lovely trip in the Ultra. We should indeed have made the right turn Clyde **on the** original foray into the unknown.

Bob and I have gotten many a laugh out of our first attempt, so all I can say is: **never** be afraid of the unknown road, it may be a laugher, and a heck of a lot of fun.

Ultra Van Club Bylaw History

by
Norm HelmKay

The original club bylaws as drawn up by Dr. Elmer Worthy (a club member and attorney) and Ernie Newhouse (club's first President/Secretary) were just over one full page in length.

These bylaws served the club well and in my review of the Club newsletters from since 1966 there were no changes until 1970. In 1970, a bylaw was added to have the Board of Directors appoint a nominating committee each year.

Until 1972, the Ultra Van Club was under the umbrella of the International Travel Trailers Club of America (hence the reason for including pickup campers, trailers and trailer parks in the original Articles of Incorporation). In this arrangement, a portion of the Ultra Van Club dues were paid to the ITTCA.

When the ITTCA raised the association fees from \$5 to \$7, the UVMCC Board of Directors deemed this would leave too little of the \$10 dues to carry on UVMCC business. They recommended a membership vote to drop the affiliation.

A ballot was mailed to every member and was overwhelmingly approved. Of the 128 ballots mailed, 120 were returned (all supporting the Board of Directors recommendation). The bylaws were amended to drop the ITTCA affiliation.

Also, in 1972, "Duties of Officers, Board of Directors, Committees and Appointees" were added to the bylaws.

The next important revision came in 1973 when the "Associate" member was introduced so former Ultra owners could still belong.

Two new positions were added to the "Appointed" list.

1. a "Manufacturing Liaison" : to keep members informed of the new Ultra Coach facility in California.
2. a Rally Director to spread the work of rally preparation.

There were two changes in 1974. The membership decided to drop the "Van" from Ultra Van and replace it with "Coach." A special nameplate was designed and some coaches still have them.

The Eastern members (east of the Rockies) organized as the Eastern Members of Ultra (EMU) and the EMU group decided to retain the historic "Van" part of the Ultra Van name. I cannot find any reference that the "Coach" part of the name was ever recinded out west.

There are no bylaw changes reported in the newsletters from 1975 until 1984 when a complete revision was proposed.

The current Bylaw format of almost 16 pages was passed by the membership at the 1985 Ultra National Rally in Minden, Nebraska.

Jim Craig who chaired the new bylaw committee reported that a survey of 90 ballots received showed, Yes 35, Yes with changes 45, No 10. At the rally itself as reported in the Winter 1985 Newsletter, 58 members voted to accept the new bylaws. During 1986, in the Spring and Summer newsletters there were 18 revisions proposed at Fredricksburg, Texas.

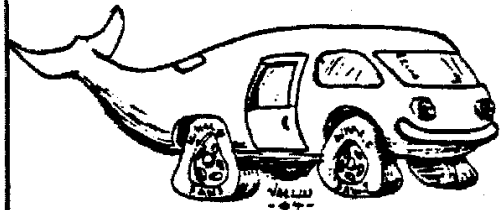
From 1987 until 1998 there were at least 13 revisions designed to fine tune the bylaws. In 1998, a major revision was made to allow all members to vote on bylaw changes by a mailed ballot.

A very significant change happened in September 1999, when the members voted to open membership to anyone who has an interest in the Ultra Van. This change eliminated the need for the "Associate" status.

When Jim Craig took over as the new President, he commissioned a review of the bylaws to try to simplify and reduce their size. As part of this effort, we are producing a chronological bylaw document for the Secretary so there will be a permanent record. The byproduct of this effort is a current bylaw document that will soon be available to the membership.

Based on this effort, we will attempt to simplify the current bylaws and perhaps in the near future, we will see another revision as significant as those introduced in 1985.

