

November 2000

Volume 34 Issue 6

A View Thru The Windshield

President: Jim Craig



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

WOW! What a great National "Ultra Week". Hosts Dr. Ron & Martha Zoutendam had many things planned for us to do. They wanted to expose us to the many attractions of the area and to experience the way the pioneers lived in that area of Iowa. They certainly achieved those goals. See a detailed report elsewhere in this issue. Thanks Ron & Martha

National "Ultra Week" 2001: The next national will be at the Pioneer Village in Minden, NB. (see flyer in this issue for details). The host will be Richard & Gayle Finch & other volunteers helpers. This national will be hosted by the members of the West. So if you would like to help in the crafts, tech. social or other events, please contact the Finch's at (505)585-8039 or E-mail at finchbird@juno.com.

New Ultra Travel & Camping Guide: I have asked our new western director, Richard Finch to update and print a new travel and camping guide and to make it available by June of 2001. He will be asking for our input as to overnight and camping spots in addition to presenting a form for us to fill out and return to him. He will want to know also if we will take in Ultra members for overnight and etc. (With Limitations). See questionnaire elsewhere in this issue.

Lost Tools: At the close of the technical session by Richard Finch at the national, one of my tools (I had them for sale) for reworking the Corvair/V/8 rear spindle was taken by one of our members, who may have thought the tool was free. One of our members confided to me that he observed a certain member pickup the tool, look it over and put it in his pocket. So--- if you are reading this I would appreciate it if you would send me \$15.00. Thanks.

Technical Tips: Have you enjoyed the many tech tips that were printed in the past years newsletters? Most of us "guys" do enjoy reading any tips. It is the most beneficial way of getting new ideas on how to improve our Ultras. Our tech. coordinator. Graham Dell needs our help in furnishing MORE tips. He ask me to advise everyone to hand write their tips and he will type them for the newsletter. You can also E-mail him at grahamdell@email.msn.com

Technical Tip Booklet, 1991-2000: Director Norm Helmkey informs me that he has about 60% of the tips typed and he will finish typing them thru Dec. 2000 this winter. This new booklet of tips consist of all the tips that were printed in the newsletters from Jan 1999 thru Dec 2000. It should be available by June 2001. I am requesting that the Merchandise Chairpersons promote the new and the previous Tip booklets at each Ultra Club Rally. (continued on page 2)

Featured Coach: #388 owned by Jim and Roy Davis.

'A View Thru the Windshield - continued'

Ernest Newhouse Award: Jim Howell was voted the Ultra member to receive the prestigious Newhouse Medallion at the recent "Ultra Week" 2000. Congratulations, Jim. (More at end of 'View')

Financial Audit: Doug Pratt & Marlene Craig did an audit of the Ultra Club financial books and found them to be in good order.. That is a compliment to Treasurer Marion Helmky's "Keeping of the books".

Replacement Lower "A" Arms: Members Jim Davis & Graham Dell are going to inquire with several "Suspension Mfg. Companies" to see what it would cost to supply a certain amount of new lower "A" arms to replace the orig. cast alum. Ones. They would be made of steel and to the specifications of today's suspension technologies. A report is to follow in a future newsletter.

Past and New Officers: A BIG Thank You to the outgoing officers, Louis Griggs, Ruth Harvey, Robert Franz for Jobs well done. Congratulations to new offices, Vice President Pete Schuler and Directors Richards Finch and Nancy Pratt.

Club Historian: Norm Helmky is the clubs Historian. He has asked me to inform you that he is always looking for articles, letters and etc. that is related to the Ultra Van. If you have anything of that nature and would like to donate it to the club, please contact him. (613) 394-3054 or (863) 422-4535 or email corvair@fan.net

By-Laws: The new amendments that was in the last newsletter were all approved. (Thank you for taking the time to vote.) I have requested the Secretary to update all of the remaining and "master" Bylaws booklets with the new approved amendments. Contact Diane Gall for your new copy. (805) 466-2737 or RDGALLI@tcsn.net

Voting: Why doesn't the membership support the club, club officers and club business? Do you know that only 49 ballots were received and counted at the National? There was a potential of about 250 people or more that could have voted. To me, that shows a lot of members, "Do not care". Come on folks, the club needs your support. When you receive your next ballot, take time to mark each and every selection (several ballots was received with only one person voted for.). In the future it will be very important that you mark your ballot for the Ernie Newhouse Award in addition to others. It now requires 40% of the "Yes" votes cast for a person to win the Ernie Award. Consider the list of officers posted in the newsletter, everyone of them have ah certain job to do for all of us this year. (Most assigned by your President) Surely you can do your part by simply marking your ballot. I thank you in advance.

Jacket Patches: The new jacket patches are now available from your Merchandise Chairperson. It is 3" x 5" with an American flag for the background, a white Ultra setting inside an outline of the U.S.A. VERY NICE. Get yours now. Price: \$3.00 ea.

Thank You: During this last year, certain members have completed and /or still working on tasks that I had assigned them. The club and I owe the following a great deal of gratitude; Diane & Bob Galli, Bob Rienhardt, Norm & Marion Helmky, Jim Howell, Nancy Pratt, Graham Dell, Robert Franz, Jean Mc Masters, Dr. Ron & Martha Zoutendam and Gallis daughter, Christine, who is a non member. Thanks "guys and gals". You made it a super year Super Year.

Charter Members: Several "Charter Members" were at the Iowa National, such as: Bob & Ann Cole, #555. They arrived in their V/8 Ultra, which he said they haven't used it much lately, but it looked great and has a beautiful interior. Of course Bob & Ann are beautiful also. Bob, the gentleman that he is, is a very talented guy. Get him to show you some of his photos of passed projects. This is the first time we had met them and look forward to seeing them again, at one of the rallies. Steve & Sander Fowler, #339A brought Steves mother Sara Fowler to the event with them. You will remember them as Le Roy & Sara. Sara looks great and asked about some of the "old timers". She ask that I pass on her good wishes to her "old friends of Ultra". Thanks for coming Sara and come again soon. Others that were there: Chance Fitzgerald, Helen & Charlie Smith. Neva Brinning sent a nice letter and she is doing fine also. Thanks you all.

New Ultra Web Site? Well no, maybe not, just an upgrade. Norm HelmKay and Ken Wildman are looking into incorporating our site as "UltraVan.org." This may have some benefits and again perhaps not. They are currently reviewing this and will report, hopefully by the next newsletter what their recommendation are. Thanks Guys.

Club Chaplain: Long time member Clyde Stanton has agreed to be the club Chaplain for the upcoming year. Clyde has been instrumental in providing many of the clubs Sunday services at our rallies. He will provide his services at our rallies when requested and will also be available at his home for mail or telephone consultations. He can be contacted at 8401 Bowens Mill Rd., Middleville, Mi. 49333, (616) 795-9078. Thanks Clyde.

A NEW Book: "The Freeway", written by member Dori De Camillis has been purchased by the club for loan to the membership. It is a running account of Dori and husband Joe's daily / weekly/ monthly encounters with life on the road. These two young artists started out from home in their Ultra Van #538 to become famous painters. It is a fun book to read that will make you laugh and perhaps make you feel sorry for them because of life's hard knocks that bewilders them at times. See Nancy Pratts review of the book elsewhere in this issue and how to borrow it for your own reading.

