

# Whales on Wheels

Number IV & I

Volume XXII , XXIII

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## Your Ultra Van on the Cover of WOW

Would you like to see your Ultra Van on the cover of Whales on Wheels? Then send in a photo, with a short story. The photo should have some artistic value featuring the Ultra Van in a good location. Send your photos and stories to the Editor and have your Ultra Van be a star!

### The Prez Sez, by Group Ultra Van President, Mr. Bob Galli, U.V. S/N 504.....

Diane and I had a great time on our travels this summer. Hope everyone of you had a good summer.

I wanted to say how good of a job Richard has been doing on the newsletter. However, he would like a little relief, and we have been discussing a new idea. We would like to try the idea of a traveling Editor. If any of you have some ideas, and would like to try one or two issues of WOW, please get in contact with me and we can discuss it. It requires a minimum of supplies, we can send you the Mast head, and Officers page, etc. Or, if you have some new ideas,---!!! This would not be a commitment of a permanent job, just an issue or two. This might be fun. That's what it is all about.

Bob

*Bob*

*Hello Norm & Marlon,  
Thanks for the article. The photos will be mailed back to you in a few days.*

*Richard  
7.*

Photos in this newsletter are by Bob Ballew, Richard Finch, Walt Davidson ,Norm Helmkey, and other photos submitted by unknown persons.....r.f.

**YOUR 2002 dues are due !!**  
**send your \$6.00 to Louis**  
**Griggs, Treasurer**  
**626 Brookfield Avenue**  
**Cumberland, MD 21502**

Look at your mailing label. If it shows 2001, or '01, you need to send in your \$6.00 dues now. If your label shows 2002 or after, you are paid up for now.

### Double or Triple issue.....

What you see in this issue is the culmination of 2 to 3 issues of information because your editor complained in the last issue that he was not getting enough help !!!!!!



**Editorial.....**  
**"United we stand, divided we fall"-----**

I can not remember which famous person said that, but it makes sense in many "people" organizations. The dayshift at work always fights the night shift, the Catholics and Irish can not agree, even the Democrats and Republicans seem to take two steps forward and one step backward.

I am a member of AOPA and EAA, two very large organizations, but with different goals and reasons for existence. Membership in each club probably is at least 2,000 times larger than either of our Ultra Van Clubs. There is dissention in EAA and AOPA, but nothing like there is in UVMCC and GUV, percentage wise and even occurrence wise.

At the 2001 UVMCC National event at Minden, NE, the subject was brought up to combine UVMCC and GUV (this one) into one club. Your intrepid ? editor recommends combining both clubs under CORSA with keeping Norm Helmkey as club historian with his vast library of Ultra Van history and facts.

Under CORSA, we have large national and regional conventions with 6,000 members in the group. Under UVMCC, we average 12 to 20 vehicles at national events. We actually get more vehicles at regional events than we do at national events. Under CORSA, we have insurance for sanctioned events. Group Ultra Van only pays \$20.00 per year extra for non-members for our whole 150 member group. That amounts to .14 cents per year per member .

One major problem to resolve if we go with CORSA, is to get the sanctioned events, regional and national , to provide at least dry-camping for Ultra Vans. We could approach CORSA and suggest that they might loose 150 members to UVMCC if the parking situation is not solved.

Your editor's recommendation is that we combine both clubs into one club for unity purposes, regardless of which club we combine under. Let's vote on it this year.

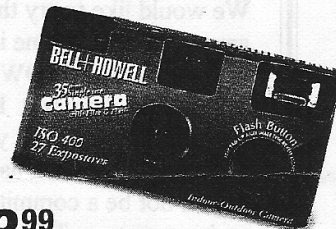
**Pictures for the newsletter.....**

Pictured here on this page is a disposable camera with a built-in flash. True Value Hardware stores sell them for \$3.99 on occasion. When you stop for gas on your way to an Ultra Van Rally, you can buy one at the gas station for no more than \$7.99. That may seem like a lot of wasted money to you, but pictures are what makes a newsletter nice to read. " A picture is worth a thousand words". And I don't know who said that either !

So, if you can afford to buy gas for your rally trip, spend a little extra and buy a camera for the rally. The newsletter editor will even reimburse you if you need the money. Take 24 pictures and then mail the camera to the editor so he will not have to beg, plead, threaten, and look stupid because he needs pictures for the newsletter.

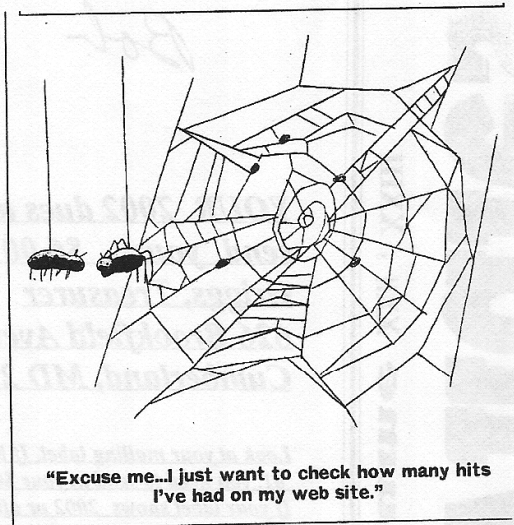
This current newsletter editor can not afford a \$2,000. digital camera reproducing machine just because there are those in the club who have invested similiar amounts in the latest gizmo. That is why old fashioned color photos are still needed in the publishing business and in this editors' newsletter business.

And be courteous and remember that there are some of us that can not access the web, or that do not even own a computer. It is rude to insist that everyone in a club be part of the *instant gratification* movement. Some of us can wait until next week to see the printed page. Thank you in advance for color pictures .....



**3.99** BELL & HOWELL  
Single Use 35mm Camera With flash  
and 27 exposures. M 838 265 B24

Rally Chairmen, buy one of these cameras !



PARADE MAGAZINE ·

This is what your editor knows about the internet !

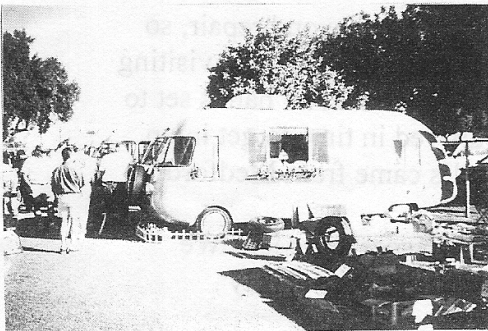
Photos from the November 2001 Palm Springs CORSA Event



New Members of UVMCC and GUV , from Corpus Christi, Texas, Jim Isabel and his wife, Martha Isabel, show off their recently purchased UV S/N # 257. Jim is a classic Jaguar restorer and has written a book about restoring Jag XJ-6 cars.



Here you see electronic ignition ( and several other neat products ) guru, Ray Sedman at the November 2001 palm Springs Swap Meet . Ray is smiling because he just sold me one of his wonderful knock-eliminating, ping-eliminating electronic spark retard ignition system accessories for A LOT OF DOLLARS \$!!!!!!



Here you see our S/N 443 Ultra Van parked beside 6 other Ultra Vans , in the middle of the swap meet spaces at Angel's Field, winter training field for the Los Angeles Angels Baseball Team.



Ultra Van S/N 443 sits beside UV S/N 366 and four other Ultra Vans in the middle of the swap meet area at Palm Springs in November 2001. Notice all those Corvair parts in the foreground !

**DOUBLE ISSUE  
DOUBLE ISSUE**

Fall 2001 & Winter 2002

Your " Intrepid " ??? editor was just too far behind on his chores to get the Whales on Wheels newsletter out on time in November 2001 and in February 2002, so both issues were combined in this larger issue. That is what happens sometimes when a volunteer complains about not enough help. I complained and the membership really "let me have it" with lots of contributed stories and letters. And only three members called to complain about the late issues. So, thanks to all who contributed to this double issue of WOW.

Bob Galli , GUV President has volunteered to help me by publishing the next issue of WOW which will be mailed on May 15th , 2002

## Fan Belt Toss

Bob and I left for the Great Western Fan Belt Toss and Swap Meet a few days early, as I had 2 free nights in Laughlin, Nevada, and some money burning a hole in my pocket. Had a fun 3 days and 3 nights.

From there we went to 29 Palms to visit and have dinner with Bob Ballew and his lovely wife Grace.

From 29 Palms we traveled a whole 10 miles or so to Joshua Tree and the Craigs house, where we met a friend from Germany, Thomas Stingl, Thomas came over to visit Jim and Marlene and go to the "Toss" too.

Bob and I have corresponded with Thomas for a few years now, and in fact shipped a 1962 Monza Wagon to him this Spring, so we were all anxious to meet face to face for the first and I hope not the last time.

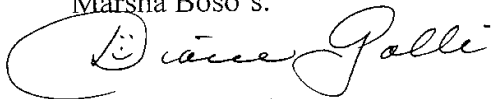
Bob and Jim had decided to cut up an Ultra Van that was beyond repair, so we took the Makita Saws All with us, Walt Davison, who had been visiting us here at home, met us there too. So with Thomas and Walt all hands set to work, as did Howard and Marsha Boso. Farrell's came from Medford, Oregon, and Boso's from Apache Junction, AZ. In 2 days the coach was history, and only parts and pieces were left. We played Desert Bingo one night at the Craigs, a lot of fun and hilarity.

Friday we all left for Palm Springs, to be joined by, Robert Craig and his new, lovely bride, Liesha, in The Green Machine, their Ultra Van. It's painted green, hence it's name. It has been known as a dill pickle among it's descriptions.

Richard and Gayle Finch arrived and a new member Jim Isbell and his wife, to take their Ultra home to Texas. I understand from the emailing that Jim and Martha made it in good shape. The Ultra Van List is a great way to keep in touch and get your problems solved. Maybe you will get your problems solved!

