

May/Jun/Jul 2003

Volume 37 Issue 3



President's Perspective by Doug Pratt: As you receive this Ultra Sounder you should be making final plans for the National Rally in Pipestone Minnesota. Can you take Jim Craig's observation of the low number of Ultras at the Western Winter Rally as a challenge--bringing yours to Minnesota! We may never be able to match the rallies of the 1970's and 80's, but there are many sound, road-worthy coaches out there. Plan to be there and re-new (make new) acquaintances.

This newsletter is made up of items that get sent to the Editor (and there have been very few). In order to have our publication we must send in articles that can be "edited" into the Ultra Sounder. Some of the things that you have done and things you have seen while involved with an Ultra Van may seem quite ordinary (or NOT), but if you don't write about them you won't be able to let us all share your experiences. "People" stories are the balance to the "technical" items. Things happen: Being parked in the middle of a Buffalo migration; Crossing the Continental Divide five times on one day. How about that special camping area? That place with the awesome view?

As I write this, Nancy and I (along with 19 others) are about to leave on a mission trip to Kodiak, Alaska. We will be gone two weeks doing maintenance work at Kodiak Baptist Mission. While we will be confined to Kodiak Island there should be plenty to see and do. Our work day ends at 5 PM and we will have use of a couple of vans to check out the island. Because it doesn't get dark until 11 PM or so, we should be able to see a lot. This is one trip that will be leaving the Ultra Van behind.

In order to make sure that the ballot and newsletter gets to you about a month before the National Rally and the fact that there was a low amount of material to be published, the decision was made to make this a "May--June--July" edition.

ULTRA VAN MOTOR COACH CLUB'S

ULTRA SOUNDER

In the beginning #101 The Ultra Van Prototype

Story by; Jim Craig

"Eureka!!!! There it is, the windshields I need for my new camper van." (Not yet named , Ultra Van.) Those were the words of Dave Peterson when he saw a Chevrolet StepVan panel truck on the street in Oakland, California. He had been working on #101 for a few weeks in which he laid out the frame work from the rear to the front. He could not decide how to do the front until he saw the Step Van and then it all fell into place.

The 35mm film I have seen, which he took as he progressed, shows the framing set up on supports without the front and windshield section in place. The story goes that he laid out the basic drawing of the floor plan on the concrete floor and preceded from there.

The forming of the rear fiberglass panels is a story in itself. Being involved in boating , he knew some about fiberglass work. He made a form out of redwood 2 x 6 planking, supported on a wooden floor and with a disc grinder shaped it match the rear frame work. His plan was to make both left and right panels from the same form. WHAT??? Yep, that is correct. Here is how he did it, after applying the release agent to the form, he starting laying up two layers of fiberglass cloth and after applying the final liquid coat and smoothed it out, he drove into Oakland for some materials. He was back in about 45 minutes and the panel was half set up. Now, get this, he peeled off the new panel from the form and flipped it inside out and that became the left hand panel. He set it up temporarily in the framing to cure and proceeded to lay up another panel on the form, which would be the final right hand side.

No big deal for Dave, he just thought that way. Who of us would have envisioned that you could do that. Not many. The power train? During one of his journeys to the local car salvage yard he spotted a

Corner Photo: The Piche's #389 wins 'Best of Class' at TCT rally.

strange vehicle that had a engine in the rear. He had heard and read about the Chevrolet Corvair, but

had never seen one up close. After looking it over and finding that the engine, transaxle and rear suspension could be removed and installed as a complete package, he said, "Great Balls of Fire". He purchased the complete Corvair Coupe and had it towed to his shop in Alameda, California.

He used the front suspension, dash panel, auto shift cable, windshield wiper motor, misc. wiring assemblies and of course the complete rear suspension/transaxle/engine assy.

The work proceeded into December of 1961 and Dave was ready to take his new creation out of the road. WOW!! This thing really had performance and the public was all over it each time he stopped for some reason. He painted it the off white color, but he decided it needed some fancy color stripping to set it off. He used a scheme that was currently being used on private aircraft at the time. From the front he applied red and blue paint to give it the effect of a boat plowing thru the water. Along the sides the blue flowed into the rear and dropped into a point at the center lower area.

After the new paint job he started getting requests to make them for customers. The rest is 'History', as the saying goes.

Dave used the prototype for sometime and then gave it to his son. It went thru several owners until Mory Synder and myself recovered it from an estate sale in Oroville, California, in 1991. At several western rallies, members discussed the possibility of restoring this piece of Ultra Van history.

In 1993 we had the first of seven work rallies in Joshua Tree, California to start the restoration. During the seven work sessions, over 3000 man-hours was expended. \$ 4000. Was loaned to the project by members of UVMCC, in addition many members just donated \$20, \$100. \$200 in cash, not wanting to be paid back. Such was the devotion to the project. Also, several of the current Corvair vendors furnished numerous parts to assist on the restoration.

At one rally when we were replacing the front skin that wraps around from side to side, Dave came to visit for the day and he assisted the crew in drilling and installing the new skin. He really enjoyed it and he commented that it sure brought back a lot of memories.

The project started by removing front and rear suspensions, the engine and transaxle, electric wiring, insulation, inner plywood floor, cabinets and etc, etc,. It was stripped to the bare alum framing. All glass was removed.

Next, we removed all the alum skins, up to the 3-4 foot height from the rear, around the front and to the other rear area. Members had to be trained in the art of riveting and bucking in order to accomplish a 'professional' job.

After all of the skin work was done, the installing of the insulation, wiring, mechanicals, wood paneling, new vinyl ceiling of the 600 series Ultra's. Windshields, windows, screens, refacing of the kitchen cabinets and counter top. A new entrance door with a large window was made and installed. Also, a large rear Lexan window and a new rear hatch door with air assist cylinder.

Wheels were cleaned and painted and new 6:50 x 13 White Sidewall tires was installed. All six of them. (It has duals in the rear.) New (NOS) 1960 deluxe hub caps was purchased and installed.

New marine grade plywood floor was installed. The 17 gallon fuel tank was cleaned of all the old sealant, new vents installed and aviation grade fuel type sealant was applied in and out side of the tank compartment.

Carpet tack strip have been applied and the new carpet has been purchased and will be laid at the last operation.

The orig. 1960 instrument panel was reinstalled and several additional gauges was added for better monitoring the systems. AM/FM and CR radio was added.

Member John Shattack drew up a new wiring print and installed most of the new wiring along with a circuit panel box and wiring to mate up with a roof air unit in the future. John is just one of over 75 members and friends of CORSA that came and assisted at various times. The rewards for a days work were the great meals that were prepared and furnished by the many wives and the satisfaction of knowing you have done something worthwhile.

