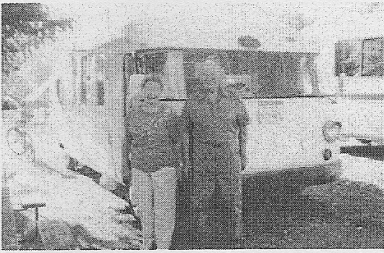


May 2001

Volume 35 Issue 3

## A View Thru The Windshield

By President Jim Craig



**On The Road:** Like I noted in the my last Presidents article, #604 just barely gets cooled off from one trip and we are off to another one. ( Some time was spent changing oil, a grease job, new rear shocks and other things in addition to another local camp out.)

I am **On The Road**, as I write this issues article. I departed Tularosa, NM., on April 29, where the Finches hosted the recent rally. Tonight I am camped in Red Rock Canyon State Park, which is about 55 miles west of Oklahoma City. The 'City' is my destination for tomorrow, where I have a special Uncle that is terminally ill. Some visiting is planned with him and other relatives, than I will turn around and head home to Joshua Tree. Marlene is not with me on this trip. She came down with a severe case of acute bronchitis and travel was not an option. She is just about rid of it now.

**#604:** I am still delighted each day I drive this Ultra Van. It is such a 'smooth operator', as the song goes. At most of the roadside stops, people come over and want to know all about it. Of course you get that response, also.

**April 25-29, 2001 'Back Yard' Rally:** A REAL TREAT! Gayle & Richard Finch made us feel right at home in their back yard. Several potlucks were prepared by Gayle the other girls. Contributions of drinks, chips & etc. were provided by others. They gave us a tour of their area and introduced us to their many friends. See other detailed report elsewhere in this issue. Thanks Richard & Gayle.

**Rallies: WHY DON'T YOU ATTEND?** There are 35 Ultra members in California, I can not believe 30 or more Ultras are not roadable. Is there something we the club officers can do to get you to attend? Please let me or your local director know. Come on you guys: join us for the next rally. ( See the newsletter for dates and details.) Join us on the road, or travel with a friend for a fun trip to and from the rally.

**Vote:** The next club newsletter after this one will have a ballot in it. You will be able to vote for your choice of officers, directors & the Ernie Award. Support your club & officers by voting. Please note the date required to have your ballot be received by Marlene Craig, if you are not bringing it to the National. All these details will be noted on the ballot. Note: There will not be extra ballots available at the National.

I would like to remain you that less then 40 percent of the membership voted last year. Thanks to those that did vote and for the rest of you --- don't let that happen again this year. **JUST VOTE!**

**Fire In The Ultra:** None of us want a fire in the Ultra. What we need is protection from the fire. At the recent rally, Richard Finch introduced us to a new fire extinguisher that will replace the very good Halon extinguisher. It is called Halotron 1. It is very similar to Halon, which is being discontinued, due to its ozone depletion qualities. Halotron 1 knocks down a fire in the same way that Halon does. It does not leave any residue and is safe for humans to use. You can review the details of this new product on a free video by contacting the company as follows: Buckeye Equipment Co., Website: [WWW.BUCKEYE.COM](http://WWW.BUCKEYE.COM) or email them at: [bfec@buckeyef.com](mailto:bfec@buckeyef.com). You can also contact the California Rep: Ronnie Cherques at (800) 435 4309 or email [RonnieCherques@hotmail.com](mailto:RonnieCherques@hotmail.com). More on this as a Tech Tip when I have all the details.

**Tech Tip Booklets:** I have been reading thru the 1966-1990 booklet recently to see just what information it contains. In the last year or so, I have heard and been asked about certain problems on the Ultra and lo & behold the answers are in the booklet. You say you don't have the booklets? There are two separate booklets. The 1966-1990 & 1991-2000 versions. See details on prices & ordering on page 2 of the last newsletter.

**Wal-Mart Overnight Parking:** During a recent stay in Las Vegas, I stayed one night at a Wal-Mart there. Talking with one of the official there, he informed me that I could camp there overnight, but not to dump any liquids on the pavement. He said that some Walmarts are refusing RVs that want to stay overnight because of that same thing. I have seen this done with kitchen water and that is not right. Those that abuse the privilege ruin it for the rest of us. Security is there to do something about that abuse of the privileges. I encourage you to contact security if you see that happening. I know I sure will. (( Continued of page 2))

**NOTE:** Our featured coach is #334 with original owners Louis and Mabel Griggs.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

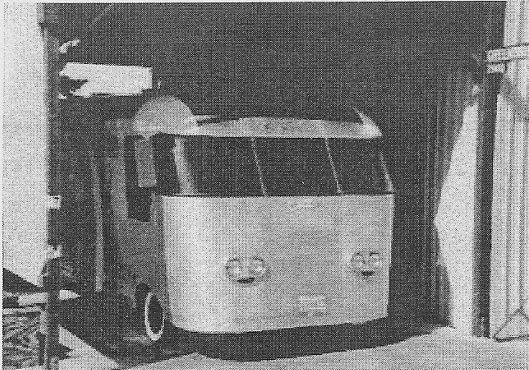
A view thru the Windshield continued:

**Boulder Dam, (Hoover Dam):** Take your pick of the name. Such an awesome sight! WOW!. This dam is located on the Nevada/Arizona border east of Las Vegas, Nevada. Be sure to put this on your list of important places to see in the West. Plan on at least four hours there to take the tours and a walking/photo tour of the roadway across the top of the dam.

**Highway Signs:** In Arizona on I-40, I saw this sign that said, 'Minimum Speed 65MPH'. I was doing that speed at the time and there was something else printed on the sign that I did not read. Later I passed another of the signs and it indicated that the minimum speed referred to those traveling in the fast lane. Wow! I thought, if you are traveling in your Ultra Van and was passing someone, you better watch you tail for one or more of the 18 wheelers doing 75MPH. So --- keep one eye on that rear view

Marlene & I will see you at the July Ultra Rally. Drive Safely.

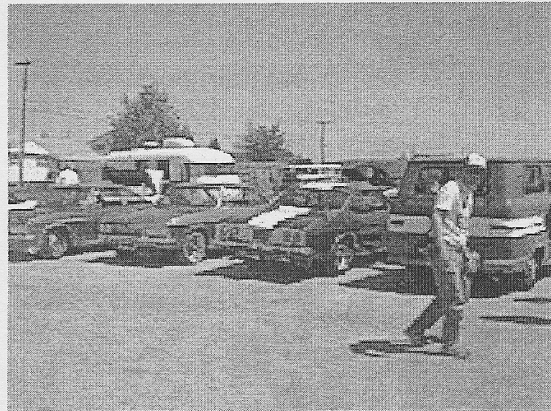
As you can see #101 is patiently awaiting a paint job.



