

Whales on Wheels

NUMBER III

Volume XXIII

INSIDE:

NOT A WHOLE LOT...REEELY
LIKE OUR PREZ SAYS...

IT WILL NOT HAPPEN WITH
OUT YOUR HELP!!!

ANYHOW..ALL THE BEST TO ALL

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 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.

PREZ SEZ

Diane and I are on our way East, we have attended the Corsa National at Flagstaff, AZ. We then have gone to the Ultra Western Summer Rally in Salem, OR. At both these meetings information was passed on to the attendees of the topic of the two UltraVan groups forming together under the umbrella of Corsa for the purpose of insurance reduction and other considerations. This is a very important issue, and member input is requested after all the facts have been explained. There are yet many questions to be answered. I wish all of you could be at the UVMCC meeting in Hannabal, MO. for the discussion. However, nothing will be changed without a vote of the UVMCC membership. Results of this discussion will be found in the next issue of Whales on Wheels and Ultrasounder.

Oh, by the way, we need an editor for the next issue of Whales on Wheels, hopefully set to mail on December 15. If not then, perhaps the issue of April 15. If you would care to do an issue, please let me know. We will not be home until about October 1, but you can e-mail me to our mobile address at:
rdgalli@pocketmail.com

Remember, it will not happen without your help.

Bob Galli

Norm & Marion Helmkey
73 Sargent Street

03

Haines City

FL 33844

Rally at Salem,OR

Got to Richard and Tricia Shepards in Salem a few days early, so did Howard and Marsha Boso. In a few days we were joined by; Jim and Marlene Craig , Lew and Shelly Young, Graham and Nancy Dell, Dan and Betty Reinhardt, Vern Schroyen and Sharon Abel, Ron and Evelyn Adams, Cliff and Robin Shattuck and boys, Gladys Bell – Weaver and her new husband George Weaver drove down from Canada, picking up Evy Sheperd in Portland, OR. Vern and Sharon and Ron and Evelyn are also Canadian members. Forrest and Sally Gist. Hope I remembered everyone. Senior memories being as they are.

Howard a true blue UV'er did tech sessions, one on Dan Reinhardt's , AmeriCruiser, it needed a rear transmission bearing replaced, Lew Young came in without reverse, and ended up with a transmission from Rich Shepard. All fixed in one day after the respective parts were assembled.

Rich and Tricia had quite a bit planned; a Brunch at a casino, then the Evergreen Air Museum to see the Spruce Goose and much more lots of aviation stuff, a Flying Tiger Plane from WW11, also a Messerschmidt, a P 51, and a Spitfire to mention a few. All dwarfed by the Spruce Goose.

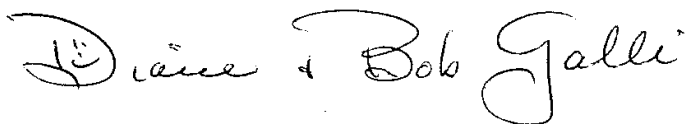
A potluck followed by the Western meeting was held later in the day.

Lon drove over one night for an informal visit, always good to see him, he is a very special friend of Bob's and mine.

Saturday was a trip to the Oregon Gardens a beautiful place, then we drove over to the Silver Falls State Park , what a beautiful sight.

After we returned to Rich's , David Langsather of Dale Mfg, came over and gave a tech session on distributors and harmonic balancers. A turkey BBQ followed with accompaniments, from those attending. Beaver State Corvair Club joined us too, nice bunch of folks. A good time was had by all, Rich BBQ'd 3 turkeys, MM Good.