TECHNICAL WHALE TALES



"Technical Whale Tales are a collection of technical tips submitted by Ultra Van Motor Coach Club members. While these tips have been reviewed for content and are believed to be both acceptable and workable, there is no guarantee implied that they will work correctly, nor is any liability assumed by the Ultra Van Motor Coach Club, the Technical Chairman or the author for any problems that result from the use of these tips." Forward all Technical Tips to:
~~Motor Coach Club, 7500 1st St., Haines City, FL 33844~~

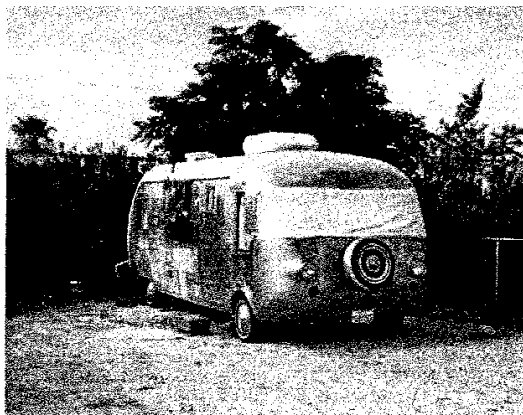
Send TECH TIPS to: **Graham Dell**, 4332 157th Avenue SE, Bellevue, WA 98006

TECH TIP NO. 00-1 SUBJECT **SAFETY** Field Hospitals

UV MANUAL SECTION 22

AUTHOR Richard Finch #443

As you can see from the picture, our UV 443 was forced to sit for three days in a lonely place out in the middle of West Texas because she needed a "head transplant"! On our round trip tour of Texas, prior to the 1999 Ruidoso National Convention, we "dropped a valve seat" on the intake of #5. We were towed to the Comanche Motel and 8 unit RV Park in lonely Fort Stockton, Texas.



I did not have a spare cylinder head with me, nor did I have one packed in Santa Barbara. So, I had to call for help. Using my cell phone, I called Southwest Corvair Salvage in Phoenix, AZ and had them send me, next-day-air UPS, a freshly rebuilt head, gaskets and a used piston and cylinder assembly with the connecting rod still attached. A box arrived, in 24 hours, at the front door of our Ultra. By mid morning, the next day, I had the cylinder head installed and we were on our way to Ruidoso.

The moral to this story is that you do not get to choose where you break down, but having phone numbers of parts suppliers and a cell phone will get you back on the road in jig time. Make sure you are in a safe place to work on the Ultra even though it might be a little dirty and remote. I used the cardboard box the head came in as a creeper and performed the head transplant in the dirt and talcum powder dust in less than eight hours.

Thanks to Southwest Corvair Salvage. With good vendors and suppliers you can always get your Ultra back on the road

TECH TIP NO. 00-2 SUBJECT Corvair Piston Ring Positioning

UV MANUAL SECTION 13 Page 13-23 AUTHOR Jim Craig #604

Positioning of the rings is very important to maintain top power of the engine. The 1965 Chassis Shop manual #ST-59, page 6-47 shows the "first" diagram on how to install piston rings. GM realized at some later date that this was not the most ideal way. They issued a Service Bulletin that indicated a "second" and final method, as far as I know, on how they should be installed.

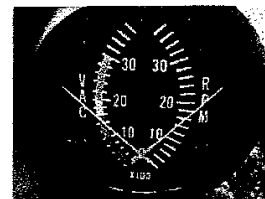
Special attention should be made to read the directions of the particular brand of rings that you use, because in some cases, the oil ring spacer gap may have to be installed over the pin boss. This is because of the slot in the piston oil ring groove would allow the oil spacer ring to fall through the slot. The "second" method puts the top compression ring gap at a point where the pressure of the cylinder is the greatest during the firing stroke. This causes the top ring to be pushed out hard against the cylinder walls trapping the most possible power of the firing cylinder

TECH TIP NO. 00-3 SUBJECT TachVac – The perfect gauge

UV MANUAL SECTION 15 Page 15-68 AUTHOR Graham Dell #292

This gauge combines the tachometer and vacuum functions.

If you're of the school that instruments should be kept to a minimum, but feel that a vacuum gauge by itself is just not quite enough, then this tachvac might be the answer. It fits a 2.125 hole and requires only the connection of your existing tach wire and vacuum hose.



Available from Westberg Manufacturing Inc. (707) 938-2121

TECH TIP NO. 00-4 SUBJECT SAFETY Front Alum. "A" Arms.

UV MANUAL SECTION 22 PAGE 9-21A AUTHOR Jim Craig #604

CAUTION –CAUTION! In the last 30 day period there have been two cases of members having to have their Ultra Van transported on a truck wreckers and in both cases the L/H front alum "A" arm was broken in half as a result of the wrecker crew placing the hold down hook or chain over the middle area of the front arm of the "A" arm and tightening it down. The bouncing on rough roads and other bumps causes all the force movement to be taken by a small area of the "A" arm which, in both of these cases, broke the front & rear legs of the aluminum arms. This surely will ruin your day.