The last work rally was in 2001. Only one couple came to work. Soooo after that I figured I could continue and finish it myself, but it is apparent that is not going to happen. I have thought long and hard about it, talked to wife, talked to self, and talked to wife again and now it is time to let it go. Hopefully some younger member will purchase it, give it a sharp paint job and bring it to some of the Ultra Rallies in the future for us to admire.



Ultra Van #101 FOR SALE

This is the original prototype for the approximately 395 ultra vans built. It is very different in construction than the others, but was built as a complete RV. As the previous article and pictures show, it has been restored by many members off the UVMCC. It is ready to travel anywhere, but needs some items completed. This is a one time offer at \$4,995.00.

Contact: Jim Craig (760) 366-9104
or email: ultravan604@tcsn.net

Located in Joshua Tree, California.



WESTERN SPRING RALLY

By: Bob and Diane Galli #504

It all started for some of us at the Spring Fling put on in Rancho Cordova, CA, a Corvair/Camaro car show. Three Ultra Vans were entered in the car show, Lew Young 497, Robert Craig with the Green Machine, and Jim Craig 604. Jim Got 2nd place and Lew took a first place trophy for Ultra Van's. Howard and Marsha Boso, Graham Dell, and Bob and I were also in attendance. This took place from the 11th to the 13th of April.

Sunday AM we all left the hotel parking lot, and headed South via the CA Hwy. 99, to Caswell State Park for the afternoon and night, Nice place to camp we were all agreed. Lew came and picked us all up for a spaghetti feed at his house, good food and good company. Of course they lost Howard and me and Lew to the TV for the basketball play offs. Some of us also got caught up via Lew's computer on our home mail. Thanks Lew and Shelly for a swell time and the great hospitality.

Meanwhile back at the campground, we had a great campfire, courtesy of Robert who bought firewood, of course Howard and I were checking in on the basketball games there too. ;-))

Next morning, we got ready to head back up the Highway to French Camp and the RV resort. Of course Howard in the lead and me riding drag failed to see the driveway, so had to go make U-turns and try again. Oh well, no one said we were perfect drivers. Got our spaces and settled in soon to be followed by Jim and Martha Isbell in 257, and Forrest and Sally Gist in their HI-LO trailer, Graham and Dan and Betty Reinhardt were there ahead of us. Reinhardt's in their new Rialta and Howard and Marsha in their, Winnebago.

Friends of Lew and Shelley's joined us for the Rally too, they are sure nice folks and were a good addition.

The rally started Monday, and it was a good one, Bob had a tech session on, fixing a leaking shift cable. Some worked a neat puzzle, and the women mostly played cards, we had new ones to teach some of the card games, and it seemed to be greatly enjoyed by them too.

Howard had a relaxing week, no coaches to work on.

Lew and Shelley had a full time scheduled, Bar-B-Que. on the last night, one night pot luck. And one night out for a good Mexican dinner.

Our General meeting was scheduled and the next years Rally's were planned.

We had great spots right in front of the club house, and the showers and Laundry. Kitchen was included in the clubhouse as were 2 TV's, what more could you ask?

The RV resort is part and parcel with the Highway, cemetery and golf course surrounding it. Highway being just far enough away not to be intrusive.

Thursday saw us all leaving for home, Bob and I had planned to stop for an overnigher at Casa de Fruta, except it was only 12N, so decided to march on, and we were home in another 2 hours and 45 minutes. Good thing as we got the UV unloaded and we were all settled in when the rains came! Not a pleasant thought to think we almost had to do the unloading in the rain, had we stayed over night.

Now we are getting ready to leave for the summer in the Ultra Van. Carlisle, PA for the CORSA convention, then touring the East, South, and Mid West, before getting to Pipestone to host the UVMCC National.

A small plug: Get your reservations in to the Pipestone RV and Campground, 507-825-2455 Mention the Ultra Van Rally, or, email: rvcmpgrd@rconnect.com web site: www.pipestonervcampground.com

Area Motels:

Arrow Motel,
507-825-3331

Super 8 Motel
507-825-4217

That's it from California, hope to see you on the highway.

Eastern Spring Rally – March 2003

By Carl & Esther Potter

The Spring Rally at Adelaide Shores Campground on March 18th to 22nd was a success story! There were 10 Ultra Vans there with owners Nancy & Doug Pratt, Norm & Marion Helmkey, Esther & Carl Potter, Kaye & Clyde Stanton, Roy & Jim Davis, Jean McMasters, Jerry Dute, Gail & Vince Murray and Ann & Bob Cole plus late arrival Walt Davison. Ruth & Gordon Harvey were present with their Tiara, while Marjorie Fitzgerald, Mickey & Don Richards, Helen & Charles Smith and Marsha & Howard Boso were there with other coaches. We were also glad to welcome “old time” members Randle & Tennie Randle back as guests. This made for 28 attendees.

Between a country music show, tech sessions, crafts, dance demonstrations by Doug & Nancy and a 1973 film starring Doug's dad, it was a fun time. Don't forget the pot luck supper, Yankee gift swapping, along with a Thursday lunch at the Jacaranda Hotel in downtown Avon Park and pot luck deserts on Friday that increased our pleasure. The ladies also enjoyed a craft fair in downtown Avon Park on Friday morning.

Coaches started arriving on Saturday, the 15th and a few stayed till Sunday the 23rd. The weather was excellent, 80 to 90 most of the time with only an occasional rain. It's a spacious and well maintained campground, – we'll be back!



Tech Sessions at Eastern Spring Rally



Eastern Summer Rally (Prizer Point Resort)

By Paul Piche

The Eastern Summer Rally was held in Western Kentucky at Prizer Point Resort, Lake Barkley, Cadiz, Kentucky May 18 through 23. Our hosts, Jim & Roy Davis, did a superb job selecting the resort, arranging trips, and locating excellent restaurants. Arriving on Sunday to high water, 15' above normal, (many campsites were invisible, only the electrical box sticking out of the water) were Jim & Roy Davis (#388), Scott, Rhonda, Forest & Emily Pilkington (#350) and Gordon & Ruth Harvey (#2019). Monday, Paul Piche & Barbara Greeson (#389), Ron & Martha Zouterdam in a SUV (#375 had hit a deer just after they left home, crippling the accelerator pedal), Glen & Joanne Lemke (#267) in a 33' Holiday Rambler, and Don & Mickey Richards (#380) in a Cassita. Monday evening after settling in we gathered at the Davis' coach and hear stories about the Jackson Purchase, Barkley & Kentucky Lakes and "the Land Between the Lakes". A great time.

