

July 2000

Volume 34 Issue 4



## A View Thru The Windshield

Jim Craig , President

The month of June is passing us by, rapidly. Due to health problems with Marlene, we were not able to make the Western Rally at Brooks, Oregon. Which by the way was a very good event. Several new member attended with their Ultra Vans and others not. That is real encouraging. We always need new 'blood' in the club.

We had planned to make a month long trip in the Northwest, but hopefully next year. We do plan to make it to Iowa for the National and other places.

Some of you are already aware that the club has lost two of its outstanding members in the month of June. First, Ultra Van designer and builder, **David Peterson**, after a recent stroke in May, did not totally recover from that and passed away peacefully on June 22, 2000. Many of our members have not met David, nor seen a photo of him. (Actually there was a photo of him in the last newsletter.) He always had a big smile for everyone and was interested in what you were doing on your Ultra and where you been and etc. He will be really missed by all of us. See the article on David elsewhere in this issue, which was written by Member Christy Barden.

**Dick Granger** was the other member that we lost in June. Most of us knew that Dick was having serious enough problems that he sold his Ultra Van recently, mainly because he had problems with his legs when he was getting up and down. Dick was a person that was not afraid to tackle any job. He did a lot for his community, family, friends and the club. I will never forget the photo he sent me showing Bonnie and he setting on the bed area of his Ultra after he had cut the rear section off. Really neat! And how about the Corvair powered Marine Tank he built for parades and etc.? A really talented person. See the article on him elsewhere in this issue. We shall also miss this fine person and his stubby cigars. 140 engines are still the only Ultra engine that can spin the wheels and throw the gravel for yards, right Dick? Ha!

The **CORSA** (Corvair Society Of America) National Convention is just around the corner. It is July 18-22, at the Plaza Resort and Spa., Daytona Beach, FL. (800) 767-4471. I understand there will be several Ultra Vans there, as well as, Ultra members arriving in their cars, so why not join them and have a few days of fun.

Now, if you can't make it to the above event, get that Ultra ready for the Ultra Van National in Iowa. See the flyer in this issue for all of the details. The hosts have a full schedule for us and we are going to have a lot of fun and see many sights,

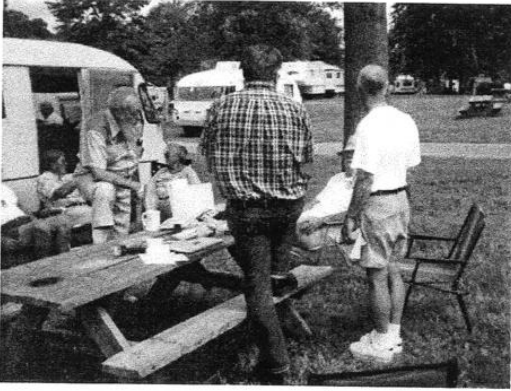
Have you requested your new roster? They are available from you merchandise chairperson and from the club Secretary. That's all for now, see you on the road

**Highlighted Coach** above belongs to **Doug and Nancy Pratt** and is #373.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

**Eastern Summer Rally**  
by - Ruth Harvey

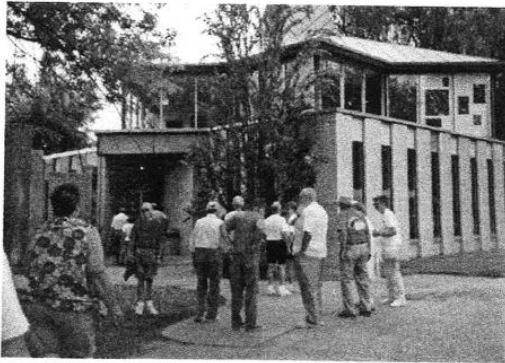


We had a beautiful rally at **FoxFire Resort**, June 14-18, 2000. The weather held off so we did have all of our activities, but we did have rain each day.

We had **13 Ultras**, including Walt Davison, Mabel & Louis Griggs, Ruth & Gordon Harvey, Kathy & Glen Olson, Jean McMasters, Jerry Dute, Helen & Charles Smith, Don & Mickey Richards, Marsha & Howard Boso, our hosts, Skip & Jack Irwin, Nancy & Doug Pratts, Rose & Pete Schuler, Debbie & Vern Hammer. This was a happy group.

We had coffee and goodies each day to get in the right mood. Walt Davison held a Tech Session for all the men. Pot Luck supper was served on Thursday and was excellent as usual.

Friday we all went to **Blenko Glass Factory** (See photo) which was enjoyed by all. Next we had lunch at **Granny K's**, which we all enjoyed. Our hosts served us with a beautiful Ham, beans, coleslaw, rolls & dessert which we all enjoyed.



**Saturday** we held a meeting at which we discussed our Spring Rally in Florida. The Around Lake Ontario Rally was also discussed with plans being made with Doug Pratt and Norm Helmkey which will be made available later. If you send Norm \$10.00, he will have the routes etc. all available. The minutes of the East Meeting were read and accepted. Sheriff Davison only collected \$.25 in fines, being from all people - Don Richards!



PS - We all said a prayer for Dick Granger and Bonnie. Our hearts go out to Bonnie at this time.

P.S.S - **13 Ultra Vans** is the most at a Rally since the **1996 Hutchinson National Rally**. Let's work hard to make the **Amana National Rally** a great experience!

**Look WHO'S already COMING to AMANA!**

Jim & Marlene Craig  
Doug & Nancy Pratt  
Jean McMasters  
Louis & Maybel Griggs  
Clyde & Kaye Stanton  
Glen & Kathy Olson  
Jim & Roy Davis

Bob & Diane Galli  
Jerry Dute, Holly Hawley  
Ron & Martha Zoutendam  
Richard & Gayle Finch  
Howard & Marsha Boso  
Vern & Debbie Hammer  
Pat & Margie Fitzgerald



**Eastern Rally Pictures**  
Boy! Gordon's New Paint  
Job looks GREAT!



# NORTHWEST RALLY

Antique Powerland - Brooks, Oregon  
June 14-18, 2000

**Wednesday** the fun began. First to arrive, actually the day before, were long time Ultra Vanners, **Bob and Roberta Franz** with their cozy tent trailer. The tech chairman (292) had a tent as well, due to transmissions problems (probably a future tech tip), and the lucky ones were in a **Tiara**, **7 Ultra Vans** and a **GMC** motor home. We had several day visitors kicking tires and looking to buy an Ultra Van. Rich Shepard, Salem, Oregon, is well on his way to closing a deal on 333 and joining the group. (ed. Photos sent by Rich)

Ed and Shirley Noddin, (T2015) attended their first rally. Ed can fix anything he looks at, so keep their location in Onalaska, Washington, in mind. They are right off of I-5 and would be happy to have you drop in.

Before potluck, **Wednesday night**, we were entertained by Johnny Leigh (434) and his electric accordion. We made plans to caravan the next day to Grande Rhonde and a brunch at the Indian Casino, then on to The Corvair Underground and a visit with Lon & Linda Wall (420) then back to Brooks. Five Ultra Vans traveling together sure cause the friendly stares. The GMC stayed parked at the camp (Glenn & Erral Plymate) the owners rode in a gas friendly Ultra Van.

Dan Davis (468) gave a tech session on big bore engines, displaying a head and piston/cylinder assembly reworked to provide over 190 cubic inches. That ought to help climb those hills.

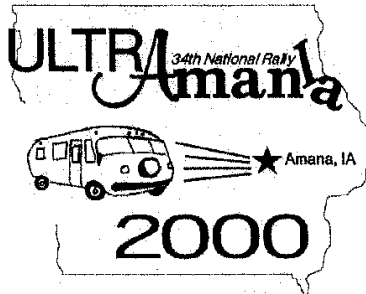
The gift grab **Thursday** night included a full color copy of the original 1965 Ultra Van sales brochure that went to Sally Gist (413) by the luck of the draw.

