



This is Ultra Van #504 belonging to Bob and Diane Galli, an outstanding couple in the club. They have traveled extensively throughout the United States. Here they are camped in Boonville, NC area.

Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2008

July Issue #3

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)

UVMCC, Inc.
5000 Cascabel Rd.
Atascadero, CA 93422

PRESIDENT

Ron Zoutendam #375
 417 6th Avenue
 Sheldon, IA 51201-1112
 (209) 823 6293
zout@rconnect.com

VICE PRESIDENT

Brenda Leighton #480
 1285 Driftwood Dr.
 North Fort Myers, FL 33903
 (239) 656-3075
brennorm@aol.com

TREASURER

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

SECRETARY

Roy Davis #388
 312 Butterworth Road
 Murray, KY 42071-8241
 (270) 435-4572
jld@wk.net

NEWSLETTER EDITOR

Brenda Leighton
 1285 Driftwood Dr.
 North Fort Myers, FL 33903
 (239) 656-3075
brennorm@aol.com

TECHNICAL EDITOR

James Davis #388
 312 Butterworth Road
 Murray, KY 420718241
 (270) 4354572
jld@wk.net

Eastern

Norm Helmkey (863) 422-4535 '08
 Doug Pratt (570) 549-8136 '09
 Jerry Kramer (419) 375-2565 '10

DIRECTORS

Western

Bob Galli (805) 466-2737 '08
 Howard Boso (480) 288-2636 '09
 Marsha Boso (480) 288-2636 '10

E-Mail Guy: Ken Wildman #338, 419 North Johnson Street, Ada, OH, 45810
 Phone: (419) 634-4874. Email: kwildman@onu.edu
 Web Site: <http://www2.onu.edu/~kwildman/ultraVan.html>

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A Special Note from Your Editor.....

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.

All Members will receive this issue of WOW by regular mail. The ballot for election of next years' officers will be included. Please complete and return by mail to the President, Ron Zoutendam postmarked by September 1st or bring to the National Rally with you. Those members who usually receive WOW by email will still do so, but the ballot will not be included.

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

July 2008

“Prez Sez”

Hi Guys! Sure am happy that you plan to come to the National Rally.

Martha and I just returned from Nebraska City and we are excited. Herer is the deal. The campground (Victorian Acres) has changed ownership. At first I thought we would be in trouble (there seemed to be some overbooking), but Martha and I sat across the table from Angie and her husband (eyeball to eyeball) on Wed., and have things worked out. They **will** accommodate everyone (up to 20 units) who shows up, and **also** will allow **all** who want to stay for the Apple Jack festival (Sept. 20-21). That means that no one will have to check out the 19th..... So they can let others in for the whole weekend). They actually are fully booked for the Apple Jack Weekend.

Financial arrangements: (22-24/night) No deposits or reservations necessary. They will hold 20 spots for us for Sept. 15-19. Also they are booked very light before the 15th. Therefore anyone can come early who wants to. Perhaps a phone call to them about that would be appropriate. Again....those wanting to remain for the Apple Jack weekend would be accommodated.

I visited museums. We visited restaurants. I had long discussions with the C&V lady. In general, this is what I propose...will come up with an agenda before the WOW is published.

A drive through the Loess Hills on Sunday for the early arrivers (before we are “bedded down” in the campground)...these are unique to MO and IA just east of the Missouri River. I am in contact with a guide for this. Later Sunday afternoon, a visit to the Lewis and Clark visitor center...they usually have “reenactments” on the second Sunday afternoon of each month. I will give a travelogue on Sunday evening in our “Shelter house”.

Potluck on Monday night, a cookout Tues. or Wed., our banquet on Thurs. or Fri. (Sat. won't work because of the Apple Jack Festival. And Fri will work only if most everyone stays for that night). I have a possible dinner show for our banquet either for Thurs. or Fri. night. I also have a couple of nice venues located for the dinner.

Short museum visits for Tues., Wed., and Thurs. mornings. We can have coffee and rolls at one or more of the museums instead of in our shelter house and still have time for tech sessions.

I have also worked on transportation. Several options exist and I will “fine tune” that.

So, if you have any ideas or opinions regarding the day of the banquet, or pre or post rally activities, let me know. Some of it will depend on “who comes when.”

Ron Zoutendam 712.324.4660, 712.348.1089, zout@rconnect.com

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 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

#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**



Ultra Class Ads:

The Ultimate Corvair Ultra Van Rescue/Repair Kit as prepared by veteran Ultravanner Pat Fitzgerald for Ultra Van #211. Approximately twenty (20) hard –to-find parts ranging from starter nose assembly to power-glide C-clip. **Cost \$90.00. Half price. Buyer pays shipping.**

Complete heater assembly with cover removed (in working condition) from #211. **\$50 or best offer. Buyer pays shipping.**

Completely rebuilt and assembled rear wheel assembly. By Pat Fitzgerald. **\$90. Half price now. Buyer pays shipping.**

Pair of matching 110 heads. Hand cleaned. **\$75 or best offer. Buyer pays shipping.**

All of the above by Bill Welle, Nokomis, Florida 941-488-6535
Email: billpatjrs@wmconnect.com



-- Did you hear about the guy whose whole left side was cut off? He's all right now.

