

# Whales On Wheels

**VolumeXXVI**

**Number1**

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**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

Greetings to everyone. We just returned from the winter rally in Arizona at Howard and Marsha Boso's.

While there, Lew Young, President of UVMCC, and I discussed a proposed merger of UVMCC and Group UltraVan. After discussing it a while, Lew made the proposal that is written up elsewhere in this issue. It has some very good points, and should make for a stronger club. I feel quite confident we can make it a workable merger.

I want to thank all who sent their renewals in a timely fashion.

Bob

IN MEMOREY  
OF  
JOHN HOFFMAN

He was one big TEDDY BEAR. Always ready with a joke, after he lit his pipe that is, shuffled his feet around and tell you, I've got a good one for you. It WAS usually a GOOD one.

John "Bear" Hoffman passed away on Nov. 3<sup>rd</sup>. He and Claire previously owned Ultra Van #468. They put lots of miles on it and enjoyed many Ultra Rallies. Even after the Ultra was sold they still continued to attend the rallies. Many of you played cards with him an enjoyed his soft humor.

After his first love, Claire, was his special built Model "T" Ford that he had modified and built to his specifications. He enjoyed taking the "T" out for weekly spins and getting "thumbs up" for his efforts.

We will all miss John and wish Claire our hearth felt sympathy for her lost.

The will be a memorial service for him nov.20<sup>th</sup>, 9AM, St. Louis Catholic Church, 3310 So. Sherman, Englewood, CO.

Cards, only at this time for Claire. 3760 S. Huron, Englewood, CO.  
80110

God Speed John.

Your Ultra friends.

## **A Solution to a broken windshield, the Flat windshield**

**by Walt Davidson**

Well I promised the editor I would do an article on the flat glass conversion to go along with Scott Pilkington's digital pictures. So, here we go ...I've had a long time desire to get away from the curved windows, but it was always one of those "someday" things. Earlier this year a couple of things, combined with my need for replacing my VERY tired windows, caused me to finally go for it. Go back in your files (Apr/May 2004 Sounder-Vol. 38 Issue 2) and read the Jim Davis article on the replacement of his windows. . Believe me I didn't want to go down that road. Then in July at the CORSA Nat'l Convention I was treated to a ride in Paul Piche's #389. When Paul restored #389 he had a glass company cut the curved side glasses way back to get rid of defects. He ended up with a "center" window that measured 46 inches across. A real "picture window". I was hooked. Thank you Jim Davis and Paul Piche.



In Oct 04 I farmed the job out to a local friend of mine. He was very involved in the skin replacement game in 03. (Side swipe accident in AZ). His other qualification ..he built his own airplane. I kept track of his time both for pay purposes and to have some true idea of how many hours the job required. So far, at the time of Scotts pictures, that's sixty hours. We will still have to final finish the fiber glass pieces at paint time,(March 05..I hope), and the wipers are sort of in limbo.

Now lets back up and do some of the nitty gritty. One of the



requirements going in was to not do anything that would prevent going back to original style glass in the future. We formed metal (.040 – 5052 soft) lips for the window to set against. There were five lips at top and five lips at the bottom. Actually the bottom main lip is in three pieces. The center of the main window is five inches back of its original location, measured at the center/bottom, and about two inches back at the top. These metal brackets were silicone RTV and pop riveted in place. Numbering the windows left (drivers side) to right (curb side) No.1 is the very small one, No2 is much larger (I have patterns but no dimensions. Each installation will be slightly different). No.3 is the main center window ...it measures 76 and  $\frac{1}{2}$  by 22. It cost \$100. Nice. The pictures show the details on the curb side windows #s 4 and 5. The black small squares are rubber pads to hold the glass off the aluminum to assure good spacing for the silicone RTV. The gaps were filled with clear RTV just like many coaches do when they remove the center strips. The glass was set on small quarter inch pieces of wood during the curing process. When cured, we removed the wood and filled the cavities with more RTV. At that stage we had a water/air tight seal. But it would have looked a "bit odd". So soft (approx 2 to 3 lb) urethane foam was carved to shape and then fiber glassed over.(E glass/polyester resin). These trim pieces will be attached to the hull and glass after they and the rest of the coach get painted. They will be attached with both clear RTV and white 3M 4200 sealer.



At this stage of the game I am delighted. As some know, #366 has minimum interior bulkheads. I will be able to lay in bed and look out a REAL picture window, and while driving I am quite sure (from riding in #389) that I will be a VERY happy camper. On down the road I think it will be very difficult to actually break windows 1/2/4/and 5 due to the angle they are set at. And at a cost of approx \$25 each it won't break the bank. If the big guy...#3 gets smacked ...I go to any glass shop and say..."cut me a 76 ½ by 22 piece of safety glass, I'll be back in an hour). Sounds good to me.

