

WHALES ON WHEELS

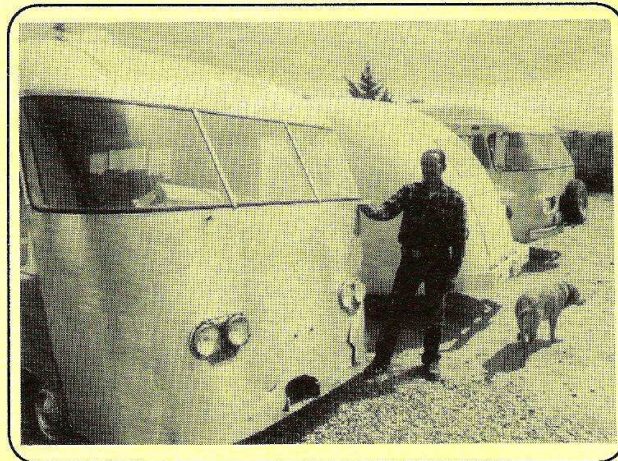
Volume VIII **ULTRA VANS** Number II

Ultra Van #101 Gets New Life by Jim Craig

The "Original" Ultra is still in the work schedule. Some paint stripping, painting, engine work being done during the recent Ultra Van rally held here in Joshua Tree. A decision was made to strip all the paint from the damaged aluminum nose skin below the windshield. It would be good for a technical session on painting, but after completing the stripping we decided to replace the damaged skin instead, so we used the rear hatch door for the demonstration. The front aluminum skin will be replaced at a later date. During the stripping we discovered the outline of the original trim paint scheme. Photographs were made to use for later reference. Outline was found under a couple layers of paint and both the front and rear sections.

Member Art Eller brought his new HVLP spray paint gun and turbine, so we could all see how this new unit worked. After acid etching and treating the aluminum on the rear hatch door, primer was mixed. Then it was sprayed on the door with very little overspray. The paint went on smooth and very little primer was used, compared to the spray gun with my regular high pressure DeVelbiss gun. White acrylic enamel with hardener was then sprayed. After drying time of one hour, a red and black trim was sprayed on. Also the two small fiberglass panels above the windshield were sanded and repainted with several new coats of white enamel. The righthand panel and the rear hatch door were sanded with #400 grit wet and dry sandpaper the next day and then several coats of acrylic clear were sprayed on. The reason for all this work is for protection and experimenting to see how the colors will look; also to confirm how the clear will hold up in the weather here in the desert. See photos for beginning and final results.

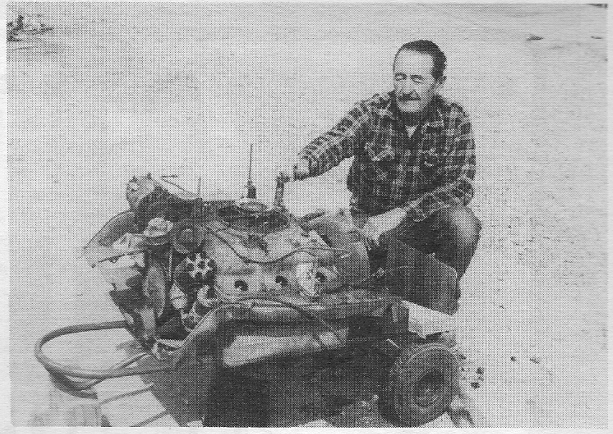
As was noted in the CORSA Communiqué February 1993, the original 1960 Corvair engine had a stuck valve. We decided to remove the engine and install another used one. I had a used 80 HP complete assembly that had been sitting around for about seven years in my storage area. We sat it on some wooden blocks, installed a differential, including a starter and battery, fuel, etc. After cleaning and adjusting the points and plugs and changing the carburetors, we primed it with fuel and it started almost on the first turn of the starter. It ran a little roughly at first, but it soon cleared itself out and ran smoothly like a good 80HP should.



Jim Craig standing in front of #101 in his back yard.



Jim sitting in the drivers seat in Ultra #101



This is the 1960 80HP engine that last ran 15 years ago.

Next, the old engine and transaxel was removed. Another good used transmission was installed on the original differential. That unit was connected to the 80HP engine. "Old 101" was then pushed out back and the rear under-section was steam cleaned. With the Ultra back on the jacks the 80HP transaxel assembly was installed. After attaching all the other components, repairing the accelerator pedal and wire, replacing the starter ignition switch, gas line attached to the spare fuel can, a couple of pumps on the accelerator, turn the switch and varr-room it started. Fifteen years had passed since the Ultra had a running Corvair engine. The short burned out glass-pac mufflers sounded a little loud and rappy, but it was a great sound as it echoed through the empty interior of 101. After adjusting and tuning the engine, jack stand removed, transmission lever engaged, 101 backed up under its own power after all those years. Wow, this thing is long and it doesn't turn as sharp as the later Ultras. Marlene guided me back without side view mirrors and no brakes. Slowly we moved until it was in the storage place. There it will sit until later in the year; we will start again on the paint stripping. Ya, it was a good feeling to guide the old girl under its own power once again. Ultra Van #101 lives!

