

March 2001

Volume 35 Issue 2



## A View Thru The Windshield

By: President Jim Craig March 2001

**Rallies:** Three great rallies are scheduled for March and April. It is time to clean and service the Ultra Van and attend these events. Review the club calendar for details of the **March 20-24th.** & **April 20-22nd** for those of you in the **East.** Then **April 25-29th** for those of you in the **West.** The **June 17-24th 'Round the Lake Ontario Rally'**, really sounds like a fun trip. Eight days, WOW! Marlene & I are really envious of you all that plan to be a part of this event.

The **July 5-9th Rally in Kent, Washington** is going to be another GREAT event. This will be held at a local auto museum and during the event the Corsa Northwest Orphan Car Show will be held on the same location. It should be a wonderful opportunity to see some unique little cars.

**On The Road:** It seems like our #604 has not cooled off since the first of the year. We attended the January Rally in Phoenix, which had a very small turnout, but we really enjoyed ourselves. (See the Rally report in this issue.)

We did have an exciting time one morning with one of the Ultras that had an engine fire after pulling back in camp from just filling the propane tank. (No it was not the fuel pump.) A rubber hose that the previous owner had installed became deteriorated and it started leaking fuel into the lower skid plate, which had no drain holes in it. (There is a previous Tech Tip on the skid plate, just for that purpose.) Anyway, you can imagine the flames from a good 1/2 in deep pool of gasoline. It was big enough that flames were coming out the center joint of the engine doors. I did not see it, but Dan Reinhardt and Ed Harrison got it put out with a small Halon bottle and my big 5 pounder, by shooting it thru the r/h engine air intake door.

Dan says he is sure that without the Halon it would have been doubtful if he could have knocked it down. Everything was repaired and it was later driven to Joshua Tree for additional work. It was the opinion of the three men there, that a single small two (2) pound dry extinguisher would not have saved the Ultra.

**Note:** The engine doors were NEVER opened until the fire was out!

After the Phoenix rally we spent the next week with the Harrison's at their place in Youngstown. While there Ed and I got his long time Corvair Rampside project running and driveable.

The next week we spent in San Luis, Mexico with them. We then headed home for some catch up time.

In February we joined six couples of our local Corvair group and spent 4 days at the Slabs burning up a lot of fire wood and enjoying some good pot lucks prepared by the girls. I can hear you now, What the heck is the Slabs? The 'Slabs' is the location of a WW 2 Army base where only the concrete slabs and a very large swimming pool remains. It is located 3 miles east of Niland, California. The desert is level in the area and you can park wherever you like. It is a free dry camp area. Mark this on your map for a wintertime place to visit, with all the other Snowbirds.

Next we cruised #604 down to beautiful San Diego. There we had a pleasant time visiting with our daughter and family. On the morning we left, we met Ultra members Donaldson's and the Polis's for breakfast and had a time to Reminisce about previous rallies and the good old times. They pass their best greetings to all their Ultra Friends.

**New Tech Tip Booklet:** Norm Helmkay has recently typed and printed the 1991-2000 tech tips into a very nice booklet form. Marion also helped in proof reading and other aspects to bring it to the print stage. They are now available from them and also from the Merchandize Chairpersons. This was a tremendous job of typing and organizing. The booklet has a heavy, blue dust cover, with many drawing and sketches inside for many of the tech tips. Only a set amount was printed in this first offering, so get your order in now.

Thanks, Norm & Marion for a SUPER job.

(President's report continued on page 2!)

**Featured Coach:** #286 owned by Walt Davison

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

(A View Thru the Windshield - cont.)

**Spare Ultra Parts:** Where are they? Who has them? What spares do they have? The majority of people do not think of having spares until a part fails and then they needed it yesterday. Only a few of you know that at this moment there are only a limited amount of 'Original Ultra Spares' available. Two Ultra members in the West are the only ones that have Ultra spares and they are:

**Ed Gurr #529**, 7100 Hites Cove Rd., Mariposa, CA 95338, (209) 742-7469

**Jim Craig #604**, 7011 Sunny Vista Rd., Joshua Tree, CA 92252, (760) 366-9104

The two persons noted above have all of the Ultra spares that were previously held by Mr. Dave Peterson. Ed has mostly structural parts. Jim has some structural parts and a variety of miscellaneous assortment of other parts. (See current advertisements)

**Clean Up Time:** I have orders from the 'Boss' to start getting rid of a lot of the hobby parts, so if there is no interest in the near future of these items, a lot of it will be disappearing to a new home. In addition I am cutting up two Ultras that have extensive damage starting this spring. Many good parts are still on them. I know shipping big items is expensive, but it can be done.

**Keeping Wired:** Welcome to many of you for joining the rest of us on the 'Ultra Van One List. In my January 2001 article I noted how to get on this list if you had a computer and I pleased to report that a number of our members did. The great thing about this is, you can post a question, 'on line', and receive many answers from the other 'One List' members. Sometimes this continues for days on one subject. There are a lot of experienced members that are ready and willing to share their valuable data with you. So, if this sounds like something you would want to get involved in, refer to the bottom paragraph of my Jan. 2001 report.

**Officers & Directors:** At this years National Rally ( In Sept.) the complete lineup of Officers will be up for reelection or election. In addition, one each new Director will be elected from the East and West. My two-year term will expire at the National and I do not plan to run for another two-year term. It is important for all of us at the upcoming rallies to give this some thought and ask some of our fellow members if they would like to serve one of the offices. I will assign two nominating Chairmen soon to advise me who will be the nominees in their area.

See ya on the Road.

## NEW TECH-TIP BOOK

In 1992, the club published a 210 page book of all the tech tips submitted in the first 25 years of club (1966 to 1990). There was an average of 16 tips a year. Over the ten years from 1991 to 2000, members submitted 270 tips or 27 each year.

The club has now published a 190 page covering 1991 to 2000. This latest club publication also has a complete index of all 669 tips, so you can find a tip by Date, Ryerson Manual Section or Tech-Tip Book page number.

Either Tech Tip book is available for \$15 ea. Postpaid, or \$13 at a rally.

A combination of both books 1 & 2 are available for \$25 postpaid, or \$23 at a rally.

Contact your Region Merchandise Chairperson or send your check to:

Marion Helmkey  
73 Sargent Street  
Haines City, FL 33844

Send a **separate** check for tech tips, so it will not be confused as dues and specify which book(s) you want.

## The Harvey's 2000 Summer Vacation

On May 1st Harv installed airbags on 518 for a smoother ride. Then we installed a new mattress, awning, and a paint job. This made ole 518 a real beauty!!! Even put a bunny on the spare tire. That caused a lot of questions. So we said it keeps going and going.