The Toss was great, Richard was the "keynote" speaker at the banquet, and acquitted himself well. Good job Richard.

So another fun week has come to a close, looking forward to the next "gathering of the Ultra Vans" in Apache Junction, AZ at Howard and Marsha Boso's.



Diane Galli #504



## SUMMER WITH THE GALLI'S

Diane and I left home June 15th for a busy summer in the UltraVan. Our plans were to attend the Corvair Sacramento Mini-Convention June 15-17. Travel on to Kent, Washington to attend the UVMCC Western Summer Rally, on to attend the Corsa International Convention in St. Charles, IL. July 25-28, then attend the UVMCC National Rally in Minden, Nebraska September 10-16.

We arrived in Sacramento the evening of the 15th to meet and visit with many Corvair friends for the weekend. We then traveled up I-5 through Northern California, Oregon, and Washington. We have many old friends along this route, and had no trouble filling in the time to get to Kent on the 5th of July. Stopped off at Forrest and Sally Gist's where we met up with Jim and Marlene Craig. Diane had an encounter with a tree on Forrest's driveway, and did some creative forming on the water heater door. It was really a help, as this door never has fit well before. We caravanned up to Kelson's in Kent for the Rally. This is an old gas station and garage facility that is used as a gathering spot for Rally's, car shows, etc. It is very nostalgic. After the rally, we and the Craigs went on to the Cle Elum National Forest to a campground that was being hosted by my sister and brother-in-law. We had a great few days in the woods.

We parted company with the Craig's, and made our way through Washington, the chimney of Idaho, into Montana, South Dakota, and on into Illinois for the Corsa Convention. On the average, we traveled 100-200 miles a day, sometimes staying a couple days at one spot. We, of course, stopped at all the tourist traps, Wall Drug for our "free ice water", Pioneer Auto Museum in Murdo, Corn Palace in Mitchell.

Weather turned very hot and humid by our standards, coming from the forests of Washington, and the dryness of California. Flies in some locations were very bothersome. The Convention in Illinois was fairly well attended by UltraVan folks. We had a good visit, and Diane and I know hundreds of Corvair folk.

After the Convention we traveled around the southern tip of Lake Michigan to spend a few days

with Clyde and Kaye Stanton. We had no sooner arrived when along came Jerry Duty and Holly Hawley. While we were there, we went over to a neighboring town, Zeeland, to see the restoration progress of the Futurliner. It is a REAL project. On the location, Don Mayton also has a very nice collection of Buicks. After several very enjoyable days with the Stanton's, we headed north. We spent several days at Lake City, I enjoyed walking the town, checking out the antique shops, etc. Many of the places we stop, I walk the town.

On up across the straits into upper Michigan, traveling a few miles, stopping for three or four days. Crossed into Wisconsin, stayed at Peshtigo a few days. Down just passed Milwaukee to Greenfield to visit Ryman Publications, publishers of several magazines. Diane gets most. On over into Minnesota, spent several days at a Casino Park in Hinkley. They had good food, reasonable. They make up for it in other ways. Went across Minnesota to a nice spot at Pipestone. The park owner there just happened to have been born and raised in a neighboring town to Atascadero, our home town. It was "old home week" all the time we were there. I walked that town several times while there. Very interesting. Has a lot of history.

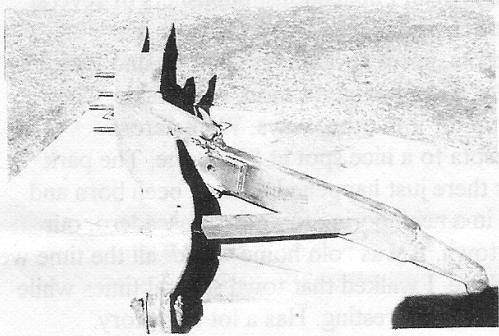
On south to Minden and the UVMCC National. Of course, the Pioneer Museum at that location is outstanding. A trip to the Kearney Arch on I-80 was a very interesting lesson in plains history. A good showing of Ultras at the National, one surprise was Gordon and Ruth Harvey in the coach they had the accident in. Gordon did a very good job in getting that straightened out and roadworthy.

After the National was over, it was a faster trip home, as we had a very important birthday party to attend. Diane's mother has turned 90. We stopped for a day in Wyoming to visit a cousin, Salt Lake City to visit Grandkids and Great Grand Daughter, cousins, then on home.

Had an unpleasant surprise in Auburn CA. when the left rear trailing arm broke, canting the rear wheel at a 30 degree angle. However, fortune was with us when a sympathetic gas station owner allowed us to park for repairs, I removed the trailing

arm, called a local mobile welder, he came, we went to his house (not wanting to weld at a gas station), made the necessary repairs, and back on the road in less than six hours. We arrived home at 10:00 PM, 7289 miles later, and the party went on the next day as scheduled.

In conclusion, it was a very enjoyable summer. This is the longest time we have been away from home, 3 months and six days. I read more books than I have ever read, mysteries I found in Lake City, my hands actually got clean, no grease under the fingernails. Our cousin gathered our mail, our daughter paid the bills. What a mound when we got home. Thank goodness for direct deposit. Our satellight TV helped us keep up with all the ball games, but was depressing on September 11.

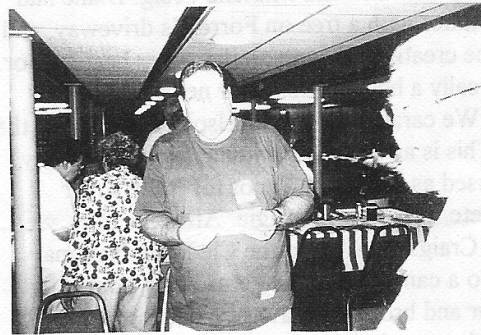


This is Group Ultra Van President Bob Galli's right rear trailing arm suspension after it was welded during their round-the-USA trip last summer. Note the weld repair in the inner angle of the arm.

Seen at the Minden, Nebraska UVMCC National Rally last September. Standing, left to right, Nancy Pratt, Norm Helmkey, Marion Helmkey, Diane Galli, (unknown couple, no name given ) Howard Bosso, Bob Galli, Jean McMasters and Doug Pratt.



Two of the 12 Ultra Vans parked at the 2001 UVMCC Rally at Minden, Nebraska in September 2001. Left is Paul Piche's UV S/N 389, and right is not identified. See the story about # 389 restoration elsewhere in this issue an the previous WOW.



At the Minden, NE UVMCC National Rally , Art Moore, UV S/N 222, from Mount Hope, Ontario Canada, and Norm Helmkey, UV S/N 408, from Haines City, Florida and from Carrying Place, Ontario Canada, both seem to be enjoying the activities.





## Hershey in the Ultra Van by Norm Helmkey

My first Hershey was 1967 and in '68, we got a vending space on the field so as not to have to come in and out every day. Usually, we sell literature and manuals, but there have been other unique items like folding grocery carts or "in-tank" fuel pumps. We look for items that meet the general spirit of the Hershey rules and are easy to take across the border. 2001 was our 34th year in a row and 33rd year with a vending space in my name. I say "in my name" is we lived in Europe for 5 years with no hope of going to Hershey the week before Columbus Day. But, where there is a will, there's a way.

In mid-1982, I took a two-year (later extended to five years) assignment to the IBM Development Laboratory at Uithoorn in the Netherlands, about 15 miles from Amsterdam. My reporting date was November 1, so I attended Hershey for what I thought was the last time for several years.

As the summer of 1983 came, it seemed my string of consecutive Hershey Fall AACA Meets would end at 15. Also, my flea-market space had been loaned to a friend for the duration of my assignment. Prospects of getting to Hershey in October seemed nil. However, through a little scheming, an unusual opportunity arose in a staff manager meeting. A programming manager complained it was always difficult to get European requirements into new products coming from the US after the fact. Having been a new product manager, I had access to some US development sites and took the opportunity to suggest we visit these sites in the US, so Uithoorn Lab management could become better acquainted with product developers. The lab director thought this was an excellent idea and told me to arrange the details.

In a few hours, visits were arranged to three places for early October. Everything went like clockwork. After our visits, I stayed in the US and took some car literature from Europe to Hershey, which I sold from my friends table. Our lab director commended me for handling the details and many contacts were opened for future US planning sessions. The next year I made arrangements to visit different development labs and again it paid big dividends. When I announced the sites and dates for the visits in the third year, our lab director asked why we made these trips in early October. I quickly explained that after October 1, the products to be announced in the first quarter of the next year, could be seen by those on a "need to know" basis. If we visited any earlier, we could not see or discuss these products. This satisfied everyone and our future trips were assured. We returned to Canada in September 1986, so Hershey was not a problem that year and I retired the following May.

When we returned to Canada in 1986, I began looking for a motor home and saw an Ultra Van at Hershey. This began our search and by October had bought #547. Since October 1987, we have had three different Ultra Vans at Hershey. There are usually three other Ultra Vans there every year. Bob Cole with #555, Doug Hull with #249 and Bill Bikle with #455.

'Fall Carlisle' is always the week before Hershey and it is impossible to get a vending space there, as all the space has been filled for years. Spaces do change hands for thousands of dollars like real-estate. Bill Miller, one of the Carlisle owners used to own Ultra Van #378. Unlike Hershey, there is an entrance fee to get into the Carlisle Flea-Market each day. There is lots of paid parking close to the site, but we find it convenient to arrive around 7 a.m. each morning and park on a side street, within sight of the flea-market entrance.

The Hershey show is held at the huge Hershey Estates property near the main chocolate factory and amusement park. 'Fall Hershey' is so large (10,000 vending spaces) it is divided into four fields; Blue, White, Chocolate, Yellow and the car corral. The Yellow Field temporarily replaced the old Green Field which Hershey Estates is redeveloping with a new arena. Hopefully, we will be back in the new Green Field for 2002. Shuttle busses transport visitors from field to field and there are other busses to take people into places around town.

