

Whales On Wheels

Volume XXV

Number 1

What's Inside??	Your UltraVan on the Cover of WOW
Obituaries.....2	Would you like to see a picture of your UltraVan on the cover of Whales on Wheels? Then send a photo with a short..or long...story. The photo should have some artistic value...or not..showing the UltraVan in a scenic location. Send your photos and story to the Editor and have your UltraVan be a star. Your 15 minutes of fame are now available right here in WOW!!
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Prez Sez

Well, the new year has come and gone. I want to thank all who have renewed for another year. Jim Isbell has done us a good job on our newsletter. We could sure use some new stories and experiences from you. Jim will welcome anything new.

On another note, we have failed to get a flyer out on the Spring Rally at our house, April 20-24. We are planning an outing to Hearst Castle, and Melodrama in Oceano. One night out to Chinese/American Restaurant in Paso Robles.

Further on down the road, we are getting our plans up for our trip East for the summer.

Bob

Editors Notes: While driving along a path that I have taken at least a dozen times in the past two years, from my sisters house to my nieces house in Vista CA, An UltraVan was spotted. UV # 552 which has been lost since 1977 was FOUND in Vista CA less than ½ mile from where mine sat for 6 months back in 2001!! Why I have not seen it before really mystifies me as it is out in plain sight. It is in rough shape, but restorable. The current owner says it runs. The upholstery all needs to be redone, the carpets are gone as are the mattresses. The right side windshield is broken and there are two flat aluminum panels that need replacing as they have been corroded through apparently by being against a tree branch. There are a couple of Wilsonite panels that need to be replaced. The original appliances seem to be all there as is that ugly shift quadrant that is a refuge from a boat junk yard. The engine is a 307 V8 and reportedly runs. The trick will be to buy it cheap enough to make restoration feasible. It would take some hard bargaining to get the owner down to a reasonable price as he seems infatuated by it. If you could get it for under \$3,000 it might be worth the while, but more than that would be too much in my opinion.

Obituaries

Charter member Geo. Rakus (Ruckas) passed away and a memorial lunch will be held in memory of George by his grandson , Scott Hill. It will be at Scotts home starting at 12:30 - 1:00, Dec. 28, 2003 Scott;s address is: 1410 Sycamore Dr, Fallbrook, CA.

Neva Brining, a member in good standing of UVMCC and GUV, has left us. She died on December 26, 2003. She will be missed by a lot of the members. We are all saddened by her death. Maybel Griggs told me when I called her and Louie with the news, that she thought Neva was 98 years of age. We wish her God Speed.

A POWERGLIDE STORY...A TRUE ONE

By Walt Davison

This article will describe the experiences of a stock (Well, maybe a remote oil cooler is not quite stock.) Powerglide (PG) in my #366, a light, under 3500# Ultra Van. First lets understand that the PG is really one aluminum box containing a hydraulically shifted two speed transmission, and a distantly mounted steel torque converter. (TC). The limiting portions of this combo SEEM to be the ring gear that engages with the starter, and the internal splines of the TC that engage the front pump shaft. (There will always be the random odd ball failure..which is not what this article is about.) See my previous article on TC's,CORSA Communiqué, Jan 97. With only minor aggravation one can check the ring gear through the opening in the lower right side of the bell housing. Have your helper turn the engine over using the ¾" bolt which secures the harmonic damper. Turn the engine clockwise, for this operation the engine /drivetrain doesn't care which way its being turned, and by going CW you won't be annoyed by possibly loosening the retaining bolt.

