

Whales On Wheels

Volume 2006

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Number 1 Jan 1st 2006

**Your UltraVan on the Cover of
WOW**

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!!

Prez Sez

HAPPY NEW YEAR EVERYONE!!!

I would like to congratulate Paul Piche and Barbra Greason and their Ultravan #389 for making the 2006 calendar cover of The Tin Can Tourist--well done.

As a follow up to our 2005 National Convention, I would like to mention that plaques were presented to 3 of our long term office holders who recently stepped down from their positions. Those receiving the awards were Marion Helmkay, Louie Griggs and Jim Howell. Robert Galli also received a wooden Whale mounted on wheels as a token of our gratitude for his many years of dedicated service as President of GUV. Congratulations to all.

Now is the time to lock-in plans for our 40th annual UVMCC Rally in Mountain View, AR. Our co-hosts will be Paul Piche, Barbra Greason and Roy and Jim Davis. They are waiting by their phones to take your reservation or answer any questions that you may have.

For Paul and Barbra, call (248)542-5372. Roy and Jim can be reached at (270)435-4572. The dates are Sept. 18-23, 2006. Let's have a large turn out and make this rally the best yet.

I plan to see some of you at our Western Regional Rally in Apache Junction in February.

Shelley & I hope that all of you had a great holiday season and a safe and healthy New Year.

Keep those Ultras running,

WINTER WESTERN REGIONAL MEET 2006

February 13-17, 2006

(Monday - Friday)

At

Howard and Marsha Boso's Place

1536 West Roundup Street

Apache Junction, AZ 85220

e-mail: Hamboso@juno.com

Phone: (480) 288-2636

Cell Phone: (480) 518-4103

Hosts: Howard and Marsha Boso

Come join us for fun in the sun. Enjoy good fellowship, fun & food. Plenty of parking, electricity & water available. No sewage dump(come with empty tanks). Local interests include shopping, great restaurants, dinner theater & old western town. Welcome barbeque will be given on the second night(Feb. 14th at 6:00PM).

Directions: Exit Freeway I-10 going east on I-60. Exit I-60 at Ironwood exit and head north going past Southern, Broadway & Superstition Boulevard. Still heading north turn right on second street on east side(Ironwood). We are the second house on the north side of the street. Watch for signs.

ULTRA VAN EASTERN SPRING RALLY 2006

March 20-25, 2006

(Monday - Saturday)

At

Nova Family Campground

1190 Herbert

Port Orange, FL 32129

Website: gocampingamerica.com/novafamily/

e-mail: friends@novacamp.com

Phone: (386) 767-0095

NOTE: You must call to make your own reservations.

Hosts: Jean McMasters and Norm Standal

Come enjoy the Florida weather. This location is near beaches, tallest lighthouse in Florida, and botanical gardens. There is an abundance of restaurants. We look forward to seeing you there.

Letter from the editor

78 of the people on the list of 155 members in the new UltraVan Motor Coach Club (the combined membership of the two clubs GUV and UVMCC) do not have current dues for the year 2006. that's more than HALF of you.

You should check the label on this issue. If there is an 05 after you're name then you will not get the next issue...**UNLESS**...you have just recently sent in you're dues, or you send them in right **NOW**. If there is an 06 after you're name then you are paid up through the year 2006.

Now that the bookkeeping has been taken care of, let me introduce myself to those of you who were NOT members of GUV and did not receive the Whales On Wheels.

I am Jim Isbell, owner of UV #257. I have been the editor of the Whales on Wheels for the past three years. I reside in Texas so have not gotten to many of the coastal events. My attendance has been to several West Coast events as I am nearer to most of them and two of the three National meets since I have been a member. I plan on trying to get to some of the East Coast events in the coming years.

Editing the Newsletter is, in spite of what it looks like, a relatively easy job. I try to make it look hard so I will be appreciated, but the truth is that you are the ones that do the newsletter. I just put it into the computer and then have someone else replicate it. There are only two things that can at times be a bit frustrating.