Camping at Hershey is difficult as there is only one local campground called 'High Meadow.' If you were lucky to find an empty space there, the fee is \$37 per night. There is also RV parking at the Hershey Estates, but you must pay for a minimum of five nights at \$28 per night with NO services, just a place to park.

It is possible to get a space at Hershey, but it takes several years and you must be an AACA member to get your name on the list. A vending space for the whole show was \$55 this year. The spaces are 10 feet wide and 30 feet long, so with a 22 foot motor home there is not much space for goodies.

Saturday is devoted to the huge car show with 1,800 to 2,000 vehicles that have to be judged. This is done with many, many teams of judges. Gordon Harvey was one of these judges for many years.

A major problems at Hershey is the weather. Over the years, we have seen everything from 90 degree in the sun to freezing rain and snow, but the worst is the mud.

In 2000, we were moved to the new Yellow Field, which is the flat-land of a river basin. It gently slopes from the entrance road to the river. When it rained, the vehicles coming in soon chewed up the ground so badly that by Friday it was almost impossible to move. Tons and tons of gravel were brought in, but is was of little use.

Even in adversity, the crowd always sees the humor of a situation. As we left, the main aisle was lined with people and a very muddy, bumpy section was controlled by the officials, letting one vehicle try to leave at a time. As it was your turn, the crowd held up score cards from 1 to 10 to tell you how well you slithered and bounced through the ruts.

At Minden, we went to Kearney to see the Monument across I-80 and at Kearney, stopped for gas. While in the gas station, a lady at the next pump said how much she liked the smile on our coach. She said it was the first time she had laughed since the sad news from New York. It was a great feeling of satisfaction that we could help our US neighbors in such a small way.



2. The "Store" on a good day, before the rain.



3. Marion minding the "Store." Nearly all the carts are gone.



**Paul and Dave are sitting in Paul's New EGG as Paul calls it . Lots of work was still needed to turn it into a traveling machine.**

**For the story , see the following page.....**



**In the Beginning, ....** by Paul Piche  
Ultra Van S/N 389

Part two of a 3 part restoration story. See the Summer 2001 issue of WOW for part one.

.....continued.....

Sold ! Can I look inside anyway ? "Sure, it's unlocked." I open the door, step up and fall in love ! It's a wreck. Curtains torn, filthy walls, ripped upholstery, smelling old, windshield all blurred and blue around the edges, plywood doors ripped off, engine dirty and missing parts. But I fell in love anyway. My god its beautiful I said. Damn. I can't believe it sold ! Wait till I see David, bringing me here, having me fall in love and then it's sold ! Disappointed, Barb and I leave-- I keep talking about the egg: actually how beautiful it was . With just a little work and a lot of scrubbing it would be redi-to-go. A dreamer of sorts. I guess that is what you would call me.

As we drove away, I'm looking back feeling a bit blue. Four days pass. I can't get her our of my mind. I stop over to see Dave. Thanks Dave for nothing. " What do you mean ?" Dave says. The motor home, it's been sold. "What ! who told you that ? ". The young man at the house. Anyway I went by and it's gone. " Paul, don't worry. I'll find out whats going on. And I will get back to you ". Ten days pass. Dave stops by my house. " I found out what happened to it. Three guys went together to buy it and they were going to take it up north to the Wetland Festival. I know one of those guys and there is no way they can fix that motor home. I'll get it back for you. Just be patient. I wish you hadn't said anything in the beginning".

Dave, I wouldn't be going through this withdrawal..... " Paul, I'll get it back, it will probably cost more, is that OK ? ". Yes, that's OK, just get it back.

Weeks passed, nothing happened, then the wife of the man whose house it was at said " get that piece of \_\_\_\_\_ out of here now, and I mean NOW !" So, they called Dave who had been hounding them. " We want \$ 850.00 delivered to wherever ". Dave said, " Take it to 1302 Irving and drop it in the yard " .

Coming back to the office after being out on estimates, as I pull in, there she sits ! My god my heart was pounding !

I just sit there looking. I can't really believe it's mine. No other suitors. It's all mine. I actually run over to her. God, she's a mess. Oh but she's beautiful. Now open every door, every panel, take pictures, look her over, right through her faults. Oh! look, there's two books that came with her, and the original bill of sale, dated August 8th, 1968, Hutchinson, Kansas to Chester & Janet Hart. Weight 3,420 pounds, Serial # 389, price \$ 8,950.00, signed by L.P. Knipe, Vice President of Ultra Van ! It's in perfect condition. Look. Look and dream.

Oh. Oh. Now there approaching, the employees. They can't contain themselves, laughter breaks out. What, is he nuts, Is he gone off his rocker . "Paul, you flipped your wig this time. It's a disaster. Its stupid looking". So they start calling it the upside-down clown bathtub. I don't care. That's how it is when you are in love.

No one listens. They keep coming, looking, laughing and walking away. Its so dear. We will show 'em, when you're all fixed up. They'll be saying other things than just laughing. What to do first. I guess just sit down in the two old bucket seats sitting in the front, unfastened, out of an old Cadillac I think.

Oh, here comes David. Sit down Dave. I owe you some money. Did you get the title. yes says David. Good, who is on it. Its Nancy McDougal. She lives in Birmingham, Michigan. She is the daughter of Chester and Janet Hart. Even though the vehicle had 5 different owners since Nancy, no one ever had the title changed. Just got discouraged easily I guess.

How much do I owe you Dave. \$ 800.00. I got them down \$50.00. Good for you, and I want to say from the bottom of my heart, " THANKS"

Thanks for all your effort, she'll be a beauty some day. We laugh. Settle up. and day dream aloud. Time flys and it's time to go home but I just want to stay and look. It's been 3 hours now since we came together, and I'm happy.

Dave leaves and I reluctantly pack up my briefcase, lock up the office and yard. And head home.....

to be continued.....



Here sits Ultra Van S/N 389 on the bed of a "roll back" wrecker on it's way to Paul's place of business for restoration.

**Do you know of an Ultra Van that has recently been restored ?  
If you do, Let the editor know about it so we can do a similar article for a future issue.**

thanks, ed.....



Here is my brother's Ultra Van S/N 294 being towed down a dusty New Mexico road on it's way to our house for restoration in January, February and March 2002.



Here sits Ultra Coach , ( not ultra Van ) S/N 294 in the rear driveway of Hal and Tote Pickering's New Mexico Rancho on the morning that we took possession of it. Those bumpers are / were steel units bolted to heavy aluminum channel which was then riveted into the structure. They have been removed so that Phil Finch can have a Norm Helmkey " Smiley Face " on the front .

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### **Saving another Ultra Van ++++**

by Richard and Phil Finch.....

Old S/N # 294 is on the road again ! She / he was bought new by Leland and Hilda Green in 1967. #294 was manufactured on September 11, 1967 according to Norm Helmkey's records. My brother , Phil Finch, who has lived in Grants Pass and Medford, Oregon for the past 32 years, needed a mobile home to live in while he completes residency requirements for a medical degree.

Hal and Tote Pickering bought the # 294 from Hilda Green in December 1999 and towed it from Torrance, CA to Tularosa, NM. It had 114,587 miles on it when Hilda sold it to the Pickerings. It now has 115,312 miles on it. The Pickerings drove it over to our house here in Tularosa just after our UVMCC rally in April 2001. I started it up and drove it to the propane filling station recently. It was taken out of service in July 1986 because it would not pass the California Smog test. In 1986 and up to 1992, California required a smog pump on all 1966 and later gasoline powered vehicles. In 1992, they moved the requirement up to 1975 and newer vehicles. It had not been driven in over 15 years.

The Ultra Van has the original interior including orange curtains and avacodo green hi-lo carpet. It also has the original beige paint job with faded gold stripes . We will tell you more about rescuing it in a future issue. Shortly after you read this , # 294 should be on it's way to a 4 month stay in Omaha, NE. Then it will go to Medford, Oregon.



## Generator Trailer for Ultra Vans

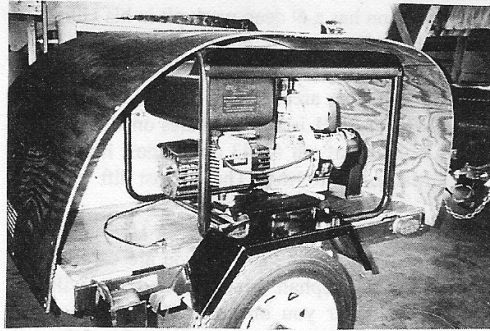
Clyde Stanton , U/V # 392, who lives in Middleville, Michigan recently built a dual swivel wheel trailer to tow behind his Ultra Van. I understand that he made it out of aluminum and made it 4' x 8' x 4' tall . Clyde says that his trailer is too big and that he can't see traffic following him through his Plexiglas trunk window.

Jim Davis, U/V # 388, who lives in Murray, Kentucky, also built a single swivel wheel trailer to pull behind his Ultra Van , but I understand that Jim built his smaller than Clyde did. The purpose of Jim's trailer is to carry a 4,000 watt power generator to run his roof air conditioner to keep their cats cool while they are passing through hot, humid country. Jim and Roy tell us that they got the results that they were looking for and that they now have two happy camper cats .

Last summer, Your editor, Richard Finch, built a two wheel "generator" trailer for the same purpose that Jim and Roy Davis built their trailer, to keep our cat happy on long hot trips in the summer. Our cat is ok in temperatures up to 92 degrees, but complains constantly if the inside temperature goes above that.

