



Terry and Linda Porter own Tiara #2011. They live in Arizona and raise Arabian horses. This picture shows Linda in front of her coach at Santa Fe Skies RV Park at 2009 National Rally

Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2009

October Issue # 4

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, Lew Young. 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.
1280 Michaeltin Court
Manteca, CA 95336

PRESIDENT

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

VICE PRESIDENT

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

TREASURER

Lewis Young #504
 1280 Michaeltin Ct.
 Manteca, CA. 95336
 (209) 823-6293
lew111@verizon.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.
 N. 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

Doug Pratt (570 549-8136) '09
 Jerry Kramer (419) 375-2565 '10
 Jean McMasters (561)351-6158 '11

DIRECTORS

Western

Howard Boso (480)288-2636 '09
 Marsha Boso (480) 288-2636 '10
 Cindy Nelson (702) 345-8635 '11

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 CARD OF THANKS FOR

DIANE GALLI 1932 - 2009

We want to thank all of you who sent cards and donations for Diane. Those of you who have not heard, Diane passed on July 21. The cancer finally got the better of her.

She has always been a "take charge" girl from the beginning of our 59 year union. In the beginning, our kids started school, she joined P.T.A. couple years went by, and she was "Madam President". In later years, got involved with Corsa, we went to most National Conventions. She would help in Hospitality, take up residence in one of the chairs in the lobby, and hold court with all the passing members. She took over Treasury for CORVANATICS, enjoyed meeting, and talking to everyone, same with Treasury for UVMCC.

She did all the driving, as I have not driven for many years. She loved her Corvairs and later, her UltraVan. She and I have spent many summers traveling this great country of ours, seeing all the sights she had read about. She had passed into the 100,000 mile club several years ago. Oh, I forgot, she was an avid reader and Bingo player.

She was enjoying life right up to the end, still upbeat, with the attitude of:

"What ever will be, will be".

Bob Galli and Family

A Special Note from Your Editor.....

Election for 2010 Officers were held at the National Rally and are as follows: President- Ron Zoutendam , Vice President- Norm Standal , Secretary- Roy Davis, Treasurer- Lew Young, WOW Editor- Brenda Leighton.

Eastern Directors: Doug Pratt '12, Jean McMasters '11, Jerry Kramer '10

Western Directors: Chuck Hanson '12, Cindy Nelson '11, Marsha Boso '10

These offices are in effect as of November 1, 2009.

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



PREZ SEZ:

Hello everyone.....this is always the easiest time to write. After a successful National Rally, my adrenaline is always running high. We did indeed have a successful rally at a very nice venue. Others will write the details. Since 9 whales (or their relatives) made it to Santa Fe, along with 5 or 6 other couples with Ultra connections, (representing 11 or 12 states) we know that UVMCC is indeed still alive. Considering the enthusiasm of the group , we know we are not just alive but also healthy!

Decisions made at the board meeting, prove that we have come along OK in the "Digital Age". The decision was made to appoint Ken Wildman as webmaster with instructions to move site contents to available (free) on Corsa's web site. Further details will be worked out and the UVMCC membership will be kept informed regarding progress on this project.

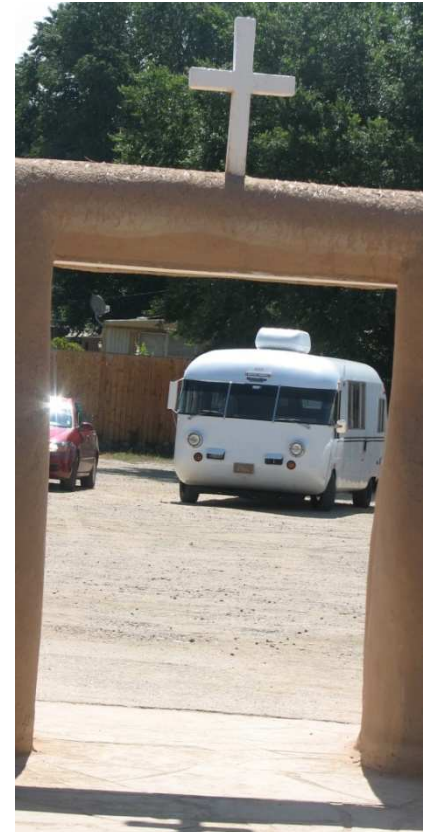
It appears that the next (2010) national rally will be held in the St. Louis area. Being in the center of the country, should provide incentive for more of our eastern members to attend.