(1) Having inaccurate addresses...especially email addresses. Inaccurate email addresses just bounce without explanation and they don't forward as do snail mail addresses for 90 days after you change. The minute after you change an email address you are lost forever...if you don't notify me. So please try to keep Diane Galli updated with new snail mail addresses (she is the keeper of the labels) and keep me informed of email address changes as I keep the list of those who get the newsletter by email. More on that list later.

(2) Sometimes I come to the table to start composing the newsletter and I have less than needed to fill the newsletter. You are all writers, whether you know it or not. My job as editor is to make you look like Nobel Prize winning writers. Anything that you send me can be made great with the two of us working together. AND, if you would prefer that I DONT edit your submissions, please say so and I will leave them alone. Many of you dont need any help, in fact most of you dont, but you do have to send it in or no one can answer that question. When making submissions, remember, we need travelogues, biographies, and meet reports as well as Tech articles. There are many different tastes when reading the newsletter, we need it all. Remember, "a picture is worth a thousand words", and it helps fill blank places when I dont have words, so sent dozens, or at least a few pictures if you have them.

The alternative to sending in articles is that you will have to put up with pictures of my motor homes and read my drivel. Remember I don't have an editor to fix my work, so you just get the raw unedited pen of Jim Isbell. And that ain't pretty.

Submissions are preferred in email text and attached JPEG images. I can cut and paste email text easier than word processor text, especially when it's a WP that I don't have....#8-) I can also read TIFF images and GIFF and many other image formats. I doubt that you can send me an image format I can't read. But, now I know, someone will try to send me one I can't read...#8-)

For those who didn't understand the above paragraph, sending me a submission that is hand written or typed and photos in an envelope will work also. I can scan your photos and return them to you. If you want them returned, PLEASE tell me so I won't forget. If you send in a hand written, please make an effort to see that I don't strain my 70 year old eyes trying to decipher it. They are not what they used to be.

Now on to that reference about email delivery of WOW. You can help save the club money, get your Newsletter earlier, and get it in FULL COLOR if you receive it by Email. If you have a slow system you will prefer to get it by snail mail. BUT, please, one way or the other, not both. The idea is to save money and time, not increase cost and labor. If you want the email version, send me you're email address by sending me an email to that effect **FROM** the address you want the WOW sent to.

Thanks for listening, your Editor

DRIVE SHAFT TECH

By Jim Davis

Ever notice almost all Corvair powered Ultra Vans have a slight drive line vibration at 60 mph? It is probably drive shaft "phasing". Ultra cut the stock Corvair drive shaft and added a slip joint and yoke from the one half ton pickup truck. The drive shafts are supposed to be 24.25 inches in length (21.25 on V-8's). While the shafts were welded true, they were not indexed. The yokes of the drive shafts must be in the same plane for proper operation. When a drive shaft is operated at an angle, it's inherent in the design, for every 180 degree of rotation, the drive shaft must speed up and then slow down, even though the vehicle's speed remains constant. This is not a problem at low rpms (below 4,000) if the yokes are phased. To check, remove the drive shaft and place on a flat surface. The universals need not be removed. The flats of both yokes should lie flat on the surface. You can separate them at the splines and try for better alignment. I have found there is a four to seven degree misalignment at best. The greater the misalignment and the operating angle, the greater the magnitude of the vibration. The splines are about 26 degrees apart so 13 degrees is the maximum misalignment (assuming someone did not misalign the shafts). Mathematically you can misalign the shafts by a maximum of 90 degrees. Unfortunately, the only solutions are to have new drive shafts made or have the old ones cut and rewelded.