We finally left Florida for our vacation. First stop was our SUMMER rally in Milton, WV. Had a good rally, but it did rain some everyday, but not enough to be a bother. On the 18th of June we had a big thunderstorm that blew our new awning up over the roof of the ultra and made a hole someplace that made a leak in our bedroom. Finally got that taken care of. We are all well, TC and George, our two cats who travel with us, were both fine on our trip. Our next stop is to some friends in Ohio for Harv to fix leaking air bag. Harv cracked a rib so the next stop was to our good friends the Stanton's in Michigan. They had planned a fishing trip so we house sat for them and Harv rested to get his ribs healed. We stayed 3 weeks and felt as if we would wear out our welcome. But, Stanton's never quit. They made us welcome.



Left the Stanton's to begin our TOURISTOR vacation. We started to tour the upper pennsular of Michigan. Or the UP as the natives call it. We stopped at every tourist attraction and there are a lot of them. This is where our bunny on the tire came into all of our conversations. So we just said it keeps going and going, our Ultra makes a hit wherever we stopped. We spent 3 days in the National Park in Parkdale, Mi. It was a nice place to rest and gather a little reserve strength to go on. I picked blueberrys and walked around the park to see the beautiful trees. AS I'm a country girl I sure did enjoy it.

Next we drove around the Platte River and stayed in a

campground there. When the rest of the nation was burning up with the heat we were wearing sweaters and jackets to keep warm. Next we went to the Sleeping Bear Dunes in Macinac, Michigan. This was a sight to see. We went on to Hiawatha National Park for the night. We saw the deer and bears, took the Toonerville trolley ride and went for a boat trip to see the painted rocks. This was nice to see and a beautiful ride. It took most of the day, but it was worth it. We stayed at Ft. Wilkins State Park. We saw the fort and in the evening we had three women tell stories about life at the fort and the hardships that they had at that time in the 1800's. Stopped to see the copper mine in Delaware, Mi. Off to Lake EMILY to the state park for the night. Went to the 'Lake of the Clouds' - we saw deer in the river. Off we go to White Pine State Park. It got down to 45 at night, so we had to start our heater. It sure felt good. Off to Wisconsin.

We left White Pine State Park we had to have the heat on again. Next we went to get our groceries for the week. As we got started we noticed we had trouble in the passanger front wheel. So we were going down US 13 at the time and there was a nice rest area. We stopped and took a look at the wheel and discovered it was a ball joint. Well, we were in a nice area and decided to pull the wheel to find out what needed to be done. No need to go into all the trouble we had to get the ball joint, but we had to stay 1 week before we got the right one from Chicago. The state troopers were very nice to us and came each day to see if they could be of any more help. It was nice to have such good help. Also we had all types of folks stop to give us help. It was a good thing I had gone shopping. I only had to make two loaves of bread, the rest we had. The man up above sure was looking out for us.

Finally we got going again, on the way we hit all the good cheese shops and sent some home to the boys. Next we stayed at the Corp of Engineers in Fountain City, Wisc. It was nice to see the boats out fishing and watched the river. Off to the Dells in Wisc. As it was over the labor day we decided to take a campground for three days to be off the road with all the traffic. It was a good move. We were only a little ways from the Dells and it was easy to get to see all the things that one had to see by the boat trips and the river. It was a very nice trip and the weather was nice during the day. At Ridgeway, Wisc. we went to see the house on the rocks. That was interesting. So the holiday was over and we were on the road again. Off

to Biggsville, Ill. to see the Olsons and the Reids and to get our mail. We stayed at Bellevue State Park on the Mississippi River, what a nice park. We stayed 2 days because of the heavy thunder storms we encountered, with trees down and lots of storm damage. We finally got to the Olson's. They took us to Aquawka, Ill. They are building a home for themselves in a pine forest. What a nice place for a Rally!!!!!!

We stayed here till September 17th then off to the National Rally in Amana, Iowa. Had a great time at the rally and left for Cedar Rapids. Was it cold? 48 degrees. This is too cold for us Floridians so off we go to Texas to visit my relatives as it is too early to go back home. We had a nice visit with all the relatives and noticed our windshields were not installed properly. So off we go to Iowa again to get them fixed. Now it is getting real cold and it is October 17th. So we went to the Reids big garage and fixed a little problem with the steering. Got that all fixed and started for home. Of course, we never go straight, we sure make a lot of detours. By this time it is Nov. 1st and it is time to get home for the holiday and cook the turkey. Besides the weather says snow is on the way, we don't need that. Finally got back to Florida on Nov. 17th and we have traveled 14,574 miles since June. We feel we had a good trip and not too much trouble for a 30 year old gal - #518. The Harvey's!

*Keith*



**Arizona Rally.**

Ed and Jane Harrison

We arrived Wednesday January 26th at Hope Church in Glendale. Hobo stew was enjoyed by all. We had registration and coffee time. Those who were there: Dan and Betty Reinhardt, Threasa Vandersteeg, Nobia Suckow, Marlene and Jim Craig, Dave Stoddert, Ed and Jane Harrison, Howard and Marsha Boso joined us for dinner at the GLEndale American Legion Club for fish dinner on Friday evening.

We went to the Glendale Square and had lunch at the Bitsi Mama's and went shopping in the many shops. There were collectables and many fun things to see. We visited the Candy Factory (yum yum). For supper we shared veggies, snacks and desserts.

The big excitement was after Ed and Dan filled Threasa's coach with propane and were parking. The a rubber hose leaked and caught fire. The fellows grabbed the fire extinguishers and put out the fire. We were all grateful that is didn't happen on



the busy street. Because of the quick action repairs were made and it was driveable at the end of the rally.

**Friday:** we went to the Heard Museum. It was excellent with historical Indian artifacts, paintings etc.

**Saturday:** The Men's group from the church service a delicious breakfast and we attended that.

Coffee and snacks in the morning, cards and visiting in the evenings. We bid our farewells and agreed a very good time was had by all.



# NORTHWEST RALLY

Kelson's Auto Museum  
Kent, Washington  
July 5-9, 2001



Hosts:

Forrest Gist & Graham Dell

Advanced registration: \$ 25.00

Includes

Camp fees for coach

Tour of Museum

Corsa Northwest Orphan Car Show

Pot Luck, Tech Sessions, Crafts, Fellowship

More information: email

206-232-1450

## Spring Fling in the South

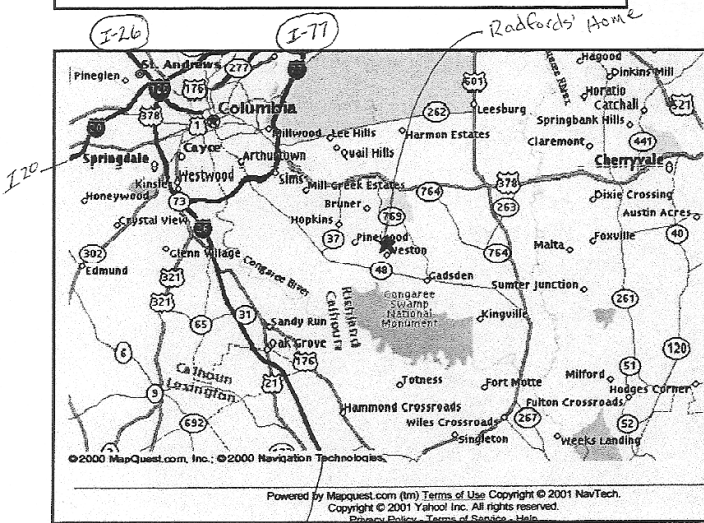
Radford's near Hopkins, SC  
April 20th - 22nd, 2001

