

Whales On Wheels

Volume XXV

Number 2

What's Inside??	Your UltraVan on the Cover of WOW
Air Dams, are they worth it?.....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

Have Satellite dish will Travel

When you all read , we will have been on the road since May 27 the.

We are now in Tucumcari, NM. Should see some of you in Lexington, KY.

Diane and I will be camping at the Horse Park. We will rent a car to get back and forth with.

Hope you are all having a great summer, we are, and hope to continue, we won't be home till later September.

As ever,

Bob Galli

WARNING NOTICE !!! To all GUV members !!!: You will notice that there is a lot of drivel written by the editor in this issue. There is also one article that is not even about UltraVans...though it is from one of our members who has an ultra van as well as several other vehicles. The reason for this is that we are not getting any articles from the members to publish. If you don't want to hear me babble on then you have to get something in to me. If you don't think you can write, its not a problem. Send me what you can, write just as though you were talking to me. My job as editor is to edit it. I will if you want me to. Send me LOTS of pictures as well. They are worth a thousand words. Right now, for the next issue I have absolutely NOTHING...not even a cover photo!!!!

Air Dams. Are they worth it?

There are several schools of thought on this subject. Some have put them on and then removed them. Others have put them on and left them. (I am one of these). And at least one other put one on, removed it and then put it back on. Good thing, they are easy to remove and mount.

They definitely are easy and inexpensive to add to the UltraVan. An air dam can be made with just about any material but one that looks like it was made for the purpose is of course the best. In my case I had been threatening to put an air dam on my coach for over a year but had never gotten around to it. Until, one day I was at the Thrift Shop and saw an item that looked just like an air dam and the price was \$3. It was a bug deflector for the hood of a chevy pickup truck. It normally mounts on the underside of the hood and extends upwards to deflect the wind over the windshield to carry the bugs with it. It was made of smoked lexan and really looked nice.

I mounted it “upside down” just forward of the front wheels far enough that the wheels could not hit it when turning but far enough back that it would not drag on the pavement in a dip. The best place would be directly between the wheels to prevent it ever dragging on dips, but there are some interference problems there.

The mounting required 7 screws and 7 “Rivitnuts” applied to the bottom skin of the UltraVan. If you have a lift its a bit easier but in no case is it more than a half-day job with coffee breaks (at least two). If you have installed the mod that gives you storage under the front floorboards it is even easier because you know how to take up the floorboards and you wont even need the “Rivitnuts” because you can use regular bolts. I suggest that even if you are using “Rivitnuts” that you lift the floor boards so that you don’t drill into a brake line while installing the “Rivitnuts”

Now was it worth it? Yes, in spades. It further stabilized my UltraVan to the point it is almost like driving a car. The “sway” normally experienced when a truck passes from behind is now all but gone. Only the flattest front trucks like the UPS trucks cause any sway.

What is the down side? Well it has been reported that the transmission runs warmer with an air dam. Is this a concern? Maybe, maybe not. I checked my transmission at every stop because I had heard these rumors. Never did it seem warm at all. I checked the fluid with the “spot” test and it showed no wear at all after a 2,000 mile trip with the air dam in place. Will it show wear in the future? I don’t know, but if it does I will replace the fluid and figure that the improved safety from the better handling is worth a transmission fluid change once a year. That’s cheap for safety.

At least one person who had the ability to measure the transmission temp stated that it ran about 10 degrees F. above what it did without the air dam. In my opinion that is not enough to worry about when you can get so much better handling for a few extra transmission fluid changes.

Ultra Van to Greyhound

By Jim Craig



While working on the registration desk at our recent car show, a friend taped me on the shoulder and ask, "Jim would you be interested in buying a Greyhound bus?" Not having had time to chat about it, I said, "Not really". After completing the job at the desk I got to thinking about what he said and decided to find him and see what the deal was. A lady friend of his had mentioned to him and some others that because of her husband being ill and would never use their Greyhound bus again, she was offering it to anyone for \$500. Wow! \$500. I could just visualize all of the windows shot out, tires flat and the engine robbed of its accessories. He gave me her telephone number and the next day I drove the 12 miles out to her place.

As I was approaching her house the bus was sitting in the side yard and the left side of it looked really great. The red and white paint even looked fine. Driving around to the front of the bus the stainless steel front section, windshields and etc. appeared ok. Hmm? This looks too good to be true.

I knocked on the house door and Sally came out to greet me. I ask if I could look it over and take some photos of it, inside and out. "Oh, sure go right ahead", she said. (Now I have to tell you Marlene, told me before I drove out there that I was not to bring another "non running vehicle home".) Hmm.

