

# Whales On Wheels

**Volume 2006**

**What's Inside**

**Because of the large amount of data on the National in this issue and because I didn't want to slight Jim on his article on Batteries there will be fewer articles in WOW, but just as much data !!**

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**Number 3 July 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

It's that time of year to make sure your schedule includes the UVMCC National Rally in September. I believe our Hosts have done an outstanding job of site selection in Arkansas. It's a fabulous area and not too far for any decent running Ultra Van. The experts are saying that by September the price of gas will be down. Barring any Katrina type event this rally has all the possibilities of being the best yet. So get those Ultras tuned and challenge yourselves to drive them to Arkansas and if you don't have an Ultra, you will be more than welcome in anything on wheels.

The other day I was talking to a good friend of mine, Fran Noeller. Fran is a Corvair enthusiast but has never owner an Ultra Van or any other type of RV. I asked him why he maintains his membership in UVMCC? Fran stated "For the Tech Tips." He said that the Tech Tips and articles in our newsletter are by far the best he has ever read. The tips have helped him solve many chronic Corvair problems and are well worth the price of admission. Congratulations to Jim Davis. I have never really thought of our Tech Tips as a recruiting and retention tool but this is proof positive that they are.

We have had quite a few members with health problems. I hope by the time you read this that they are all doing much better. The list includes Marlene Craig, Diane Galli, Sally Gist, Art Moore, Mabel and Louis Griggs and probably many more that I haven't heard about. I'm sure each one would enjoy hearing from you.

See you in Arkansas,

LEW

# THOUGHTS ON BATTERIES FOR THE ULTRA VAN

By Jim Davis

A recent question by Ken Wildman got me thinking about coach batteries; thus, this article.

Automotive batteries come in three basic designs of lead acid batteries: flooded (wet cell), absorptive glass matt (AGM), and gel cell. In each class there are three sub-designations: starting, deep cycle, and marine. All have some advantages and a lot of disadvantages. At present there are only three large makers of batteries in the US: Johnson Controls, GNB, and EnerSyn. . Optima is a gel type made by Johnson Controls; Odyssey is a AGM battery sold by EnerSym, and Exide is a flooded battery made by GNB . Orbital is GNB'GM battery.

**FLOODED.** Flooded batteries come in two styles; serviceable, and maintenance free. If the lead plates are strengthened with antimony, the battery will periodically need water. Using calcium as the alloying element makes low maintenance or maintenance free batteries, depending on the internal design. The plates are suspended from the top of the battery leaving some space below for material sluffed off the plates. This suspension system leaves the flooded battery susceptible to vibration

**AGM:** The Absorbed Glass Matt construction allows the electrolyte to be suspended in close proximity with the plate'ctive material. Instead of using a gel, an AGM uses a fiberglass like separator to hold the electrolyte in place. The physical bond between the separator fibers, the lead plates, and the container make AGMs spill proof and the most vibration and impact resistant lead-acid batteries available today. In theory, this enhances both the discharge and recharge

efficiency. Actually, the AGM batteries are a variant of sealed VRLA batteries. Popular usage is for high performance engine starting, power sports, deep cycle, solar and storage battery. The AGM batteries are good deep cycle batteries and they deliver best life performance if recharged before the battery drops below the 50 percent discharge rate. If these AGM batteries are discharged to a rate of 100 percent the cycle life, they will be cut to 300 plus cycles. This is also true of most AGM batteries rated as deep cycle. Basically, an AGM can do anything a gel-cell can, only better. However, since they are sealed, charging has to be controlled carefully or they too can be ruined in short order.

**GEL:** The gel cell is similar to the AGM style because the electrolyte is suspended, but different because technically the AGM battery is still considered to be a flooded type. The electrolyte in a GEL cell has a silica additive that causes it to set up or stiffen.. Gel batteries are best used in VERY DEEP cycle application and may last a bit longer in hot weather applications than other types of batteries. If the incorrect battery charger is used on a gel cell battery poor performance and premature failure is certain. **SPECIAL NOTE** Be very careful when specifying a battery charger, many times customers think they buying a charger for a gel cell battery and in fact the battery is not a gel cell but a AGM.

