

Whales On Wheels

VolumeXXVI

Number4 Oct1st2005

What's Inside	Your UltraVan on the Cover of WOW
GUV Treasurers Report..... 2	Would you like to see a picture of your UltraVan on the cover of Whales on Wheels? Then send a photo with a short..or long...story. The photo should have some artistic value...or not..showing the UltraVan in a scenic location. Send your photos and story to the Editor and have your UltraVan be a star. Your 15 minutes of fame are now available right here in WOW!!
CORSA Convention notes.....3	
Table restoration..... 4	
Earnie Award Acceptance.....5	
Letter to the Editor.....6	
Western Winter Rally.....7	
Axle Rebuilding.....8 - 9 - 10	
UltraVans for sale.....11	

Prez Sez

Over the past years the question has been asked many times "Why do we need two UltraVan clubs?". There were valid reasons. These reasons no longer exist. It is just a matter of combining the clubs. Lew Young, President of UVMCC (UltraVan Motor Coach Club), and I have been working on the terms of merger since the beginning of the year. I think we have come up with a satisfactory arrangement.

This will be the last issue of "Whales on Wheels" as the newsletter of Group UltraVan. We are no longer accepting new members, or renewals to Group UltraVan. Many of you belong to both clubs now, those of you who have extended subscriptions to Group UltraVan, your extensions will be added to the combined clubs membership list.

The new combined club will retain the Bylaws of UVMCC, Lew Young will remain President. All meetings, rallies, elections, etc. will continue as it were before the merger. Diane Galli was elected new Treasurer of the combined club, UVMCC, so merging of the memberships and treasuries is relatively simple.

Dues for UVMCC will remain at \$15.00 for the coming year, however, we are looking at a possible dues reduction in the following year, if finances permit it.

The newsletter for UVMCC will be "Whales on Wheels" , and will be Edited by Jim Isbell. Send all your articles to Jim for inclusion in the newsletter. The first issue will be first week in January.

Bob Gali

Group UltraVan Treasurers Report

May 1, 2004-July 31, 2005

Diane Galli, Treas.

Opening Bank Balance			
May 01, 2005	\$1,109.50		
Receipts:			
Dues	<u>\$850.00</u>		
	\$1,959.50	\$1,959.50	
Disbursements:			
Newsletter Printing &			
Postage	\$748.05		
Corsa Chapter Report	<u>\$20.00</u>		
	\$768.05	<u>\$768.05</u>	
		\$1,191.45	
Bank Balance 5-01-04	\$1,109.50		
Bank Balance 7-29-05	\$1,191.45	\$1,191.45	

Respectfully Submitted by



Diane Galli, Treas.
Aug. 01, 2005

CORSA International Convention

Portland , Oregon

July 25-29, 2005

Bob and I left for the CORSA convention on July 19th as we were visiting friends along the way, we drove our new little car , A Toyota Scion xB, air conditioned , lots of room and a delight to drive. We averaged about 30 MPG for the trip.

When we arrived we were greeted by Howard and Marsha Boso, Jim and Roy Davis, Doug and Meg Bell, Ron and Evelyn Adams, Forest Gist , all staying at the RV park about a mile from the hotel. Sally Gist was home , and we missed you Sally, also Lew and Shelly Young came in for a few days. Christy Barden drove a lovely 1960 white Corvair 4 door car. Those are just the UV members I remember staying there or in the hotel.

The 2 meetings were held back to back from 3-5 PM , we had a combined meeting so we could have plenty of time to discuss the coming merger of the 2 clubs. You might say we had an Ecumenical meeting with the 2 presidents, Bob Galli for GUV and Lew Young for UVMCC . The consensus of opinion is that it is a fine thing we are attempting to do.

Bob and I only went on one tour this Convention, the dinner cruise up the Columbia River, good food , good company, about 415 were on board the Spirit of Portland. The convention was a good one, Well attended and well handled by the hosting club.

The weather was superb, warm, hot to those not used to warmer climes.

Christy's car made Senior Division in the Concourse Judging, scoring a 94.5, a first place in Street Stock Restored, and a first place in the Economy run for Powerglide and 2 carburetors cars. Congratulations, Christy, as the saying goes: "you done good".

Well I can't pad this any more so will say; Adieu

Your friendly convention Reporter,

Diane Galli

Restoring the Table by Dan Shelby

In #364 the dining table is about about 37 years old. It was warped and twisted by the dry weather out here in the California desert. Looking underneath I saw where the wooden frame had been repaired in the past. If that isn't bad enough, the glue that held the outer skin on was also failing.