To keep this from happening to you, demand that the wrecker crew place a strap retainer over the wheel assy or place the hold chain over the upper ball joint area. NEVER LET THEM PLACE THE HOLD DOWN OVER THE "A" ARM. Don't let them place the hold down near the lower ball joint either, it can pull the bolts for the ball joint out of the aluminum arm.

You are the BOSS, take control.

TECH TIP NO. 00-5 SUBJECT Suspension-Shock Absorber

UV MANUAL SECTION 9 Page 9-55 AUTHOR Richard Finch #443

Last year I installed dual shocks on each rear suspension arm. I have gas filled shocks in the Ultra Van factory locations, in front of the axle, and I built brackets and welded them to the rear of each axle trailing arm as suggested in the Ryerson Manual. At this location, I installed Monroe heavy-duty shocks from my autocross corvair. These shocks are rock hard on my car and just right on the Ultra Van. Now, I can not imagine driving my Ultra without dual shocks on the rear. It really rides nice.

This year, I installed a pair of Gabriel #82070 gas filled shocks available at Car Quest Stores. They are for a 1963-6 Chevy II front end, although I understand that Ford Mustang and Ford Fairlane front shocks are the same. My front springs are GM part #3764408 installed with inner helper springs with the radiator hose insulator like the Ryerson Manual shows for V8 Ultras. I doubt that the rubber hose around the shocks hurts them any. If I were off road racing in Baja, it might make a difference, but not on the highway. If I could easily do it, I would install dual shocks on the front.

My Ultra now handles very well in strong cross winds. Big trucks passing affect us about 10% of what we were use to before the modifications.

TECH TIP NO. 00-6 SUBJECT Smart Regulator

UV MANUAL SECTION 15 Page 15-42 AUTHOR Graham Dell #292

The corvair voltage regulator is a small black box mounted in the back of the engine compartment. It does a big job. The health of your battery and electrical system depends on its' proper operation. The 1965 Chassis Shop Manual states that a voltage of 12.5 to 15.2, read after engine warm-up, indicates that the regulator is ok. It is recommended that the regulator be adjusted to 14.2 to 14.6 volts. Under driving conditions, we seldom see an indication above 13.5 volts and less when we are operating other electrical loads.

The battery in a typical automobile installation is not discharged very much before the alternator/voltage regulator jump in to top up the battery. The battery is primarily used for starting. However, in our Ultra Van, we use the batteries for all kinds of things. It is not uncommon to have our batteries discharge more than 50%.

The stock automobile regulator is not equipped to do the best job of charging deep cycle batteries and maintaining them so they last the expected number of cycles. Proper battery maintenance, for discharged deep cycle batteries, requires that voltage rise to 14.2 to 14.4 (acceptance cycle) and be held at that level, regardless of other loads, for two to three hours (depending on depth of discharge) at which time they are fully charged and then voltage reduces to 13.2 to 13.8 (float cycle).

Automatic, multiple-cycle, fully adjustable, alternator regulators are available from a number of sources. Besides adjusting the voltage to maximize the charging regime, they can sense battery temperature and adjust charging rate accordingly and even sense when your halogen head lights are turned on and reduce the charging voltage, to save your bulbs, till the lights are turned off.

TECH TIP NO. 00-7

SUBJECT Towing with Corvair powered Ultras

UV MANUAL SECTION 19

AUTHOR Richard Finch #443

I have used Corvairs to tow everything from go-kart trailers all the way up to an 8'x38' two bedroom mobile home. Yes, I actually towed a 38' long mobile home for a short distance behind my nearly new 80 hp 1960 Corvair with a three-speed transmission. And, I even backed the mobile home into an up hill parking space in Orcutt, California in June 1961.