So I took a Northern Tool Co. trailer kit with 2 12" wheels and made a " cat generator" trailer out of it. The trailer measures 40" wide x 48" long with a 48" long tongue so I can fully jackknife it behind our Ultra Van # 443, for parking . I built a mini-teardrop enclosure for our generator just because I thought it looked like our Ultra Van. The cost of the trailer was \$165.00 and the plywood was \$35.00. The completed trailer weighs 190 pounds and the 5,000 watt Homelite generator weighs 140 lbs. for a total towing weight of 330 lbs. We can also use the left side of our trailer to haul books to car shows and air shows. The books we sell weigh 1 lb. apiece.

Our trailer tows as though there was nothing behind us. It did not hurt our gas mileage at all, not even 1 mpg. A special note about our generator.: It will fit in the compartment where the Ralphs 2,500 watt generator was in my brother's U/V # 294, and a 2,500 watt Ralphs generator will not run our air conditioner . In the fall and winter, I can take the side off our trailer and pull the generator out to make more room. I also installed a 110 volt fan in front of the generator to help cool it on the road. Jim Davis found that it takes about 4,000 watts to run his roof air conditioner. Maybe Clyde and Jim will send pictures of their trailers so we can get more ideas for " CAT " generator trailers.



Here is a picture of our 1/2 scale teardrop trailer ( 40" wide x 48" long ) , with the right side removed showing our Homelite 5,000 watt generator installed in the right side of the trailer. The generator runs our roof air conditioner while we are driving down hot highways.



Our Ultra Van S/N 443 with her new paint scheme, pulling her 1/2 scale teardrop generator trailer and parked at the foggy Santa Maria, Ca. former KOA Kampgrounds in November 2001.

**Do you know of an Ultra Van owner who has solved his , her roof air conditioning on the road problem with a similar solution ? Then let the editor know about it .....thanks..**

## Ultra Van work pits.....

by Richard Finch.....

Clyde Stanton has a 6' deep work pit in his Ultra Van workshop. Jim Howell, editor of the "other" Ultra Van club magazine, also is working on a pit in his Ultra Van work area.

In the **Winter 2001** issue of Whales on Wheels, I showed a picture of our # 443 on a 4 post lift out in Santa Maria, California. The 4 post lift cost \$2,700.

I have been using ramps to raise our Ultra Van, but ramps can "bite you", even if you are careful. They will sink into asphalt driveways and they will skid out from under you on concrete driveways. You can drive concrete nails through the lip of the ramp, but you can never really get the ramps high enough to do good work, so I decided to either get a 4 post hoist for \$2,700, or dig a pit in my Ultra Van parking shed for \$2,900. If I bought a 4 post hoist, I would still have to raise the roof of my work shed by another 7 feet to be able to lift vehicles under the shed. So, I decided on a pit.

The pit measures 48" wide x 44" deep X 16' long and with 3' of steps going down into the pit. I saw no reason to take out 6' of dirt and have to stand up all the time to work. So with my 44" deep pit, I can sit in a plastic lawn chair with casters on it and scoot around under any vehicles that need working on or inspecting from the underside. The very first thing I used the pit for was to install new mufflers on my 1965 Corvair 4 door car. The second thing I used the pit for was to inspect the underside of our Ultra Van. And I discovered a failed left front transmission mount that I would not have seen with the RV up on ramps. I already LOVE the new pit!

The pit was built by pouring 4" of concrete in the walls and floor. The concrete is reinforced with half inch steel re-bar. It should last longer than I do.



## NEWSLETTER COPIES

### WANTED :

#### Norm Helmkey writes :

As many readers know, an Ultra Van Archive was begun in 1989. Part of the collection has all the Ultra Club Newsletters since 1966 and most of those from Group Ultra Van since 1982. The list below is the "Whales on Wheels" newsletters that are missing from our archives. We hope our readers can provide any or all of these missing issues. If you have copies, please send them to :

**Norm Helmkey**  
**73 Sargent Street**  
**Haines City , Florida 33844**

- Vol 1-- 1,2,3,4
- Vol 2--1,2
- Vol 5 --2
- Vol 8 --1
- Vol 9 -- 2,3,4
- Vol 15 -- 1
- Vol 16 --1,2,3,4
- Vol 18 -- 2,3
- Vol 19 -- 2,3,4
- Vol 20 --1
- Vol 21 -- 3,4

thanks. EDITOR - R. Finch

#### Tech Tip, by Richard Finch # 443 Tularosa , NM

I wanted to hide the unsightly front suspension on our Ultra Van, so I went to my local Chevrolet Dealer and bought a front "air dam" spoiler for a 1991 Chevy Silverado pickup. I shortened it so the front wheels would not rub it, and bolted it on with 4, # 10 sheet metal screws.

The unexpected benefit from installing this 5 inch low air dam is greatly improved handling when big trucks pass us at 90 mph. The "twitch" of 12" to the right is 95% eliminated. Next, I will try a 7' low homemade air dam made from 1/8th " Lexan. Try it, You'll like it!

In January of 2002, I hired these workers to dig and pour this work pit in my car port where I park and work on our Ultra Van and our other Corvair vehicles. Why didn't I do this 55 years ago ? I am really happy with the convenience of the work pit . Clyde Stanton of Middleville, Michigan UV S/N 392, has a work pit and he counseled me while I designed this one. Thanks Clyde .....



## Distributor Testing Machine

by Bob Ballew.....

Editor's note : Bob Ballew is one of the mechanical geniuses in our club. One of the highlights at the Palm Beach Fan Belt Toss every year, is to see what Bob has invented and built to demonstrate his understanding of the Corvair engine and transmission. Now here's Bob.....

### Concept

Build a machine to turn distributors at all ranges of speed to measure the centrifugal advance.

I bought a 12" x 24" piece of 3/4" plywood to be the base for what turned out to be an almost endless search for a motor to turn the darned thing.

### The Motor Search

An electric motor seemed to be the logical choice, however it had to have brushes so it's speed could be controlled with some sort of rheostat. No one seems to make small motors with brushes anymore. Drills, too slow, electric hand saws - maybe. Vacuum sweeper motors - too noisy. All their shapes, too weird.

Air had all manner of tools that really screamed. Got a cheap air sander. Speed was great, but couldn't figure out how to control speed, besides, my poor air compressor couldn't keep up, and I couldn't stand the noise of the compressor and air sander together.

Some months later I was grinding out engine halves to install late model cranks, using my Craftsman electric die grinder, and I say to myself "Stupid, here it is, you've had a motor all the time." The data plate says 24,000 rpm, - no sweat. ( I had this 5,000 rpm hangup. It didn't dawn on me for a time that the distributor only turns 2,500 rpm to the engine's 5,000 rpm ).

### The Motor Mounting

I ordered Sears latest die grinder because it's rated speed was 26,000 rpm. ( Sears latest tool book, page 105, #9GT2744, \$64.99 ). At this time they came out with a grinder stand. (Sears latest tool book, page 105, #9GT25846, \$39.99 ).

By adding a piece of 3/16" steel, 2 1/2" x 6", I was able to mount the grinder vertically. On this plate I added two projections to wind the cord on, as I planned to be able to use the grinder for other projects.

Next came the large disc which would turn the shaft of the distributor and have degree markings. The large disc would be bolted on an upside down early ('60) blower bearing hub,

pressed on an idler shaft and bearing. The shaft to be pressed into a 5/8" hole drilled in the 3/4" plywood base.

Now all I had to do was come up with a way the grinder could turn the big disc. The list began to be endless : string, rubber bands, sewing machine round rubber belt, leather shoe lace, chain ?? Here again , the answer was in the garage all the time, On my Sears Industrial floor drill press is a slow speed attachment which uses two small 3/16" vee belts. One is 670mm x 23" long and the other is 788mm x 27" long.

The 27" belt was chosen for some unknown reason which turned out to be the right choice. The belt is a Sears repair part, ( vee belt #91741 5mm x 788mm replacement belt for catalog # 924646 drill press slow speed attachment \$???? ).

### Speed Ratio

I had no idea what size to make the pulleys to have the speed come out right. I knew the 26,000 rpm rating was the figment of someone's imagination, and the idler bearing and the distributor itself would add a lot of friction to slow things up further. (plus, at the time I was still under the 5,000 rpm hangup. I decided a 4.5 to 1 ratio should be about right. Small pulley = 1 5/16" and a large pulley about 6").

### Fabricated Pulleys

The pulleys had to be 1/4" thick to fit the vee belt. I glued the rough sides of the two pieces of 1/8" masonite together. I marked and jig sawed out a circle a little over 6" and drilled a 1/2" hole in the center. Not trusting the glue, I installed six pop rivets evenly spaced around the edge. In the center hole I mounted a 1/2" work arbor. (Sears latest tool book again, page 145 #9GT 24645, \$15.49 ). These are super arbors, all machined and run absolutely true. With the arbor and roughed-out large pulley mounted in the chuck of my drill press, I trued up the outer edge of my disc with a sanding disc held in a 1/4" hand drill mounted on the drill press table. The pulley trued out at 6 1/8" diameter.

I modified a 3/16" twist drill point which would cut a groove to fit the 3/16" vee belt. The twist drill was held in the 1/4" electric drill used to true the edge. I fed it in slowly while the pulley turned and it made an acceptable vee belt groove. I drilled the four holes to mount the pulley on the blower housing. The small pulley was made the same way, except I used a 1/4" bolt, and also to mount it in the grinder collet. No pop rivets required for it.

### Turning Test

With the small pulley on the grinder, the large pulley bolted to the blower housing, and the bolts installed and snugged up, I plugged in the grinder and flipped the switch, and round and round the pulleys went ! By the sound they made, I knew it was much too slow. When adding a distributor, the pulley arrangement most likely would stop. So, 4.5 to 1 ratios wouldn't work, too much friction.

Well, so much for a distributor tester !

