

July 2002

Volume 36 Issue 4

"President's Perspective" by Doug Pratt

I hope by now all of you are thinking positively about attending the **National Rally in Hannibal, MO. September 9th - 13th** will be upon us before we know it. Have you called for your reservations yet?

Inside this newsletter you will find a ballot for electing officers and the nominees for this year's **Ernest Newhouse Award**. I received three written nominations which I reviewed and found to meet the criteria as stated in the bylaws. These three names are listed on the ballot. To be selected, the winner must receive 40% or more of the vote. Note the instructions written on the ballot for getting your vote to Hannibal.

So far I am only aware of one response (printed in this newsletter) to Norm's question "Where Do We Go From Here?" published in the last Ultra Sounder. This topic will be coming up for discussion at the National, so be thinking about it in the meantime. In order to resolve this issue, a lot of talking will need to take place.

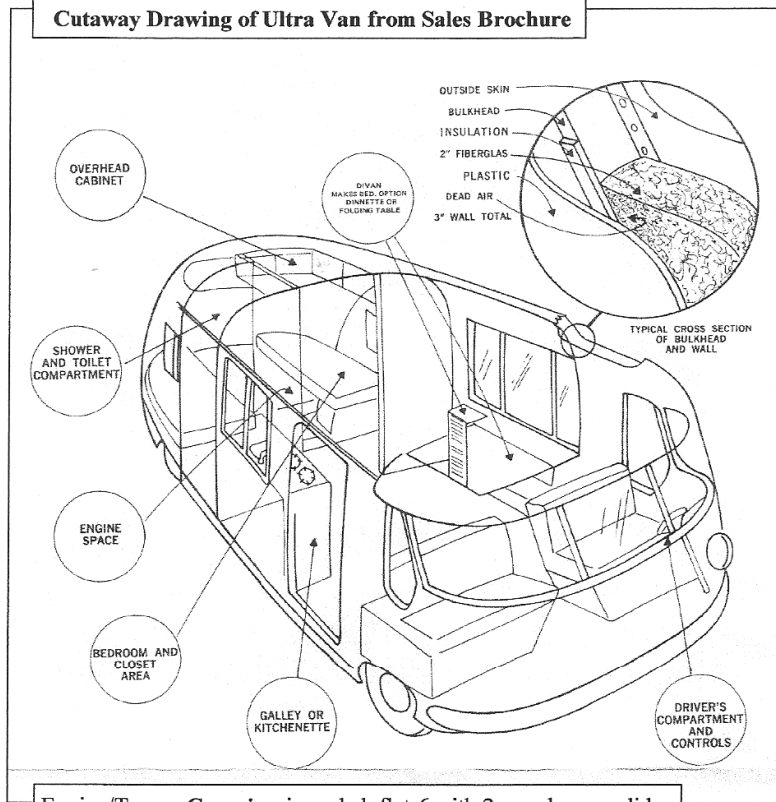
There is still time to get in your **Coach Survey**. Mail it to **Norm Helmkey** or give it to him at the National. We'd like to know all about your coach.



ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

Cutaway Drawing of Ultra Van from Sales Brochure



Engine/Trans: Corvair air cooled flat-6 with 2 speed powerglide.

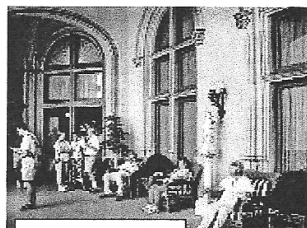
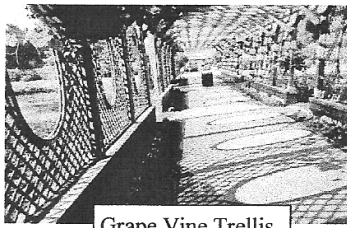
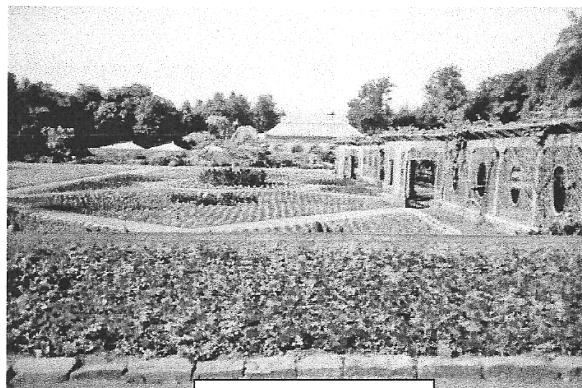
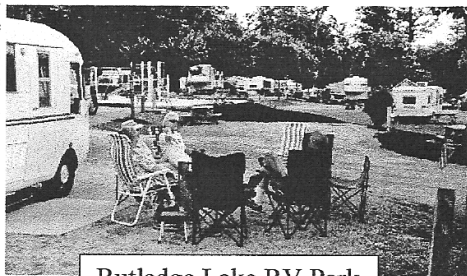
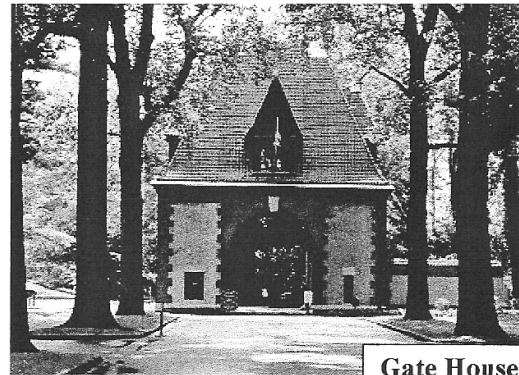
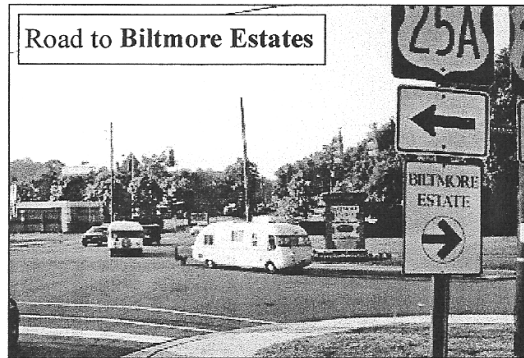
Corner Photo: Sullivan's coach in People's Choice at Flagstaff.

2002 Eastern Summer Rally by Don Richards #379

The **2002 Eastern Ultra Rally** was held at the **Rutledge Lake RV park** near **Asheville**, North Carolina with Jack and Skippy Irwin, Jim and Roy Davis, Pete and Rose Schuler, Jean McMasters in Ultra Vans and Don and Mickey in their Eurovan John and Betty Howell in a SUV staying in a motel. Meetings were held beside the Davis coach and breakfasts at the campground lodge. **Jim and Roy Davis** were the hosts as well as the tour directors and organizers.

The rally started on Wednesday, June 12th with an informal get-together beside the Davis coach. The following Day the group caravanned to the gatehouse of the Biltmore Estate and spent the day touring the house and grounds of the Vanderbilt family's famous place, led by the Davises who were extremely knowledgeable, Roy having been a former docent there. The trip led back the long drive to the house site (the **largest house** in the United States) with the privilege of parking in front of the house. The estate was formerly some fifty square miles in extent, but is now incorporated into **Pisgah National Forest**, a federal park. We first toured through the extensive gardens and grounds and then the house itself which sits on a bluff overlooking rolling wooded hills, manicured grounds into the distant mountains. The house consists of some 240 rooms filled with priceless art by famous artists such as Sargent, Whistler, Renoir, and others and the beautiful furniture of the **Vanderbilts** and the present owners, the **Cecils**. Lunch was eaten at what had been the stables for the estate but is now a restaurant. We also visited the main restaurant and the lodge, located some miles away but visible across the hills.

The following day was spent in quiet activities and a short business meeting. with a potluck meal at the lodge with other park members. **Jean McMasters** drove on to attend a **62nd class reunion** in Indiana, and the rest returned to their homes on Saturday and Sunday. The weather was perfect and the campground first class.



