

# Happy New Year



Cindy Nelson, new owner of Coach #324 (formerly owned by her parents Ed and Jane Harrison) is receiving a few pointers from Bob Galli, Doug Pratt, and Howard Boso at National in Ruidoso.

## Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2008

January issue #1

The Whales on Wheels is a quarterly publication of the Ultra Van Motor Coach Club, Inc. a CORSA Chapter and is dedicated to the preservation and use of the UltraVan. This 22 foot, unique, motor home was designed by David Peterson and built in Kansas until 1970. About 365 units were built. Dues are \$10 annually. Please remit to the Treasurer, Diane Galli. Make checks payable to Ultra Van Motor Coach Club. Send submissions to WOW by email to the Editor, Brenda Leighton (Digital submissions are preferred, but even hand written are acceptable)

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### **FROM THE TREASURER**

Dues are now due and payable for UVMCC, they will be delinquent January 1, 2008 so get them in now and don't miss an issue of Whales On Wheels. The cost is now \$10.00 per year.

Make the check payable to UVMCC and send it to me:

Diane Galli Treasurer  
5000 Cascabel RD  
Atascadero, CA 93422-2302

Thanks, Diane

<b>2008 Calendar of Events</b>		
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December, 2007

“Prez Sez”

Well, if Prez Sez it, I must sound presidential rather than personal. Good for Brenda, who is keeping me on track to get this done! Time flies, and it seems that the energy flies with it. After reading this, you may rename it “Ron’s rambling” or (heaven forbid) “Ron’s ranting and raving”.

**First of all, Merry Christmas and a Happy and Blessed New Year to all of you.**

It is difficult to be as intense about the UVMCC presidency as it is regarding our local Kiwanis Club. Our (old man’s) Kiwanis Club meets weekly and therefore, I am obliged to keep my nose to the grindstone. UVMCC activities are more remote and therefore more “virtual”. I am frantically struggling to keep up with all of this “virtuality”. I am really pleased by all of the email activity regarding UltraVans (mostly on Yahoo Groups). However, I have trouble keeping up with “who is who” and “what is what”. I promise, I will work harder to coordinate the various websites which feature Ultras.

I encourage all of you to subscribe to [ULTRAVAN@YAHOOGROUPS.COM](mailto:ULTRAVAN@YAHOOGROUPS.COM) (you can easily hit the delete button when you get stuff of no interest to you) and also access any or all of the following Websites

I guess Graham Dell’s photo website is still active as well as the UVMCC web page. In addition, Betsy Senn has added a website.

[:HTTP://www2.onu/~kwildman/ultravan.](http://www2.onu/~kwildman/ultravan)  
<http://ultra-van.tripod.com/>  
<http://community.webshots.com/user/orca292>

I realize that all this “computer talk” does nothing for those who are not “on line”.....SO READ W.O.W cover to cover AND be sure to attend the winter rallies (noted elsewhere in this publication will be two western rallies and one in Florida). I promise to get to more of the winter rallies next year when I am relieved of a couple other activities. Looking forward to seeing as many of you as possible at the National September 15 to 19 in Nebraska City, NE

Regarding the upcoming National Rally, Martha and I picked N. City, because it is close enough to us, that we can make several trips and personally make most of the arrangements! It may not be of the quality of the Amana, nor of the Pella rally, but WE WILL TRY! Some of the pitfalls of the location are: 1. space, 2. transportation, 3. Apple festival follows our dates immediately. We have plans to address ALL of these concerns (Tent, Bus, and Early Reservations!)

Martha and I have had a very good and busy fall (I remind myself and others that it takes less and less to keep us busy). We have been trotting around keeping up with grandchildren’s athletic activities.

Ultra # 275 (as also it's sibling, the Mallard) has (have) been put on mothballs for the season. That, of course is the disadvantage of being Midwesterners. If it were not for some other responsibilities, we would again try to escape winter but it is "not to be" this year. My Kiwanis Presidential duties are constraining us. Our remorse is a bit ameliorated by the fact that we will see grandson, Josh wrestle more, as well as twin granddaughters playing volleyball (they play AAU volleyball all winter and spring).

