



Leo & Betsy Senn of Kingman, Az own #293. This one of our more colorful Ultra's and they have a great time going to shows, rallies, and meets. The color scheme is part of Betsy's imagination and the interior matches the exterior.

## Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2009

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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#### **"Dave Stoddard"**

Dave Stoddard, Ultra 352A, recently passed away. He had heart problems for quite a few years. He was an avid short wave radio enthusiast and talked all around the world. He was a retired Navy veteran and a radio technician during his Navy career. He loved his Ultra even though he had his share of problems with it. His Ultra carried all of the necessary radio equipment in order for him to keep in touch with all of his friends. I believe his call sign was w8f11. Dave lived with his daughter in Boulder Creek, CA. We will miss him and his good jokes. Jim Craig

#### **"Robert L. Ballew, Master Gunnery Sergeant, U.S. Marine Corps (Retired)"**

Robert Ballew (the Corvair Nut) passed away in January 2009. A native of California. his specialty was the Corvair engines. He belonged to CORSA and the Ultra Van Clubs. This fellow had many great talents: artist, pianist, machinist, fabricator, tool and die maker, and welder. He will be remembered as a gentleman, a scholar and a generous individual that shall not be forgotten.

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 me at the address below.

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

## **PREZ SEZ: Mortality vs. Immortality**

Having recently spent time scanning (and reading) some of the archives, which included lots of old UVMCC newsletter, I should have lots to say in this "column". Ernie Newhouse's comments, alone, would be enough material for a book. If I would "wax" as "philosophical" as Ernie did, most of you would cease reading right here! But I will try it anyway.

We are mortal, as is evidenced by the old records and by our experience. UVMCC members "come and go". As far as I know, Maybel and Louis Griggs are the only members with an UV which they bought new from Hutchinson. Few if any charter members are still with us.

We also know that our coaches are also mortal. Our efforts at "immortality", (preserving the Ultra beyond it's expected life span) are only partially successful. May of us have taken a stab at it, some successfully, and a few very successfully. I have recently witnessed a couple of coaches which had been restored back to reasonable function and usefulness, only to find that the next owner "trashed" them.

Likewise, the UVMCC itself, while existing longer than many of its members, is finding that our membership is "waning", as is the number of existing (or at least functioning) coaches.

But we carry on. The UVMCC will not be buried on "my watch". To do so, we must continue to adapt and to change. Although the purpose of the Ultra Van, was to live and travel "on the road", attendance at rallies has been faltering. The days of 40-50 coaches at a single gathering are done! In fact the day of 40-50 coaches "on the road" may be done!

A loss, nonetheless to be mourned!

Actual gatherings of members and their rigs, has to some extent been replaced by "virtual gatherings" on the internet. To the extent that we can facilitate and promote such activity, we will survive.

So keep "talking, asking, responding". Keep "looking, learning, and promoting" whether in person, or in the web. I find the new interest, new activity, and new people fascinating, even though I have never met some of them.

Meanwhile, we will continue to digitalize and expand our data base, and keep the "old faithful" and others attending our rallies. Reports of good rallies (Eastern and Western) are elsewhere in this WOW.

Thanks for your support,

Ron Zoutendam, Pres. UVMCC



## Ultra Vans For Sale

**#232 Ultra Van.** This unit has about 1200 miles on a rebuilt 110 engine. I have invested over \$12,000 for renovation and upgrading. I had just returned from a 1,200 trip with my Ultra before taking it in for some body work and paint job. At that time, it was in great running condition before the wiring was removed. There is a brand new refrigerator, Onan generator, exterior body parts, and (2 ) windshields that are stored with the Ultra Van in Las Vegas. It also has a rebuilt transmission. Included are heavy duty brakes, new front suspension, air conditioner and swamp cooler. The exterior body is in fairly good shape. The wiring. interior paneling and carpet have been removed in a renovation attempt. Would consider the buyer using some bartering, or doing the mechanical work that needs to be completed. **Darrell Woofter** contact at 417-725-8088 or email me at [woofcorvair@aol.com](mailto:woofcorvair@aol.com) for questions. Please make offer.