Under cover at Jim & Marlene Craig's



Photos at the Corvair Ranch



## Virginia's Secret Highway

By Norm Helmkey

Each year when we travel north in late April, I look for a different route and in the past have written of some of these routes. Having run back and forth to Florida every year since 1986, it is difficult to find new routes, but this year by a happy mistake we found a new route that is really great, I think it is one of Virginia's best kept secrets.

We always stop in Winston Salem in the fall and spring and usually travel up or down old US Highway 220 to or from I-81. One of the attraction of 220 is it is mostly dual four-lane but not a controlled access and it has wonderful hills and valleys that are not too steep.

On leaving Winston Salem this year, we traveled east on US 158 to connect with 220, but, I somehow missed the turn and continued on to Reedsville where we joined US 29.

This road is even better than 220 with 'Dolly Parton' like hills and valleys and lots of curves. It runs more than 250 miles from Greensboro, North Carolina to I-66 at almost the top of Virginia.

From the look of the road, at one time it was a two-lane highway. Over the years it has been twinned. The new road has most of the large hills flattened out, so the old road is sometimes higher or lower than the section you are on. In some places the roads are separated by several hundred feet which is nice at night as there is little headlight glare to bother the opposite direction. None of the hills are steep enough that you have to shift the Ultra down to climb them.

On this road there are only two cities of any size to slow progress. Lynchburg and Charlottesville were welcome stops for food and fuel. It was really nice to be able to run around 55 mph without slowing any of the regular traffic down.

Perhaps one of the nicest things that we didn't notice until we reached Lynchburg was the absence of big trucks. Trucks over 60 feet are banned on this route (except for local deliveries), so it was a treat to be the biggest thing on the road.

What a lucky break, we found another new route that we will surely use again and it also just happens to join up to Highway 15 which is also close by another of our favorite stops, the Corvair Ranch at Gettysburg. This year, we happened to arrive on April 29, the first annual Corvair Ranch open house. There were easily 50 or more Corvairs of every description and Jeff Stonesifer and his staff had a great meet for several of the nearby Corvair Clubs.



## UVMCC Eastern Rally Report

Christmas Airstream Park

Christmas Florida

March 20-24, 2001

Hosts: Ruth & Gordon Harvey

Clyde & Kaye Stanton

The Harveys arrived on Sunday, March 18th in a used Winnebago motorhome that had just been purchased by Ruth's son; Gordon & Ruth were to shake out the wrinkles in this purchase. Louis & Maybel Griggs arrived on Sunday afternoon in Maybel's Toyota Camry. She didn't think Louis could cope with a potential breakdown of their Ultra, which remains in the garage back home, ready to go. The Stantons arrived Monday in their Ultra Van, which was in its usual impeccable condition. On Tuesday the Helmkeys, Fitzgerald, Richards, Pratts, Irwins, and Jerry Dute (with Holly) came during the day. Walt Davison and Earl Dunn visited for the afternoon.

**Wednesday** morning - coffee hour, then gifts to names drawn from the hat. At 10:00 o'clock a ribbon angel was made by the ladies, overseen by Rose Schuler. Meanwhile, the men had a tech session. Later, two more Ultras showed up: Murrays and Davis. That evening we had a potluck supper, thoroughly enjoyed by us hungry people. At 7:00 pm we had a Yankee Swap. The three bottles of wine and three cans of nuts really circulated among the members; also, the doormat was quite popular.

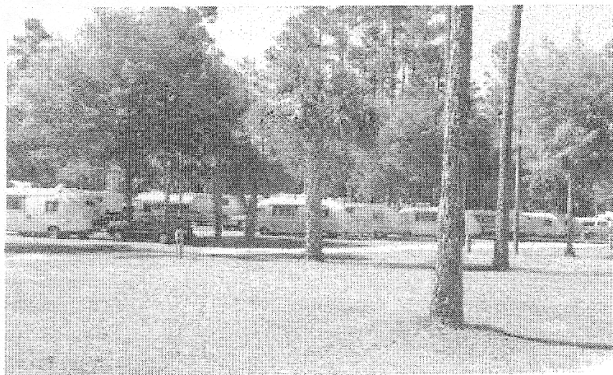
**Thursday**, we had coffee hour and a gift drawing. Our last Ultra, Jean McMasters, arrived. At 11:00 am we all left for Corky Bell's Seafood Restaurant in Cocoa, Florida (20 miles away). All 24 members enjoyed a very good luncheon. At 3 pm we had a business meeting of the EMU -- Eastern Members of Ultra.

**Upcoming Rallies:** Hopkins, SC, April 20-22, 2001 - Hosts Radfords. Rally Round the Lake (Lake Ontario) June 17-24th, 2001, hosts Helmkeys & Pratts. National Rally for 2003 will be discussed at the June Rally. The Florida Spring Rally in 2002 will be held at Aelaide Shores RV Park, Avon Park, Fl. Address: P.O. Box 400, 2881 US Highway N., Zip 22826; Telephone (800) 848-1920. Hosts: Fitzgeralds & Griggs.

At 7:00 that evening we saw slides of the world famous Butchart Gardens on Vancouver Island in British Columbia; and the most scenic hike in North America (according to the National Geographic Society) to Angels' Landing, in Zion Canyon National Park. (Southern Utah). Photography by Louis Griggs.

**Friday** morning at 8:30 a pancake breakfast was served by co-hosts Clyde and Kaye Stanton. At 10:00 the ladies made butterfly magnets (Rose Schuler instructing), and men had a tech session. Afternoon was free. Several couples enjoyed Bocci Ball. The evening ended with cards and games.

**Saturday** morning coffee & goodies, and goodbyes to all. The Stantons stayed an extra day to clean the new recreation hall, and unwind.



## Space Odyssey 2001 Rally Report by Diane Galli

Bob and I left for the rally on the weekend before, stopping at Jim and Marlene Craigs for a too short visit, and to ascertain Marlene's health, she was under the weather with Bronchitis, and not getting well fast enough to attend the up coming rally in New Mexico.

Left there after a nice lunch and proceeded as far as Quartzite for the night, next morning saw us on our way to Youngtown and a visit with Ed and Jane Harrison, and a visit with Threasa Vandersteeg. Bob got the coach leveled in Harrison's driveway, we ate lunch, I retrieved my mail on my Pocketmail, and sent mail from Jane's phone, then they took us for a drive around town, and then over to Threasa's for dinner.

Back on the road the next AM, a nice uneventful trip thus far, and a nice RV park in Benson, AZ. Got caught up on the mundane things in life; i.e.. laundry, and relaxed. The next day we were on our way once more and in New Mexico, into a headwind! Not my favorite type of traveling, but I persevered, after a lunch stop at a rest area, and we were at Richard and Gayle's in no time it seemed.