Rutledge Lake RV Park

Gate House

Grape Vine Trellis

Front Door!

Biltmore Gardens

WESTERN SUMMER RALLY

By **Shelley and Lew Young #497**

The Summer Rally for this year was held in Salem, Oregon at the home of **Trish and Rich Shepard**. Trish and Rich were gracious hosts putting together nice tours, always willing to give a helping hand or tools and cooking up some delicious meals. We cannot say enough good things about these two super stars. Thank you Trish and Rich. Those attending included:

Betty & Dan Reinhardt, non-UltraVan
Diane & Bob Galli, UltraVan 504
Marsha & Howard Boso, non UltraVan
Marlene & Jim Craig, UltraVan 640
Shelley & Lew Young, UltraVan 497
Nancy & Graham Dell, UltraVan 292
Evelyn & Ron Adams, UltraVan 499
Joan, Cliff, Brian & David Shattuck, UltraVan 459
George & Gladys (Bell) Weaver, non UltraVan
Sally & Forrest Gist, UltraVan 413
Evelyn Shepherd, non UltraVan
Sharon Abel & Vern Schroyen, non UltraVan
Trish & Rich Shepard, our hosts, UltraVan 333

Short-term visitors included Lon Wall, Corvair Underground, Dave Langsather, Dale Manufacturing and visitors from The Beaver State Corvair Club.

Thursday, day 1. The morning started off with a continental breakfast and quality conversation about our beloved Ultra Vans. While trying to move our Ultra Van to more level ground, we discovered that there was no reverse. Howard Boso volunteered to repair it after doing repairs to Reinhardt's AmerCruiser. Dan's vehicle had two problems. A brake spring was improperly installed and was wearing a groove in a wheel hub. After proper installation of the spring by Howard Boso this problem was solved. The second problem involved the failure of a ball bearing in the tail section of the transmission. Howard did the troubleshooting and repairs were done in record time. Howard even managed to wheel and deal with parts houses to get Dan a great deal on a bearing. The rest of the group visited Van's Aircraft Factory. One of the largest home built aircraft kit suppliers in the country. The day ended with a potluck BBQ with Brauts supplied and cooked by our hosts.

Friday, day 2. The majority of the folks went to a Casino Brunch in Grand Ronde and then onto the Evergreen Air Museum to see the Spruce Goose and other unique aircraft. Meanwhile back at Shepards, Lew and Howard were working on old #497. After some initial inspections it was determined that the transmission was not repairable in the field and would have to be replaced. Rich had a used transmission, which he believed was good. Howard replaced the transmission without removing the drive train with great results. Thanks to Howard #497 had a reverse.

The evening meal consisted of THICK pork steaks BBQed by Rich with other dishes supplied by everyone else. Another delicious meal. A business meeting was held after dinner where discussions were on joining the two Ultra Van Clubs and future rallies. See the minutes for these details.

Saturday, day 3. After our continental breakfast and more good

conversation, the group headed for a tour of the Oregon Garden. A beautiful 60 acres of trees, plants and flowers run mostly by volunteers. July is blueberry month in Oregon and everyone helped themselves - two or three times -- to the free samples being handed out. While some of the group stayed at the Gardens to tour a Frank Lloyd Wright designed home, others went on to Silver Falls State Park.

After the tours, Dave Langsather from Dale Manufacturing conducted a tech session on Corvair distributors. Dave had samples of worn distributor parts and explained the symptoms of problems to look for and their solutions. Dave did a good job and was very well received.

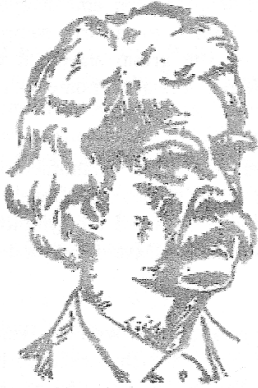
We then settled down for another great potluck with the Beaver State Corvair Club joining us. Trish and Rich barbecued two large turkeys along with salmon and halibut. It was a super final meal to a great rally.

Sunday, day 4. After coffee and pastries, everyone said their good-byes and safe journeys. Some were heading home while others were going to visit family and friends. Many of us will be heading to Missouri in September.

This was our first Rally. We had a wonderful time. Made some new friends and enjoyed seeing old friends. We would like to thank Howard Boso for all his hard work on the two motorhomes. Our hosts, Trish and Rich Shepard were wonderful. They could not do enough for everyone. The food was delicious and the company was great. THANK YOU!



36th Annual Ultra Week September 9 to 13, 2002



The campground is AAA, Woodalls, Trailer Life approved. There are two super-clean shower houses and toilets, two washer/dryers and shelter pavilions. Also, there is a fire pit and picnic table on every site. Stay 6 nights and get the 7th FREE! The closing banquet will be catered at Olivia's Restaurant, at the campground.

Location? Mark Twain Cave Campgrounds, just a mile south of Hannibal, Missouri on Highway 79. (see map below)

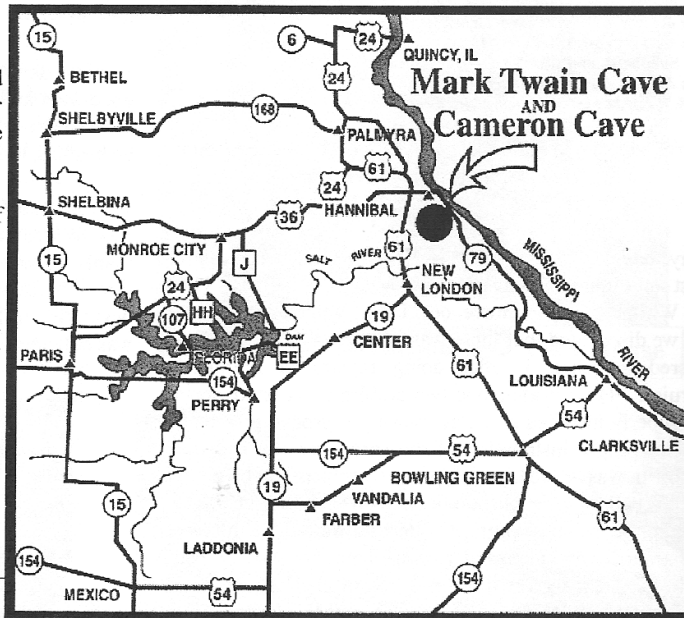
What's the cost? We have special Ultra Club campground rat: Full Hook-up with 30 amp electric, water & sewer \$18.00 a day, with 50 amp electric \$20.00 a day.

You need to call 1-800-527-0304, Extension 23 and talk to Glenda for site reservations. Dont put it off or another day or we might not all be together in the campground.

Tech Sessions, Crafts and good fellowship. Lots of shopping by free bus to town.

Closing Banquet dinner menu will have; salad, baked potato, corn, dinner roll, carrot cake and beverage with a choice of Zesty B.B.Q. Pork ribs or Seasoned Chicken Quarters, all for just \$13.00 including tip.

If you have any questions, contact Norm or Marion HelmKay, (613) 394-3054 or Corvair@fan.net



Coach Number _____ Name _____

Reservation Form

Expected Arrival Date _____

Ultra Rally Registration		\$ 10.00	
Chicken Dinner	<input type="checkbox"/> X \$13.00	\$ _____	
Rib Dinner	<input type="checkbox"/> X \$13.00	\$ _____	
Total		\$ _____	

Please send your registration with check payable to UVMCC to: Nancy Pratt, RR#3, Box 31, Columbia Cross Roads, PA 16914 (570) 549-8136 to arrive not later than August 24, 2002 as the meal count is needed two weeks before.

If you have any questions, contact Norm or Marion HelmKay, (613)394-3054 or Corvair@fan.net

First Big Trip in the "New" Ultra Van

By Jim Isbell #257

We have owned "Moby Dick" now for a year. We first found the 1967 Ultra Van #257 on the internet in June of 2001 and yesterday on 27 June 2002 we got home from a very uneventful 3,000 mile trip from Corpus Christi TX to Mequon WI. It wasn't always roses, however.