The "Ultra Emergency Fund": You will remember from the past reports of the club Treasurer and item called the "Benham Fund". This was a \$2000. Donation from members Ernie & Edna Newhouse to our club to assist us in a time when the club might need some "quick" funds. Ernie has now graciously donated the money to the club and at the recent Board of Directors meeting it was agreed & voted on to call it the " Ultra Emergency Fund". Thank You Ernie, from all of us. Our Treasurer has wisely invested it in a CD that will earn interest thru the year. See the minutes of the Board of Directors meeting for additional info. Thanks Marion.

Winter Ultra "Down Time": A lot of you have perhaps stored your Ultra for the winter time. Now is the time to review the Tech. Tip booklet, 1966-1990 and the past newsletters to see which upgrade/improvements that you can do this winter. Gather up the parts and materials turn on the heater inside the Ultra and go to work. (You say you have taken the heater out! Well --- what can I say.) Of course you could store your Ultra in Phoenix, Arizona like someone else did that I know and then you wouldn't have the cold weather problem. The Judge was puzzled why he stored it so far away from Florida, but that is another story.

Marlene and I, the Officers and Directors of the club, wish you and yours a VERY Merry Christmas and a Ultra Traveling New Year.

The Ernest Newhouse Award: 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.

Some details of Jim and things that he has done to be considered for this award:

1. Member of UVMCC and Group Ultra Van since 1992.
2. Purchased Ultra #216 in June 1992 from Burt Neuner-Chicago, IL
3. Editor of UVMCC newsletter since Nov. 1995. (A lot of time and work)
4. Secretary UVMCC -3 years.
5. Co-Host of two Eastern Summer Rallys. 1997 & 1999.

Jim is active in the computer field and has a 'knack' for making a good club newsletter. I, as well as other officers of the club can tell you that he spends many hours calling us to remind us of our reports, correlating, typing, arranging and having them printed, mailing them to us and keeping up with his regular job.

Jim, wear the award proudly, you have EARNED it!

Again, Congratulations.

See ya on the Road to Phoenix. Jim and Marlene!



Ultra National 2000 report at Amana Colonies

By - Ron and Martha Zoutendam

Now that the dust has settled (come to think of it, the dust settled before we left Amana), we look back at the AMANA rally with fond memories. Being happy as an "Ultravanner" had to grow on us. But hosting a rally made us realize what a great gang you are! It seemed to bring out the best in everybody and we really enjoyed hosting the rally.

ULTRAMANIA 2000 will remain as one of the most enjoyable weeks Martha and I have had in recent memory. We received many "thank-yous" (and still are getting some), and therefore we know that many of you enjoyed yourselves at the rally. What was especially rewarding to us is that everyone participated almost 100% in all of the activities we had planned or arranged. We sure laughed a lot and ate very well! To begin with, everyone who came to the rally with one exception, had preregistered with us which made the planning very easy and predictable. The other nice thing, is that everyone came early. Beginning on Saturday, people began to arrive. By Monday we had more than 1/2 of the registrants there and by the time of the "pre-rally mixer" on Tuesday night all but a few had assembled..so the rally really began a day early .and I regret that we hadn't arranged for a craft and tech session already on Wed. morning. But everyone enjoyed visiting so we heard no complaining.

The first to arrive were the Bob and Diane Galli, soon to be joined by the other coaches including Jim and Marlene Craig, Jean McMasters, Martha and I, Dan and Betty Reinhardt, Don and Mickey Richards, Vern and Debbie Hammer (bringing Chance Fitzgerald), Clyde and Kay Stanton, Margie and Pat Fitzgerald, Gayle and Richard Finch, Charles and Helen Smith, Jerry Dute, Holly Hawley, Doug and Nancy Pratt, Norm and Marion Helmkey, Jim and Roy Davis, Glen and Kathy Olson, Dick and Barb Reid, Theresa Vandersteeg, Nobia Suckow, Joan, Jerry, and Erika Marinello, Howard & Marcia Boso, Byron Short, Bob and Ann Cole, Jack and Skip Irwin, Gordon and Ruth Harvey, Pete and Rose Schuler, Walt Davison (to be joined shortly by Marilyn), Paul Pichet and a friend, and last (almost late) Jim Roger. Those who attended all or portions of the rally without their coaches are Art Moore, Graham and Ann Dell, Steve and Sandy Fowler, Sara and Gary Kroeger, and Phil and Margaret Bartholomew.

That makes 27 coaches (of which only 5 were OM's [other makes], and 5 people (or couples) without coaches. Our goal at the outset was 30 coaches, so we didn't miss our goal by much! Even more rewarding was the fact that the Hammers, Davis's, Olsons, Reids, Noels, Paul Pichet, Byron Short, Art Moore, had never previously attended a national rally! (8 registrants) Bob and Ann Cole had not been attendees since the late seventies, and the Bartholomews had only previously been to a few hours of the Hutchinson rally! We believe that 17 states (or provinces) were represented! As advertised, there was lots of fellowship we "polkaed" ate Iowa Pork, worshiped in the Amana Church, "oohed and ahed" over a Czechoslovakian (air cool- ed rear engine) automobile, compared our vehicles with the Vixens, visited an Amana communal kitchen, played Yankee Swap, ate a typical Amana meal, enjoyed the Amana arts guild "tinsmithing" workshop and more!

We were entertained by Chance and his "fiddle", Erika and her violin, Art Moore and his wit. We enjoyed the night of music and polka dancing, a talk on railroading, and a talk regarding aging (one must be genuinely "old" to enjoy that). We enjoyed a good many door prizes. We didn't keep very good statistics on the weight of each coach. I still haven't received the weight slips from lots of you. As nearly as I can figure, the heaviest coach was Jim Craigs'. the heaviest 22 ft UV was (you guessed it) Jerry Dute. Of course, since Walt Davisons' coach has "anorexia" it naturally was the lightest. I didn't determine the second lightest...but if I receive enough weight slips, I'll put it in the next Ultrasounder.

Those deserving special thanks are Diane Galli for helping with the registration, Mabel Griggs for making the nice ("corn not corny") pot handle holders, Gayle Finch for stepping in on the crafts, Graham Dell for his help with the tech sessions, Margie F. and Holly H. for their help with the coffee, all of the gals and guys who helped with the tables and getting ready for the meals, Doug and Nancy P. for their help with the transportation, Clyde Stanton for his "wagonmastering", Jean McMasters for his help arranging the rally and especially for the idea of the plaques, Jim Craig for his advice. Jim Howell for all of his assistance (and CONGRATULATIONS on the ERNIE AWARD) and of course for all the other people who gave advice, solicited, and otherwise! If I have forgotten any of the rest of you, forgive me...you were all great!!! We won't take credit for the weather but the Iowa Hospitality made up for that!

See y'all in Minden, Nebraska in 2001!

Eastern Meeting at Amana Colonies, Iowa

Jean McMasters called meeting to order at 9:30 A.M.

Discussion as to whether there was decisions made at the rally. Reason for Eastern and Western division is to make it easier to make it to rallies.

Old business about rallies - such as "Rally around the Lake".

March rally agenda p need someone to firm up the site as Christmas, FL to hold the March rally 2001. Clyde and Kaye to line up spot for March rally in Christmas, FL and date. If not to notify Jean McMasters so he can try for the West Palm Fairgrounds area. Ruth Harvey said that she will host.

Ron Zoutendam donated a coffee pot to the club. Kaye Stanton is to bring the coffee pot to Florida rally.

The Radfords said that people can stop by their place after the "Sun & Fun" in Florida on April 13-15, 2001. They live outside Columbia, SC and will host a mini-rally on APRIL 20-22, 2001.