**#236 1966 Ultravan.** This is one of the first units built. It is complete, but needs some work on the interior and paint on the outside. The motor was built by Jim Craig and is a 140. it has less than 1000 miles on it. The core that it started with was also a very low mile original. Power glide transmission was rebuilt at the same time. The front suspension has been upgraded with new I beams. It runs, drives, and is currently registered. Tires have lots of tread, but are at least 8 years old. It is located in Fremont CA. **Asking price is \$4500. Please give me, Ed Gurr, a call if you have any questions 209-742-7469 home. 510-909-3435 cell.**

**#391 1968 Ultra Van** Corvair powered, 110 H.P. runs good. It has a late model Air Conditioner with heat strip and a 50 watt solar panel. It also has a 13' A & E awning. The body is in good shape with no corrosion. Red metallic paint. The Ultra is stored in Wisconsin. **Asking \$5,900.00**  
**Contact Pat Kennedy, N4671 County Rd P, Delavan, WI 53115**  
**Home 262-728-5842 Cell 262-215-3014**

**#601 1970 Ultra Van.** This was Dave Peterson's personal coach. For more info on Dave and Ultra Vans go to <http://www2.onu.edu/~kwildman/ultraVan.html> or [www.pilkguns.com/fotouv.htm](http://www.pilkguns.com/fotouv.htm) There were only 5 of the 600 series built and three of these were completed to the point of being drivable. It weights about 4500 lbs. The drive line is an Oldsmobile 360 small block motor, turbo 350 transmission to a modified rear end. The differential has been offset all of the way to the drivers side so the motor is on the drivers side of the motor home. The weight of the motor and transmission are offset with the water and holding tanks. The suspension is air bags on all four corners – way ahead of its time. It needs a complete restoration mechanically, interior, and exterior. I have lots of spare parts including many of the body parts. Here is a partial list of spare parts. Sheering bell cranks, engines, transmission, extrusions, front clip of the body, aluminum panels, windows, stoves, refrigerator, suspension parts, and I am sure a lot of other stuff. I have more pictures if you are interested. It is located in Mariposa, CA. **Price \$4500.00 some trades considered. Contact Ed Gurr, cell 510-909-3435, home 209-742-7469.**

**#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  
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 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**



© © © © ©

## Ultra Class Ads:

### Windshields Are Hard to Come By Available While They Last

I placed an order for windshields which should be in by late June if all goes well. I have already sold a number of sets to members online. However, while they last, I still have some sets available. I will only sell left and right sides together as complete set. Please call Tony at 613-258-1088 or email me at:

[ultravanman248@yahoo.com](mailto:ultravanman248@yahoo.com)

Corvair Ultra Van Rescue/Repair Kit as prepared by veteran Ultravaner 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](mailto:billpatjrs@wmconnect.com)

**Corvair motor for sale built by Bob Galli.** It is a 110 and is complete and ready to install. Bob built this motor about five years ago and has never been used. Bob did run the motor in, but other than that it has zero mile on it. It has been stored in a heated and cooled garage the whole time. **Consider best offer. Contact me, Ed Gurr, at my cell 510-909-3435 or home 209-742-7469**



### Ultra Van parts For Sale:

1. Bell crank upgrade. Consist of L&R bell cranks with new bushings and the RYERSON modification to the left bell crank. Also, eight ea. stainless steel plates and two shoulder bolts.( Bell crank structural upgrade.) Price \$150. ( Photos available)
  2. Bosch electric windshield wiper motors. All have been run and tested. Price \$40 ea.
  3. Bell crank structural upgrade. Consist of 4 sets of stainless steel plates and 1/2" shoulder bolts. Price \$40.
  4. Side alum ribs. Price \$25 ea.
  5. Steel reinforcement "U" channels for all suspension hinge points. Price \$5 ea.
  6. Toilet, 1ea. "orig", \$15, 1ea. aftermarket type \$15.
- Digital photos are available for all parts. All parts prices are plus shipping.