Again, read this W.O.W. for the details on the rallies, and the websites!

Thanks, Your fellow, UltraVanner, Ron Zoutendam

## Ultra Vans For Sale

**#2019 This unit is for sale. It is in very good running condition. It has new air conditioner, rug, mattresses like the astronauts use, refrigerator with big freezer two doors. MANY OTHER ITEMS that I can't tell you about as I'm no mechanic. Asking \$15,000.00 or best offer. Ruth Harvey , 7685 64th St. , Pinellas Park, Florida tel. 727)5413433**



**#291, is located in the San Diego area. It has a 110 engine with about 58,000 original miles on it. There are many extra parts included. There are other extra's, such as a TV and a microwave. I am asking \$5,500.00for the entirety, FOB San Diego. Frank Y. Hinkle 3918 Nereis Drive La Mesa, CA 91941 PH: 16194601920**

**#401 is for sale:** 110 hp with power glide transmission. This unit runs great and has had recent brake work. And it sports 4 brand new Kohmu tires. This coach was featured in the "Ultra Van" issue of the February '93 Corsa Communique. \$7000 or best offer. Must sell. Please call for details and pictures: 210-494-2470. Ask for Ron Scott.

**#236. Motor was rebuilt by Jim Craig and has less than 1000 miles on it. The motor was also LOWERED IN THE ENGINE BAY FOR BETTER ALIGNMENT.** The paint is in fair condition on the metal parts, but shows cracking in the gelcoat areas. The brakes are in good condition. The upper spring mounts have been upgraded to I-beams. Overall this Ultra is in excellent mechanical condition. The upholstery and carpet have been removed from the inside as well as some of the paneling. All of the original paneling is available and can be reinstalled. The cabinets are in average condition. This Ultra has no been used in many years so the condition of the plumbing is unknown. I am putting it up for sale in as as is condition for \$4800.00. I have a clear title and it is currently registered in CA. If it doesn't sell at this price I will finish the interior work and be asking a higher price. Please give me a call if you have any questions 209-742-7469 home. 510-909-3435 cell.

# *Winter Western Regional Meet 2008*

*Hosts: Howard & Marsha Boso  
1536 West Roundup Street  
Apache Junction, Arizona 85220  
Phone (480)288-2636  
Cell Phone (480)518-4103  
E-Mail Hamboso@juno.com*

*Dates February 11 - February 15, 2008*

*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. 12th at 5:30PM).*

*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 Motor Coach Club  
**2008 Eastern Spring Rally**  
March 17-20

At

Sertoma Youth Ranch  
85 Myers Road  
Brooksville, Florida  
Near Dade City, Florida

Come one! Come all! Let's celebrate together!  
See Web Page at [www.sertomayouthranch.com/](http://www.sertomayouthranch.com/)

**Hosts: The Helmkeys and the Standals**

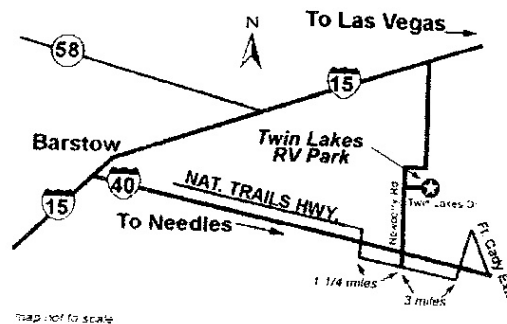
Please come and enjoy this peaceful area of Florida. RV spaces have been reserved. The cost per hookup is \$15.00 per day. Besides our usual potluck, there will be a catered dinner. There have almost all amenities. (Sorry no laundry facilities)



## 2008 Western Spring Rally Details

Twin Lakes RV Park  
46200 Twin Lakes Dr.  
Newberry Springs, CA 92365  
USA

Phone: (760) 257-3377



**Directions:** From West I-40 take Ft. Cady/Newberry Springs Exit (left). Then turn right onto National Trails Hwy. and go 3 miles to Newberry Rd. Turn right onto Newberry Road and go six miles to Twin Lakes Drive. Turn right onto Twin Lakes Drive and go ½ mile to Twin Lakes RV Park.