**SELECTION.** First, you need to determine what your coach needs. The Corvair engine starter needs 200 amps for about 30 seconds. Assuming you aren'oint to try to start the coach when the temperature is below zero degrees F, a starting battery of 400 cold cranking amps or better will get the coach started.. The V-8's have a slightly larger starter and require a slightly

larger battery having a rating of 500 cold cranking amps or better. The coaches were generally supplied with two size 24 flooded batteries in a tar case. In the tar case design, they were rated at 650 cold cranking amps and 45 minutes reserve capacity. Starting batteries are designed to produce very high currents for a short time and should never be drained below 80% of their capacity if you desire maximum battery life.

A coach battery has very different requirements. Here we are interested in a small current draw over a long time. What is important is the amp/hour rating some times listed as the reserve capacity. Reserve capacity is the time that a fully charged battery will deliver 25 amps at 80 degrees F and not have the battery output voltage drop below 10.5 volts. Amp/hour is the rating of the battery where the output amperage is divided into the amp hour number to determine how long the battery will supply that amperage. A 100 amp hour battery will supply 5 amps for 20 hours, 10 amps for 10 hours, or 25 amps for 4 hours. Note that no voltage is listed. While bigger is better, it is usually also heavier. Generally you get 2.2 amp hours per pound of weight in a flooded battery. Personally, I think a 100 amp hour battery or one rated at 120 minutes reserve capacity would be the minimum size for a well equipped coach. Of course the physical size, cable hook up, and terminal type must be a consideration. You may want to consider a gel cell or an (AGM) rather than a flooded if the application is in a harsher environment or the battery is not going to receive regular maintenance and charging (as in the typical Ultra Van).

Be sure to purchase the correct type of battery for the job it must do. Remember an engine starting battery and deep cycle

batteries are different. Fortunately some marine batteries are suitable for starting and are deep cycle. Freshness of a new battery is very important. The longer a battery sits and is not recharged the more damaging sulfation build up there may be on the plates. Most batteries have a date of manufacture code on them. The month is indicated by a letter 'A' being January and a number '6' being 2006. C6 would tell us the battery was manufactured in March 2006. Remember the fresher the better. The letter "I" is not used because it can be confused with #1.

Only 30% of batteries sold today reach the 48 month mark of use. In fact, 80% of all battery failure is related to sulfation build up. This build up occurs when the sulfur molecules in the electrolyte (battery acid) become so deeply discharged that they begin to coat the battery's lead plates. Before long the plates become so coated that the battery dies. The causes of sulfation are numerous. Let me list some for you.

- \*Batteries sit too long between charges. As little as 24 hours in hot weather and several days in cooler weather.

- \*Battery is stored without some type of energy input each day.

- \*"Deep cycling" an engine starting battery. Remember these batteries can't stand deep discharge.

- \*Undercharging of a battery: To charge a battery (lets say) to 90% of capacity will allow sulfation of the battery using the 10% of battery chemistry not reactivated by the incomplete charging cycle.

- \*Heat of 100 plus F., increases internal discharge. As temperatures increase so does internal discharge. A new fully charged battery left sitting 24 hours a day at 110 degrees F for 30 days would most likely not start an engine.

- \*Low electrolyte level battery plates

exposed to air will immediately sulfate. AGM batteries may require special settings or chargers due to their low internal resistance..

\*Incorrect charging levels and settings. Most cheap battery chargers can do more harm than good.

\*Cold weather is also hard on the battery. The chemistry does not make the same amount of energy in a cold battery as a warm battery. A deeply discharged battery can freeze solid in sub-zero weather.