As the engine /TC is being turned, you will use a piece of chalk to mark the front face of the ring gear. This allows you to see the tooth profile better, and assures that you see them all. Wear causes the teeth to approach a pointed condition, not good. I don't know any way to check the internal splines from the outside. My limited experience suggests that they approach "tired time" together. Failure of either causes a significant problem. The starter /ring gear failure may or may not give some warning by erratic operation. I suspect the internal spline failure is just a sudden..OOPS. (A little side note here: Many rebuilt TCs do NOT have the internal splines replaced. Sadly many TC rebuilds are more along the lines of nice fresh paint). Mileage vs wear is very hard to assess due to the wide variance in service conditions. But I would think that if you started with a new TC, along about 100,000 miles you might be interested in doing some checking. If you started with a used/rebuilt TC it would be nice if you had checked it out as detailed in the Jan 97 TC article. This would give you a reference point to start from.

The two speed box generates very little heat. There's very little heat because there's very little work being done. Engagement of D/R clutches is quick and generates very little heat, there's some heat from the gears that give us low/reverse, some from shaft/bushing friction, and some from the pressure changes in the valve body. But overall it's not much. Now the TC is a MUCH different story. This is where all the real work is done. When we stop for a stop light, the engine continues to run, and when we step on the gas we go merrily on our way, with no skill required. Neat. Now the TC can multiply the input torque up to 2.6 times, or pass it through one to one. Well almost one to one..true lockup, as in modern transmissions was still to come in Corvair days. Too bad..a true locking converter would be a huge plus.

Now let's say we're on a grade where we can just maintain 35 mph at full throttle. (This is not an uncommon scenario in an Ultra Van). So we're asking the TC for max effort..so we get max heat..and at this speed in Drive the engine is putting out max available power at a quite low engine/fan speed, so we again get max heat. Now in the PG we get rising temps till we change the set up, and in the engine we get rising head temps..which of course give rising combustion chamber temps..hello detonation. The way out of this predicament is to shift to Low range. If we maintain the exact same speed..35 mph..we have the converter about as close as it gets to lockup..and trust me the temps will slowly start down. The engine is putting out the exact same horsepower, right? Same speed on same hill. BUT and it's a big but..we have the rpm up where we get some real airflow across the engine. If you were equipped with an engine vacuum gage your reading would have changed from VERY low at full throttle at low rpm in Drive to a moderately high reading at less than full throttle in Low. Remember we are maintaining a fixed 35 mph. Hello happy cyl heads.

Now if we have a PG oil cooler hooked up correctly and mounted where it gets GOOD airflow through it we should get reasonable temps. Define reasonable. Well in #366 I have 110/125 degrees in cruise, and never above 150/160 degrees. The real "secret" of oil coolers is AIR FLOW. "Well yes, but how does this all work out in the real world?" Very nicely, thank you.

This PG came to me in way less than mint condition. I replaced the D/R clutches,all seals, and installed a new to

me excellent condition low band. This was my first PG rebuild. I was lucky in that I had paid close attention to Mike Dawsons seminar at the KC convention, I listen whenever Bob Ballew speaks, and I had been lucky enough to attend one of Art Ellers mini schools. But really..overall PGs are an easier deal than a major on the engine. Anyhow, at 170,000 miles my first PG rebuild came out, (due to engine change, not a PG problem) and up onto the bench. Rear pump pins/seals OK, front pump drive assembly OK, and all the seals were as soft as new, and there were minimum deposits in the pan. Examination of the TC at this time showed it was on its last legs. In fact it was the examination (I had it cut open) of this converter that lead to the Jan 97 TC article. (This TC was on display at the Chicago 2001 CORSA convention TEK sessions).

So with a rebuilt converter the trans went back in for another 130,000 miles. So at a total of 300,000 miles in my Ultra, it came out and was put up on the shelf. In the standby reserve mode. This was a normal removal..putting in a fresh engine. Lo and behold in Feb 2001 I needed a good PG/TC..quick. Fifty miles from home base on the way to an Ultra gathering in AZ, I pulled into a rest stop on I-20 and “shot” the top of the diff with my infared temp gun..OOPS 200 plus. Back to barn. (Infrared temp gun..Radio Shack..\$50..well worth it). It turned out that the TC was the source of all the heat..but to be safe I just changed both units. So off the shelf came old faithful, and with a fresh converter off we go for a great trip.