One more thing: I am planning to arrange for a "rolling rally" next June-July around Lake Michigan. Corsa Convention is at Cedar Rapids, IA the third week in June. We will try to arrange something on June 26 or 27 and then for the next week into the first few days of July. We will, if we use those dates, begin on the west side of Lake Michigan, then on around the top and finishing on the east side of the lake. Keep your eyes open for these developments. In the meantime, email me if you have ideas, or want to help with the arrangements.



Ron Zoutendam
PS I tried to caption the photos but it didn't work. I would caption them as follows"

- # 1 "Nine of us on Post Rally trip to Taos"
- # 2 "Davis coach, Beau, on "holy ground"



Betsy Senn has discovered a way to make our Ultra weigh much less!!



Before - Crapola in the cabinets above 293's cockpit



After - only necessary crapola in cabinets above 293's cockpit

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 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 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.**



#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**



Kevin Golden of Harrisonville, Mo. Found this one for sale on craigslist: 1968 ULTRA VAN Motorhome. #362. Broken Passenger Front Lower Control Arm. Last Registered in 1979. Corvair Powered. Needs Restoring. Asking 6000.00 or best offer. TPillis@aol.com - \$6000 (Bethlehem, Ct)



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

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 powerglide 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

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

For Sale:

Complete front and rear suspension (modified with additional air shocks) from #518. Also the Walters V drive, turbo 350 trans, fuel water and waste tanks. **Mike Babinetz e mail me at:**

babzway@tampabay.rr.com 727-364-7897 Location is New Port Richey, Florida

FOR SALE:

Coleman forced air furnace for motor home, \$50

Ultra Van steering box and steering wheel, \$40

Ultra Van 2 lower A frames \$50

Ultra Van 2 upper A frames \$40

Ultra Van 2 beams cast (or casting beams?) for front upper suspension \$40 each

Ultra Van two spindles \$15 each, one is drilled for speedometer cable

Misc. brake drums and Misc. Corvair parts. Call for items. All parts are located in N. Palm Beach, Fla. 33408. **Jean McMasters at 561-352-6158**

WANTED: Hoping to buy or barter out a very good conditioned Corvair-110 engine. It must have less than 25,000 miles on it, or has been recently rebuilt. I plan to have it installed in my Ultra Van #358. Please contact me: Darrell: woofcorvair@aol.com or telephone: (417) 725-8088.

§§§§

The Pratts' coach at Bryce Canyon National Park in Utah after National Rally.





UVMCC National Rally

By Bob Galli

The rally this year was at Santa Fe Skies RV Park in Santa Fe, NM. A very nice park with nice kitchen, meeting room, and dining room.

Monday was arrival and registration day. Monday evening dinner was supplied by the Host's, very good Pizza for everyone. We all got to visit and say our hello's.

On
the
United
of
with



Tuesday AM after coffee, we departed for Downtown Santa Fe. We visited the Palace of Governors, purported to be the oldest continuously occupied public building in the States. We visited the Cathedral of St. Francis Assisi. We also visited the 131 year old Loretto Chapel, and its "miraculous staircase" two 360 degree turns, using no nails or screws, only wooden pegs.

We had lunch, then perused the antique/art/silver and turquoise shops that abound the Plaza.

We had a very excellent pot luck dinner that evening, and was entertained by "Fancy Sinatra" doing her famous "These Boots Are Made For Walking".

Later on that evening, we were entertained by a fierce thunder, lightning, and rain storm overhead.

We awoke on Wednesday to some snow on a few peaks to the Northeast of us, but not to be daunted, after morning breakfast and coffee, we headed to Los Alamos, to the Northwest of us. Los Alamos.