Jim Craig and his wife Marlene live in Joshua Tree, California on the high desert. He has a repair shop and writes about restoring the First Ultra Van, #101.



Jim inspects the test paint job on the rear deck panel.

Letters to the Editor

Dear Christy,

22 April 1994

It's been some time, but here is the update on #433: Since we purchased it from Bob Palmer, we have had the carburetors re-built; installed an air-cleaner housing; installed new hoses in the bath area to stop leaks; fixed the water-pump so it now works; removed the old carpeting; cut down the horn projections over the front wheels; removed the drop-leaf table; re-upholstered the interior; installed Dodge Omni reclining bucket seats with cloth to match the old front seat cushions which now are sitting on the plywood sofa base we built with storage compartments; kept the bookcase cabinet for additional storage with sofa directly in front of it; repainted the bath area; painted over the avocado refrigerator, stove and oven with ivory to brighten up the interior; removed the propane tank from the rear to lighten the load and converted to electric with a Hot-Rodd installed in the hot water tank and to provide additional storage space for electric and sewer connections and other light items; installed a new accelerator linkage to replace a faulty one; installed new spark plugs; replaced a rusty headlight bezel with a new one from Jim Craig; bought new foam bumpers and naugahyde from Jim; installed a foam seal around the engine compartment; installed silver-backed insulation on the engine compartment doors; shifted the spare tire from below rear to the front tire bracket; replaced the exhaust system and mufflers; replaced the front tires with 195/70R-14's with 1350 lb. capacity at 44 lb. pressure; installed a 13,500 BTU roof a/c; installed paper towel, plate, and bowl dispensers in the galley area under the cabinets; re-upholstered bedroom cushions; installed swivel base for front seats; replaced all U-joints; replaced auxiliary battery; and totally cleaned and detailed the interior.

If I had it to do all over, I would have only cut down the Driver's seat. My wife is too far away now. The coach rides beautifully, but I found that when I filed the front tries to 44 lb. pressure, I was constantly busy with steering. I've since learned to lower the front tire pressure and handling has

improved tremendously. In weighing the coach, I found she weighs 2170 in the front with me at the wheel, and 2600 lbs in the rear before I removed the propane tank. The rear tires look good and have not been replaced, but they are rated at 1312 lb. capacity at 35 lb. pressure. I'm thinking of switching the tires and am open to suggestions. I also need to paint the coach and have had several suggestions as to the most economical way to do this—most leaning towards my stripping it. With my low degree of technical competence, I may or may not be able to handle this. I'm not sure how to strip the top. One suggestion was to use a high-pressure water spray. Still, how do you really do the top? We've not needed a generator as yet as we simply plug in at the site and everything works. The heat strip on the roof a/c works beautifully to take the chill out. I carry a small electric heater to plug in just in case. With the faulty carburetors driving down to Slidell after purchase, my tool box on the accelerator all the way, I got 15 mpg!!! On a recent trip to the Gulf Coast, including driving in downtown traffic with lights and all, I averaged 19 mpg!!! Of course, that's with the re-built carbs. Very pleased. The bed was also very comfortable and I like the idea of being able to close the door to the bedroom area and have my coffee out front on the sofa while my wife still purrs away till she wakes up. She is very pleased with the tremendous overhead storage—all 5 cabinets in the rear are hers though she doesn't need it all. Sheets and bedding are neatly stored in just one of them.

Projects that still need to be done and for which advice is always welcome—installing seat belts; replacing the passenger side window (HOW??) I read the words in the manual, but they don't seem to relate; maybe install a 2.8 KW Onan; install the foam bumpers; install a cruise control (but where do I get one, Sears doesn't have them anymore); install an AM/FM stereo cassette radio (speakers already installed in front and rear); Figure out how to install an antennae connection for a portable TV (HELP!!); repair or replace the Saniware toilet (pump leaks, can't find a replacement); install a larger rear window when I can find one; install a pull-out or automatic step (how?); convert my car transmission to a van transmission and connect it to the transmission oil cooler (how? what parts?); and alter the bathroom vent cover per tech tips to translucent one. My school schedule prevents my making rallies, but hopefully, one day..... Until then, very best wishes.

Lou Buffardil, 400 Windward Passage, Slidell, LA 70458

Well, Lou you have been busy, it sounds like you are over half way there. For an Ultra Pump replacement under the toilet, look into adapting macerating pumps to do the same job, or for a new toilet. Jim Craig had larger rear windows. Art Eller knows how to plume the transmission for an external oil cooler. Check J.C. Whitneys catalog for cruise control. For your T.V antennae consult the place you bought the T.V., or an R.V. store. Its been years since I've replaced the side sliding window, I did it from the inside. Removed the

Formica panel, slide the window back, remove the track the window slides in all the way around. That allows the window to slide UP, then slip the bottom out toward the inside. Maybe someone can help me on the one.