Tuesday arrived with free pancake breakfast at the restaurant and a discussion of the days activities. We were off to Paducah. First to the National Quilt Museum where Mickey was chastised for touching a quilt with an envelope that was in her hand. Two very enjoyable hours. Such beautiful art. When we left, it had cooled down some as we walked to lunch at the Whaler's Catch. Great lunch. Great prices. Leaving the restaurant, it was cooler again - over to the "Flood Wall" art work; such paintings. Then over to see if our group could tour the American Queen river boat (once they saw our group they pulled up the gang plank). They were leaving and

infact running late, so we couldn't board. But when they left the dock they played "Yankee Doodle Dandy" on the steam calliope, very loud for about 10 minutes. Now down to Main Street and the great stores. Another hour and a half. Now there was a slight mist in the air. Our next mission was to find studs for the Harvey's wheels - Olds studs. None at Napa, O'Rieleys, Auto Zone. Now to Walmart - Piche needs a "Y" shut-off, three minutes to pick-up but 10 minutes waiting in the parking lot to get picked up. On "Election Day" in Kentucky you cannot purchase beverages for "medicinal purposes" until 6:00 pm no matter how desperate you are. Back to Walmart to regroup. Jim leads and Dr. Ron follows. Jim turns the wrong way - back through the Walmart parking lot and now Jim gets it right until the next intersection. Roy says right, Jim says left, and left we go. Wrong - turn around again. Dr Ron and everyone else by now has been laughing for 15 minutes straight. Head home. Dr. Ron and everyone in his SUV head to the resort . Jim heads for Cadiz looking for the elusive studs - and waiting for 6:00 pm. Arriving at the Chevy dealer- hurray! He will have the studs by 10:00 am, tomorrow. All right!

Jim heads for Hopkinsville and a strawberry pie. We sat and ate and watched the clock. Finally 6 pm - look at that line-up at the package store! Finally, we are home. We all meet at the club house. Stories around. It gets late. Finally the last to leave are Gordon and Jim. As Gordon is walking to his coach he trips and falls down. A broken arm. Ruth calls 911 - Jim goes to get Dr Ron who is staying at one of the 10 condos. Jim knocks on 10 doors, 3 are answered but no one knows Dr. Ron. You see the Zouterdam's don't know anyone in Kentucky and besides it is 11:00 pm. Finally the owner of Prizer point gets his registry and gives Jim the right condo number. This time the door opens. Harvey is getting cold laying on the stones. Dr. Ron took right over working with Gordon for about 5 minutes, then the emergency team arrives. Dr Ron and the two paramedics get Gordon's arm stabilized and put him on the stretcher. Ruth went with them to hospital. Great job Dr. Ron! The Lemkes and the Richards slept through all this activity.

Ruth called in the morning and said Gordon had a rough night and for us to go on with out activities. She wanted to be picked up after the days activities. Free pancake breakfast, discuss the days activities - off to Cadiz - for studs then to Patti's 1880 Settlement. Great Lunch - Great Deserts. Some craft shopping and just strolling around the 10 acre site - animals - birds - and on and on. Head for home. Dr Ron and Martha head for Hopkinsville to visit Gordon and to pick-up Ruth. The other guys get together and install three new studs on Harvey's front wheel, but something is noticed on about the wheel adaptor that could be the problem, we will have to get it machined, tomorrow. We meet at the clubhouse for a short time as everyone is tires out.

Thursday morning free pancakes - discuss the days activity. Jim locates a machine shop in Cadiz. They are very helpful. Back to Prizer Point to install both adapters ready for Ruth to pick up Gordon and head for Florida. Grouped together we head for Lake Barkley Lodge and "The Land Between The Lakes". Had a wonderful lunch and then to the nature center. We strolled around, then payed \$3.00 for a token to drive through the five hundred acre Elk and Bison Prairie. We saw Elk, Indigo Buntings, and 34 Bison of which 12 were small calves, right up to the road. Barb got out to take some pictures and Jim said the cows were snorting at her. Dr. Ron and Martha left for home from the Prairie. The rest of headed back for our last stories around the campfire. By now the water had gone down five feet and there were more campers coming in. Oh yes, there was a little miracle - a Killdeer has laid three eggs on one of the sites in the stones and Thursday, 2 of the eggs hatched, tiny, little things. Friday there were campers on her scrape Friday morning, free pancakes, said goodbys and off we went. **Thanks!** Jim & Roy, for a wonderful rally.



Eastern Summer Rally Group



Camping for the 2004 CORSA International Convention

The CORSA international convention will be held in downtown **Lexington, Kentucky June 15 through the 19, 2004**. The host hotel is the **Hyatt Regency**. Unfortunately there is no overnight camping allowed in the parking lots of the hotel per hotel policy.

From the initial stages of planning this convention two years ago I have kept the Ultra vans and the campers in mind. Located six miles and a straight shot to the host hotel is the **Kentucky Horse Park Campgrounds**. The campgrounds are beautifully secluded, modernized & affordable. The campgrounds policy is first come first serve. They do not take reservations unless there is a minimum block of twenty and then they also require the fee of the first nights lodging in advance. What we do have to offer is a **560-space parking lot** rented for the week at the host hotel that will be used solely for outdoor vending and parking for conventioners staying at the campgrounds and hotels other than the host hotel. This will allow these conventioners an alternative place to come so they can come visit the convention during the day and not have to worry about finding a place to park. We will keep you updated on any changes and closer to the convention we will be putting together a list to reserve a block at the campgrounds so everyone can camp together. We just wanted to get the word out early so if you're planning on camping you will know what to expect. We apologize for any incontinence this might cause.

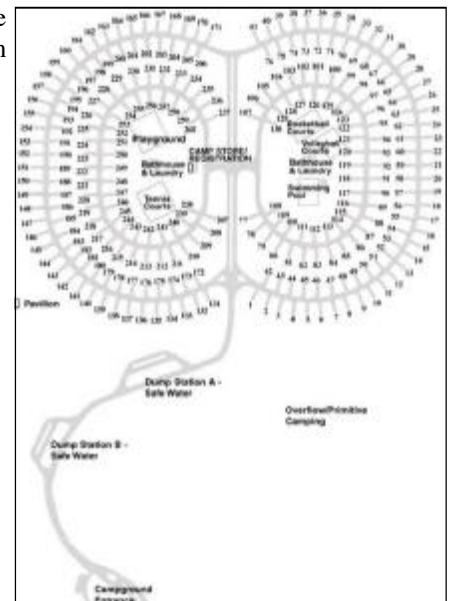
We have numerous fun activities planned throughout the week and we hope everyone can make it. For more information visit our web site at www.kycorsa.com or the horse parks at www.kyhorsepark.com.