The longest distanced traveled was 600 miles, one way, for Hugh and Consuello Peterson (472) new owners of the Franz' Ultra Van and a close second, Ron and Evelyn Adams (499) from Canoe, B.C., 575 miles, Harold and Joanne Washmuth (326), Crescent City, California, just about 300 miles.

Great times with great people. If you haven't attended a rally lately, plan on the **Ultra National** at Amana, Iowa.

Submitted by - Graham Dell





July 4, 2000.....Sheldon, IA

Dear Ultra "Vanners",

Martha and I have had a busy spring .....drove to Florida and picked up our coach (375) after Jean finished with the repairs. Had a good trip from N. Palm Beach to Michigan where we visited our son and family and then enjoyed the Tin Can Tourists rally at Milford. 375 was running a little rough before we got home, only to find that the left carburetor was flooding out.....cleaned some dirt out and now we are fine.....don't expect any trouble now, for a long time!

We are pleased with the result of the repairs. The interior (with new carpet and fridge) is really nice. Jean predicted that Martha won't let me take it hunting. We'll see about that! Last week Norm and Marion Helmckay stopped on their way to the Pacific Northwest where they will embark on their Sea to Sea adventure across Canada. Had a nice visit and wish them well on their cross continental trip. We are a bit envious of them.

Just returned home from a week long family practice refresher course at St. Louis and on July 8 we fly to Alaska where we will help with a church mission project (building a hangar for a mission flight service) and I will take my Family Practice Board recertification exam on July 14, then to return home to host two grandchildren for two weeks! Then we will stay home and work on the last minute details of the National Rally.

Speaking of the RALLY.....we believe that it will be the BEST EVER. We have some exciting things planned .....tour of the Amana Colonies.....tour of the Czech museum in Cedar Rapids (see TATRA automobile)...trip to Mechanicsville, IA to see several Vixen motor homes...polka demonstration...several local talks (on railroading, health, or computer), plus tech sessions and crafts. The food at Amana is excellent. We will have a potluck, a dinner with typical Amana food, and a pork cookout! All this plus a bike trail, nature trail, antiquing, shopping, and demonstration of local crafts! As part of our Amana tour, we will experience a local TIN-SMITHING demonstration.

So far, we have had good response and a number of confirmed reservations plus have heard from a goodly number of you. It appears to us that our goal of 30 coaches is attainable! We are counting on you to make extra effort to come! We will do our best to make it a worth-while experience.

Please, read the *ITINERARY*, fill out the registration form and **COME TO THE RALLY!**

THANKS,

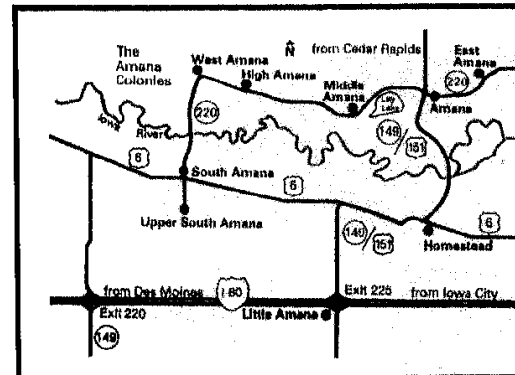
Ron and Martha Zoutendam  
417 6<sup>th</sup> Ave.  
Sheldon, IA 51201  
(712) 324-4660  
<zout@reconnect.com>

**REMEMBER...Sept. 20-24.....AMANA, IA.....fun...food...fellowship...free (prizes)**

**Our goal.....to have the best rally ever.....only your attendance will guarantee that. And unless you attend you will miss out on it!! Give it another thought!**

### ITINERARY for the 2000 ULTRA NATIONAL RALLY

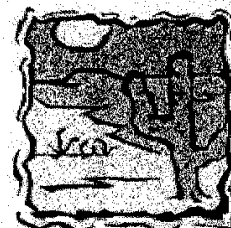
- Tuesday, Sept 23.....Afternoon.....arrival, early registration  
weight and picture of your coach.  
Evening.....mixer
- Wed., Sept. 24.....Morning.....registration, weight and pictures  
of coaches  
Afternoon.....crafts and tech sessions  
Evening.....Potluck and program. (polka demonstration)
- Thurs., Sept. 25.....Morning.....coffee, Welcome from Amana official  
crafts and tech sessions  
Afternoon.....tour of Amana Colonies with demonstration  
of Tinsmithing  
Evening.....dinner on our own program afterward  
(travelogue, or talk on health, or railroading)
- Friday., Sept 22.....Morning.....coffee and depart for Czech museum  
Afternoon.....lunch at Cedar Rapids and trip to see Vixens  
(those not interested see CR or return to  
Amana)  
Evening.....cookout and homemade ice cream and  
Program: (travelogue, health, or railroading)
- Saturday, Sept. 23.....Morning.....coffee followed by  
business meetings  
Noon.....Banquet at local restaurant...with *local  
Food* (somewhere near \$15.00)  
Afternoon.....free or crafts and tech session depending on  
wishes of group  
Evening.....free
- Sunday, Sept. 24.....Morning.....coffee and Worship...in campground and/or  
Amana Church Service.  
Afternoon.....Goodbuys!



Western Rallys for the Years 2000/2001.

<b>ULTRA 101</b>
<b>Restoration Class</b>
<b>Registration OCT.21,2000</b>
<b>Location: Desert Renedevous Ranch</b>
7011 Sunny Vista Rd.
Joshua Tree, CA. 92252
<b>Hosts: Jim &amp; Marlene Craig</b>
760 366 9104 or <a href="mailto:jcraig1@juno.com">jcraig1@juno.com</a>
<b>Course Duration: Oct. 21 thru Nov.1, 2000</b>
Oct. 21 & 22 are registration & visiting days.
Type of work to be done: Installing kitchen Cabinets, bathroom walls, water tank & Pump, plumbing, electrical wiring for these areas. Fire seal for engine, rear interior panels, rear overhead cabinet, carpet wheel wells. Repair fiberglass panel, install dash pad, and speaker panels and other misc. items.
All interested persons will attend the Palm Spring Corvair event. Palm Springs, CA on November 2nd - 4th, 2000.

# ULTRA RALLY OF HOPE



*Date:* January 17-20, 2001  
(early arrivals OK)

*Place:* Hope Church  
4842 North 51st Avenue  
Phoenix, AZ 85031  
Emergency phone number:  
(623) 846-7785

*Directions:* from I-10, on the WEST side of Phoenix- exit on 51st Ave, turn north, go 3 miles to Hope Church

*Hosts:* Dan & Betty Reinhardt (623) 846-6920  
Nobie Suckow (602) 844-0911  
Theresa Vandersteeg (623) 977-4358  
Ed & Jane Harrison (623) 974-6373  
Jerry & Pat Zeaman (623) 847-5549

*Costs:* \$30.00, plus registration and meals

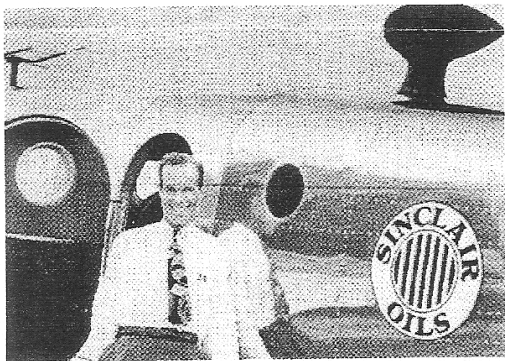
We will have the use of two meeting rooms, kitchen and bathrooms (no showers). No hookups (water available on grounds)

*Activities:* normal rally activities, with special local options available (no organized crafts)

Our Plan is to be very relaxed, with plenty of fun and fellowship



## David Gibson Peterson



David had a stroke on May 19, 2000 and never recovered. He passed away quietly on June 22, 2000.

