

Whales On Wheels

Volume XXIV

Number 4

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Prez Sez

Diane and I had a great 10day weekend Nov. 1-10. We spent a couple days in Laughlin, NV, then on to the Rally at Jim and Marlene Craig's. Tuesday afternoon saw us arriving at the Craigs to be greeted by Jim and Roy Davis, Forrest and Sally Gist, Nobie Suckow with Dan and Betty Reinhardt, Howard and Marsha Boso. Lew and Shelley Young followed us in, as did Walt Davison. Harold and David Washmuth, and the Senn's from Flagstaff, AZ, on Thursday.

Wednesday, we spent a leisurely morning, kicking tires and checking out Jim Craig's new acquisition, an MCI bus conversion, had an early potluck dinner, then played desert bingo, ah-la Bob Ballew. Thursday, we trekked up to Bob Ballew's for a tech session in his "idle mind workshop". Friday morning, we went down into the valley to the GWFBT&SM in Palm Springs.

Friday found the Corvair Vendors setting out their goods and treasures. Many good bargains were to be had. Diane found waiting for her, a T-shirt from Greg Scarborough, from the 2004 Corvair convention in Lexington KY., "Just Horsin' Around". It was great visiting with all our Corvair friends, many of whom went with us to Elmer's for dinner. Saturday, more of the same, with an outside Buffet in the evening to cap off another great event. Sunday, we said our goodbye's, and headed for our respective homes.

The following week, we had the pleasure of a visit at home with Billy and Eleanor Bruce from Tyrone, GA. They had been at the "Toss", accompanied with their friends and ours, James and Lillian Law, who, however had to fly home. We visited Hearst Castle, Elephant Seals on the beach, Morro Bay, San Luis Obispo, and other local sights while they were here. They are traveling about the country this winter, and will not get home till April.

In the mean time, a few repairs to our coach is in order. Shortly after our return from our summer trip, the holding tank developed a serious leak, and I found the tank condition to be terminal. Not unexpected. A new tank was on hand, so the change has been effected. Next, all the lubricating fluids will be changed, and we will be ready for next year.

Last but not least, this being the December issue, if you have not renewed your subscription to WOW, now is the time. Send your check for \$8.00, made out to Group UltraVan, to the Treasurer:

Diane Galli
5000 Cascabel Rd.
Atascadero, CA. 93422

Bob Galli

Obituary

Dear Friends,

On the morning of August 29, 2003, Joanne died (we would have said "passed away" but Mom wanted the word "died") after her fight with cancer. We have appreciated all of your prayers, cards, and thoughts. A memorial service will be held on Saturday, September 6 at St. Paul's Episcopal Church in Crescent City at 11:00 AM with a celebration after in the parish hall. For those of you who would like to attend and have any questions about the service, you may call the church at (707) 464-2708.

If you feel so moved (in lieu of flowers), you may make a donation in Joanne's name to the American Cancer Society at the enclosed website. www.cancer.org

**Peace,
The Washmuth Family**

ELECTRIC vs. MECHANICAL CORVAIR FUEL PUMPS

by **Richard Finch** , SAE, AWS, # 443

I bought a brand new 1960 Corvaire 4 door in March 1960, and drove it 98,000 miles with the original mechanical fuel pump on it. In December 1964, I bought another brand new 1965 Corvaire Corsa coupe with the 140 hp engine, and drove it for 75,000 miles without any fuel pump problems. I then bought my current 1965 Corvaire 4 door in 1968 and drove it for over 290,000 miles with the original mechanical fuel pump still doing it's job without any hiccups or leaks. Then in 1998, I said to myself " I ought to replace that original fuel pump that is working perfectly, because it might fail me some day". And that is when I discovered that current replacement mechanical fuel pumps were mostly defective. I immediately started having leaks, stalls, hiccups and all kinds of problems with the new design of aftermarket Corvaire fuel pumps.