Got the Ultra Van backed in to the back yard, with the help of our friends, when it came to bending it around the house and between tree's I drew the line, and Howard Boso did the "honors" the rest of the way. Dave Stoddard and Howard and Marsha Boso had beaten us in by a day! good to see our friends once again.

Smoke was coming from the right rear wheel, so after Bob got us all settled in, jacks in place to level us, awnings out, and satellite dish up and running, we cooled off on the very nice and shady patio of Richard and Gayle Finch's home. They sure do have a nice house and grounds.

They had been hard at work to make it as attractive as possible and it showed. We who were there say thanks Richard and Gayle, it was a nice relaxing week. We did nothing more strenuous than pot luck dinners, and visiting.

Threasa Vandersteeg and Nobie Suchow drove down and got a motel room, Forrest and Sally Gist came in their new Dodge pickup, they had been on and extended trip and the rally was part of their trip, they were at the same motel, the only one in town. Hal and Tote Pickering came, but then they also live in Tularosa, on Saturday we were joined for lunch by another UV owner who lives near by, Richard Morrison.

Jim Craig came on Wednesday, without Marlene who was still too ill to travel, she was missed.

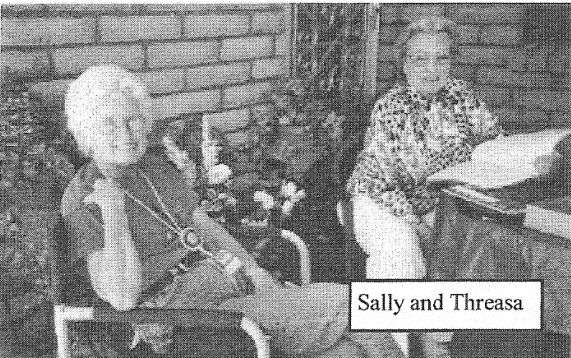
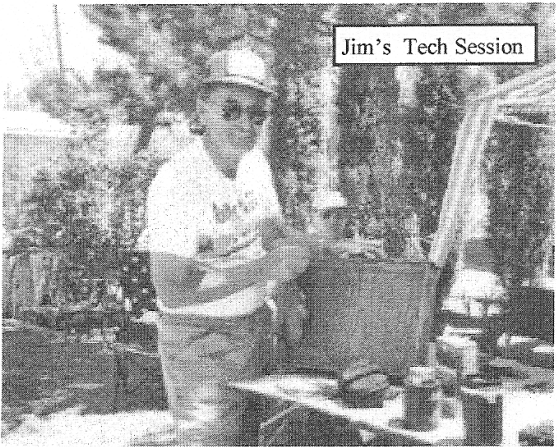
Friday we started out for the Space Museum and White Sands Monument, in 2 Ultra Van's and Gist's truck and Howard and Marsha's car, when Richard's ultra decided to leave him beside the road with a plugged fuel line, so we all piled in to the remaining vehicles, and proceeded, assuring the lady whose house the coach was in front of we would be back that day to retrieve the recalcitrant vehicle.

The Space Museum is a must see in Alamogordo, New Mexico. Be sure you start at the top and work your way down. The setting is above the town and you can see the White Sands Monument and for literally miles. From there we went to the Monument, and drove all the way as far as we could go to the picnic grounds for lunch, and pictures, one word of caution if you do get to see this magnificent place, wear sun glasses! The white sand is worse then snow, if that is possible.

A visit to both gift centers are obligatory, and worth the going.



Jim's Tech Session

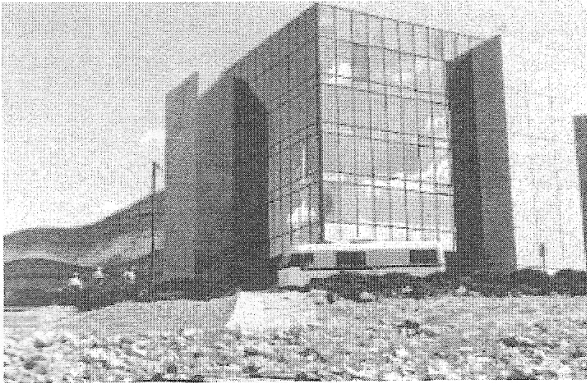


Sally and Threasa





Finch's Rally continued!



Saturday Richard led us on a tour of the Village of Tularosa. Bob and I antique shopped, and Gayle got a tour of one of the oldest houses, if not the oldest one, in Tularosa by the lady who now resides there, for those who wished to go. Then we all went to lunch at a local restaurant called Astrids, a side walk cafe', a decided French atmosphere, and cuisine. I had a crepe filled with spinach and mushrooms, and a French Onion soup, that was to die for!

That evening we Bar-B-Qued steaks and chicken breasts, Gayle and Richard had invited friends to join us for dinner. It was a very good dinner too, another famous Ultra Van Pot luck!

Those of you who couldn't make the rally were missed. I would be sure to miss someone so I won't mention names, you know who you are.

And so another good rally has come to an end, to be continues in Kent Washington, on July 5th, hosted by the Dell's and Gist's. See y'all there.

Oh yeah, Bob jacked up the offending wheel and checked the brakes and wheel bearing, did replace the wheel bearing, Richard had a kit for Clark's, so once more we were OK, made it home without incident. Thanks Richard for the bearing, which will be replaced.

We are of the opinion that I had not released the hand brake all the way at our last stop before Tularosa. so I guess you know I checked everytime after I had to stop and before I got moving again!

On the trip home I did it in reverse, only left out the stop at Harrison's. Spent the night with Marlene before heading home, had dinner out and a nice visit with Bob and Grace Ballew in 29 Palms and another dear friend of Marlene's and now ours who couldn't make dinner, while we were there. Marlene's health had greatly improved.

Now we are home for at least the next month before we head for the Rally in Washington, and then Chicago. and points in between.

Have a good summer everyone and hope to see you in Minden, Nebraska for the National Rally at the Pioneer Village, don't forget to call and make your reservations with the RV Park. Until September 10th!

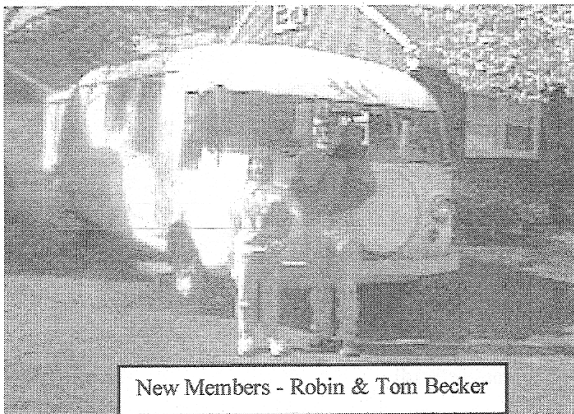
**New Members**

Coach 218  
Dean Crawford  
6613 East Tu Avenue  
Vicksburg, MI 49097  
(616) 649-9382

Coach 328  
David & Connie Lipham  
210 Huntington Court  
Fayetteville, GA 30214  
(770) 461-8263

Coach 286  
Bernie & Anna Blake  
3796 Rivre Road  
Troy, NC 27371

Coach 547  
Tom & Robin Becker  
526 5th Avenue  
Denver, PA 17517  
(717) 335-3309  
tbecker@redrose.net



New Members - Robin & Tom Becker

## AROUND LAKE ONTARIO TOUR

The Eastern Ultra Van Around Lake Ontario Tour is at hand. Below is the campground list. In New York, the camping is pre-booked, but be ready to pay for the campsite with cash or travelers checks, no credit cards accepted.