I am rarely 100 per cent successful in any one of a kind project, but so far I think this one is pretty close, maybe 90 plus. Prior to starting down this road many avenues were explored, primarily flat and molded Lexan. The use of Lexan sounds easy. But when you do your homework you find it's a whole new set of problems. The #3 (big) window could have been made in two pieces. This would have been more practical I suppose, but I'd have lost the desired picture window affect. This is probably not the first flat glass conversion, but the other converter has chosen to be rather secretive. So be it. My thoughts are that as time goes on the windshield problem is not going to go away, and all possibilities should be explored. Overall my view is we should act as custodians of these unique vehicles. I have certainly not covered all the details here, this is an article not a book, I suggest anyone wanting to go this route contacts me for further details. My consultation fees are very reasonable. My hope is this article will inspire someone to use this conversion as a base line to go it one better.

As always...all the best Walt

## Exploding Mufflers

A couple of months ago I received this note from Diane Gali about an incident in which her muffler had exploded:

Just a note on our muffler tragedy, it was caused by setting up the idle (too fast) because of a burned valve, non-operating cylinder. Turned off the ignition in the Home Depot parking lot, with the engine racing, about 1500 RPM. The ensuing explosion triggering most of the car alarms in the parking lot to go off. Attracted a lot of attention. Like the commercial for Southwest Airways, "Want to get away?"

Then on the 16<sup>th</sup> of December We left to go to Tyler for 10 days, in the Travoy. About 15 miles short of Hallettsville TX there was a LOUD explosion from under the coach, then a second explosion. First I thought we had run over something very large but I had seen nothing in the road. Then I thought maybe a tire had blown out, but then I realized that the engine was ALSO dead and the coach was rolling smoothly on all four wheels. After dismissing the thoughts of a terrorist attack (roadside bomb??), and coasting to the shoulder I looked underneath to see one of the mufflers blown apart like it had had a stick of dynamite inside it.



After a tow into the shop we found the spark coil had failed and

apparently failed so that it skipped a few beats, pumping unburned fuel into the exhaust system then for a moment re igniting causing the explosions. Then it failed totally and the coach could not be restarted. \$322 later we were back on the road (new muffler, new spark coil, new ignition module and new rotor), but by then Martha was in the grip of the Flu so we turned tail and went home. When we got home and were licking our wounds we were thanking God that we hadn't gone in the Caddy or we would have been already there when the Flu hit her and everyone in the family would have been exposed!

But there is a moral to these two stories. If you look at the picture you will see that the muffler split at the folded seam. In the case of the Travoy, like the Ultravan, the floor is plywood. Luckily the seam in the muffler was pointed down so the force of the explosion went toward the street.

In the future, no mater what the vehicle, I will have the seams on my mufflers down toward the street. Some non symetrical mufflers might not be able to be mounted that way, but if it was me, and I had a choice, I would point the seam DOWN.

### **Boso's Winter Rally** **By Diane Galli**

Those in attendance were, in order of arrival, Clyde and Kaye Stanton (UV), Walt and Marilyn Davison (car), Lew and Shelley Young ( truck and trailer), Bob and Diane Galli (UV), Jim and Martha Isbell ( Travoy ), Forrest Gist( Hi-Lo trailer and truck), Dan and Betty Reinhardt ( Rialta), Jean Mc Masters and Chuck Hoppe ( plane , car, and UV), and Meg and Doug Bell (car) and of course our genial hosts Howard and Marsha Boso in whose backyard and new great room we were staying and meeting.



Walt and Marilyn stayed in Howard's Winnebago and Bell's stayed in a vacation trailer on the property.

Howard totally enclosed his back patio with ply wood and paneling, and windows, a door on each end, carpeting, new sink, really first class operation there Howard. Thank goodness, as it rained for the most part the whole Rally.



Monday the 14th was the start of it all, with a dinner on our hosts, Marsha's famous beans, and BBQ burgers, Brats and hotdogs, potato salad, and more food than you wanted, Tuesday and Wednesday were Pot lucks, again more than enough food, Thursday we went to Barleen's Arizona Opry. Good dinner theater, roast beef dinner, and country music, old band music, yodeling and more. Friday night was the last potluck, and the Yankees Swap, lots of fun as usual at the Yankee swap.



Saturday saw us all on our way, good byes are so hard to say, but we will meet again at the next rally in the Spring, not all, but maybe some new ones too. That Rally is at Twin Lakes RV Park in Newberry Springs, CA. \$16 a night, call may at, 760-257-3377, mention this is for the Ultra Van Rally.