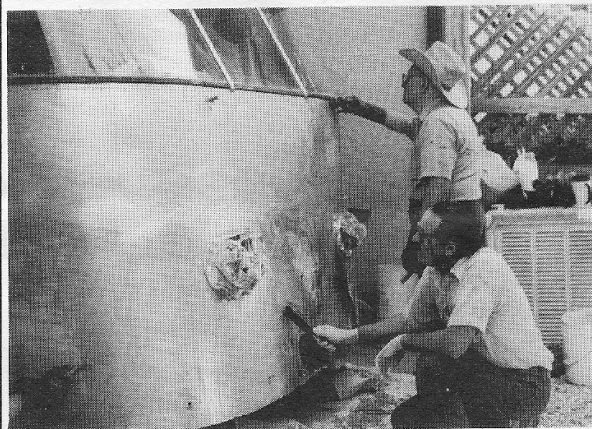
If you are getting 19 MPG I might check the turning radius of your front left tire, the one the speedometer is connected to, you could have some error there. Also when filling the gas tank. If you fill it with the passenger side down it will hold more than if filling it with the drivers side down.

If anyone would like to help with suggestion for Lou, please drop him a note. Ed.

Rally Report By Jim Craig



Rancho Sunny Vists, Sunday Bar-B-Q.



Hal Horner standing, and Jim Craig strip print off #101.

When Marlene and I were advised that the Western Ultra Rally in Nevada was canceled, we decided to invite everyone to our place for that same week. Sure glad we did. We all had a great time, visiting, technical sessions, crafts sessions, walks in the desert, eating out, tech and painting on slab rocks at the "Corvair Nuts" place and a great dune buggy ride



Bob Ballew and June Harrison cooking wieners.



June & Ed Harrison in one of Bobs dune buggies.



Bill Binney repairing his broken upper "A" arm.

furnished by Bob & Grace Ballew. Something was scheduled each day with time in between for resting, visiting, etceteras. Sunday evening we kicked it off

by having Bar-B-QED hamburgers on the patio. The gals made the patties so thick you had to have a Joe E. Brown type mouth to bite into them. Good-Good!

Monday was get organized day-you know- talk to self, talk to friend, talk to wife, talk to self and change all plans (not rally that bad).

Anyway Tuesday found us doing a tech session in the shop. Some items discussed: reinforcement plates for the automatic transmission oil pan; a new tool to disengage rocker arms in order to change push rod seals without disturbing adjustment of the rockers arms (this requires changing the push rod guide plate to a new type). The tool also works to change valve springs on engine without removing head. Other items: How to prime a dry carburetor with a plastic tip from a silicone squeeze tube gas line. No more dry starts on storage engines. Discussed carburetor rebuilds kits, quality and prices, timing, valve adjustment and may others (on one mentioned rear axle rebuilds - Hmm?).

On Wednesday we all went to the "Corvair Nuts" place (Bob & Grace Ballew). While Bob told us all about carburetors, from 1960 through 1966, Grace instructed the gals how to paint pictures on cut slabs of rocks. Later in the afternoon we went to the Romonas Mexican Cafe for some very good Mexican food and cool drinks.

Thursday tech session at my shop was preparing an original, used 1960 Corvair engine to be installed on Ultra #101. The engine had set around for about 7 years and after changing the carburetors and adjusting and cleaning the points it fired off and ran like a little jewel. I had forgotten who smooth the 60's were.

The Ballews took us on a dune buggy ride through the desert to see the wild flowers and explore some old mines. Bob cooked wieners for us and Grace treated us with all the trimming to go with them for lunch. During the trip at one mine Bob showed us a Spanish arastra which is used to crush gold bearing ore. This is a structure made of rock to form a large round tub, in which one or more large rocks are anchored to an overhead horizontal pole which swivels from the center of the tub and is pulled in a circle around the tub by mules, donkeys or whatever. The large rocks sliding over the ore crushes it and then the tub is flushed with water to wash out the debris, leaving the gold, silver or other precious materials. During our buggy ride Bob took us to a small hill where we had fun running the buggies up and down with the wheels flying in the air as well as our stomachs. A fun day for all.

The rest of the week was taken up by more tech and craft sessions and the men also help me build a cover for Marlenes garden. That job was blessed by Big Dan Reinhardt. Seems like he had done that sort of thing before. Thank to Dan and all the rest of you.