A year ago we purchased the Ultra by phone having seen only pictures of it and relying upon the words of the seller and an examination by my sister, who knew absolutely zilch about Ultra Vans. The price was right and I figured that even if we were being lied to it was probably a good deal. And he did lie.

After lying fallow for 10 years it was brought to life with a turn of the key, addition of four new tires and a cursory inspection by the seller's mechanic. Barbara then drove it home to her house about 70 miles from the seller's place of business. We remained in Texas and watched by remote control. This seemed the best course of action in case something went wrong, we wouldn't be at fault. Then it sat for another 5 months, until we would have time to come to California and bring it home.

In October of 2001 we flew out to California and spent the entire month working on the coach. When we first arrived I made a list of EVERYTHING it needed. The list had only 17 items on it, including reworking the front steering to LM specs, add sewer and water tanks (they were missing and the DPO didn't even mention it!), overhaul the toilet, new carpet (still had the original!), new fuel pump (turned out the problem was empty fuel tank), put in a stereo system, and some other less exciting additions.

In the first week of November we took off for Palm Springs and the Great Western Fan Belt Toss since it was nearly on the way home and we really needed to meet some other Ultra Van owners. It was an uneventful 90 miles and with that under our belt and a lot of very optimistic views about Ultra Vans we took off for Texas in a very Polly Anna mood. We were invincible and we knew it, after all we had made it 90 miles into the desert and had no problems. Amazing as it may sound we made the trip back to Corpus Christi totally unscathed even after taking the route from Mesa AZ to Globe AZ on the advice of a waitress who told us there were no steep grades on that route. For those who have never made that trip, there is a one mile climb in altitude in only 69 miles of road winding through the Superstition Mountains. It was a 2 hour climb at 35 MPH. BUT...we made it back without incident. Probably the success of our 1600 mile trip had something to do with; "Fools tread where Angels fear to go."

When we got home we decided to get it ready for the Winter Rally in Arizona. The list of items to be done (in spite of

having done most of the original 17 items) was now up to 42. There was a leak problem due to the caulking shaking out of the structure on the trip home, there was the need for some instrumentation to replace the idiot lights, new tires (the first set provided by the DPO for \$250 was inadequate for the job), new curtains, new tail light lenses, the water pump needed repair, the shower drain didn't work, needed a gas gauge, and all the propane plumbing needed replacement. The list went on. So I divided the list into 6 groups, 1 thru 5 and "*". The "*" items are the "do right now" items and the others are ranked from 1, "do immediately" to 5, "get to it some day". We managed to get the most pressing items done before heading west to the Winter Rally.

Picture #1 is of Moby Dick with Martha and a friend ready to leave for the Winter Rally



About 60 miles south of Del Rio Texas, in one of the wildest parts of Texas, I mistakenly put 25 gallons of Diesel into the fuel tank. Don't ask how, because I really don't want to explain it. Suffice it to say, the Ultra ran very poorly for the remaining 60 miles into Del Rio including the throwing off of the fan belt due to the kicking and bucking caused by the 5 to 1 mixture of diesel and Gasoline. After arriving in Del Rio we immediately sought out the refuge of an RV park and waited till morning to decide what to do.

The following morning we decided to run for home with our tail between our legs since we had no idea what damage we might have sustained with the bad fuel and any overheating that came from the thrown fan belt. We added 10 gallons of gasoline to the mix and tried to head east but couldn't get it going well at all. We limped back into Del Rio and drained the fuel tank, refilling with good fuel and tried again. 5 miles out of town we stopped by the side of the road while I removed and cleaned all 6 spark plugs. Finally it was going well and we made the run for the barn.

After this disaster we worked on more of the "To-Do" list, one item of which was to install an oil temperature gauge.

Doing this required dropping the oil pan. Much to my dismay, the bottom of the oil pan was littered with the parts of a broken oil ring. It really took the wind out of my sails at this point until I realized that the engine was running better now than it had on the entire trip from California. I just couldn't see how I could have a blown piston. The engine ran fine and the compression was perfect, like a new engine. "Like a new engine", the phrase rang in my head and I began to wonder if someone had replaced the engine without cleaning the oil pan. The numbers on the engine indicated that it was a replacement engine but I had no idea who had done the work or when. But rather than pull the engine we decided to test the theory that the pieces were from a previous disaster. We decided to make a short trip, 1600 miles, to Tularosa NM to visit with the Finches. Richard being an expert on Corvairs I figured if I could make it there the two of us could repair anything that was coming apart.

March 2002 we took off for Tularosa after overhauling both carburetors and with clean fuel and a smooth running engine. Three days later we were in Tularosa with a still smoothly running engine and the conviction that there was nothing wrong with the current engine. Richard and I swapped expertise while I taught him computers he taught me Corvairs. A week later we headed home in an Ultra Van that we were beginning to trust.

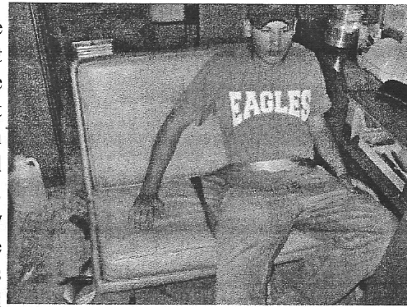
Picture #2 is of Richard Finches Ultra, his brothers Ultra, and our Ultra, all in his back yard.



Now in the next two months we had to get ready for "The Big One", a 3,000 mile trip to WI to visit my daughter who was attending Concordia University grad school in Mequon. The list of things to do had now grown to over 50 while in the mean time we had disposed of almost that many things to do!!! The list just never seemed to get smaller. In the following two months we added a roof top air conditioner, seating for 5, repacked the front wheel bearings, new mufflers, rubber skirt around the engine tin, awning, new instrument panel, and some new window channel as well as many smaller items. We were now ready for the acid test, the trip to determine if we were ready for the National Rally in Hannibal.

Picture #3 is of the "extra" seat we added for the trip.

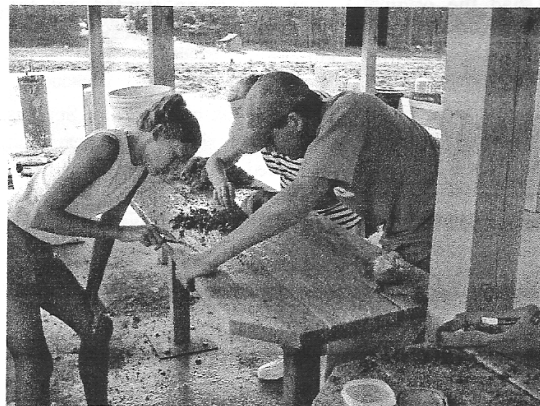
We started the trip thinking that we would be escaping the hot weather of South Texas for the cool weather of WI. That was faulty reasoning. The heat followed us



behind us, but the mornings were cooler as we got north of the Texas border so we traveled mainly in the morning and used the new AC for sleeping at night.

The first stop was Crater of Diamonds in Arkansas where we looked for diamonds. Found lots of tiny ones that we threw back so they could grow until we returned in a few months. After all, all we want is the "Big One". Crater of Diamonds is a nice place to visit if you haven't been there, but everything costs. Since it is a state park the camping is inexpensive (for seniors, only \$7.40) but every digging tool and screen costs, so bring your own shovel, sifting screens and buckets. You probably won't find the big one, but they find about three real diamonds there every day and every now and then a big one of over 10 carats. This is the 8th largest diamond field in the world!!

Picture #4 is of the crew busy at work in the diamond mines of Arkansas.



From Crater of Diamonds we went to Buffalo River National Park. This is a beautiful national park in far northern Arkansas. Our grandson was traveling with us and he had been made to abandon a planned rafting trip to the Buffalo river because of this trip to WI. We, however, were not aware of this and had not planned our trip to WI with anything more than a concern for the shortest route. As we approached Buffalo River National Park he spoke up and told us about the missed trip he had suffered. It was then that we found that we were staying in the same campground that his

Scout Troop was supposed to be in. They were there and he had a great afternoon visiting with his friends.