We all have had him touch our lives in one way or another. We will always remember him as an enthusiastic, hard driving, ingenious person, who made it through the hardest of times. He always had a way to get something done, make it work, or figure things out. We all respected his notion that gave us the Ultra Van, a unique vehicle that is still way ahead of its time.

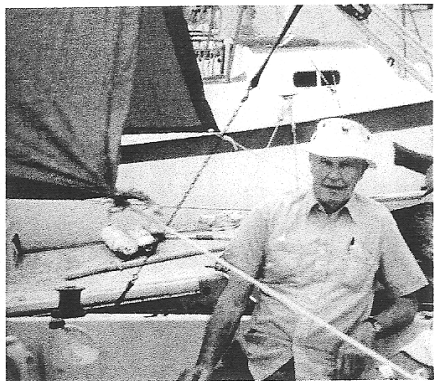
Our condolences to his family, and the woman that made a lot of things happen in his life, Lucille. She did so many behind the scene activities, that we will never know just how influential she was. His wife Lucille, son David L. Peterson and daughter Patsy Hussman, 5 grand children and 5 great-grand children survive him.

Lucille said the last year they had together was enjoyable, not only to her, but to David as well. Because he had accepted his condition he was able to enjoy their new life at their new home in San Rafael, California. Lucille misses him greatly; they had just celebrated their 65 wedding anniversary the week before. She was happy they did have this last year together, taking walks, having dinners and just being together without a lot of business stuff to get in the way.

Some how the world has changed a bit without having that great David Peterson smile around.

Cards will be welcome: Mrs. Lucille Peterson, 713 Deer Valley Rd., San Rafael, CA 94903. No services will be held honoring David's request.

NOTE: Christy Barden has devoted his last **Whales on Wheels** issue (Spring 200) to Dave Peterson.



## Lester Bell

by: Jim Craig

We received a call from Gladys Bell tonight informing us that Lester has passed away this afternoon. He entered the hospital early this week complaining of heart discomfort and while there his kidneys started to fail and he never recovered from that. Gladys said they tried everything they could to get his kidneys working again, but to no avail. He passed on very quietly.

He will be interred in Toronto, Canada. Gladys will have a memorial service for him when she returns from Toronto. I will notify everyone when I know the date for that.

Lester was a FINE English Gentleman. He loved gardening, traveling, sailing, woodworking, Tinkering on his Ultra Van and smoking his pipe. He was a Retired Royal Canadian Naval Chief Warrant Officer and held a very high position at the Naval Headquarters in Toronto.

He loved to talk about his Naval experiences, especially if you was an "x" sailor. He was really enthused about working on the Ultra #101 project and was always after me to get "cracking" on it and get it finished and sold. He was planning on coming down this October to work on the project and stay a while with us afterwards. He will surely be missed by us all. Smooth sailing to you now GOOD Friend.

Cards, letters & etc. can be sent to the following: Mrs. Gladys Bell, 3365 244th St. #200, Langley, B.C. V3A4P6, Canada, Tel; 604 856 6095

## Walter Jerome (Dick) Granger

Dick was born November 15, 1924 in Georgiana, Merritt Island, Florida. He died Wednesday, June 21, 2000, after a short illness. He was preceded in death by an infant daughter, mother and father, James and Vera Granger and three brothers. He was 75.

Dick served honorably in the **United States Marine Corps** during **World War II** and **Korea**. Upon his discharge from the Marine Corps, Dick served as a volunteer with the original Cocoa Beach Police Department. He then helped organize the Brevard County Sheriff's Department Rescue Squad under the then Sheriff Jimmy Dunn. He retired as a Captain from the Brevard County Sheriff's Department in 1968. Following this he worked as a building contractor and instructor at the Brevard Community College and finally, a process server for Brevard County.

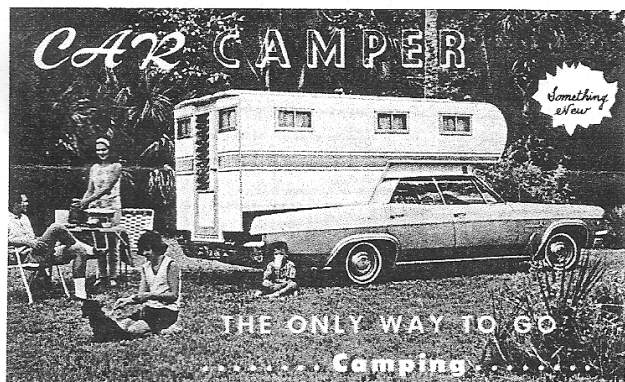
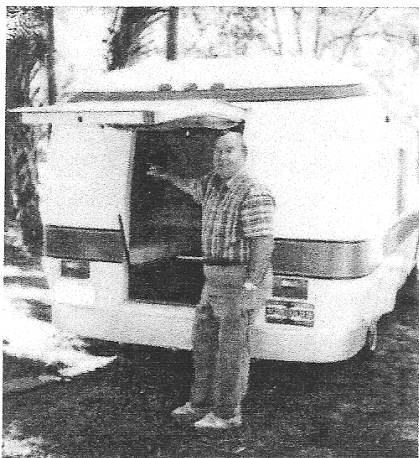
Upon his retirement, Dick worked as a movie transportation coordinator on the movies "My Girl", "Oscar", "Apollo 13" and a episode of **America's Most Wanted**. he appeared in the movie, "My Name is Nobody", starring Henry Fonda.

Among his unusual accomplishments was building a 47-foot long trout advertising Cocoa as the saltwater trout capital of the world, a working, life-size replica of an LVT-A4 amphibious assault tank from World War II and a gemini space capsule. He was one of the first Brevard residents to use fiberglass in boat building. He also held a four point patent on car campers and patents on items developed during his time in the Marines.

Dick was a member of the Marine Corps League and the Corvairs Association of America. He was a boat and car-racing enthusiast, avid pilot, enjoyed fishing, hunting and cruising around Brevard County in his "green machine".

Survivors include: his wife of fifty-four years, Bonnie, one son, Dick Jr. (& wife, Lisa), daughter Sandra (& husband, Doug), grandsons: Dan, Sean, and Johnny, granddaughters: Chelsea and Julia, three sisters and one brother.

- \* Travel in the comfort of your own car.
- \* Net added weight - Approximately 400 lbs.
- \* Attaches rigidly to your car.
- \* Over 6 foot of headroom.
- \* Stove, sink, icebox, cabinets, storage
- \* Travel at highway speeds - park anywhere (even downtown)



# ULTRA POSTSCRIPTS ★★★★★

Dear ULTRA Friends:

July 2,000

The SUMMER season is here. It's the BEST TIME to hit the road with car or Motorhome. Hope your July 4th Holiday was safe and a happy one. When I was 10 - 12 years old all of us kids had a supply of big caliber Fire-Crackers, Loud Bangs, Stink Bombs, Chain--type 1-inchers (you lit one and they all went off, one after the other), and a host of other Fourth of July Novelties. There were several kinds of back-yard Rockets, and even so-called Rainbow Sparklers that we got a kick out of. When a hot spark landed on your hand, it stung you sharply. Those were the days! Always, it seemed, there were some children and adults too, who received face burns. Do YOU remember the 4th when you were a youngster? It is SO DIFFERENT now. Most Cities and States have restrictions on the type of Fireworks that can be sold. It is SAFER and better now. There are legal ramifications and severe punishment for those who defy Fireworks laws. But we can still thrill to the tremendous, high-in-the-sky, fancy Rocket Displays of colored light at many authorized Camps or City Parks. These special events are put on by professional personel., to celebrate our great Nation's freedom and independence. Memories are precious! Again, thank all of you for cards, letters, calls.