From East I-40 take Newberry Springs/Route 66 Exit (right) to National Trails Hwy. and go 1 ¼ miles to Newberry Rd. Turn left onto Newberry Road and go six miles to Twin Lakes Drive. Turn right onto Twin Lakes Drive and go ½ mile to Twin Lakes RV Park.

From I-15, take Harvard Road exit south to Newberry Road, turn left onto Twin Lakes Drive. Go ½ mile down Twin Lakes Drive to Twin Lakes RV Park.

### Western Spring Rally

**Where:** Twin Lakes RV Park, Newberry Springs, CA  
**When:** April 24-26, 2008

When you call, tell them this for the Ultra Van Rally.  
One potluck dinner for sure.

Dan and Betty Reinhardt are the hosts, PH: 623-846-6920

**Come and Enjoy the Fun and Fellowship**

## Corvair Events

**Dates: March 28-30, 2008**

**Event: SECC Autocross in Saint Augustine, FL**

**Hosted by: South East Corvair Council**

**Description: Enjoy two full days of racing at its best. Specially designed courses by "Fast Eddie" Meadows. This is the facility that will be used during the 2009 Jacksonville convention. RV camping allowed on site.**

**Contact: Sarah Beltrami Phone: 386-615-0072**

**Dates: April 25-26, 2008**

**Event: Springfest in Helen GA**

**Hosted by: Corvair Atlanta & Heart of Georgia Corvairs**

**Contact: Lillian Law Phone: 229-883-4123**

**Dates: June 23-27, 2008**

**Event: CORSA International in Ventura, CA**

**Hosted by: CORSA West of Los Angeles (See letter below)**

**Below is an e-mail that Diane Galli received from John Medley. Please read it and if you are interested, contact Diane by phone or e-mail. 805-466-2737 or [rdgalli@tcsn.net](mailto:rdgalli@tcsn.net)**

I am John Medley, Chairman of the 2008 CORSA National Convention in Ventura California. I would like to personally invite your group, and all UltraVans to attend the convention in June 2008. There is an area at the fairgrounds which is, I would say, about 50 feet from the main door of our building at the fairgrounds, and in between the building, parking area and car show area that we will use during the entire week. This grassy area is set up with full RV hookups (I am not sure UltraVans can even use full hookups), but I had an idea that it would be a great place for all the UltraVans to park for the week. I want to reserve this area exclusively for UltraVans, if I can get enough to justify doing that. There are other slightly less centrally located areas for the regular RVs, but there are few or no hookups (Dry camping). The fairgrounds will charge for these parking spots but the rate is supposedly very competitive with those of local RV sites, so you can't get a better deal if you come to the convention.

The area I would like to reserve for UltraVans will also serve as the Car Show location for the UltraVans on Tuesday during the Concours d'Elegance and People's Choice Car Show since it is right next to the car display area...you would not even have to move to show!

Due to events scheduled at the fairgrounds on Sunday before our Monday thru Friday convention we will unfortunately not be able to enter the fairgrounds before Monday morning June 23. We have to be cleaned up and gone by Saturday morning June 28. If anyone would like to stay in the area longer other RV/parking sites would need to be arranged for those days by your members. We will try to have a comprehensive list of possibilities made available for that.

Remember the Convention location is literally AT THE BEACH in Ventura California. Yes you will hear waves at night.

In short, Can you poll your members and determine is there is interest in coming to the Convention in 2008? I would like to know if I can make this UltraVan area a reality in time to make it an option on the CORSA registration form which is going to be made available in maybe February (I hope?). That means I would need to have a good feel about it in January at the latest.

Thanks, John Medley  
2008 CORSA International Convention Chairman



## **!!2008 UVMCC NATIONAL RALLY!!**

Will be held at Victorian Acres Campground at Nebraska City, NE. This is 40 miles south of Omaha, NE about 7 miles off of I-29

**Dates: Sept 15-19, 2008.**

**Hosted by Dr. Ron and Martha Zoutendam**

Nebraska City is the home of Arbor Day, and also hosts an annual APPLE JACK FESTIVAL immediately after our rally dates.

Reservations have been made for Sept 15-19, but If you wish to stay for the Apple Jack Festival, please make additional reservations (on your own) for the weekend following Sept 20-21) Contact:



**Victorian Acres**  
RV Park & Campground  
402-873-6866  
6591 Hwy. 2,  
Nebraska City, NE 68410

Camp Clubs and Big Rigs Welcome  
Visit: Lewis & Clark Interpretative Center  
Arbor Day Farm Tree Adventure  
Omaha Zoo, College World Series

[victorianacres@alltel.net](mailto:victorianacres@alltel.net)

Small Store • Internet Access • Wi-Fi  
Laundry • Propane  
• Secured Clean Showers  
• Pavilion

See listing  
Nebraska City, NE

8 • Nebraska City

### A Special Note from Your Editor.....

From sunny Florida I send to all of you, Best Wishes for a Great New Year! And I would like to thank Jim Isbell for the grand job he has done as past newsletter editor. He was extremely helpful in the transition from one editor to the next. Thanks Again, Jim. There were a couple of others who volunteered their assistance if I need it. I thank you all.

I want this newsletter to be YOUR newsletter. Do not be afraid to tell me what you think you would like this newsletter to contain if it is not up to your standards or not giving you the right information you need from the UMVCC as a club.

In addition to the Ultras For Sale, we could have a section for those extra Corvair or Ultra parts you either need to buy or want to sell. Maybe you would like a little humor in your newsletter. If you would like to share a favorite Ultra Van joke or funny story, this would make for great reading. Pictures are also welcome.

Awaiting your comments,  
Brenda Leighton  
239-656-3075 [brennorm@aol.com](mailto:brennorm@aol.com)

## BEAU'S SHOP TAILS - 2007

By Jim Davis

First up was to drop the drive train and install the four spider carrier in the differential. Certainly it is not required for normal Ultra Van use but it could be a safety factor on wet or dirt roads, especially with high torque engines. While I was in the differential, I replaced all the seals and the rear pinion bearing. The race of the rear pinion bearing had begun to gray, so to be on the safe side I replaced it. The ring gear and pinion looked good with a perfect pattern. As is my custom, I cleaned and repacked the universal joints. For the first time in seven years, none needed replacing. I cleaned and repacked the rear wheel bearings and replaced the outer grease seals as they showed quite a bit of wear. While I had the backing plates off the hubs, I drilled out and reamed the rear wheel cylinders to 1 inch in diameter (stock is 15/16"). This adds another 14% in area to the pistons giving that more force to apply the brake shoes. Corvair FC's have rear wheel cylinders with 1 inch pistons so that is what I used. Corvair car wheel cylinders are unique so I could not replace the Ultra Van's wheel cylinders with the FC wheel cylinders.

Last spring I installed Wilwood 12.29 inch disk brakes on the front of the coach. The disk brake kit came with a new aluminum wheel center with 1/2 x 20 wheel studs. I decided to drill and install the same type of wheel studs in the rear hubs. I set up the hubs on the drill press fixture and drilled them to 5/8 inch and then reamed them to the required 0.675 diameter to receive the 1/2 -20 studs with a 0.682 knurl. The studs pressed-in easily. I have always thought the short (1 inch), small 7/16 x 24 studs were marginal at best for the Ultra Van application. Several years ago I replaced the rear wheel studs with longer (1.5 inch) ones, but these larger and longer wheel studs are the modification I should have originally done.

Engine rebuild time. The 140 had been running flawlessly but it was beginning to show signs of excessive blow by (smelly on long descents - very oily air filter - oil consumption of a quart every 600 miles). I was surprised to find six broken top piston rings. They were broken exactly in half. This is a normally a sign of detonation, but with the Safeguard, it shouldn't happen. Two of the forged pistons had the top ring land damaged from the fluttering, top piston rings and had to be replaced. The cylinder barrels were checked for roundness and taper; then honed with a 320 grit wet stone. The new pistons were balanced using the old piston weights and installed in the #3 and #5 cylinder with new moly rings. The rest of the old pistons got new rings also, after they were cleaned and checked. Although I have had the heads off this engine twice in five years, this is the first time I have pulled the pistons out of the cylinder barrels in 70,000 miles. The crank and bearings were reused as there was no scuffing or wear (the bearings were replaced when I replaced the cam gear two winters ago). The bearings were clean and showed no foreign material embedment. New lifters from the Source completed the new parts. The heads were cleaned and reused.

After much research, I decided to try using a 1961 Corvair 24 fin fan and top shroud replacing the 1968 magnesium fan and top shroud. This fan is supposedly more efficient at higher rpms. It is made from steel and quite heavy (lots of inertia). I decided to continue to use the larger (65-69) fan bearing and engine top cover, so it was necessary to chuck the fan up in a lathe and open up the bearing wheel center hole. The 61 style shroud fits this fan much better than the later shrouds fit their fans (64-69) so there should be less air reversion. Check back next year to see how this experiment went.

I have been troubled with small leaks around the aluminum valve covers and aluminum oil pan since I have owned the coach. This year I installed studs (ARP 434- 7609) instead of usual bolts. The studs have coarse threads into the block and heads and fine threads for the nuts; thus, allowing for better control of the torque. I am hoping my engine cleanliness will meet with Walt's approval this year.

After five years struggling to make the Audiovox cruise control work properly, I removed it and installed one marketed by Dakota Digital. Boy is it simple to install. The speed sensor goes in the speedometer cable. Well almost. It turns out there isn't enough room for the speed sensor plus the ratio adapter behind the 1968 Impala dash. Rather than cut out the windshield support, I elected to get a 20" extension cable. Advance Auto carries them for \$10.50. This places the speed sensor just below the left wiper motor, making it necessary to shorten the existing speedometer cable by 22 inches. There is a lots of room down there beside the wiring harness. The power pack is all electric (looks like a windshield wiper motor) so it is tucked under the front floor board, beside the throttle cable, and connected to the throttle cable at the throttle cross rod. I use a enclosed push-pull throttle cable so attaching to the stock pull throttle cable is not an option. The supplied wiring harness ties speed sensor, brake light switch, and the control switches together. As of now the cruise control does not work. I am hopeful that with some electrical trouble shooting I can get it to work.

**TECH TIP: 2008 -1**

**UV MANUAL: 2-2**

**SUBJECT: Windshield  
Replacement**

**AUTHOR: Norm Standal  
#480**

With the following procedure, it is fairly easy for a handyman type person and a helper to do a good job of replacing the front three piece Ultra windshield. The two curved right and left windows originally used in the 53 to 62 GM Step Vans, W575 right, and W576 left, are now manufactured in Peru by Auto Glass Products. The tooling for these windows is owned by Iowa Glass Co. in Cedar Rapids, Iowa. If you call them at 1 800 747-5402 and ask for Rick Peek at Ext. 5239 (their classic glass specialist) and tell him you are a member of the ULTRA VAN MOTOR COACH CLUB, he will sell them to you at their wholesale price (In 2005 cost was \$395.00 each + tax if picked up). The windows are etched in the lower outside corner "Chevrolet AGP Genuine Auto Glass Laminated Tinted ASI1DOT117" (Green tint). They recommend the windows not be cut. The edges of the windows can be coated with epoxy resin and/or silicon.

The weather stripping (which looks just like the original) can be bought from J. C. Whitney #MH810076. It takes two rolls.

With these supplies on hand, the next step is to make sure the window opening in the Ultra fits the window glass. Do Not Assume it will fit!! As lots of things can change in the 40 years since the Ultras were built. To do this, we temporarily place each glass in its opening to make sure the fit is the best possible. To hold the glass in place, use four H shaped wooden rests. The verticals of the H's are about 1¼ " high, 1" wide and 3/16" thick. The horizontal of the H is slightly higher than the stripping web or about ¼", the width is a loose fit over the glass or ¼+", the length is 1" to match the width of the verticals. Glue and bolt the 3 pieces together with 2 #6 bolts and washers. On 2 of the H's, cut the vertical off just above the horizontal so it looks like a chair.

To temporarily install the glass place the 2 full H's over edge of the bottom aluminum skin about 18 inches apart and the other 2 cutoff H's above them on top of the glass with the cut off side facing in. Lift the glass up and slide the lower edge into the lower H's and lean the top back so the upper leg of the top H's rest against the upper aluminum skin. Shim and adjust the glass around until the centerline of the edge of the glass lines up with the skin and the space between the glass and skin is as even as possible around the window. It cannot be less than the web of the stripping or more than the lip. 5/16 to 7/16 is about ideal. Trim or extend the aluminum if necessary. If the old windows fit pretty good, the new one should also.

After fitting, take a straight edge and lay it against the center end of the window and mark a reference line (on removable tape) on the skin above and below the window. Remove the window and the H's so they can be used on the other side. After fitting and removing both windows, draw a centerline between the window ends which should be the center of the coach.

Next take the stripping and with the lock strip out and about 3" overlapping the bottom centerline, press the stripping firmly onto aluminum skin especially in the side corners. At the top, it can be held in place with props to the dash or with 2 sided tape. Cut it off about 3" beyond the top centerline.

Wet the inside lower channel with water and a brush, and set the lower inside

corner of the window in the channel, carefully keeping the end lined up with the previously marked end lines. Then gently bumping with the palm, pushing, and jiggling, work the glass into the stripping using a smoothed piece of formica to work the lip of the stripping out over the edge of the glass as you go around, all the time keeping the area moist as you progress until the window is in place. Once you get the hang of it, it goes pretty fast.

To install the lock strip, the blade of a larger old screwdriver was rounded with a file. This is used to pull the lip of the stripping out over the lock strip lubing with water and tapping the screwdriver along the stripping with a hammer. The stripping goes in quickly. The second side goes even faster. Each of the four overhanging stripping ends are then cut off  $\frac{1}{2}$ " beyond the center of the window and compressed into the center window opening to make up for shrinkage over time.

A precise pattern of the center window is then made by cutting a piece of thick Kraft or drawing paper that is at least 1" larger all around than the center window and taping it on the inside of the area. Carefully draw a line  $\frac{1}{8}$ " smaller than the glass on both sides. This can be done by using a  $\frac{1}{8}$ " spacer between the glass and the drawn line. Push the stripping in and draw a line along it at the top and bottom, remove the pattern and extend the top and bottom lines  $\frac{1}{4}$ " to go into the stripping. Label the outside side of the pattern "outside side" and carefully cut it out. Stiffen the pattern by taping on a cardboard backing that is about  $\frac{1}{2}$ " smaller on the sides. Install it in the opening and make sure there is at least  $\frac{1}{8}$ " even spacing on both sides. The corners under the stripping can be rounded off.

Take the pattern to a glass company and have it cut out of  $\frac{1}{4}$ " Laminated Safety Glass with green tint.

When you put the flat center pane in, you will notice that the side panes have a slight bow. To make this least noticeable, use four #4 x 1" bolts and nuts and eight  $\frac{1}{8}$ " fender washers (1 to  $1\frac{1}{4}$ " diameter) and 8 soft rubber washers of the same size. With a helper or with the old tape it in place trick put the bolts through the  $\frac{1}{8}$ " crack with the rubber washers against the windows about 4" from the top and bottom of the glass. Make sure the rubber washers are against the glass and the steel ones back them up. Very carefully tighten the nuts like finger tight until the center portion of the windows match up pretty good.

Tape the inside of the cracks with duck tape and push a slight bow in the tape with a thin smooth instrument by going through the cracks from the outside. Fill the crack with a good grade of clear silicon using a slender tube to get to the bottom of the crack. Fill from the bottom up. You may have to tape the outside to keep the silicon from sagging. After about a week remove the bolts and tape and touch up the seams. When dry, clean up with a sharp single edge razor blade and you are now ready for another 40 years of beautiful unobstructed panoramic viewing out the front window of your ULTRA VAN COACH.