Hope to see everyone here in 2004!!!

Greg Scarboro
Central Kentucky Corvair



Walt's Revised Ultra Van #366





UVMCC NATIONAL CONVENTION

Pipestone, Minnesota September 8-13, 2003

Welcome to the UVMCC National Convention information packet. I have included some points of interest in the area some you may want to see while you are here. We may plan to do some tours as a group, I have nothing cast in concrete yet. Testing the waters, so to speak.

Diane and I will be leaving early, sometime in late June. Our first committed event is the CORSA Convention in late July, hope to see some of you there in Carlisle, PA. Where we go from there is yet to be determined. Any mail we get will be forwarded to us by our daughter, Roberta. We will still be available via email at rdgalli@pocketmail.com

In looking at the enclosed brochures, you will see one for Lake Benton. This looks like an interesting town. We are planning to stay at the county park located in that city a few days before going to Pipestone. Maybe you could meet us there.

So come in your UltraVan, RV, or whatever you are driving these days and join us at:

Pipestone RV Campground

919 North Hiawatha Avenue
Pipestone, MN. 56164
507-825-2455
Email rvcmpgrd@rconnect.com
www.pipestonervcampground.com

AREA MOTELS

Arrow Motel
600 8th Ave. NE
507-825-3331

Super 8 Motel
605 8th Ave. SE
507-825-4217

Crafts at the Ultra National

- 1) A mosaic welcome sign, there will be a fee of \$10 for materials. - Diane Galli
- 2) A Stamped book mark , no fee. - Diane Galli



UVMCC NATIONAL CONVENTION

Pipestone, Minnesota September 8-13, 2003

Registration

Name _____

Address _____

Coach # _____

Registration fee \$15.00 _____

Banquet \$12.00 per person _____

Convention "T" Shirts \$15.00 ea
S M L XL XXL

Please fill out and return this form.

Do not send money .

All fees will be collected on site at the convention.

Bob and Diane Galli
5000 Cascabel Rd.
Atascadero, CA. 93422-2302

RALLY ALERT

Ultravanners! We are going to host a rally here at our house in **November**. Here are some details you can put in the newsletter and we will send a flyer for the following newsletter.

HIGH DESERT ULTRA CAMPOUT.

November 2nd thru 12th. 2003

Jim & Marlene Craigs, Desert Rendezvous Ranch

7011 Sunny Vista Rd.

Joshua Tree, CA. 92252

760 366 9104 or ultravan604@tcsn.net

Come and enjoy good friends and fellowship, potlucks, games and "Tech. Sessions". We will also, do some sightseeing and have a "Desert Bingo" one evening. Then we will visit the "**Annual Great Western Fan Belt Toss and Swap Meet**" at **Palm Springs**. Come in car, truck trailer, Ultra Van, just do it.

Ultra Sounder on PDF

The Electronic version of **The Ultra Sounder** is here and ready to ship.

It has been tested in limited postings to the Galli's, the Helmkey's, the Davis', the Howell's, and all international members that have a email address on file. The reviews were GOOD!

This version will be available to UVMCC subscribers as an OPTION. (Will be discussed at the National)

NO: You do not have to take it that way. You can still get it by snail mail.

YES: If you opt to get it electronically and then either it doesn't work or you would just prefer to get it by snail mail, just let us know and you will go back on the snail mail list. Any issue that is sent to you and gets trashed for any reason can be replaced by a paper snail mail copy.

The **advantages** to electronically transmitted version:

- 1.) ALL pictures are in **full color**.
- 2.) The picture quality is much better since it is not limited by my printer.
- 3.) You can save all the issues as computer files and print out only the parts you want OR print it all out. I will save mine to a CD so I have a complete archive.
- 4.) You will get it earlier since both versions are ready at the same time, but it will take a week or so more to get the snail mail version printed and mailed.
- 5.) It saves **UVMCC** on postage and printing costs which translates into better quality in other areas and less chance of an increase in dues as costs increase.

The **disadvantages** of electronically transmitted version:

- 1.) You will want a fairly fast internet connection. The files will run upto 2.5 Mbytes. A 1 Mbyte file takes about 3.5 minutes to download on a 56k dialup modem, but only 6 to 30 seconds on a DSL connection.

In order to receive the **Ultra Sounder** electronically you will need:

- 1.) To be a member of the **UVMCC** (i.e. A subscriber to the Ultra Sounder)
- 2.) A copy of Adobe PDF Reader on your computer. This is available for FREE to download from the **www.adobe.com** site.

The files will be **Adobe Acrobat PDF format** and this issue of the newsletter is a bit under 1 MByte.

If you would like to test the electronically transmitted version, it is ready to send and will go out when I get your request. If you would like to experience the Electronic version of the **Ultra Sounder**, send an email to me saying that you would like to try it. In that email give me: **Your Name** and **Your Email address**.

Your editor, **Jim Howell** jhowell488@cs.com

Tin Can Tourists 6th Annual Renewal Gathering

May 15 to May 18, 2003

condensed by Norm Helmkay from the Summer TCT Newsletter by Forrest Bone

This year, the 6th Annual Renewal gathering of the Tin Can Tourists Club was supposed to begin on Thursday, May 15, but it is getting so popular that members are now arriving as early as Monday to secure their favorite spot at Camp Dearborn, just outside Milford, Michigan, near the General Motors Test facility. By Thursday afternoon, all of Rows A, B and C were filled and D back in the trees was starting to fill.

Around 5 p.m., members arrived at the Chalet with their entries for the annual Chili Cook-off (which several years ago was won by Ultra Vanners Ron & Martha Zoutendam.) The competition was intense with a record number of entries. As usual, the judging was done by the Camp Dearborn staff, who have come to look forward to this "Free Meal."

A highlight of every evening (weather permitting) is the old campfire, always presided over by John Culp, one of the nicest persons you could ever hope to meet. John full times in a 1947 Westcraft trailer which his family bought new and he even remembers attending an original TCT gathering in Tampa, Florida in 1948.

Friday morning began with a great breakfast buffet at the Chalet, then we were free to go antiquing at Howell, Michigan or visit the charming downtown Milford, or just sit and be neighborly. At three o'clock we gathered for presentations on the histories of the Vagabond trailer and Ultra Van motor coach, the two featured RVs this year. The back-end of the Vagabond, it is a dead ringer for the rear-end of the Ultra Van, the Spartan trailer notwithstanding.