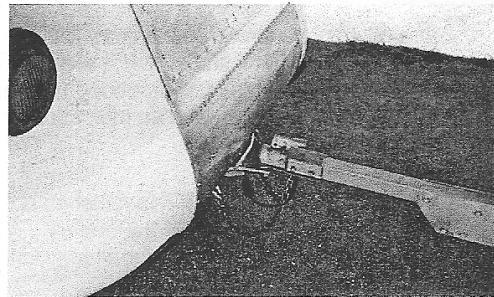
Corvair powered vehicles make excellent towing vehicles. For eleven months in 1967, I tried towing my racing sports car on a trailer behind a new 1967 Buick Station Wagon with a 350 C.I. engine and automatic transmission. But the Buick would not tow up mountain passes as well as my '65 Corvair Corsa coupe so I sold the Buick and bought a 4 speed '65 Corvair four door.

I have flat towed my '66 Yenko Stinger behind the '65 four door, and I even towed a Bug Eye Sprite racecar on a very heavy trailer. As with

any towing operation, no matter what the towed vehicle weighs, it takes longer to accelerate and longer to stop. You need to think ahead when passing and remember your overall length.

When Gayle and I bought #443, it already had a trailer hitch. I rebuilt it using square steel tubing. It weighs about 8 pounds and bolts into the angle aluminum at the rear engine mount and through the aluminum angle inside the rear sheet metal trunk space behind the engine. I believe that it will handle a 400-pound tongue weight and a 3500-pound total weight.

So far, we have only towed our 1,000 pound gross weight Tear Drop Camping trailer behind our Ultra, but it tows almost as if there is nothing behind us. We do not feel the trailer except when accelerating from a stop sign and when stopping or slowing down. On a recent trip on the Los Angeles Freeway, we were passing most of the truck and RV traffic doing 70mph.



As any Ultra Van driver knows, you don't make as many full-throttle passing maneuvers as you would with a 502 cid Chevy pickup. Towing up hills is a little bit slower than driving empty. For those of you who have driven up the long hill on the way to Jim and Marlene Craig's house in Joshua Tree, that hill will slow you down to 35 or 40 miles per hour. With the trailer behind us, we made it up that hill at 30 to 35 recently, in low range, of course.

After all, didn't Dave Peterson design the first Ultra to tow his boat? Towing a dingy car should be no problem.

Coaches For Sale

1967 Ultra Van #294, 140 HP, Corvair, Powerglide, Cherrywood interior. Bigger Fridge, generator, no dents, metal bumpers. Needs paint. Has been setting for awhile. Widow wants to sell it along with an extra 140 HP engine, 3 extra Powerglides and Oldsmobile 455 Tornado engine and transaxle, \$3,500 takes it all. Contact Hilda Green, 1556 W. 226th St., Torrance, CA 90501. (310) 328-3741.

1967 Ultra Van #321, 110 HP, Powerglide, Roof Air, Good straight body, \$6,500.00. Call **Jean McMasters** at (561) 626-0388.

1969 Ultra Van #507, V/6, 3.6 liter, 3sp/trans, Excel. cond., Solar pnl., disk brakes -frt., 10k miles on V/6 conversion, Cat and hot water heater, Walnut interior, 12-15mpg, No cooling problems. New seat upholstery and curtains. Late style refrig. Large table, Dual bats., Builtin leveling system. Glass and radial tires are in excel. cond. Ready to travel. Owner is not using it and says to move it out. Video and photos avail. \$8.ppd. Asking \$4,995.00. Contact: **Jim Craig**, 760 366 9104 or jrcraig1@juno.com

1969 Ultra Van #472, Corvair w/ auto. NEW ring and valve job. Excel cond thru out. Like new paint, beige with brown stripes, good radial tires, Late Dometic refrig., White interior, Blue trim, curtains and etc., Tinted windows, CB. Ready to travel anywhere. Recent new 4.11 gears installed. 12-15 mpg. Metallic frt. & rear brakes. This is a really good looking Ultra that always get lots of comments any time you stop for gas and etc. Dont miss checking out this BEST of the Ultras now for sale. Video and photos avail. \$8.ppd. Contact: **Jim Craig** 760 366 9104 or jrcraig1@juno.com Price: \$9495. obo

1970 Ultra Van #547, V8 powered with many upgrades. Needs paint, hence the low price of \$5,800.00. This was Norm Helmky's first coach and it been driven over 2,500 miles since the Corsa National in St. Louis. For details, contact: **Jeff Stonesifer** at The Corvair Ranch (717) 624-2805,

Ultra Parts for Sale(Pre-owned)

V/8 Corvette dif., \$100. V/8 drive assy. \$95., Ralph Generator, 3000watt, compl. w/spare assy. \$75., V/8 Rear discs \$18. ea, Trailing arms, \$20. V/8 auto trans., Powerglide 2sp. \$40., List of NEW Ultra parts avail. (Request). Many Corvair core engines, diff;s and automatics. **Jim Craig**, 760 366 9104 or jrcraig1@juno.com Shipping extra.