In Ontario, you must call the Ontario campgrounds to confirm a space. The phone numbers to Ontario from the US are toll-free.

Also, in Canada, you may be asked for proof of vehicle insurance. Your agent can provide a pink Canada Inter-Province motor vehicle liability insurance card. Remember, don't try to bring guns into Canada, your coach will be seized if they find one.

### Campsite Schedule

June 16th SATURDAY, The Erie County Fairgrounds, east of Hamburg, \$14/unit/night includes water, elec, sewer, bathroom w/showers.

June 17th SUNDAY

Wildwood Lake Campground Phone 1-716-735-3310. 36 miles east of Niagara Falls 35 miles west of Rochester, follow 104, 2 miles north of Route 269. \$16.

June 18th MONDAY

Lake Bluff Campground Phone 1-888-588-4517. Chimney Bluff Sodus Bay area, Rt. 104 and Rt.414 Intersection, 4 miles north. \$16.

June 19th TUESDAY

Black River Bay Campground Phone 1-315-639-3735. I-81 Exit 46 West on 12F approx. 6 miles, crossover Route 180, 1/4 mile on right. Fee \$16-\$17 range.

June 20th WEDNESDAY

Merry Knoll Campground - 1000 Islands. Phone 1-315-686-3055. Exit 47 I-81, 20 miles to Clayton. Left at light 2 3/4 miles. \$17.

June 21st THURSDAY

Darlington Provincial Park Phone 1-888-668-7275. 6 miles west of Bowmanville, Ontario, south side of Hwy 401. \$16 US \$24 Canadian

June 23rd FRIDAY

50 Point Conservation Park Phone 1-888-376-2212. Half mile from Fifty Road on QEW North Service Road east of Hamilton, Ontario \$16 US \$24 Canadian

June 24th SATURDAY

Niagara Glenview RV Resort Phone 1-800-263-2570. 2 miles from Niagara Falls on the Parkway beside the Whirlpool \$30 US / \$42 Canadian

### FOR MORE INFORMATION

Call Doug & Nancy Pratt (570) 549-8136 or Norm & Marion Helmkey (613) 394-3054, [corvair@fan.net](mailto:corvair@fan.net)

PS: We have already mailed 18 packets to the preregistered!



# 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

Graham Dell

email: [GrahamDell@msn.com](mailto:GrahamDell@msn.com)

# ULTRA WEEK 2001 , MINDEN, NEBRASKA

## Schedule of Events

Monday-September 10th---Sunday - September 16th, 2001

Monday Sept 10th	Early arrivals; registration starting at 5:00 P.M. Pot luck party at the picnic area around the Ultra Vans
Tuesday Sept 11th	9:00 am, Coffee and rolls in the basement meeting room. First visits to the Pioneer Village Museum 2:00 pm, Board Meeting 6:00 pm, Pot luck BBQ dinner around the Ultra Vans
Wednesday Sept 12th	9:00 am, Coffee and rolls in the basement meeting room. 10:00 am, Tech and Crafts sessions in the basement room. Afternoon: More visits to the Pioneer Village Museum 6:00 pm, Pot luck dinner around the Ultra Vans
Thursday Sept 13th	9:00 am, Coffee and rolls in the basement meeting room. 10:00 am, East & West board meetings in the restaurant. 1:00 pm, Coach show-n-tell and Museum visits 6:00 pm, Pot luck dinner around the coaches
Friday Sept 14th	9:00 am, Coffee and rolls in the basement meeting room 10:00 am, Optional trip to the Archway Monument, Spanning the Nation and to Kearny, NB. Afternoon: On your own for local sight seeing trips, resting, etc.
Saturday Sept 15th	9:00 am, Coffee and rolls in the basement meeting room. 10:00 am, More tech sessions , crafts sessions, Museum visits, coach tweaking, etc.  1:00 pm, General meeting of all attendees, basement meeting room. 6:00 pm, Annual banquet and meeting in the restaurant. <b>Required attire:</b> no t-shirts, shorts or Levis. Speaker about the local history, install officers, Ernie Award, and other business.
Sunday Sept 16th	9:00 am, Coffee and rolls, Church services in the basement. Say good-byes and depart for home.

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Call for your free color brochure and entry form today:

Richard and Gayle Finch, Rally organizers  
1-505-585-8035, fax--1-505-585-8039

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Reserve your parking spot now !

Full hook-ups (per day)	\$15.00
Elect. & Water hookups (per day)	\$10.00
Dry parking spots (per day)	\$5.00

Call: Pioneer Village RV, Nancy or Bill Petersen, mgrs 1-800-445-4447



## 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 300 series**, 110 HP, Powerglide, new carpet, good interior and body. \$4,500.00. 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

Replacement Billet, aluminum adapter for installing where the Corvair mechanical pump use to be. (Needed when you go from mechanical to electrical fuel pump.) Installs with two viton rubber 'O' rings to eliminate any future leaks. (See picture for details.) Price: \$14.95 plus \$3. Shipping.

Tool: Pressing/Knocker tool for removing the Ultra rear wheel/spindle/axle. The tool protects the the threaded end of the spindle from being crushed or distorted by hammer blows. (A recommened tool for ever Ultra Van owner.) Precision made from aircraft steel #4130. Price: \$14.95 plus \$5. Shipping.

Tool: Ignition switch bezel removing tool. No need to use the water pump pliers anymore. Works on early & late switches. Price: \$12.95 + \$3. Shipping.

Automatic transmission, (Ultra Van) control cable, \$95. Plus \$15, shipping. These cables have been modified with an additional 'O' ring installed within the metal housing at the aft end of the cable. Will not leak, even if the plastic cover is removed from the cable assy.

Tank, aluminum, 50 gallon water tank.(Last one) . This tank can be modified to use as a black water tank. Price; \$350. Shipping extra.

Windshields, Full size, not recommend to cut these. \$495.ea. Original Ultra, cut windshields. Tinted. 1 ea. r/h & 2 ea. l/h. \$695.ea. Shipping available.