This is a "Heavy Pump

Most Ultra Van WOW readers remember that Gayle and I arrived at the 1999 CORSA Lake Tahoe National Convention on the back of a tow truck. My "new" aftermarket fuel pump had cut itself apart after only 995 miles since it was installed. Luckily, I had installed a back-up electric clicker type fuel pump when I first got our Ultra Van in August 1998. After the Convention was

over, I rented a new Buick, drove down to the local NAPA Auto parts store and bought some brass fittings so I could plumb in the electric fuel pump as the primary pump, and by-pass the defective aftermarket pump.

The mode of failure for the aftermarket fuel pumps is that after 991 miles of operation, the neoprene diaphragms cut themselves apart , just like a cookie cutter, because they don't have any fabric material imbedded in the neoprene. Therefore, you can't just push gasoline through them with an electric pump, because most of the gasoline will trickle down into your crankcase and dilute your engine oil and a lot of gasoline will spray out the rear of the pump, onto your harmonic balancer and your fan belt. And that could also start a very significant fire.



The "Light" AC pump with a repair kit.

The more recent aftermarket fuel pumps have another problem. They now have fabric imbedded in the neoprene diaphragms, but guess what ???! The new manufacturers now use a silicone based diaphragm. And gasoline and silicone are natural enemies. And gasoline always wins. Now your new aftermarket fuel pump now leaks at only 881 miles because the silicone based diaphragms are melting !! That is even worse.

But, have no worry, there is a solution. There is a new / old fuel pump supplier who still makes the original Corvair type fuel pump kits. You don't even have to buy a complete pump. I have been testing 3 of these new kits for about 9 months, in very hot weather, cool weather and in 3 Corvair vehicles, 2 Ultra Vans and our 1965 140hp 4 door. I have put about 6,000 miles on all three vehicles and have not experienced any fuel leaks, no stalling, easy starting and the pumps work the way they were supposed to work. (Yes, I know that GM would prefer to test 100 cars for 4 million miles, but I am not GM!) At the end of this article I will supply the address of the fuel pump kit vendor (\$24.50).



Another picture of the “Heavy” Pump

So, what is wrong with running an electric fuel pump you say? Well, if you have an accident, and can't shut off the pump, they will pump your gasoline all over the ground and burn you to a crisp. If you turn on your pump and forget to start your engine immediately, you can liquid lock your engine and cause an explosion when you do try to start the engine. And if you have your pump wired into your ignition, you can't listen to the radio while you have a burger at the drive in, and on and on and on. And since my hearing is still good, I hate the clicking sound they make all the time. So, what is wrong with running a mechanical fuel pump that could and should last you for over 300,000 miles. But, yes, it is wise to have an electric boost pump on your Ultra Van and a spare mechanical pump in your spare parts kit.

SPECIAL NOTE : The older, good fuel pumps are the lighter weight, AC brand. They weigh 14 ounces. The newer aftermarket, bad fuel pumps are usually "no name" and they are almost twice as heavy at 24 ounces. The bad fuel pumps usually have warped castings and can not be made to seal properly. The bad fuel pumps also are prone to having the two poppet valves come loose. So, save all the lighter AC brand pumps for rebuilding later, and toss all the heavy aftermarket fuel pumps because they are more than 95% defective.

The address of the company that sells the "good" kits is:

Antique Auto Parts Cellar
P.O. Box 3
S. Weymouth, MA 02190
ph # 1-781-335-1579

Notes on the author :

Richard Finch is a member of the Society of Automotive Engineers, and has been a consulting engineer to General Motors, Ford, Chrysler, Indy Car and has improved and tested the drive units on the Buick Rendezvous, the Pontiac Aztec and on Indy Race cars (1992 - 1995)

Editors Note:

There is a lot of controversy about what the problems are, whether there are problems, and what to do or not to do about the problems if they exist. I am running on a “new” pump that was purchased 2 years ago when I thought mine was bad (**I had run out of gas!**) and I saved the original as a spare in the trunk. I have 9,000 miles on the “new” one. But after talking with Richard I have purchased two repair kits on the theory that, together, they cost little more than an “new” pump and I can carry one as a “spare” for less weight than a spare complete pump.