### The Dawning !

Some weeks later while discussing engine timing with some friends, it suddenly dawned on me that I didn't have to spin the distributor at 5,000 rpm. The magic number was only 2,500 rpm ! This meant that the grinder didn't have to work so hard and would get up to it's high speed where it had better mechanical advantage.

I made up two more larger pulleys and two more smaller pulleys. The two large pulleys were 6 & 15/16" and 8 & 1/2" sizes. The smaller pulleys were 1" and 7/8" diameter. This would give me nine ratio combinations total. To find out exactly how fast things were turning, I needed a holding device to center the distributors directly over the large pulley, a slotted piece to turn the shaft, an ignition coil, a resistor, and a tachometer.

### Distributor Holding Stand

At the beginning of the project, I had fabricated a rectangular plate, 3" x 4" x 3/16" thick with a 1 & 3/32" hole in the center with a hold down stud installed. That wasn't very bright, because the three leg configuration I decided on later required legs at different lengths and bends. The threaded legs allowed adjustment of the plate up and down and side to side. I muddled through and managed to get the thing centered. If I were to do it over again, the plate would have been round, and 4 1/2" or 5" diameter, and the legs 5/16" instead of 1/4" rods. The 1/4" legs aren't sturdy enough to prevent some vibration which sometimes affects the tachometer readings. ( I even had to balance the rotor with counterweights. )

To turn the distributor shaft , I started out with a simple slot in a strip of metal, but discovered that not all distributor shaft ends were the same size and some shafts created a lot of wobble at high speed. ( **editor's note: this is a very important observation by Bob**

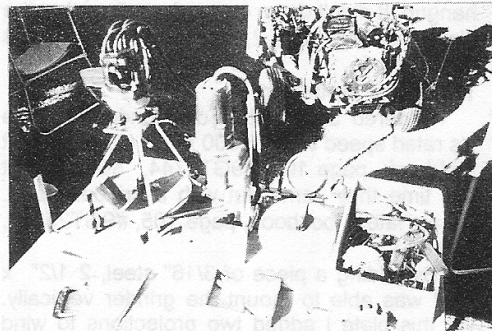
### Ballew. This could be why some Corvair distributors work better than other ones do.)

This was solved by constructing a high cross-piece with a hole 31/64" to fit the machined section of the distributor shaft, and another piece of metal with a slot to do the turning. The bolt holes were enlarged in order to accurately center the distributor shaft.

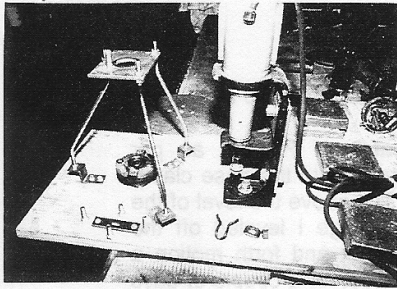
Of course, most of these refinements were done later when I was checking advance curves. Right now I was trying to figure out how fast my distributors were turning. I installed a distributor, Joe Magee'd a coil, a resistor, and temporarily hooked up a tachometer that I had bought from J.C. Whitney (# 81-2712P, \$24.95 ) I plugged in the grinder and away we go again ! Wonder of wonders ! got a reading on the tachometer, not the one I wanted, but a steady reading. I spent many happy hours changing pulleys, and the pulley combination that gave me a hair over 5,000 rpm reading on the tachometer, was the small 1" pulley, mated to the large 8 1/2" pulley. The ratio of 8.5 to 1 was just right .

### Speed Control

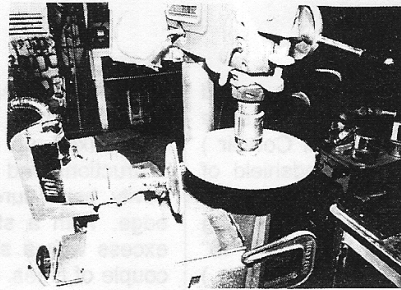
Well, I had the high speed end, but how was I going to slow this thing down with absolute control ? A sewing machine control didn't have enough different speeds. A lathe speed control didn't hardly slow it at all. I had a 110 volt-hot plate nichrome wire replacement element ( 19 ohm total ) which slowed it somewhat, it would take over 4 feet of that nichrome element to do the job. Ridiculous thought !



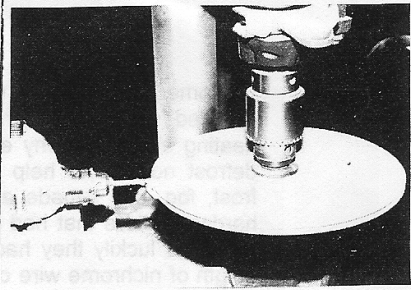
Seen at the November 2001 Palm Springs, Ca. Great Western Fan Belt Toss and Swap Meet, Mr. Bob Ballew's ingenious display of his distributor machine and his Corvair power train on wheelbarrow wheels. A must-see at Palm Springs every year.



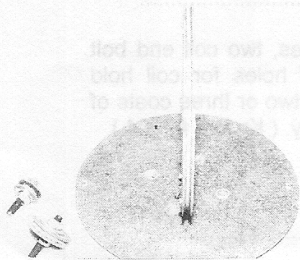
The beginning-----  
 Upside down 1960 blower bearing--  
 The die grinder mounting-----  
 The "slot plate" for the distributor shaft tang  
 (didn't work very well)  
 The three legged mount-- shoulda'v been 4--.



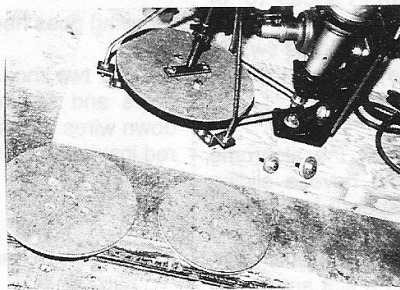
Vee belt pulleys gotta be round-----.



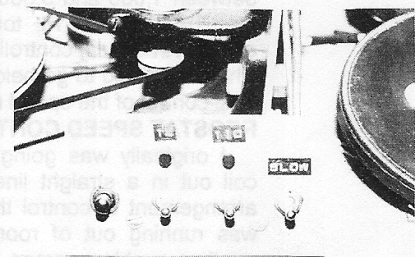
pulleys gotta have a groove-----.



Just like Detroit.....



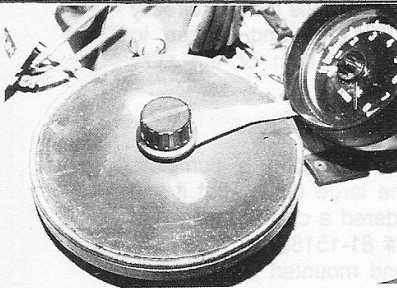
Okay, which combination--?  
 (still that no-good " slot plate ")  
 ( not all "tang"s are equal-----)



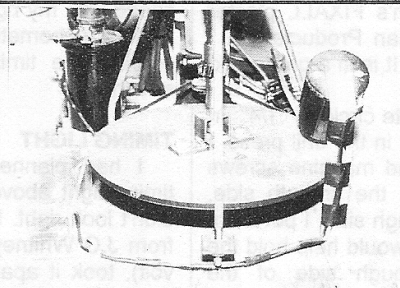
State of the art control panel---

Timing light 12 volt 110 volt slow speed  
 Button switch switch switch

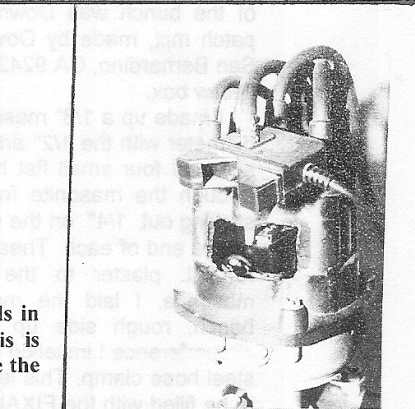
adds a section of hot plate element to  
 slow speed to "zero" distributor.



The 220 volt " Hot plate " element for speed  
 control.



The cut-apart timing light-----innerds in  
 plastic box----- (not very neat but this is  
 just the pilot model ) ( and still is ! ) Notice the  
 new distributor shaft alignment bracket !



The cut-away distributor cap-----  
 I use an auxiliary timing light to see just  
 where the rotor lines up with the terminal.  
 notice the small bracket to hold the point  
 plate arm when not using vacuum advance.



Some years back, ( I digress ) I had installed some fine nichrome wire coil as a heating element in my early (model Corvair ) defrost nozzles to help rid my windshield of frost, fog, etc. I made a quick trip to the old hardware store that had carried that wire long ago, and luckily they had one left. It is a 16" length of nichrome wire coil ( .018" thick wire ) having a total of 75 Ohms resistance. It slowed the grinder speed way down and gave me a tachometer reading of around 1,000 rpm. (This nichrome replacement element was made by Eagle Electric Mfg. Co. Inc. , Long Island City, N.Y., Cat. No. 465, 600 watt, 220 volt). ( The card didn't have a zip code number on it. Now that is old ! ) I now had control anywhere between 1,000 and 5,000 rpm ! I added 10" of the .022" thick, 16 total Ohms hot plate element in series, controlled by a toggle switch, whenever I had to go below 1,000rpm. I was in total control of the speed now !

#### REOSTAT SPEED CONTROL

I originally was going to lay the nichrome coil out in a straight line and have a sliding arrangement to control the speed. However, I was running out of room on the board and another problem arose. The nichrome wire gets very hot and had burned a slot across my work bench during my rpm testing. A circular arrangement or some sort of porcelain material would be better.

Not having access to a ceramic oven nor the know how, I remembered something about plaster walls being fireproof. I made up test areas of every kind of plaster I could find, but most of them couldn't take the heat. The best of the bunch was Dowman's FIXALL plaster patch mix, made by Dowman Products Inc. , San Bernardino, CA 92427. It is in a green and yellow box.