Universals are what allow the drive shaft to operate at an angle. If the rear wheel center spindle yoke is exactly parallel to the differential yoke, it doesn't matter at what angle the drive shaft operates (assuming you don't exceed an angle of 15 degrees on the drive shaft. This figures to about 5.5 inches of height difference in the yokes). Ultra Vans, Corvairs, and other light GM cars of the 60's and 70's use the 1310 series light duty universal joint. The Spicer replacement number is 5-153X. The "Ryerson" on pages 9-40/41 has a good primer on Ultra's U-joints. I have had continual problems with my Ultra Van's universal joints wearing at the trunnion. I have tried every major make I know of and in their best joint line, but none have lasted 20,000 miles without showing significant wear. On the advice of my local drive line shop, I called Tom Wood of Tom Wood's Custom Driveshafts <<www.4xshaft.com> and explained my problem. He explained than I am severely overloading my universal joints; thus causing failure. The 1310 U-joint is rated for 130 ftlbs

continuous and 800 ft lbs intermittent. As for what intermittent means, Spicer says it is the time required to accelerate a vehicle from stop to cruising speed. At cruise level road, my Ultra Van engine is producing 80 ftlbs of torque. Multiply that by the rear end ratio and divide by two (two driveshafts); so $80 \times 3.89 / 2 = 156$ ftlbs; to find the torque at the universal joints. At 60 mph cruise, on a level road, the universals are already over stressed. Worst case goes like this: say I am on I-68 heading west out of Cumberland, MD. The 5,800 lb coach slows and I shift into low range to climb the 22 mile, 6% grade. Beau climbs well at 4,200 rpm at about 3/4 throttle (6 inches of Hg). The engine is putting out 120 ftlbs of torque, the torque convertor is not slipping (no torque multiplication), low range is 1.82:1 so: $130 \times 1.82 \times 3.89 / 2 = 460$ ftlbs. For that 40 minute climb, I am loading the universals with three times their maximum load. No wonder they are failing. As of now there is no economical solution. Even going to a 1350 series u-joint (expensive - in the \$1200 range for the shafts and yokes) would allow for only 37.5% improvement in strength over the 1310 series.

Tom had one other suggestion I might try. He sells a super heavy duty 1310 u-joint made for the "rock crawler" crowd; it is his Gold Seal U-Joint. While they are guaranteed not to break (I have never broken a u-joint.), they are NOT guaranteed against wear. The cost is \$39 each plus shipping. Tom's number is 1-877-4xshaft.

Regular maintenance is the key to longevity. Every time the engine's oil is changed the universals and drive shaft slip joint should be lubricated. Grease should be added until it is observed exiting from each of the cup seals. When greasing the drive shaft slip joints, remember to place your finger over the relief hole so that grease is forced out of the splines. For longer life, use only high quality synthetic, NGLI #2 grease with a lithium base or thickener. I believe that every 20,000 miles all Ultra Van u-joints should be completely disassembled, inspected and repacked as should the splines on the drive shaft. If you decide to do this, please keep the cups and needles on the same trunnion axle. This is easily done if you remove only cup at a time. This would also be a good time to regrease the rear hubs, since you have the drive shaft out of the coach.

On the facing page are some pictures of drive shaft problems and maintenance thanks to Tom Wood..

Drive Shaft Failures & Their Causes



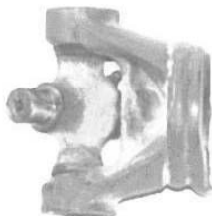
Twisted Tube

This twisted, broken tube shows excessive load or undersized shaft. Stock tubes are usually very weak.



Circumferential Crack

To find a twisted tube like this, look for cracks in the paint or scaling of the surface oxide.



Sheared Tube

Here is a clean tear in a tube. This was caused by something rubbing on the shaft creating stress risers. When installing drive shaft make sure nothing will touch the tube through it's range of motion.



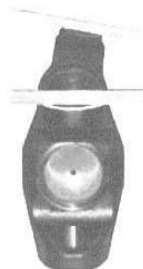
Dented Tube

Road hazards or tire lifts can injure your drive shaft. Once the damage is done replace the tube.