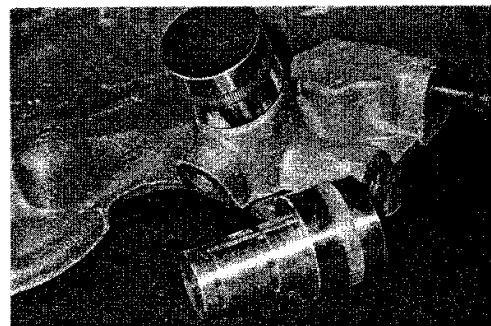
**Air bags:** Firestone,Rubber, w/aluminum bottom housing. Front & rear suspension. Front, (For all Ultras, except for rear of V/8's) 7½', \$135. Rear, (For 500 series Ultra) 12, \$145., Plus shipping.

**Ryerson Ultra Van Manual:** A must have for every Ultra owner. Price: \$60.00, with shipping. 3 years in the making. Covers all areas of the Ultra Van.

**Corvair 'One Wire' Alternators:** This is an upgraded Corvair alternator with a built in regulator. The main purpose of this upgrade, is that you can get it repaired or exchanged anywhere, even in the 'Wild West'. Can you imagine trying to purchase a rebuilt, original Corvair type, alternator in 'Nowhere, Wyoming'? Really impossible. I have two upgraded units. Price: \$74,95 ea. W/installation instructions. Plus \$12/Ups.

**Note:** Refer to previous newsletters for additional items. Some prices have changed. Parting out two Ultras. Now is the time to put your order in for items of your choice.

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



## Open Letter to the Ultra Van Faithful!

I wanted to introduce myself to those that don't already know me. My name is Ed Gurr and I own numbers 529, 545, and 601. I bought 529 about 10 years ago from Roy Muranaka, 545 about 6 years ago from Richard Fess and 601 about 1 1/2 years ago from Dave and Lucille Peterson. 529 is for sale right now for 2,500.00 dollars so that I can help fund the restoration of 601.

The reason I am writing this letter is that I helped Dave and Lucille Peterson clean out the airport hanger and storage container that Dave had in Oakland. As a result I have a 40 foot container that is about half full of the remaining Ultra parts that Dave had. I need to get these remaining parts moved at this point and I am considering having a rally or meet at the Fremont CA storage yard and see if we can get these remaining parts and tooling out to people that would use or preserve them. I don't know how to handle this distribution because I am not in this to make any money. I just want to make sure that it is used or preserved. The only money that I would like to recover is what I have spent on storage fees which is about 1400.00 dollars.

If anyone has any ideas on what to do with these remaining items or how to distribute fairly please e-mail or call me with these suggestions.

I look forward to hearing from everyone. Thanks Ed  
Ed Gurr  
ed@runco.com  
(510) 909-3435

The following is a list of some of the items.

1. Sand casting mold for the lower A-arms.
2. Shearing and punching tool for the ribs
3. Forming tool for the ribs
4. Forming tool for the radius corners. (walls to roof)
5. Punching tool for above
6. Unknown punching tool
7. double sinks
8. Misc. wheel cylinders, bearings, bushings, and etc.
9. Extrusions used on 600 series
10. Some steering boxes
11. Gas pedals
12. Brake pedals
13. walnut clad aluminum sheet
14. some small Hutchinson tooling jigs
15. wire harness's
16. thousands for small aluminum pieces.
17. More unknown items



**HOW IT WAS IN THE BEGINNING.** by George Rakous original owner #342

Like many who acquired Peterson's Motor Home I too made a second scan of something I saw a block away on the side street driving down the main drag in North Hollywood to my boat slipped at the Long Beach Marina. This Motor Home was something different, and when I spotted the size 13 wheels I knew what it was. Working at Lockheed #89 as a flight line crew chief, I knew I was looking at an all aluminum, handmade, Motorhome with those small wheels and the wide track. Parked in front of the Chevy Dealer - Peterson stopped by to get some Chevy parts.

The Motor Home was surrounded by people and there was lots of talk. Peterson was handing out a sheet of typewritten information that showed a price of \$4700. He had just put it on the road and drove it here to show it to his daughter living in my town. With all the people milling around the car it took me a while to get to Peterson to ask a few questions about this most unusual car. I learned he was located in Oakland and it was to be hand made there. He particularly Showed me the storage cabinets. I later found out he started out in life as a cabinet maker. At that time of 1961 the Chevy Corvair engine he was using was 80 horse power was puzzling. Anyone would have guessed a big Motor Home like that would need a V8 to climb a hill. Peterson's aircraft talk "Horsepower to weight ratio" was unheard of to the general public..

I already have gone the route of putting an interior myself into a VW van to make a camper which was short on head room for a six foot, three height. What I saw day looked very ideal to me. I had just put all of my available funds into my sailboat, so thoughts of a Motor Home had to be shelved.

About a year later we made yearly visits to Seattle and stopped by the tin building in the industrial area of Oakland to see Peterson, With the help of a couple of friends and his wife doing the stitching of making the upholstery work they made a few Ultras. At that time he had only a few components in process she was working on. During our talks he kept rubbing the front suspension casting he was holding to show his pride and joy. I still could not think of being able to buy a complete unit but asked if it would be possible to buy his castings and some components to be able to build the Ultra in my back yard. I had made a few things in my shop in the rear of the garage and thought with a few of my aircraft friends help riveting I would be able to do the difficult job. Th, strongest structure for its weight is a box. Peterson showed me in the components each wheel is housed in an aluminum box Then all the boxes are tied together in the shell of the structured skin of the car body. Making the whole unit flexible, At Lockheed we were the first to build a wing structure and then seal the interior to make a leak proof tank to contain the fuel. previously a tank was made and installed in the wing bays,. In the early Ultras Peterson made a riveted box which he sealed to make four structural tanks that were tied into the hull. This made a much lighter replacement of the automobile chassis of that time.

After an early struggle of a few years and building a few Ultras, Peterson realized it would be necessary to turn over the production job to some going organization to produce the Ultra in a larger scale.

It took several attempts to turn over the production job to someone else that could make a successful job of producing an Ultra. in a subsequent visit to the Oakland facility I found Peterson dejected and learned that the one completed Ultra there was one of the unsuccessful Units that were built by Prestolite that took on the job of producing the Ultra. They built a few and not knowing aluminum construction methods substituted aluminum with angle iron which then caused major cracks where the iron was mated to the aluminum skin. This caused the shutdown of their Ultra production... Peterson told me the unhappy owner of this Ultra looked up Peterson to see if he could help him replace the goofed up failed parts of the Prestolite made blunder. Peterson agreed to let the unhappy owner use his facility to make the necessary repairs using aluminum materials. Peterson said the angle iron used was causing the cracks because the aluminum gives and flexes. At the time Peterson had said that he would consider selling the castings and some components to me. After the debacle he had with Prestolite he said the Ultra would have to be built by aircraft knowledgeable people.