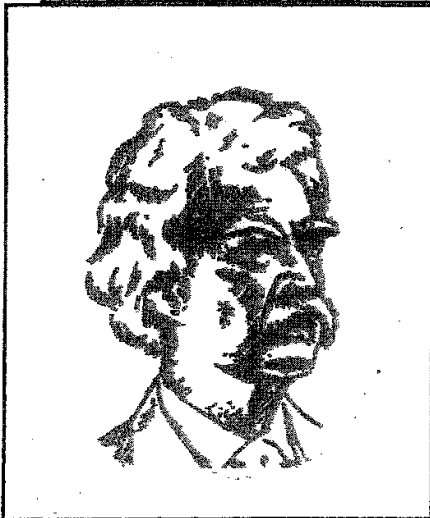
A good few days with friends came to a close Sunday, all too soon we were all saying good bye, and leaving one by one. Of course the first to arrive Boso's and Galli's were the last to leave. We traveled together as far as Seven Feathers Casino in Canyonville, OR. The RV Park was full, so we set up camp in the parking lot with a few other RV's. Howard and Marsha left us the next morning. Bob and I stayed till Wednesday. I won at bingo Monday night, and met an old friend from home at bingo the next day. Bob and I are now in Wyoming as I write this, and will hope to see a good few of you in Hannibal, MO in September at the Mark Twain Cave Capmgrounds . September 9-13.



Diane and Bob Galli #504

THIS IS A REPRINT FROM THE UVACC NEWSLETTER THE "SOUNDER"
ANYTHING THAT GETS UV TYPES TOGETHER IS A GOOD THING

"BE THERE OR BE SQUARE!!"



36th Annual "Ultra Week" Sept. 9th to 13th, 2002

Close your eyes and imagine your are nestled beside the Mississippi with the sound of an occasional owl hooting as you sleep under the stars near Mark Twain's old stomping ground.

Sounds like a perfect end to a day filled with Ultra camaraderie, sight-seeing and cave explorations. Where is this place? It's a quiet shady spot at the **Mark Twain Cave Campgrounds**, just a mile south of **Hannibal, Missouri** on Highway 79. Attractions and shopping by free bus just 2 miles away.

The campground is AAA, Woodalls, Trailer Life and Wheelers approved. There are two super-clean shower houses and toilets, two washer/dryers and shelter pavilions. Also, there is a fire pit and picnic table on every site. Stay 6 nights and get the 7th FREE! The closing banquet will be catered at Olivia's Restaurant, right in the campground.

What's it going to cost? We have a special Ultra Club rates depending on what you want.

Full Hook-up with 50 amp electric, water & sewer	\$20.00
Full Hook-up with 30 amp electric, water & sewer	\$18.00

All the sites around the pavilion where the activities will be located are \$18.00.

Just water & electric sites are available in the park, but they are less than a dollar a night cheaper.

You need to call **1-800-527-0304 Extension 23** and talk to Glenda to make your reservations.

Don't put it off, do it now, so we will all be together. Some of us will be there a day or two early to look around the town. Remember, if you stay 6 nights, the 7th is free.

Watch for the next newsletter for ordering banquet tickets and T-Shirts.

THE EDITORS..COMMENTS..TIPS..STORIES..A SMORGASBORD THING..ETC.

HAD A PHONE CALL LAST NITE...ALL THOSE FOLKS OUT IN SALEM..JUST HAVING A GREAT TIME..ENVY..ENVY..YOU BET. OH WELL I CAN THANKFULLY LOOK FORWARD TO SEEING MOST OF THEM IN HANNIBAL. AT OUR LOCAL CLUB..CORVAIR..BIRMINGHAM..VULCAN CORVAIR ENTHUSIAST..TA..TA..MEETINGS I USUALLY CRIB ALL THE CLUB EXVHANGE NEWSLETTERS AND PICK THROUGH THEM FOR TEK STUFF ETC. I REALLY REGRET I CAN NOT CREDIT THE AUTHORS. BAD NOTE TAKING HABITS. MAGNETIC OIL PL PN337185..GASKET PN 392189..GM PARTS.. THE LATEST??? BEST FUEL LINE IS SAE-30R9..ACCEPT NO SUBSTITUTE IT SAID.. AS YOU CAN SEE BY THE REPRINT OF ISSUE #1...THE NEED FOR EDITORS IS A LONG STAND-ING ONE. I'M A ONE TIME GUY..WITH NO EXPERIENCE..AND I'M HUMELED TO BE TRYING TO FILL THE SHOES OF THOSE WHO SERVED BEFORE ME. W.C.BARDEN..FOUNDER AND CARRIER OF THE TORCH FOR ALMOST TWENTY YEARS..THATS A WOW FOR SURE...RICHARD FINCH..A PROFESS-IONAL WRITER..AND IT SHOWED..(YOU COMIN' BACK GUY??)..AND THE LAST ISSUE BY OUR GREAT PRESIDENT BOB GALLI. HEYTHIS GUY MISSED HIS CALLING..SUPER ISSUE. THE BEST I CAN SAY IS I'LL TRY HARD.