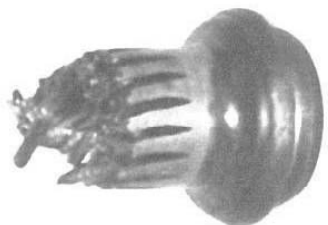
Broken Weld

This might have been caused by a defective weld or even by inconsistent properties in the tube. Welded to hot.



Phasing

Phasing/exact alignment of the joints is important. This drive shaft is out of phase. Joints/yokes should remain parallel within 1.5 degrees.



Broken Spline

This broken spline stub could have happened because of excessive load, fatigue failure, shock load or a defective part. Make sure the parts you use can stand up to the intended use.



Torsional Play

With the drive shaft removed check for excessive twisting play. Anything that can be felt is probably too much. This is also a good way to check for excessive lateral play.



Broken Weld Yoke

Excessive load or angle caused this broken bearing bore. *See also damaged End Yoke.



Burned U-Joint

This is almost always caused by a damaged attaching yoke or lack of lube.



Damaged End Yoke

Always inspect your attaching yokes for any nicks or gouges that will cause the bearing caps to mis-align.



Broken U-Joint

This is usually a result of excessive angles, shock load or poor quality.



Missing Weight

Balance weights will sometimes fall off. 1 oz. Of imbalance on a 1 in. Radius will create nearly



Broken Stud

Excessive drive shaft angles caused this CV to bind and fail. Remember that Cv's bind at different points,

THE 40TH ANNUAL NORTH AMERICA UVMCC RALLY

SEPTEMBER 18 - 23, 2006
(Monday through Friday)

at
OZARK RV PARK
1022 PARK AVE.
MOUNTAIN VIEW, AR 72570

Website: <http://www.ozarkrvpark.com>.
Phone: 1-866-692-7578

The RV Park is adjacent to the OZARK FOLK CENTER

NOTE: A block of sites is reserved. No need for individual reservation at RV Park. Early arrivals or late leavers need to make their own arrangements.

Host: Paul Piche & Barbra Greason
Phone: 248-542-5372 / E-Mail: <ehcipluap@provide.net>

Jim & Roy Davis
Phone: 270-435-4572 / E-Mail: <jld@wk.net>

Lodging is available at the campground. Rally package will be mailed to those that register with the Hosts. The area is known for its mountain music, crafts shops, antique stores, and good food.
<http://www.ozarkgetaways.com/index.html>

I got a couple of notes from Charlie in Phoenix, Arizona along with an article and a couple of business cards. We don't have room for the article this time but maybe next time. But below are the front and back of his business card in case you need any Corvair parts.

Corvair Replacement



Phoenix Charlie

In God We Trust
Corvair Trust Charlie
S.S.A.E. - Wants - U.S. Postal
(Money Orders)
2902 N. 60th Dr. AZ 85033

WHAT *Clark's* *Corvair Parts,® Inc.* **DID in 2005 !!**



RE-RAN MOST SIZES CLEVITE 77 MAIN & ROD BEARINGS

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- 12 - REPRO BRASS BRAKE "T" 's
- 13 - REPRO MODULATOR VALVES
- 14 - REPRO original CHOKE COIL RETAINERS

MORE? We have 10 more projects in the works!

YOUR ORDERS DO MAKE A DIFFERENCE when
YOU Order FROM

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Web Corvair.com Email clarks@corvair.com

Haven't got our 2002-06 600 pg. Catalog? Send \$6.00

New Members with an old UltraVan

I received a note from Jean McMasters on the sale of #337. He included several photos of the coach and the new owners, two of which are on the following page.

To the members of UVMCC:

The new owners are Don and Julie Reiman of Mesa Arizona. They purchased the coach right after the Winter Rally in Apache Junction at Howard and Marsha Bozos place in February of 2005.

It had been parked at Bashas parking lot and more than 25 people a day came to look at it. Don and Julie fell in love with it and I feel I was very lucky to find someone to take care of it.