After the history presentations, three members were inducted to the TCT Hall of Fame. John Culp has been an Ambassador since before the recent TCT renewal in 1998. When asked where he was heading after the Annual Gathering, he replied "Well, it depends on what happens when I get down to the park exit. If the road is open to the left, I will head east. If it is only open to the right, I'll head west." The other two inductees are Marion & Norm Helmkay. Their citation reads, "Besides numerous duties with the Ultra Van Club, they are staunch supporters of TCT, offering very positive and useful guidance with the website, rally organization and are always willing to lend a hand."

Friday evening meal was a great Pizza Party with more kinds of Pizza than one ever knew existed, then we gathered at the Chalet for an interesting presentation by photographer and author Doug Keister who has just published a new book called "Ready to Roll" which deals with the RV history. Included in the book are places like Braden Castle Park where the TCT was originally founded in 1919. After Doug's show, a PBS Special on RV history by Phil Noyes was shown.

Saturday, in the bright spring sunshine, everyone was putting the last bit of shine on their rig preparing for the open house from 1 to 3 p.m. Not that there was not a lot of trailer-hopping before that time, but the public are invited to look over these unique vintage vehicles, kind of like a "cruise night for old Rvs."

All day Saturday, a crew from the Travel Channel/Discovery Network interviewed TCT members and made video recordings for a TV show called "RV Crazy" that is to be shown sometime in 2004.

During the open house, a team of judges toured the units and in the end, declared winners in both the trailer and motor coach classes. This year we are proud to announce the winner of the Motor Coach Division is our own Paul & Barbara Piche with their 1969 Ultra Van #389.

Saturday evening was the Grand Banquet which had to be split into two seatings because of the size of the crowd. During the banquet, there were many beautiful door prizes given away, then as darkness came, we gathered around the campfire for another pleasant evening of fellowship together.

Sunday morning, the faithful gathered at the Chalet to listen to Tim Jahn, a Christian singer and songwriter who inspired us with original and traditional hymns. Coffee and donuts were served after the music and members said their Good-bys until we meet again at the Flywheeler's Park, Frostproof, Florida in February 2004.



UVMCC Quarterly Treasurer's Report

January 1, 2003 to April 30, 2003

Opening Bank Balance Jan 1, 2003 \$1,796.87

Receipts

Dues	\$1,080.00	
Merchandise	142.00	
Sale of Club P.A. System	50.00	
Donations	14.00	
Tax Refund	<u>5.75</u>	
Total	\$1,296.14	<u>\$1,296.14</u>

\$3,093.01

Expenses

Newsletter	597.93	
Directories	291.08	
Postage	259.23	
Book 1, Tech Tip Reprint	222.60	
Coach Gift 2004 Nat Rally	28.22	
Stationery (envelopes & labels)	<u>25.63</u>	
Total	\$1,424.69	<u>\$1,424.69</u>

Bank Balance 04/30/2003 \$1,668.32

CD Maturing May/2003 \$2,500.00

Closing UVMCC Position 04/30/2003 \$4,168.32

UVMCC Emergency Fund as of Nov '02 = \$2,433.33

Prepaid Dues for 2004 to 2006 => 33 @ \$15 = \$495.00 included in closing total.

Marion Helmkay, UVMCC Treasurer

Passing of Charter UVMCC Member

It is with a sad heart that I have to inform you of the passing of **Mory Snyder** of Antioch, CA. **UVMCC MEMBER #489A**. He passed on on Thursday, May 29, 2003. He had a severe stroke and never regained consciousness.

Mory was the club President in 1975. He and Esther attended many of the rallies and Nationals thru the years. He was very enthusiastic about the Ultra Van. He was 94. Marlene and I visited with them in mid May and Mory was still active in the stock market and checked the listing every Monday and Thursday. He kept his own books right up to the end. He was a very special man and loved to help a friend. Which he did lots of times.

At the last visit with him, he wanted me to show him how to open up his email in order to write letters to friends. He did that and sent one letter to us recently. (AND AT AGE 94.) Marlene and I as well as you will miss him a lot. A lot of you never had the opportunity to meet Mory, but if you had, I am sure you would have been impressed with him as we were.

Cards and greetings can be sent to:

Mrs Esther Snyder
100 West 5th St.
Antioch, CA. 94509

Phone calls are not desired at this time.
Respectfully: **Jim & Marlene Craig**

The Roads on Kodiak Island, Alaska By Nancy Pratt, Ultra #373

Doug & I had the wonderful experience to go on a mission trip to Kodiak, Alaska from May 26 – June 10, 2003. (If you are interested there is info about this trip at www.ABCOPAD.org Follow the links to Alaska Mission Tour 2003. I wrote daily journals for the group of 21 people and they are posted there, along with photos. You can also check the link to the Kodiak Baptist Mission to see photos of the work that we did there). No, we did not take the Ultra Van but flew there instead. However, we would love to go back there someday, or at least to see more of Alaska. We made the definite decision that we would NOT take the Ultra Van though. Kodiak Island is located south of Anchorage and is the second largest island in the US (the largest

is Hawaii). Since it does not get dark until after 11 PM we had plenty of time to tour the island after our mission work was done for the day and mission vans were available to do this. On one Sunday we went out with 2 staff drivers in two vans. We drove to Road's End Restaurant and it was definitely at the end of the road. I couldn't imagine driving the Ultra Van on those bumpy, gravel roads with so many potholes. (We developed a greater appreciation of Pennsylvania roads!) Would you believe that one of the vans had two flat tires and neither van had a spare tire?! That's a long story. I think that the Ultra Van would have been shaken apart and parts might not have been very easily located.

Now don't get me wrong, the town of Kodiak has paved roads and even a Wal-Mart.

It's just those outlying areas that give you the shake, rattle and roll experience. Also, Kodiak Island is considered a rain forest and we wore raincoats often so Ultra Vans would probably corrode right before your eyes.

But we loved it there! It was so green and the moss there was incredible, like an enchanted forest of moss in some places. We saw bald eagles, flew on a float plane to see Kodiak bears, went deep sea fishing, went kayaking and went up on Pillar Mountain to view Kodiak and it's beautiful scenery. But if we go there again, we might consider flying there and renting an RV (and put the wear and tear on that one). Has anyone driven an Ultra Van to Alaska? If so, we'd love to hear about their experience.

TECH ARTICLE: 2003-02**SUBJECT: Powerglide Transmission****UV MANUAL: 13-32****AUTHOR: Jim Davis #388**

High transmission oil temperature often plagues Ultra owners, due to the continuous high operating loads.