Anyway, when I walked around to the right side, the door was open and some of the windows. The desert sand had blown in and it was dirty. Walking up the steps I was amazed to

find a "perfect but dirty interior". The carpet, captain chair, couch and the oak cabinets looked new. The dual oven and microwave appeared to have never been used. This is too good to be true, I thought to myself. Walking to the rear I find a nice bathroom with a tub and shower and another surprise, the orig. paper decal was still on the side wall of the tub. Wowee!. The bedroom had color matching covers over the two bunk beds, carpet on the floor and lots of nicely finished oak cabinets. By this time I had taken about ten digital photos. I am thinking to myself, "Well, ok, the engine has been stripped out. or maybe missing altogether.

Arriving at the rear of the bus I begin opening up the engine compartment doors. Looking here, there and everywhere, I could not find anything missing. " Great Balls of Fire", I said to myself. After closing up the doors, I went up to the house and Sally came out. I said, "Sally I am a little confused, is it \$5000 or \$500 you want for the bus? "\$500." she says. "Will you take my check?" "Sure she says."

I wrote the check out as fast as I could. I was so excited I forgot to get a bill of sale from her. I ask, "Would it be ok to bring my wife out to see it before it gets dark?" "Sure," she says and just remember you cannot try to start it or take any parts off of it. All I want you to do is haul it out of here as soon as you can. That is fine with me , I will make arrangements for tomorrow.

I contacted a local towing company and had it hauled home. A couple days later Roy Muranaka came out to help me get it running and check out the systems. I purchased two new batteries, five gallons of diesel fuel and made a temporary hook up to the main fuel line. Roy said, "Hit it". I pushed the starter button and it rotated several times but did not fire. "Hold it",he said. "Hmmm, the air valve is closed." A hot wire was installed, and the valve opened. "OK, hit it now". I just touched the starter button and it fired off. Lots of smoke,but it soon cleared out and it was rattling like a good diesel should. It ran for about fifteen minutes and the clutch and trans was checked. Everything worked like it should. Roy said, " Well, Jim looks like you have a good one here, congratulations."

Since that day I have replaced the broken passenger windshield and installed new rubber mouldings for both windshields, replaced the front tires,installed new alum. Alcoa wheels, repaired the front brakes, cleaned the whole interior, sealed the roof, drained out 44 gallons of old diesel fuel and replaced four cracked side windows.

Before taking it out for the first test drive, all of the brake system and air tanks will be checked for leaks, repair and etc.

The Greyhound is a 1966 MCI 5A. 8/71 engine, 4speed manual trans. It was orig. assigned to the San Francisco area and appears that it remained in California during its operation with the Greyhound organization.

WESTERN FALL RV CAMPOUT

Nov. 8-11, 2004

This is a "no host" event. Open to all our friends. RV, Camper, Tent or etc. required. (No facilities near by.)

Location: "The Slabs", Niland, California (Located approx. 25 miles North of Brawley, CA.)
Otherwise known as "Slabs City"

This event will precede the Palm Springs Corvair Fan Belt Toss. (Nov,12 14.) After the campout we will all depart on the 12th for the Palm Springs event, which is about 80 miles to the North.

The campsite is located approx. 3 miles east of the center of Niland, off of hiway 111. Watch for the "Ultra Van signs." (Niland is at the Southeast area of the Salton Sea.)

Contacts:

Jim & Marlene Craig, 760 366 9104 or ultravan604@tcsn.net or 7011 Sunny Vista Rd., Joshua Tree, CA. 92252-2736.

RVSP prior to Nov. 1st. A donation fee of \$5. per vehicle is suggested to offset misc . expences on site.

Details:

This will be "dry camping" in the open desert, so arrive with the following ;

1. Full water tank, propane and empty holding tank. Dump station avail. at State Park on way to Palm Springs.
2. Bundle of firewood.
3. Small table and chairs.
4. Food for two "pot lucks"and other things if you wish to maintain your strength during the event. :))

Bring a gift worth \$5 for the "Yankee Swap" for each person in your party.

Extras:

Bathing suit and old tennis shoes, if you would like to enjoy the "infamous" Slightly Warm springs bath. Max. two persons at a time. HMMMM, very cozy.:))

Note; Bar-B-Que hamburgers ,sodas, side dishes and Hot coffee will be furnish by the Craig's on the evening of the 8th.

Check out the following web site for a lot of interesting info about the Slabs. Very good.

<http://www.desertdutch.org/slabcity.htm>

Weather:

Days, very mild- 60 to 72 degrees, night down to 40's.

See ya there; Jim and Marlene

The Oldsmobile 455 Engine Heads

It took me a little researching and asking around before I decided to run this article because I was not sure just how much interest there might be in the subject.

After enough asking about I determined that there are about 10 to 15 UltraVans powered by the Oldsmobile 455 and then there are the Tiaras. To me that seemed like enough to make an article on the subject worth the paper.