**BATTERY CHARGING.** Remember you must put back the energy you use immediately. If you don't, the battery sulfates and that affects performance and longevity. The alternator is a battery charger. It works well if the battery is not deeply discharged. The alternator tends to overcharge batteries that are very low and the overcharge can damage batteries. In fact, an engine starting battery on average has only about 10 deep cycles available when recharged by an alternator. Batteries like to be charged in a certain way, especially when they have been deeply discharged. This type of charging is called three step regulated charging. Please note that only special SMART CHARGERS using computer technology can perform three step charging techniques. The first step is bulk charging where up to 80% of the battery energy capacity is replaced by the charger at the maximum voltage and current amp rating of the charger. When the battery voltage reaches 14.4 volts, this begins the absorption charge step. This is where the voltage is held at a constant 14.4 volts and the current (amps) declines until the battery is 98% charged. Next comes the float step. This is a regulated voltage of not more than 13.4 volts and usually less than 1 amp of current. This in time will bring the battery to 100% charged or close to it. The float charge will not boil or heat batteries but will maintain the batteries at 100% readiness and prevent cycling during long term inactivity. Most gel cell and

So much for education, lets talk specifics. Unless you have a smart battery charger it is best to let the alternator charge the starting battery. After all that is what it is designed to do. It is usually best to let the battery charger charge the house battery if it is a deep cycle flooded type. How fast a battery can take a charge is directly related to its internal resistance. The more resistance the more heat during charging. When the electrolyte hits 120 degrees F, bad thing happen in the battery and its chemistry. A smart charger will keep the battery from charging too fast and prevent voltage runaway. With internally regulated generators (alternators) there are several different types of regulators available. A starter, generator, and alternator electrical repair shop will have many different internal regulators in stock for the 10/12 SI case and could order a 10 DN external regulator to fit your particular battery'eeds.

Here are some popular deep cycle (DC) sizes.

Battery Group							Units
21	24	27	30H	31	4D	8D	
Voltage							
12	12	12	12	12	12	12	Volts
Length							
8.19	10.25	12.06	13.5	13	20.75	20.62	Inches
Width							
6.81	6.81	6.81	6.81	6.72	8.75	10.95	Inches
Height							
8.75	8.87	8.75	9.25	9.44	9.88	10.17	Inches
RC (DC)							
65	75	160	210	190	225	255	Min.

Note: Dimensions and reserve capacity (RC) are approximate and vary by manufacturer.

The Optimas I use are type D-31M. In the



Optima line, marine batteries (blue top) are up an alternator. . This is due to its gel cell, very deep cycle, ruggedized for extremely low internal resistance. You bass boat/ RV use and have the deep cycle must ensure that the alternator receives capability (as in a yellow top) and the enough cooling air as a hot alternator will starting battery capability (as in a red produce less energy than a cool one and top). The group 31 battery is the longest last longer to boot. AGMs and to a lesser extent gel cell systems can benefit from Optima that will fit in my battery box and is using the thermal alternator protection, rated at 155 minutes reserve capacity. particularly if you expect to bulk charge your system for extended periods of time and don't have good engine compartment ventilation.

There are some very compelling reasons to use AGM or gel cell

\* Gel and AGM batteries can be discharged at a higher rate than flooded cells due to their lower Peukerts exponent. Deep Cycle flooded cells cannot deliver more than 25% of their rated amp/hour capacity in amps without plummeting in available capacity. This is why deep cycle flooded batteries are not recommended for starting engines. Deep Cycle flooded cell battery manufacturers recommend a 4 to1 ratio between battery bank size and the largest load encountered on board. AGM and gel cell manufacturers recommend a ratio of at least 3 to 1, a significant difference for loads such as the engine starter.

\*Virtually no gassing under normal operating conditions: Unlike flooded cells, gel cells and AGMs are hermetically sealed and operate under pressure to recombine the oxygen and hydrogen produced during the charge process back into water. .

\*AGM and gel can operate in any orientation (although you may lose some capacity that way) and even if a container is broken, a AGM/gel will not leak..

\*Gel cells and AGMs require no maintenance once the charging system has been properly set up. No equalization charges (usually), no electrolyte to replenish, no specific gravity checks, no additional safety gear to carry in order to protect yourself.

\* The charge acceptance of AGMs can burn

\* The higher charge efficiency of AGMs allows you to recharge with less energy: Flooded cells convert 15 to 20% of the electrical energy into heat instead of potential power. Gel cells lose 5 to10% but AGMs as little as 4%. The higher charge efficiency of AGMs can contribute to significant savings in alternator size as your charging system can be 15% smaller (or just charge faster).