Some time later I happened to be in conversation with my college classmate, Dick Werth who was vice president of Pacific Airmotive in Burbank where they did aircraft repair and made production parts for a helicopter. At that time their main operation was a conversion of the Convair transport of replacing the reciprocating engine with the Allison turboprop. Peterson contacted Dick with the hope that Pacific Airmotive would take on the job of producing the Ultra. Dick Looking over Peterson's Ultra he reluctantly told Peterson that he would assign one person and give him one hour to quote a figure of what it would take for them to build an Ultra to aircraft standards. Three hours later and with two more people assigned, Dick told Peterson they could build his Ultra for his cost of \$25,000 per unit... This was more than a shock to Peterson.

Some time went by and the word of Peterson's Ultra was known of at the Lockheed plant and they knew I was interested in that Motor Home. Much to my surprise one of my fellow workers showed me a well done brochure showing the Ultra Motorhome being built in Hutchinson Kansas. After seven years of ownership of my boat I sold it and sent a \$250 deposit to have an Ultra built for me. I made a visit to see the beautiful wooden, former Navy, wartime, hanger where the Ultra was being built. They had 78 people on the payroll and the average pay was \$2.78 per hour at the time. The Ultra was priced at \$8900.00 I had 18 years of enjoyable ownership.

## Emails sent to UltraVan@Yahoogroups.com

Subj: \* [UltraVan] Painting  
Date: 3/11/01 3:21:24 PM Eastern From: gplymate@aol.com

Ken,

You turned up some real good information on Imron. Personally, I would go with the Imron 5000 one coat process. The additional gloss provided by clear coat is so incremental as to be hardly worth the trouble. The Imron one coat process, using two colors, is what I used on my airplane 17 years ago.

There are, of course, other manufacturers who will have similar products and you may want to expand your research. It would be especially useful for you to research painting processes used in painting small general aviation airplanes. The Ultra Van is very similar to aircraft construction and uses the same lightweight aluminum sheets.

No matter what Dupont tells you about how wonderful their primers are, don't believe anything they tell you about corrosion resistance properties for sanding will weaken the structure and raise hell with rivet heads.

18-wheeler trucks are built at least 10 times heavier than Ultra Vans and rivets. The preparation steps would be much different from the care you paint materials should be fine once the preparation is done the right way. And, that means stripping of the aluminum surfaces to do it right.

Don't be concerned about \$160 a gallon paint. Fortunately, a little bit goes a long way. Some of the paint on my GMC was \$350 a gallon, and I've checked on some paint, the very newest, that runs about \$1,000 a QUART! And, I've even heard of a few very high-end motorhomes that have used some of it. WOW! Way out of my league! <g>

Glenn

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Subj: \* [UltraVan] Re: Painting  
Date: 3/27/01 9:51:15 PM Eastern Standard Time  
From: jld@wk.net (Jim Davis)

Sorry I missed the paint discussion. By the way, there are 3 Imrons - 50, 5,000 and 6,000. 50 is the fleet color and is readily mixed by any local jobber. 5,000 and 6,000 are regional center mixes or production mixes. All will clearcoat. 7800s is the high glamor urethane clear coat. I have the Dupont technical manual in front of me if there are any questions.

The way I painted Beau was to strip to bare aluminum and gel coat, wash the entire vehicle with Superclean, wipe it with Prep-Sol, apply two even coats of Variprime (virgin aluminum needs 225s conversion first), one thin coat of URO 1120s, and then scuffed it with 500 grit prior to two heavy coats of Imron 50. For the ultimate wet look, do not let the paint shop use 389s accelerator. The total cost of materials was \$989. Robert Landers of Corsa and Show-Me fame manages a truck production painting facility. The shop has two state-of-the-art 20ft x 60ft x 20ft down draft booths. They might cut you a deal.

Subj: \* [UltraVan] inverters  
Date: 4/6/01 11:59:44 PM Eastern Daylight Time  
From: jld@wk.net (Jim Davis)

Most people use the Sanyo line of frigs. Sears carries the entire line including the 3.8 cu ft. double door model. The draw is 0.9 to 1.4 amps (168 watts) depending on the frig size. If you plan on running the TV and Directv decoder at the same time, figure on another 350 watts. A 600 watt inverter with a minimum 900 watt surge capacity should be fine. Norm H. uses a 2500 watt inverter in his coach, but he uses it to power a 1500 watt electric heater while under way (a 105 amp alternator). Lowes carries a 1350 watt 2.6 gallon electric water heater. That's the smallest I have seen. With a big deep cycle battery you could heat about 15 gallons of water (50% discharge). Of course that puts you into the 1,500 watt inverter category. One last thought if you go with the Norcold model DE-441, it is a AC/DC frig (no gas) that requires no inverter and it is an exact fit for the Dometic. It draws 3.1 amps at 12 volts.

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Subj: \* [UltraVan] Re: inverters  
Date: 4/8/01 10:03:08 PM Eastern Daylight Time  
From: yenko\_stinger65@yahoo.com (rich)

-- In UltraVan@y..., "Norm HelmKay" <corvair@f...> wrote: There are a number of good inverters available from both Heartland and Damark.

Thanks for the info Norm. Found the Heartland site and they are out of stock on the 3000 but will order one soon. Will call around on the wiper motor too. rich #333

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Subj: \* Re: [UltraVan] Windshield wipers  
Date: 4/8/01 7:26:53 PM Eastern Daylight Time  
From: corvair@fan.net (Norm HelmKay)

Just started to look at why my driver side wiper did not work, well got it out and is fried inside. Anyone know where you can find one, called all the parts houses here in town with no luck. thanks rich

There are several wipers that are much better than the American Bosch that were put in the Ultra. A really good one came from the rear hatch of a Renault Fuego (not spelled right). The Pinto hatchback around 1972 also had the American Bosch with an auto-park feature.

In 486, I used a wiper motor from a Honda Civic hatchback.

Norm HelmKay

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Subj: \* Re: [UltraVan] Windshield wipers  
Date: 4/9/01 10:19:15 PM Eastern Daylight Time  
From: jcraig1@juno.com (JIM H CRAIG)

West Marine has the replacement "Wipers". Ref. page 369 of the 2001 Master Catalog. Price; \$134.99 each.

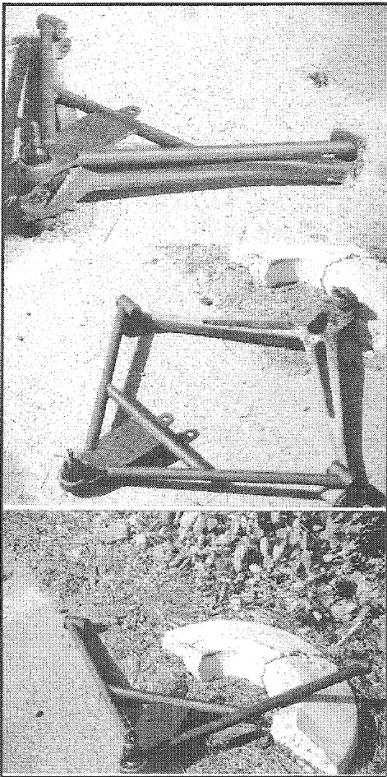
I have good used ones for \$60. ea. plus Ups.