I had seen Jim Craig (#604) repairing UltraVan interiors before and I knew he would have the best solution for the broken down table problem. At first he showed me a couple tables which came out of other Ultras. To my surprise, they were all different sizes! Of course I wanted to keep the factory original sized table in #364, so I asked Jim to work a miracle on my table. He suggested that if I want a strong table, it has to be reinforced with 3/4" plywood underneath. The scoop is that you must find a good FLAT 3/4" sheet of plywood to start with. This makes a world of difference! The table was carefully disassembled. The new plywood is cut to size and then glued in place with special contact cement. Thereafter the table becomes rigid and true. The old frame edges and finish paneling were reinstalled to the new plywood "backbone". It weighs about three times more than it did before the modification, but I am sure it will last ten times longer! Special thanks to Jim Craig... Outstanding craftsmanship!!



Table Top



Table Bottom

Acceptance of Earnest Newhouse Award 2005

Due to the extreme shock and disbelief and being prepared with a speech for a more deserving recipient, I found my self at a loss for any meaningful words of gratitude. I am still not convinced that I should be counted among the other prestigious reciprocants of this award, but I do feel very honored to have been chosen for this award in 2005. I will strive to do more of that which shall make me more worthy of this honor.

I would like to thank all those who had voted for me and extend a special thank you to the very special person who nominated me.

I love the people of the Ultra club and have thought of you as a special family. You have given me much love and acceptance and I have a great desire to help preserve the Ultras and help keep the club alive.

With Much Love & Gratitude...Marsha Boso



Dear Editor,

I wanted to post a letter in the Whales On Wheels and tell everyone what a great time my family and I had at the National Rally in South Dakota. I also wanted to thank Lew Young for doing such a great job as Host. His attention to details and high level of organization were apparent and everything ran very smoothly. The Beaver Lakes Campground was an excellent choice.

I really enjoyed catching up with the members. It was also good to put some faces with names that I knew. I am not completely sure why but it is a real boost for me to see so many Ultra Vans in one spot. Maybe it is because I am surrounded by other people that know the pains and pleasures of driving Ultra Vans. I really appreciate the time so many members gave me answering questions for me and trading advice. I was armed with quite a list of questions that I had saved up before the rally and tried to spread them out among several members over several days. Unfortunately for Jim Davis I camped next to him so he got more than his share.

I wish my schedule allowed me to go to rally's more often. Though I am mentally prepared to retire and spend more time traveling my check book disagrees. I look forward to my next rally with much anticipation.

Respectfully,

Cliff Shattuck
UV #459

P.S. During my travels to South Dakota I met a man named Richard Martin. He said he was the last production manager for Ultra Van when they were in Sonoma, CA.

Winter Western Regional Meet 2006

*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 13 - February 17, 2006

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 shopping, great restaurants, dinner theater & old western town. Welcome barbeque will be given on the second night(Feb. 14th at 6:00PM).

Directions: Exit Freeway I-10 going east on I-60. Exit I-60 at Ironwood exit and head north going past Southern, Broadway & Superstition Boulevard. Still heading north turn right on second street on east side(Ironwood). We are the second house on the north side of the street. Watch for signs.

Axle Rebuilding

by Dan Kling #299

In this article, I'll share with you some of my trials and tribulations at rebuilding the Corvair powered UltraVan rear axle assemblies. The ideas presented here are not solely mine own but were culled together from various members in the Club from their e-mails and tech articles. The members advice I most heavily relied on were Bob Helt, Jim Davis and Norm Helmky.

You will need the following tools:

Vice	5"-6"
Dial Indicator	.001 tolerance
Micrometer	0"-1"
Drill Press	
Bearing Press Plate	
Sanding Disc	5" hard rubber
Adhesive Sandpaper discs	150-220 grit

I decided that since I really didn't know the history of the stub axles, that it was prudent to go ahead and start with a clean slate and just replace all the bearings and seals. I ordered the bearings and seals in advance along with a spare axle assembly to make a tool for measuring shims with. While I was waiting for the parts to arrive, I disassembled the axles. I used a two jaw puller to get the axles apart. I made sure to keep the large Castle nut threaded loosely on the axle to prevent damage to the delicate axle threads. They are especially susceptible to crushing near the cotter pin hole. The outer bearing is hard to remove because it is so close to the wheel stud flange. If you look in the Ryersen manual, it details how to use a chisel to start removing it on pgs 9-94, 95. You must be very careful when doing this to avoid destroying the bearing or nicking the axle. What I did was use the chisel to move the bearing enough to get a bearing press plate behind it. Once the bearing was removed, I used a grinder to add a couple of flats to the area under the bearing as per the Ryerson manual pg 9-95. I put one on each side to aid in using the chisel next time to start the bearing removal.