SUMMER RALLY: The Pratts and Helmkeys will host a 'Rally Around the Lake'. It will be a 8 day rally - moving everyday - lots of sites to see. \$10.00 commitment fee for the rally. Norm Helmkey told us the dates are June 17th - 24th and a little about what we will see. Helmkey's will take the top half and Pratts will the bottom half. The November Newsletter should have a signup sheet. There was lots of discussion on this rally.

National Rally 2002 - We need to start looking for a rally site. Jim Roger's (new member) mentioned a place in Mena, Arkansas. Jim Davis (new member) also put in input in on the area. Bring your suggestions to the March rally and it will be voted on.

Don Richards moved to close the meeting and was seconded by Clyde Stanton.

Submitted by Kaye Stanton.

"TRAVEL STOPS" by Richard Finch, S/N 443

At the Amana, Iowa Convention, the Western meeting appointed me to do a special project for the club and to have it completed by June 2001. The job that I am supposed to complete is to compile a travel guide that is strictly pertinent to Ultra Van owners and members. The guide will list members who will accept Ultra Vans and Members driving other brands who want a friendly place to park for a night or two or three while in route to somewhere else. The general idea is to help members avoid strange RV Parks and to help any member who might need a friendly place to park while they do a tuneup or other owner applied maintenance. The list should be done by next June, in plenty of time to distribute before the Minden, Nebraska National Rally.

(ed: Questionnaire is elsewhere in this newsletter, please find it, fill it out and mail it today.)

Western Meeting at Amana, Iowa

The meeting of the Western group was called to order by Jim Craig.

We will host the next National Rally, and possible places were discussed, the consensus of opinion was we try for Minden, Nebraska, the first or second week in September, 2001. Richard Finch was asked and accepted the 'job' of Rally Host for the next National.

October Rally, 2000 at Jim and Marlene Craigs, address: 7011 Sunny Vista Dr., Joshua Tree, CA 92252-2736 Ph: 760-366-9104

Winter Rally: Dan and Betty Reinhardt, hosts, Ph: 602-846-6920 Hope Church , 4842 North 51st Ave, Phoenix, AZ January 17-20, 2001

Spring Rally: Richard Finch's , 1418 Apple Ave, Tularosa, NM PH: 505-585-8035 In May, dates not set at this time.

Summer Rally: Forrest Gist and Graham Dell time & place not set.

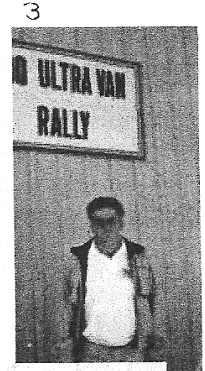
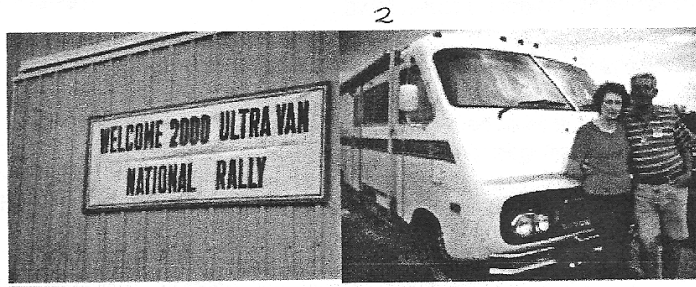
Meeting adjourned by Jim Craig

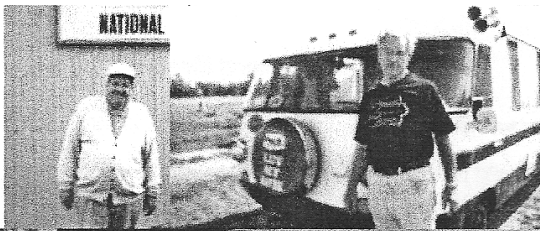
Respectfully Submitted, Diane Galli

Wagon Masters Report by Clyde Stanton

- 1 Gordon & Ruth Harvey
- 2 Marsha & Howard Boso
- 3 Graham Dell, WA
- 4 Norm & Marion Helmkey, Ont.
- 5 Doug & Nancy Pratt, PA
- 6 Jack & Skippy Irwin, WV
- 7 Jerry Dute & Holly Hawley, OH
- 8 Jim & Barbara Reid, IL
- 9 Chance Fitzgerald
- 10 Paul Piche & Dave Walsh, MI
- 11 Glen & Kathy Olsen, IL
- 12 Bartholomew's, KS
- 13 Art Moore, Ont. Canada
- 14 Jean McMasters, FL
- 15 Walt & Marilyn Davison
- 16 Ron & Martha Zoutendam, IA
- 17 Don & Mickey Richards, OH
- 18 Vern & Debbie Hammer & Chance
- 19 Jim & Roy Davis, KY
- 20 Clyde & Kaye Stanton, MI
- 21 Bob Cole - NY
- 22 Jim & Marlene Craig, CA
- 23 Theresa Vandersteeg & Nobia Suckow
- 24 Diane & Bob Galli, CA
- 25 Marinello's, IN
- 26 Byron Short, FL
- 27 Pete & Rose Schuler's, NC
- 28 Pat & Marge Fitzgerald, FL
- 29 Helen & Charlie Smith, OH
- 30 Dan & Betty Reinhardt, AZ
- 31 Richard & Gayle Finch, NM

Note: Numbers Refer to Pictures!

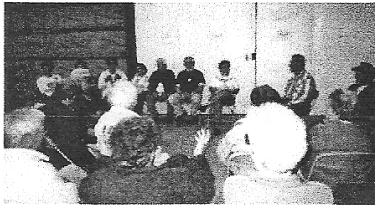




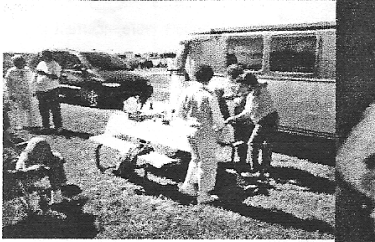
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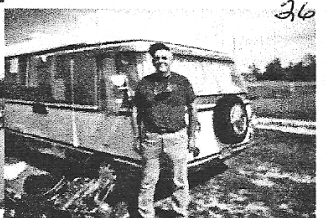
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Director's Meeting

Jim Craig called the meeting to order at 9:30 AM, the minutes of the last meeting were read and approved as read.

Also read were the letters to David Peterson and Ernest Newhouse advising them of their Lifetime Membership status, and Ernest Newhouse as Director Emeritus. Read also was a letter of commendation to Jim and Rosemary Howell for a job well done on the newsletter.

The Treasurers audit was accepted, \$3,164.86 is the closing balance, as of August 31, 2000. \$1,164.86 cash on hand, and \$2000 in CD to mature in November, 2000. Doug Pratt and Marlene Craig auditors.

Jim thanked all the Committees from last year for a job well done.

Jacket patches: Doug & Nancy Pratt, Bob & Diane Galli and their daughter Christine Roeder.
Membership Committee: N HelmKay, J McMasters for the East, and Bob Franz and Bob Galli for the West.

Ernie Awards: 10 new ones were struck for \$240, a considerable savings, Bob Rienhardt was the Chairman for that.

Bylaws committee: Norm HelmKay and Bob Rienhardt.

Directory Committee: Bob Galli and Norm HelmKay

New Business:

Two new directors were elected, Nancy Pratt, East and Richard Finch, West.