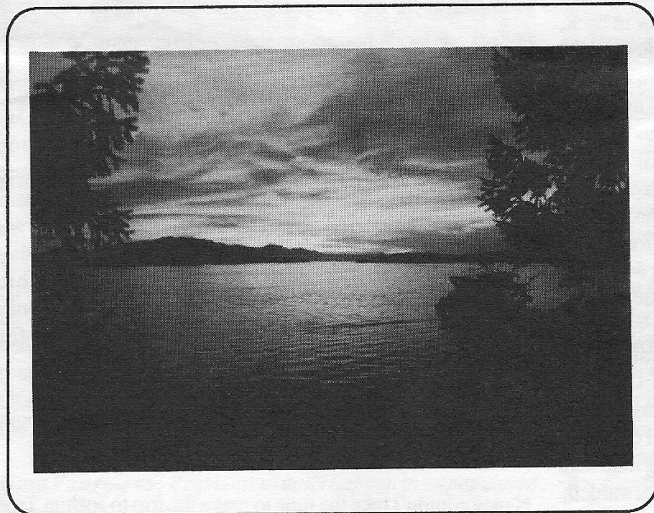
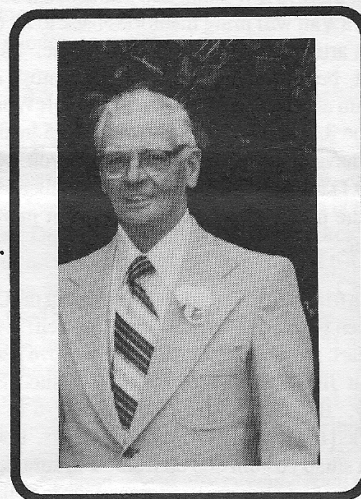
Len Ryerson, we'll remember you well,
And now it is for you that we ring the bell,
Your stories and jokes were told with a flair,
Maybe filled with just a little hot air.

L. D. RYERSON

Your willingness to help when there was a need,
Giving the correct advice what we all would heed,
Always there, putting no one on hold,
And doing it all with a heart of gold.

Each job you did, you did it right,
Sometimes it meant putting up a fight,
But when the job was done, it was all correct,
And with pride in workmanship you could stand erect.

Now with our questions, we'll have no one to ask,
But think of how Len would do the task,
You loved our vehicles called The Ultra Van,
We'll miss you Len, you were a really big man.



December 10, 1910
to
April 20, 1994

From the Editor



Your Editor with his Greenbriar on his way from Calif.

This issue brings us a new Vice President, Graham Dell who lives in Bellevue, Washington. His account of his first trip in an Ultra Van will bring memories back to all of us. He sent me his article on a floppy computer disc. Its in DOS IBM format, but I can read it in my MacIntosh computer. A program allows me to read it in MicroSoft Word program. It must be 3.5 inch discs, I can't read the 5 inch discs. So if YOU have anything on the computer you want published, SEND IT! This issue also gives us smaller print. I want to keep the postage at 29 cents. So to get more in I made it smaller.

I took a trip back to California to bring out the Greenbriar that has been there for 10 years, about time eh? I stopped in the see Pearl, moms don't change, but we love her. Spent some time at Jim and Marlene Craigs. Visited Bill and Betty Benny. Bill has installed the Buick V-6 in the back. He modified the rear suspension, so it all fits. Radiator in back, with a small custom one up front. I'm sure he's on the road with it now. I took many photos of the installation, but they didn't come out. Bill broke his upper right "A" frame at Jim Craigs rally. This was one of the first modifications to come out on the Ultra Van. Everyone should have had it done by this time. Bill has it done now. They break where the ball joint attaches. The fix is to weld a metal strap around the outside where the ball joint attaches. I'm looking forward to a ride in Bill's #295. I've ridden in Howard Boso's #453 with a similar engine installation and was very impressed.

Lisa is in the final throws of her doctoral dissertation. She defends in June, and graduates in August, Finally!. I'm being transferred to Houston Texas on June 1st. I'm going to drive 603 down and park in a trailer park and live out of it until something more permanent happens. I'll be taking mail here in Boulder for the duration. Phone calls can be forwarded.

I've redone #603 steering before the trip. The aluminum bell crank was the problem area. Lots of play. Took out the bell crank, welded an aluminum plate in the center for added strength. Pressed in a machined bushing in the top and bottom of the pivot area. Machined a 1/2 inch rod to go through the center. Mounted a bearing on the top and the bottom of the bell crank. Pushed the 1/2 inch rod through the center and pined it with 2 3/16 bolts, using loc tight. Installed a tie rod end on the end of the pittman arm from the steering box. Machined a tapered bushing and pressed it into the bell crank. This lets the pittman arm do the up and down action that a small spherical bearing did before. In doing this I made the mistake of jacking one side of the van all the way up and then the other. I should have jacked each side partially and then the other, I'm now looking for a new windshield. I know better! I did this steering job on #228 some time ago and it worked fine, along with the steel mounting plates that Len Ryerson made up.

Speaking of Len, we will miss him. Jim Craig wrote a fine tribute in the UVMCC newsletter. Edy will get our support.

A Classic First Ultra Trip

by Graham Dell

I'd like to tell you about my first Ultra Van experience and the rules that I've learned. This may bring back old memories or keep you from having some new ones.

I spotted 292 last fall at an out of the way airport, parked and unused for the past eight years. A substantial growth of moss and algae hid her beauty from all but the most discerning eye. Being familiar with Corvairs, new batteries, and gas got her going for a visit to the car wash to remove a yellow jacket nest, and some of the moss before arriving home to show her off to my wife, Nancy.