Picture #5 is of Moby Dick at the Crater of Diamonds campground.



The next stop was Hannibal MO where we wanted to check out our reservations for the National Rally in Sept. We wanted to make sure we were going to be in good company, in the shade, and near the bathhouse. We were, and it's a very nice campground so we expect to have a great rally in September. Bring your mosquito repellent, screens and a "Y" cord for the 30 AMP connection, as there is only one connector in the box.

Next stop was WI after driving through Illinois. After a weekend on the shores of beautiful Lake Michigan where we visited Concordia University, a strawberry festival (with strawberry wine tasting!), a ball game at Miller Park in Milwaukee, and several great eating establishments we headed for home. The next stop was Johns place and the "My Girl" Ultra Van.

All I can say about Illinois is that it smells like cow urine, the roads are worse than any I have ever seen in any other state, and Chicago is nowhere to be driving an Ultra Van. Next time I will see if I can avoid Illinois. BUT....I did have a great time visiting with John and his wife in Lerna, IL and looking over their Ultra, #267, the one from the "My Girl" movie. We spent some time reviewing the movie as someone had told him that his Ultra Van, while purchased and modified for the movie, was not actually used in the movie and that another Ultra was the one in the movie. After spending some time going over the scenes that the Ultra was in we determined that there were, indeed, two Ultras used in the movie. Both were filmed at different times though they were made to look like the same one with identical upholstery etc. But one of them had an air conditioner and the other did not. All the exterior shots are of #267, Johns Ultra Van, with the rooftop air conditioner. Many of the interior shots, but not all, were made in the second Ultra that does not have an air conditioner as can be seen by the stock front vent in the ceiling in at least one shot. So the

conclusion was that BOTH Ultras were used in the movie. The producer in charge of authenticity really fouled up, but then not many people would be able to notice the difference between two supposedly identical Ultras by looking at the interior front vent. Apparently the whereabouts of the second Ultra is a mystery. John said he thought it was somewhere in Las Vegas.

Oh yes, another comment on Illinois, we pulled into a Shell station to gas up just as a dozen or more Bikers pulled in, filling every pump. This left us to circle while we waited for a pump. As many of you know, I have an "iffy" reverse. If I need it it wont work and if I don't need it it works fine. This time I needed it big time. I got myself into a position where the nose was down hill, against a telephone pole and no reverse was forthcoming. It was too heavy for my grandson (6'2" 190 lbs) to push it up the hill backwards. Two big ugly bikers saw our plight and came over to furnish the reverse gear. Of course I didn't tell them it was their fault I was in the predicament. So Illinois has some beautiful bikers.

Then, after an Amish dinner and a good nights sleep at Johns place we went on to Crowley's Ridge State Park in Arkansas. We really like the Arkansas State parks as they are well kept, give seniors a 50% discount on camping, and are in beautiful areas with lots of shade trees. The showers in the bath houses look like you will get clean, not dirty by visiting them....if you understand what I am saying. One thing that Brandon, my grand son, liked was that any person under the age of 18, whether resident or not, does not need a fishing license. He didn't catch any, but then that's not what fishing is really about anyway.

Then the piece-de-resistance, Jefferson Texas. We camped at Atlanta State Park near Atlanta Texas the night before, then, in the morning, we drove into shoppers heaven, Jefferson TX where it is wall to wall antique shops. For the guys there are junk shops and an Indian motorcycle dealer. We spent three hours there before continuing on to our final destination in Georgetown TX where we collapsed.

The really great thing about this trip was that NOTHING really went wrong. The Ultra started the trip getting 12.5 MPG and finished getting 16.7 MPG and averaging 15+ MPG for the entire trip. The mileage just keeps getting better. I am thinking about adding another fuel tank to store the excess when it starts manufacturing fuel and I will sell it when I get to the campgrounds to cover my expenses.

Jim has also sent in a tech article for next **Ultra Sounder!** Why don't you?

Trailer Mounted Generator for Air Conditioning
 by **Richard Finch ... Ultra Van S/N 443**

A quick way to air condition our Ultra Van was to pull a 5 Kilowatt, 10 horsepower generator in a trailer behind our Ultra Van. Our generator is a **Homelite**, rope start, powered by a 10 hp Tecumseh gasoline engine. The trailer is a homemade kit that weighs only 140 pounds. Pulling the trailer/generator cuts our gas mileage down from 18.4 to 18.2 mpg. I simply connected an extension cord between the 'trailer mounted' generator and the spare "aux. power" cable that was dangling in the trunk of the coach. I put gas in the generator tank and started the motor. Viola! 115 volts of regulated A/C power throughout the coach, including to our roof mounted Coleman Mach air conditioner. I made this change about 14 months and it is a quick, simple solution to traveling through hot climates in the summer time.

On our successful 1,100 mile round trip to Flagstaff, AZ for the annual CORSA National Convention, we used the generator for all but 20 miles of the trip. The generator averaged 200 miles of cooling us for 1 gallon of regular gas used. Our outside air temperature, measured inside the lower lip of the left front wheel well, was between 98 and 105 degrees for most of the trip. Our inside air temperature, measured at the speedometer cluster, was 82 degrees consistently. A major side benefit of traveling with the air conditioner on was being able to close all the windows and not have to breath the awful smoke in the air from all the Arizona forest fires during our trip.

Jim and Roy Davis were at Flagstaff also, driving all the way from Murray, Kentucky, with their Ultra Van S/N 388, towing their **Honda** generator, which easily cooled their cats and their coach all the way too.

I took measurements of our **Homelite** generator, and it will fit in our other coach where the 2,500 watt Ralph's generator fits. (If I remove the fuel tank and pipe frame on the **Homelite** generator) With a small bump-out in the closet housing, you could even mount an electric start version in the closet on Ultra Vans originally equipped with Ralph generators.

Picture Caption: Ultra Van S/N 443 parked at **Black Bart's RV park** in Flagstaff, AZ with the generator trailer on behind.



Jean McMaster's Trip to Minden Photos.



Eighth Air Force Museum



Dennis & Linda Radford's place.



Washing clothes!



SAC Air Museum, Omaha, NB

My Journey to the Minden ULTRA National

by Jean McMasters

I've owned #330 for over 25 years now and made over a half million miles of memories in her. She has carried me to many rallies and nationals and I have often been asked to write about these trips. I'm not a writer, but I will try to describe my trip to the 2001 Ultra National in Minden, Nebraska.

Like most experienced Ultra Vanners my trips start several weeks before I leave as I prepare "My Baby" for the trip. I normally don't have to do a lot, because I usually drive her daily. I use my coach as a work vehicle and regular transportation. I believe that the more you drive a corvair powered vehicle the better it runs. My friend Chuck Hoppe and I drove #321 to Knoxville, TN for Bob Martin and left it at Jim Howell house. We left North Palm Beach at 7:00 pm on Friday 8/17/01 and arrived at Jim's at 11:00 am on Saturday, 8/18/01. That's about 830 miles in 16 hours. Not bad for a corvair engine. We then flew home on Sunday.

Monday I pulled the right head on #330 and replaced with another 140 one. I had suspected a possible seat problem and sure enough - #5 intake look loose. (Regular driving and preventive maintenance caught this one.) Tuesday night I went to a local car show to test repairs and relax.