**Jim Craig 760 285 1212 e mail: [flexman52@roadrunner.com](mailto:flexman52@roadrunner.com)**

\$\$\$\$

### [This is a plea for help sent to me by Cindy Nelson]

Many of you know Ed and Jane Harrison from years of bygone ultra van rallies. Dad drove #324 for over 100,000 miles and 30-some years. They went Home to Hutchinson in 1996, remember the snow in Minden and attended many other Nationals and regional rallies. After his strokes in 2004-2005, Dad's beloved ultra van wasn't used much. Summer of 2007, Howard Boso towed the coach from SD to AZ and re-built the engine. My first time driving was to Nationals in Ruidoso that fall.

The coach is parked in the RV lot across from Mom and Dad's house in Mesquite, NV. He can look out the front window and see it. Many days he walked over to the ultra and just sat in it...or started the engine, checked the gauges, airbags, oil, etc. Since his speech is very impaired, he and I have spent hours playing 20 questions while he tries to teach me the fine art of understanding the coach.

Last week, he apparently decided to re-position the coach in the parking space. Somehow, he wound up smashing the block wall of the rv lot, and smooshing the front of the ultra van in the process. I didn't ask him how he did it - that wasn't important - making sure he was okay was the important issue. But he was sitting in the coach looking dazed, he might have had another little stroke.

Dad is heart-broken - all those miles and years without a scratch. When the troops were here in Mesquite, Eric Kirven, Jim Craig, Howard Boso, Chuck Hanson, Graham Dell, Leo Senn & Terry Porter all gathered to take a look. While they were checking it out, I looked at Dad and saw tears in his eyes. At that point, I asked him if he wanted it fixed - he said yes. I gulped hard.

Please help if you know of a front end we can salvage - the A-arms seem to be okay, dash is destroyed, we have driver's side of windshield, but passenger is shattered. Jim has a fairly good idea of what we might need.



**(As a fellow Ultra Van owner, please let us do what we can to help Cindy!)**



# **THE 43<sup>TH</sup> ANNUAL NORTH AMERICA UVMCC RALLY**



**Hosts: Jim & Roy Davis and Lew & Shelly Young**

**Phone: 270-435-4572 / E-Mail: <[jld@wk.net](mailto:jld@wk.net)>**

**DATES: SEPTEMBER 14 - SEPTEMBER 18, 2009**

**HOST CAMPGROUND: SANTA FE SKIES RV PARK**

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**1-877-565-0451**

**E-MAIL: <http://www.santafeskiesrvpark.com/>**

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## **Tentative Schedule**

Monday	9:00 AM Arrival and set up 5:00 PM Dinner, furnished by Host
Tuesday	9:00 AM Coffee, snacks and announcements 10:00 AM Start Silent Auction, Ballot box open. Tour of the Palace of the Governors and St. Francis Cathedral. Lunch at LaFonda 2:00 PM Free time 5:00 PM Potluck
Wednesday	9:00 AM Coffee, snacks and announcements 10:00 AM Tech and Craft sessions 12:00 PM Lunch 1:30 PM Tour TBA 5:00 PM Dinner on your own
Thursday	9:00 AM Coffee, snacks and announcements 10:00 AM Board meeting 10:30 AM East/West meetings Lunch 1:00 PM General membership meeting 5:00 PM Close Silent Auction, close Ballot Box. Dinner on your own. 6:00 PM Desert Bingo 6:45 PM Yankee Swap Meet
Friday	9:00 AM Coffee, snacks and announcements 10:00 AM Tour of coaches and free time 5:00 PM Banquet