Richard Finch was asked by Jim Craig to upgrade stopping places, (ie:) Wal Mart parking lots, Members willing to take overnights, Hospital parking lots were mentioned, this to be published at a later date.

Tech Tips Book: Norm HelmKay reported he is about ready to 'go to Press', in early Spring, he will be getting estimates for printing.

The Ryerson Manual Copyrights were discussed, Jim Craig is to check into the copyrights as to its ownership.

Graham Dell will coordinate the Tech sessions for the next National Rally.

Norm HelmKay will copy all correspondence, advertising, from the beginning of UVMCC, he will use his own discretion as to what is pertinent and what is not. A copy to Jim Craig.

By-laws: The committee on streamlining the by laws is canceled to a later date.

Nancy Pratt is to purchase a copy of Joe and Dorrie De Camillis' book: 'The Freeway' for the clubs archives and for loan to the membership.

Marion HelmKay explained the Benham Fund. It was a sum of money put into an account by Ernest Newhouse, he retained the principle, the club got the interest yearly. This Year Ernest Newhouse relinquished the principle to the club, UVMCC. It is now in a CD, the new name is to be: The Ultra Emergency Fund, Moved by Norm HelmKay, seconded by Bob Galli to accept the name change for The Benham Fund. The amount of the fund at the time of the Rally was: \$2,327.30

Norm HelmKay is checking into cost and how to register UVMCC as Ultra Van.org, he will report at a later date

Pete Schuler asked about the feasibility of advertising in Hemmings Motor News. The President asked Pete to run 2 separate ad in Hemmings, the President will provide him with an ad sheet. Pete is to send the President a draft copy of the ad. He is to be reimbursed from the Treasurer.

It was moved by Marion HelmKay and seconded by Ruth Harvey we adjourn the meeting. The meeting was adjourned at 10:45 AM.

Respectfully submitted: Diane Galli, Secretary

National Rally General Meeting

Meeting was opened by Pres. Jim Craig, at 10:15 AM, Sept., 23, 2000.

The minutes of the last meeting were read and approved as read.

Treasurer's report was read: \$1,164.86 cash on hand, \$2000 in a CD to mature in November, 2000., total, \$3,164.86. Treasurer's report approved.

Marion HelmKay explained to the membership what the Benham fund is/was, and told about Ernest Newhouse starting the fund with his own money, and we had the interest, he retained the principle. This last year he released the principle to the club, in effect donating it to us as an emergency fund, a Legal Emergency Fund. That money is now in a CD, \$2,327.30.

Pat Fitzgerald won the 50/50 drawing of, \$78.50. A like amount went to the General Fund.

Wagon Master Report: Clyde Stanton Wagon Master:
25 Ultra's, 5 other brands, 3 cars.

Sheriffs Report: Don Richard's Sheriff:
\$1.50 was taken in from Miscreants who didn't wear their badges.

New Officers were to pick up a copy of the By Laws and read their job descriptions.

Norm HelmKay noted that some addresses and phone Numbers were incorrect in the new directory, due to the Treasurer not being told of changes.

New Business:

Clyde Stanton received his 100,000 mile plaque.

Pat Fitzgerald moved that the transfer of funds from the Benham Fund to the club be in the by laws. Wording at the discretion of the president. wording to set forth what an emergency is, how the funds can be spent.

Graham Dell thought the motion should not be in the by-laws but be discretionary to board as to what is an emergency. Pat Fitzgerald's motion failed.

New officers:

President: Jim Craig
Vice President: Pete Schuler
Secretary: Diane Galli
Treasurer: Marion HelmKay
Newsletter Editor: Jim Howell

New directors:

East: Nancy Pratt
West: Richard Finch
Technical Editor: Graham Dell

Western Rallies:

Winter: Jan 17-20, 2001 Hope Church, Phoenix, AZ
Spring: May at Finch's Summer: Summer: July see Gist's and Dell

Eastern Rallies:

Spring Rally: March 20th-24th, 2001
Summer Rally: Rally Around Lake Ontario, 8 days and 8 nights
Hosts: Pratts and HelmKays

Next National Rally: Pioneer Village, Minden, Nebraska

Hosts: Richard and Gayle Finch
When: September 10-16, 2001

The Ernie Award was announced at the Banquet: Jim Howell was the winner of the award this year.

Pat Fitzgerald moved and Pete Schuler seconded to adjourn the meeting

Respectively Submitted, Diane Galli, Secretary

Regional Rallies for the Year 2001!

SPRING EASTERN RALLY

Airstream Park
Christmas, Florida
March 20th - 24th, 2001

Hosts:

Ruth & Gordon Harvey
Clyde & Kaye Stanton

\$11.10 per nite 2 persons.
Pot Luck, Tech Sessions, Crafts, Fellowship
Details in FLYER next newsletter.

Spring Fling in the South

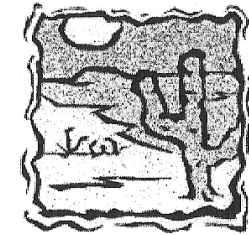
April 20th - 22nd, 2001

Hosts:

Dennis and Linda Radford
Jean McMasters

Spring get-to-gather in the Out back of **South Carolina**. Come early - Stay late. Dust the cobwebs off the UV and cruise on over to the outback of **Hopkins**, South Carolina, for some good old Southern fun and hospitality. Location is on five acres of wooded pasture with plenty of cozy places to park. Heated hottub and pool for the young at heart. Bring an empty holding tank. There will be no hookups although fresh water is available (well). There will be a small fee charged for the BBQ Dinner (South Carolina Style). A detailed map will also be provided.

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
Nohia Suckow (602) 841-0911
Theresa Vandersteeg (623) 977-4358
Ed & Jane Harrison (623) 974-6373
Jerry & Pat Zeaman (623) 847-5349

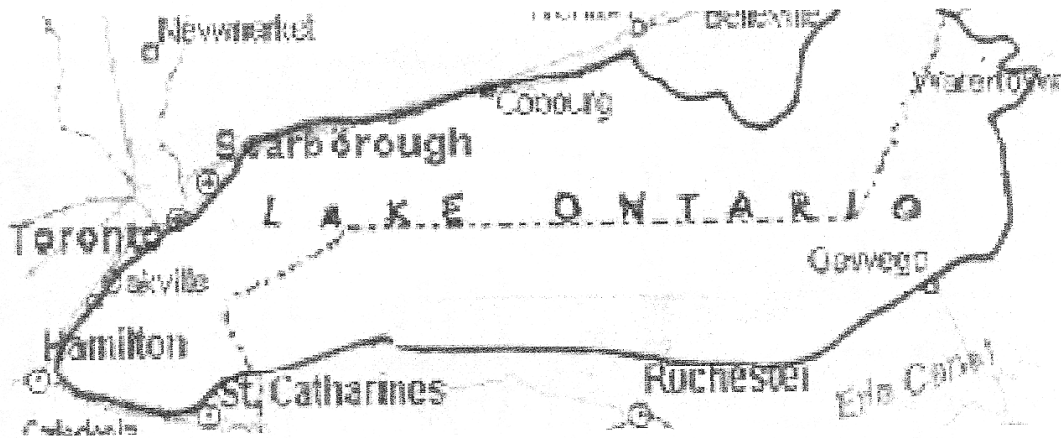
Costs: \$30.00, plus registration and meals

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





2001 Round Lake Ontario Rally

Hosts: Nancy & Doug Pratt Marion & Norm Helmkey

Does this sound like fun? We are planning is an eight day tour of 500 miles around Lake Ontario, four days in New York, four days in Ontario. June 17 to 24, 2001.