The speeds at which we drive and the high power level of the engine contribute to the problem. I have tried several small transmission coolers in various locations, all with had limited success. I decided to install a Hi-Tec B & M oil cooling system. This is a heavy plate oil cooler (not a tube type) with ½ inch passages, electric fan, and thermostat. Measuring available space in the left rear wheel well, I decided on the 13.5 x 9 inch size with the 9.5 inch fan. It fit, but just barely. I used ½



inch emt conduit to space the cooler 2.5 inches from the wheel well wall. I used 5/16 inch mild steel tubing to connect the transmission to the cooler. The electrical hook up only requires a wire from the ignition power and a ground. I ran the hot wire from my fuse panel located over the transmission. The included thermostat turns the fan on at 184 degrees and turns it off at 158 degrees. In two short trips (1300 miles), no ducting seems to be necessary.

TECH ARTICLE: 2003-03**SUBJECT: Motor Mount****UV MANUAL: 13-9****AUTHOR: Paul Piche (#389)
Our Guardian Angel #389**

Our trip to the Eastern Rally in Cadiz, Kentucky went without a hitch considering the narrow roads, no shoulders, hills in the country side. The total trip was 1,633 miles of which 1,632 were flawless. One mile from home, sitting at a red light, there was a loud bang and no other noise. Thinking we had been hit in the rear, I got out and walked to the back of the coach. No other vehicles were in sight. Smelling gasoline I looked under the coach. There before me was the engine on the pavement, gas and oil all over the place. I ran in and turned off the electrical fuel pump and all the power. We had some water on board , so adding some soap, we washed off the gasoline, got our safety triangles setup, and investigated what had happened. The motor mount steel broke right off at the 90 degree angle. We need to get the engine back up before we can begin to move the coach. Since we are without transportation, Barbara called our friends, Bruce and Margo (Bruce was just getting out of the shower.) When they arrived, I ask them to go to my house and get a steel bar and steel cable. They returned with the bar but they couldn't find the steel cable. They brought a nylon rope, instead. I had removed one bolt from the engine motor mount so that I could put the cable through. I also had the engine jacked back up. I installed the rope, hoping it would hold at least until we pulled the coach off the 4-lane road onto a residential

side road. Putting the steel bar across the engine compartment, looping the rope around the bar and through the engine motor mount, I removed the jack. The rope held. Hooking-up the tow strap to a tow clamp, I had previously installed, we were able to move the coach to the side street. Fearing the rope might break at anytime, we put wood blocks under the engine and took Bruce's pick-up to get the steel cable. With the engine secured with the steel cable, we pulled her home. Both Barbara and Margo were very helpful.

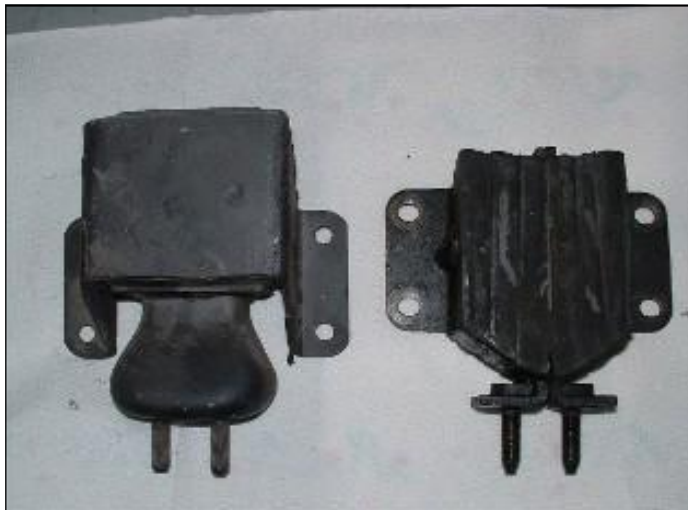
When I say "God" was good to us, I mean we had just gotten off the freeway where we had been for the last hour and a half. Do you have any idea what would have happened had the engine fallen while we were moving!!!

The motor mount was the original - the rubber was fine but the steel was bad. There was absolutely no way to know there was something wrong. Although one side had been broken for a while, the only way to know is to x-ray the mount. I strongly suggest you install a safety cable as I have now done. I used 2.5 feet of 5/32 aircraft steel cable and two clamps. I drilled two holes in the edges of the motor mount and made two anchor brackets out of 1.5 x 1/2 x 1.5 angle iron. Each bracket has two holes drilled in it; one on the 1/2 inch side for the cable and a 3/8 inch hole to anchor the angle to the bulk head. The cost of the materials was \$5.25 and the time about one hour. As there is no warning - make sure you put these in your coach. I tested the safety cable and the engine dropped 5/8 of an inch. The cable should not be tight when the engine is in place.

The Egg (# 389) is back on the road. Damage as follows: New motor mount, oil filter mounting bracket [alternator mounting casting] (it broke off when it fell), two stainless steel gas lines, rewire the ignition and alternator. Cost out of pocket \$96.82. Don't hesitate! Do it now!

[Editors Note: The rear engine mount shown on page 13-9 of the Ryerson is found only on the 1965 Corvair cars and should never be used on an Ultra Van. This type of rear mount relies on the engine compartment's rear perimeter rail to catch the engine should the rubber fail on the mount. Since the Ultra Van has no rear rail, the rear of the engine would drop to the ground if the rubber to steel bond failed. The 1966 through 1969 rear engine mounts have an internal safety pin to prevent the engine falling if the rubber to steel bond fails. Now is the time to check those Corvair rear engine mounts. Lay a straight edge across the top of the mount. If the straight edge touches only the outer steel edges and not the center steel section, the mount has failed and the engine is supported only by the safety pin in the mount. A good mount will have the steel center raised about one quarter of an inch above the edges. This check must be made with the mount supporting the engine's weight (installed).

The picture shows a 65 style mount (NOS) on the left and a 66-69 on the right. The second picture shows a 66 mount and straight edge. The 66-69 rear engine mount has failed and was removed from my Ultra Van. It is now just a core.]



THANKS to ALL who CONTRIBUTED to this ISSUE!

Jim Davis and I would like to **thank** everyone that has taken a minute to send **Articles, Photos and Tech Tips** to make the **Ultra Sounder** possible. Jim Howell, editor

Coaches and Parts For Sale

1967 Ultra Van #223, Retrofitted with a 525 cu. in. Cadillac engine with the El Dorado, 3 speed automatic. Otherwise it is essentially stock and in fair to poor condition. There are some dents and one of the windshield sections is cracked. The tires are still good. I am looking for \$1,500. The Ultra lives about 40 miles from Sacramento going East on I80. Dana T. Lolmaugh, (530) 412-0636, danalolmaugh@hotmail.com.