**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).

**Directions to the Spring Fling in the South** or better know as the Out Back of South Carolina. Take A Scenic Cruise to Columbia South Carolina, the dogwoods will be in full bloom. At the intersection of I-26 & I-77 go north on I-77 approximately 5 miles, exit at Bluff Road (Highway 48)/Gadsden. It is also the exit for the Congaree Swamp National Monument. Turn right drive (East) approximately 15 miles to Clarkson Rd, turn left on Clarkson. (Right turn takes you to the Congaree Monument) Approximately 1/2 mile you will bear to the right at a Y, you are now on Weston Rd. Approximately 1 mile farther you will cross a set of RR tracks make sure you stop prior to crossing there are no warning lights. Approximately 1/4 mile farther you will arrive at 1339 Weston RD turn left into the lane, you now have only 550 feet left. In case of emergency or Heaven forbid you get lost, to summons the Calvary call **803-776-7583** or **803-776-6007** (Work).

**SEE MAP Below!**



## Changes since 2001 Roster.

### New Members

Forrest & Jeri Bone  
4 High Street  
Bradenton FL 34208  
(941) 748-1483  
f23bone@earthlink.net

Dennis Chapman  
P.O. Box 388  
Hawthorne FL 32640-0388  
(352) 481-2600  
cardchapman@prodigy.net

Miriam B. Crane  
2118 Allenby Rd.  
Germantown TN 38139  
(901) 624-1038  
miriamcrane@aol.com

John & Nancy Higginson  
5341 Las Lomas  
Long Beach CA 90815  
(562) 426-7654  
jhigginson@prodigy.net

Jeff & Susan Lane  
3714 West End  
Nashville, TN 37205  
(615) 383-2028  
jeffspider@home.com

Kurt Longeron 448  
1822 Braman Ave.,  
Fort Myers FL 33901  
aerokurt@hotmail.com

Dan & Claire Laterza 351  
471 Riverview Drive  
Wrightsville PA 17368  
(717) 252-3819  
coolvair@juno.com

Thomas Stingl  
Wiesbadener Str. 18  
76185 Karlsruhe  
GERMANY Europe  
ts@corvair.de

David & Hattie Todd 367  
10 Old Homestead Hwy  
Keene, NH 03431-4429  
(603) 352-6499

### Changes & Updates

Ken & Janet Bell 461  
2535 Dutch Ridge Road  
Guysville, OH 45735  
(740) 662-2403  
kennybell@webtv.net

Clifton Carpenter 371  
10 Hampton Road  
Danville, IL 61832  
(217) 443-3828

Joe & Dori Decamilis 538  
1045 Green Springs Ave  
Birmingham AL 35205  
(205) 324-3995  
dorijoseph@aol.com

Eric Kirven 345  
3585 Cerritos Ave.,  
Long Beach, CA 90807-4715  
(562) 981-0823  
efki@gte.net

Jerry & Marylou Kramer 424  
1869 Union City Road  
Ft. Recovery, OH 45846-9316  
(419) 375-2565  
krammary@hotmail.com

Glenn & Erral Plymate 499A  
651 Stinson Street  
Independence, OR 97351-9605  
(503) 838-6653  
gply@quik.com

Carl & Esther Potter 394  
P.O. Box 66  
Homer, NY 13077  
(607) 794-4134  
cwp6@cornell.edu

Richard & Barbara Reid  
RR1, Box 2  
Biggsville IL 61418  
(309) 527-2825  
bardic@hclil.net

Gary, Frankie & Brian Watkins 466  
3704 Hwy 140  
Catheys Valley, CA 95306  
(209) 742-7936  
pandg@sicrratel.com

Please send all changes to **Marion Helmkey** at [corvair@fan.net](mailto:corvair@fan.net).

## SPACE ODSSEY 2001 RALLY

----- Schedule of Events -----

April 25th - 29th, 2001

SPACE ODSSEY 2001 at Tularosa, New Mexico, April 25 - 29, 2001 Here is a LOOSE schedule of our planned events for the rally here in New Mexico.

**Wednesday:** Ultra Van arrivals and hook ups, pot luck barbecue in the pm.  
**Thursday:** more Ultra Van arrivals, coach inspecting and pot luck in the pm.  
**Friday:** 9:30, drive 13 miles to the Space Center for a tour. Then drive out to White Sands National Monument for the lunch picnic. Then back home.  
**Saturday:** A tour of the 140 year old National Historic Register Village of Tularosa and then lunch at a local restaraunt.  
**Sunday:** Church for those who want to go and then head for home.

Our place is just 30 miles west of Ruidoso, NM where two previous Ultra Van Nationals have been held. We are just across Highway 70 from Basin Lumber Company but if you get lost, call us for directions at (505) 585-8035. We have RV hook-ups for 12 to 16 RVs for water and electrical. A dump station is available on our property. you can even wash your Ultra Van and tinker with it while you are here! We have reports of couples coming from Fremont, CA, Atascadero, CA, Albuquerque, NM and believe it or not, there are 4 Ultra Vans based within 5 miles of us here in Tularosa, NM. We hope you can make it to this rally. It should be very interesting and relaxing. Please call or write to us if you are planning to come.

**Richard and Gayle Finch, Ultra Van S/N 443.**

## ULTRA WEEK -- 2001, Minden , Nebraska

----- Schedule of Events -----

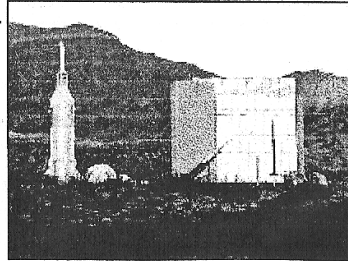
September 10th - 16th, 2001

**Monday:** Early arrivals, registration starting at 5:00pm.  
Get acquainted party around the picnic area  
**Tuesday:** **Morning** (8:45am) coffee & rolls, first visits to the Pioneer Village Museum.  
**Afternoon** (6:00 pm) Pot Luck barbecue dinner around the Ultra Vans  
**Wednesday** **Morning** (8:45am) coffee & rolls, 2nd visits to Pioneer Village Museum.  
**Afternoon** (6:00pm) Pot Luck barbecue around the campsite.  
**Thursday** **Morning** (8:45am) coffee & rolls,(9:45am) Tech sessions and crafts sessions.  
**Noon** (12:30pm) Lunch together at the Pioneer Village  
**Afternoon** (2:00pm) Tech sessions and crafts sessions plus Coach show-n-tell. At 4:00 pm Board of Directors meeting. Pot luck at 6:00pm.  
**Friday:** **Morning** (8:45am) coffee & rolls, then on your own for the morning.  
**Evening** (2:00pm) East and West Meetings.  
**Saturday:** **Morning** (8:45am) coffee & rolls, then more Museum visits.  
**Evening** (6:00pm) Annual banquet and Meeting at the Pioneer Village Restaraunt.  
**Sunday:** **Morning** (8:45am) coffee & rolls & goodbyes said, we depart for home.