Here are a few things we may do along New York's Seaway Trail: tour the Naval & Servicemen's Park in Buffalo; visit historic Lewiston – proclaimed by President Carter as the most historic square mile of the US; purchase fresh strawberries in Waterport; visit Rochester's George Eastman House – the world's premier museum of photography & motion pictures; a must-stop at the Heluva Good Cheese Country Store in Sodus; visit the Sodus Bay Lighthouse Museum, see part of the NYS Canal System at Oswego, visit the Seaway Trail Discovery Center in Sackets Harbor; & tour Boldt Castle in the Thousand Islands. For those of you with Internet access, check out [http://www.seawaytrail.com](#) for more spots of interest.

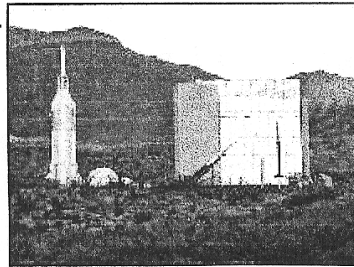
In Ontario we will continue our tour of the Thousand Islands in the St. Lawrence River, and may visit the Canadian Army Communications Museum, Fort Henry or the home of Canada's George Washington (Sir John A. McDonald) in Kingston, Ontario. Cruise along the Loyalist Parkway (antique shops), cross the Bay of Quinte on a free car ferry, see the mysterious Lake on the Mountain (no river in and 165 feet above Lake Ontario). Tour a rope factory in Deseronto, visit the Royal Canadian Air Force Museum and Trent Waterway Locks in Trenton. See a working nuclear power plant, visit the Royal Botanical Gardens. Watch the boats go through the Welland Canal to by-pass Niagara Falls. Taste wine in the Niagara Peninsula, visit a magnificent Butterfly conservatory then see Niagara Falls and drive the Niagara Parkway.

You can join or leave any time you want. Part of your tour packet will have detailed maps. If this is your kind of tour, sign-up by sending a \$10 registration fee to Nancy Pratt, RR#3, Box 31, Columbia Cross Roads, PA 16914.

In return, in early May, you will receive a packet with maps and the suggested campsites for each of the nights of the tour. This is a pre-registered tour only.

A check of some of the campgrounds on the Canadian side has the 2001 rates at \$14 to \$20 US a day or \$20 to \$30 Canadian dollars. Current exchange, \$1US dollar is worth \$1.50 Canadian or 65 cent US is \$1 Canadian.

**The
Space Center**
Alamogordo, NM



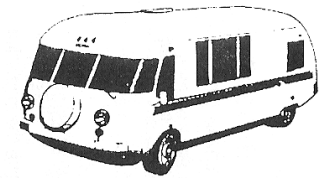
"SPACE ODDESY 2001"
at TULAROSA,
NEW MEXICO!
April 25, 26, 27, 28, 29, 2001

Visit the Space Center Museum
Optional tourist sites to visit:

- * White Sands National Monument
- * Historical Register Village
- * Wine Tasting
- * Mescalero-Apache Indian
Reservation & Casino

stay at the Finch "Spread": dump station,
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for 12 to 16 Ultra Vans . Tech sessions
and crafts sessions or what ever of the
above sites you want to visit.

Richard & Gayle Finch, hosts
1418 Apple Avenue
Tularosa, NM 88352-2006
phone : 1-505-585-8035
fax : 1-505-585-8039
e-mail : finchbird@juno.com



ULTRA MOTOR COACH CLUB, INC.

ULTRA WEEK- 2001
September 10 - 16, 2001

Minden, Nebraska, nearly the
center of the U.S.A, so that every Ultra
Van can easily travel there. Let's have
another great turn out for this event !

- * Visit the Pioneer Museum for one
low rate for as many visits as you
want. Two whole days if you want!
 - * Golfing just 1/4 mile down the road.
 - * Pioneer Airport just 1/2 mile away.
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 - * Motel nearby on grounds.
 - * Full RV hookups just \$15.00 day
 - * Electric & water h.u. \$10.00 day
 - * Dry hookups just \$5.00 day.
- call or write for brochure

Rally Hosts: Richard & Gayle Finch
1418 Apple Avenue
Tularosa, New Mexico 88352-2006
phone: 1-505-585-8035
fax; 1-505-585-8039
e-mail: finchbird@juno.com

Return to Pioneer Village, site of the 1988 Ultra Rally

BEAU'S SHOP TALES (as told by Jim Davis)
(Installation #1)

This is a follow-on to **Beauregarde Moves West**. It is a chronology of what I have done or would like to do to Beau to make him roadworthy. I was not sure how to organize this article, so I did it by subject, starting at the front and working backward.

FRONT EXTERIOR:

I have always enjoyed the abundant flow-through ventilation available in Corvairs especially the FC's. I noticed on 600 series Ultra Vans there are two fresh air vents near the headlights. As I had previously removed the front interior paneling in order to remove the insulation and attendant 10 years of squirrel nest and nut caches, it seemed a good time to add the vents. I called Jim Craig, and a week later I had the vents in hand, lacking installation instructions. I located them just above the front bulkhead, as far outboard as the headlights and body supports allow. I fashioned transition ducting from 29 ga. aluminum. It took about four trial fits per side to get the dimensions right. Because of some bowing of the interior panels, each side is a different depth. The fronts of the ducts are siliconed to the exterior skin and the interior are held in-place with two small sheet metal screws. The interior was finished off with two residential house heater, diffuser grills. On replacing the interior paneling, I discovered the left vent was in the place previously occupied by the 110 volt duplex outlet. It was easy to move the outlet four inches to the right by cutting a new hole. Lastly, the water bag for the windshield needed to be moved 10 inches to the right.

FRONT ELECTRICAL:

I have found that there are never enough unused wires running from the front to the back of any vehicle. When I decided to cut the side exterior and pull a new front to rear brake line, I also added an 8 ga main load wire (fused with a 50 amp plug-in load center fuse), 7-16 ga. wires (house thermostat cable), 2-14 ga. single wires, and 4-22 ga. wires (intercom wire). The smaller wires are for gauges and switches: the main load is for lights, horns, and inverter. I installed a double headlight relay (J.C. Whitney) and powered it from the load wire. The relay' sense is from the dimmer switch (it is easier to get to than the headlight switch).

The headlights are **Sylvania XV's** and boy, do they make a difference. A branch of that wire also goes to the main harness to ease the load on the #70 wire. I made a small auxiliary instrument pod to go to the left of the stock instrument panel containing the engine oil/transmission temperature gauge, oil pressure gauge, and cylinder head temperature gauge. I wish there was room for a voltmeter in the pod; but alas, there is room for only three faces and two switches (left/right cyl. head & oil/trans temp.) I will search for another suitable location.

ELECTRICAL - 110 VOLT:

The wiring checked out, so the only change was to install GFCI. I first thought about installing a GFCI circuit breaker in the entrance box, but when I found the breaker cost was \$216, I went with individual GFCIs. The three front boxes of Beau are ganged to the bookcase outlet, so only 3 boxes are really needed, bookcase, closet, and battery charger. There was an interior type duplex outlet mounted behind the refrigerator access panel. I changed it from an interior box with no weather cover to a covered, exterior type outlet.