## **A New Proposal**

Following is a proposal that was hammered out between Bob Gali and Lew Young at the Western Winter Rally. It is just that, a proposal. It is expected to generate some controversy and some discussion. Please read it with that in mind and with an open mind.

### **Facts:**

- 1) During the recent past it has become more difficult to find sufficient volunteers to fill officer and board member openings in ultravan clubs.
- 2) Both group ultra van and UVMCC have the same goals and objectives and to some extent the same membership.
- 3) By combining the clubs we could reduce total administrative costs and lower total dues paid by membership.
- 4) The combined clubs would have a larger membership pool than either club on its own, and thus, be in a better position to fill fewer total positions.

### **proposal:**

combine the two clubs

...have all newsletter articles sent to the current group ultravan editor and continue the name "WHALES ON WHEELS" for the combined newsletter.

...set the dues for the combined clubs at the current group ultra van rate. members who do not get the word and send in additional funds will be credited for future years.

...the 2005 UVMCC convention will select board members and leaders as in the past. current guv officers will be encouraged to run for office in the combined club. after the 2005 ultra week, the clubs will be combined,

including the treasuries.

...the combined clubs will use the current UVMCC by-laws and the UVMCC name.

Lew Young, Pres.

UVMCC

Bob Galli, Pres.

Group UltraVan

**Ultra Van #530 is for sale.** Year made 1970. Asking price is \$12,000.00 OBO.

88 Blazer Engine and Transmission

4.3L V6 Computer Controlled Throttle Body Fuel Injected

700 R4 Overdrive Auto Transmission

New Radiator, Hoses, Water Pump & Exhaust System & Harmonic Balancer

Holley Electric Fuel Pump w/Pressure Gauge & Regulator set at 14PSI

Less than 5,000 miles on tires, rebuilt rear bearing assemblies, rear calipers, front wheel bearings, brakes, steel steering bell cranks  
Microwave in place of oven.

A/C - D/C Tv with VHS player, CB/Radio, AM/FM Radio w/tape player

4,000 Onan Generator in Bottom of Closet

750 Watt Invertor, Roof A/C

Dual batteries

Repainted in 1992 in original color

Everything else is original, in good condition

The coach is located in Vidor, Texas, garaged since 1993.

Call me at 409-786-4118 or email if interested.

Fred Bozeman

**Peter Marino is once again putting 492 up for sale.** He had it on Ebay last summer for \$3500 but it didn't sell.

His e-mail address is [pcm0@comcast.net](mailto:pcm0@comcast.net). Please e-mail him with questions.



I can tell you it

needs a battery, has been sitting for roughly 2 years, and needs more TLC than I can spare... otherwise I would have bought it myself.

Joe Haas

Editors Note: Peter sent me a huge list of improvements. Contact me for more information on this coach.

### **Ultravan #521 For Sale**

Chevy V-8 engine. Runs good Brand new exhaust pipes and mufflers.

Much recent brake work. Body has some corrosion and interior needs work. \$4000/OBO

Contact:

Pete Evans

2040 Rachel St.

San Luis Obispo, CA 93401

(805) 2151551

I'm offering ultravan #400 for sale at the price of \$3500.00. Due to health issues, i will not be able to see my plans for ultravan #400 happen. Anyone interested can email me for more information. 1968 corvair ultravan #400 110 hp with 2 spd powerglide transaxle. Many new parts & upgrades. Has a new 2 way fridg & new carpet. All the systems work. Runs & drives & is currently licensed. For more information email me at [ultraman400@hotmail.com](mailto:ultraman400@hotmail.com) Aaron



**Ultra Van for sale. #524.** 1969 with a 1978 305 Chev. V8, 3 speed auto, dual master cyl., electric radiator fan, some new wiring. Runs and is drivable. Needs carpet, upholstery, some paneling, paint and TLC. Located in Eastern Washington. Dick Roberts, 509 996 2334, email [roberts@methownet.com](mailto:roberts@methownet.com)



**Wanted to know if there is any interest in #397.** Pete really enjoyed his time with the coach and the club and I'm sure he would want it to stay with the group that knows what they are about!

Let me know if you would like any information or pictures. I'm going to help Rose sell it over the next few months. You can email us back here or my email at home is [jkonline@carolina.rr.com](mailto:jkonline@carolina.rr.com) or 704-231-5782

Pete & Rose's son in-law, Jim

# Group UltraVan



The Imperial Walker version of the UltraVan

This is a rare version created for the last episode of Star Wars that was never released.

The episode was to be called "Back to the beginning, the junk yard wars"

## 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 UltraVan. Send submissions to WOW by Email to the Editor, Jim Isbell (digital submissions are preferred but even handwritten are acceptable)

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