It is time for us to let the restaraunt know how many people will be attending the banquet. Please send me your intentions for attending. If you will write , fax, e-mail or call me , I will mail you a full color borchure about Pioneer Village and the RV park there. Gayle and I stopped by there for lunch and a short tour on our way back home from the year 2000 Ultra Van Week at Amana, Iowa last September and we were really impressed with the place.This was the site of the Ultra Van Nationals Week in 1985 (not 1988 as the previous notices have indicated). We are really loking forward to a very relaxing time there and the chance to see more Ultra Van owners and to inspect the improvements that they have made to their units. And if you look up Minden, Nebraska on your map, you will see that it is almost centrally located in the geographical center of the USA. I will send you a free color brochure if you just ask for one.

**Richard and Gayle Finch, Ultra Van S/N 443, Phone (505) 585 - 8035 fax (505) 585-8039**

**The  
Space Center**  
Alamogordo, NM



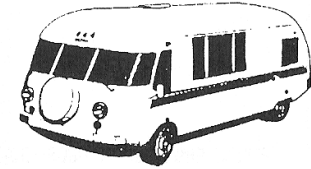
**"SPACE ODDESY 2001"**  
at **TULAROSA,**  
**NEW MEXICO!**  
**April 25, 26, 27, 28, 29, 2001**

**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,  
electrical and water hook ups , parking  
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.
  - \* Historic Minden, NB just 2 blocks.
  - \* 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



# ULTRA POSTSCRIPTS ★★★★★

To all my dear Ultra friends:

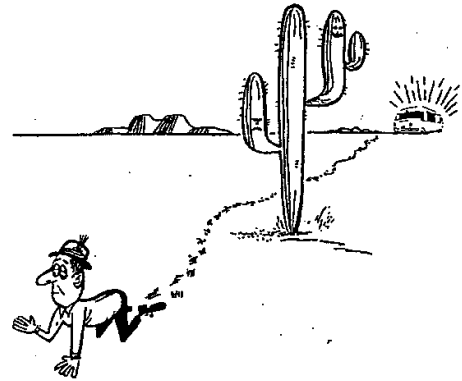
March 2001

Your Motor Coach Corporation is now in it's thirty fifth (35th) year, it's 4th decade. **CONGRATULATIONS!** How time has rushed past each of us. Back in 1966, almost every Coach was shiny and spankin brand new. It surprised me and other members, that so many drivers of these exclusive, roomy, lightweight, all-aluminum motor homes, rushed to join the Club. Maybe I did found and Incorporate the association, but it was YOU and YOU who guided it and made it grow. Out of hundreds of members jumped very talented Presidents and other Officers, who helped to shape it too. EVERY member over these 35-years has our thanks for their participation. **WOW!** What FELLOWSHIPS it built. What lasting FRIENDSHIPS it brought forth. The quality of it's membership is unquestioned. Their INTEGRITY too. Let's CELEBRATE this amazing success at every gathering of ULTRA "Apartments-on-Wheels" all this year.

Thank you for your kind letters, photos, cards, clippings, phone calls, the fine Lifetime Membership Award, the PHOTO of us with our Ultra Van, on the President's page in the September Sounder. All is appreciated so much. I've felt almost unproductive for several months. Could not read, or write, with - left leg above my heart - and the terrible pain of a leg ulcer that would not heal. Finally, visits by trained RNs who came each of 38 days to inject (by drip bottle and a tube, from a high chrome pole) special antibiotics into a wrist vein, healed it. Please accept my gratitude for your "Get Wells" and all your prayers. They helped.

Have you heard this one? A farmer was shaving with a "straight edge" razor - like Barbers use. Accidentally his hand slipped! He cut off his entire NOSE! But, he caught it with his left hand and slapped it back in place. It stuck there and grew. The only problem was, he had slapped it on UP-SIDE DOWN. It worked OK, except every time he sneezed he blew his hat off! His life ended one day when he went out in a rain storm, without umbrella, and drowned to death! **LESSON:** Use ONLY Safety or Electric Razors.

Amazing Facts: Back in November of 1908, there were no cars, no trucks, NO MOTORHOMES, plus no radios, no Television, no airplanes flew the skys; there were no Computers to calculate anything. Dozens of other today's conveniences had not been invented when I entered the world. Horse drawn COVERED WAGONS rumbled across the prairie. They were - the earliest very crude idea of a "House on Wheels" from which Motorhomes developed. The WORLD has come a long ways, baby! Let's spend a few minutes looking back even EARLIER into human existence: Babylon was the ruling world power from 612 to 539 BC (before Christ)....a period of 73 years. Then came Persia, the powerful world Empire that ruled from 539 to 331 BC.... some 208 years. The next dominant world ruler was Greece, from 331 to 168 BC....163 years. Everyone knows that the brutal Roman Empire enjoyed supremacy from 168 BC until 476 AD....when it collapsed. When Rome fell, the world of that day broke up, generally, into many smaller sized Nations. Let's complete this discussion with the fact that our own United States of America, after 225 years, has become the dominant world power. A free and a brave people have made it so. **AMAZING facts!**



**Never travel across the country  
without your COACH!**

Your coach gives you the opportunity to get out into America; it can be your mountain cabin, a house at the beach, your apartment near a park, a lakeside dwelling, a cottage in the forest, or your home in the desert. Consider your Ultra Coach as your INVESTMENT in good AMERICAN living! ENJOY it! USE it!  
**ULTRA MOTOR COACH CLUB, INC.**  
— A NON-PROFIT CORPORATION —

EJN/hl

My love to all; Your ULTRA Friend, Dr. E. J. Newhouse

### Coaches For Sale

**1967 Ultra Van #267**, 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 the November 2000 newsletter. \$10,000.00 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. \$7,700.00 for the Coach or \$9,800.00 for the package which 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**, unique V-8 powered coach with cold A/C. Only 47 built in 1969/70. Features: Corvette rear drivetrain, w/discbrakes. Engine upgraded to a 396 Chevelle. Runs well, needs only minor work. Interior and exterior both in fair condition Asking \$7,000 or best offer. Contact: **Dennis Chapman** (352) 481-2600 e-mail: cardchapman@prodigy.net

**1970 Ultra Van #547**, V8 powered with many upgrades. Needs paint, hence the low price of \$5,800.00. This was Norm Helmkey'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

**New:** Speedometer cables, new, made spec. for the Ultra., 2ea. 90" and 2ea. 87", \$30. ea.

**New:** Billet Alum. fuel pump plug. Installs in place of your old pump after you have installed the electric pump. Polished w/new 'O' rings & bolt. \$19.95ea.