"Laughing helps to keep you HEALTHY. It's like 'JOGGING' on the inside".

PRESIDENTIAL HUMOR: Some years ago we asked our readers if they objected to stories about our top man. Not a soul objected. So, let's see what findings we can have some fun with or cry about. Our friend, Will Rogers, the great Native American author (lost his life in an Airplane accident up in Alaska) wrote in one of his early columns, "All I know is what I read in the Newspapers." Television was just being introduced during the 1940s and Radio Stations played mostly music. In those days we depended on NEWSPAPERS for all the news and they did a fine job presenting it. Today TV Newscasters and big city Newspapers seem to be under some kind of censorship. Oh, most give us the general happenings of each day, but leave out news that could be considered critical of the current resident in the Whore House (Sorry, White House). Several YEARS ago we learned that Bill messed up a few young girls in the Oval Office. Has he no shame? No morals? Intern - Monica, was one of them according to dependable sources. Stains on her dress offered DNA proof, they say. Is this HUMOR, or tragedy? Some people don't seem to care; others are concerned. But shouldn't the TOP Representative of our Nation present a decent MORAL image? Be a GOOD EXAMPLE for our CITIZENS, and the WORLD! Some couples may tend to emulate Clinton's antics....if he can be un-faithful to his wife, why can't I? Morals of the entire Nation have gone DOWN the past seven years. People wonder WHY. This free-lance discussion will be read by thousands. From "VORTEX" and other publications of integrity, we get information of other crimes MUCH MORE serious...to come.



"A person has only ONE CHANCE to make a FIRST good impression"

FUEL OILS: Let's talk about the higher price of gasoline. In the Chicago area and thereabouts we hear it has been running OVER \$2.00 per gallon. In California the highest grade has averaged around \$1.60 here at a local Gas Station. Believe it or not, I often filled up at the same Station during the 1950s----the price was \$.19 (that's Nineteen CENTS). Should we complain about the prices today? Maybe America should start producing more of it's own fuel again. AND, cut the Tax a bit? When Arab Nations reduce production, world oil prices skyrocket. If you visited France and decided to rent a car or Motorhome, you'd fill up at around \$3.00 per gallon. In Italy the cost would be about \$4.00 per. Does everyone know that in England the price averages \$6.00 per gallon? The World is at Arab Nation mercy. Let's start drilling more wells.

Enjoy the Summer season. ULTRA Friend, Ernest



## UV417 - The Discovery

By John Howell #417

During the winter months with the leaves off of the trees you can see alot farther than in the summer around here. So was the reason that Bob Sanders, local Corvair Club member and friend of my brother and I, spotted something off of a newly built section of highway. Bob thought that it looked like an Ultra Van, like my brother Jim's Ultra Van, since Jim has the only known Ultra Van in the Knoxville area Bob called him up and told him of his find.

They went to check on it and sure enough -- off down in the woods was an UltraVan, but how to get to it? They had to practically go somewhere else to start to find a road that went around to the location of the Ultra. It was located on a overgrown farm down a long narrow road full of deep potholes, at one time graveled but now mud. There it sat in the edge of the woods, small trees grown all around and over it, with large poision ivy vines growing up the left side near the large window.

Now to find out who owns it and if he would sell it. The owner didn't live on the farm but was renting out the house. The owner didn't want to sell it but he was very sick fighting cancer and was unable to do anything with it. The Ultra had been setting in the same spot for about ten years, looked real bad but was mostly all there. Jim stayed in contact with the owner over the next few years and he joined the Ultra Van Moter Coach Club.

The owner was Lonnie Gibson, he was the original owner who had placed his order and picked up the Ultra at the Hutchington KS Plant back in 1969. He drove the Ultra from Kansas to Mississippi where he was working at the time. He lived in the Ultra for about two years while he worked down there. He left there and moved the Ultra up to the Alcoa, TN area and used it to drive to the UT Football games for awhile. Then it was parked at fishing camps on the area lakes and rivers for years at a time. When Lonnie got sick he moved it out to the farm sometime around 1986 where it sat until 1999.

Lonnie passed away in the spring of 1999 and soon after his wife told Jim that she might be willing to sell the Ultra. Well Jim had been trying to interest me and other people in the Ultra Van but was not having any luck. Some people were thinking about using it for parts and some to fix it up, but no one had made an official offer or shown any great interest in the Ultra. Jim was getting nervous that someone would buy it and move it out of this area or worse still would part it out.

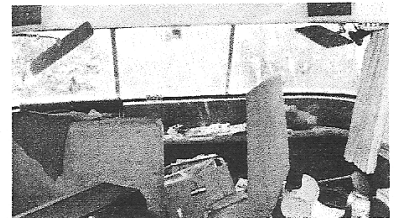
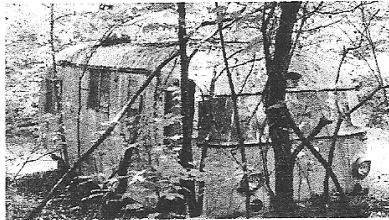
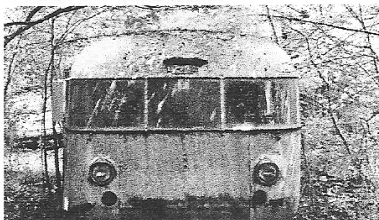
Jim called me one night and said he wanted to take me over there to show me the Ultra so that I could see it for myself. I told him that I really wasn't interested, but I would go to take a look at it anyway, even though I wasn't going to buy it.

Well it was one of those hot muggy days where the air feels heavy and you break a sweat as soon as you step out of the air conditioning. I met Jim in the general area and parked my pickup and went with Jim in his Jeep to see the Ultra.

We drove along and finally turned onto a gravel driveway that led off into the distance through bushies and tall grass toward the woods in the distance. Only about the first hundred yards was gravel the rest was mud holes and ruts. Soon we were entering the woods and around a curve and up a hill and there it was, with just the tail end sticking out of little trees and bushes that had grown all up around it. There was lichen like you see growing on trees in dark damp woods, growing all over it. Little trees had grown up close to it and over the top. Poision Ivy had attached itself to the screens and sheet metal on the left side at the large window. The tires were all flat and a good cover of green algae covered the body and windows. It sat on a slope with the passenger side higher. Because of the shade and dampness mosquitoes were buzzing all around.

We opened up the door and looked inside. It was being used as storage for old tires, old Tv, magazines, clothes, and misc. junk. There was some leaks and being shut up, it didn't smell too good. After further inspection I could see that for the most part it was in pretty fair condition, with alot of cleaning and complete reworking plus new paint it could be a nice coach again, something to consider. I took some pictures and we left to think it over but due to the selling job that Jim had done on me the hook had been set and I was planning on how to ge my first Ultra Van.

To be continued...



## Miscellaneous Items for the July 2000 Newsletter

### TREASURER'S MESSAGE

This is a reminder to members that as of the first day of the **National Rally** at Amana, Iowa that the 2001 Dues are payable.