I made up a 1/8" masonite circle, 6 1/4" in diameter with the 1/2" arbor in the drill press. I screwed four small flat head machine screws through the masonite from the smooth side, sticking out 1/4" on the rough side. I put a nut on the end of each. These would help hold the FIXALL plaster to the rough side of the masonite. I laid the masonite on the work bench, rough side up. Around the outside circumference I installed a 1/2" wide stainless steel hose clamp. This left an area 3/8" thick to be filled with the FIXALL, which would cover the four screws and nuts. The hose clamp would guide a straight edge to level off the excess. The inside surface of the hose clamp

was lined with masking tape to keep the plaster out of the slots.

I mixed up a batch of FIXALL as per instructions and poured it into the hose clamp cavity, being sure to fill it above the level of the edge. With a straight edge I leveled off the excess with a short back and forth motion a couple of times. I let it set for a couple of days before taking off the hose clamp and let it dry our another day or so.

From the masonite side, I drilled out the 1/2" hole again through the FIXALL and installed the 1/2" arbor so it could be mounted in the drill press with the FIXALL side up. Turning the wheel at slow speed, I cut a notch out of the FIXALL, 3/16" x 3/16".

(drawing goes here)..... ( see page 18 )

I drilled two mounting holes, two coil end bolt holes and seven sets of holes for coil hold down wires. I then gave it two or three coats of red insulation varnish spray. ( Krylon #7004 ).

(drawing goes here.....)..... ( see page 18 )

To Radio Shack for a plastic knob and rigged up an arm to contact the nichrome coil. I was going to put a cover over the reostat, but as long as I was the only one running it, I made it a point to not stand in a puddle of water !

I mounted the reostat at the front of the board on the right, and mounted the tachometer directly behind. I can control the speed with my right hand while looking directly at the tachometer. My left hand is free to operate the timing light button or the slow switch.

#### TIMING LIGHT

I had planned on mounting a complete timing light above the large pulley, but it just didn't look right. I ordered a cheap timing light from J.C Whitney ( # 81-1518B - \$ 26.99, 12 volt), took it apart and mounted just the light section above the large pulley. The rest of the insides (except the button ) I put in a little plastic box behind the pulley. I purchased a button switch and mounted it on the little control panel. On a sheet of paper with a protractor, I laid out the degree marking and scotch taped them on the edge of the pulley at a position so # 1 ignition wire of the distributor is facing front. ( This degree marking is

distributor degrees and has to be doubled for engine degrees ).

At first I only had the ignition coil wire and # 1 wire in the distributor cap, an the timing light pickup was so sensitive that it picked up all the impulses and blinked six times with each rotation , which I didn't like. The only quick solution I could come up with was to install all the distributor wires an have them ground out, (.030" gap) on the distributor mounting stand.

I cut a hole in the distributor cap at # 1 terminal an hooking up my regular timing light to auxiliary connections I can check to see if the rotor is lined up with # 1 terminal properly during advance, and etc. I install the vacuum advance that will be used with that distributor. (but with no vacuum ). By enlarging the mounting slots I can move the vacuum advance back and forth - which will move the rotor.

#### IGNITION COIL

I use a standard G.M. ignition coil, (3 Ohms cold ) and a standard coil resistor ( 2.5 Ohms cold ). The resistor is mounted on the coil bracket. Auxiliary terminals are included to hook up an extra timing light or tachometer. There is an 8 amp circuit breaker in the hot 12 volt wiring just in case.

#### CONTROL PANEL ASSEMBLY

I made a small console panel containing the timing light push button, the 12 volt power switch with indicator light , the 110 volt power switch with indicator light, and the slow rpm switch. The 110 volt switch is a double pole, single throw switch, which cuts off all 110 volt power everywhere in the off position.

#### DISTRIBUTOR ADVANCE CURVES

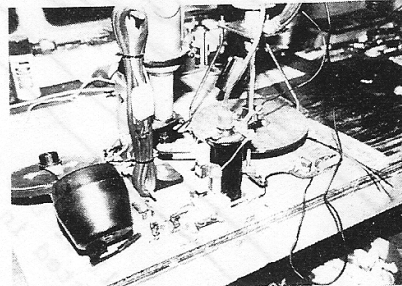
One now needs G.M.'s graphs showing the correct centrifugal advance for all distributors. They are in two booklets, early and late model cars. I got mine from Clark's Corvair Parts, page 247. The early booklet #C7546, 6oz, \$ 2.20 and the late booklet, #C7547 6oz. \$ 2.40. As they say " these are a must".

#### POST SCRIPT

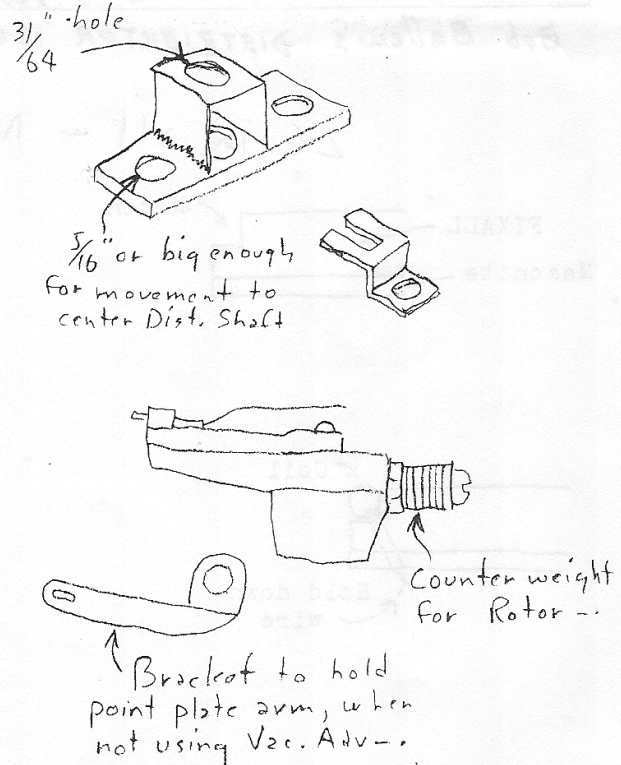
This thing could go on forever, however, I think I've covered most of the problems one might encounter in building a homemade distributor testing machine, so perhaps I'd better close it up. I would imaging there's many better ways to do it. This was to be just the pilot model to see of it would work. It worked so

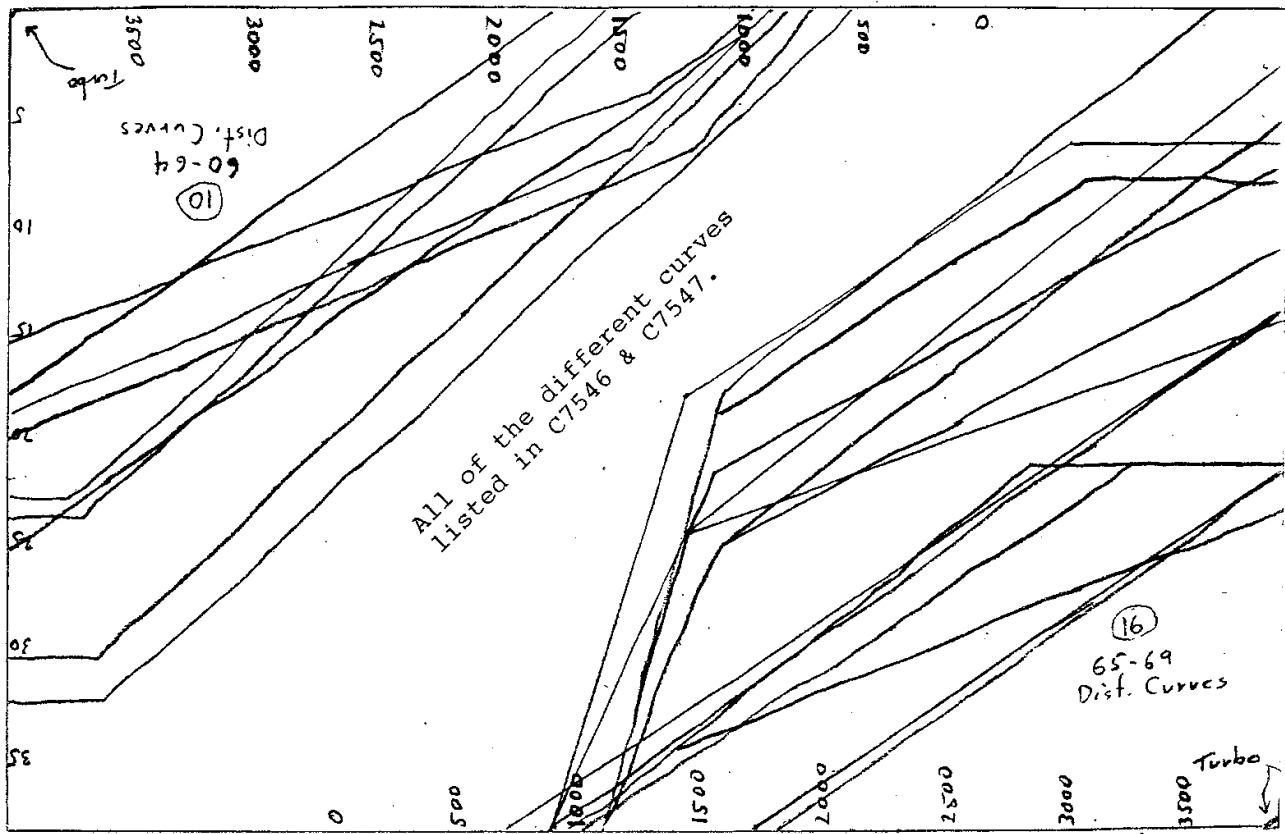
good, I don't think I'll ever get around to the deluxe model.