I cleaned and then painted all the parts with POR15 rust preventative paint. As a side note, if you've never used POR15, you really should give it a try. It can be applied with a paintbrush or spray gun over bare, rusted metal. It dries very hard and is impervious to most solvents. I use a paint brush since it flows out so well that brush marks are not a problem.

Upon disassembly I discovered that someone had the axles apart before me. Both sides were different. The axle on the passenger's side had been turned down to remove the press fit on the inner bearing, a practice used to ease replacement of the bearings. Unfortunately, this seems to have led to some failures as reported by some in our Club who have done this modification. Someone had also drilled a small hole in the axle housing for a grease gun needle and then had plugged it with a lead ball. The driver's side retained the press fit between the axle and the inner bearing but the housing had been modified by the addition of a zerk fitting. Following the advice of several in our Club, I weld up both axle housings and removed the grease fittings since I plan regular disassembly, inspections and re-greasing. Pumping grease through holes or zerk fittings doesn't really put the grease where it needs to be until entirely too much has been added. With heat and expansion the over abundance of grease can get past the seals and all over the brakes, which can be disastrous.

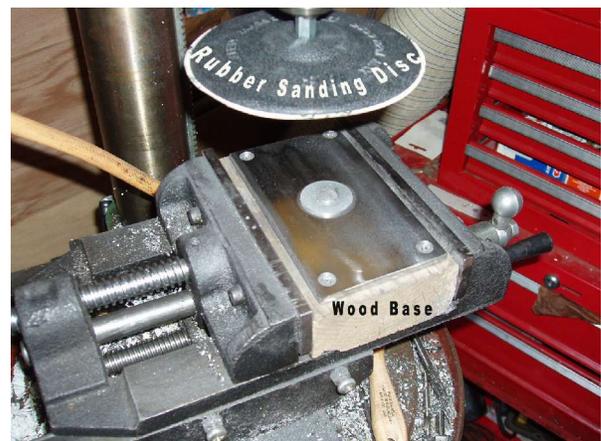
It ended up that I used the spare axle I bought to replace the axle on the passenger side. I want both axles I put into service to retain the press fit as originally designed. Since the press fit had already been removed from the old passenger side axle, I used that one as my tool for measuring shims.

To make an axle into a tool (dummy axle) for measuring shims, you need to remove the press fit from the inner bearing area of the axle. You can do this with 100 Grit crocus cloth if you are careful but it will take a while since the shaft is hard. You may want to farm this out to a machine shop to speed up the process. What your looking to do is to make the bearing just slip on. I lucked out in my case because the old passenger side axle was already modified this way. The other modification you will need to do is to remove the press fit from the axle yoke. Mount the axle in a vice and carefully remove 2 out of every 3 splines all the way around. Of the remaining splines, grind them down to about 3/4 of their original height. That's all it take to make the dummy axle. You don't have to make the dummy axle to choose the right shim, it just makes it easier to try different shims without having to press the axle assembly apart every time.

I made a jig to trim the shims down on my drill press. I got the idea from Jim Davis. Basically, it is made with a flat piece 3/16" steel with a fender washer bolted to it. The fender washer is trimmed down to be a loose fit inside the shim. I attached the fender washer loosely to the flat piece of steel with a trimmed down bolt with a locking nut on the backside. This allowed the fender washer to turn and the shim to turn easily. I also polished the steel plate before attaching the washer to reduce friction. I used a 5" sanding disc with 150 grit stick-on paper to sand the bushing down. I chose to use a rubber sanding disc that was actually made for the non-adhesive type paper because it was firmer. The shims that usually come with the axles are fairly thick, between .120 inch and .150 inch on average. The fender washer and trimmed down bolt must be shorter than this so you end up sanding only the shim. Basically, like Jim Davis told me, by allowing the shim to spin and having it slightly off center of the sanding disc, you create an improvised centerless grinder. Just a few lite touches with the sanding disc is all it took, you want the shim to spin slightly as you sand it. It worked like a charm. I bought some extra .005 shims that I thought I might need if I made a mistake with the thicker shim but didn't end up having to use them.