The Oldsmobile 455 is a big engine....no, that's wrong, its a HUGE engine. I used to think the engine in my 1958 Lincoln Continental was big, but this one is bigger and badder. I don't know exactly what the heads weigh, but it is in the neighborhood of 100 lbs. each. They are not a one-man job to remove, but I did it anyway. The replacement on the block was even harder because you have to align them onto two locator pins and you dont want to manhandle them or you can damage the head gasket.

I managed to figure out how to do the job and have amassed a few tips for anyone who might be contemplating the job of refreshing the heads on an Oldsmobile 455 engine. Luckily I didn't break anything while learning what was NOT in the book.

The first thing you get to will be the removal of the heads. Mine had to be removed because I dropped a valve seat. If you have a vacuum gauge on the coach it is real obvious when that happens. The indication is a sudden loss of one cylinder causing a regular spike to "zero" every time that cylinder is supposed to be there.

Removing the heads without removing the engine is close work. First remove the exhaust manifolds. Then remove the "torque snubber" of what ever type you have, mine had a chain from the left head to the frame. You want to make sure you put it back, its important. Then you have to unbolt the alternator and, if you have it, the air conditioner compressor, bracket from the right head. IT IS NOT necessary to even remove the belts, but remove the two bolts into the head and leave the alternator bracket supported by the three bolts into the front of the block. (Before replacing that head you will have to loosen those three bolts just enough to get about 50 to 100 thousands movement in the bracket to allow the head room to fit back on.) This will save a lot of time.

The next step is to remove the distributor (make sure you do not move the rotor in the distributor or turn the engine after the distributor is removed...unless you plan on a complete re-timing of the engine as I did) and intake manifold followed by the rocker arms and push rods. Make sure you keep the rockers and push rods in order so they can go back in the same holes they came out of.

There are two short bolts and 8 long bolts in each head. The short bolts go on either end of the outside row when you are putting it back together. If you want to put them back in the same holes they came out of you can, but I don't think its a worry except to get the short ones in the short holes and vice versa. I took a digital picture of the top of the engine before I removed all the

cables, hoses, etc. that criss-cross the top of the engine. This way I could look back at the picture if there was any question as to what went where.

When you remove the intake manifold it is not necessary to remove the carburetor but don't turn the thing up on end...like I did....if you don't want gasoline on the carpets.

After removing the intake manifold you will be ready to remove the heads. Remove the 10 bolts in the head taking them out just a turn at a time and in the reverse order of the order that they are tightened. Relieve the stress slowly in several steps to prevent stressing the head. Then lift it up about 1/2" before trying to go sideways. There are two locator pins that you have to get above first.

Now, take the heads to a machine shop to be rebuilt. Don't be surprised if they tell you that both heads are cracked. It wasn't your fault, its just that it is very common for the heads on these engines to be cracked and not causing any problems....until they are removed. Both my heads were cracked. But relax, its not that bad. I was expecting to pay \$150 each to have them rebuilt. When the word came down that they were cracked I felt a tug at my wallet. But it turned out that two "new" heads, rebuilt with all new parts were \$175 each. Now I have two seasoned heads that may not crack in the future as they have already been tested and seasoned by age.

Now while the heads are being rebuilt, get to work on the engine. Remove all traces of gaskets from the block and exhaust manifolds. Check the piston tops and hope that you don't find any problems that will mean you have to pull the pistons. And most importantly, run a tap through all the head bolt-holes in the block so that they will be clean when you put the heads back on. Use a vacuum cleaner to pull out the shavings. If you don't clean the holes with a tap you will not be able to get correct torque on the head bolts and that will cause cracking. Nothing is more disconcerting than to have "creaking" bolts as you torque them down because you didn't clean the holes. The creaking sounds just like a head cracking and the dirt keeps you from getting the correct torque, which, by the way, on our engines, is 85 foot pounds, reached in five (5) stages...20...40...60...80...and finally 85 foot pounds with a light coat of engine oil under the heads and on the threads.

When you get the heads back, the first thing to do is run a drill bit into the two locator holes to make sure they are clean. If you got your original heads back they should be, but a head that has been sitting in the yard for a few years may have all sorts of crud in the holes and it will drive you nuts trying to get the head on. Believe me, I know!! Then get a cheap bolt from the hardware store that is about an inch longer than one of the long head bolts, grind the head off of it and round the stub off. You can then screw this just a few turns into one of the head bolt holes to act as a guide as you lower the head onto the block. After the head is on the locator pins, remove the modified bolt and replace with one that has ahead. Now, remember to go back and tighten those bolts on the alternator bracket and put the bolts into the bracket that go into the head. Oh, Yes, a word of caution. Before you put that right head back on, the one the alternator bracket bolts to, run a 3/8 NC16 tap through the holes where the bracket bolts go so that they will go in easy...I didn't.....learned a few new cuss words.

The rest is, as they say, "the reverse order of disassembly."

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!!!