Did you hear that Walt? Less weight!!!

A collage of pictures of what happens when people behind you are not looking where they are going. Jean McMasters coach #330 after being hit from behind.



Winter Western Ultravan Meet 2004

*Hosts: Howard & Marsha Boso
1536 West Roundup Street
Apache Junction, Arizona 85220
Phone (480)288-2636
Cell Phone (480)518-4103
E-Mail Hamboso@juno.com
Dates February 10 - February 14, 2003*

Come join us for fun in the sun. Enjoy good fellowship, fun & food. Plenty of parking, electricity & water available. No sewage dump(come with empty tanks). Local interests include Mall shopping, great restaurants, dinner theater & old western town. Welcome barbeque will be given on the first night(Feb. 10th at 6:00PM).

*Directions: Coming from West...Exit Freeway I-10 going east on I-60. Exit I-60 at Ironwood exit and head north going past Southern, Broadway & Superstition Boulevard(Four way stop). Still heading north turn right on second street on east side. We are the second house on the north side of the street.
Watch for Ultra sign!.*

If you are going to the Winter Rally in Apache Junction Arizona, here is something else that is going on nearby that you might want to catch after the Winter Rally.

Pioneer Days Bluegrass Festival
February 20-22, 2004
Pioneer, Arizona Living History Museum
On Interstate 17 at exit 225, 20 miles north of Phoenix.

Pre-Registration:

Pre-register and save with this Printable Registration Form.

Admission & Camping Information:

The festival officially opens Friday, February 20th, and lasts through Sunday evening, the 22nd. Gates will be open from 7:00 a.m. to 7:00 p.m. each day. Admission at the gate is \$15/day for adults, \$5/day for children 6-15.

Weekend passes are available at the gate for \$40/Adult, \$10/Children 6-15.

Advance Weekend Family Passes (3 day admission for 2 Adults, 2 children and 3 days camping) are available for \$100.00.

Dry camping is available for \$5/night, (No charge for Sunday 22nd) starting on noon Monday the 16th, through noon Sunday the 22nd. Campers who wish to set aside an area for a group are requested to register together. Parking Lot Pickin' will be going on all week. Pets are welcome in the camping area only, and must be on a leash. Please pick up after your pets.

Advance Tickets will also be available at the Tricopolis Records booth at the Blythe and Bullhead City Bluegrass Festivals.

Pre-register and save with this Printable Registration Form.

Produced By:

Ben Sandoval Productions

Email: blugrasben

Vendors:

Contact Pioneer Museum

623-465-1056 Fax 465-0683 Sponsored By:

Pioneer Arizona Foundation

3901 W.Pioneer Rd.

Phoenix, Arizona 85086

(Please Do Not Contact Pioneer

Museum for Info or Registration)

The Pipestone Rally

By Jim Isbell

The UVMCC annual rally was held in Pipestone, Minnesota this year and was attended by 18 Ultra Vans as well as a few other assorted vehicles including the new leaders attendance in a tent.

Martha and I decided to see if we could make this one in the Ultra Van after attending the last one in Sedan Deville.

One of the things that we added to the Ultra Van before leaving was a GPS unit. I had picked it up in an auction for the princely sum of \$5. I had used GPS for navigation while flying and also on a sailboat, but never in a land vehicle. One of the things I would need to take full advantage of it would be some really good maps. When flying and sailing there are government printed maps/charts that are available, but for the highways the maps available leave out a lot of information and some of the detail is suspect.



Here are the inhabitants of the Pipestone Rally. Me with my backside showing

Luckily I discovered a site on the internet, down from which, I could download aerial photos of much of the US. This gave me very accurate maps with Lat/Lon information that was absolutely correct. Not only could I find where the best roads were from the stand point of the shortest distance to the destination, I could actually see the surface of the road so I didn't accidentally select a dirt road. The accurate Lat/Lon info allowed me to find turns not shown on the usual highway maps.

The result was a reduction of 10% in the distance I had to travel to get to Pipestone.