\* While flooded cells lose up to 1% per day due to self discharge, AGM/gel lose 13% per month. Why employ a solar charger to trickle charge your battery banks if you don't have to? An AGM battery that sits idle for a year will have approximately the same stored energy as the same size flooded battery that sits idle for two weeks.

\*High vibration resistance: The construction of AGM'nd gels allows them to be used in environments where other batteries would literally fall to pieces. This is another reason why AGMs see broad use in the aviation, marine, and the RV industry.

**HAPPY ULTRA VANNING!**

**Jim Davis**

## **Driving & Directions to the Ozark RV Park**

These routes are long and circuitous. These are the recommended routes for RV's by the Arkansas Highway commission. We drive the smaller roads without problems, but the roads are very hilly with many tight curves (15 mph). It takes Beau three hours to make the last 76 miles to Mountain View from Murray. Cellular phone service is spotty at best for most of the listed routes.

Mountain View is a small village of only 2,950 people and the county seat of Stone County. It is located in the foot hills of the Ozark Mountains approximately 80 miles due north of Little Rock, AR. Coordinates are 35.862720N and 92.099840W for Mountain View, AR. The elevation is 761 feet. Average daily high temp for the third week of September is 80 degrees and the average low is 54 degrees. Average precipitation is one inch per week. Cellular telephone service is good around Mountain View.

### **Little Rock to the East**

US-67/167 north to Cabot, 15 miles

Turn on Hwy AR-5 north to Heber Springs and follow AR-5 all the way to Mtn View; 82 miles. At Mtn View turn left on AR-9/14 and go to stop light. Turn right and proceed north about 0.7 miles. Turn left on East Webb Street proceed east for 0.7 miles, Turn right on Park Ave. proceed north 0.4 miles to Ozark RV Park.

### **Little Rock to the West**

Take I-40 to Conway, exit 125

Turn North (right) on Hwy US- 65, follow to Leslie; 58 miles. Turn right on Hwy AR-66. To Mtn View; 32 miles (this is a little longer but less curvy). Go to stop light. Turn right on AR-9/14 and proceed north about 0.7 miles. Turn left on East Webb Street and proceed east for 0.7 miles, Turn right on Park Ave. and proceed north 0.4 miles to Ozark RV Park.

### **North West Arkansas**

Take Hwy US-62 or US-412 to Harrison. Turn south on Hwy 65 to Leslie; proceed 44 miles. Turn left on Hwy AR-66 to Mtn View (a little longer but less curvy). At Mtn View, turn left (North) at stop light on AR-9/14 for about 0.7 miles. Turn left on East Webb Street proceed east for 0.7 miles, Turn right on Park Ave. proceed north 0.4 miles to Ozark RV Park.

### **Springfield, MO**

Take Hwy US-65 south to Harrison (follow direction as above from Harrison)

### **From North East Arkansas**

Take the best way to Batesville. Just south of Batesville, take Hwy AR-25/14 to Mtn View. At stop light turn right on Hwy AR-9/14 and proceed north about 0.7 miles. Turn left on East Webb Street proceed east for 0.7 miles, Turn right on Park Ave. proceed north 0.4 miles to Ozark RV Park.

### **From Memphis**

I-55 north to Marion; exit 10. Turn left on Hwy US-64 to Bald Knob; 83 miles. Turn right (north) on Hwy US-167 to Batesville; 32 miles. Just south of Batesville turn left on Hwy AR-14 to Mtn View ; 35 miles At stop light, Turn right on Hwy AR-9/14 and proceed north about 0.7 miles. Turn left on East Webb Street and proceed east for 0.7 miles, Turn right on Park Ave. and proceed north 0.4 miles to Ozark RV Park.