Eastern Summer Rally June 12th—14th, 2004

Paul Piche has put together a gathering of UltraVans to get together 12-14 June at the campground adjacent to the Mpdragway in Clay City, KY. The few that can't stand the noise will be at Natural Bridge State Resort Park (weather permitting). For the uninitiated, Corsa is holding a Corvair only day at the drags at the Mpdragway all day the 14 of June (the day before the international convention festivities begin in Lexington). Walt Davison is definitely entered and #366 should acquit itself admirably. If you are in the area be sure and join us.

Please call Paul at (248)542-5372 if you plan to attend.

2004 National Rally

I just made the reservation for the 2004 National Rally! I have reserved Group Camps #1 & #2 at the Whitebreast Camp Ground, a Corp of Engineers facility at Red Rock Lake (IOWA) for the dates of Sept 13-19 (Saturday to Sunday), 2004.

Ron Zoutendam

Parts For Sale ULTRA VAN PARTS

Sept 20, 2002 (Revised June 13, 2003)

Jim Craig, 760 366 9104, Email; ultravan604@tcsn.net

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)

Note: " * " Asterisk indicates an added part.

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 your place from the glass supplier. Close out on windshields;	\$650.ea.
6. New Windshields, full size, tinted. Left hand. 1ea. (Pickup in Joshua Tree, CA.)	Was--\$450.ea. Now \$350.
2 ea. right hand,	\$350.ea.
2ea. 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 beefup 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/ builtin Regulators. (For Corvair) 70-90 amp.	\$74.95ea
24. 4pr. Brake shoes, rear, emerg. V/8 Vette/Ultra.	\$10.pr.
25. 6ea. Bolts, Cam adjuster, 1/2" X 4 7/16"	\$3.ea.
32. 1pair. 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 bellcranks.)	\$8.ea
50. 2ea. Control cables. (For throttle or shift.) 18' 7" long. 4" of movement. (1/4 X28 thead on ea. end.)	\$20.ea.
51. 5ea. Spherical bearing. for l/h bellcrank. P/N SBG-6S.	\$15.ea.
52. 2ea. Rod End bearings w/zerk ftgn. Spherical. (Best) #AR-7N,	\$28.ea.
53. 2ea. Rod End bearings w/zerk ftgn. Spherical. (Next best) #TR-7N,	\$18ea.
54. 3ea. Rod End bearings w/zerk ftgn. Spherical. (#3) #HF-7,	\$15.ea.
55. 2ea. Rod End bearings w/o zerk ftgn. Spherical. (#4) #G&J,	\$12.ea.
56. 2ea. Rod End bearings w/o zerk ftgn. Spherical. (5) #PH587,	\$8.ea.
57. 4ea. Torrington sleeve bearings. (For steel bellcranks 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.
70. 2ea. Front Spring lower support,GM #3892794, (orig.)	\$30.ea.
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.

Tech Tips

Tech Tip #1

Jim Isbell Coach #257

If you plan to use a late Corvair master cylinder to convert your UltraVan to a dual circuit brake system, something you absolutely should do if you value your coach and its passengers, you will need two adapters to get the brake lines to fit the master cylinder.

For the front circuit you will need an EDELMANN #258302 which costs \$3.71

For the rear circuit you will need an EDLEMANN #258350 which costs \$3.40

These prices were at NAPA in Southern California last summer

Tech Tip #2

Jim Isbell Coach #257

Below is a list of some of the torque settings you will want if you are working on the engine unit. These are by NO means all that you might need, but it is a list of the ones I used when overhauling the Powerglide and replacing all the U Joints:

Transmission Mount 25 foot pounds

Engine Mounts 25 foot pounds

(don't forget the cotter pins on the transmission mounts !!)

“U” Joints 17 to 21 foot pounds (I used 19)

Transmission to Differential.....30 foot pounds

Engine to Differential 25 foot pounds

Wheel lugs (with anti seize) 50 foot pounds

Wheel lugs (dry) 60 foot pounds

Spark plugs 20 foot pounds

Oil Pan 100 inch pounds



#267



#544

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..... [12/30/2001](#)

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 [12/30/2001](#)

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 [12/30/2001](#)

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 [12/30/2001](#) or Phone: 303 730 7771

Group Ultra Van



A Christmas Ultra Van

#333

Owned By
Rich Shepard
Of
Salem, OR

It still need lots of work to be done. Just built a new shop and need to get some of the other projects done and out then the ultra goes in and gets done. The wife is after me big time to get her playhouse done

GROUP ULTRAVAN

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WHALES ON WHEELS is a quarterly publication of GROUP ULTRA VAN, 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 \$8.00 annually, please remit to the Treasurer, Diane Galli. Make checks payable to Group Ultra Van. Send submissions to WOW by Email to the Editor, Jim Isbell (digital submissions are preferred but even handwritten are acceptable)

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