NEW Ultra Parts:

Macerator 12 v pump, \$50. ea.
Fiberglass bumpers, 1pr. (Frt. & Rear) \$45. ea. / Foam bumpers w/ covers. 6ea., \$35. ea.
Speedo meter cable and housing assy. 3ea., \$30. ea.
Front Vents w/ inner lever. 1pr. \$40.
Ultra Coach plastic name plate. 1pr. \$20.
Hinge. piano type, 4 1/2 x 5, main door, \$20. ea
Latch assy w/keys, Main & rear drs. 5ea., \$37. ea
Tank, for gas or water, Alum. late style, 30 gal. \$250.
Tank, for disposal, fiberglass, 50 gal. 2ea., \$250.
Heim Joints, Standard style. p/n TR-YN, \$19.95 ea.
Heim Joints, Precision type, p/n AR-7N, \$29.95 ea.
Spherical bearing, #SBG-6S, for bellcrank, \$17.95 ea.
Nameplates, Ultra Van, 1pr., \$19.95, / Travalon, 1pr., \$19.95
Springs, Return, for main dr. latch, 1pr. reqd. \$3.00
Manual, Ryerson Ultra Repair & Service, \$55. ea. ppd.
Adapter, for Thermister temp sender. \$12.95 ea.
Tool, Ultra V/8 & Corvair rear spindle remover. \$19.95 ea.
Tool, Ultra V/8 & Corvair ignition sw. bezel remover. \$8.95 ea.
Bolt, Shoulder, 1/2" x 4 1/4" For late type bellcranks. \$9.95 ea.
Steel plates, 8 per set, 1/4" x 2" x 4", drilled & w/s/steel bolts, For late Ultra or upgrade, \$40.
Bellcranks, alum, AS NEW, Modified per the Manual, w/all new bushings, bearings & bolts. 1 Set, L & R, \$140. exchange, \$80. core charge.
*** All above plus shipping. Jim Craig, #604, (760) 366 9104 ***

Windshields, NEW, full size, not recommended to cut. \$495. ea. Can deliver to your home or Glass shop. Rubber moulding, 25 feet. \$45. Valve covers, Corvair, Black powder coated, 1 pr. \$29.95 Exchange. \$19.95 core charge. (Core charge returned when you return acceptable, non rusty covers.) Shipping extra.

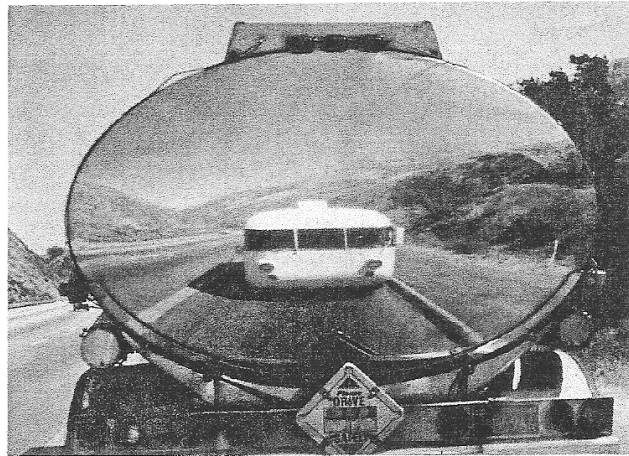
Brand new **Ultra Rubber Air Bags** for suspension, #AYN1T1401(C-1), 2ea., #AYN1T14(C-7), 2ea. If you have shopped for these, you will know they are hard to locate. These are for front and rear respectfully. Priced below cost. Jim Craig, (760) 366 9104

UVMCC

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Knoxville, TN 37928-0942

First Class

Walt Davison in UV366



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Directors(West): Bob Reinhardt, Bob Frantz, Bob Galli

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.

Feb 14th-18th, 2000, Western Winter Rally, at Howard and Marsha Boso's, *** see flyer ***

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

June 14th-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.