COUPLE MORE TEKS..IF YOU'RE GOING TO DO MUCH CARE WORK YOU'LL NEED A THING THATS CALLED A PIN VISE. A GADJET THAT HOLDS SMALL DRILL BITS. THE BEST ONE I'VE FOUND (AT MCGUCKINS HDWRE BOILDER CO) IS AN X-ACTO "PIN VISE SET" PN X7144 (\$10) IT USES BOTH ENDS AND COVERS THE SMALL STUFF QUITE WELL. THANKS TO OUR PRESS' LOVELY LAUGHTER..AN EXCEX AT RADIO SHACK..THE SILICONE TAPE FOR SOLVING THE PG SHIFTER CABLE LEAK..AND LOTS OF OTHER USES IS AVAILABLE IN THREE FOOT LENGHTS HIDING UNDER PN 632336-SILICON TAPE. NOT ALL STORES STOCK IT. AND IN THE TEMP THING THEY HAVE A REALLY NEAT INFARED TEMP THERMOMETER. BOB REINHARDT SEDUCED ME INTO THE INFARED (NOTICE ITS SPELLER RIGHT THE SECOND TIME...HEY MY REMINGTON DON'T NOT HAVE..LIKE MY ENGLISH..A SPILL CHECKER) THERMOMETER THING SEVERAL YEARS AGO. STARTED OUT AT \$200 PLUS..THEN JC WHITNEY A SLIGHTLY LESS TEKY MODEL FOR \$100..AND NOW THE "NEW???" ONE FROM RADIO SHACK FOR \$50. SMALLEST LIGHTEST AND DOES A GREAT JOB. EVERYONE SHOULD HAVE ONE..ULTRA OR NOT. INFARED THERMOMETR PN 22-325. I KEEP MINE IN THE KITCHEN WHEN HOME..TELLS ME WHEN THE PAN IS JUST RIGHT TO POP IN THE EGGS..SO I'M NOT A COOK!!