Thursday evening (8/23) left on trip to National and beyond. Drove to the New Smyrna Beach rest area and stopped for supper and nap. Awaken from nap by knocks at door to find fellow Ultra Vanners stopping by. A couple and daughter from Mexico (owners of #312), and the new owner of Ryersons #513. It's a small world. After supper, nap and visit, it was back on I-95 heading north. At MP 274 on I-95, my engine quit. I checked several things and decided the electric fuel pump had failed. I called 'road care' and they towed me to a closed service station next to a NAPA store in Bunnell, FL. It was about 2 am so I went to bed. About 7:00 am I was awakened by a lady policeman wondering why I was trespassing on private property. I explained and she wished me good luck. I replaced the fuel and bought a spare and back on I-95. Stopped at 8th Air Force Museum in Savannah, GA. I served with the 8th in England during WWII and I always stop for a visit and sometimes spend the night. Too early to stay, so on to visit the Radfords (#264) in Hopkins, SC. I helped Dennis rebuild #264 when he was in Florida and enjoy stopping and visiting.

Sunday, (8/26) I-26 to I-40 to the Howell's in Knoxville. Jim always has something to work on and we eat, visit and work. I make a little money and we have a good time. Bob Martin road the bus in from Bowling Green, OH to pickup and drive #321 home. He spent the night in #321, went over the systems, test drive or 2 and off he went. While there Dr. Zoutendam calls with a problem with his Ultra Van. I agree to stop on my way to Minden.

Sunday (9/2) it's back on the road again. I take I-40 west to a rest area just West of Memphis. Spent the night and headed out

about 7:00am to Ft. Smith. Took US71 north just before Ft. Smith and stayed on US71 to a **Flying J** in Joplin, MO for the night. Next morning left Joplin still on US71 to US17 to Kansas City then I-29 North. Followed I-29 to Omaha, NB and Sioux City, Iowa. Took US75 to Le Mars, Iowa and the State 60 to Sheldon, Iowa and the Zoutendams.

Checked Dr. Z's coach and decided that we had a bad #1 intake valve. Replaced the head and tuned up his coach. While there I pulled both heads on #330 (my coach) and took out one of the copper head gasket (.032) for higher compression.

Saturday, 9/8: Left Sheldon south on 60 to US75 to I-29 to National at Minden, NB. Stopped and spent the night at a **Flying J** at Gretna, NB. **Good places - Flying J's.** Gretna is just outside of Omaha. Up early, breakfast and onto I-80 to Lincoln, NB. Here I found a Car Show to visit and have lunch. After a nice rest it was on to Minden and the Ultra National.

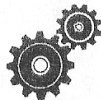
Sept. 10th --> Sept. 15th, 2001 spent week at Ultra National doing lots of things, eating good and socializing! Lots of visiting, tech sessions, playing cards and seeing old friends. (National was well covered in Ultra Sounder Vol. 35 no. 6)

9/16 Sunday morning. Left with Boso's for Arizona. We went south on US183. We then to a side trip to Dodge City on US50/56 for some site seeing and then south on US283 to US54 and on to Meade, Kansas. On to Liberal, KS for the **Mid America (SAC) Air Museum** and a nights rest.

9/17 Monday: Continuing south on US54 into Oklahoma crossing the narrow south western corner of Oklahoma and the north western corner of Texas and into New Mexico all on US54. I then pickup up US60 at Vaughn, NM and followed it to I-25 and followed it south until I hit US60 again. I spent the 2nd night out at the rest area near the **Rio Salado Sand Dunes**. Up early (to beat the heat) and followed US60 into Arizona and on to Phoenix/Mesa, AZ and Susie's house. (My daughter!).

Well that's how a national trip has been for me for maybe the last dozen years or so. Betty and I would spend 2 to 4 weeks on the road and cover between 3000 and 5000 miles. It's **WONDERFUL** to have an **Ultra Van** to see the **USA** in!





Richard & Gayle Finch

1418 Apple Avenue
Tularosa, New Mexico 88352

Telephone 1 (505) 585-8035
Fax 1 (505) 585-8039

July 4, 2002

to: Tom Schrum, Event Chairman 2002 Flagstaff Convention
CORSA Officers, Chapter 002 officers, Ultra Van MCC officers

Subject Improper treatment of Chapter 002 members at Flagstaff

Immediately after attending the Santa Maria VairFest in April 2002, My wife and I drove our Ultra Van to Flagstaff to check out the site where the CORSA National Convention was to be held. We rented camping space at the RV Park, stayed overnight, ate at the RV park restaurant, and checked out the parking lot and hotel at Little America.

And we also reserved space # 13 at the RV park for the 6 nights of the convention. We expected to sleep at the RV park and then drive across the highway to Little America each day so that Gayle could be a part of the activities too. Gayle is legally 100% disabled and could not possibly walk the 1/4 mile to the hotel twice a day. And Federal law says that she does not have to walk. We also found that the hotel has almost no provisions for handicapped access.

We arrived at the Flagstaff Black Bart's RV Park at 10:30 am on Monday, the day before the convention started, and several minutes before the RV Park office opened for business. So, we decided to drive across the highway to the hotel for a few minutes to see if any Corvairs had shown up. And that is when all hell broke loose.

Tom, you came directly to me and said " You can't park here, you have to get off the hotel property. We don't have room for Ultra Vans this year." (and CORSA has not had room for Ultra Vans at National Conventions for 3 years running). And another Ultra Van family, who had driven all the way from Kentucky to attend the convention, was told to get their "white thing" off the hotel property, even though they had merely driven from the RV Park to just eat lunch at the hotel. I tried to tell you that we were staying at the RV Park and that we were entered in both the Concours and the People's Choice car shows and that CORSA had taken my entry fee and cashed my check, but you were not listening to me. You kept telling me to get off the property with our Ultra Van. You ASSUMED that we were going to set up camp in the middle of the car show parking lot and your mind was closed to all my explanations. (You could have said to me,"Hi Richard, glad you made it, how was your trip, will you be staying at the RV park? are you entered in the car show? can you come back tomorrow for the show parking assignments? etc.)

And, although you did manage to run two Ultra Vans off, you eventually allowed two other Ultra Vans to park at the hotel, one in the car show and another one for several days and nights with a "for sale" sign in the window. You also allowed several Greenbriers and Corvans with camper conversions to stay in the parking lot, and you even allowed several large, newer motorhomes to stay in the parking lot. And you allowed numerous Ryder and U-Haul trucks to stay in the parking lot too. Your judgment regarding parking was very inconsistent.

At our annual Group Ultra Van, CORSA Chapter 002 meeting, Sara Jones gave her word that my car show and concours entry fee would be refunded to me, but that did not happen. I have a strong sense that present CORSA leadership is not receptive to Ultra Vans at car show and concours events. A letter from Harry Jensen to me, was read at the meeting, but I was not given a copy of it. The gist of the 2 page letter said that Ultra Vans are a nuisance and that CORSA wishes that we would stay out of their way. (How do you have room for Monzas if not Ultra Vans ?)

(continued on page 2)

At our Ultra Van Motor Coach Club Annual Rally in September, I plan to make a motion to get CORSA Chapter 002 and it's 150 members out of CORSA and into a more receptive group such as Tin Can Tourists. We don't need to be treated as poorly as we were at Flagstaff. Other clubs will be glad to have us as members.

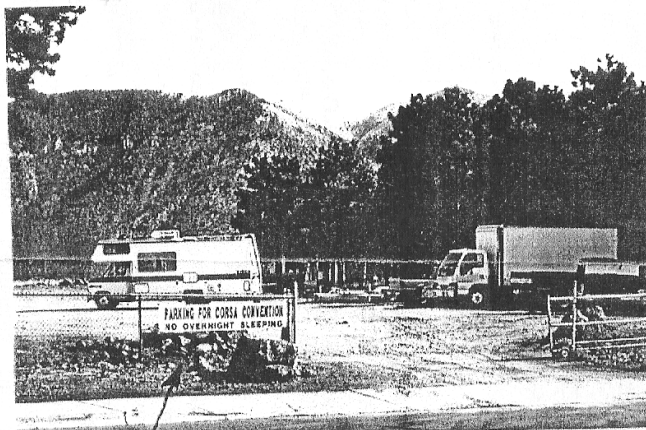
At CORSA Conventions, it is not the hotel who runs a " sleeping in campers police". It is CORSA leadership who is un-reasonably against Ultra Vans, because current CORSA officers think we are cheap and who sleep in our vehicles to avoid room rents.