Coach #337 was formerly owned by a Mr. Zeiman. It was in storage for 16 years in Glendale, Arizona. I purchased it from Mr. Zeimans son. I then worked on it for six months, restoring it to its present condition.

The original equipment is still in it including an original roof top air conditioner and a Ralph Generator. Nothing had been changed since it left the factory.

Mr. Zeiman has Alzheimer's Disease and had requested from his sons a pledge not to destroy #337 and to get it to a new owner who might restore it.

Jean McMasters

The address for the new owners is:

Don and Julie Reiman
2044 E. Evergreen St.
Mesa Arizona 85213

A Note from Walt Davidson

Walt called me a couple of nights ago to offer a piece of reading that he feels should be mandatory for all UltraVan owners.

Can you guess what its about? If you guessed that it was about the weight of a vehicle, you guessed right. No one missed that question did they?

Walt "strongly advises" that we should all get a copy of the February 2006 issue of Road and Track Magazine and read especially pages 48 and 49.

In Walt's words, "This should be a permanent part of your library."



Heres a nice article from the
Custer County Chronicle
on our recent Rally in Custer at the
Beaver Lake Campground

Our Community

SEPT 21, 05
CUSTER COUNTY CHRONICLE

Ultra Van owners camp near Custer

By PARKER KNOX
Chronicle Reporter

They came from all corners of the country and then some—Pennsylvania, Oregon, Michigan, California, Ontario, Arizona, Custer and other places.

About 40 people representing 14 Ultra Van motorhomes gathered at Beaver Lake Campground west of Custer last week for the 39th annual Ultra Week rally of the Ultra Van Motor Coach Club.

They gathered in a shelter for morning coffee and rolls each day before heading off to Black Hills sites or scheduled activities. The group visited the Mount Rushmore and Crazy Horse memorials twice each—once by day, once by night—and were entertained at the Wild West Show at Four Mile. But mostly they socialized and visited with the other members of this one big happy family, most of whom have been attending these rallies for such a long time that everybody knows everybody else, even those from the other side of the country, on a first-name basis.

The rally week event alternates between the West and the East each year although it usually is held between the Continental Divide and the Mississippi River. Next year the group will convene in Arkansas.

The unique Ultra Van was developed by aircraft designer David Peterson in the late 1960s after the Corvair was introduced by General Motors. It was built like an airplane with aluminum ribs covered with sheet aluminum on the top and sides.

Only 373 Ultra Vans were built at a plant in Hutchinson, Kan., and there is record of about 250 of them still in use. All but 47 of them were Corvair-powered though some have since been converted. The other 47 were V-8 Corvette vans, which were heavier but could go faster.

An Ultra Van weighed 3,420 pounds coming out of the factory.

Modernized and modified to suit the desires and personalities of their owners, the vans usually weighed 5,000 pounds on the road. One of their strong points is that they get from 15 to 20 miles per gallon.

Because of the basic soundness of the hull structure, little has changed outwardly for the Ultra Vans over the years. Owners have modified the interiors to suit their own lifestyles, but even they, too, if the vans which were in Custer are any indication, are strikingly similar inside.

Space is at a premium inside an Ultra Van, so every inch of it is put to use. There is room in back for a full queen-size bed. There are pull-out shelves for television sets and plenty of overhead storage space.

Because the Ultra Van is unusually wide—8 feet, 2 inches—there is room in front for two swivel chairs, and some of the vans have a desk-like table between the driver and the passenger. A prominent feature of an Ultra Van is its huge front windshields. Its length is 22 feet.

The Ultra Van club has a grand time when they get together. One camper is designated as "Sheriff." He or she wears a badge and collects 25-cent fines for various misdeeds, especially not wearing one's name-tag or Ernie Award medallion. The Ernie Award is granted within the club to one who contributes valuable service to the organization.

Ultra Van owners earn a new 100,000-mile plaque every time their vehicle surpasses that figure on its odometer. It is not uncommon for some owners to have three or four of those plaques.