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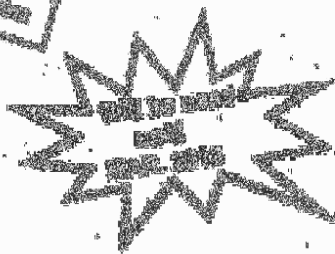
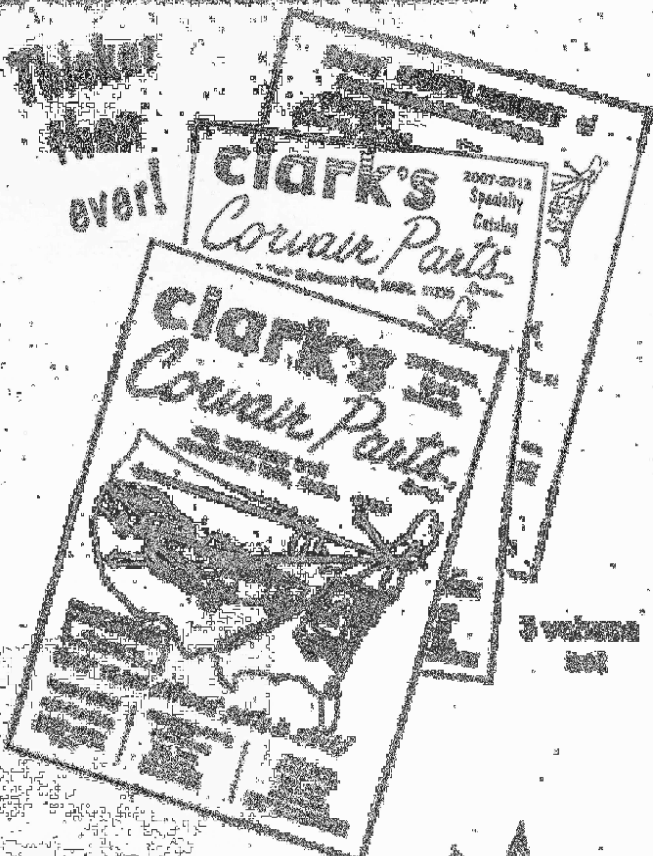
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## Technical Page

### Some thought on Ultra Van air conditioners.

By Jim Davis

The Ultra factory offered the roof top Coleman Polar Pal or Coleman Mach as an option for an installed price of \$429.50. The optional roof air was the Dometic Duo-Therm for \$459.50 installed. The Colemans were rated at 10,000 btu and drew 11.8 amps at 115 volts. This gives a energy efficiency ratio (EER) of 7.0. All used R-22 refrigerant. I assume the Dometics were similar. Beau was delivered with a Coleman Mach model number 6242. The installed weight was 120 lbs including the Ultra roof strengthen kit.

Beau lived with a Coleman Mach for 36 years and it was still working well when removed. It cooled and dehumidified the coach well at temperatures up to 100 F and humidity of 90% in the bright sun. The reason it was removed is that it was only able to maintain an eight degree differential while driving. Note that the Coleman Mach was a hard start model, this means it required 3,400 watts to start. Some of the newer high efficiency A/C require only one and one half time their running wattage to start and are called soft start models.

There are two placement options when choosing a new air conditioning unit: ducted basement unit and roof. Jim Howell has installed a ducted Coleman RV heat pump in his coach (#216). It fits nicely in the bottom of the closet. The problem with this installation is the duct to the driver's area. Jim simply ducted to the top of the closet and let it blow forward. He reports it works well. This is the only ducted system I have known of. The Coleman HP2 is a 15,000 btu unit in A/C, 12,700 in heat, draws 12.4 amps cooling and 15.4 amps in heating mode. It weighs 110 lbs. A similar unit can be roof mounted. Duo-Therm and Carrier also makes basement ducted units, conventional and heat pump.