Bob Ballew.....



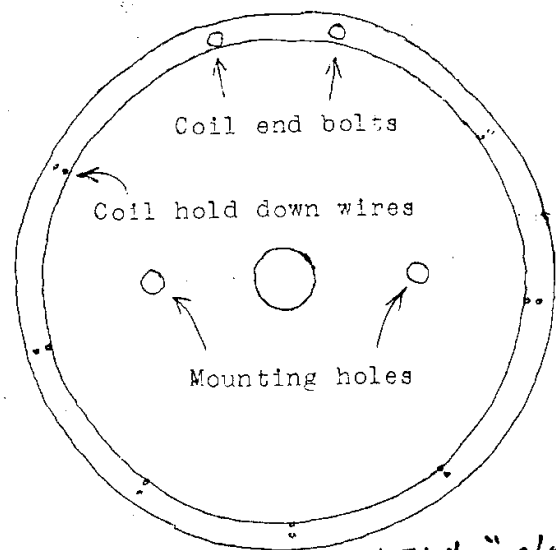
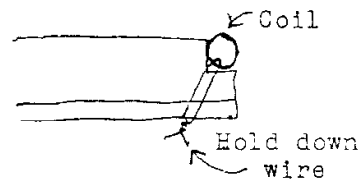
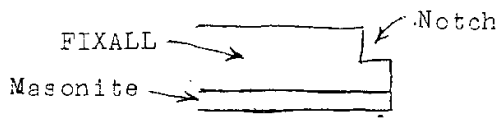
Wiring crew in action---.  
 Timing light assembly wiring---.  
 Connections for aux stuff----.  
 Foreground,--- red strip w/2 screws + positive .  
 Top of coil--green strip w/2 screws, coil - negative.  
 To right of coil--black w/2 screws, tester ground.





Bob Ballew's DISTRIBUTOR CURVES - 26 different Distributions

26 in all - No Two alike -



220 volt "Hot Plate" element

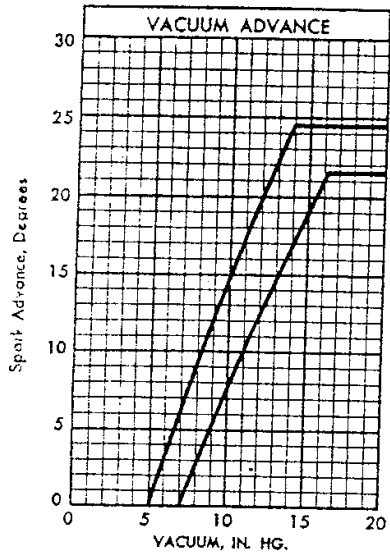


From Clerks Distr Curve Booklet # C7546  
 (65-69 # C7547)

COURTESY OF CLARK'S CORVAIR  
 PARTS INC.

**1963 CHEVROLET CORVAIR**

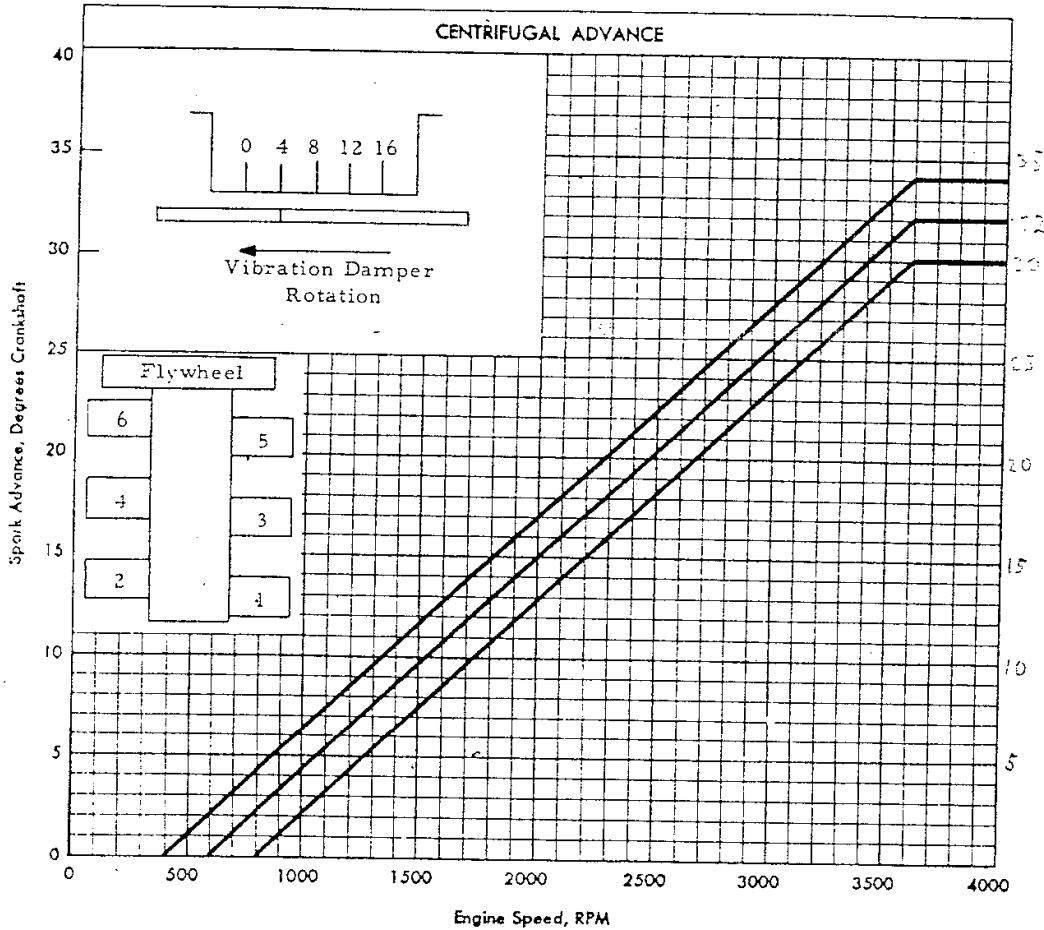
Std. Engine, Manual Transmission



ENGINE: Opposed Valve-in-Head 5, 145 cu. in.  
 STD. COMP. RATIO: 8.0  
 DISTRIBUTOR: Delco-Remy 1110294  
 BASIC TIMING: 4° BTC with vacuum disconnected  
 BREAKER GAP: .016" to .019"  
 CAM ANGLE: 31° to 34°  
 BREAKER ARM TENSION: 19 to 23 oz.  
 FIRING ORDER: 1-4-5-2-3-6  
 MEMORANDA: Vac Adv # 199-217

804PMT 63  
 Cam. 21  
 Sht. 732  
 Wt. C  
 Wire .031"  
 O.D. .242"  
 Lgh .640"  
 Act 5.5

From  
 Delco Mgr  
 Dist. List



Classified

For Sale ~~SOLD~~ 1967 Ultra Van, S/N 294, with spec. eng, fans, generator, needs paint and tires.

For sale : Automotive related books by Richard Finch :  
"Welders' Handbook" 160 pages, covers gas welding, Mig welding, Tig welding, cutting, jigging and fitting, selecting the right equipment and much more. This book is used as a college textbook but is easily understood by junior high students too. Makes a great shop help for hobbyists.  
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Stitched patches \$3.00  
NEW "Corvair Powered" bumper stickers \$3 or 2 for \$5  
Tech tips, sets 1 or 2, \$13 (\$15 each mailed)  
Window decals \$1.00  
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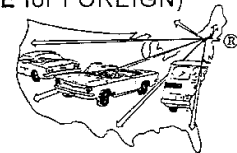
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## Letters to the Editor

### Letters to the Editor-----

Walt Davidson # 366 writes : \_\_\_\_\_

Richard,

I feel properly chastised.... one letter a year...ok...ok.... heres mine. A while back the Galli "spread" was described, I feel it is my duty to inform the membership of a few facts. The description of the physical properties was to my knowledge correct. The Gallis have a wonderful operation, If you know them THEY are SUPER FOLKS. But...But...let me warn you of something. If you are there enjoying their hospitality...Bob says...lets go see my sons up on the hill. Start being careful. if when you get there he very graciously offers you some NICE FRESH OLIVES....RIGHT OFF THE TREE. Ladies and gentlemen...BEWARE. He's up to no good. OH MY!!! BE WARNED.

Now my operation here in Alabama pales to most of you western big dogs....but hey I'm tryin'. Most problems can be solved...if not on premises...I have established a minor network of competent "helpers". I mean after twenty five years of CITY restrictions....I feel like I'm in paradise. I have a SORTA shop... room for more coaches than will ever be here I'm sure. And two miles away is the airport.. handles up to forty footers with ease. (Silveys...listen up).

As some of you might know I was involved...along with several others...B.GALLI.. JIM DAVIS..TOM SILVEY..NORM HELMKAY.. in what was called TEEM TEK. It went well..I'm not about to try to give a complete rundown here...but there is one area I'd like to take the liberty to tell you about. I will up front tell you not everyone is in agreement with what follows. I don't have a problem with that and I hope now one else does. SUBJECT: Engine cylinders. At present we are essentially forced to use rebored GM cyls. (My opinion is we'll see new cyls from a major supplier in the future...no insider dope...just my thoughts). A problem I see is the cooling fins. Take a plastic hammer...on a junk cyl...give the top fins a light lick. When one breaks off...look at it. See the rusty areas AND the BRIGHT areas that JUST broke. I wonder how much cooling loss we're experiencing because of this. Now I'm a twenty over man...gives thick walls that will hold there shape...I hope...and gives room for one more bore to thirty. Its the part after the boring bar that is...some will agree...some won't. I am convinced that a cylinder MUST be honed in a

SUNNEN CK-10 cyl hone. This is what I would call a semiautomatic hone. Some operator skill is still required. BUT and its a big BUT...operator skill is minimized. Read Smokey Yunicks POWER SECRETS. He's a believer for sure. My own recent experience...started for CORSA St Charles convention with a two hundred (or less) fresh cyl engine. Temps well above 90 every day...speed in the mid sixties with a couple of "IGNITION CHECKS". Oil Mobil mineral...not synthetic...10W30. Used one pint in first thousand and the next pint in about 1400. Now for sure we all know theres more to engines than the hone...but I said it at the convention and I' write it here...I'll never put an engine together without CK-10 Honed cyls. My case rests.