Jim Craig

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## Steel Lower Control Arms by - Jim Davis

I stopped by Fat Man Fabrications on my way to Hopkins, SC. By the way, Dennis and Linda Radford did a great job of hosting us in their back yard. The weather was perfect. The food outstanding and the trip to the RV's store expensive. Anyway, Fatman's comprises 7 buildings and a showroom full of expensive toys. Beau just fit in the custom buildup shop, behind a 1940 Chrysler with a Daren body and beside a stretched and widened 1954 Chevy PU (doors 3 inches longer, the cab 6 inches longer and the body was sectioned longitudinally 4 inches). It looks stock but lower, when actually it is bigger than stock. Back to the story; after 4 hours of work (two guys working) the control arms were installed. The only hitch was the inside measurement for the mounting flanges was too small by 1/8 of an inch. They had to pop the bushings out and mill the inside ends of the control arm off 1/16 of an inch on each side. The outside dimension was spot on. They went in snug but did not spread the channel.



**Installation:** Disengage the tie-rod ends from the knuckle (spindle). Remove the nuts retaining the shock and spring mounting pivot. Free the lower ball joint from the knuckle but leave the nut attached loosely. Remove the lower control arm mounting bolts. Insure the shock is holding the spring in the mounting pad (a spring compressor or strut compressor would be an excellent safety device at this point but they chose not to use one). Remove the knuckle nut and drop the control arm. Remove the control arm adapter plate from the arm. Check for fit. If you haven't reinforced it per the Ryerson, now would be a good time. If you have attached the steel wear plates to the aluminum mounting channel, they should be removed. The new bushings are polyurethane and do not wear the aluminum channel. No shims are used. Bolt the adapter plate to the steel control arm. Place the new ball joint into the knuckle and loosely attach the nut. Aligning the shock and spring mount with the studs of the plate, work the arm into place. They used a putty knife to shim it in. Careful with the brake lines and speedometer cable. It is easy to crush one or the other.

Brent said they would be glad to do any installation as long as the shop is open. Basically they stopped what they were doing (updating a rod demonstration chassis for the May meet at Pigeon Forge) and worked on Beau. The cost of the arms is \$200 each plus \$12 sales tax if you buy them in NC. Shipping is extra. Installation is at \$40 per hour. Brent said figure on about 7 hours at the outside. So for around \$700, you can have them installed and spend the day wishing you had \$150,000 extra to buy one of their really great finished cars.

The place is **Fat Man Fabrications**, 8621-C Fairview Road, Hwy. 218, Charlotte, NC 28227-7619 ph# 704-573-0369 Fax

704-573-0401. Hours are Mon-Thrs 8-6 edt, and 8-12 edt on Friday. We are currently the only motor home they are building parts for so there should be no problem in getting the right part.

You need to be thinking of what else that Fat Man could build/update for us. I will be asking at the national rally so have something in mind that you want to be made.

I will be doing a conversion from coil springs to Shock Wave's (Air bags with shocks inside) on the front, this winter. I will keep you informed.

## UVMCC Treasurer's Report

Jan 1, 2001 - April 30, 2001

Opening Bank Balance as of Jan 1, 2001 \$2,459.73

### Receipts

Dues	\$1,190.00	
Merchandise (with Tech Tips)	428.75	
Interest	<u>35.00</u>	
Total	\$1,653.75	<u>\$1,653.75</u>
		\$4,113.48

### Expenses

Tech Tip Printing	\$ 890.40	
By-Law, Directory Printing	529.67	
Newsletter	500.00	
Meeting Room Advance (National)	400.00	
Postage	177.52	
Hemmings Advertisement	108.85	
UPS Amana Craft Supplies	36.45	
Coach Gifts	16.31	
Tech Tip Folders	12.66	
Tech Tip Mailing Envelopes	<u>12.14</u>	
Total	\$2,684.00	<u>\$2,684.00</u>

Bank Balance 04/30/2001 \$1,429.48

CD Maturing May 2001 2,000.00

Closing UVMCC Position 04/30/2001 \$3,429.48

Ultra Club Emergency Fund	12/31/2000	\$2,327.30
	03/31/2001	\$2,346.90

37 Prepaid Dues  
Years 2002 to 2005, held in General Fund \$555.00

Respectfully submitted,

Marion Helmkey  
UVMCC Treasurer



The front wheel well openings are nicely rounded and make it easy to change a wheel. If you want to make the opening a little bigger, it stops the tire from rubbing when you are making a turn and hit a bump or turning into a driveway. Before I add any trim to the edge of the wheel opening, I flare the edge a little with a small 6-inch adjustable wrench closed down to the thickness of the metal. This not only stiffens the edge which often looks buckled, but also helps keep the edge trim from moving around.

The rear wheel opening may look nice, but in my opinion is a poor design as it makes changing a wheel or working on the rear axle more difficult since the hull restricts the opening. If you ever go to a slightly larger tire, you will soon discover it is really difficult to slide the tire past the brake drum and the edge of the wheel well opening.

In #408, I decided to open up the rear opening to match the front. There are two problems when you decide to do this. First, there is a small square tube that runs along the bottom edge of the opening. Removing this tube is no problem, except some of the rivets where each end of the bottom curve of opening has to be riveted back together.

The more important problem on the driver's side is the copper propane pipe. In my opinion, the original placement of this pipe is a SAFETY HAZARD as any tire failure in the left rear wheel well could cause the pipe to be torn loose by the tread or casing whipping around. This is even more of a possibility with the steel belts in the modern radial tire. There is plenty of room at the very top of the wheel well in which to route a new pipe and using a 3/8" steel brake line through the wheel well is an even better idea.

The Ryerson UV Manual describes the original wheel well trim as a black rubber "U" channel glued in place. With the flexing of the aluminum and stones thrown up by the wheels, these were often soon damaged or lost. A suggested replacement was the chrome colored plastic channel often used on door edges. I never liked either of these solutions and began using split 1/2 inch black plastic water pipe held at each end with a stainless steel sheet metal screw. This made it easy to change if damaged.

The plastic pipe worked well, but it would not hold paint very well and looked bad after just a few months if it was painted.

While working on #408, Marion and I were taking a breather at a local community garage sale and I noticed a bunch of circular plastic rings in various colors which looked very interesting, especially the white ones which matched the color of our freshly painted Ultra Van.

By now you have probably guessed, the trim around the wheel openings on #408 was made from HULA HOOPS.