Looking back over this treatise, I see I never gave a report on that used low band. Well, it couldn't have improved, now could it. But honest, it doesn't seem to be any the worse for all of its 300,000 plus miles. At least it's good enough for me. Heat won't hurt the TC as there are no soft parts inside of it. In fact the original Corvair design was to use a dead end converter and let it get hot. (Read “Corvair SAE papers” for more details). BUT that two speed box has all those rubbery seals/gaskets/and friction clutch adhesives..they don't like excess heat. So as they say..be cool.

On fluid level..check it when hot..run it low. My experience tells me if you can see it on the stick..and I mean just a bare drop on the end, that's good enough. To confirm you have enough, make a RIGHT turn under power, if you don't get a surge, you're OK. If you do get a surge..add fluid just a couple of ounces at a time. You want the fluid level low, but with no surging. If the right turn test is OK, you can climb any grade you'll come to with no problems. Low fluid levels work, high fluid levels cause foaming and all kinds of problems. Again, check it hot, run it low. You might be a kind soul and drain off a quart or so every year so you can get some new fluid with its fresh additives in. A little trick here. On the large fill tube which can be used as drain, it's sometimes a bit of a nuisance to get it to quit dripping/seeping. Put a viton pushrod tube “O” ring in as a seal. Now you won't have to use that four foot extension on your wrench to tighten it up.

Now, do I carry spares? Of course. Two qts ATF. (Another little side thing, I use synthetic engine oil, diff fluid, and chassis/wheel bearing grease. For some unknown reason I've never used synthetic ATF. Don't be a dummy like me..use the good stuff). You'll need two qts if you ever lose a line/cooler to get going again. Its none of your business how I know that. A governor that I KNOW works. A couple of the infamous “E” clips. I used to carry a full set of gaskets, probably a good idea. A TV lever..you know the “dog leg” thing sticking out the side of the PG. I get off in the bushes sometimes and if you break the TV lever off you're in a bit of a bind. Whenever I have a PG torn down I silver solder the two pieces of the TV rod together.

That about wraps it up. In closing let me remind you this particular trans wasn't new by a long shot when we started this dance. And to soldier on for 300,000 plus miles..I'm impressed. I've said that Corvair crankshafts are a one per lifetime deal, given a good harmonic damper, clean oil, and a thoughtful owner. It looks like I better add the PG to that list. The Corvair PG..a truly wonderful contraption.

Strongly suggested further reading:

The “Corvair SAE papers”. Avail from Clarks Corvair.

The “Ballew papers”..a 91 pg PG pamphlet \$10.00 ppd.

a 21 pg diff pamphlet \$5.00 ppd.

Ballew papers avail: Corvanatics

Diane Galli Sec/treas

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Doug Bells #215 winning blue ribbons.



My coach has been in two shows this last month. The first one was an RV show where 215 was placed in a "Vintage" area, mostly placed amongst several tear drop trailers. I had considered submitting an article along with some photos on that experience. R V shows may be an opportunity for others of us to show off our motorhomes. People are amazed at how comfy these things are when they get a chance to look inside. Besides the company who sponsored this show even paid me for showing it. What a great deal.



The above picture is our club's display at the Fall Northwest Car Collector show. It is an indoor swap meet and car show that was last weekend. The theme was an "American Thanksgiving", so my club decided to show that you can have it all in a Corvair Motorhome. So we dressed the outside of the coach in the fall colors and appropriate fall decorations (pumpkins, corn stalks, gourds, turkeys, etc.) The inside was set up for a full turkey dinner for two with all the fixings. We even won a ribbon for having one of the best displays.

UVMCC Western Winter Rally at Apache Junction AZ

The Western Winter Rally at Howard and Marsha Bosos place in Apache Junction AZ was a great gathering even if the weather was a bit cold for my taste. Some of the participants from the northern climes suggested that I was just a wimp, but when ever the temp falls below 70 degrees F, I start getting sleepy and ready to hibernate. I don't think it got up to 70 the whole week.