In roof mounts, there models made by Coleman (Air Excel), Duo-Therm (Dometic ), and Carrier. They are available in low profile design, standard height, and heat pump. Low profile units are the most expensive as they usually require two electric motors. Standard units come in various btu sizes and in most lines there is a high efficiency model. I have spoken with four Ultra Van owners who have installed the smallest size available (7,000 to 8,300 btu) and none would handle full sun and 90+ temperatures. This narrows the selection to the standard, high efficiency, and oversize models.

In the Coleman line, there is a Polar, Mach, and a Roughneck. The Polar is a low profile design 10.5 inches high. The Roughneck is basically, a Mach 3 PLUS with a special heavy duty shroud and mounting components. It is made specifically for off road use. The best selling RV A/C unit of all is the Mach 3 PLUS. The Mach line is 13.25 inches high and the roof footprint is 29 x 43 inches

NAME	BTU	WEIGHT	AMPERAGE DRAW	WATTAGE	EER
HP2 Heat Pump (cooling) (heating)	15,000	110	12.4	1,426	10.5
	12,700		15.4	1,771	
Mach 15	15,000	110	16.0	1,840	8.2
Mach 3+	13,500	108	14.9	1,713.5	7.8
Mach 3 PS	13,770	95	10.2	1,173	11.7
Mach I PS	12,690	95	9.3	1,070	11.8
Roughneck	13,500	111	15.8	1,817	7.4
Polar Cub	7,700	93	8.0	920	8.4
Polar Mach	13,500	95	12.7	1,460	9.2

In the Duo-Therm line there are two series Penguin and Brisk Air. The Penguins are low profile and 9.5 inches high. The Brisk Air are 13 inches high. The footprint for both is 28.5 x 39 inches. 13,500 btu and 15,000 btu heat pumps are also available but not listed.

NAME (Penguins)	BTU	WEIGHT	AMPERAGE DRAW	WATTAGE	EER
600132	11,000	95	12.6	1,449	7.6
620425	13,500	96	15.6	1,794	7.5
620515	13,500	96	14.6	1,679	8.0
620526	15,000	104	15.3	1,760	8.5

(Brisk Air)

57912	11,000	95	12.0	1,380	8.0
57915	13,500	96	14.0	1,610	8.3
59516	15,000	102	15.4	1,771	8.5

Carrier makes 13,000btu and 15,000 btu units in standard, high efficiency, and heat pumps

For Beau, I chose the roof mount for space and ducting reasons (The closet floor is otherwise occupied with a cat's litter box.). I had the Coleman Mach 3 PS with heat installed on the roof. The installed price was just shy of \$800 with optional heat. I would not recommend the optional heat as the air is barely warm when the heat is on due to the high airflow over the small heating coil (5,100 btu). Heat pumps put out 2.5/3.0 times much heat for the same electricity.. That would be nice on the cold mornings

The new air conditioning unit maintains a 12 degree temperature differential when underway in full sun. The real problem with trying to air condition the Ultra Van when under way is air infiltration. Air leaks in around the windows and especially around the refrigerator. Sealing the coach better is the solution to obtain a larger temperature differential.

With the old A/C, after traveling all day with the A/C on (90 degree day), it would take a couple of hours to completely cool the bedroom to 75 degrees after stopping for the night. With the new unit, it takes about 30 minutes until the A/C begins to cycle at 75 degrees.

Any of these air conditioners can be operated from a 4,000 watt genset. Those A/C's that have less than a 12.0 amp draw can use a 2,800/ 2,400 watt genset The fan draw is a static load while the compressor is a cyclic draw. Capacitor start motors (as in the compressor) require at least two times their nominal amperage draw to start. Thus in a Coleman Mach 3 PLUS the minimum require genset is  $12.4 \times 2 + 2.5$  or 27.3 amps. This is equivalent to 3,140 watts. The Coleman Mach 3 PS is a soft start model and only requires 1.5 times its running amperage to start ( $7.7 \times 1.5 + 2.5 = 17.9$  amps or 2,060 .watts). Thus a high efficiency model is a good choice if you plan to operate it from a genset.