1968 Ultra Van #309, Mileage: 95,100. 140 hp engine with powerglide; engine rebuilt 15,000 miles ago (very strong, good low-end torque). Upgrades: rear channel type bumper, dual master cylinder, bell crank 1/2 " bolts, electric fuel pump override, Tires have about 5,000 miles. Spare parts include: transmission, 110 hp engine, starters, and many small parts Also extra rear wheel bearing assemblies, extra bearings and seals—front and rear, alternator, idler pulley, coil, Ultra Van manual. Fold-out couch with storage beneath. Kitchen in excellent condition. Original shower and toilet. Pitting started on black water tank. She's dirty, but beautiful. Call **Glenn Hull** at (973) 948-6555 or reach him by e-mail at ghgh@nac.net. Asking \$6,500 including spare parts.

1970 Ultra Van #525. Has a Like New 200 horsepower factory computer controlled, fuel injected, Chevy Vortec 4.3 Liter V6 engine and four speed automatic overdrive transmission. New tires, brakes, electronic ignition water heater, electronic ignition stove top, upgraded 3wayrefrigerator. Corvair White Emron paint outside and cherry paneling inside. Has roof A/C, roof Evaporative cooler, and dual dash automotive A/C units. Aluminum bumpers with trailer hitch. Superior performance and great gas mileage. Excellent condition. \$8000. Bob Reinhardt, Las Vegas, Nevada. (702) 870-6187. (Note: my e-mail is not reliable.

1970 Ultra Van #544, mileage is 25K. 1970, v-drive, with a turbo 3 spd. auto transmission. It has a 350 V8 in it, and a corvette rear-end, w/68 corvette rally wheels, w/ new radials. The body is straight, interior is original, and ok shape for being 30+ years old. Pictures below. (Everything in the van is original. However, the rear "hatch" type door latch is broken, although handle is in place. Missing spare tire on front. As with other vans this age, the original paint is dry "crackling" in spots, and there is pitting in the area behind the tires, not rusted out, but it is spotting). Van is parked in Kent, 16 mi. south of Seattle. **Asking \$4,000**. For other information, or to see the van, please call Steve at 253.862.3959 hm or 253.740.0248 mbl.



1972 Ultra Van #601: Hi Everyone! I am considering selling #601 in order to start a business venture in Mariposa. For those of you that don't know the history on this coach it was Dave Peterson's personal coach. Is anyone out there interested or know someone that might be? It is running and moveable but has not been driven in over 5 years (needs a full restoration inside and out). It comes with a lot of spare parts such as extrusions, glass windows, 2024 aluminum sheets for body repairs, sinks, bell cranks, tooling for A-arms, 307 Chevy V8, 283 Chevy V8, power glide transmission, extra assembled front body structure and rear body structure, stove, and many more items. Please call or e-mail if interested. Thanks **Ed Gurr:** (510) 909-3435, (209)742-7469, Ed@runco.com

For Sale - Set of 4 14" wire hub caps w/spinners in fair to good condition. Great for driver. \$100 plus shipping (estimated at \$20) so total of about \$120. One Corsa dash with all instruments w/shell of a dash \$100 plus \$15 shipping. Total \$115.00. **Bob Sanders** (865) 690-8752

Front suspension for Ultra Van: Complete and upgraded, removed from UV#365. Contact Jean McMasters for details and price. (561) 626-0388 or (480) 641-8200.

ULTRA VAN PARTS For Sale List

(Revised June 13, 2003)

Note: I am no longer selling Ultra Parts form Mr. Petersons stock. The parts listed below are the personal property of Jim Craig.

NEW PARTS; (Ultra Van)

1. 2ea. Alum. "I" beams. (top of wheel well.) 2 3/4" x 4" x 32" \$30.ea.
2. 2ea. Alum. "I" beams, (" " " ") " " " " 12" (With attaching clips) \$20.ea.
(#1 & 2 make a kit to replace the orig. cast alum. beams)
3. 1ea. l/h rear trailing arm assy., turnbuckles and round pipe as spring retainer. \$25.
4. 2ea. Steel rims, 4 1/2" offset, 15" x 6". 5 hole , For V/8 Ultra or? \$10.ea.
5. Windshields, full size, tinted. Left & Right. (Shipped to you from the glass supplier.\$650.ea.
- Close out on windshields;**
6. **New** Windshields, full size, tinted. (Pickup in Joshua Tree, CA.)
 1 each - **Left hand. Was--\$450.ea. Now \$350.**
 2 each - **Right hand. \$350.ea.**
 2 each - **Orig. Cut, tinted , NOS, \$695.ea.**
9. 6ea. Hinge, entrance door. Piano type. 4 1/2" x 72". \$12.ea
10. 4ea. Curtain rail, brown, slider groove. 10 feet long. \$8.ea.
11. 2ea. Speedometer cables assys. 99" long. \$20.ea.
12. 2ea. Brake pedal assy. W/pad. \$13.ea.
15. 4ea. Bearing/hub assys. (For Corvair Fan) P/N 3856614 \$30.ea
17. 1set. Upgraded alum bellcranks w/bolts ,bushings and etc. \$175.
18. 4ea. sets. Structure beef up kit for late type bellcranks. S/S bolts included. \$45.set
19. 1ea. Air Vents, front , flush mount. Lever inside. \$25.
20. 10ea. Ryerson Ultra Van Repair manuals. \$65.ea.PPD.
21. 2ea. Alternators w/ built-in Regulators. (For Corvair) 70-90 amp. \$74.95ea
24. 4pr. Brake shoes, rear, emergency. V/8 Vette/Ultra. \$10.pr.
25. 6ea. Bolts, Cam adjuster, 1/2" X 4 7/16" \$3.ea.
32. 1 pair. 1964 110hp cylinder heads, new parts, 3 step grind, recently overhauled. never used.
36. Channel nut strips. (1/4 x28) 5 nuts to a strip. For attaching all Ultra tanks. \$12. set of 4.
37. 3 ea. Piano hinge for main door. (Orig. Ultra type.) \$18.
42. 5ea. "Billet" alum. fuel pump plug. w/"O" rings. Polished. \$15.ea.
43. 5ea. Tool, for pressing or knocking apart the rear hubs (Vair & V/8).
 Note; This tool saves the fragile threads on the shaft. \$15.ea.
44. 5ea. Tool, for removing the ignition switch "Chrome" bezel. Will not damage the chrome.
 Works for Early and Late models. \$12.ea.
49. 6ea. Bolts, 1/2" Shoulder type. (For late bell cranks.) \$8.ea
50. 2ea. Control cables. (For throttle or shift.) 18' 7" long. 4" of movement. (1/4 X28 thread on ea. end.) \$20.ea.
51. 5ea. Spherical bearing. for l/h bell crank. P/N SBG-6S. \$15.ea.
52. 2ea. Rod End bearings w/zerk fitting. Spherical. (Best) #AR-7N, \$28.ea.
53. 2ea. Rod End bearings w/zerk fitting. Spherical. (Next best) #TR-7N, \$18ea.
54. 3ea. Rod End bearings w/zerk fitting. Spherical. (#3) #HF-7, \$15.ea.
55. 2ea. Rod End bearings w/o zerk fitting. Spherical. (#4) #G&J, \$12.ea.
56. 2ea. Rod End bearings w/o zerk fitting. Spherical. (5) #PH587, \$8.ea.
57. 4ea. Torrington sleeve bearings. (For steel bell cranks 1/2" bolt.) #BH812, \$5.ea.
58. 2ea. Links, for orig. pottie foot lever. (Fits octagon shaft,R/H side.) \$19.ea.
68. 2ea. Spring latch for hot water heater door , \$3.ea.
69. 3ea. Adapter, for Corvair Thermister. Allows Thermister to be installed on the 110hp engine. \$15ea.
 (See "used parts" list for Thermisters.)
70. 2ea. Front Spring lower support,GM #3892794, (orig.) \$30.ea. (See "Used" list also.)
71. 1ea. Front license plate bracket, \$8.
72. 2ea. Left side mirror bracket. \$3.ea.
73. 3ea. Ball joint, upper/lower, GM9762018/RP101157. Was GM 3865827, \$55ea..
74. 3ea. Bushings, rubber sleeved.