Ultra Van Rule 1: Your significant other should share your enthusiasm for new projects before jumping in with both feet.

I spent the winter months scrubbing, cleaning, and reading back copies of Whales on Wheels, and the Ultra Van Club publications. Filled with the advise from many contributors to these fine sources of information, I checked the wheel bearings, brakes, rear shocks, suspension, propane system, tires, and instruments. The 110 engine was resealed, and rebuilt carburetors, alternator, blower bearing, idler pulley, fan belt, and center windshield added. The distributor with its electronic ignition was suspect but no time for a Dale rebuild as Joshua Tree and the meet at Jim Craig's was fast approaching.

Ultra Van rule #2: There will be always at least one more thing you should have looked at.

Nancy couldn't take the time to make the trip to Joshua Tree,

but she could go as far as Bend Oregon for the weekend to visit with friends and return with them while I continued to California. I told her to dress warmly for her first ride in "Orca". No heater boxes installed, but with all those windows solar heat would surely make us comfortable.

We left early in the dark Friday morning. Of course it was raining and the windshield leaked in a few places. Nancy was a good sport and removed her ski gloves to catch the drips in a cup and wipe up the dash as we traveled. Temperature outside (and inside) about 40 degrees. Nancy's ski parka was working well and the earmuffs attached to her hat kept her warm. A down sleeping bag wrapped around her legs made a nice cozy package. Solar heating, when it comes, will really help.

Past Portland we stopped for coffee and to get inside to warm up. The report was that there were snow flurries over the pass on Mount Hood but the road was clear. Off for our first climb. Temperature outside (and inside) 34 degrees, solid cloud cover, no sun. I think Nancy was smiling but the ear muffs were pulled down so snugly I couldn't see her pink face very well.

Not exactly a barn burner but we climbed to 4000 feet with only two shifts to low range. The solid overcast got brighter, temperature outside 48 degrees (and inside) and it stopped raining. Bend was made on time and congratulations shared with our friends.

Ultra Van rule #3: Be self sufficient. Don't count on nature to help you out.

I left alone at 5 AM Sunday morning; temperature outside (and inside) 28 degrees. Nancy's hat wouldn't fit me but I soon had the down sleeping bag wrapped around my legs. Stopped at Kalamath Falls for coffee and warm air. Both mufflers were loose and required tightening of clamps and manifold nuts. Must be a lot of vibration in that set up. Another climb past Mt. Shasta to interstate 5. Low range a couple of times but I'm more concerned about the lack of power on the flat road. Maximum out put seems to be 3100 rpm with very low vacuum reading.

Ultra Van rule #4: When things vibrate lose once they probably will again.

Out of the mountains past Redding and finally solar heating. Cruising along at 55 mph indicated which appears to be about 60 mph. Past Sacramento and planning on Stockton or Modesto for my nights stop. Then ... sudden loss of power and all sorts of banging. Off at the exit. Only able to get 2000 rpm in low range with lots of metal sounds, and no acceleration. Of course there is no civilization at this exit or it appears from the map for miles in any direction.

Ultra Van rule #5: Problems usually happen in unpopulated areas.

Whales on Wheels

Limp north on a side road to Highway 99 in hopes of finding a gas station. An all night convenience store in Galt is the best I can do. Bob Franz in Antioch supplies the names of some what local Corvair people. Bud Steele from Rio Linda agrees to join me the next morning. To bed and my first night in Orca. Let me see, battery switches off and four way flashers on. Now I'm secure.

Orca doesn't want to start and run at all. But with perseverance Bud finds the timing is all messed up and the pickup for the electronic ignition is virtually floating around in the distributor cap. Tighten up, time and I'm on my way again with Bud's advise that I disconnect the choke pull offs to keep from washing the tops of the cylinders. Most of the sheet metal is off the bottom of my 110 and it may be cool enough to keep the chokes on. Noticeable noise on left side, piston?

Ultra Van rule #6: Noises mean something.

Over to Antioch to thank Bob Franz personally. Bicycle tour of town, lunch and walk through of Bob's Victorian house before putting the hammer down and attacking Interstate 5 to Bakersfield. Low vacuum, maximum rpm 3000 and Orca just doesn't seem to be having an easy time of it on the flat. Oil consumption about 1 quart to 350 miles, temperature 180, pressure 40, cylinder temp 300.

Ultra Van Rule #7: Ultra Van people are great where ever you find them.

Kind of dirty from tinkering with everything. Wonder if it's OK to stay in a Motel 6 or is there a silent code I'm breaking. Need a shower. Didn't have time to figure out Orca's tank system so I have no water or toilet facilities. Motel 6 it is. Up at 4 AM with the mighty Tehachapis before me. Climb to 4000 feet OK, used low range three times. Gas gage showing E but in the past have never put in more than 20 gallons. Wonder where the reserve comes in, or am I on reserve now? Past Mojave running smoothly in deserted desert country with nothing around and then.... loss of power, distributor?.... no banging, just slowing down. Pull the reserve, darn thing comes right off in my hand, apparently mounted even weaker than the emergency brake handle, or I'm excited. Takes two hands to operate but once pulled the delightful sound of an engine with gas. Stop at Kramers Corners and fill up.