I'M NOT SURE WHEN ULTRA CHANGED THE FUEL TANK DESIGN TO A SINGLE CENTER PICKUP.. I SUSPECT AT #412..WHATEVER..THOSE WITH THAT TYPE TANK USE A VERY LARGE ALUM PLUG THAT IS ALMOSE IMPOSSIBLE TO FIND OUTSIDE OF THE AIRPLANE BUSINESS. AND IF YOU NEED ONE...YOU REALLY NEED IT. SO. FREMAN'S GRIFFIN GA..1-800-635-5631. IT GOES UNDER PN ~~ANXXX~~ AN814-16D. 814 is the "style" 16D IS THE SIZE. THEY SELL FOR \$5.50 NEW. PLUS SHIPPING. MY ORDER OF THREE..TWO WILL BE AVAIL AT HANNIBAL.. COST \$22.00. I'VE MODIFIED THE FUEL TANK ON #366...TO SAY THE LEAST..AND USE ONE OF THESE AT THE BOTTOM OF A SUMP ON THE CURB SIDE..LO. SIDE ON MOST ROADS..RIGHT?? THE PICKUP COMES THRU THE HOLE..ONE INCH MAYBE..IN THE BOTTOM OF THE TANK..INTO THE SUMP. BY REMOVING THE AN814-16D I CAN SLIP OFF THE VOLKSWAGEN "FINER" SCREEN THAT PROTECTS THE PUMPS FROM ROCKKS ETC. I ALSO HAVE A SECOND PICKUP ON THE DRIVER SIDE..JUST MODIFIED FOR "THE SECOND TIME..IT NOW GOES THRU THE REAR WALL INTO THE VERY BOTTOM OF THE TANK. IT HAD TO BE MADE REMOVABLE FOR ACCESS TO ITS TRASH SCREEN..WHICH IS A FUNNEL LIKE THING THE PAINT STORES (AUTO TYPE PAINT) SELL IN A PACK..4 OR 5 FOR A COUPLE BUCKS. TAKES A LITTLE FITTING TO GET IT UP INTO THE ALUM LINE..BUT IT WORKS. AND YES I HAVE AN ELECTRIC PUMP ON BOTHE PICKUPS. AND NO MECH PUMP. THE TWO RESONS I HAVE DUAL PICKUPS.. WHEN YOUR ELECTRIC PUMP QUILTS, IT JUST MIGHT NOT BE IN THE MOST CONVENIENT LOCATION. AND ALL PUMPS..ELEC OR MECH FAIL SOONER OR LATER. SO I JUST TURN ONE MY "OTHER" PUMP AND KEEP ON CRUISIN'. REASON #2..IF YOU HAVE THIS REELY NICE SIDE SUMP SETUP..AND IT REALLY IS NICE..AND YOU FIND YOURSELF JUST A LITTLE LOW ON FUEL..AND YOU'RE ON I-70 EASTBOUND..AND YOU ENTER A SWEEPING LEFT TURN OF A COUPLE OF MILES..EXCEPT YOU'RE IN A CONSTRUCTION ZONE AT 5mph...stop..4mph..stp. YOU WILL SOON GET VERY NERVOUS..YOU JUST MIGHT RUN "OUT" OF FUEL...BUT HAVE FUEL ON BOARD. BUMMER..ENTER SECOND PICKUP. YES I WAS THERE. NO I DIDN'T RUN OUT..BUT...OH WELL I HOPE YOU SEE MY LOGIC..LOGIC??? BACK TO THAT AN14-16D THING...TRY TO REMEMBER TO HAVE THEM THROW IN A FEW "O" RINGS FOR IT..I FORGOT TO..BUT I HAVE LOCAL ACCESS SO IT WAN'T A PROBLEM. LUCKY!! LAST NIGHT WAS VCE MEET NITE..SO..A REPLACEMENT MUFFLER AVAIL YOUR FORD DEALER.. IDENTICAL TO CORVAIR FC MUFFLER BUT HAS 2 inch inlet/outlet..BUT HAS SEIMS TO MAKE UNIVERSAL..SOME GUY IN CENRRAL COAST CORVAIR...YEAH GALLI I THINK IT WAS..BOB G.

THE MODERN FOLKS...YOU KNOW THE COMPUTER PEOPLE..HAVE THIS KEY CALLED CUT/PASTE WELL...WE OTHER TYPES..AT LEAST THE WRIT R..HAS A SIMILAR TRICK..SCISSORS...SO..
CLEANING CORVAIR ENGINE PARTS