-- To write with a broken pencil is pointless.

-- When the smog lifts in Los Angeles, U.C.L.A.

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.

Victorian Acres RV Park & Campground
402-873-6866
6591 Highway 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
Apple Jack Festival

victorianacres@alltel.net



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

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

See listing
Nebraska City, NE



8 • Nebraska City

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

Tentative agenda for National UVMCC Rally, Sept. 15-19, 2008 @ Nebr. City

***Pre rally: Sunday, Sept. 14:** AM - Self guided tour of southern Loess Hills (across the river in Iowa) with guided tour of the "Todd House" (a remnant of the "underground railroad)...perhaps we can have picnic lunch there

PM - Visit Lewis and Clark Center with possible reenactment of member of the L&C expedition followed perhaps by a "Model A" car show

6:00 dinner on our own

7:30 I will give travelogue on our trip to Columbia and Ecuador

Monday Sept 15: AM 9:00 Registration and visiting

PM 2:00 First tech session

6:00 Pot Luck

7:00 ????

Tues, Sept 16 AM 9:00 Visit to Fire fighting museum with coffee there

10:30 Brief tech session

NOON Lunch on our own

PM 2:00 Tech session

6:00 Dinner on our own

7:30 Another travelogue ?

Wed. Sept 17 AM 9:00 Coffee

10:00 Visit to John Browns Cabin (underground RR)

NOON Lunch on own

PM 2:00 Tech session

6:00 dinner on our own (or go as a group to a restaurant)

8:00 possible reenactment from the L&C people

Thurs. Sept 18 AM 9:00 coffee

Visit to the L&C center

NOON Lunch on our own

6:00 Banquet at one of downtown restaurants giving of awards,
Etc, Show following dinner

Friday: Sept 19 AM 9:00 Coffee

10:30 Final tech session

PM 2:00 Eastern and Western meeting

3:30 UVMCC meeting

AM * **Post rally: Saturday Sept 20** Goodbye's coffee, etc. beginning of Apple Jack Festival

(During AJF I would be willing to arrange for some or all of us to participate in their parade

Hope everyone received brochure. Arrangements made with Victorian Acres for the week. They will accommodate anyone who wants to stay for the Apple Jack Festival (Sept 20-21) No need to send any money or make any reservations (they are made!) May come early as they are not busy the weekend of Sept. 13-14

As of date of this WOW, we have confirmations from 11 coaches plus three couples and a single in motels (28 people). I am looking for 40-50 in spite of inflation! See reply form!!

Let me know....also if you want a T shirt (and the size[s]) Ron Zoutendam, 417 6th Ave., Sheldon, Iowa 51201, 712-324-4660, 712-348-1089, zout@rconnect.com

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Western Spring Rally Report Twin Lakes RV Park. April 24-27th, 2008-04-29



Those in attendance were, our hosts, Dan and Betty Reinhardt, Howard and Marsha Boso, Jim and Marlene Craig, Cindy Nelson and Jane and Ed Harrison, Betsy and Leo Senn, and Bob and Diane Galli.

Dan and Betty hosted a chili dog dinner for the group, we all ate till we dropped, the first night of the rally. I had brought a flat of strawberries to share with all, they were sure good too.

It was very windy for two days, we sat around and watched the Gander and his 2 goslings in the lake and the mallard ducks swimming around too. Bob and I got there Wednesday, Dan and Betty and Howard and Marsha on Tuesday, so they got to enjoy more of the wind, by the time everyone else was there the wind was over and we had beautiful warm Spring weather on the California High Desert. Cool at night, and perfect for a roaring camp fire.

Friday night we had our pot luck dinner and then the Yankee swap, and spring meeting. We got several up coming regional rally's set on paper at least.



Saturday we went to the local Café for lunch, and we lost some of our crowd. Howard and Marsha left Saturday to visit Howard's son Phillip about 60 miles south. Jane and Ed and Cindy left Saturday too. Sunday morn dawned with nice traveling weather. As luck would have it Bob and I had enjoyed a nice tail wind on



Betty enjoying her Yankee Swap Meet Prize at the Ultra Van Rally at Newberry Springs/Twin Lakes RV Park - April 2008

our trip over and the Ultra van Gods favored us with a tail wind going home. You might say we scattered to the four corners when we left, some going North, South, East and West, literally.