Ultra Van Rule #8: Try new things out in favorable environments.

Arrive at Rancho Sunny Vista before lunch and in time to see an exiting Ultra Van loose it's front right wheel. "Oh, he must of turned the wheel to hard." "Can't have modified his upper A arm." Out comes the welding equipment, jack and three man pit crew. Ten minutes later, wheel restored, out goes the Ultra. An inspection of my Orca showed that she indeed had the needed modification.

Another time a story can be written about the wonderful time

had with the other UV'ers and Craigs. If you ever have the opportunity to visit Rancho Sunny Vista, take it.

My nightly calls to Nancy did not contain any reference to my trials and tribulations. I thought it was important that she not worry and gain some confidence in Orca. I had to be back in Seattle by Sunday with out fail so I left at 4 AM Thursday morning with at least a full day of time in my pocket for any unexpected delays, what ever they could be. Run across desert, using more oil, quart every 250 miles, power down, something wrong. Missed turn to Adelanto so continued to Barstow on flat interstate. Left turn to Kramers Corners.

Heard lots of stories about adjusting your timing as you travel to maximize performance. Maybe that's what I should do. Need to get over 3000 rpm. Pull off to the side. Loosen distributor and turn counter clockwise to advance.... Hmmm ... won't budge. Grab vacuum advance and push....wow moves 2-3 inches, just needed a degree or two. Now let's see, where was it, don't have a timing light with me. About there, try to start engine.... no luck. Retard some more, won't start.... advance some, still won't start and doesn't sound like it is firing. Now what, no spark or no gas. Pull a coil wire, hold next to the sheet metal to see a spark but my arms aren't long enough to reach the ignition switch. Whoosh there goes another 18 wheeler by. Well at least I can check the gas. Electric fuel pump is hot wired with a switch in the engine compartment.. pull off the hose, turn it on, no gas. But I wasn't reading empty. Pull hose on other side, feel it sucking, but is that 5.5 lb., what does 5.5 lb. feel like? Get out for some air and head scratching. Orca's left wheels are on the pavement and the right down in the sand on the shoulder. Quite a list to starboard. Wait a minute, remember Jim Craig and Bob Ballews story about having to add seven gallons of gas to get an Ultra started because the fuel was at one end of the tank away from the pick-up. Solution, jack up the right side till its level. Whoosh another 18 wheeler. My jack lifts 15" and I need 23".

Well I push my '65 Corsa in and out of the garage by myself. Orca's only 500 lb. heavier so should be able to push it off the highway. Whoosh. Got it rolling. Getting a little fast. Run and jump in ... not at all like a car....jump in the seat. Missed most of the sage brush and the wheels don't look too deep in the sand. At least it's closer to level. Jack it up, check my bubbles, looks good. Fuel pump on.... and gas. Whoosh! Let the carburetors fill, take out the jack, start it up and head for level pavement. Now, adjust distributor while engine is running to get smoothest idle and retard a little.

Ultra Van Rule #9: Always travel with a companion.

Down the mighty Tehachapis, more fun then going up but I don't like the blue smoke from the left exhaust every time I back off the throttle. Stop and borrow a timing light, was 15 set to 12. Bakersfield at hand and engine running rough, lots of blue smoke. Doesn't want to run at all between 1500 and

2000 rpm. Gas station doesn't know any one that works on Corvairs. A guy at Scotti Muffler use to but not for a long time.

Got Robert Humphrey now Berean Automotive and he said he'd like to help come on over. Limped to his place. Replace distributor cap and rotor. Change oil to 40 weight and limp to the freeway. Runs terrible till 3000 rpm then smoothes out but trails blue smoke like we're barbecuing old oil cans. The slightest incline causes the rpm drop to the dreaded 1500-2000 range and really rough running. Stop at Costco for two cases of oil. Using a quart about every 75 miles. Modesto over night in a shopping center parking lot. Call to Nancy to tell her all is well.

Off at 4 AM, hard to start, stalls when shifting into drive, at least in the dark I can't see the blue smoke. Just about don't make the bridge over the Sacramento River. No way I can handle the Siskiyous. Where do I want to break down, Weed? Yreka? or here? Park and wait till 8 AM to call Bud Steele. He gives me directions to Elverta where his shop is and I make a 180 back over the Sacramento River (just) and up 99 to Elverta where Orca finally stops in the middle of an intersection and refuses to move. Well I pushed her before but in traffic with all these people giving me looks? A helping hand, I hop in and steer as close to the side of the road as I dare. Thank the man for his help, hop out and fall in a three foot deep ditch skinning both elbows. As I lay there, the back of my head hurting from hitting the pavement I had a momentary fleeting negative thought. But no time for that, walk down to Bud's and retrieve Orca with a rope around the A frame and park with the other Corvairs and the junk yard dog named Zip.