ELECTRICAL - Side Marker and Clearance Lights:

Out of the 10 running/clearance lights, one worked, the left rear. The front and rear trio of running light brackets were rusted beyond repair. Some searching revealed that Auto Zone carried the original 'beehive' style lights in red, blue, amber, and white. While they were individual mounts, I thought I could fashion some sort of fitting. I bent some 26 ga. aluminum sheet into 15 inch long brackets and used two SS screws to attach each 'beehive lights' to the 15 x 2 inch brackets. Everything was painted in chrome lacquer (VHT brand). Installation of the running light bar in the rear was with rivet-nuts with SS machine screws and in the front I used thread-certs and SS machine screws.

As the original, front ground could not be found, I drilled a 1/4 inch hole in the fiberglass and fished a ground wire from the front, right side clearance light. I found the original type aluminum base, teardrop side marker lights at my RV dealer. Now I had 9 out of 10 lights working. The right rear was the only remaining problem. After an hour of fishing and figuring I decided to remove the interior paneling (not an easy task). The light pigtail had come unplugged from the power lead. I plugged it back in and taped it securely together.

Beau's Page (continued)

THROTTLE:

Where to start. I had to splice the original wire to make it to Kentucky. While the floor was out to replace the brake lines and remove yet another cash of nuts and squirrel beading, I removed the throttle cross shaft and fashioned a double mount for the accelerator pedal link, so it wouldn't twist or walk. In the Air Force we used aircraft throttle cables made by the Telleflex Corporation, and as luck would have it I have a friend who still works for them.

He referred me to their marine division as mil spec cables were way out of my price range. Armed with a part number, I went to a local marine hardware dealer and purchased a type 3300 -16 control cable. They are used on most stern drive boats. The ends are threaded with 10-32 threads which just happen to be the size of the Corvair carburetor linkage fittings. I drilled out the wire hole in Beau's throttle cross shaft and clipped the throttle fitting to the cross shaft with a throttle rod clip. I anchored the cable at the floor bulkhead with two 3/8 to 1/2 inch hose clamps (one on each side). In the rear, I drilled and tapped a 7/16 bolt for the cable fitting and used a nylon lock nut on the other side of the transmission lever. There is a sheet metal locating clamp (held on by the left front transmission oil pan bolt) that locates the cable along the transmission oil pan. The cable is about 6 inches too long, so it makes a gradual bend to the left side to take up the slack.

FRONT SUSPENSION:

No modifications here. Just drill the recommended #45 grease holes and shoot grease in. The front shocks and springs appear good. I will change out the front shocks this winter to be on the safe side. I intend to experiment with some more front caster. Corvair automobiles and FC's respond well to about double the recommended caster. I am searching for a replacement for the bell cranks and the lower 'A' arm.

BRAKES:

See Beauregard Moves West, May 2000. All brake lines have been replaced including the flex lines (hoses). The Source supplied the braided stainless steel flex lines. The master cylinder remains the original. Another winter project?

TANKS:

Well, I thought the gas tank was fixed; (see Beauregard Moves West, May 2000) not so. When I was working on the throttle cable, I noticed I had several pin hole seeps in the tank. The goo in the bottom of the tank had kept them from showing before. I removed the tank (it is a lot easier the second time, especially on a smooth concrete floor), aired it out good and flushed it with acetone.

I treated with Dupont's 226S aluminum conversion coating and lined it with Kreem. It seems to be working well. The water tank has no leaks and no smells. The final tank was a mess. The bottom drain was corroded off and the fill fitting had leaked, corroding out the side of the tank. I made a bottom patch containing a 1.5 inch plastic, knife valve drain for the bottom (replacing the original hose drain fitting) and a patch for the side using a plastic, through-hull boat fitting.

Folks, if you don't have the word - brass, bronze, or copper should never come in contact with aluminum unless there is an electrolytic barrier in place. The entire tank was then coated with two layers of woven glass bn epoxy. The gray water tank was in better shape. There was some corrosion on the inlet fitting, so to be on the safe side it was replaced with the same plastic through-hull fitting used on the black water tank.

All the rubber hoses were replaced with 5/8 inch hose (Swan's Soft & Supple) and new clamps and brass or plastic fittings (brass into plastic; plastic into aluminum)

(editor: We have installment #2 in the January issue of **The Ultra Sounder**, don't miss it!)



What's the deal?

by Dr. Jim Rogers

What's the deal? I'm always going after these forlorn Corvairs. Now I'm purchasing a motor home -- from Florida! Why can't I just enjoy new cars like the other docs around here?

Such is the all too common reaction to Moby #269. I saw its uniqueness immediately. Few Ultra Vans have a walkout back door. The altered roof line increases internal storage space dramatically.

Former owner Steve and his family, great hosts, had outgrown #269. A 32 foot water-pumper was to replace this motor home. I visited with Steve and his father, Dick Granger (well known to this group), to find out that Dick had sold his walkout Ultra Van just a few years earlier due to health challenges. The visit culminated with discussions of what might be in store for #269.

The interior, still original, was dark faux wood and orange shag. A side compartment housed a massive Onan generator that filled much of the coat closet. The roof A/C cooled the entire living quarters on low. Many good features -- but in order to drive this motor home on longer trips, I felt compelled to lighten and brighten the load.

My wife helped me tackle the cosmetics, going for less total front overhead bin space, all weather wear carpet and mixed-to-match latex paint -- two-to-six coats throughout.

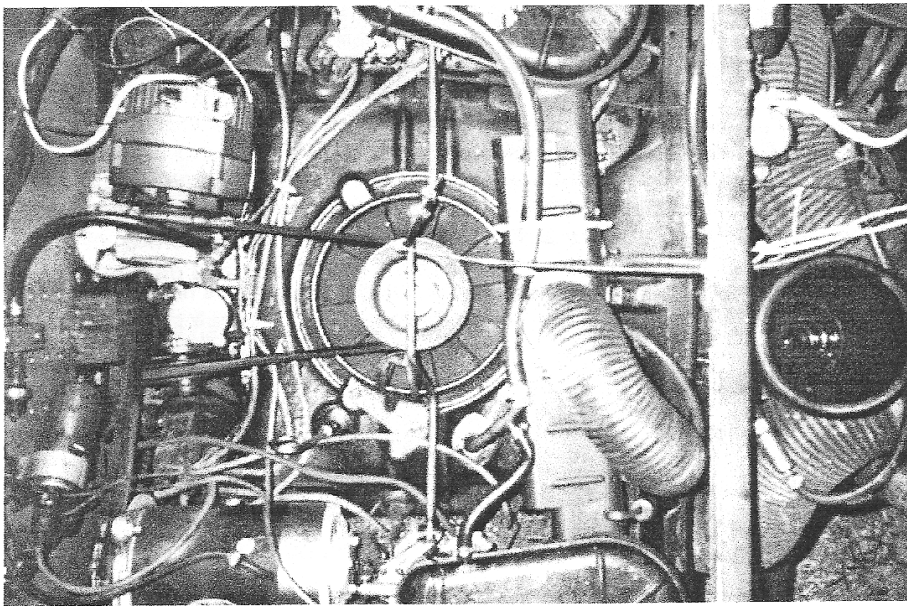
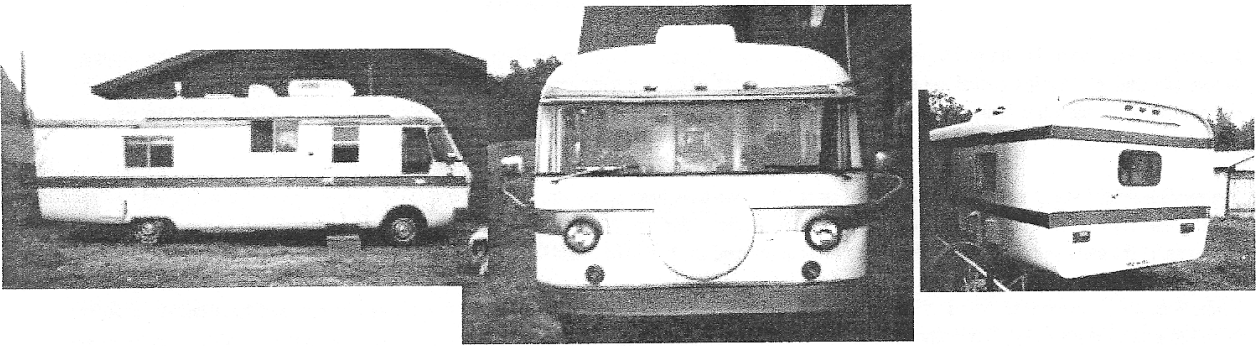
The engine needed cleaning, as well as, a new harmonic balancer. I wondered if anyone made a 110-volt generator that might fit over the right bank of cylinders. Thus, the engine could be my generator, reducing total weight while optimizing space and performance. Fabco produces 3500 watt and a 4500 watt generators with matching voltage regulator. I chose the 3500 watt version with regulator, about \$600.00.