The UltraVans...Finches, Youngs, Isbells, Gallis and Craigs
(there was a 6th, Jean McMasters, but it was off to the side)

Martha and I arrived to the Boso campground with the Gallis, Craigs, Gists, Reinhardts, Nobia and an Eastern visitor, Jean McMasters having arrived before us. Of course, Marsha and Howard were there. Over the following days, the Finches and the Youngs, as well as a couple of non members and non owners (my sister and little brother) arrived.

All six days of the rally were filled with activities but the two that were the highlights were the Friday morning Ostrich Egg breakfast and the Saturday night at the Arizona Oppery.

Forrest and Sally Gist had stopped at an Ostrich farm on the way there and arrived with two fresh Ostrich eggs. On Friday morning we opened one of the eggs, not an easy feat, and had omelets for all. There were ten huge omelets made and there was still almost half the egg remaining!!



The Diner (Bob Galli)

Egg Donors (Forrest & Sally Gist) and



Cooks (Martha & Jim Isbell)

The Last Production 600 Series Ultra Van.

By; Jim Craig



#604 is a 1973 model. It is the fourth unit of five built. 601, 602 & 605 were 23 feet long. 603 & 604 were 26 feet long. 605 was completed through the structural phase only. No wiring or mechanicals. The company closed their Ultra business before it could be completed. Ultra Club member George Truman purchased 605 from one of the company employees and over a ten year period, installed the 350 Olds engine, running gear and made it roadable. It is now owned by Roy Muranaka of Northridge, CA.

The 600 series is of a different construction than the previous Ultra's, in that they used straight ribs for the sides. It has Air suspension, disc brakes, V/8 Olds eng, & 350 Turbo 3 sp. auto trans was common to all completed units. The engine, radiator, trans & diff was all mounted on the left side. The Dana 44 diff. was mounted next to the left rear wheel which allowed all the drive units to be in a straight line. #604 has two radiators, one forward of the engine, laying horizontal under the floor and the common one at the left outer side wall, aft of the trans. A large fan pulls air thru the forward lower unit and across the engine and two temp controlled electric fans drive air thru the side radiator. Cooling is excellent for the engine. 195 degrees is normal for 100 degree weather. It has never over heated.

This unit has roof air, Onan 2800 genset in the left rear, one solar panel (64 watt.), four wheel disk brakes, with dual vacuum assist cylinders, power steering, four bag air suspension, individually controlled from the dash, full instrumentation, cruise control, roof spot light, air horns, dash mounted hot water heater, four burner stove, microwave, 40 gal. fresh water and black water tanks, 165 gal main fuel tank, 26 gal aux. fuel tank, large bathroom including shower, 5 gal. hot water heater, (heated by engine when on the road.), forced air interior heater, 5 cu.ft. refrig w/ large freezer section, pressure water system, dual batteries, 20 gal propane tank, dual bunks or choice of full bed, sleeper couch, dual closets w/ lights, and two locations for setting up the table for eating.

Weight of the Ultra is 5680 lbs., dry. It is all alum. construction, no steel except parts of the suspension. A fiberglass panel is over the windshield area. The windshields are from a 1961 -64 Chev Step Van truck, modified to fit the Ultra.

One of the great features of this model is that it has a flat floor of 22 feet. In addition it is 4 inches wider than previous model Ultra's.

With the air bag suspension, it glides down the road as though it was on air. (Hmm? It is on air.) Cruising speed is anything you want it to be. Fuel Mileage at 55mph- 12.5, at 70mph 11??

This truly is a "fine" driving machine. I wish they had made more of them.