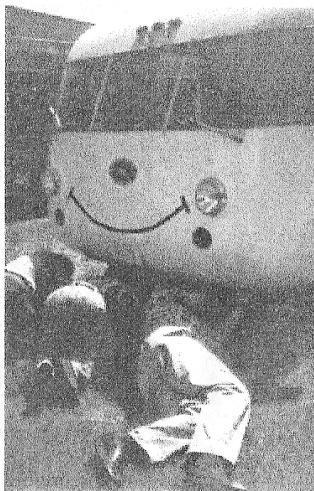
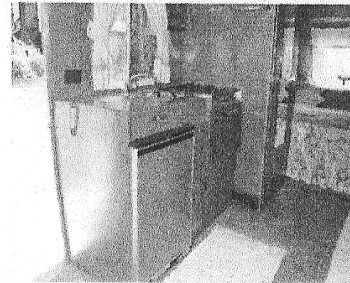
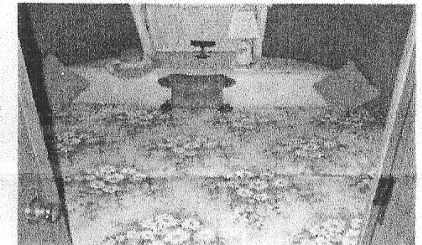
If you will not be at the National please look at the mailing label on this newsletter and if the date code is '00, forward your check for \$15 US (payable to UVMCC) to:

**UVMCC**  
c/o Marion Helmky  
73 Sargent Street,  
Haines City, FL 33844

Please also provide any new information like changes to address, zip code, phone number and email address for inclusion in the next roster update.

Thanks for your help, Marion Helmky

For Sale; 1968 Ultra Van UV 328 – See Ad



John E. Howell's Vanity Plate

This is 'Smiley 2' and Norm with Art Moore #222 and his son –in-law. How many times have we see this?

Item #1

Article VI Membership

Preamble now reads:

(8/95) Notwithstanding that the Continental Divide separates **Ultra Van Club** membership into **Eastern** and **Western** areas, members may elect, by written notification to the Secretary, that they wish to be specifically associated with whichever area is most convenient.

**Reason:** The dividing line in the (8/95) amendment was incorrectly designated as the Continental Divide.

Proposed preamble amendment:

(8/95) Notwithstanding that the eastern edge of the Mountain Time Zone separates **Club** membership into **Eastern** and **Western** areas, members may elect, by written notification to the Secretary, that they wish to be specifically associated with whichever area is most convenient.

---

Item #2

Now reads:

Section 2 Dues (2/86)(5/86)

Dues will be recommended by the Board of Directors and approved at the National meeting by a majority vote of the membership present. The annual fee will be stated on the Club Application. The payment of one annual fee produces membership for one year for the entire family. Members enrolled during the last 90 days of the Ultra year will with the payment of one fee, establish membership through the following year. Dues are delinquent the first of Jan. (Ref. Appendix B)

**Reason:** Members no longer have to attend the National Rally meeting to vote so there needs to be a clarification as to when the payment of dues carries over to the next year.

Proposed Change

Section 2 Dues (2/86)(5/86)

The change in the annual membership fee will be recommended by the Board of Directors and must be approved by a majority of the ballots cast by the membership. The annual fee will be stated on the Club Application. Payment of the annual fee provides one membership for one year for the entire family. First time members who join after July 1, will be granted membership through the following year. Dues are delinquent as of Jan. 1st. (Ref. Appendix B)

Item #3

ARTICLE VII ELECTIONS (8/88)

Now reads:

Section 3 (8/88)

There shall be six Directors, selected as follows:

One time only, after approval of this Bylaw, in 1985, it will require that the Six Director's terms be as follows:

1. Two Directors elected for one year (one from East & West)
2. Two Directors elected for two years (one from East & West)
3. Two Directors elected for three years (one from East & West)

At Regional Rallies, names will be discussed and presented for election at the National Rally. (8/88) At the 1988 and subsequent National Rallies, one Director shall be elected from west of the eastern edge of the Mountain Time Zone and one elected from east of the eastern edge of the Mountain time Zone. (Ref. Appendix H)

(8/95) For purposes of Officer or Director candidate eligibility, members who elect to be associated with a specific area (East or West, as set out in ARTICLE VI), shall be considered as part of the area of convenient association.

**Reason:** To simplify the Bylaws and remove wording that is no longer relevant.

Proposed wording:

Section 3:

There shall be six Directors, with two being elected each year (one each from East and West), all the serve a three-year term. The eastern edge of the Mountain Time Zone is the dividing line between East and West. However, members who have chosen an area of their own convenient association will be considered part of that area for election purposes. (See Article VI, Membership)

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Item #4

ARTICLE XI THE NATIONAL RALLY (5/86)(7/96)

Section 1

This event is essential in Club operation; it establishes and revises major policy, and elects the officers who will administer the programs. It is in all respects an Annual Convention, each member being a delegate by attendance.

**Reason:** Changing times where not all can attend, so business is ratified by member ballot cast either in person or by mail.

Proposed wording:

ARTICLE XI THE NATIONAL RALLY (5/86)(7/96)

Section 1

This annual event is a highlight of the Ultra Year, a time when members from East and West can share a few days together each year. It establishes a forum to discuss and formulate future policy revisions and formally inducts the officers who will guide the Club for the following year(s).

Item #5

Minor wording revision: Change all references to the annual rally to "National Rally".

**Reason:** The "National Rally" is specifically used over 20 times in the bylaws, and at least 16 more times as "National" or "National Meeting" or "National Convention" or "annual convention"

This proposal is to standardize the reference to "National Rally" in all references to the annual rally.

Item #6

Significant word revision.

ARTICLE XVIII AMENDMENT OF BYLAWS (8/98)

Section 1

Amendments may be submitted in writing, signed by five or more members. Proposals to be addressed to the President.

**Reason:** To make the procedure mandatory

Proposed change:

Amendment must be submitted in writing, signed by five or more members. Proposals to be addressed to the President.

Note: The following amendment is to correct a poor job of presenting and having it approved last year(1999). The present bylaw reads as follows;

Item 7

APPENDIX L- POSITION DESCRIPTION-EDITOR (7/99)

Paragraph 1-Nature of position

- B. Receives, utilities and accounts for special funds needed for continuous function of the office.
- C. During peak load periods of the "The Year", the Secretary supervises the work of Volunteer Assistants.
- D. With Presidential input, prepares and posts the final order of Business at the National Rally.
- E. The Secretary must schedule, compile and print essential club material, other than the newsletter, on a timely basis. Critical or controversial items only, are referred to the President.

**Reason for change:** To clarify the EDITORS job description

Proposed change:

APPENDIX L - POSITION DESCRIPTION - EDITOR Paragraph 1- Nature of position A. It is club policy that Members and Officers assist in all possible ways the position of this office.

B. The Editor must schedule, compile and print essential Club materials on a timely basis. Critical or controversial items only are to be referred to the President.

Paragraph 2. - Term of Office/Reelection

A. The term is "1 Year". No restrictions on reelections

Paragraph 3.-Duties and Responsibilities.

- A. Is Editor in Chief of the Ultra Club Newsletter.
- B. Maintains reference copies of the newsletters.
- C. Compiles and publishes the Ultra Sounder on a timely basis not less than four times a year.

- D. Receives utilizes and accounts for any funds need for the continuous function of the office.
- E. During peak load periods of the "Ultra Year", the Editor supervises the work of volunteer assistants.
- F. Ensures the Official Business report to the National Rally is published in the next newsletter after the National Rally.

Paragraph 4 - Limitation of Authority

- A. The incumbent does not possess censorship authority. While controlling publication format and size (with executive, alteration of basic content and meaning is not a function of this office.
- B. Subject to recall. (Article VII, Section 9)

Item 8

**Now Reads:**

APPENDIX -J The Ernest Newhouse Award ( 5/93)

Paragraph 2 -Procedures.

- A. This award recognizes an Ultra Member who has contributed in an outstanding manner to the progress, enjoyment and general success of the club and its activities.
- B. Basis for selection will be the individual performance during the entire period of membership. Not limited to the previous year or any shorter time period.
- C. Members vote by ballot, preceding or during the National. Voting is secret, there are no preselections or nominations.
- H. (5/93) The winner of the Ernie Award must have a minimum of 25% of the votes cast.