With the hardware mounted, I matched up the pulleys using a Corvair reverse blade fan. Wiring was relatively simple with the electrical output located in the closet to keep the wires short. I fabricated a 'fast-idle' bracket with its cable also located in the closet. My initial test produced no voltage. After a little technical phone assistance from Fabco we realized the generator was polarized during testing -- a simple matter to reverse the polarity.

To test I set the idle on #269 to 1800 RPM (to achieve 110 volts), turned on the A/C to cooled the coach and the coffee was ready in about 5 minutes. Works great in rest areas too!

The one A/C dilemma I encountered was what to do while motoring through town and standing at the traffic lights. The RPM's were simply too low at stoplights. Solution: a remote-controlled switch that handles 10 amps easily. I simply use the remote to shut off the AC at the traffic light. I've thought about installing a 110 volt battery pack to handle the load while idling below 1800 RPM, but that's a question for the electrical experts.

To date we've traveled from Florida to Oklahoma City, Dallas, through various parts of Arkansas, and to the National Rally in Amana. Ultra Van #269 is built for the road!



Editor's Notes:
 As you can see
 the interior is new.
 White interior with
 Burgundy/Hunter
 Green Cabinets & Carpet.
 The picture at left
 shows the Generator
 Mounted in the engine
 Compartment.
 See Ad in For Sale
 Section.

Mud, Mud, Mud! by Norm Helmkey

As many of you know, in the week preceding Columbus Day (Canada's Thanksgiving Day), we go to Hershey, Pennsylvania for the Antique Automobile Club of America annual fall car show and swap meet. This is a huge antique car flea market with over 10,000 vendor spaces. We rushed back from the Ultra Rally in Iowa with just two days to spare before leaving for Hershey. This year was my 33rd consecutive visit to Hershey, 32nd time with a vending space and the 14th year we have had one of our Ultra Vans at the show.

The vending fields have the names of colours and since 1989, we have been on the Green Field. Over the last eleven years it often rained heavily and the Hershey Park Estates poured thousands of tons of crushed stone into the field to make it so the flea market traffic could move in and out. Of course, in the early years, lots of vendors were stuck in the mud and had to be pulled out.

Earlier this year, we received notice of changes that Hershey Park was making. The Green Field was to disappear and the vendors would be moved to a new Yellow Field. The White and Chocolate Fields would be unchanged.

Marion and I arrived at Hershey on Monday afternoon to check out the move to the Yellow Field and to figure out how to get into the field the easiest way on Tuesday at noon (the first time vendors could setup). We then drove down to the Corvair Ranch in Gettysburg where we camped on Monday night.

When we arrived on Tuesday morning, it was easy to see the whole move was an unnecessary fiasco. No construction had begun in the old Green Field. It was untouched and could easily have been used again this year. The new Yellow Field was not laid out until just the week before Hershey. This Yellow Field was in a river flood plain and no traffic had ever been over it, except possibly for a farmer years ago.

As soon as we saw the Yellow Field we knew it would be a disaster if there was any rain. The field was on the side of a hill sloping down to a creek to the north. The vendor spaces were smaller than advertised being 9.5 feet wide by 28 feet long instead of the 10 x 30 we normally have. This caused all kinds of problems between adjacent vendors who have 10 foot wide tents and 30 foot long motorhomes.

When the rain came, the whole field (which had been fallow grass for years) became a quagmire, and many vendors never even got on the field for the whole show. Hershey Park had big tractors going full time pulling trucks both in and out of the field. On Wednesday night, a man fell in the mud and broke his leg. There was no EMS vehicle that could navigate the field so the injured guy was lifted into the back of an SUV to be taken to the hospital.

Hundreds of loads of crushed stone were poured on the main road at the bottom of the hill, but this was soon swallowed up in the mud. By Friday noon, many vendors had packed up and left.

Saturday morning turned out to be a beautiful sunny cool day and a wind that had picked up overnight dried much of the surface mud, but the underneath was still a muddy trap. None of the vendors that had left on Friday were allowed back in and along the main road, spectators lined up to cheer those leaving through the muddy ruts.

Those trying to leave were held at a starting line at the west end and when the vehicle ahead cleared the ruts, a green flag was waved to tell the next driver to GO. As the vehicle came through, if it bounced appropriately through the mud, the spectators held up cardboard signs with a 10, 9, or some lower number, just like judges at the Olympics. Trust old car nuts to make a good time out of adversity.

Over in the stadium parking lot, nearly 2,000 antique cars were gathering for the judging show and the vendors in the White and Chocolate Fields were unaware of the slippery disaster taking place in the Yellow Field less than a half mile away.

There were two other Ultra vans on the Yellow Field (Doug Hull #239 and Bob Cole #555). I believe Bob Cole and I have both had our Ultra Vans to Hershey for the last 14 years. There is always another Ultra Van there that belongs to Bill Bikle #455, but he has never joined the club.

Without a doubt, this was the worst Hershey I have attended in 33 years and by Saturday afternoon nearly all the vendors on the Yellow Field had left. We had made arrangements with Bob and Anne Cole to run north on I-81 together as far as Binghamton, NY so in the early afternoon, we eased our Ultra Vans through the muddy ruts out to the interstate.

Well, by next year, we will have forgotten the mud and be looking forward to a trip back to Hershey. Luckily, the Ultra National in Minden, Nebraska is in early in September, so we will have lots of time to get ready for Hershey.

One final note, our vending space is one of 13 in a row that friends have assembled together over the years. In a conversation, a friend remarked; It seems to rain every year Marion comes to Hershey. Our friends are now considering taking a collection to send Marion on a trip at Hershey time, so she wont be there to bring the rain and mud hex.