I say that it is none of CORSA's business where I sleep. It is not in CORSA's charter to have a "Sleeping in vehicles Police Committee".

This mess can be resolved before the September UVMCC meeting, if CORSA *wants* to resolve it

Sincerely

Richard Finch, SAE (Member, Society of Automotive Engineers) and past MAJOR contributor to CORSA



The CORSA "SLEEPING POLICE" AT WORK AT FLAGSTAFF, AZ

A PRIME EXAMPLE OF NEGATIVE PUBLIC RELATIONS!

Letters to the Editor:

Subj: **Where Do We Go From Here?**
From: **Art Moore #222**

Being a member of both Group Ultra, & the Ultra Van Motor Coach Club, I propose the following:

1. Both organizations merge as a chapter of CORSA under the name "ULTRA VAN CLUB".
2. The club dues be set from \$ 6.00 - \$ 15.00 annually, based on an executive study.
3. Six Newsletters to be published yearly, either as the " ULTRA SOUNDER", or "WHALES ON WHEELS", or a name to be determined at a later date by consensus or ballot.
4. A Membership Roster be published annually.
5. The existing UVMCC bylaws be modified accordingly, to take into account the necessary action required.
6. In the event that UVMCC or Group Ultra do not complete a merger, I further propose that the Ultra Van Motor Coach Club change it's name to "ULTRA VAN CLUB", and apply for chapter status in CORSA.

I make these proposals in the sincere belief this merger will result in a stronger group financially, as well as a much more cohesive organization in all areas, plus the sharing of a Newsletter, Tech tips, Rallies, Friendships, and most important, this merger will certainly strengthen the legacy of this wonderful vehicle we all love, the Ultra Van.

It is my intention to present these proposals in motion form at the 36th Annual Ultra Week, September 9-13th 2002, held at Mark Twain Cave Campgrounds, Hannibal Missouri.

Subj: **A PATH TO THE FUTURE**
From: **Jim Davis #388**

Should UVMCC become a chapter of the Corvair Society of America (CORSA)? In a word yes. As far as I can determine, there is no downside to such a move. Of course, this would only occur if a vote of the UVMCC general membership affirms such a move. I have had discussions with Sara Jones (CORSA President), Bill Pearson (CORSA Vice-President), Harry Jensen (CORSA Executive Secretary), and Bob Marlow (CORSA new chapter plan committee chair). None of these has indicated any reason why CORSA would not accept UVMCC as a chapter.

Why should the UVMCC membership petition CORSA for membership? Three reasons come to mind: first, publicity. The CORSA Communique is sent to approximately 5,000 members each month. Were we to publish our rally schedule, we could increase our exposure to people who might not otherwise know of a rally in their area. Half of the people attending the tour of

Biltmore during the Eastern Spring Rally were not UVMCC members, but their joining the tour allowed the UVMCC members to receive a quantity discount of \$9 per person. If a short rally report was published in the Communique it would reinforce the idea we do something other than drink coffee at a rally.

Secondly: Money. UVMCC general liability insurance presently costs \$500 a year. This cost is expected to increase by 10% each year for the foreseeable future. If UVMCC were a CORSA chapter, the cost for coverage under CORSA's general liability insurance policy would be \$20 a year. This assumes that some UVMCC members choose not to join CORSA. Should all members of UVMCC choose to join CORSA, then the insurance coverage is free. There would be no additional charges of any type for this insurance unless UVMCC chooses to hold a competitive moving event (gymkhana, road rally, auto cross, etc.).

Thirdly: Association. Like many Ultra Van owners, I first discovered Ultra Vans at a CORSA sanctioned event (Helen, GA, 1984). Whenever I attend a CORSA event, I find several people who are interested in Ultra Vans. In fact, at the GUV annual meeting I met two individuals (with enough interest in Ultras to attend the meeting) who thought UVMCC was inactive because no activities were listed in the CORSA Communique.

To quote Harry Jensen after the discussion regarding UVMCC joining CORSA, 'It seems like a win, win situation to me.' Please note that there is and was no discussion by me, at any time, with the CORSA officials, of UVMCC merging with the CORSA chapter of Group Ultra Van. During the Eastern Spring Rally, our President asked me to find out what was required for UVMCC to become a CORSA chapter and to present my findings at the Hannibal National Rally. He was specific in that I not consider the merging of the two Ultra Van groups in my discussions with CORSA.

The reason for writing this letter is simple. It became evident at the annual GUV chapter meeting that there is much misinformation about the intent of my discussions with CORSA and what was being considered by CORSA. Also, several people have asked me to 'get the word out' before Hannibal. The idea is that this would lead to an informed discussion at Hannibal, which is what Doug Pratt, our president, originally wanted; thus, this letter to the editor.

Subj: **Improper treatment of Chapter 002 (Group Ultra) members at Flagstaff**
From: **Doug Pratt #378, President UVMCC**

I apologize for being late in addressing the items that Richard Finch brought up in his letter of July 4, 2002 to: Tom Schrum, CORSA Officers, Chapter 002 Officers and Ultra Van Motor Coach Club Officers.

As president of UVMCC I would like to state that it has always been club policy to encourage our members to join and support

CORSA. I am a member of CORSA as well as Chapter 002--Group Ultra Van.

It would appear that something has happened in the past and that this incident in Flagstaff is just the latest indication. I would hope that the problem can be brought to light and worked out. Recently UVMCC and Group Ultra Van have been investigating the feasibility of joining forces, possibly as an enhanced chapter of CORSA.

I hope that now that the convention is history this letter from Richard may have been discussed and the problem areas sorted out without the pressure caused by arriving members and stressed out staff trying to cover all the bases.

Gary Xantho seemed to touch on it in his "Turn at the Wheel" column when he said, "I think we should concentrate our efforts on sustaining what (membership) we now have".

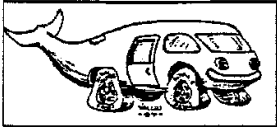
Subj: * [UV] 2002 Corsa National Convention Update
Date: 6/27/02 12:18:09 PM Eastern Daylight Time
From: jld@wk.net (James Davis)

There are three Ultra Vans at Flagstaff, the Davises (388), the Finches (443), and the Sullivans (474). No troubles to report with any coach. The Sullivans did report of the hot weather and forest fire smoke being uncomfortable (It was 98 degrees in Albuquerque on Monday). The Finches and Davises travel in air condition comfort (for the cats, of course). The large Show Lo fire is 60 miles south of I-40 and 150 south east of Flagstaff., covers the country side with smoke. Fortunately there is no smoke in Flagstaff. As the weather in Flagstaff is hot (the high 80's) and the Finches and Davises travel with cats, only the Sullivans chose to show their coach on Wednesday (no power or generators in the hotel parking lot). The coach was well received and about 200 people toured the coach. Thanks much to the Sullivans for making the effort to promote Ultra Vans. We are housed at Black Barts RV Park which just across the street from the host hotel, Little America. It is a nice campground but not in the league with Adelaide Park (Eastern Spring Rally) and Rutledge Park (Eastern Summer Rally). The Bosos (Travoy) are also housed at Black Barts. Black Barts does have a steak house and saloon with a musical review. The entertainment is done by the music majors at Northern Arizona State University as part of their summer intern program. It was much better entertainment than I had originally imagined. The host hotel is small with just enough room for 1/2 of the attendees. The Gallies (504) and Christy Barden (228) are staying at the host hotel. Four other hotels are located within 1/2 mile (across the interstate). There is but a small group of vendors here; however, there were enough goodies at very cheap prices for me to add 225 lbs to my go home weight. Pulling a trailer is not so bad after all. The GUV annual meeting is tonight at 7pm. On the schedule is Ward B. (2003 Corsa Convention chair) to discuss arrangements for Ultra Vans. The convention is to be held in Carlisle, PA with the Carlisle

Clarion being the host hotel. The hotel has agreed to allow the Ultra Vans to be parked with the Corvairs in the reserved section of the lot. Additionally, dry camping in your Ultra Van in the hotel parking lot is available for the price of \$45 per night. There is the possibility of the hotel providing electricity for the Ultra Vans if you have a long enough shore line. We are working with the Lexington, KY club to get the same arrangements for the 2004 CORSA Convention. The two next CORSA Conventions will be better than average events and are to be held in some of the better vacation spots in the nation. Make your plans to attend now with the rest of your Ultra friends. It seems that the powers that be at CORSA have begun to include Ultra Vans in their convention plans. I hope that all their work to include Ultra Vans in their plans will not be in vain. More later, if I can find the time.