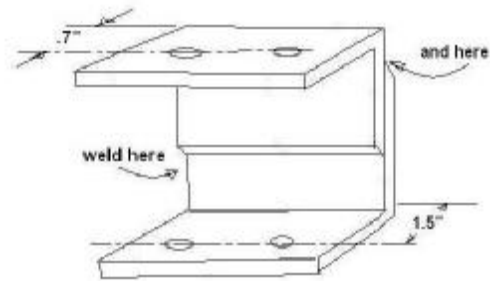
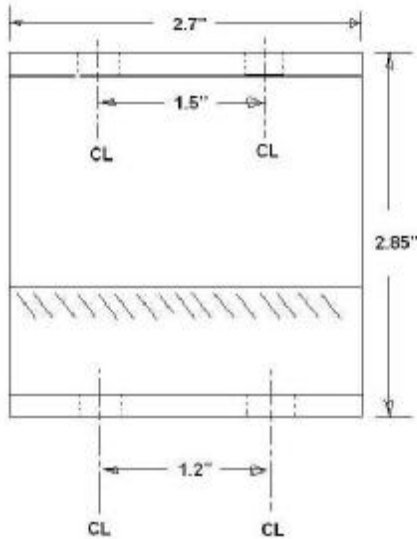
This unit is owned by Jim & Marlene Craig of Joshua Tree, CA. Christy Barden is the owner of 603, which is identical to 604, except in paint trim and etc.

We love it!!

Another Rear Motor Mount

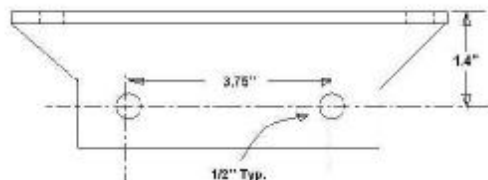
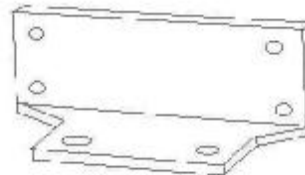
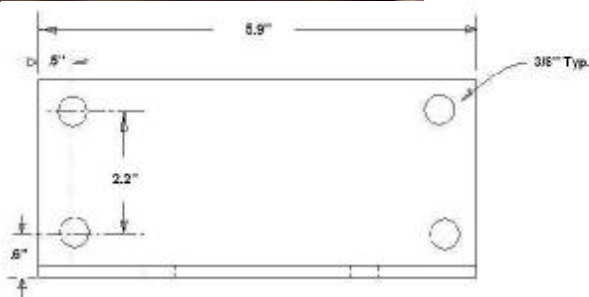
Last issue I described the modifications I did to the newly designed motor mount available from Clarks. At that time I told you that Richard Finch was working on a new design that was “fail safe” in that the mount was under compression instead of tension so that if it failed it caught itself. So, here it is, the ultimate solution to the dropped motor syndrome.

What Richard has done is to take several pieces of angle iron and weld them together with a compression type motor mount from a 1975 Chevrolet V8 between them. The result is a very strong motor mount that will never dump the aft end of your motor on the ground.



NOTE: These measurements are approximate. Your measurements may vary depending on the motor mount you use, the vintage of your coach, and my ability to read Richards drawings correctly.

If you are able to find a piece of 2" X 3" channel iron it might be easier to construct this piece of hardware without using any welding.



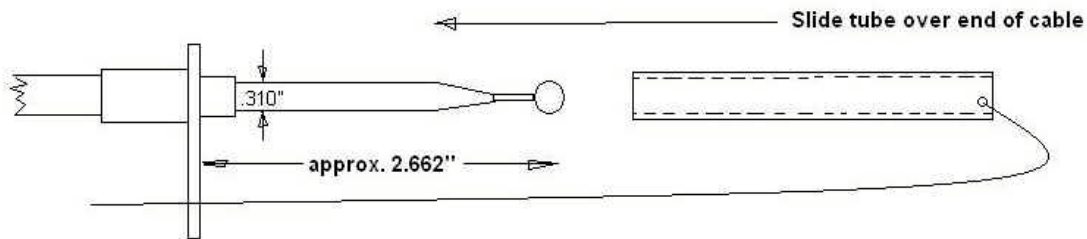
Note: All these drawings were done "free hand" on "Paint" which is NOT a reasonable drafting platform so take all information with a grain of salt... (MS-)

Also, your dimensions may vary according to several variables, so measure yours before you cut anything.