Historical facts of Los Alamos include it's beginning as a large ranch converted to a boy's riding school, then further conversion to base the Manhattan Project Research Center used to develop the Atomic Bomb during WWII, bringing the end to the war. There are museums dedicated to this. Very interesting. We had lunch at a local establishment, then reverted back to the RV park to visit in the rec hall, and partake in more Potluck eats.



Thursday AM, after coffee, Jim Davis started a tech session starting with a couple piston failures. It was discussed the causes for these failures, and the floor was opened up to air other type failures presented by the audience. Much was discussed.

After lunch, the Board meeting was held. East/West meetings were held to discuss Regional Rallies for the coming year, and other

club business. General Meeting was held to discuss things in general concerning UVMCC.

After dinner, there was a Yankee Swap, with several of the Swap presents being traded back and forth. Good time was had by all.

Friday AM, after coffee and snacks, time was spent visiting with each other, and touring the coaches. Most of the time was spent just visiting. The catered banquet in the evening was a very good affair. After dinner, announcements were made giving the results of the election, and the new officers were installed, and the Ernie Award was presented to one our most talented members, Nancy Pratt.

Saturday AM was "going away day" for most of us. Jim Davis was going to host a "Rolling Rally" to begin shortly. It was great visiting with all old and new friends alike.



THE ROLLING RALLY IN NORTHERN NEW MEXICO

BY BRENDA LEIGHTON/STANDAL

After the Santa Fe Rally, the "Beau" led a few of his friends on a small tour of northern New Mexico from Sept. 19-22 on a total of 300 miles. Those joining Beau and Jim and Roy Davis (with cats) were Ron and Martha Zoutendam, Forrest Gist, Marylou and Jerry Kramer, and Norm and Brenda Standal. On the first lap, everyone drove to Taos, visited Taos Pueblo, the

Rio Grande Gorge and Earthship community. The Kramers and Zoutendams then headed toward home. On the last lap, Beau took the remaining participants on a drive through the southwestern sector of Carson National

Forest, into Chama Valley for a 2 night stay. The next day (though very chilly) everyone climbed aboard the Cumbres and Toltec Scenic narrow gauge railroad for a journey to Antonito, Colo., and return bus trip back to Chama. On the last day heading back to Santa Fe there was a visit to Echo Ampitheater and the Ghost Ranch (made famous by Georgia O'Keefe). Brenda was able to stock up on some wool for weaving purchased at the Ghost Ranch. A very enjoyable mini rolling rally.



Echo Ampitheater

Turn Signal Annunciator

TECH TIP: 2009 -1

UV MANUAL: 15-1

SUBJECT: Turn Signal Enunciator

AUTHOR: Larry Forman #545

If you want a louder sounder for your UltraVan turn signals, here is a simple and quick approach. I purchased a 12 volt piezoelectric sounder from Radio Shack for just a few dollars. It is physically small with twisted wires for connecting to 12 volts. The standard UltraVan turn signal flasher has a three wire connector. There is a black ground wire and two red wires. One red wire is constant 12 volts and the other is the flashing output. You cannot just connect the red (positive) lead for the sounder to the red flashing lead and the black (negative) sounder lead to the black (ground) lead of the flasher. This is because there is 12 volts on the flashing line when the turn signal is not activated. When activated it flashes between 12 volts and ground. If you connect the red (positive) lead for the sounder to the red 12 volts lead on the flasher and the black (negative) lead of the sounder to the red flashing output lead of the flasher, it will operate properly.

While you can splice the sounder leads to the flasher leads, the crimp on splices will not work since the sounder's leads are too thin. You could solder to the flasher leads and that will work. A very quick alternative is to strip the sounder's leads about an inch long, remove the flasher and insert the sounder's leads into the flasher connector making sure the sounder's leads connect to the correct red flasher leads. Carefully insert the flasher and the sounder's leads will be pinched within the connector's contacts. Test the sounder by turning on the turn signals. If it works properly, then you can mount the sounder to the flasher connector's plastic body. I used JB Quik epoxy, but you can also use a small piece of dual sided white foam tape. You can even use duct tape. Even if duct tape is over the open slits on the sounder, it will still be plenty loud enough to be easily heard.