There are four possible popular gensets that fit into this wattage rating and are very quiet. The Onan MicroLite (2,800/2,400 watts) weighs 113 lbs and has 70 db of noise at 7 meters at half throttle. The Honda EU3000is (3,000/2,800 watts) weighs 134 pounds and makes 58 db of noise at 7 meters at full load. The Yamaha EF3000ise (3,000/2,800 watts) weighs 147 lbs and makes 57 db of noise at 7 meters at full throttle. The Generac Impact 36 PLUS (4,000/3,600 watts) weighs 97 pounds and makes 65.5 db of noise at 7 meters at half throttle. The Onan and Generac are RV type gensets and the Honda and Yamaha are stand alone gensets.

New on the market is the Yamaha EF2400is. It is much cheaper and lighter than the other stand alone models. It is super quiet inverter model that rates a 58 db noise at 7 meters full throttle. Since it is a 2,400/2,000 model, it should only be used with high efficiency medium or small size air conditioners. At just 70 lbs it is the lightest of the group.

A cheaper model genset (a Chinese copy of the Honda EU line) is the Kipor generators. It copies the Honda in all specifications but noise. KGE3000TI (3,000/2,800 watts) is four times as loud (65 db) as the Honda at full throttle.

While all of these genset will fit nicely in the trunk, the closet floor appears to be the best location (enclosed in a vapor proof box, of course). . My genset resides on the Smart Trailer for noise, heat, and vibration reasons. It is a Generac 4000XL and is rated at 6,600/4,000 watts. It weighs 147 lbs and makes 76

db of noise at 7 meters at half throttle. That is six times the noise of the little Yamaha. The Generac will run about 12 hours on its own four gallon gas tank before it needs to be refilled. It easily powers the Mach 3 PS and microwave for a lunch time rest stop.

"Don't cry Ed! At least it's dependable.  
It's done that three times in a row."



## Eastern Spring Rally Report by Nancy Pratt Hillsborough River State Park – Zephyrhills, Florida March 16 – 20, 2009

We definitely tip our hats and give a big round of applause to our great hosts, Marylou & Jerry Kramer and Norm Standal & Brenda Leighton. They worked well together planning the schedule with fun activities for us at this very nice state park. We started the first day getting a jump-start on celebrating St. Patrick's Day with a corned beef supper prepared by Brenda. The next day we wore our green and also celebrated Norm's 80<sup>th</sup> birthday, which was another easy meal prep day since we had a pizza night. Wednesday morning we had a pancake breakfast and that night we had our potluck meal. Thursday at lunchtime we went out to eat at a nice BBQ buffet. You'd think all we did was eat!

There were plenty of other things happening at the rally.

First of all, for the official count, there were 7 Ultras, 1 Tiara, & 6 other types of motorhomes. Those attending the rally were: Brenda & Norm, Jerry & Marylou, Doug & Nancy Pratt as well as their non-Ultra friends, Cliff & Sandy Swick, Ron & Martha Zoutendam, Clyde & Kaye Stanton, Jim & Roy Davis (we won't mention your engine troubles getting there though), Norm & Marion Helmkey plus their daughter Lauren & granddaughter Aly Sturgess, Marge Fitzgerald and daughter Gina, Denny & Dollie Sharp, Jerry Dute, Jean McMasters, Ruth Harvey, and Walt Davison. Also stopping in for short visits were Art Moore and his son-in-law Dave, Don & Camilla Stanley and Mike Babinetz, who presented to Ruth Harvey the painted spare wheel cover from her previous Ultra with the racing legend logo in memory of Harve. That brought tears to her eyes. For those of you who attended the National rally in South Dakota, you'd remember Doug's brother, Mike, who met us for the BBQ buffet lunch, along with his lady friend, Eve.