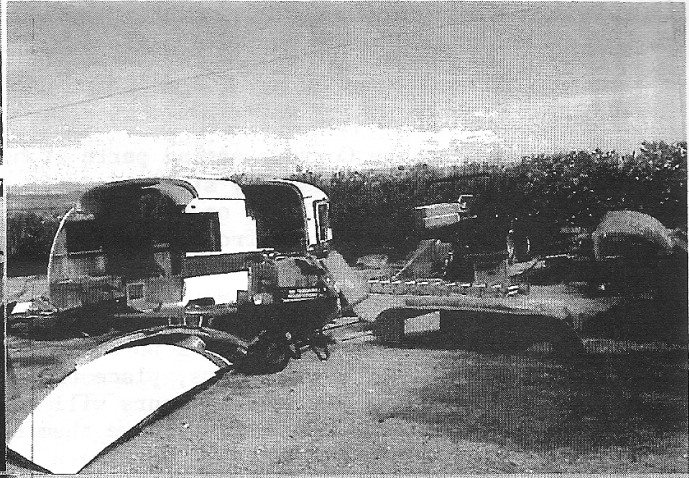
The job of cleaning Corvaire engine parts at home is not an easy one. Cold-tanks and hot-tanks are not usually standard do-it-yourself hardware. The result is the home mechanic has a real job on his hands when he wants to rebuild and clean up an engine. I was recently confronted with this problem and after some trial and error, I tried plain old Tide. I put the parts in a pan, ran the hot water till it was hot, filled the pan with hot water until the parts were covered and added Tide until it stopped dissolving to make a saturated solution. This technique will clean many parts if allowed to stand 12 to 24 hours. To speed up the process, or for parts with heavy carbon deposits, place the pan on the stove (while the wife's away) at low heat. Two to four hours will clean pretty tough looking parts. If they don't come out clean enough, give them more time. Crusty aluminum pistons come out shining like a new dime and there is no etching on the aluminum. Steel parts clean up nicely, too. Brushing the parts with an ordinary scrub brush and washing in clear hot water, then blowing dry and oiling completes the job.

Jim Brossard - Corsica Northwest

I HAVEN'T TRIED JIM METHOD IT, SOUNDS GOOD..AND MINIMIZES A NASTY PROBLEM..IT SEEMS.

I GUESS ITS NO SECRET THAT I'M INTO LIGHT WEIGHT..THERE ARE WORSE THINGS..SO I'LL GIVE YOU AN IDEA OF MY PRESENT PROJECT. I'M SURE A FEW OTHER OWNERS ARE AWARE OF I'D DISLIKE FOR THE "BARN" WINDOWS THAT THE COACHES WERE BORN WITH...SO BOTH BED ROOM WINDOWS ARE GONE..SKINNED OVER JUST AS IF THEY WERE NEVER THERE..AND THE KITCHEN WINDOW BIT THE DUST NEXT..THE KITCHEN WINDOW MAY GET A REPLACEMENT CUSTOM INSTALLATION...SOME DAY. THE BIG "DINING" ROOM PICTURE WINDOW IS NERVOUS..AND WELL IT SHOULD BE. THE REMOVED WINDOWS REDUCED MY GW APPROX 15#s EACH. #366 IS NOW A TWO TANK SYSTEM..STANDARD EARLY SIZE 30G GAS AND GREY WATER..THE BATTLES BETWEEN THE TANKS IS STILL IN DESIGN/ENGINEERING. ALL OF THE REAR..FROM MAIN LOADING DOOR AFT AND AROUND TO THE DRIVERS SIDE WHEEL WELL..FORMICA..CABINETS AND ALL IS BY BY. I'VE HAD THIS IN MIND FOR SOME TIME AND FINALLY DECIDED..GO FOR IT..IT WILL BE DIFFERENT TO SAY THE LEAST..AND LIGHTER FOR SUR..MY TARGET...WHY DO WE SET THESE DUMB TARGETS UP FOR OURSELVES??? IS TO GET THE EMPTY WEIGHT OF THE COACH TO EQUAL THE EMPTY WEIGHT OF A LATE MODEL CORVAIR..I CALL THAT 2550/2600 LBS. I'LL BE CLOSE. ONE OF THE NEAT THINGS I DID WAS FIBERGLASS THE HOLDING TANK..USING A VERY LIGHT FABRIC.. AIRCRAFT SPRUCE L-877-4-SPRUCE..PN 120-38..SPECS ARE 38" WIDTH FINISHED WEIGHT IS 3pt08 OZS PER SQUARE YD. TRUST ME THIS IS LIGHT STUFF..IT ADDED THREE FOURTHS OF POUND TO MY TANK..ALL THE BOTTOM AND ENDS AND PROC THREE INCHES UP THE SIDES..THE REALLY NICE THING IS IT GOES OVER THE 90 DEGREE BEND JUST PERFECT..I WAS REALLY IMPRESSED..THE RESIN WAS EPOXY POLY POXY QT KIT PN 01-07095..I USED THAT SAME RESIN TO FINALLY GET THE FRONT VERTICAL WALL OF THE GAS TANK COVERED WITH KEVLAR..I'LL NOT TRY TO TELL YOU HOW EASY,,HUM??..KEVLAR IS TO WORK WITH..I HEARD A PRO CALL THE "GOLDEN CLOTH FROM HELL"...BUT I HOPE IT IS AN IMPROVEMENT IN MY FUEL TANK..AND I ALSO HOPE I NEVER REALLY FIND OUT IF IT WORKS OR NOT. IN ANY GLASS WORK..AND MOST PARTICULARLY WITH KEVLAR..YOU MUST SQUEEGEE THE SURFACE "DRY". IF YOU DON'T THE FABRIC WILL FLOAT UP AND EVENTUALLY LOSE ADHESION. AND WITH EXCESS RESIN THE LAM* INATE WILL BE BOTH HEAVIER AND WEAKER.