Tech Tips

This issues Tech Tips deal with several possible disasters that can be easily avoided. Take a look at all of these and resolve to get to them as needed and in one case, before your next trip out of the driveway.

Tip #1 is from Walt "Lite" Davison: His tip has to do with the disaster that happens when you break the ball off the end of the transmission shift cable while trying to get it out through that impossibly designed hole in the forward cross member. Walt suggests that you cut a small piece of tubing a bit less than 3" long and with an inside diameter of something over .310". Then drill a small hole in the end of the tube to attach a 5" length of light wire. Slip this tube over the cable end and attach it to the mounting bracket with the wire. This will protect the cable end while you extract it and place it away from the work place.



Tip #2 is from the editor and is echoed by Jim Davis and Jim Craig. All three Jims have seen this fault that could lead to the loss of your coach. A month ago I decided to replace the hard brake lines on my coach because the ones at the back seemed awfully crusty. What I found was that the "crusty" ones autopsied to be in fairly good condition but the brake line from the right front wheel to the junction fitting under the floorboards at the front was impossibly close to TOTAL failure due to rust caused by wet insulation in which it lies. I am in awe of its ability to hold pressure after looking at it. The wall thickness was down to about 2 or three mills, NO MORE! Jim Craig and Jim Davis have since confirmed that they have found the exact same thing in the same brake line on their coaches. If this was an aircraft it would be grounded until the ATC had been complied with. If you have not checked this line on your coach AND you do not have a dual master cylinder (see next tip) you MUST check this line before you loose the coach and possibly someone near and dear to you (perhaps yourself). Replacing all the hard brake lines cost less than \$20 and takes about 9.5 hours if you are slow and stupid like me.

Tip #3 is also from your editor. This was a result of the above tip on the brake lines. After replacing the brake lines and realizing how close I came to disaster (Three (3) trips from Mesa to Globe Arizona and several on the mountains of SOCal) I decided that I needed a dual master cylinder. A dual master cylinder will keep you able to stop even if one of the brake lines does fail. The cost of this modification is less than \$50 and the time involved is less than 8 hours. Surely its worth one day of your time. What I found when I started researching the subject was that a lot of people recommend it BUT some of the strongest voices have yet to do it !!! There are three methods of doing the job described in the Tech Tips and in the Ryerson Manual and all will work so there is no excuse to put it off. I used the pre welded "drop in bracket" method. The Tech tip on this needs to be better defined and I will soon write up a complete procedure. But if you decide to do it this way, make sure you measure carefully, allow some slop, and plan ahead because once the bracket is done its hard to re-do...I know!

Tip #4 I you have a metal fuel filter, one you cannot see through, you should carry a spare. On the way home from the Winter rally I started experiencing a surging in the engine and then it slowed down and would not run above 45 MPG. I limped 23 miles to a Wall Mart where I purchased a plastic "see through" filter and installed it in the parking lot solving the problem. If it had been a "see through" filter to begin with I could have seen that it was approaching time to replace it. The particles plugging the filter were NOT large particles, but just a very fine dust that may have come from the tank or even from the fuel. Nothing unusual was noted in the autopsy of the filter.

Kamping in Kentucky 2004

Looking forward to coming to the 2004 CORSA International Convention in Lexington, Ky., but you want to bring the camper or RV? We have just the place for you at the Kentucky Horse Park Campground, just about 7 miles from the convention site. I'm hoping to get a minimum of twenty people together so we can all camp together.

The Ky Horse Park has 45 foot "back in" sites (sorry, no pull through sites there) all with hook ups. Whether you have a 40 ft. RV or an UltraVan, a two-man tent or a Greenbrier conversion, you are welcome here. The price is \$20/night for up to 8 people per site. The first night (June 15) must be prepaid by April 15, **NO EXCEPTIONS**. Once you get there you can tell them how many nights you are staying and pay for them at that time.