Thus endeth my Western Rally Report, I hope you enjoyed it

Diane Galli #504



Ultra Van Rally at Newberry Springs/Twin Lakes RV Park - April 2008



Beau's Shop Tails by Jim Davis

Beau went into the shop on January 14. First order of business was to change out the engine and transmission. The old 140 was running well but the new 189 cu. in. had been waiting in the shop since October. I found a 1865 140 Powerglide among my recent purchases, pulled it apart and found it to be in good shape. I decided to rebuild it with TCI's best clutches in hopes it would be able to cope with the anticipated increased torque of the 3.1. While I had the drive train out, I decided to lower the engine, differential, and transmission two inches this aids with starter replacement and better aligns the drive shafts with the hubs. When I get the 3.1 sorted out, I will use the extra clearance above the engine for another induction system. The swap went well but, in testing, I found the transmission drive gear would not engage. Pulling the Powerglide, I found I had failed to remove completely the inner drive piston lip seal. This stacked the new seal so that it slid down on the shaft when the clutch was assembled. With that corrected, the transmission shifted perfectly. I ran the 3.1 engine for about 200 miles with no

problems but there was more valve train noise than I am accustomed to. I was afraid to strike out with such a noisy engine so I put the old trusty one back in. Hopefully, it will last another 10,000 miles.

Next I changed out the Wilwood front brake rotors as the right one had some run-out. I decided to change to a more aggressive BP-20 compound pad, also. The carpet was showing seven years (over 600 days and nights) of wear; so I replaced it with the same industrial grade carpet Roy had originally chosen. Over the last 12 months, I have gotten used to HDTV at home; so I decided to convert the coach. The screen is a 24 inch Westinghouse LCD monitor with the Direct TV HR-20 +DVR supplying the picture. I backed the closet wall with an 20x20x0.060 inch aluminum plate; supporting it from the floor with aluminum channel. I mounted the 16 pound LCD screen to the wall using a commercial wall mount. This replaced a 29 pound 13 inch CRT and steel arm mount on the closet wall above the heater. I had to do some modifications to my Wineguard dish mount to accommodate the larger AU-9S "Slimline" dish which is required for the Ka band HDTV signals. Trials around the house show the system is working well.

Last project was to fix the black tank leak. This turned out to be a major project as the tank has been leaking between the aluminum and the two layers of fiberglass I had applied in 2001. I decided to line the tank with Kreem, a gas tank liner I have used before. The solvent for the Kreem is MEK (Methyl Ethyl Ketone) an extremely flammable compound. I did the work on the tank out in front of the shop on the concrete pad. In order to speed up the drying process, I put my heat gun into the drain pipe for the sink and turned it on high. As I walked back into the shop, I heard an muffled explosion and turned to see the tank flying about 10 feet into the air. It simply blew the ends out of the tank. Luckily, I was unscathed. I decided to have a new one made by my local sheet metal shop. They do good, fast work and within 10 days, I had a new tank installed; no more leak. We leave in two days for the Florida rally with all the "to do" items completed.

03/30/08 update:

On Thursday the 13th, at mile post 161 on I-24, just west of Chattanooga, Beau's old engine quit on the way to the Florida rally. Our towing service moved us to the Best Holiday Trav-L Park where we planned Beau's recovery that evening. Not knowing the exact damage in the engine, we decided to rent a car Friday morning and return to Murray for repair pieces. Sunday, we returned to Chattanooga with Roy's T-Bird towing a small trailer with a known good engine and engine change equipment. It took only six hours on Monday to swap out the engines and re-pack the trailer (pppppp). We returned home on Tuesday, without problems.

Engine post mortem: The number five intake valve seat failed. That is, it separated from the head and got trapped between the piston and the cylinder head, breaking it into many pieces and locking the engine. Fortunately, none of the tiny valve seat pieces entered the two other cylinders. The cylinder head can be repaired, but as I have better heads in the shop, I will use one of them. The number five piston had the top ring land collapsed pinning the top ring. The piston pin is also very tight in the piston and thus the piston and rings will be replaced. The cylinder barrel is undamaged as is the connecting rod. This is my first seat failure in 25 years. "Into each life...."

WESTERN WINTER ULTRA VAN RALLY

28, 29, 30 OCTOBER
2008

KOA RV PARK - AVI CASINO
LAUGHLIN, NEVADA

WELCOME DINNER - POT LUCK - YANKEE SWAP MEET
FREE WED VIDEO POKER TOURNAMENT
FREE SHUTTLE TO LAUGHLIN MALL
THURSDAY 2-FOR-1 BUFFET
6 BINGO SESSIONS DAILY
GOLF - MOVIE THEATRE
POOL - SPA - BEACH

hosts Betsy and Leo 928-565-1298
sennasylum@npgcable.com

This rally date has been selected by the Western Ultra Members
in lieu of attending the Great Western Fan Belt Toss.

KOA rates are \$23 per night with 10% discount for KOA, AAA or AARP Members. Ultra Vanners attending this rally must call KOA to make reservations and pay for first night with credit card. Advise making reservations ASAP before 10 October so's we can all park as a group together. Ask for LINDA 1-800-562-4142

Betsy's famous spaghetti will be served at the Welcome Dinner Tuesday afternoon.
Wednesday will be a Pot-Luck Dinner & the Yankee Swap Meet.
Thursday we'll pig-out at the 2-for-1 or half-price Buffet (Slot card required for this and other discounts - slot cards are FREE from the Advantage Club inside Casino)
* Yankee Swap Meet gifts should be \$8 - \$10 *

If you plan to attend this rally, please RSVP Betsy!