TECH TIP NO. 01-11

SUBJECT: Bright Tail/Stop/Turn Lights

UV MANUAL SECTION 15 PAGE 15-12

AUTHOR: Richard Finch #443

Now you can have brighter tail, stop and directional lights on the rear of your Ultra Van without having to do major surgery to the rear fiberglass. The new system is called LED (light emitting diode) taillights. You may have noticed the new Federal Express trucks with taillights that outshine every taillight on the road. Those are LED lights. They are not cheap, but most of them can be installed in your Ultra Van in less than a day and there will be no bodywork to do.

LED tail lights come in various intensities. The 40 LED lights are about 300% brighter than the existing 1157 or 1156 bulbs. These bulbs install by just removing your existing bulb and plugging them in. They sell for \$89.95 per pair. LED bulb life expectancy is over 100,000 hours. These 1 3/4" diameter bulbs can be purchased from HITECH Products, Pacoima, CA (1-800-942-0090). Another source is Northern Tool of Burnsville, MN (1-800-533-5545). They sell a complete 4" diameter, 39 LED tail/stop/directional light for \$44.99 each. These could be installed under your existing tail light lens so that your Ultra Van stays stock.

TECH TIP NO. 01-12

SUBJECT: Throttle Cable

UV MANUAL SECTION 13 PAGE 13-29

AUTHOR: Jim Davis # 388

Here is a replacement for the wire throttle cable. Both Morse and Teleflex make a 3300-16 cable. This cable is the shift cable on powerboats with a Mercury stern drive. They are available from most boat dealers. The ends are 10-32 threads. Several types of 10-32 Morse cable ends (clevis, Heim, quick release, terminal eye) are available from Competition Specialties Inc. (CSI) They also have the hook clips, clamps and shims for the cable. Jeg's high Performance Parts and Accessories, 101 Jeg's Place, Delaware, OH 43015 carries the complete CSI line. The holes for the current wire in the front bulkheads need to be enlarged to 1/2 inch. The new cable is anchored up front to the center divider (to the right of the accelerator pedal) and in the rear is clipped to the left forward PG pan bolt. I used CSI's hook clips. For cable ends, I used the Heim fittings (CSI calls them female rod ends). Machine screws (3/16 x 1) mount the rod ends to the accelerator cross shaft and to the PG TV lever. The cable has a total movement of 3.5 inches with maximum 3 inches being required to achieve full throttle operation. The 16 foot cable is about 4 inches too long so I snaked to the left and fastened with clips to take up the slack. The slack allows the lower covers and fillings to be removed without removing either end of the cable.

TECH TIP NO. 01-13

SUBJECT: Pumps

UV MANUAL SECTION 06 PAGE 06-13 AUTHOR: Jim Davis # 388

Proven Pumps (Western Brass) can no longer supply rebuild kits for their 3-MPU-12vdc "Pony Pump". They are manufacturing a suitable replacement, 365-12vdc. New pumps, rebuild kits, impeller, and pump housings (wet ends) are available from Pump World, 1356 E. Ajo Way, Tucson, AZ 85713 (1-800-729-5698) Price is \$59.99 for the pump, housings are \$30.00 and the rebuild kits are \$11.25.

One of the nice things about being the club treasurer is the little notes that often come with the dues. Some of our older members who no longer have coaches still like to keep in touch and perhaps if you are in their neighborhood, you could drop in to say hello.

Three that immediately come to mind are:

Anita Tefft  
2855 Carlsbad Blvd, Apt S-132  
Carlsbad, CA 92008  
(760) 435-2469

Niva Brining  
350 Union Road, #139  
Englewood OH 45322-2133  
(937) 832-4953

Bob Joy  
Eagle Valley Care Center  
1807 E. Long Street

#### UV518 - The Story Continues! by Ruth Harvey

After we had such a good trip in 2000. We had a small dimple in our front section of 518. Our insurance advised us to find some place to have it fixed, as they could not find any information on the Ultravan. So Harv set out the day before Thanksgiving (to keep out of my way) to look up a couple of places in Tampa he had contacted. He went from one place to another with no luck. So about 4 pm. he decided to come home and try some other time.

Well, if you know anything about I 275 in Tampa at 5 pm. you know the traffic is 4 to 6 lanes all going 65 - 70 miles an hour. Harv is going along with the traffic and the 4th car from him put on his brakes because someone pulled in front of him. Naturally, all cars stopped and our ULTRA did not and plowed into a big MERCURY (Thank goodness) and pushed the front end in and the door of the Ultra buckled and could not be opened. At this point Harv was afraid of fire because the gas tank had also buckled. He tried to open the door and it was also buckled. So he began to kick the door and it finally opened and he went flying out onto the road into all the traffic. He rolled under the ULTRA and saw no fire was going to happen. Not a car stopped to help him or to see if he was hurt. Getting up courage he got to his feet and waited for the police. After quite a while the police got a wrecker, but Harv would not let him hook up. So he waited for a low bed and he came home about 9 pm. He was badly bruised but seemed to be ok. But the Ultra sits in our yard, We are still trying to see if it can be saved. Only time will tell. Harv says he knew he should not have painted it up and made it so pretty.

In the meantime, we are working on old 527 which has been out of circulation for 15 years. It is coming along so we hope to go on the rally around the lake in June. 518 will be repaired, if at all possible, at a later date, We're just grateful to be alive.



# UVMCC

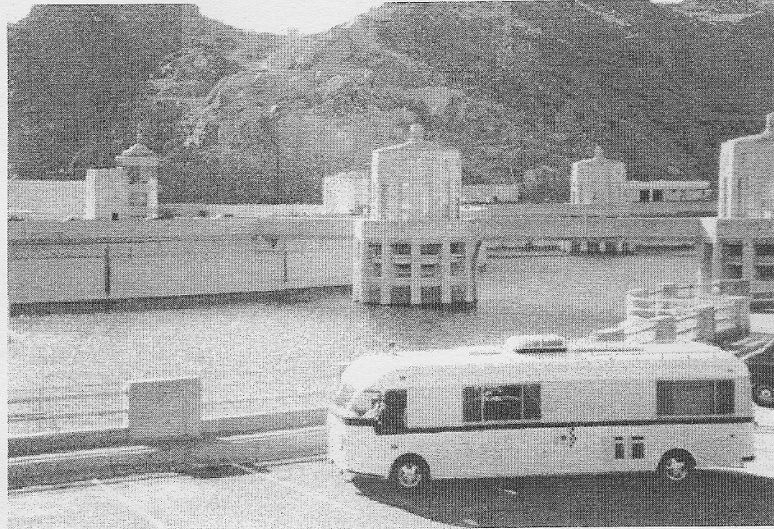
Ultra Van Motor Coach Club, Inc.

Jim L. Howell, Editor

P.O. Box 5942

Knoxville, TN 37928-0942

First Class



Hoover Dam and #604!

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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!**