Norm Helmkey of Sutton, Ont., an automotive historian, said, "Every time we see a lumbering old RV or pass by a current monster basement model, often towing a car which Ultra Vanners don't need, it is cause for a thank-you to the genius responsible for our wonderful little Ultra Van motor coach."



LOCAL ULTRA VANNERS --- Jane and Ed Harrison of Custer were among the Ultra Van owners attending last week's week-long rally at Beaver Lake Campground. The Harrisons have been members of the Ultra Van Motor Coach Club since 1976. They moved to Custer from Bismarck, N.D. [CCC Photo/PARKER KNOX]



BEAUTIFUL MORNING IN CAMP --- The Ultra Van Motor Coach Club picked a picture-perfect week weather-wise for their 39th annual rally held this year at Beaver Lake Campground. From the left are three veteran Ultra Vanners, Norm Helmkey of Sutton, Ontario; Ror "Doc" Zoutendam of Sheldon, Iowa, and Clyde Stanton of Middleville, Mich. [CCC Photo/PARKER KNOX]

Wind Cave program at senior center

Ultra Van for sale. #521 \$4000/OBO

Chevy V-8 engine. Runs good. Brand new exhaust pipes and mufflers, much recent brake work. Body has some corrosion and interior needs work.

Pete Evans

2040 Rachel St. San Luis Obispo CA, 93401

(805) 215 1551 Email <ixnay@compuserve.com>

=====

Ultra Van For sale. #492:

This is a very much modified Ultra with many improvements. 110 HP 164 cu in engine with Powerglide, Positraction and Transmission cooler. The interior is original. #492's power plant is a 110 Hp, 164 Cu. in. Corvair engine, completely rebuilt to approx. 8.3 compression ratio, etc. The upholstery is mostly original, dark walnut cabinets with the stock appliances, except for the front 3 bucket seats, the steering wheel, and carpet among a few other things. It has been sittings in a 'begin to remodel' state since I've had it 5 1/2 years.

Peter Marino

2428 7th Ave. Pueblo CO, 81003

Cell Phone (719) 406 5466 Email <pcm0@comcast.net>

=====

Ultra Van for sale. #417: \$3000 Firm

Completely original inside and out, 9745 original miles ! 110 hp Corvair engine and powerglide transmission, I am the second owner but have all the original factory delivery papers including " it's ready to pick up " telegram ! It has been in storage for 16 years so it will need restoration and paint.

John Howell

Lenoir City, TN

Phone (865) 986-8898 Email <UV417@bellsouth.net>

=====

Ultra Van for Sale #302:

Body in excellent shape. been gutted for remodel, but have all original insides (makes good templates). Shower, toiler, stove. 400 hp Olds engine. sell as is

Norm or Shelly Lamm (702) 870-5951

=====

UltraVan for sale #297: asking \$5000

140 HP engine is good and strong, has 45,400 miles. It needs tires, a battery, and a tuneup. It needs to be painted and restored.

John Kosmatkai

811 Monarch Drive

Cedar Park Texas 78613

Phone 512-258-3344 Email <johncats5@netzero.net>

UltraVan Motor Coach Club



**Doug Bells
#215
"Bella Beluga"**

**Parked on the
Lolo Pass Trail
(the one Lewis
and Clark took)
to Missoula along
the Lochsa river
in Idaho.**

UVMCC, Inc.

FIRST CLASS Mail

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Atascadero, CA 93422**

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WHALES ON WHEELS is a quarterly publication of the UltraVan Motor Coach Club, a CORSA chapter. It is dedicated to the preservation and use of the ULTRA VAN. This 22 foot unique motor home was designed by David Peterson and built in Kansas until 1970. About 365 units were built. Dues are \$15.00 annually, please remit to the Treasurer, Diane Galli. Make checks payable to UltraVan Motor Coach Club. Send submissions to WOW by Email to the Editor, Jim Isbell (digital submissions are preferred but handwritten are acceptable, just more work)

TO: