



**This is coach #225 recently purchased by Garry and Kathee Pfalmer. They reside in Fairbanks, Alaska. We hope they will bring #225 and come visit their Ultra family in the Lower US.**

## Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2008

April Issue #2

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 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 \$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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#### **2008 Calendar of Events**

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Esther Snyder died February 28th, 2008

To all who knew Esther and her Husband Maury Snyder,

They will both be missed. Maury predeceased Esther, in 2002.

April 2008

## “Prez Sez”

All you UVMCC ers have been wondering what the “Prez. Sez” in the 08 Spring issue of WOW, right? Well, here it is! While you have been *wondering*, Martha and I have been *wandering!* For those who have not been getting our emails, please refer to accompanying piece in this issue about our travels. Actually that *wandering* has been more than physically traveling. Yes, we have been away from Sheldon for a total of 6 weeks. Thanks to our UltraVan *virtual* connections, one’s physical location is of less importance.

As President of our local “old mans” Kiwanis Club, this year, my mind has also *wandered* from UVMCC a bit. Since the “squeaky wheel gets the grease” (none of our UV’s wheels would ever think of squeaking, and that only if they were turning), I have spent an inordinate amount of time on Kiwanis Activities. The first of our two journeys, this winter, was Kiwanis related. Having weekly meetings and being forced to look fellow members in the eyeballs tends to keep one focused on Kiwanis business. For this and other reasons the wheels of #375 have not been turning.

That gets me to (the subject of) our *virtual* connections for which I am really thankful. Unfortunately not enough of our coaches’ wheels *are* turning, which fact, in itself is reason for celebrating the younger (I hope) and newer people purchasing coaches. Also, not enough of you are getting on line or participating in the Yahoo Group. It appears that a larger and larger percentage of you members are “email” and “computer” *literate*. I know some of you do not subscribe to the Yahoo Group because you do not want to be bothered with some of the *trivia*. Well, folks that’s life! It is easy to delete what you are not interested in.

Actually all of the email activity makes my head spin. *Our wheels have been turning on the Ethernet!* I have difficulty remembering *who said what* and *which coach is where (or whose)*. Nonetheless....that is far better than knowing nothing! If I were a bit more virtually sophisticated, I would probably start “**Smiley Book**” to compete with “Facebook” Thanks to Ken, Jim, Norm, Bob and many others who have chipped (or “chirped”) in to answer some of the technical, logistic, and historical questions. Thanks Diane and Bob for getting out the roster. Thanks Brenda for getting WOW out! Forgive me for not thanking all of the rest of you active people and those who have attended the rallies.

By now, those winter rally’s in FL and AZ (as well as those in CA and elsewhere) are past. I anticipate reading of the details in this issue, while the rest of you are laboring through these remarks. My goal will be to attend as many of these as possible next year.

My Commitments for this Spring and Summer:

To put my shoulder to the wheel and work hard to make the National at Nebraska City (details elsewhere in this issue) a *Worthwhile Winner, Worthy* of your attendance! I am aware that there is nothing romantic about the name of the place, but if you think of Apple Festival, or Arbor Day, perhaps that will help. It is centrally located, close to our Interstate system, only 40 miles from the Omaha, NE airport, (actually even closer to AMTRAK) and we will have a number of interesting features, side trips, and activities. . The most important activity, however, will be to connect physically with our friends and Ultra acquaintances. We might even dig some *Iowa Pork* out of the freezer. In advance of that, we will work on the slate of officers and other details.

So I ask all of you to:

1. Seriously consider attending the National Rally.
2. Whether you can come in Sept or not, please stay in the loop by joining the Yahoo Users group.
3. Read this issue of WOW, and help Brenda out by contributing to the next one.

Humbly submitted, Ron Zoutendam, #375

## Ultra Vans For Sale

**#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 not been used in many years so the condition of the plumbing is unknown. I am putting it up for sale in **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, Ed Gurr, a call if you have any questions 209-742-7469 home. 510-909-3435 cell.**

**#257 This Ultra was under full restoration and use until three years ago when I got my boat so I have lost interest in it.** It gets between 16 and 21 MPG on a 95 HP Corvair

engine. It's been sitting for three years and the silver paint needs redoing and the fuel system will need cleaning, of course. But you should be able to drive it home and use it after some cleaning up. It's been converted to a 3 tank system with new water tank and fiberglass black water tank. Has a side drain (4" knife valve) for the black water. Toilet flushes straight into BW Tank. Upgrade steering to late model specs. Installed 1959 Buick tail lights. Pertronix electronic ignition. Dual exhaust. Forward



storage compartment. Forward table. Oil Temp sender and Lowered oil pickup. New roof top air conditioner. New lower instrument panel with Oil pres, oil Temp, Voltmeter, lights. Cleaned oil cooler and added baffles to ends. Replaced door hinges with large barn door hinges. Head Temperature Gauge. Replaced front shocks and springs.