**New:** Tool, Corvair & V/8 Ultra rear hub spindle remover, \$19.95

**New:** Alum piano type for entrance door, 4 1/2" x 6' \$18. ea.

**Used,** hot water heater, works fine, 110v and propane. \$40.

**New:** electric fan/outside duct for kitchen, \$40.

**Used,** brown cook stove, orig. Ultra. \$30.

**Used,** Jabsco pump, water, \$20.

**Used,** Jabsco chopper pump, \$25.

**Used,** Jabsco motor only, \$18.

**Used,** Wall heater, orig. type, \$20.

**Used,** Propane tanks, orig type, 3ea, \$25 ea.

**Used,** Bycool evap type, for roof, \$40.

**Used,** Entrance door, w/ piano hinge, \$50.

**Used,** Ultra tow bar, attaches the front lower hinge points, \$50.

**New:** rear side windows, glass, \$ 35. ea.

**New:** 6 sheets of the light color ceiling alum panels, 4 x 8, \$ 45. Ea.

**New:** Ultra steering gear boxes, \$59.95ea.

**New:** Fiberglass bumpers, 1 pair only, \$75.

#### **New Tanks:**

Alum., 50 gal., Fresh water tank, 1 only, \$350.

#### **Used Tanks:**

Fiberglass 50 gal., baffle loose, v/g otherwise \$85.00 as or \$250 repaired.

Alum., 30 gal., Gas, 3 ea., some cracked in top skin, \$50ea. as or \$185 repaired.

\*\*\* All above plus shipping. \*\*\* Send for free parts list - much more!

**Jim Craig, #604, (760) 366 9104 \*\*\***

### Wanted:

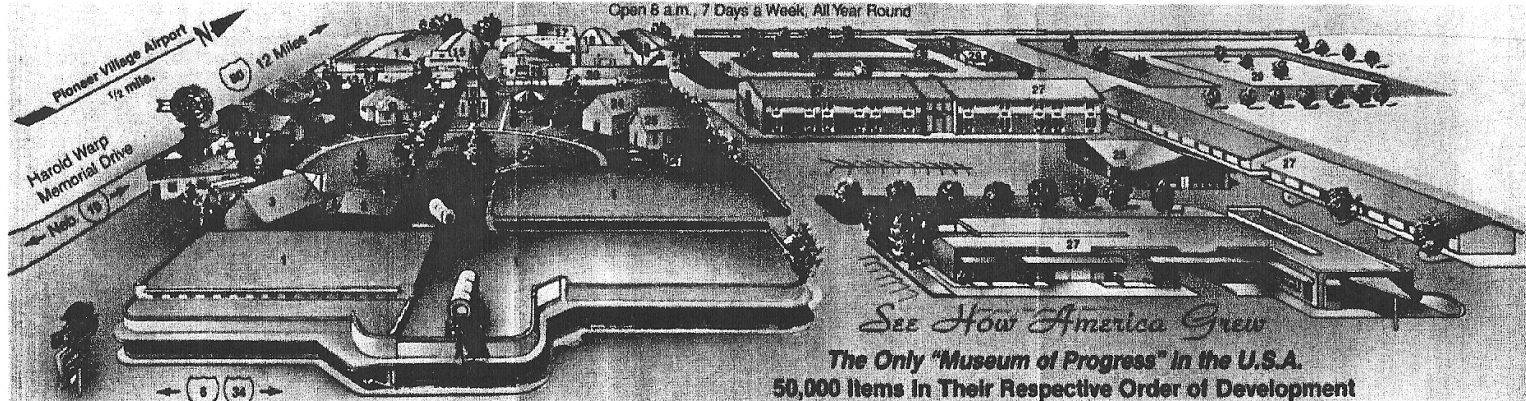
I need 1 used windshield of the original type for the passenger side of our Ultra. I would buy both sides if I have too. I prefer the original windshield New-unsed or good used. **Kenneth Bell**, 2535 Dutch Ridge, Guysville OH 45735, (740) 662-2403, kenneybell@webtv.net

# Nebraska's #1 Attraction

HAROLD WARP  
**PIONEER VILLAGE**  
MINDEN, NEBR.

Authentic Americana

Open 8 a.m., 7 Days a Week, All Year Round



See How America Grew  
The Only "Museum of Progress" in the U.S.A.  
50,000 Items in Their Respective Order of Development

## CLOCKWISE AROUND THE VILLAGE GREEN...

- 1 MAIN BUILDING:** More than 10,000 items in this building, showing the development of transportation, lighting, guns, money, many other facets of life—arranged in chronological order, including the oldest internal combustion engine (1876 Otto) and oldest jet airplane (1942-P59). One section is devoted to art and sculpture.
- 2 ELM CREEK FORT:** The first log cabin in Webster County, Nebraska, both as a dwelling and as a community fort against Indian attack, built in 1869. The interior is authentically furnished. An original Pony Express mailbox is on the wall.
- 3 THE PEOPLE'S STORE:** Replica of a general merchandise store that served the Stamford, Nebraska area in pioneer days, completely stocked with by-gone items. Includes original Fort Kearney Post Office mailboxes and a glass cat on the cracker barrel.
- 4 BLOOMINGTON LAND OFFICE:** Moved from its original location in Franklin County, Nebraska, this building actually served pioneers filing their homestead claims. It contains early maps, old land records and John N. Warp's original homestead title.
- 5 FIRE HOUSE:** The development of fire-fighting equipment from hand cart to modern fire trucks are here. Also an outdoor jail made of strap iron and an early diesel powered city light plant.
- 6 LOWELL DEPOT:** From 1872 to 1882, during homesteading days, this was the western terminus of the B & M Railroad. Two early-day locomotives and a narrow gauge caboose are displayed in front of the depot. During restoration seven worn out floors were discovered, each on top of the other, in the depot.