The Ky Horse Park will only make reservations for groups of 20 or more, so please contact me either by email, snail mail or by phone with your intentions. Since it is a group gathering the first night for camping will be JUNE 15.

Sites are provided on a first come-first served basis. Check out time is 12:00 noon. If you have specific questions about the campground you can reach the managers of the campgrounds at (800) 678-8813 and ask for Dean Oaken or Peggy Carroll.

I MUST HAVE THE FIRST NIGHTS FEE BY APRIL 15. If I cannot get a minimum of 20 camping sites confirmed they will not reserve a site for us. If you have any questions for me, you can call, write, or email me at the address below. If you want to prepay for your first nights stay at the Ky Horse Park Campground you can send a \$20 check payable to me at the address below, and please include your phone number so I can call you confirming receipt of your payment. They will not be deposited until I have a minimum of twenty spots. The more the merrier!

Thanks a bunch, and I'm looking forward to camping with y'all in June!

**Lon Anderson
503 Cave Road
Glendale, KY 42740
(270) 862-2135
LONZOVAIR@AOL.COM**



#267



#544

#380

Coaches For Sale

PRICE LOWERED!! UltraVan for sale: # 267 has all new plumbing, all new wiring, I have done a lot of work to it. Just got back from Arizona with it in Dec. it did great all but a flat tire on the rear. It runs great drives great But I would like to have a V8 Ultra. so I am selling it to buy one. Its been to Hannibal, its been to Newport Ind. Bass Lake Ind. Chersterton Ind. Chicago 2 times and Arizona In December 2002. I would like to have \$5,500.00 or I would be willing to trade for a V8 of equal value. John at 217-345-5559..... rampside63@hotmail.com

UltraVan for sale: #544 1970, mileage is 25K, vdrive, 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 encl. (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) Asking \$4,000 For more exterior or interior pictures, email me, and I will send the two zip files I have. Yahoo wouldn't let me send them all at this time. For other information, or to see the van, please call Steve at 253.862.3959 home or 253.740.0248 mobile.(Van is parked in Kent, 16 mi. south of Seattle.) Email at jgue@windcap.com

Ultra Van for sale: #380 1969, 95hp engine with power glide and 355 rebuilt axle. New paint job with 5" triple stripe on sides, new brakes, new plumbing and water pump, new tires on 1970 Buick 14" chrome rims. Large impala dash, Mazda reclining bucket seats. Three year old upholstery and carpet. Cherrywood paneling. Has been in several car shows. Lead your own one van parade through any town and have people give you a thumbs up and a smile.. \$8500.00 call 815-874-7268 debnvern@juno.com

Engine For Sale

FACTORY ORIG. , NOS 110hp engine, p.n 3918793. code XXZ. Still in orig. crate. Can be installed in any UltraVan, (Corvair powered.), Corvair car or Forward control vehicle. \$3995. Firm, Plus shipping. Can also provide it as a complete engine ready to install and run, built up to your application or as follows; Correct shrouding, carbs, dist, alternator, , bellhousing (for auto or manual.) carb linkage, fuel lines, all to show condition. In addition all orig. seals & gaskets will be replaced. Engine will be run, adjust valve lifters, timing, & sync. carbs. This will allow you to install it and drive away. \$5495. Plus shipping. Jim Craig, 760 366 9104 or ultravan604@tcsn.net

Coaches Wanted

Bring out your dead! I'd like to find an UltraVan that needs a caring home. Non-running would be fine as I'm interested in alternative power plants. Will consider all options. I would prefer it be in the Western States as I'm in Colorado. Hoping to find something for under \$3,000. Thanks for any leads or consideration. Peter Crowl pcrowl@earthlink.net or Phone: 303 730 7771

Group UltraVan

A Thanksgiving UltraVan

#215

Owned By

**Doug &
Margaret Bell
Of Boring, WA**

See page 5 for more
details



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