Arriving at Pipestone we were rewarded with a few days of wet cold weather, but the assembled UVMCC members took the chill out of the air.

There were several interesting presentations from the Tech people including the "Jim Davis Magic Hour" in which Jim presented a great glue package that he had acquired. This glue will glue two pieces of vacuum hose back together so tight you can't pull them apart. Unfortunately the mirror Jim glued to my windshield fell off a month later. So now it's back to the drawing board.



All the Ultra Vans....except the Gallis...in parade through downtown Pipestone.

On the third day we had a parade of all the UVs through downtown Pipestone, escorted by the local police. No, it was not "Out of Town", it was through town. Bob and Diane Galli had to ride in my coach however because they had a ballast resistor give up the ghost and could not get #504 started in time for the parade.

There were several very pleasant dinners in town and many great side trips to the quarry and through the historic downtown area of Pipestone. Most of the buildings there are well over 100 years old and have been nicely restored.

A Redesigned Rear Motor Mount

Mount By Jim Isbell

After hearing of the dropped motor in the last issue of the Ultra Sounder, I resolved to do something about my original motor mount. It wasn't showing any problems, but I did not like the idea that it might suddenly decide to become a problem. It's too costly to wait and I had been waiting for 2 years so it was time to act.

I contacted Clarks and found that an exact replacement, and I didn't really want an exact replacement anyway, was going to cost over \$150. There was of course the later version, but it too cost over \$150. But then I was informed of a new design that cost only \$70 and had a fail safe "catch" to stop the engine from dropping out the bottom. I was told it fit either of the two series of Corvairs, so I deduced that it would probably fit an Ultra Van because, after all, the early motor mount fit an Ultra Van. Well, I was wrong, but it was fixable.



Original "redesigned" motor mount as it was received from Clarks.

It turns out that the fail safe "catch" would require that the portion of the motor mount that caught the motor to extend aft of the Ultra Van firewall.

My first idea was to cut a slot in the firewall so the extension would extend into the "trunk" area. Then I looked inside the "trunk" and realized that that solution would cut a vertical support of the aft firewall and thus, in my opinion, seriously weaken the aft firewall.

My second solution was easier to effect and worked just as well if not better. I decided to cut off the extension so that it just reached back to the firewall, no further, and no less. Then I built a loop of steel strap that I bolted to the top two bolts of the motor mount in such a way that if the motor mount separated under shear stress the upper "catch" would hook the steel loop as it fell. This would limit the fall to about an inch. This would be a drivable failure that would definitely announce its presence and I could replace the motor mount at the next available opportunity.

Picture #2 shows the hardware after modification and before installation.

BUT.....while this cost only \$70 as opposed to the \$170 for an original, and it will work, there is an even more elegant solution to the problem.

Next issue I will present a solution from Richard Finch who has designed a new motor mount where instead of the motor hanging on a piece of rubber in shear mode, the engine sits on top of a piece of rubber that is in compression mode. AND...his solution is only going to cost \$20 if you can do a little welding on your own.



Modified Mount and catch strap

TECH TIPS:

You mentioned that you want to keep your PosiTraction, and you can do that easily. The posi is completely inside the ring gear carrier and it can easily be transferred to another non-posi differential by simply taking the carrier from the unit you now have . Of course you must keep the ring gear and pinion together. Do not mix ring gears with other pinions. You and Martha rode in our 1965 Corvair 4 door that has a 4 speed posi that I took from a Powerglide differential by making that change. Corvair differentials are the easiest of all cars to work on because the gears are not pressed in.

And somebody keeps saying that you have to lower the engine in an Ultra Van to change the starter, but that is not so. I can and have changed the starter in our Ultra and other Ultras in less than 1 hour, total time. First, shut off the batteries and take the batt cable and starter solenoid wire off the starter solenoid. Then, loosen the two through bolts about 1 turn, but not any more than that. Then, remove the starter solenoid by removing 2 screws and a small machine screw. Then take the one bolt out of the Powerglide governor and remove the governor. Then take out the two starter mounting bolts and simply pull the starter out !!! That is all there is to it. To install the new starter, reverse the above steps. That is all you have to do. And you can do all the steps while still in the hallway with the bed up..