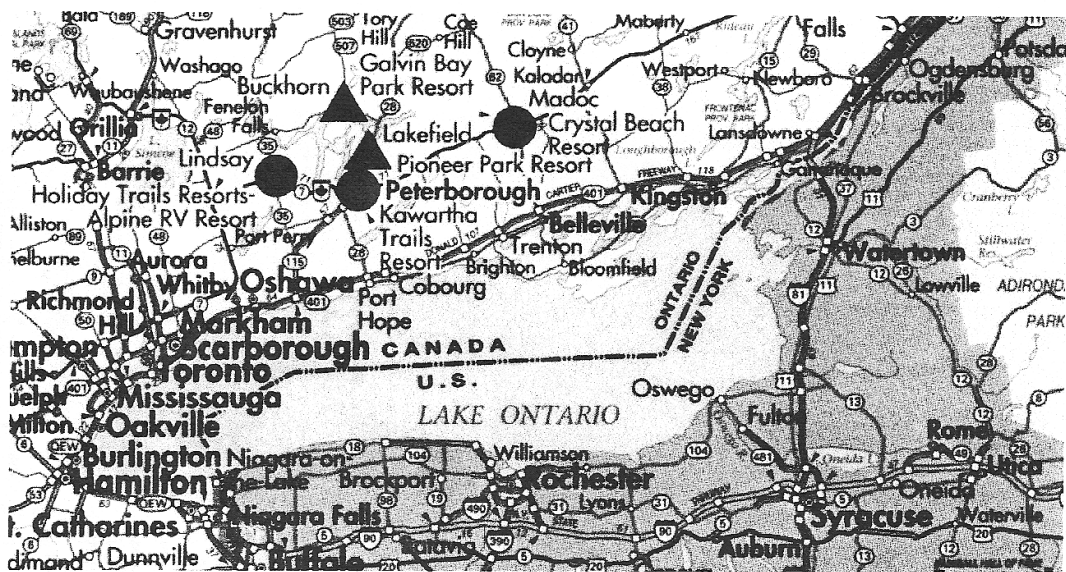
## PLAN A FAMILY RECREATION

- 7 COUNTRY SCHOOL:** An authentic rural school building of the late 19th and early 20th century, furnished with original desks, books, stove, water pail, dinner pails, outhouses, etc. Even Harold Warp's Perfect Attendance Certificates.
- 8 SOD HOUSE:** Authentic replica of the "little old soddy on the plains," completely furnished, including trundle bed and "skatol."
- 9 CHINA HOUSE:** Houses fascinating collections of china, pottery, cut glass and precious keepsakes carried west in covered wagons, including a sugar bowl owned by Abraham Lincoln with glazed pictures of his mother and grandmother.
- 10 CHURCH:** Built in 1884, the first church in Minden, has the original pews, pulpit, organ, etc. (Thirty minute non-denominational Sunday Services still held during summer months.)
- 11 MERRY-GO-ROUND:** Oldest in the U.S., steam powered. Rides are still 5¢. The engineer may even let you blow the whistle.
- 12 HORSE BARN:** Typical pioneer barn, moved from Warp homestead 9 miles south of Minden. (Harold Warp's parents were good Christians, so the hayloft boards were laid rough side up, so young folks couldn't have barn dances.)
- 13 HOMES AND SHOPS BUILDING:** Twenty rooms of the past, showing kitchens, living rooms and bedrooms of each generation since 1830. Also music shop, doctor's office, print shop, drug store, barber shop, many others. Yarn spinning, weaving, and broom making demonstrated daily. Photo gallery takes pictures in antique costumes. Second floor has surprisingly low mail order prices on furniture at turn of century. Also Carl Curtis' Senate Office 1954 to 1976.

- 14 ANTIQUE FARM MACHINERY BUILDING:** 265 feet long, houses complete evolution of plowing, cultivating, seeding, harvesting and threshing equipment. (Including a huge combine of 1890, pulled by 30 horses.)
- 15 ANTIQUE TRACTOR AND TRUCK BUILDING:** 100 early farm tractors. Also, farm trucks, lawn mowers and gasoline engines (including a hot air engine and Dave Buck's first gasoline engine.)
- 16 LIVERY STABLE:** Originally built in Minden during the "horse and buggy days," this huge two-story building houses saddles, harness, fly nets and horse drawn rigs galore. (Including a complete harness shop and set of huge logging wheels.)
- 17 ANTIQUE CARS:** This bldg., 22,400 sq. ft., two stories, featuring antique Buicks, Cadillacs, Dodges, Chryslers, Oldsmobiles, etc., 100 cars in their order of development. Also an early house trailer and motor home.
- 18 CHEVROLETS AND OTHER CARS:** Antique auto bldg., two stories, 265 feet long. Featuring over 50 Chevrolets on first floor, including first Corvette and extinct cars on 2nd floor.
- 19 FORDS, STUDEBAKERS, MOTORCYCLES, SNOWMOBILES AND BICYCLES:** Two stories, 265 feet long, housing over 50 Fords, Lincolns, Mercurs and Edsels on first floor. On second floor is the finest collection of antique motorcycles, bicycles, snowmobiles anywhere.
- 20 AGRICULTURAL BUILDING AND STEAM TRACTORS:** This two-story building houses over 500 agricultural implements, in order of development, that helped build our vast agricultural economy. (Including McCormick's first reaper, John Deere's first plow, and a "see-thru" bee-hive.)

- 21 BLACKSMITH SHOP:** Blacksmith forges items for sale during summer months. (See Eli Whitney's turning lathe and an early line shaft on display.)
- 22 PONY EXPRESS BARN:** Authentically reconstructed, with model horses and historic saddles. (Includes 20-mule team Borax wagon and items dug up at Fort Kearney.)
- 23 PONY EXPRESS STATION:** Authentic log building, moved to Pioneer Village from Bridgeport, Nebraska, where it originally served as Pumpkenseed relay station to the Black Hills. (See Buffalo Bill's saddle in a glass case.)
- 24 HOME APPLIANCE BUILDING:** To make mother's workday easier - it houses evolution of washing machines, stoves, refrigerators, bathtubs, etc. (Including first "Franklin" stove 1744, and first "Kelvinator" refrigerator 1925.)
- 25 HOBBY HOUSE:** Absorbing collection of dolls, pitchers, buttons, hatpins, fans, canes, trivets, many other items.
- 26 SNACK BAR:** Serving coffee, ice cream, candy, soft drinks and sandwiches.
- 27 PIONEER VILLAGE MOTEL:** 90 modern units at reasonable rates.
- 28 PIONEER VILLAGE RESTAURANT:** Serving fine foods for fastidious folks at popular prices. Seats 350. (Banquet rooms available.)
- 29 PIONEER VILLAGE CAMP GROUNDS:** Showers and facilities, reasonable. Some full service hookups. Accommodates over 135 campers.
- 30 AIRPORT:** 1/2 mile north, 3,900 ft. paved runway. Courtesy cars at the "Pioneer Village Field." Unobstructed runways.

## SPECIAL RATES FOR TOUR GROUPS!



## 2001 Round Lake Ontario Rally

Hosts: Nancy & Doug Pratt    Marion & Norm Helmkey

Does this sound like fun? An eight day trip of about 500 miles around Lake Ontario, four days in New York, four days in Ontario. **Starting in the Buffalo area** on June 17 to 24, 2001. The tour travels east on the south side of Lake Ontario, through Rochester, crosses into Canada at the Thousand Islands and will travel west along the north shore, back to Niagara Falls.

Here are things you might do along New York's Seaway Trail. Tour the Naval & Servicemen's Park in Buffalo; visit historic Lewiston, 'the most historic square mile of the US'; purchase fresh strawberries in Waterport; see the George Eastman House in Rochester, the world's premier museum of photography & motion pictures; stop at the Heluva Good Cheese Country Store in Sodus and the Sodus Bay Lighthouse Museum, see part of the NYS Canal System at Oswego, visit the Seaway Trail Discovery Center in Sackets Harbor and tour Boldt Castle in the Thousand Islands. If you sign-up before April 15, we will have a Seaway Trail "Journey" book sent to you. Those on the Internet may want to check out for more spots of interest.