## SCHEDULE OF EVENTS AND NOTES:

(TENTATIVE)

### Monday 18<sup>th</sup>

Arrival, parking, and welcoming -----	09:00 am to 04:30 pm
Pizza Party provided by the host in "Pickin' Shed" -----	05:00 am to 06:15 pm
Mountain dulcimer pickin' circle in "Pickin' Shed" -----	07:00 am to 08:45 pm

### Tuesday 19<sup>th</sup>

Morning coffee and goodies in "Pickin' Shed" -----	08:30 am to 09:30 am
Tech session in "Pickin' Shed" -----	10:00 am to 11:30 am
Trip "Downtown"; shopping (transportation provided at office) --	01:00 pm to 04:30 pm
Park-wide potluck supper in "Pickin' Shed" (participation optional) -	05:00 pm to 06:00 pm

### Wednesday 20<sup>th</sup>

Morning coffee and goodies in the "Pickin' Shed" -----	08:30 am to 09:30 am
Pickin' Circle in "Pickin' Shed" -----	10:00 am to 12:00 am
Pickin' Circle in "Pickin' Shed" -----	02:00 pm to 04:00 pm
UVMCC potluck supper -----	05:30 pm to 06:30 pm
Concert at Ozark Folk Center -----	07:00 pm to 09:00 pm

### Thursday 21<sup>st</sup>

Morning coffee and goodies in "Pickin' Shed" -----	08:30 am to 09:30 am
Pickin' Circle in "Pickin' Shed" -----	10:00 am to 12:00 am
Pickin' Circle in "Pickin' Shed" -----	02:00 pm to 04:00 pm
Trip to JoJo's Catfish Wharf (transportation is NOT provided) --	05:00 pm to 06:30 pm
Concert at Ozark Folk Center -----	07:00 pm to 09:00 pm

### Friday 22<sup>nd</sup>

Morning coffee and goodies in the "Pickin' Shed" -----	08:30 am to 09:30 am
Tech session in "Pickin' Shed" -----	10:00 am to 11:30 am
Trip "Downtown", "Pickin' on the Square" and shopping (transportation provided at office) -----	02:00 pm to 04:30 pm
Concert at Ozark Folk Center - "Tribute to Jimmy Rogers" -----	07:00 pm to 09:00 pm

### Saturday 23<sup>rd</sup>

Morning coffee and goodies in the "Pickin' Shed" -----	08:30 am to 09:30 am
East & West Regional meetings -----	10:00 am to 10:30 am
UVMCC Business meeting -----	10:30 am to 11:30 am
Free time - "Pickin' on the Square", (transportation NOT provided)	
Banquet (transportation provided at Ozark RV Park office) -----	05:30 pm to 08:30 pm

### Sunday 24<sup>th</sup>

Morning coffee and goodies (early because of church)	08:00 am to 08:45 am
Church service at "Pickin' Shed" -----	09:30 am to 10:30 am

## **American Folk Music: An Ozark Mountain Tradition**

Music occupies a very special place in the hearts of Ozark Mountain folk. The songs of the south and the folk dance tunes of the region provide a looking glass offering treasured glimpses of history, American folk music, and culture. The fiddle and banjo were favorite sources of entertainment for pioneer settlers, and these two popular American folk instruments still sing out among the sounds one hears today when visiting the beautiful Ozarks. Guitars, mandolins, dulcimers, autoharps, and other acoustic instruments join to create the old-time music that is still enjoyed in scenic Mountain View, the heart of the Ozark folk music scene. Live music performances feature the traditional folk music of the Ozarks with songs dating back to European origins. Local musicians and guest performers, many nationally known, perform ballads, fiddle tunes, square and jig dances, as well as autoharp, mountain and hammered dulcimer melodies, all dating before 1941. American folk musicians of regional and national renown perform at the Ozark Folk Center's evening concert programs as well as entertaining Park visitors during daylight hours.

## **History of the Ozark Folk Center**

The Ozark Folk Center, a state park, is operated by the Arkansas Department of Parks and Tourism and was constructed through grants and loans from the Economic Development Administration. It opened in 1973 in a remote corner of Stone County, Arkansas. The National Endowment for the Arts provided the initial funds for apprenticeships and display materials representing the finest craft work from around the Arkansas Ozarks. Research projects were established and field recordings of interviews with native craft folk and musicians were made to authenticate the programs and craftwork the Ozark Folk Center would produce.

The Ozark Folk Center engages in a unique mission to preserve the timeless traditions of the pioneer folk who brought European civilization and culture to this remote mountain region. Visitors can momentarily return to the time of the earliest pioneers as they experience the lively music, spirited dance, and homestead craftsmanship of the Ozark Mountains. In addition to music concerts and craft demonstrations, guests are also treated to informal music gatherings and exciting and entertaining living history presentations which pay tribute to actual figures who helped to bring civilization to the mountain wilderness of north Arkansas.