Several of us took advantage of the river at the state park and either traveled on it by canoe or kayak. Norm brought along his inflatable kayak that he & Jerry tried out several times. Doug & Marylou teamed up in a canoe while Sandy & I rode in kayaks. Cliff & Doug also tried out Swick's 2 kayaks. Since we saw several alligators along the banks though, I was mighty glad that I wasn't in a rubber boat!!

Another fun thing that we did was a 24-item, 3 team scavenger hunt. Two things on the list were a bird and a wind chime. Dollie begged a real wind chime from a neighboring camper but Doug & Jerry each made some pitiful looking clunkers that would have taken a hurricane to blow. And coming up with a bird was debatable too. So how appropriate that Doug opened a Yankee Swap gift and found a belated scavenger item...a cute little ceramic bird wind chime. Now that could have checked off 2 items on the list! Another easy item that no one had trouble finding was 3 gray hairs. One of the most original items brought in for "something you can see thru" was the black lacy item from Lauren! After the hunt was over, Ron said that he and Martha had to go back to tidy up their camper since both of them were fighting over their can of pork & beans.



As usual, the men had their tech sessions and got to kick a few tires but the ladies had fun playing bingo. All in all, it was a great rally. It is always so good to see everyone and we look forward to the next time that we can all get together again.



# 2009 Mesquite Spring Podfest Report

By Chuck Hanson



The spring podfest was held at the Casa Blanca Resort RV Park, March 17-20. And while the RV park itself left something to be desired, the weather, as well as the company, were excellent. The Boso's, Senn's, Porter's, Hanson's, Harrison's, Cindy Nelson, Jim Craig and Eric Kirven were here, along with a guest drop-in appearance from Graham and Nancy Dell, who were passing through.

Coaches on hand were the 604, 293, T-2011, and Jim's '52 flex. Strangely enough, the Harrison's 324 and the Hanson's 460, both located within 1 mile, were unable to make the long trip.

The main event seemed to be over-eating, with a delicious feast prepared by Cindy and Jane the first night, followed by Mountains of tasty food at the pot-luck, followed by Eric forcing us to eat far too many barbecued hot dogs and burgers the third night. No one went home hungry.

We ventured out of the park for a few field trips, first to Ed and Jane Harrison's home to eat more food, and to assess the damages to the 324, suffered last month in an altercation with a block wall. The damage is pretty serious to the front end body work, and we are hoping to be able to rebuild. Ed and Jane have had this coach, and countless memories, since 1976, and are heartbroken about this. We have a safe place to work on it, and some volunteer help, but we'll need front end parts at a reasonable cost, to make this happen. Please contact me if you can help at [bizygirl44@yahoo.com](mailto:bizygirl44@yahoo.com).

Cyndie Hanson took the group on a tour of Horizon Assisted Living, her Alzheimer's care facility here in Mesquite. It's a beautiful residential home built just the way Cyndie wanted it for the best care possible. The residents were happy to see all the visitors, and we enjoyed some sun and the beautiful view of the snow-capped mountains to the south, and the Ultra-van repair bay to the west.

And of course, it wouldn't be a Nevada Rally without Betsy Senn taking the ladies on the Casino Bingo Tour. They're not talking about the winnings....

The ladies were notably absent from the Derelict Bus Tour and Tech Session, hosted by Jim Craig. We learned some valuable tips on removing odd-ball parts from abandoned tour buses, while also discovering that our lovely wives were unwavering in their refusal to post bail for the group now known as "The Notorious Viagra Gang". Many thanks to our attorney, "Eric the Mouthpiece".....

The Yankee Swap Meet netted some interesting gifts for everyone, and you can expect to see the infamous "fuzzy slippers" at the National Rally in Santa Fe in September. Cyndie and I are looking forward to seeing you there!