Zip is suppose to bark, bare his teeth, salivate and eat the wood fence and he does. Thanks for the heavy chain around his neck.

Alaska Airlines to Seattle with a return set for two weeks. Bud will fix what ails Orca. Haven't got the nerve to call Nancy from the airport so Shuttle Express home and a lot of questions to answer.

Ultra Van rule #10: Lies untold don't later have to be explained.

Back in Sacramento; broken ring on 6.... 4 and 2 galled and need replacing. Left carb missing some internal parts, points plate on distributor worn out. Orca is already 60 over but Bud has lots of stuff lying around and came up with three cylinders, new pistons and rings. Finished everything by 4 Saturday and underway again. Six blocks and the brake pedal falls off. Nut came off bolt, bolt slid out but what a minor problem. Two minutes and fixed.

Took 99 North so that rings could be broken in by varying speeds for the first 100 miles. Then Interstate 5 at Redding and the Siskiyous. Blew a Pace Arrow away on the first climb,

a Titan and three 18 wheelers on the next Yeah! Still not a barn burner, but not the slowest thing on the hills.

At last Portland. All down hill from here. Columbia River in four milesBlammm!.... loud exhaust noise from the right side. Looked in the right mirror and expected to see the muffler and tailpipe bouncing down the freeway and through the windshield of a following Lexus, but just the loud noise. Pull off, find a flat spot, crawl under, exhaust pipe separated from muffler but all parts still there. Reattach and tighten.

Home by 3 PM. Park Orca and begin my new list of things to do. First on the list, review the Ultra Van rules.

Grahams experiences are something we all have experienced at one time or another. It's nice when he uses humor to highlight his experiences. Ed.

Differentials by Walt Davison

Last issue covered the Powerglide transmission and the torque converter. Now lets see how the differential made out. It was my first reconditioning job. I've studied under P. Fitzgerald and the "SAGE" of 29 Palms, Bob Ballew. So if it went sour they'd get the blame. But it went well for 170,000 miles. From the time it was installed it had a slight "whine" (very slight) starting at 52/53 MPH. This lasted the entire time the unit was in service. As the noise remained constant and the speed did too—that meant the spacing of the ring/pinion gear and the pre loads were staying constant. Right? Make sense to me (and to several others). The real answer is WRONG! The pinion shaft had almost no preload. The bearing preloads were re-established and the easy pinion shaft seal was replaced. My differential temperature is maximum 150 degrees (light weight helps). Unit is back in service and all seem well. A word about pinion preload; the majority of stator support shafts (SSS) I have seen show evidence of loose pinion shafts damaging them where pinion ring interfaces with the SSS. The only way I know to really check it is out of the hull (removed from the Ultra). One more reason to say 100,000 miles or so is LOOK AND SEE TIME. I'm not sure its vital but I use Mobil synthetic gear lube (see CORSA COMMUNIQUÉ May 1994). And its a 3.55 ratio. For new owners: take the cover off and COUNT THE TEETH. 32 on the ring vs. 9 on the pinion: 32 divided by 9 gives 3.55, what most if not all coaches were born with. I can't imagine a coach that NEEDS a 3.27 and I'm sure most owners would be happier with a 3.89. But that's a whole 'nuther story. While the cover is off check backlash and for any movement on pinion gear vs. shaft vs. case. Use at least a ten inch screw driver for leverage. Movement in any case is PROBLEM, BIG. Best to all.

Walt spends his summers on the road with #366, and I'm sure we'll hear from him sometime during that time. If not a personal encounter. Ed

Classified

1966 Ultra Van, #213, 110 H.P. Corvair engine. New holding tank, New furnace, New hot water heater, Used roof air, rebuildable Corvair 110 H.P. motor and Ultra Bible. John Ackerman, 412 Park Street, Wolcottville, Indiana 46795. (219) 854-2568. \$3,500.

1967 Ultra Van, #258, 140 H.P. Corvair engine. Nearly Original. John & Betty Goulden, 1070 Bon-Ox Rd, Gettysburg PA, (717) 624-2805. November to May, 5968 Luloma Lane, Bokeelia, FL, (813) 283-4131. Asking \$10,000.

1967 Ultra Van, #274, 110 H.P. Corvair engine, 3.89 gears, other improvements. Dee Keith, 1529 Stevens, Rathdrum, Idaho 83858. (208) 687-0786. \$7,900.

1967 Ultra Van, #286, 110 H.P. Corvair engine. Recent complete restoration. New professional paint job. Many special sheet metal modifications. Contact Chance Fitzgerald, 111 S. 13th Ave. A5, Mendota, IL 61342. (815) 538-2283. \$8,500.

1967 Ultra Van # 316, 110 H.P. Corvair engine. 75,000 original miles. One owner, excellent condition. Roof air, C.B., AM/FM Cassette, 110V/propane refrigerator. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, Ca 92252. (619) 366-9104. \$7,995.