- Front lower alum "A" arms, inner & inner end of V/8 Ultra road grader bar.) #FB 190/RP15620, \$20.ea.
 76. 20ea. Springs, for the main door latch. (Replace the old broken ones.) \$1.ea. (2ea. required per latch.)
 81. 2ea. Top vent cover assys, all metal. \$35. ea.
 85. 6ea. Foam Bumpers (Orig. type.) \$30.ea. (requires painting or covering w/vinyl.
*****86. New orig. r/h vertical rear view mirror. Still has the wrapper on it. Made by ;
 Sure View. Has the regular mirror on top and the convex on the bottom. \$40.**

USED ULTRA VAN PARTS:

1. Ball joint, upper/lower, GM3865827, \$10. 1ea.
2. Windshield wiper motor assy. Bosch,(Tested) Type WWF, 1 7/8" shaft. \$60., 3ea.
3. Spring saddle, lower, front coil spring, (Ref. GM 3892794) \$15. 1ea.
4. Rubber bumper, top of shocks. About 2" tall. \$8.ea. 10ea.
5. Gauge, Water level indicator, (Orig.) \$5.ea. 2ea.
7. Thermisters, Orig. Corvair, \$60.ea. 5ea.
8. Distributor mechanical elect. actuator, 12v. (Change settings from dash) \$20. 1ea.
9. Remote starter tool w/battery leads. \$5. 1ea.
10. Latch, over ctr, type for propane tank. \$5. 1ea.
11. Gauge, cyl. head. temp. (Westach) w/sender. 200-500F (100-250C)\$24. 1ea.
12. Wire harness, #STE-EK,15' long. S/W. for use w/cyl head. temp gauge #284-AK.
Thermocouple lead not included. \$15. 1ea.
13. Wire harness, #STE-EK, 15' long. S/W. W/thermocouple lead. Attaches under a sparkplug.)
For use with S/W cyl head temp gauge #284-AK. \$25. 2ea.
14. Gauge, S/W, cyl head. temp. (100-600F)#284-AK. Missing bracket. \$15. 1ea.
15. Catalytic heater, Thermx #635, 6000btu, non vented, piezo lighter, \$35. 1ea.
16. Catalytic heater, Thermx Mark 2A, ?btu, non vented, Piezo lighter, \$25. 1ea.
17. Fuel transfer valve, (Early Ultra Van), \$18. 1ea.
18. Trailing arm assy. left & right, w/turnbuckles & steel pipe ring for retaining the coil spring.
Complete except for hub assy. \$30.ea. 1 pair.
19. Springs, front & rear, all sizes. \$10ea.
21. Front alum. lower "A" arms. Early style. \$70.ea. 3 ea.
22. Air scoops, for R/H rear air intake for eng. (Orig.) \$20. 3ea.
24. Alum. upper front cast beams for spring support. \$40.ea. 2ea.
25. Alum. front & rear "I" beams for spring support. \$20.ea. 6ea.
26. Alum. extrusion ,vertical "channel" for front "A" arms attach. \$12. ea. 2ea.
27. Heater vent covers, external, for orig. wall heater. \$10.ea. 3ea.
28. Door, main entrance, missing half of slide window. No corrosion. \$85. 1ea.
29. Engines 110&140hp. Cores for rebuilding. Inquire.
30. Automatic trans. Cores, \$25.ea.
31. Rear axle assys.(Differential) 3:55 or 3:27 gears. Late style. all new seals. \$150.ea.
32. Propane tanks, "ASME" horizontal, orig. 10gal. w/gauge. \$25.ea. 3ea.
33. Exhaust Manifolds. Cast iron, orig. 110hp \$15.ea. 140hp \$35.ea.
34. Gas tank, Alum, 30 gal. Late style, w/sender. \$90.
35. Gas tank, alum, 30 gal, early style, w/sender. \$90.
36. Water tank, drinking, 30 gal, early style, \$50.
37. Water tank, Grey , 30 gal. late style, \$50. 2ea.
38. Engine cases, w/all studs 110hp, \$85.
39. Engine case, Forward control 110hp. \$95. (Rare) w/all studs.
40. Engine case, early, cut for late crank. \$85. w/all studs.
41. Speedometer gear reduction assy. \$20.ea. 3 ea. (Ratios unknown.)
42. Wrenches, set of 14, in vinyl window container, 3/8" thru 1 1/4". All chrome. Very good cond. \$15.
- ***43. Towing hubs; 1pr. for 4 stud Corvair, \$89.95. 1pr. for 5 stud Corvair and Ultra Van, \$89.95.**
- *** 44. Tow Bar for Ultra Van. Build by Len Ryerson. Aircraft quailty. \$125.**

Note; If you don't see the part listed that you need, please inquire. Shipping and packing is extra.
 All parts are guaranteed to your satisfaction. Checks ok. 12 day waiting time. Postal Money order,
 next day shipment. Not set up for credit cards.

Jim Craig, 7011 Sunny vista rd, Joshua Tree, CA. 92252, (760)366 9104, Email; ultravan604@tcsn.net

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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 or EMAIL BY DEADLINE!

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