**Reason for Change:** Since this award was first presented, paragraph "C" above has been violated, in that "preselection" was done by both east and west members. In the west, postcards were mailed to all western members suggesting who to vote for the Ernie Award. It can only be assumed that the eastern members did similar methods. The award has been given yearly, except in one case where the selected person refused it. Articles have been written and it's been discussed in meetings that perhaps it should not be given yearly and that better qualifications be established. Also, it has been stated that if we continue to give it away freely, soon everyone will have the award. So, let's set more qualifications for it.

The following is a suggestion on how to qualify for nomination for the Ernie Award.

**Add to Appendix J Paragraph 2, A:** "and meets the qualifications as stated in "B " below.

**Add to Paragraph 2, B:** "To qualify for nomination of this award, the individual must have done four of the following six items:

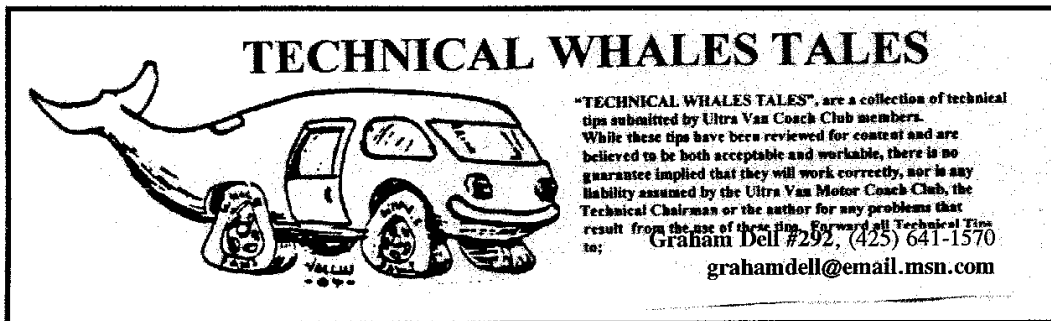
1. Host at least one National Rally.
2. Hold a chair position of a committee.
3. Hold a least one term as a club officer, Tech. or other club position.
4. Be a member of the club for a minimum of two years.
5. Host at least two regional Rallies.
6. Accomplish outstanding or superior services to the club.

A written, qualifying report will be sent to the President for each nominee for verification. The President will forward each qualified report to the Editor for inclusion on the Ballot.

**Remove the following last sentence of Paragraph 2,C.** "Voting is secret, there are no preselections or nominations."  
**Add:** Nominations will be as specified in Para. 2,B, above.

**Change Paragraph 2,H To read:** "The winner of the Ernie Award must have a minimum of 40% of the votes cast.

**Add a new Para. I to read:** The President, at his discretion, may form a Selection Committee to assist him in carrying out the requirement of this award.



**TECH TIP NO. 00-21**  
**UV MANUAL SECTION 17**

**SUBJECT Torque Wrench**  
**AUTHOR Graham Dell #292**

It is good practice to follow specifications closely for torque values when dealing with aluminum surfaces or attachments including gaskets. Of particular interest to us are the engine oil pan and transmission pan.

Previous tech tip 00-11 dealt with the oil pan that should be torque at 85-105 inch pounds, providing the proper size washer is in use. The transmission pan is specified at 60 to 84 inch pounds.

Applying the exact amount of torque to a nut or bolt induces the correct amount of tension or elongation in the bolt that is necessary to hold the parts together without the danger of distortion to the part or adjoining parts. A good practice to follow is to apply  $\frac{3}{4}$  of the specified torque to each fastener, reset the torque wrench, and tighten all fasteners to the specified torque.

Break-loose torque is considerably less than the applied torque. This means that the torque required to loosen a bolt previously tightened to 60 inch pounds would be considerably less than the 60 inch pounds making it impossible to test the accuracy of one torque wrench against another.

**Stanley-Proto, Industrial Tools**, Covington, GA is a source of inexpensive quality, torque wrenches.

**TECH TIP NO. 00-22**  
**UV MANUAL SECTION 11-6**

**SUBJECT Hydraulic Brake Light Switch**  
**AUTHOR Jim Craig #604**

Recently, I had noticed that I was losing a small amount of brake fluid from the dual master cylinder. I had not seen any evidence of fluid under the Ultra, so I removed the front floor boards and found a small amount of brake fluid around the brake light switch.

I could not determine where it was coming from, so I started the engine in order for the vacuum brake assist to work and then I depressed the pedal as hard as I could three times and then I heard a small pop noise and the pedal went down a little. I found that one of the brass connector pins in the brake switch had blown out of the switch. Of course the fluid was running out.

Glad that didn't happen going down a mountain road. I replaced the switch and that took care of that problem. I have found that not all parts shops carry these switches. They are for the older cars, Chev, Ford and etc. I found mine at Car Quest, p/n SLS-27. Napa is p/n SL 134. **CARRY A SPARE!**

(Tech Ed:) Some Ultras have done away with the hydraulic brake light switch replacing it with a mechanical switch mounted on the steering column.

**TECH TIP NO.** 00-23  
**UV MANUAL SECTION** 17

**SUBJECT** Compact Fluorescents  
**AUTHOR** Graham Dell #292

Ordinary light bulbs (incandescent) convert about 10% of their energy into visible light, the balance is heat.

Compact fluorescent (CF) bulbs make less heat and more light. An AC 120 volt CF outlast 6 incandescent bulbs and provides a soft white light like an ordinary bulb. Using only one fourth the power of an ordinary bulb, a 15 watt CF equals a 60 watt incandescent in brightness. CF have electronic ballasts, silent, no flicker and no PCB oils.

No inverter? CF are available as a DC unit. The ballast is in the screw base. They can be screwed into a standard full size light bulb socket wired for 12 volt DC. They are available in a warm white color or cool fluorescent fuller spectrum color.

**TECH TIP NO.** 00-24  
**UV MANUAL SECTION** 17

**SUBJECT** Sun Shade  
**AUTHOR** Joanne Washmuth #326

Materials:

- 5 yards 27 inch wide wrapping paper
- Marking pen or crayon
- Masking tape
- 5 yards 'Garden Cloth' 85% shade or other screening fabric
- 12 yards 2 wide, single fold, bias tape
- heck of a lot of thread
- gripper snap fasteners

Tape the paper against the windshield and draw a pattern extending it Repeat for driver and passenger window. These could be made in a single piece, but three pieces might be handier.

Pin or tape pattern on fabric and cut. Bind edges with the tape, folding over the edge of the fabric and stitching in place about 1/4 inch from the edge and again about 3/8 from the fold.

Apply the female sides of the snaps (gazintas) to the shade through the bias tape, 4 to 6 across the top of the windshield piece, and 4 across in corresponding places.

(Tech Ed:) Looks great on UV 236

**TECH TIP NO.** 00-25  
**UV MANUAL SECTION** 17

**SUBJECT** Battery Monitoring  
**AUTHOR** Graham Dell #292

With the many electrical loads we can have in our Ultras, furnace, refrigerator, lights, radios, television, micro waves, some drawing heavy loads through an inverter, it is important that we monitor the depth of discharge on our house batteries. Deep cycle batteries should not be allowed to draw down below fifty percent before we recharge them.

A simple voltage test is impractical for monitoring the state of charge. Voltage readings are only of value if they are taken on a battery that has been at rest for 24 hours. Since we are using our house battery all the time, what do we do?

Manufactured by **Cruising Equipment Company**, , the 'E meter' operates much like a gas gauge to tell you the state of charge of your house battery. A led scale across the top indicates empty to full, in four leds that change color as the battery is depleted. A touch of the keypad shows a current voltage measurement, current amps being used (-) or if charging is occurring, being added (+) to the battery. Amps hours used and time remaining to empty are also indicated.