1968 Ultra Van, #361, Automatic w/283 C.I. Chev engine. Owner installed interior. Roof Air, Generator, 17.4 gal propane tank & air horns. Video available to show details, \$10.00 refundable deposit. You fix price: \$3,495 or I fix: \$4995. Jim Craig #163 (619) 366-9104 or John Shattack #459, (714) 646-6189.

1968 Ultra Van # 374, Powerglide w/283 C.I. Chev engine. Conversion by DECO of Riverside, CA. Mechanical excellent, 12-13 MPG, no cooling problems, cherry wood interior, roof air, trailer hitch. Ready to travel. Owner in Australia, needs to sell now. Video available to show unit and details, \$10.00 refundable deposit. \$7,295. Jim Craig, (619) 366-9104.

1968 Ultra Van #380, 110 H.P. Corvair, powerglide. New exterior paint, curtains, carpet and upholstery. Ken Woiak, 4551 W. Abbott Ave., Milwaukee, WI 53220. (414) 421-3972. \$7,000.

1968 Ultra Van #403, 110 H.P. Corvair, with lots of extra parts. 30,000 miles on rebuilt engine. Good condition. Robert J. McDermott, 1429 Broward St., Jacksonville, FL 32218. (904) 768-2593. \$7,500.

1969 Ultra Van #435, 140 H.P. Corvair, powerglide. Engine 14,000 miles since total rebuild, 4:11 gears, clean in and out. F.E. Boydston, 6829 Kelly NE, Albuquerque, MN 87109. (505) 821-1506. \$7,495.

1969 Ultra Van #492, 110 H.P. Corvair, powerglide. Lots of extras, exceptionally clean inside and out. Hal Horner, 11126 Hollywood Ave., Youngtown, AZ. 85363. (602) 977-1815. \$8,975.

1969 Ultra Van #497. 140 HP Corvair, Powerglide recent rebuild. New windshield. Needs body work on left side and rear. Donald T. Elliott, 32 Weiss Hill Road, Oroville, CA, 95966. No phone. \$4,900.

1970 Ultra Van #530. New 350 V-8 Engine, A/C, 110 generator. New Paint, new carpet, new windshield. Ready to Travel. Video tape & color prints with \$10.00 deposit. Warren Suckow, 3129 W. Hayward, Phoenix, AZ 85051 (602) 841-0911. \$8,500.

1969 Tiara #T2003. 454 Olds Front wheel drive. Dual A/C, 110V Gen. Owned since 1978. David Browne, 1000 Paul St., Easton, PA 18042. (215) 258-8978.

1971 Tiara #T2019. 23 foot, good condition. Has not been used in 4 years. J.W. Strange, Proctor, AR 72376. \$6,000.

Wanted: #101 Ultra Van still needs a drivers windshield. Will pay asking price for a good used, original cut size. A new one I would prefer. (of course I'm dreaming on that one). Will pay shipment fees or arrange for pickup. Jim Craig #163, (619) 366-9104.

The Ryerson Ultra Manual Get them while they last. No more planned printings. A real necessity for Ultra Owners. \$70.00 includes UPS delivery in USA. Edy Ryerson, 18618 Rayen Street, Northridge, CA 91324. (818) 349-5058.

GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301-3048



FIRST CLASS MAIL

Rallies

June 20 - 25, 1994. Ft. Chiswell, Virginia. New River Valley Rally. Emergency Phone (703) 637-4244. Contact Jean & Betty McMasters, 916 Lighthouse Drive, No. Palm Beach, Florida. (407) 626-0388. Glann & Craig Marie Lee, 137 Brooke Elyse Ln., Max Meadows, VA 24360. (703) 637-6839.

July 13 - 17, 1994. Portland Oregon. Evelyn Shepherd's house, 7260 S.E. Tennino St, Portland OR 97206. (503) 775-4469.

July 26 - 30, 1994. CORSA International Convention. Williamsburg, Virginia. Host hotel is the Williamsburg Hilton & Conference Center. (804) 220-2500. **Group Ultra Van** meeting will be held Wednesday, July 27th from 7:00pm to 8:00pm at the Convention Center.

August 14, 1994. Annual Front Range Picnic and Swap Meet. Rocky Mt. CORSA, Boulder Colorado. At W. Christy Barden's, 5537 Pioneer Rd., Boulder Co. 80302. (303) 530-1288.

September 14 - 21, 1994 UVMCC National Rally. Wilderness Point Camping Resort, Henderson, Arkansas. Emergency phone number (501) 488-5340. Contact Gordon & Ruth Harvey (814) 378-5363; Louis & Maybel Griggs (301) 722-2991; or Jim & Mary Foust (814) 352-7435.

WHALES ON WHEELS IS A QUARTERLY PUBLICATION OF GROUP ULTRA VAN, A CORSA CHAPTER. IT IS DEDICATED TO THE PRESERVATION AND USE OF THE **ULTRA VANS**. This 22 foot unique motor home was designed by David Peterson and built in Kansas until 1970. About 360 units were built in all. Dues are \$5.00 annually, please remit to the Secretary-Treasurer. Submit all technical information to the Editor.

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