Crossing into Ontario over the Thousand Islands Bridge, heading west; you may visit the Canadian Army Communications Museum; Old Fort Henry or the home of Canada's George Washington (Sir John A. McDonald) in Kingston, Ontario. Cruise beside the water 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 or a steam pumping station at Hamilton. Watch the boats go through the locks on the Welland Canal to by-pass Niagara Falls. Taste wine around the Niagara Peninsula, see Niagara Falls and the Butterfly Conservatory, then drive the Niagara Parkway back to Buffalo.

Join or leave any time you want. The tour packet will have detailed maps. To join the tour, send a \$10 registration fee to: **Nancy Pratt, RR#3, Box 31, Columbia Cross Roads, PA 16914.**

In early May, you will receive a packet with maps and suggested campsites for each of the nights of the tour. This is a pre-registered tour only, we have to know if your coming. Campground rates in Canada will be \$14 to \$20 US a day or \$20 to \$30 Canadian dollars. Current exchange, \$1US dollar is worth \$1.50 Canadian or 65 US cents equals a Canadian (Loonie) dollar coin.

## Beau's Shop Tales-Interior

by: Roy Bruner Davis

I am an interior designer and have been called upon to decorate numerous vacation homes and several boats over the years but Ultra Van #388 is my first attempt at a motor home. I am reluctant to make sweeping changes in Beau because we still have only made one trip in him; that to Amana Colonies, Iowa, last fall. There are, however, a few things which simply must be updated. Fortunately, Beau's interior is mostly stock and factory original; for now, I plan to keep it that way. The 30+ year old draperies and carpeting were in shreds, necessitating replacement. Upholstery has already been replaced at least once but I opted to replace it again, primarily because the foam had deteriorated.

Beau's Wilson Art plastic laminate is in the cherry color and is in good condition and, while it is not my favorite, could definitely be worse. I quickly decided, therefore, to go with earth tones in rusty hues, which will compliment the cherry laminate. In such a small space, large bold patterns would be overpowering but small, repeat patterns add a bit of ambience, while also serving to camouflage soil and wear.

In my experience, for this application, Berber is the only type of carpet worth considering; it is virtually bulletproof. Berber carpet is also known for 'rinning seams and, in this application, there are lots of seams. Fortunately, there is an installer in Murray, who specializes in RV carpet replacement. He did a fabulous job over parts of three days. We decided to carpet the front wheel wells and the rear sleeping platforms. The chosen carpet is a proven performer commercial grade Philadelphia brand Parade, Walnut Grove' which has been performing beautifully in our home for eight years. I have also used it on a number of other jobs.

Addressing window treatments, I decided against traditional draw draperies. I left the overhead tracks in place and salvaged their companion hooks from the original draperies, in case I decide to go that route at a later date. For now, I designed quilted polycotton fabric roll-up shades in a small earth tone feather print with cream ground, which are also lined in cream. They are mounted and secured with Velcro all around and with ribbon tie-ups. For maximum light control and ventilation, the shades can be rolled up, down or from either side. The windshield shade rolls on or off from the side. They are also machine wash and dry. The workroom which services my business is headed by a marvelously talented lady who manages to figure out ways to execute my wacky ideas. She also grew up with RVs and has done windows in a lot of them. She is a very enthusiastic participant in this particular experiment, which gives me confidence in same. The jury, however, is still out!



For the cushions, we used the firmest automotive grade foam. The fabric is also automotive grade in a rusty tan mini-plush, which should wear very well and it also covers the seating platforms. Before traveling in Beau for the first time, both Jim and I assumed we would replace the front seats with nice buckets. Much to our surprise, however, we both really like the big seats and so do the cats, so at least for now, we are retaining same.

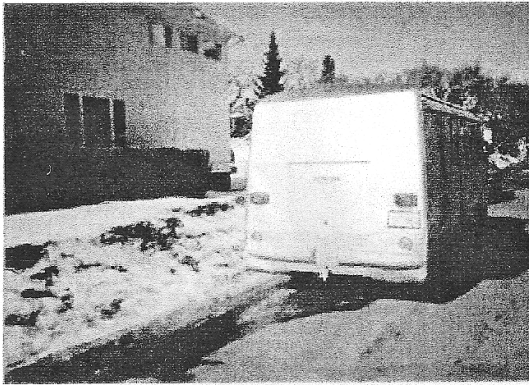
I am considering removing the oven and putting the microwave in that space with two burners above. That modification would also allow installation of a slightly larger sink, which would have to be a major improvement! We will have to experience several more Beau trips before such a major change, however. For now, I placed a cutting board atop the existing burners, a la Nancy Pratt; a super idea. We are also contemplating replacing the refrigerator with an electric but not until we know this one will not hack it. The furnace definitely stays; we ran it all the way home from Amana, and love same.

For now, we are treating the bunks as twins; the cats sleep on the center cushion with their electric throw. I purchased cotton knit sheets; two twin-sized flat sheets and a queen-sized fitted sheet which covers the entire sleeping platform. The knitted bottom sheet conforms very well to the odd shaped cushion configuration and they are deliciously soft. As of now, we do not have a clue regarding future configuration of the bed.

The minuscule bath facilities seem to function as well as anything could in that small a space. I still get the giggles whenever I have to flush...such noises...especially in the middle of the night! I do want a shower nozzle like Gayle Finch has.

We have plans for at least five Beau trips this year, during which we will, hopefully, learn a whole lot. Additional modifications, if any, await such knowledge. We look forward to seeing y'all at Christmas, Hopkins, Lake Ontario, Chicago and Minden.

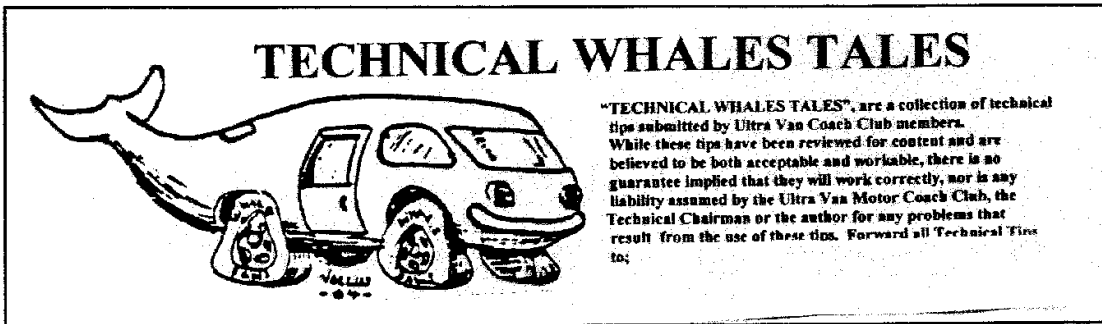
**Mystery Coach!** This coach is located in Saskatchewan, Canada and owned by Ed Schaan. He states that it is only 6 feet wide and 20 feet long. Looks like an Ultra, but is it? We need more information. Send info to Norm Helmkey at [corvair@fan.net](mailto:corvair@fan.net)



UV244 was a factory made commercial unit with bookcases for magazines on the driver side and on the bathroom door. Unique features are: Removable covers to fit over the stove & sink, no picture window on the driver side, and fluorescent ceiling lamps.