Once you determine which red flasher lead is the positive 12 volts using a voltmeter or 12 volt bulb, the sounder can be connected and mounted in just a few minutes.



Jim Craig and a few of the other "old timers" were talking about a pair of outrageous high heels, that used to be "recycled" at the Yankee Swap Meets at Ultra Van Rallies years ago..... Well, I went shopping at my most favorite 2nd hand store today, and guess what I found? A PERFECT Yankee Swap Meet present to recycle at each Rally, along with the infamous Witch Hat and Fuzzy Pink Slippers!!!!.....and they're even brand new..... Betsy



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50 Years of Corvair

By Jim Craig September 28, 2009

July 1, 2009 was the 50th anniversary of the first press conference regarding General Motor's new compact and controversial car the Corvair. Although the name Corvair was never mentioned during the first press conference, most of the attendees had a good idea what the new model would be called, but some were left guessing.

The engineering and technical aspects of the model were given in great detail. The press really wanted the full story so they could print their stories all over the country. But it was not to be. The GM folks were keeping it under their caps.

A lot of spying was done mainly by Ford and Chrysler and others trying to determine if the new model would have the engine in the front "as it should be" or in the rear. When they did confirm it to be in the rear they went ballistic. Comments such as , "No American car should have the engine in the rear and the public will not buy them." Apparently they overlooked the cars from Europe such as the Porsche, VW, Renault and Fiat. All of which had the engine in the rear and were very popular with the public. Numerous national newsletters printed articles critical of the new model, but GM moved ahead. They knew they had something very different and low enough in price that young couples could afford to add this new model to their growing family.

The new Corvair was introduced to the public on October 2, 1959. It was a smashing new idea in the automotive world. It was low to the ground with a flat interior floor, four doors, good visibility, automatic transmission and an aluminum six cylinder air cooled engine. It was light weight (2586lbs.), could carry six adults and get 20 MPG on regular fuel.

Many automotive writers and others test drove the new model and reported that they were very impressed in its performance and ability to maintain the severe handling they put it through.

Every auto magazine of the time had articles about the Corvair. Hop-ups were already contemplated by the shops in California and Connecticut.

Motor Trend Magazine voted the Corvair "Car of the Year" for its engineering excellence.

The Corvair Society of America has and is allotting one or two articles each month in their monthly magazine about the many "untold" stories of how the Corvair "came to be". Ed Cole, GM engineer and future President of their automotive section dreamed about building a new car using the aluminum engine in the rear. He had many hardships along the way, but in the end he convinced the higher ups in GM that this would be something very new and "innovative" for the time. We all know the rest of the story, right?

We have had one or more Corvairs in our family since May of 1966. Numerous year models have passed through our garage and we still have two, a 1961 Monza coupe with factory air conditioning and my 1963 Monza coupe that is very sporty with its white paint and turquoise racing stripes. Our son, Robert has a restored 1964 Monza Spyder convertible with the factory turbocharged engine. It will give some V8's a run for their money.

Now if you think that is something, how about a Corvair powered Ultra Van winning a drag race with

a Corvair coupe. The car owner couldn't believe his eyes when all he could see in the other lane was the tail end of the " Whale". Way to go!

Corvairs Forever!!
Jim Craig





Barn-Raisin' Rally Jan. 15-22, 2010

Anyone who can come any of those dates is most welcome to grab a wrench, or learn a few things at the ultimate tech session. We're going to be repairing Ed and Jane's #324 at 920 Leavitt Ln. Mesquite NV 89027.

The 15th -17th will be the "**Mesquite Motor Mania**" 3 day car show, at all 4 Mesquite casinos. Several hundred cars will be in town, Ultra Vans are also invited (and very popular). Entry in the show comes with 2 nights hotel stay. Hundreds of prizes and stuff.

The website for the show details is
www.mesquitecarshows.com .

I can provide accomodations for Ultra vans or guests at my residence, or there are affordable rooms and RV park close by.

Call Chuck or Cyndie for more info at (702) 346-1688 or 702-743-2021.



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or call her at 239 656-3075

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Go To

www.novacamp.com/index.html

To See Map and Further Info

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