Subj: * [UV] 2002 Corsa National Convention Update
Date: 6/28/02 11:22:07 AM Eastern Daylight Time
From: jld@wk.net (James Davis)

Great tech sessions yesterday. Bob Bergman, chief engineer on the Corvair engine project, spoke about the problems and successes in the development of the Corvair. Some of his stories were priceless. The other session was on electronic ignition systems and electronic point replacements. Returning up the car display area, we found UV #326 sitting in the middle of the road. The coach was purchased a year ago by Jonathan ?, an aspiring entrepreneur, whose interest have turned in another direction. The coach is again for sale for \$8,500. The coach drew a lot of attention and several potential buyers. Next was the GUV annual meeting with about 20 in attendance. Discussions included a possible merger of GUV and UVMCC under the Corsa banner. Several of those in the meeting thought UVMCC was defunct as there is no info in the Corsa Communique about UVMCC activities. Sara Jones, Corsa's president, addressed the issues highlighted in Richard Finch's letter to her. She also tried to mollify the Group about the Ultra Van parking problems at this convention. She is working on a special show class for Ultra Vans. If 6 or more are entered in the peoples choice competition, trophies would be awarded at the convention banquet. Ward Bordelon spoke about the previously reported UV parking options at the 2003 Corsa Convention at Carlisle, PA. The plan is to park us in a group whether we dry camp or stay in the hotel. Returning to the bar for more fellowship, we discovered the Reed's coach (275) sitting next to 326. This coach was profiled in the current WOW issue. Pictures do not do it justice. It is truly spectacular. They will try to return today about noon so I can take pictures. They are visiting friends in Flagstaff prior to going north on a vacation trip. We are off to the autocross. Sadly no one entered their coach in the event. We will attend the tech session and the general meeting tonight before heading north into the Utah's National parks with a trip to Chama, NM to ride the train. We should be home by July 16th.



TECHNICAL WHALE TALES -- TIPS AND ARTICLES

“Technical Whale Tales are a collection of technical tips and articles submitted by Ultra Van Motor Coach Members. While these tips and article have been reviewed for content and are believed to be workable and acceptable, there is no guarantee implied that they will work correctly. The Technical editor, the author, and the Ultra Van Motor Coach Club assume no liability for problems that may result from the use of these tips and articles.” Please submit any tips or articles to me: **James Davis**, 312 Butterworth Rd, Murray, KY 42071 , **E-mail** <jld@wk.net>

TECH ARTICLE NO: 2002-12 **SUBJECT:** LED Taillights
UV MANUAL SECTION: -15, Page 86 **AUTHOR:** Jim Davis #388

When discussing Ultra Van problems at rallies, the subject of exterior lights always seems to come up. Most problems are caused by old wiring or corrosion in the sockets, but frequently I hear, “Are LED taillights worth the cost and trouble?”. Lighting technology has come a long way in the 31 years since the last Ultra Van was manufactured. Now that the newer trucks and cars have started coming with LED tail lights, why shouldn't we convert? But first some science.

The Light Emitting Diode (LED) has been around for about 20 years but until recently it was neither cheap, rugged, nor bright. Often confused with lasers these small semi-conductors are more nearly related to the power transistor than to neon lights. They produce light of very narrow frequencies, similar to lasers, but are many times more efficient in changing electricity into light than are lasers. They operate on very small voltages and currents and are nearly indestructible. They produce no measurable heat.

There are two different ways of installing LED tail lights: buy a right angle bulb that fits the standard Ultra Van socket or cut and glue a ready made lens into an Ultra Van Bargman #99 tail light lense. The first pictures show Clyde Stanton's cut and glue method. The light housings are the standard 4.5 inch diameter LED light found on most 18 wheeler's trailer lights. Any large truck stop will carry several different types and housings. Cost is between \$20 to \$25 each. The LEDs are encapsulated in a polycarbonate housing and each LED has its own Fresnel lens to aid in beam dispersion. Since the typical beam dispersion of an LED is 23 degrees, without some dispersion device the LED would appear to be off when viewed outside the 23 degree cone. A special socket was uses to allow the truck's lense to be use with the Ultra wiring. The LEDs burn at 40% total brightness in running mode (parking lights) and 100% brightness in stop mode. Based on my viewing of Clyde's lights at the Avon Park rally, I would say that they are 2 to 3 time brighter than a standard 1157 bulb and lense.

The other type is available from The LED Light Company. It consists of an 1157 dual contact base bulb with a circular head containing 40 small red LEDs at right angles to the base. These bulbs require no modifications of any type. Fifteen of these LEDs burn when the parking lights are on and all burn when the brakes are applied. Since the LEDs emit a red light of the same color as the Bargman lense, there is no degradation of intensity when using the standard lense. The 40 LED cluster has each LED angled slightly to aid in beam dispersion. The cost is approximately \$45 each. I would estimate that these LEDs are twice as bright as the standard 1157 bulb.

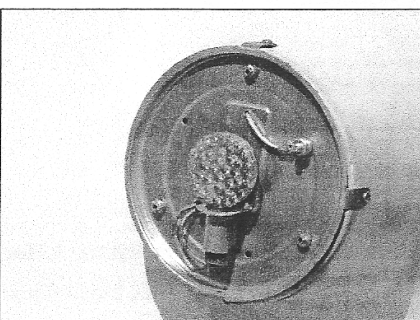
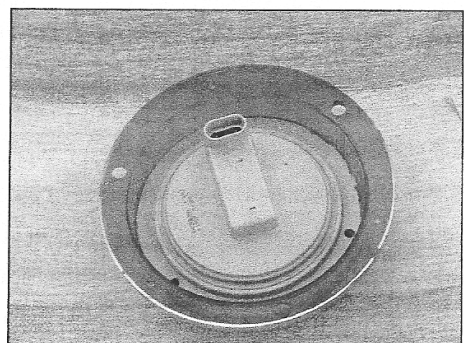
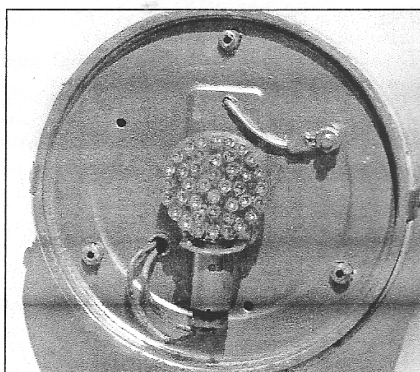
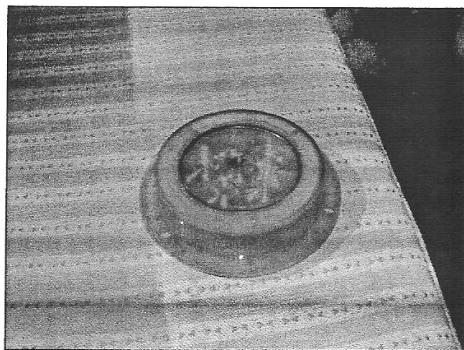
LEDs don't burn out, but they gradually degrade over time (as does an incandescent bulb). When an LED produces 50% of the light it did when new, it is considered failed (accepted industry standard). For most red LEDs, the lifetime is 100,000 hours or over 10 years of continuous operation (that is why they are used in traffic lights). LEDs use about one tenth the electricity of an incandescent light to achieve the same light intensity. A three LED bright white head refitted to a Mag light puts out the same light as the krypton

bulb that came in the Mag Light, but the 2 AA batteries will keep the LEDs lit at full brightness for 10 hours. If LEDs are refitted into the front turn signal lights as well as the taillights, the flasher will have to be changed.. Most flashers use some of the current going to the bulbs to heat a contact strip in the flasher. The heating and cooling of this strip causes the contact to make or break. LEDs draw so little current that the contact strip will not heat up enough to break the circuit. Mechanical flashers are available for LED applications. The LED Light sells yellow LEDs in the 40 LED configuration, 1156 single brightness, for front turn signals.