Richard Finch

FREE Camping and a chance to visit the Mecca of Ultra Vandom

The Good Sam Club invites you to The Great North American RV Rally

I am looking to invite 25 Vintage Travel Trailers to participate at the Great North American RV Rally June 21-24, 2004 in Hutchinson, Kansas for Good Sam Day. We would only like you to display your Travel Trailers on Thursday June 24th (Good Sam Day) from 10:00 a.m. till 2:00 p.m. We are offering prime parking for all the Vintage Travel Trailers to be near the club building. We are also willing to comp 25 Vintage Travel Trailers for dry camping. If you would like electricity it will be \$119. The event will be very fun and entertaining for all. We will have over 300 vendors, seminars, and entertainment every night including the Temptation Review and Larry Gatlin and the Gatlin Brothers. If you would like to read more about the event you can check out www.rv.net/rally. If you are interested in participating please contact Rebecca Zuniga directly by phone 1-800-765-1912 x455 or by email rzuniga@affinitygroup.com as I will personally be handling your reservations.

Thanks!

Editors Note:

Martha and I have signed up for the trip and free camping as we have been wanting to visit Hutchinson ever since we got our Ultra Van and here is a chance to do it free....except for the cost of getting there of course...#8-)



#267



#544



#601

Coaches For Sale

UltraVan for sale: # 267 has all new plumbing, all new wiring, I have done a lot of work to it. Just got back from Arizona with it in Dec. it did great all but a flat tire on the rear. It runs great drives great But I would like to have a V8 Ultra. so I am selling it to buy one. Its been to Hannibal, its been to Newport Ind. Bass Lake Ind. Chersterton Ind. Chicago 2 times and Arizona In December 2002. I would like to have \$7000.00 or best offer or I would be willing to trade for a V8 of equal value. John at 217-345-5559 c_vair30@hotmail.com

UltraVan for sale: #544, mileage is 25K. 1970, vdrive, with a turbo 3 spd. auto transmission. It has a 350 V8 in it, and a corvette rear-end, w/ 68 corvette rally wheels, w/ new radials. The body is straight, interior is original, and ok shape for being 30+ years old. Pictures encl. (Everything in the van is original. However, the rear "hatch" type door latch is broken, although handle is in place. Missing spare tire on front. As with other vans this age, the original paint is dry "crackling" in spots, and there is pitting in the area behind the tires, not rusted out, but it is spotting) Asking \$4,000 For more exterior or interior pictures, email me, and I will send the two zip files I have. Yahoo wouldn't let me send them all at this time. For other information, or to see the van, please call Steve at 253.862.3959 home or 253.740.0248 mobile.(Van is parked in Kent, 16 mi. south of Seattle.) Email at jgue@windcap.com

UltraVan for sale: #601 is for sale in order to start a business venture in Mariposa. For those of you that don't know the history on this coach it was Dave Peterson's personal coach. Is anyone out there interested or know someone that might be? It is running and moveable but has not been driven in over 5 years (needs a full restoration inside and out). It comes with a lot of spare parts such as extrusions, glass windows, 2024 aluminum sheets for body repairs, sinks, bell cranks, tooling for A-arms, 307 Chevy V8, 283 Chevy V8, power glide transmission, extra assembled front body structure and rear body structure, stove, and many more items. Please call or e-mail if interested. Thanks Ed Gurr at 510-909-3435 or 209-742-7469 edg@runco.com

Coaches Wanted

Bring out your dead! I'd like to find an UltraVan that needs a caring home. Non-running would be fine as I'm interested in alternative power plants. Will consider all options. I would prefer it be in the Western States as I'm in Colorado. Hoping to find something for under \$3,000. Thanks for any leads or consideration.
Peter Crowl pcrowl@earthlink.net or Phone: 303 730 7771

Group Ultra Van



**An Ultra
Van Barn
&
#504**

Owned By
Bob and Diane
Galli
Of Atascadero CA

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