LAST ISSUE HAD A VERY GOOD ARTICLE ON GAGES/STUFF BY JIM ISBELL #257. HOPEFULLY THE 2ND INSTALLMENT WILL MAKE THIS ISSUE. I DO HAVE A COUPLE OF COMMENTS ON HAND THOUGH. IMO (NOTICE NO "H") A CYL HEAD TEMP GAGE IS A FASTER REACTING/BETTER INDICATION OF ENG TEMPS THAN AN OIL TEMP IS. A CYL HEAD TEMP PICKED UP ON THE BOTTOM OF THE ENG..NOT AT SPARK PLUG..IS THE FIRST CLUE AS TO COMBUSTION CHAMBER PROBLEMS. IF YOU HAVE A TRICK IGNITION RETARD YOU HAVE LESS TO WORRY ABOUT (IT SAYS) BUT I THINK THAT HIGH HEAD TEMPS AND DETONATION ARE FELLOW TRAVELERS. CLARKS SELLS SOME REPRINTS OF GM DYNO RESULTS..IT MAY COME AS A SURPRISE TO SOME THAT ON ONE OF THE PAGES IT SHOWS THE LOSS OF POWER DUE TO EXCESSIVE SPARK ADVANCE. MORE IS NOT BETTER. ON ALL OIL PANS..WHY??..I'VE NEVER SEEN THE NEED..AND THEY REDUCE GROUND CLEARANCE A GOOD BIT..BUMMER..AND A SOLDERED PICKUP..NOT WITH MY COACH. THERE ARE SOME AREAS OF THE OIL SYSTEM THAT NEED HELP BUT THEY CONCERN POOR CASTING WORK NOT POOR DESIGN.



THE ABOVE SCENES TOOK PLACE IN JOSHUA TREE CA. OVER HALLOWEEN 2001. IT WAS A BRUTAL ATTACK ON ULTRA #300 BY THE "GANG OF SIX". IN LOWER RH PIC..L TO R..ROBERT GALLI.. CA..THOMAS STINGL/GERMANY..HOWARD BOSO/AZ..STEVE FARRELL/OR..KNEELING..WALT DAVISON NOT IN PHOTO..THE SUSPECTED LEADER..OSAMA BIN CRAIG..AKA AS JIM CRAIG. SHORT HIST* ORY..UNIT WAS SEVERELY DAMAGED AND WAS STORED BY THE CRAIGS FOR MANY??? YEARS. WHEN MARLENE ACQUIRED A NICE PRETTY CADILAC..#300'S DAYS WERE NUMBERED. EVERY EFFORT WAS MADE BY JIM TO GET A NEW OWNER/SELL PARTS..SOME PARTS LEFT WITH ATTENDEES..JIM CRAIG STILL HAS SOME FEW (YEAH A FEW) PARTS STILL AVAILABLE.

Volume 1 - Number 1 Spring 1982

Well, the response has been positive from all.