Even though LEDs operate at low current levels, they do require a relatively constant voltage source. Twelve volt incandescent lights lose 34% of their total light output when the voltage is dropped 1 volt, while red LEDs loose 10% of their output with the same 1 volt drop. When I wired my coach for trailer lights, I noticed a 3.4 volt drop in voltage between the battery and the light socket. This drop occurred only when I tried to draw more than 3 amps through the wires. Cleaning all 5 connections from wire #70 at main fuse pannel and the brake lights, yielded little improvement. Rather than rewire the coach, I installed three relays in the rear of the coach to handle the brake/turn signal and running lights. I now have no measurable voltage drop in these circuits and the tail lights are considerably brighter even with the trailer hooked-up.

Should you want brighter tail lights but not want to go to the expense or trouble of LED lights, 20/50 watt dual filament, 1157 base bulbs are available. These are quartz-halogen bulbs and produce considerably more heat than the standard bulbs. They will melt the taillight lense if they come in contact with it. They are available from Yearwood Speed & Custom for 12.50 each. Also, they draw almost twice as much current as the standard bulbs. These bulbs will not burn brighter if your coach's wiring is not up to the task.

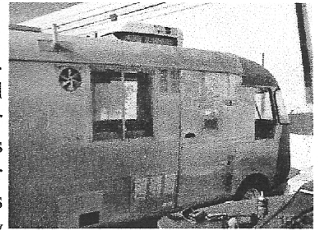
Sources: The LED Light Company, 775-423-7388 <www.theledlight.com>, Lambert Enterprises, 865-494-9850 <www.lambertenterprises.com>, Yearwood Speed & Custom, 925-772-7408 <www.yearwood.com>



Coaches For Sale



UltraVan #254 from 1967. California VIN #254. Running condition with documentation and original manual. I was restoring it, but life has taken me in another direction. Taken down to aluminum, with new brake lines and new floor. This one has the original Corvair 6 cylinder Monza engine and runs well. My mechanic tells me it runs strong and was probably rebuilt. But it was sitting for many years when I got it, and will need new seals. Needs new airshocks (standard Monroes) The fiberglass corners. Asking \$4000. It runs good, needs some TLC and interior restoration. Feel free to call me: Aaron (Bobby's friend, Bobby is too busy) 323 932-8108 (Los Angeles)



Ultra Van #337 has been parked now for 16 years and Gerry is at a period in his life where the important things are fading from memory. The years have taken a toll on Gerry and the Ultra , However the joy that this Coach has brought him still brings a smile to his face. Gerry always wanted to know that the Ultra would not perish in a salvage yard! and that all the ultra owners and fans were given the first opportunity to acquire it! I feel that this Coach is still in good condition and but will require a full restoration. This Coach will go for the best offer from an Ultra owner or fan! All inquiries may be submitted to izabel8@cox.net (attention) **David L Zeaman** or 1-602-841-8829

Ultra Van #290 Coach is in good condition, mostly original. This coach has a 140 hp engine. Located in Swift Current, Saskatchewan, Canada Price **\$6,600 US** or best offer. For details, contact: **Mike Johnston (306) 773-8444**

Ultra Van #326. Restored! Rebuilt engine. Only about 1500 miles since 1999 rebuild. New paint in June 1999. Many extra features. See May 2002 Ultra Sounder for complete rundown and pictures. Asking \$8900.00 J. Day (928) 853-3503. <http://www.geocities.com/flag40s/ultra.index.html>

Ultra Van #387. Corvair powered with 44,000 miles. Nice condition. \$4,000.00. Call or Email - Bob Hoanzl at (610) 433-3372 or www.geocities.com-corvairgarage.

Ultra Van #477 This coach was used as an office and has not run for some time. The owner would like to get rid of it, would sell for \$2500, (maybe a lot less). Interior is in fair condition. It needs lots of work. If interested; check it out or give Bob a call. **Bob Kimble**, 6235 Edna Road, San Luis Obispo, CA (805) 543-1449 (This is a lead from Bob Galli #504)

2003 Dues Notice

2003 dues become payable in September at National Rally time. The 2003 Roster will be made up of all members in good standing as of January 1, 2003.

If you wish to be included in the 2003 Roster, be sure to pay your dues before December 31, 2002. Dues are still \$15.00 US

Please be sure we have your correct address, area code, phone number, and email address if it is to be included. Check the address label on your latest newsletter, if it has an '02 on the label, your dues are due. Mail your check payable to UVMCC to:

Marion Helmkey, Treas.
73 Sargent St.
Haines City, FL 33844

Coach # _____ Name _____

Address _____

State _____ Zip Code _____

Phone Number (____) ____ - _____

Email Address _____

2002 BALLOT

There are two ways to submit this ballot. You can either mail it to the editor by **Sept. 1st, 2002**. Write "**ballot enclosed**" on the outside of the envelope and the envelope will not be opened until ballots are tallied at the National Rally. The second option is to take it to the National Rally in Hannibal, MO and put it in the ballot box there. **NO EXTRA COPIES** of the ballot will be available at the rally.

Three persons have been nominated for the Ernest Newhouse Award. These nominations were submitted to President Doug Pratt and have been reviewed.

Ballot #1 (Husband) (Nominees in **bold**)

President (2 year position - already filled)

Vice President: **Howard Boso** _____

Secretary: **Kaye Stanton** _____

Treasurer: **Marion Helmaky** _____

Editor: **Jim Howell** _____

Eastern Director: **Ken Wildman** _____

Western Director: (No Nominee) _____

Earnie Award (**Circle One**) **Diane Galli, Gordon Harvey, Marion Helmky**

One ballot per person! Separate, fill out and mail to : **Jim Howell, P.O. Box 5942, Knoxville, TN 37928**

Ballot #2 (Wife's) (Nominees in **bold**)

President (2 year position - already filled)

Vice President: **Howard Boso** _____

Secretary: **Kaye Stanton** _____

Treasurer: **Marion Helmaky** _____

Editor: **Jim Howell** _____

Eastern Director: **Ken Wildman** _____

Western Director: (No Nominee) _____

Earnie Award (**Circle One**) **Diane Galli, Gordon Harvey, Marion Helmky**

UVMCC

Ultra Van Motor Coach Club, Inc.

Jim L. Howell, Editor

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FIRST CLASS MAIL



Ultra Vans at Biltmore Estates

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Diane Galli, West, (825) 466-2737, 12/31/2004
Bob Reinhardt, West, (702) 870-6187, 12/31/2002

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

All reports of Regional Rallies, advertisements, or other input for the Newsletter are to be sent to the Editor. There is no charge for advertisements; please allow a 3/8" margin on top and sides, and a 3/4" on bottom of copy (to make room for page number), preferably using black ink. Any handwritten copy that you want typed should arrive two weeks before the deadline. All dues are to be forwarded to the Treasurer. Look at your address label -- the number after your name is the last two digits of year thru which you are paid. Material for the Newsletter can be folded. Technical tips are to be sent to the Technical Coordinator. Amendments to the Bylaws are to be sent to the President.

Newsletter Deadlines: **Jan 5th, March 5th, May 5th, July 5th, Sept 5th, Nov 5th.**

RALLY FLYERS ARE TO BE CAMERA READY AND SENT TO EDITOR BY REGULAR MAIL BEFORE DEADLINE!