Now while I still have the floor let me rankle the editor a bit. About that 220 or more HP Corvaire engine . REEEEEELY???????. A naturally aspirated Corvaire that would put out that power ( and I have my doubts ) would essentially be undriveable in a coach. I would suggest to anyone who thinks they are going to build that kind of Corvaire power to take the time to get a Porsche cylinder head in your hand. In your wildest dreams you'll not equal that with the head we have...or can get by any reasonable mods. A stock 95/110 Corvaire is almost ideally mated to the P/G Ultra. Keep the WEIGHT DOWN and you won't be chasing rainbows that aren't going to happen.

( The editor responded to Walt in a personal letter saying : "I never said that it (220 HP Corvaire engine) was tractable. But I did drive a 220 hp Corvaire on the street and highway back in the 1970's. It was in my Yenke Stinger S/N 003. Mine had Yenke carburetors and it would not idle below 1,200 rpm. But on the highway, it ran best at 80 + mph. It was a bear to drive in traffic in town. I know that it produced 220 hp because I personally tested it on the Clayton Chassis Dynamometer at Allan Hancock College. It produced 200 hp at the rear wheels at 5,250 engine rpm.

It would break the rear tires loose in 2nd gear at 2,000 rpm and above. And comparing it to a Porsche engine, I easily outran Porsche 911's at National SCCA road races. Look me up in the SCCA record books. The California Porsche Club asked 3 of us to stop entering their autocrosses and taking top times of the day ! Corvaire are BETTER than Porches sp or I would own Poarches sp !!!! ). richard finch.



Back on the honing thing. Clarks will not use a stone finer than 280. Now these numbers can get us in a bit of a mess BUT I think its pretty well accepted that at least a 400 grit is necessary for good ring life. Talk to your hone man. Get his thoughts. If he has a CK-10 he probably has BEEN THERE/DONE THAT. This a VERY involved subject....I've only opened the can.

TILL WHEN ALL THE BEST Walt / 366

=====

More from Walt.....

Recently the SLABS were referred to...a different place beeleeve me...but what you for SURE don't want to miss when you're so close is the DESERT DATE OASIS ... (plug,, plug) between Mecca and Thermal on the west side of the road. See the video about dates and then have a DATE MILKSHAKE.... WHEW I CAN ALMOST TASTE IT...

Also try some MED-JOOL dates... a bit pricey but WELL WORTH IT.

=====

### Trip Report... Walt Davidson # 366

The trace is fabulous.... not garish, brash...soft, quiet... like roads should be.. a little frustration that more " NORMAL" roads aren't like this instead of neon/billboards/ other trash. On the 4th of September it was like I was alone....neat....you want to drive forty....go....no problem. Stayed at M.Lewis C/G on north end.Fees shut of....c/g practically empty. Bet July 4th wasn't like that.

I took a slightly circuitous routing to Minden....I wanted to see the rest of Neb's "500 mile outdoor art display". At SOME rest areas they have very large sculptures.... the program started in 1976 for the 100 year thing. If you're into art type things they are just wonderful. But years ago when we saw the first ones, an irate ( read ignorant ) viewer said....I quote.... " dam waste of money I say ". Anyhow I-80 in Neb. To jump around a bit.... in Utah on I-70 .... stop at every rest area. They ALMOST all have super views. I forgot....the Neb art work was not taxpayer money....it was private donations. ( better the taxpayer should spend some money on art ).

Minden....the site of the rally....really....Pioneer Village.....both are really neat places.... its a walk through how life used to be....for someone my age....a lot of memories there. Downtown was Granny's Antiques....now I would never thought I'd be recommending an antique store....but Bob Galli and I had a great hour or more there. Even spent some money. Bob got some books and I got a copper teakettle....Revere....you'd never guess where it was made. Troy....that's in N.Y. USA. (Walt, an aluminum teakettle would have been lighter!!! richard f.) SO THERE. We used make things in this country....remember ???

After the rally I bummed around and spent a day with the Hoffmans. One of the subjects that John and I kicked about was where to find a "pin vice" . Well to make a long story longer.... heres the skinny. X-ACTO makes a PIN VISE SET X7144. Cost me ten bucks at McGuckins hardware in Boulder, CC. ( A MUST SEE PLACE ) The pin vice has a holder for two ranges.....one on each end. If you want to do careful carb work these will be helpful.

A lot of good ( I think) advice was kicked around at a tek session on how to get TV pics in your coach. Seems like I'm the only one back in "the old days ". The advice was good I'm sure but I'll pass. For now. One of the things that never happened was coach hopping. you know....You show me what you've done.....I'll show you what I've done. Its old hat to the old timers... but I'd think it would be nice for some of the new guys like me.

" Well, I hope this gets me off your list !!!!! "

Walt Davidson.....

## Suggested WOW, (Whales on Wheels ) publication schedule ...

When this editor was given the job of producing this newsletter, no schedule for mailing the 4 issues per year was stated. We just have Winter, Spring, Summer and Fall issues, but no set dates.

For our subsequent editors, it would be a good idea to state the month and day that each issue is to be mailed. We try to make the newsletter coincide with Ultra Van activities and since this is a chapter of CORSA, The Corvair Society of America, it would be good to have the newsletter come out shortly after significant CORSA events.

I propose that the issues should be mailed as follows :

**\* Winter issue, mailed February 15th.**

To report on East Coast event.

**\* Spring issue, mailed May 15th**

To report on a Central event.

**\* Summer issue, mailed August 15th**

To report on the CORSA National.

**\* Fall issue, mailed November 15th**

To report on a West Coast event and the UVMCC national event .

This schedule will require that event reports be sent to the editor very soon after the above events in order to stay on schedule. And if you wait too long after the event to send the report, it just gets harder to-do it.

The next issue of WOW is to be done by our President , Bob Galli. It will be the May 15th issue, SPRING 2002 edition. be sure to send him information for the issue within 4 weeks of mailing time.

The SUMMER 2002 issue of WOW will be done by Walt Davidson and it will be mailed on August 15th . It will cover the CORSA national at Flagstaff, AZ that occurs on June 25 - 29, 2002.

The FALL 2002 issue will cover the UVMCC National in Hannibal, MO that happens on September 9 - 13, 2002. The editor for this issue which must be mailed on November 15th is yet to be chosen. So, go ahead and volunteer !

=====

## News of Members

+++++

Jean McMasters , U/V SN 330, who lives in North Palm Beach, Florida and who is nearing or at 80 years old now , recently had another knee operation and it worked. He tells me that he is now restoring a 1960's MG Midget sports car for lack of something to keep him busy. We all hope we can be as healthy as you are Jean.

=====

Gayle Finch, wife of your editor, U/V SN 443, was in the local hospital twice during January 2002 for skin grafts needed to repair damage from a fall when we were in Santa Barbara, CA in November 2001. Gayle is healing well now and as frisky as before .

=====

### IN MEMORIAM

It is with sincere sadness that we report the passing away of Richard Morrison of La Luz, NM sometime in early January 2002. Richard was the owner of early Ultra Van S/N 202 which was featured in WOW Spring 2001 issue on pages 3 & 4.

Richard was a widower and his wife had passed away 3 years ago. Richard was a long time Corvair owner and he had spent much of his career as an entomologist in the Cowchella Valley in California working with the big farmers there. Richard is survived by several children who planned to keep the Ultra Van and Corvairs that Rich owned. Richard passed away of heart failure while harvesting pecans on his 15 acre pecan farm.

Several UVMCC and CORSA members were fortunate to have lunch with Rich last April at the Ultra Van rally here in Tularosa, NM.

=====

For more news of members, please send your notices to the editor at least two weeks before newsletter mailing time.

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Corvair Society of America (CORSA)  
P.O. Box 607, Lemont, Illinois 60439-0607  
(708) 257-6530

**Rallies**

April 12 - 14, 2002 Vairfest, Central Coast Corsa. Santa Maria, CA. @ Historic Santa Maria Inn, swap meet, car show, Ultra Van parking but camping not allowed. Contact Bob Galli, 1-805-466-2737

April 17 - 21, 2002 , Atascadero, CA. Bob and Diane Galli, UVMCC rally. 5000 Cascabel Road. Conatact the Gallis : 1-805-466-2737 for info.

May 24 27 Memorial Day Weekend, 2002, Lake Cachuma, CA copout with the British Motorcycle Club and the Teardrop Trailers Club. Canceled because of no support from UVMCC or GUV club officers. Maybe next year.....

June 25 - 29, 2002 , CORSA International Convention, Cactus Corvair Club, Flagstaff, AZ, Little America host hotel. Swap meet, car shows, rallies, parking for Ultra Vans across the street at Black Bart's RV Park. Contact Tom Schrum @ 1-602-841-1580 for information. Don't miss this one!

September 9 - 13, 2002, UVMCC National Rally, Hannibal, MO. No rally master yet. Stay tuned.....

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 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 \$6.00 annually, please remit to the Secretary-Treasurer. Submit all technical information to the Editor

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Walt Davidson's Ultra Van S/N 366 " Whale on Wheels " parked in Hoquiam, Washington beside the rear wall of Swansons Grocery, where a mural depicting a mother whale and her calf is featured. thanks for this really neat shot Walt.....r.f.



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