## **Historic Courthouse & Outdoor Music**

Music rings from every corner of Mountain View's downtown courthouse as visitors stroll between impromptu gatherings of musicians. Banjos, dulcimers, guitars, fiddles, mandolins, and other acoustic instruments play the tunes of century old folk songs just about every night of the week during the season. Those who come to listen are invited to bring their lawn chairs and wander from group to group listening to the offerings of traditional hill music, folk music and the occasional bluegrass or gospel group.

In the evening, choose from a variety of indoor music shows and "pickin' barns" throughout



town that feature some of the finest musicians in the country. Don't forget to head back to the square after the shows, where you are likely to hear music being played late into the evening.

The Stone County Courthouse is the heart of a lively shopping district, home to a variety of craft, gift, and antique shops. Nearby is the Old Mill, built in 1914 and restored in 1983, which once supplied residents with fresh cornmeal and flour and still has much of its original equipment. Several restaurants and snack bars are around the square for visitors ready to take a break to enjoy home-style treats.

### **Ozark RV Park "Pickin' Shed"**

Located in the center of the RV park, this was originally a picnic table shelter for the park. When Andy Rutledge bought the RV park in 1996, he and his performing group would meet in the afternoons to practice for concerts in the state park. People staying in the RV park would gather to listen and/or participate. As the audience got larger, the shelter was enlarged and finally in 2000, it was enclosed. More of the local musicians wanted to participate in the circle, so in 2000 a scheduled "pickin' circle" for visiting musicians was established. As the word spread, many musicians would take their vacations and stay at the RV park so they could participate in the circle learning new music and making new friendships. In 2004, the shed was again enlarged with full kitchen facilities and air conditioning. The "pickin' shed" continues to enjoy popularity among amateur and professional musicians. It is not uncommon to have 20+ musicians in the morning circle. It is a better place to enjoy the music than is the downtown area (imho).

**IN BETWEEN THE GIFT SHOP AND THE SKILLET RESTAURANT IS THE OZARK PIONEER VILLAGE. THE VILLAGE IS OPEN WEDNESDAY THROUGH SUNDAY FROM 10 AM TO 5 PM. THERE ARE 20 CRAFTS SHOPS, MANY WITH GIFTS, AND LIVE MUSIC. ENTRANCE TO THE PIONEER VILLAGE IS THROUGH THE GIFT SHOP.**

**"PICKIN' ON THE SQUARE" HAPPENS SPONTANEOUSLY EACH AFTERNOON AND EVENING ON THE STONE COUNTY COURTHOUSE SQUARE. OF COURSE FRIDAY, SATURDAYS, SUNDAY, AFTERNOONS AND EVENINGS ARE THE BEST TIMES TO LISTEN. PARKING IS LIMITED ON AND NEAR THE SQUARE. ULTRA VAN PARKING IS PRACTICALLY NON EXISTENT.**

**THERE ARE NINE PICKIN' VENUES (FIVE PAY & FOUR FREE) AROUND TOWN. MOST ARE OPEN THURSDAY THROUGH SATURDAY. MOST PROVIDE BRANSON STYLE ENTERTAINMENT. THE PROVIDED MAP INDICATES THESE VENUES.**

**IF YOU DECIDE TO WALK TO THE SQUARE, GO SOUTH ON PARK AVE TO E WEB ST (FIRST RIGHT) (½ MILE) , TURN RIGHT ONTO E. WEB ST FOR ONE BLOCK, THEN LEFT ON N. PEABODY ST FOR ONE BLOCK, THEN RIGHT ON W. WASHINGTON FOR ONE BLOCK. TOTAL DISTANCE 0.9 MILES**

**DISCOUNT TICKETS FOR THE OZARK FOLK CENTER THEATER PERFORMANCES WILL BE AVAILABLE DURING REGISTRATION. DISCOUNT DEPENDANT ON NUMBER ATTENDING.**