We now have our Charter and we are CORSA, Chapter Number 002 (I wonder who Number 001 is?)

Jean McMasters, 108 Lakeshore Drive, #141 No. Palm Beach, Florida 33408 305-626-5050 has accepted to serve as Eastern director. We still need one for the West and mid-America.

We also request articles and information to share with other members. Inclusion of part numbers and specific information is really helpful.

Let's hear from you!

Also, we need a news letter Editor. Anyone care to help?

Thank you,

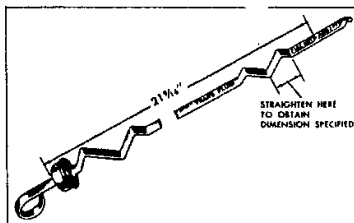
CHRISTY BARDEN,
1199 Dunsyre Drive,
Lafayette, Calif. 94549

Hank Yakel #391 reminds us of the following:

Corvair Powerglide Overfilled

Some early production 1965 Corvair passenger car Powerglide transmissions may be operating overfilled even though the fluid level is not above the full mark on the dipstick.

If transmission fluid is being lost out the vent during operation of the vehicle, measure the distance between the full mark on the dipstick and the top surface of the vent cap. The dipstick should measure $21\frac{1}{16}$ " between those two points



From -
WHALES ON WHEELS
Publication of GROUP ULTRA VAN
A CORSA Chapter
LOLL Hobson
Walla Walla, Washington 99362

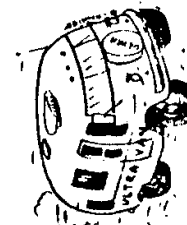
3.00
Dues



V-1-#1
1982

FIRST CLASS

THIS IS A REPRINT OF ISSUE # one. TWENTY YEARS LATER THE DUES HAVE DOUBLED...BUT THE NEWSLETTER HAS GROWN MANY TIMES MORE. IS THIS A BARGAIN OR WHAT. I WONDER WHETHER CHRIS COULD HAVE FORESEEN THIS? THIS NEXT YEAR WILL PROBABLY BE A TIME OF MAJOR CHANGE FOR ULTRA ORGANIZATIONS. WE CAN ONLY HOPE ALL ENDS UP WELL IN THE END.



~ ~

WINDSHIELD WIPERS AND WASHERS

...Supplement to Page 15.65 of RYERSON'S ULTRA MANUAL...

1. Wiper motor replacement studs -

By using 2-inch studs in the BOSCH Motor instead of the 1-inch stud, the adaptor used originally is not necessary. The original spacer was used so the wiper arm would clear the curved portion of the windshield. These studs can be ordered separately and replaced from an American Bosch dealer.

Wiper Arm - NAPA #60-726 of TRICO #A1-260 These are adjustable from 11-1/2 inches to 15-1/2 inches.

Wiper Blade - ANCO 15 inch #815

2. Possible cause of burned out wiper motors -

I've had trouble using the 120° position of the motor. With air-flow over 60 MPH (that could be 40 MPH with a 20 MPH head wind). The wiper sticks in the up position and doesn't have the power to come back around the curved part of the windshield and park. If power isn't turned off the motor could burn out. For automatic park motors this will not remove power from the motor, by putting the switch in the off position. Power must be removed from the switch by pulling the circuit breaker or removing the fuse, so I adjusted my motor to the 90° position and haven't had any trouble since. It doesn't wipe as far, but you don't burn out a \$40.00 motor.

3. Windshield washer system.

I've used the type that attach to the wiper blades. This puts the water where it is needed. I ordered the parts from G.M.; they were used on the G.M. Motor Home. Because I had 3 windshield wipers, I have 3 washers. So, to get good water flow I used a SHURFLO pump #120-010. This is a small pump used in small R.V.'s with only one faucet. A 2-1/2 gallon container under the floorboards means it lasts a long time.

4. Wiring diagram for automatic park of 2 or 3 wiper motors -

→ = one-way diode (at least 3 amp. capacity)