Jack Murray of Portland, Oregon (a magazine & book dealer) had UV244 custom made with special shelving so it did not need the big side window. He took delivery in Hutchinson in February 1968. There is no record of Jack Murray ever having belonged to the UVMCC. Murray only kept UV244 for a short while and sold it to Jerome Bruck of Seattle, Washington who was in the Club until 1971. The next owner of record is Aldren Brice, also of Seattle who were club members until 1985. As far as our club records go it has remained in Seattle until recently discovered by a friend of Graham Dell. Norm Helmkey





TECH TIP NO. 2001-05  
 UV MANUAL SECTION 13 PAGE 13-13

SUBJECT: Corvair Blower Belt Tension  
 AUTHOR: Norm Helmkey #408

There were factory Assembly Instructions for each year of Corvair and the following is the belt tensioning procedure:

1. Initial Blower Belt strand tension to be 80 +/- 10 pounds. Residual Blower Belt strand tension to be 65 pounds minimum when checked after roll test and prior to vehicle shipment.
2. Tension belt on engine line by loading idler pulley until a belt tension of 80 +/- 10 pounds is obtained. Crank engine for approximately 6 seconds to seat belt in pulleys. Torque idler pulley bracket adjusting nuts to specified torque and remove idler pulley load. Retension belt as required after normal engine running has been completed to comply with the specifications noted in Item #1.

From my own experience, I find that after a new belt has been run for a few hours that resetting the tension so the alternator fan/pulley will barely slip seems to be about right.

TECH TIP NO. 2001-06  
 UV MANUAL SECTION 08 PAGE 08-13

SUBJECT: Corvair Automatic Choke Adjustment  
 AUTHOR: Norm Helmkey #408

There were factory Assembly Instructions for each year of Corvair and the following is the way the choke rods were first set up on the assembly line:

1. Before installing the carburetor and fuel lines, insert the upper choke rod into the coupling and make about 26 turns. The lower rod (from the spring) need not be held for this operation.
2. After installing the carburetor, hold the choke blade on a closed position and while holding choke rod arm, upward against the internal stop, adjust the upper rod in the threaded coupling until the upper end is in alignment with and freely enters the carburetor choke shaft lever hole, then back out the upper rod two (2) turns.
3. Install the clip when proper adjustment has been determined.

NOTE: To minimize the possibility of bending the upper rod, when adjusting the length, turn the vertical portion of the rod that is in line with the lower rod. Do not "CRANK" the rod from the top with the offset portion.

There were factory Assembly Instructions for each year of Corvair and the Corvair engine designers were so concerned about engine cooling they had specific instructions included in the Assembly Instructions so the line workers would be more careful when assembling the engine shrouds.

### ENGINE SHROUDING GAPS

Because the engine is AIR COOLED, gaps in the engine shrouding are extremely critical. The shrouding MUST seal, as tightly as possible for three (3) primary reasons:

1. TO RETAIN AS MUCH AIR AS POSSIBLE IN THE ENGINE FOR COOLING.
2. TO PREVENT EXCESSIVE DEMANDS ON THE AIR CLEANER IF IT SHOULD BECOME CLOGGED.
3. TO PREVENT BUILDUP OF DIRT ON THE COOLING FINS, WHICH WOULD CAUSE A LOSS IN COOLING EFFICIENCY OF THE ENGINE.

The cooling problem is made more difficult by the fact that the engine is located in the rear of the car. This means that it is subjected to dust kicked up by the front and rear wheels. Gaps in the engine shrouding generally will be dictated by the design of the mating parts. In a few locations, the gaps can be controlled by the assembly plant sequence of assembly.

The maximum acceptable gap is .030 except where otherwise specified. (See Below) This dimension of .030 includes sheet metal gaps and also, the rubber seals must not have a gap of over .030 in an eight-inch section due to wavy installation of rubber seals.

Listed below are locations where larger (over .030) gaps will occur due to limit stack conditions of sheet metal mating with engine castings.

1. Around the exhaust manifolds (gap up to 3/8")
2. Around the carburetors (gap 1/8" to 1/4")
3. Inboard lower edge of the R.H. & L.H. Front shroud assemblies (gap up to 3/16")
4. Junction of the skid plate and the rear engine block (gap of up to 1/16")



The National Fire Protection Association (NFPA) Pamphlet 58 – LP-Gas Code, 1998 Edition (Code) sets out rules for a safety device that is designed to provide an automatic means to prevent the filling of a DOT portable container in excess of the maximum permitted filling limit, overfilling prevention device (OPD).

For propane cylinders in the 4 lb. through 40 lb. capacity, the Code requires them to be equipped with an OPD, as follows: New cylinders fabricated after 9/30/98, as cylinders are requalified after 9/30/98 through 3/31/02; effective 4/1/02, before a cylinder is filled.

An OPD is recognizable by observing their unique trilobular hand wheel. The device is designed to only be a backup in the filling of a cylinder. The traditional procedures of filling by the weight or volumetric methods are still followed.

The Code is not adopted, state-by-state, on a uniform basis. In time, most states, if not all, will move to enforce the OPD criteria. That means after 4/1/02, in states where the Code has been adopted, no specified cylinder may be filled without having an OPD.

The Code does not explicitly address the issue of OPD valves on horizontal cylinders. They cannot be retrofitted with the OPD's available at this time. There is currently a proposal in the code process that would exempt this style of cylinder from needing an OPD if visibly marked that it has no OPD and was manufactured prior to 10/1/98. While the foregoing is a proposal for the 2001 edition of the Code, it is not now known if this suggested amendment will be approved.

Manchester Tank, the manufacturer of most of our Ultra ASME propane tanks advises:

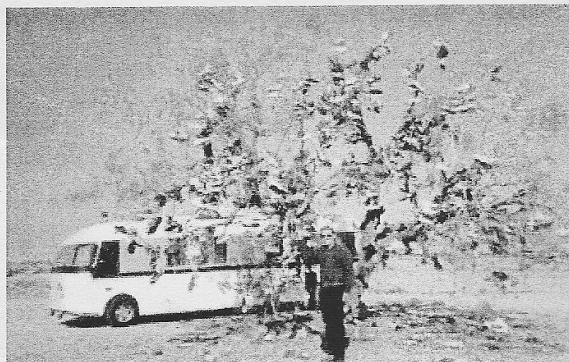
The OPD (Overfill Prevention Device) requirements are strictly enacted for the DOT cylinders sizes 4# to 40#. These are portable cylinders, for example gas grill cylinders. The ASME tanks do not require re-certification, however, each time a tank is filled the filler must inspect the tank for defective parts and/or contaminants.

If you have any additional questions, please contact us at 800-640-6327.

# UVMCC

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

First Class



UV604, Jim Craig and The Shoe Tree!

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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!**