Replaced rear shocks. Replaced all "U" Joints. Replaced both rear spindles. Overhauled transmission. Replaced 37 amp Alt with 10SI 63 amp, Internal Regulator, Alternator. Differential dip stick. Remote switch for battery charger. Trap Door Shrouds. Bucket seats from a 1991 Le Baron. Air Dam. Replaced all Hard brake lines Except the rear trailing arms. Dual Master Cylinder. **\$5000 firm. Contact: Jim Isbell E-mail [Jim.Isbell@gmail.com](mailto:Jim.Isbell@gmail.com) or 361-776-7884**

**#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 \$5,500.00 or best offer, FOB San Diego.**

**Frank Y. Hinkle 3918 Nereis Drive, La Mesa, CA 91941 PH: 1-619-460-1920**

**#604. For Sale: Rare 1973 Ultra Van - 26 Feet Long**  
Sleeps 5 or 6 One of Four Built -This is the only one of its kind on the Road V/8 350 Oldsmobile Engine – 50,000 miles on engine-Full dash instruments 200R4 Overdrive transmission, 4.11 Gears in differential, Power steering, Power 4 wheel disk brakes - Air Bag Suspension, Solar Panels, Good tires 2.8 Microlite 2500Kw Generator-13,000 BTU Roof Air Conditioner, Large awning, All Tinted Glass, TV w/antenna, Microwave. **Asking \$18,000.00**

**Location: Apache Junction, Arizona**

**Contact: Howard Boso**

**Home: (480)288-2636**

**Cell: (480)518-4103 Email: [Hamboso@juno.com](mailto:Hamboso@juno.com)**



**#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)541-3433**



A Special Note from Your Editor.....

From sunny Florida I wish all of you," Happy Spring!!!!!!!"

If there some of you out there who now have e mail and would like to receive your Whales on Wheels very fast ( It takes 2 seconds to e mail it to you), please let me know and I will take you off of my Snail Mail list. You can e mail at the address below.

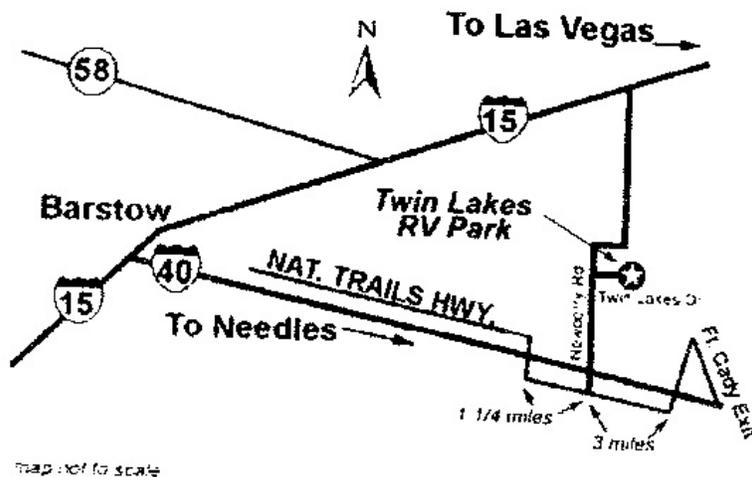
I want this newsletter to be YOUR newsletter. Do not be afraid to tell me what you think you would like this newsletter to contain if it is not up to your standards or not giving you the right information you need from the UMVCC as a club.

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. I would like to thank those who are keeping me supplied with different types of copy. Keep'em coming!

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

## 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 at Newberry Springs off ramp, follow road to Newberry road, turn left and go over freeway, to Twin Lakes RD, turn right 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

Call the RV Park to inform them if you are coming and mention the Ultra Van Motor Coach Rally. They are a Passport America RV Park, so let them know if you are a member.

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

**Thursday:** Chili dog dinner provided by hosts, Dan and Betty Reinhardt.  
Please let them know you are coming, so there will be enough food for all.

**Friday:** Potluck

**Saturday:** Senior Center for lunch, and Yankee Swap at night.

**Come and Enjoy the Fun and Fellowship**

# ULTRAVANS GALORE

## !!2008 UVMCC NATIONAL RALLY!!

The 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: 402-873-6866



*Victorian Acres*  
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**From the Archives:****The Tiara Motorhome  
by Hal Honer**

When General Motors announced they would discontinue the Corvair in 1969, the Ultra Engineering Department was looking for an engine with more power for use in the Ultra Van motorhome. The first Ultra off the production line with a V-8, in 1969 was #510.

The first and only Ultra built (at the factory) with a Toronado front-wheel drive was also built in 1969. It was TU100 (originally #557) which was delivered to Len & Jean Morris of Corning, Iowa.

In addition to a mis-match of power and weight of engine and powertrain to coach, there was insufficient space for bot engine and passengers. Also, lack of airflow resulted in overheating of both engine and passengers. In addition, the driver and passenger had to climb over the large engine cover to get into the front seats. The inadequate space also resulted in a very complicated steering system.

As a result of these and other problems, a completely new coach was designed using the Toronado front-wheel drive, with as advertised, "no hump." The floor plan was basically the same as the Ultra, but with an 8 cu. ft. refrigerator and a double sink. Although the Tiara is just six inches longer, with it's boxy shape and more height it appears much larger inside and out. The Tiara starts out at 6,600 pounds.

The first of the 2000 series (as Tiara's were numbered) had a fiberglass shell, which proved unsatisfactory, It was scrapped. Beginning with #2002, the construction was all aluminum, even the floor. Like the Ultra Van, the Tiara is monocoque construction. However, unlike the all-riveted Ultra, the side panels (which reach from the floor to roof center) are bonded together with a special adhesive. The whole Toronado sub-frame, engine, trans-axle, suspension and modified steering can be rolled-out from the coach by taking out eight bolts and disconnecting the wiring and hoses.

Tiara's and Ultra Vans were built side by side until the plant closed on June 25<sup>th</sup> 1970. Tiara #2014, owned by Earl McCrary, was the last built under the Ultra name.

BELCO was formed by Ken Bircher, Lou Edinger and Bob Lind to liquidate the Ultra inventory. On July 17<sup>th</sup> 1970, BELCO announced they would sell Ultra parts and service the coaches but would build and service only the Tiara.

A reinforced Toronado rear axle was used through #2027. Beginning with #2028 a tubular axle was introduced.

To solve the problem of radial tires splitting the standard rim, BELCO also announced the availability of a stronger wheel, made from the Oldsmobile center welded to a Firestone rim. This permitted the use of the 10 x 16.5 tire. It is likely that all subsequent Tiara's used the stronger wheel. Several Tiara owners believe the solution is Budd wheels and adapters from the Revcon Motor Home.

The Tiara has a custom windshield. The supply of these was exhausted in October 1973, but the 1971-77 Revcon windshield can be adapted.

The underfunded BELCO ceased production of the Tiara with coach #2042.

***This article came from the Ultra Van Motor Coach Club Archives.***

## Boso's Winter Rally

Reported by Diane Galli

Bob and I left home Saturday , the 9th of February, 2008, clear skies , no wind, got propane, and gassed up, got 12 miles home when Bob heard me say, UH OH, bad sign, he said "what?" and I said "we are losing power", so I nursed it a bit farther on , 50 yards from a flat spot I was aiming for it came to a halt, Bob went back to the engine and determined it was an Electric fuel pump failure, no spare, so I called our Grandson Paolo and he went to NAPA and got a direct replacement, and was behind me in 20 minutes, Bob made the transition from bad to good, and we were off like a herd of turtles.

Made our first stop 60 miles from home at a former KOA, the next day we were at Jim and Marlene Craig's for the night, and got to visit with our old friend Bob Ballew.

Left there the next AM for Boso's, as we were tooling down the I-10 in Phoenix, it sounded like I was dragging barbed wire under the coach, but at higher speeds it went away, so when we got to Howard and Marsha's we had Howard drive the coach around the block, and he determined it was a BAD u-joint. Sho'nuff, when Bob and Cindy went to work the next afternoon, the U-joint was dry and toasted, no bearings to be seen, all gone. They successfully installed another good u-joint supplied by Howard, and all is well there for now.

That evening we had a scrumptious welcome party done well by our hosts Marsha and Howard Boso, Marsha does the cooking of the salads and hot dishes and Howard BBQ's the hot dogs, brats, and hamburgers. Mighty tasty.



On the 13th we had a pot luck and as usual we Ultra Van Ladies and Gentlemen are good cooks, followed by the Yankee Swap. Always a hilarious event, and this wasn't any different.



On the 14th we went to the Olive Valentines Day dinner on our club too. LOL we had planned an outing for that day to a AZ, but it rained, and we were afraid we might melt, so



Garden for a nice funds, we ate well quilt shop in Miami, didn't go.

We did go out for lunch, and shopping on the 13th, and had a great time, 7 of us went, we also went to a quilt shop that day and a very high end grocery store, got some good stuff there, too. My failing is food. Felt kind of sorry for Linda as she was following us, Marsha, Shelley and Jane and I were in the lead car, and Shelley and I were so sure, as was Marsha that we knew which shopping center we wanted for the quilt shop that we made at least 2 drive through's of shopping Centers, stopped at a Safeway where Shelley got a Birthday cake for the Feb babies, it was indeed Vern's Birthday that day, Bob's on the 18th and 1 March baby, Lew Young, We finally did find the right shopping center for the quilt shop, I got some pillow case makings already packaged.



So there you have it Bob and I left on Saturday AM, no more rain, clear and shiny skies, and no wind, stopped in Quartzsite, AZ for 2 nights, so we could watch the Daytona 500 on Sunday, left there Monday Am at 7, and gained an hour in about 40 miles when we crossed into California, stopped in Mojave for our last overnight and then it was "Home James and don't spare the Horses". We were home and in the yard and unloaded and the UV put away, just before the rains hit here.



**Thus endeth my tale of fun and a few woes along the way, one more adventure for #504.**

## 2008 UVMCC Eastern Spring Rally

Reported by Brenda Leighton

The rally was held at the Sertoma Youth Ranch near Dade City, Florida. The 2008 Eastern UVMCC Rally had a good start each morning with fresh coffee and goodies supplied by various members.

The first day, Monday, was St. Patrick's Day and Norm Standal came out of his coach wearing a bright green cap with "Kiss Me, I'm Delicious" on the front. He was waiting to greet everyone, especially the ladies.



The St. Patrick's Day supper was furnished by the hosts, the Helmkeys and the Standals: corned beef with all of the trimmings. Since St. Patrick's Day was Norm Standal's birthday also, Marion Helmkey had baked him a very very scrumptious carrot cake (his favorite) and presented Norm with a giant birthday card (made by Norm Helmkey). It was great fun and Norm

celebrated 79 years young.



Tuesday was simply a get-acquainted day and because a couple of members had to leave early, the business meeting was held prior to our potluck Tuesday evening.

Who do you think was the very first person to arrive at the rally, is over 90 years young, drove the highways and byways, AND drove the biggest Ultra coach by herself? Yes, it was Ruth Harvey. We all were very proud.

Those attending the rally were in order of appearance: Ruth Harvey, Jerry & Mary Lou Kramer, Norm & Brenda (Leighton) Standal, Marge Fitzgerald and her daughter, Gena, Norm & Marion Helmkey, Ed & June Lindsay, Walt Davison, Jean McMasters and his daughter, Susan Walker, and Mike & Deborah Babinetz.



The rally ended on Thursday with a luncheon at the Village Inn Restaurant in Dade City.

The Sertoma Youth Ranch was indeed a beautiful place to hold the rally and there were 4 Ultras, 1 Tiara, and 3 others. Some comments from some of the members were:

Marge Fitzgerald "I enjoyed the scenery, the trees, the quiet solitude"

Marion Helmkey "I enjoyed meeting the Ultra family once a year"

Ruth Harvey "This was a beautiful spot to have the rally"

Jean McMasters "I look forward to the social aspect and old friends".

June Lindsay "The hospitality is great and the food is great".

## Corvair Events

**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 note below from John Medford)**

**Diane,**

**Registration for Ultra Van spaces currently only has TWO, one of which is for you. Please let your group know that early registration is a good thing to help prevent me from having to let some of the space go to non-Ultra Vans, which I really don't want to do! That could prevent late Ultra Vans from getting the hookup spaces.**

**Thanks, John Medley**

### Ultra Winners

On the right: Blue Ribbon winner #215 "Bella Beluga" at the 2003 fall swap meet and car show in Portland Oregon. Owner: Doug Bell

Lower left: Ultra Van #293 at Kingman Air & Auto Show  
Owners: Leo and Betsy Senn

Lower right: Ultra Van #293 Winner of the Most Unique Trophy  
Owners: Leo and Betsy Senn