## NOTES ON THE OZARK RALLY

**IF YOU ARE PLANNING TO ATTEND, CONTACT - ROY OR JIM DAVIS WITH YOUR PREFERENCES AND TO SECURE A PARKING SPOT. THIS IS A BUSY TIME OF YEAR IN MOUNTAIN VIEW SO ADVANCE NOTICE IS MANDATORY.**

**<JLD@WK.NET> --- 270-435-4572**

**THE COST OF THE 40<sup>TH</sup> ANNUAL ULTRA WEEK RALLY IS AS FOLLOWS:**

RV PARKING FEE, PER COACH (SIX NIGHTS; FULL HOOKUPS, BACK-IN SITES 24 X 35 FT) -----	\$131.00
RALLY FEE (PER PERSON) -----	\$15.00
BANQUET TICKET (PER PERSON) -----	\$14.00
TICKETS TO OZARK FOLK CENTER (PER PERSON; PER NIGHT) -----	\$9.00
MEAL AT JOJO'S CATFISH WHARF (PER PERSON) -----	\$6.00 TO \$12.00
PULL THROUGH SITES (24' X 60') ARE AVAILABLE (BY SPECIAL REQUEST) FOR AN ADDITIONAL -----	\$30.00

**COACH PARKING WILL NOT BE AS A GROUP BUT WE WILL BE PARKED CLOSE TOGETHER. PLEASE FOLLOW THE INSTRUCTIONS OF THE "WAGON MASTER" WHEN PARKING.**

**NO PERSONAL RESERVATIONS ARE REQUIRED, AS ALL RESERVATIONS FOR THE RALLY EVENTS HAVE BEEN MADE BY THE HOSTS.**

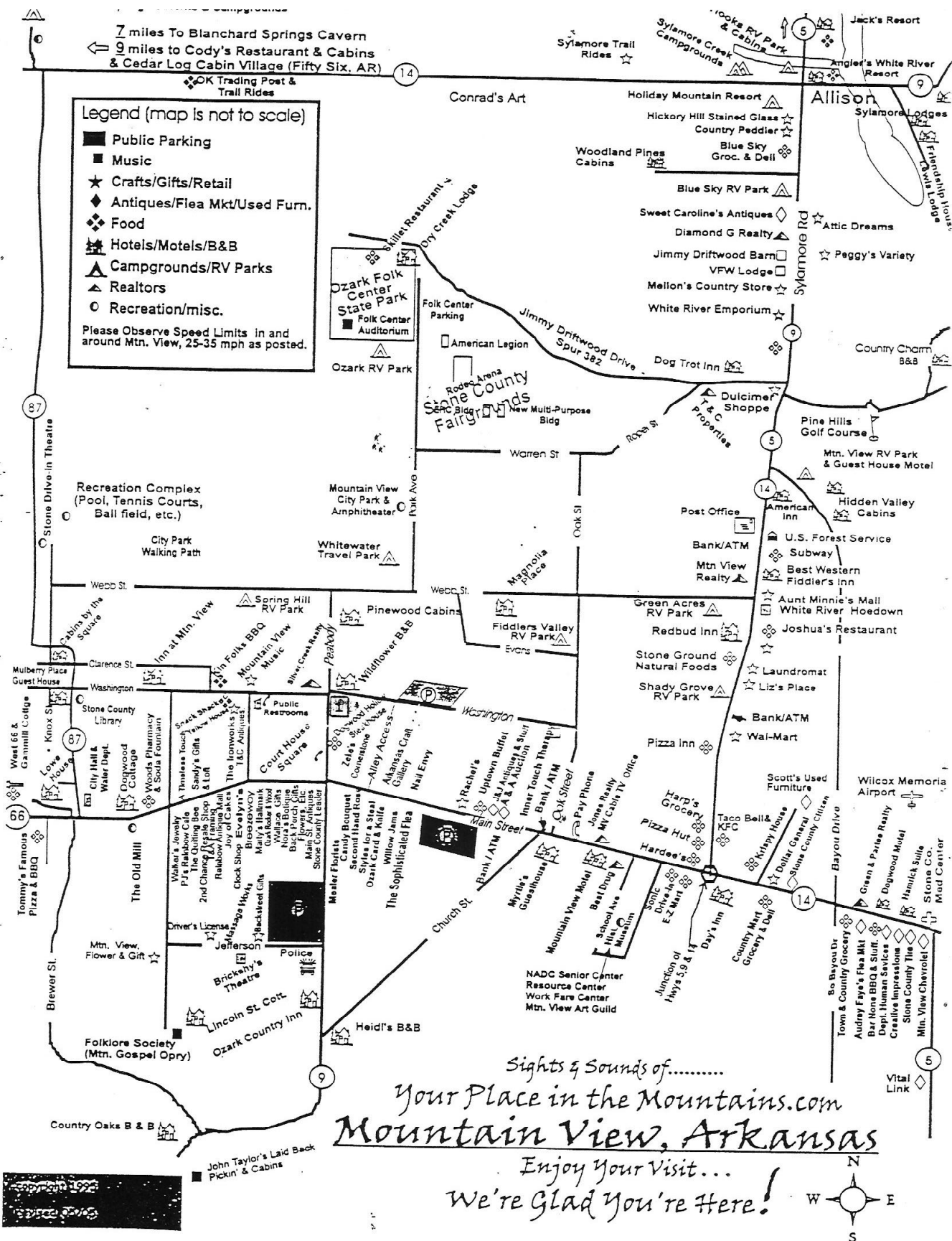
**INDIVIDUALS PLANNING TO ARRIVE BEFORE THE RALLY STARTS ON THE 18<sup>TH</sup> AND REMAINING AFTER THE 24<sup>TH</sup> MUST MAKE THEIR OWN ARRANGEMENTS FOR ANY EXTRA NIGHTS.**