## Coaches For Sale

**1967 Ultra Van #294**, 140 HP, Corvair, Powerglide, Cherrywood interior. Bigger Frigid., 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.

**1968 Ultra Van #328**, Corvair powered (C. Fitzgerald built with a '89' cam), 3.89 Diff., PowerGlide, Kroler generator, 16 mpg, michelin tires, queen-size bed, fully equiped, good condition, garaged. The \$9,800.00 package price also includes 2 extra windshields, 3 alternators, 3 transmissions, 3 diff., manuals, and LOTS of extra parts. CALL - **M.E. Randle**, (941) 642-6610, Naples, FL

**1968 Ultra van #333** needs restoration, 68K miles, have extra engine and transmission. best offer over \$2000.00 call **Jim Richards** (541) 688-0088, Email jim\_r@efn.org

**1968 Ultra Van #383**, Corvair powered, PowerGlide, run good, needs interior work, has been sitting in garage for 2 years. Health reasons force sale. Come drive it away. \$3,500.00. Located in Yucca Vally, CA. Phone (760) 365-1781.

**1969 Ultra Van #507 \*\*\*** Sold to Robert Craig \*\*\* since last newsletter!

**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,

## New and Used Ultra Parts

Macerator 12 v pump, \$50.ea.

Speedo meter cable and housing assy. 3ea., \$30.ea.

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.

Tool, Ultra V/8 & Corvair rear spindle remover. \$19.95ea.

Tool, Ultra V/8 & Corvair ignition sw. bezel remover. \$8.95ea.

Bolt, Shoulder, 1/2" x 4 1/4" For late type bellcranks. \$9.95 ea.

Vair auto trans governors, (used) Pressure test for wear and good gear. \$25.00 each.

Steel plates, 8 per set, 1/4" x 2" x 4", drilled & w/s/steel bolts, For late Ultra or upgrade,\$40.

Fiberglass bumpers, 1pr. (Frt.& Rear) \$55. ea. W/ vinyl cover vise Foam bumpers w/covers, 6ea., \$35. ea.

New Roof air conditioner, 110v, DuoTherm, Penguin, 13.500 BTU, low profile. \$649.00

New refrigerator, Norcold, model 663/683, size 60x24x22. 6.5 cu.ft., \$675.00

New Ultra awning fully enclosed alum. case, round, never installed. A & E 2500 13x7, \$300.00

Used near new Ultra awning, fully enclosed alum. case, 13x7. \$250.00

Bellcranks, alum, AS NEW, Modified per the Manual, w/all new bushings,bearings & bolts. 1 Set, L & R, \$180. exchange, \$80. core charge.

V/8 Corvette dif.,\$100. V/8 drive assy. \$95., 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.

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.

\*\*\* All above plus shipping. Jim Craig, #604, (760) 366 9104 \*\*\*

# UVMCC

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

First Class

Let's ALL go to the National!



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Bob Reinhardt, West, (702) 870-6187, 12/31/2002

The **Ultra Sounder** is the bi-monthly publication of the **Ultra Van Motor Coach Club**. The **UVMCC** is dedicated to the preservation and enjoyment of the Ultra Van. Membership is open to anyone that has an interest in this unique vehicle. Please contact either the Secretary or Treasurer for applications. Dues are \$15.00 per year.

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be sent to the Editor. 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. RALLY FLYERS ARE TO BE CAMERA READY AND SENT TO EDITOR BY REGULAR MAIL BEFORE DEADLINE!



## Book Highlights

Dori and Joseph DeCamillis:



Last newsletter we gave a little history of our Ultra Van travels and our art career. To recap the whole tale in a sentence: we lived on the road for three years selling art at festivals and staying with Ultra Van owners, settled in Birmingham, AL, and are setting out again for Los Angeles on July 31 for a cross country museum and gallery tour with Ultra and art. We had hoped to have photos for this newsletter of the 'before and after' shots of Lucy's (our Ultra) interior. But we will get them for the next newsletter. Instead, we are excited to present highlights from Dori's new book about life in an Ultra Van. The accompanying photo, by celebrated photographer Robin Maus, is the image that will be on the cover of our new book (much better in color) and below is the description for the back cover, written by well-known author Joyce Maynard.

### **The Freeway** Two Young Painters in Love, On the Road in Search of Home

Two young painters in love sell everything they own (which isn't much), buy a 1970 Ultra Van camper and hit the road to seek their fortune. This is the story of their adventures. With no money, no clear destination in sight, no backup plan, and a vehicle just as likely to die crossing the Rocky Mountains as it is to make it over them, Joe and Dori DeCamillis set out, in the fall of 1991, to **become rich and famous artists.**

In the months and years that follow, they find work as housepainters, waiters, and when times are particularly tough, even sell their own blood. Armed with a well-worn list of every other Ultra Van owner in America many of whom, welcome the young couple into their homes along their travels, Joe and Dori face mechanical trouble, medical trouble, hunger, bankruptcy and occasional feelings of total hopelessness. They struggle with the impulse to give up and go home, or pick up the phone and call their families for help. They keep going instead.

In the months and years that follow, they find work as housepainters, waiters, and when times are particularly tough, even sell their own blood. of oc to give up and go home, or pick up the phone and call their families for help. They keep going instead.

They also keep painting their small, lovingly rendered paintings of the interiors of houses they find along the way, in the homes of the so-called ordinary people who befriend them. Their paintings tell the story of the places they've been on their travels and the places Americans call home. They make art for people who may not ever set foot in a museum. And people who do.

Gradually, along the highways of America, in unlikely places like Gainesville, Florida and Marquette, Michigan (thanks to the kindness of strangers, and the passion they feel for their work, the road, and each other) Dori and Joe begin to make their way, ultimately creating and selling hundreds of paintings and no longer having to wonder where their next meal is coming from. This book is the story of how two young people got to be painters, but more than that, it's about becoming a couple, about the search for a home more permanent than a Wal-mart parking lot: not just an address, but a sense of roots, a place to make a family.

In a voice as unaffected and honest as the paintings she and her husband create side by side, Dori DeCamillis tells the story of their journey (not only the miles they traverse, but the distance they cover with each other and with themselves too. Often funny, sometimes heartbreaking) with echoes of Huckleberry Finn, Jack Kerouac and Lucy and Desi, in The Long Long Trailer, the Freeway takes a reader not simply across America, but to a place somewhere in the center of the heart.

**The Freeway**, available August 1 by calling 1-888-XLIBRIS (1-888-795-4274) or at [dorijoseph@aol.com](mailto:dorijoseph@aol.com). Paperback \$16.00 and Hardback \$25.00 plus shipping. Keep updated on our travels this fall through our website at [www.doriandjoseph.com](http://www.doriandjoseph.com). See ya in the next newsletter!

## NEWLY PURCHASED BOOK NOW AVAILABLE FOR LOAN

by Nancy Pratt, Eastern Merchandise Chairman

Under the direction of Jim Craig at the National meeting in Iowa, I purchased two copies of the book **THE FREEWAY, TWO YOUNG ARTISTS IN LOVE, ON THE ROAD IN SEARCH OF HOME** by Dori DeCamillis. One of these copies is for the West and is in the hands of Marsha Boso, the western merchandise chairman. The other copy is for the east and is at our house. Both books are hardcover copies and are now available to be borrowed just like a lending library. Contact either Marsha or me by mail, phone or e-mail (see roster for info). The books can be borrowed for up to 60 days and then must be returned to Marsha or me. The books will then be sent to the next person on the waiting list.