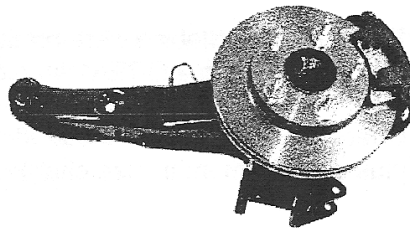
TECH TIP NO. 00-31
UV MANUAL SECTION 11

SUBJECT Disc Brakes (rear)
AUTHOR Jim Craig #604

Corvair parts supplier, Corvair Underground, now has a disk brake conversion for Corvair Ultra Vans that use the 1965-69 type trailing arm assy.

Kit "A" includes a remachined trailing arm, disc brake caliper, brake line, special backing plate and rotor. You supply the rear wheel bearing assembly, which needs to have the od-of-spindle hub turned. The cost is \$599.00 plus a core charge of \$60.00 for the trailing arm.

Kit "B" (\$639.00) includes a turned rear-bearing spindle and Kit "C" (\$785.00) includes a completely rebuilt and modified rear wheel bearing assy and new trailing arm bushings installed.



Complete details at or call 1-800-825-8247

TECH TIP NO. 00-32
UV MANUAL SECTION 11

SUBJECT Disc Brakes Front
AUTHOR Jim Craig #604

Front brakes on Corvair and V8 Ultra Vans can be converted to disc brakes.

You will need the front disc brake assys from a 1970-2 Chevy Nova available at your local salvage yard for about \$150.00 if you take them off the donor yourself. You will want to get the calipers, rotors, lug nuts, hub assy, backing plates, brake hoses and assorted nuts, bolts as necessary.

Recondition the calipers with new seal kits, have the rotors turned and stone ground for a smooth finish (no lathe tool marks allowed). Remove, clean & inspect the bearings and seals, replace as necessary. Repack the bearings and install in the hub, clean all the parts and paint as necessary.

Remove the front brakes, including brake drums, shoes, backing plate, wheel cylinders, hoses and the hub assembly. Save these for a future garage sale. Install the new caliper holding bracket, align the bracket so you mark the upper boss on how much to cut it off. This will be approximately 1/2 inch or less. No, you can't use a cutting torch! There are some fine threads in that hole that you don't want to damage. The best tool is a cut off wheel. Grind it back until you have a non-binding fit.

Using the hardware that you got with the disc brake assys, install all parts to the Ultra knuckles. Verify that the brake hoses are free and not binding when the wheel assy is turned lock to lock. Install the wheel and verify that it doesn't touch the calipers. Check this as you tighten down the lug nuts. If it does contact the calipers you will have to locate another set of wheels that will provide clearance. Remember the donor Nova? Fill the brake master cylinder and bleed.

These new brakes will work with your old single master cylinder but why not install that dual cylinder that you have always wanted? "Just do it."

TECH TIP NO. 00-33
UV MANUAL SECTION 17

SUBJECT Pocket Email
AUTHOR Jim Craig #604

This is the neatest Email tool. It measures approx 3x6x1 and fits in your shirt pocket. Some of you may have seen mine at the Amana Rally. You can type up to 4000 words per email, send it over any telephone, pay phone or private, and even some cell phones.

The way it works is that you type your email, push "done", pick up your phone, and dial the 800 number for Pocketmail. When a connection is made, place the pocket-mail to the receiver and mouthpiece, push the button and your email or fax is sent and incoming emails received.

For the month that we were on the road, I used it every day to get in touch with family and friends. It is a GREAT little device.

Check it out in your computer store or Camping World catalogue. It sells for \$139.00 plus a \$9.95 monthly use charge.

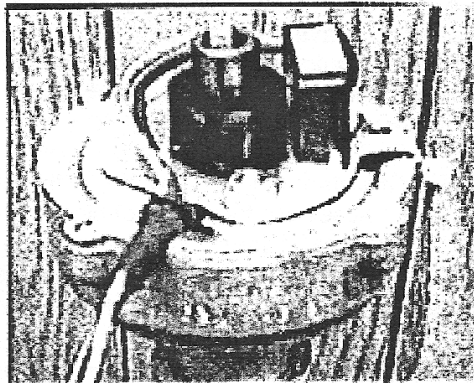
TECH TIP NO. 00-34
UV MANUAL SECTION 15

SUBJECT Ignition
AUTHOR Jim Craig #604

A product that makes converting from points to a fully electronic distributor an easy and bulletproof task is the Pertronix ignitor. It is available for both Corvair engines and Chevrolet 307 & 350 V8s.

The ignitor replaces the points, condenser, point plate and primary wire. There are no rubbing parts or contact points to wear. Once installed, there are no adjustments or maintenance to be done.

You will notice quicker starting, especially if you install new spark plug wires, a hotter coil and new plugs.



Coaches For Sale

1967 Ultra Van #269, 110 HP, PowerGlide, Burgundy/Hunter Green cabinets and carpet on White interior. New matching plaid seat upholstery, bedding covers, front curtain, side blinds and shades. Straight body, good paint, no dents, Fridge, 3500 Watt Fabco generator, Roof Air, Microwave, Television. Used as model for motion picture **My Girl**. See article in this issue. \$12,500.00 Contact **Jim Rogers** (870) 389-6287, docuome@webtv.net

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 #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.

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 ingition 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

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

Vair automatic Trans., complete Overhaul kit - \$95.00 each

Vair automatic Trans., gasket and O-ring kit - \$40.00 each

Vair automatic trans., pan gasket - \$5.00 each

New orig. red Ultra tail light lens - \$24.00 each

New (not orig.) tail light lens (requires drilling) \$10.00 ea.

New 110hp overhaul gasket kit. \$89.95

Nameplatees, Ultra Van, 1pr., \$19.95/ Travalon, 1pr, \$19.95

Springs, return, for main door latch, 1 pair reqd. \$3.00

Manual, Ryerson Ultra Repair & Service, \$55.00 each ppd.

Adapter, for Thermister temp sender. \$12.95 each

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 ***

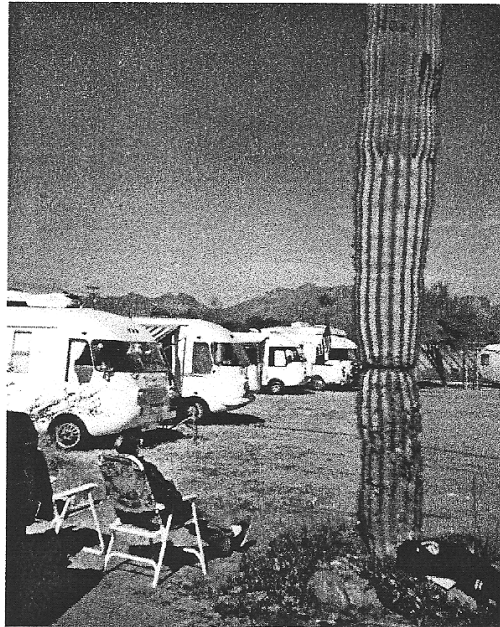
Wanted:

I am getting ready to modify (per the "manual") a new batch of the large steering l/h bellcranks for the Ultra Van. If you have a spare bellcrank that you would want to sale (The late series type, with the 1/2" pivot hole), I am offering a \$35 . credit on a new l/h bellcrank or \$ 40. for the l/r set. (I will not accept any bellcrank that has been broken and repaired by welding). Sorry. If you are not interested in purchasing a upgraded bellcrank set, then the price is \$40 .for the l/r set or \$35. for the l/h only. **Jim Craig, #604,(760)366-9104 or jrcraig1@Juno.com**

UVMCC

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

First Class



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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!