**THE SKILLET RESTAURANT IS LOCATED IN OZARK FOLK CENTER STATE PARK AND IS OPEN SEVEN DAYS A WEEK FROM 7 AM TO 8 PM. THE RESTAURANT IS JUST 600 FEET TO THE WEST OF THE RV PARK. A PATH TO THE RESTAURANT, "THE CRITTER WALK", IS LOCATED AT THE WESTERN EDGE OF THE RV PARK.**

**YOU CAN DRIVE TO THE SKILLET RESTAURANT. GO NORTH ON PARK AVE (AWAY FROM TOWN) UNTIL YOU COME TO DRY CREEK LODGE. TURN LEFT IN FRONT OF DRY CREEK LODGE AND PROCEED UP THE STEEP GRADE. PARKING IS TO THE RIGHT; JUST BELOW THE RESTAURANT. THE STAIRWAY AT THE FRONT OF THE PARKING LOT IS USED TO ACCESS THE FRONT OF RESTAURANT (AT THE VERY TOP OF THE HILL). TOTAL DISTANCE 1/2 MILE.**

**THE OZARK FOLK CENTER PERFORMANCE CENTER IS ADJACENT TO THE RV PARK AND ACCESSED BY AN OPENING IN THE WOODEN FENCE AT THE VERY TOP OF THE HILL (NORTH EDGE OF THE RV PARK).**

**JUST TO THE NORTH OF THE PERFORMANCE CENTER IS THE PARK'S GIFT SHOP.**



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.

Peter Marino  
2428 7th Ave. Pueblo CO, 81003  
Cell Phone (719) 406 5466 Email pcm0@comcast.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

Ultra Van For Sale--#514 \$5,250 or best offer

307 Chevy V-8. Rebuilt brake system and steering. Recent electrical work. Very good condition. White exterior, brown interior. Comes with extra windshield, water tank and matching Formica. . Van is in Riverside, California. Please call Mike at 951-780-4468.



# UltraVan Motor Coach Club



**Jim Davis's**

**"Beau"**

**Taken at Hatteras  
Light house**

**We are featuring Jims  
coach this issue as  
he has an article  
about all those  
things you wanted to  
know about batteries  
in this issue**

## **UVMCC,Inc.**

**5000 Cascabel Rd.  
Atascadero, CA 93422**

**FIRST CLASS Mail**

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(209) 823 6293  
Lew111@Earthlink.net

### **TREASURER**

Diane Galli #504  
5000 Cascabel Rd.  
Atascadero, CA. 93422  
(805) 466-2737  
rdgalli@tcsn.net

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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)

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