Doug and I are both reading the book at the same time and have read about one third of the book so far. Dori has written the book in diary format beginning in June 1991 through October 1994 about their experiences while living in their V-8 powered Ultra Van. I think that the phrase "starving artists" was invented with them in mind. They ate so many carrots as their main diet, since they were only 10 cents per pound, that their hands turned orange. She also mentions visits with Ultra members and how they helped them. So far we've only read about California and Colorado, but it has all been quite interesting and we are both anxious to finish the book & learn more about their experiences. I know that many of you will also want to borrow this book. It may certainly make your Ultra Van adventures seem rather tame.

Dear Ultra friends:

As related to you in the previous Newsletter by my dear wife Maybel, I sustained quite a series of infections following my open heart surgery. I am now on my fourth antibiotic. However, with thanks to those who prayed to Almighty god for my recovery, the many get-well cards and phone calls, I appear to be on the road to recovery. Much credit goes to Maybel, who as a retired RN has devoted untold hours to my well-being.

Meanwhile, back at the Ranch (I mean out in the garage) #334 waits, fully operational (I hope). Before my cardiac troubles started, I found Radio Shack sells a nifty 12v relay; I installed a bank of these. Now when I turn off the ignition, the engine stops without run-on, and the headlights also go off. A tech tip is in the works about this. **Louis Griggs.**

### Dues are Due - Now!

Please check this newsletter mailing label to determine if your 2001 dues have been paid. If the right side of your label reads '00 you need to send me a check. Dues are still only \$15 US a year and we now get six newsletters a year.

When you pay your dues, take a few minutes to check that your address, phone number and email address is correct to keep the Ultra Van Club database current. Information from this database is the only way we can correctly print newsletter labels and directory information. We expect a new directory in early 2001.

Every year, a few members fail to pay their dues by January which results in extra club expense to send out a special notice. This unnecessarily takes extra time of some club members.

Also, there are two Ultra Van organizations. At one time, they had the same treasurer, but this is no longer the case. A few members still combine their dues for these two groups which results in extra book entries and delays the payment of dues for one of the organizations.

Your co-operation in getting your 2001 dues in as soon as possible is greatly appreciated.

Sincerely, Marion Helmky, UVMCC Treasurer.

## ULTRA VAN TRAVEL GUIDE

It is requested that all UVMCC members fill out this questionnaire and return it to **Richard Finch** before **December 15th, 2000**. Mail it to :

Richard Finch  
P.O. Box 545  
Tularosa, New Mexico 88352-0545

- \* Your physical location \_\_\_\_\_ (city, state , zip code)
- \* Your name \_\_\_\_\_
- \* Highway nearest your location \_\_\_\_\_ ( US 54, State 101 etc.)
- \* Your telephone number \_\_\_\_\_ (include area code)
- \* Available parking facilities at your location \_\_\_\_\_
- \* Hookup information \_\_\_\_\_ (water, elect, dump, TV, etc.)
- \* Repair tools available \_\_\_\_\_ (floor jacks, welders, etc.)
- \* Nearest grocery store \_\_\_\_\_ (miles)
- \* Nearest auto parts store \_\_\_\_\_ (miles)
- \* Maximum length of social visit \_\_\_\_\_ (days/nights)
- \* Maximum length of repairs stay \_\_\_\_\_ (days/nights)
- \* Special provisions and comments \_\_\_\_\_

Note: If you do not want any Ultra Vans to stop by to visit, please make a note of that and your name and address will not be listed in the TRAVEL Guide. We do need all members inputs on this new project.

-----<----- ( Please cut along this line to separate ) ----->-----

### UVMCC Dues renewal form

Coach Number \_\_\_\_\_ ( Please put coach number on your check )

Name \_\_\_\_\_ ( Please include your spouse.)

Address \_\_\_\_\_

City \_\_\_\_\_

State & Postal Code \_\_\_\_\_

Phone Number ( \_\_\_\_ ) \_\_\_\_\_

Email address and/or Fax No. \_\_\_\_\_

Please complete and mail with dues check made out to:

Marion Helmkey  
73 Sargent Street,  
Haines City, FL 33844

Below is your ballots for voting for Club Officers, Directors, Ernie Award and Amendments to the Bylaws. Please complete and MAIL to Ron Zoutendam #373, 417 6th Avenue, Sheldon, IA 51201-1112 by Sept 13th or BRING to the National. No extra Ballots will be available at the National.

<p><b>V.P. Nominees:</b> (Lewis Young #497 or Pete Schuler #397)</p> <p>Vice Pres? _____</p> <p><b>Secretary Nominee:</b> ( Diane Galli #504 )</p> <p>Secretary? _____</p> <p><b>Treasurer Nominee:</b> ( Marion HelmKay #408 )</p> <p>Treasurer? _____</p> <p><b>Newsletter Editor Nominee:</b> ( Jim Howell #216 )</p> <p>Editor? _____</p> <p><b>Tech Director Nominee:</b> ( Graham Dell @292 )</p> <p>Tech Dir? _____</p> <p><b>Eastern Director Nominee:</b> ( Nancy Pratt #373 )</p> <p>E. Director? _____</p> <p><b>Western Director Nominee:</b> ( Richard Finch #443 )</p> <p>W. Director? _____</p>	<p>Vice Pres? _____</p> <p>Secretary? _____</p> <p>Treasurer? _____</p> <p>Editor? _____</p> <p>Tech Dir? _____</p> <p>E. Director? _____</p> <p>W. Director? _____</p>
<p><b>Amendments to Bylaws - Voter either (Y)es or (N)o for each</b></p>	
<p>1. _____ 2. _____ 3. _____ 4. _____</p> <p>5. _____ 6. _____ 7. _____ 8. _____</p>	<p>1. _____ 2. _____ 3. _____ 4. _____</p> <p>5. _____ 6. _____ 7. _____ 8. _____</p>
<p><b>Ernie Award?</b> _____</p>	<p><b>Ernie Award?</b> _____</p>

BALLOT #1 ↓

Separate on this line if you wish  
BALLOT #1 (owner)  
BALLOT (spouse)

BALLOT #2 ↓

(Separate Here)

**REGISTRATION FORM : 2000 ULTRA NATIONAL RALLY**

Campground fees \$14/nite...electricity and water  
 Preregistration .....REALLY WOULD BE HELPFUL !! INDICATE INTENTIONS!!  
 WE WILL COME! \_\_\_\_\_ WE WILL TRY! \_\_\_\_\_ WE CAN'T! \_\_\_\_\_  
 AMANA TOUR: YES \_\_\_\_\_ NO \_\_\_\_\_  
 CZECH MUSEUM AND VILLAGE: YES \_\_\_\_\_ NO \_\_\_\_\_  
 VIXEN EXPLORATION: YES \_\_\_\_\_ NO \_\_\_\_\_  
 BANQUET: YES \_\_\_\_\_ NO \_\_\_\_\_  
 COOKOUT : YES \_\_\_\_\_ NO \_\_\_\_\_  
 AMANA CHURCH: YES \_\_\_\_\_ NO \_\_\_\_\_  
 TEE-SHIRT Number \_\_\_\_\_ Size: XL \_\_\_\_\_ L \_\_\_\_\_ M \_\_\_\_\_  
 NAME \_\_\_\_\_ COACH # \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 PHONE: \_\_\_\_\_ e-mail \_\_\_\_\_  
 I(WE) WANT A JOB \_\_\_\_\_  
 REMARKS OR QUESTIONS??? \_\_\_\_\_  
 LODGING CAN BE ARRANGED (if done soon) FOR THOSE WITHOUT A  
 COACH.....NEAR THE CAMPGROUND. AIRPORT IS CEDAR RAPIDS

**Ron and Martha Zoutendam, 417 6<sup>th</sup> Ave., Sheldon, IA 51201**  
**(712) 324-4660 <zout@connect.com>**