Dummy Axle



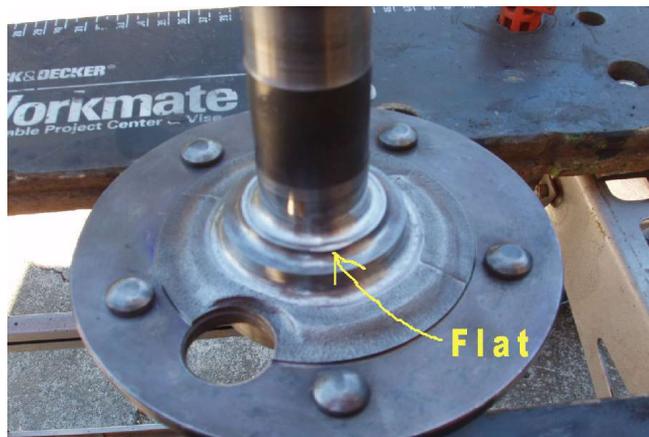
Sanding the Shim

Each of my axles had a large spacer and a smaller spacer or shim. The smaller spacer or shim is what I trimmed down with the jig to set the clearances. This shim as I mentioned before is usually between .120 inch and .150 inch. If you make a mistake, you can order shims from our Corvair suppliers, some as thin as .005 inch. What you need to do is work with one bearing/race set and hub at a time. Assemble the parts according to your Corvair or Ryersen manual with the dummy axle but leave out both seals and the brake backing plate.

Remember, the bearing/race set and hub will eventually be set up with the running axle, you're just using the dummy axle to get the shim close to the right size. Use a light lube like WD-40 and avoid spinning the bearings while you try out different shims. I set the axles up with the hub held in a vice and the dial indicator attached to the anvil with a magnetic stand. You should be able to take the reading from the dial indicator and then figure out how much you need to remove from the shim. Use the micrometer to measure the shim before and after trimming with the jig. I discovered that tolerances on all three axles/housings/bearings were different. Lucky for me, the dummy axle required a thicker shim to set the bearing end play to .001 than either of the running axles. The dummy axle allowed me to get the shims close but I still ended up pressing the running axles apart once to trim the shim down some more. One of the running axles required the shim to be reduced another .009 and the other running axle required the shim to be reduced another .006. You may get lucky and find that your axles are all the same and by setting the shims up on the dummy axle, you can transfer them directly to the running axles without having to do any more trimming. It just didn't work out that way for me. Really, it's all about how the different axles, housings and bearings stack up. What you are aiming for is .001 clearance after everything is all pressed together.



Dial Indicator



Axle Flat

After you get the shims right on the running axle, then assemble the running axle set with the seals, synthetic grease and brake backing plates. Check your clearances once the axle yoke is pressed into place and the axle nut is torqued to specs. Don't be too alarmed if it feels tight at first, remember you just added new seals and fresh grease. Try spinning the axle a few times and then recheck the clearances and you should see the clearances you saw when you only had the light lube on the bearings.

That's it! Believe me, once you do it yourself, it will remove the mystery from the rear bearings and you will feel more confident driving down the road knowing that they are in good condition, properly lubed and properly set up. For used bearing I would recommend inspecting them thoroughly after cleaning and to discard them if any defects are found. Bearing manufacturers such as Timken have websites with detailed pictures of normal and defective bearings and what to look for when examining yours. Timken has a tech tip for checking tapered roller bearings with pictures at the following address:

<http://www.timken.com/industries/automotive/autoaftermarket/techtips/TechTipsVol13Issue2-2005.pdf>

Ultra Van For sale. #492:

This is a very much modified Ultra with many improvements.110 HP 164 cu in engine with Powerglide, Possitraction and Transmission cooler. The interior is original.

#492's power plant is a 110 Hp, 164 Cu. in. Corvair engine, completely rebuilt to approx. 8.3 compression ratio, etc...

The upholstery is mostly original, dark walnut cabinets with the stock appliances, except for the front 3 bucket seats, the steering wheel, and carpet among a few other things.

It has been sittings in a 'begin to remodel' state since I've had it 5 1/2 years.

Peter Marino

pcm0@comcast.net.

2428 7th Ave. Pueblo CO, 81003.

My Mobile # is 719 406-5466

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Ultra Van for sale. #417:

Completely original inside and out, 9745 original miles ! 110 hp Corvair engine and powerglide transmission, I am the second owner but have all the original factory delivery papers including " it`s ready to pick up " telegram ! It has been in storage for 16 years so it will need restoration and paint. \$3000 Firm John Howell Lenoir City, TN (865) 986-8898 UV417@bellsouth.net

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Ultra Van for Sale #302:

Body in excellent shape. been gutted for remodel, but have all original insides (makes good templates). Shower, toiler, stove. 400 hp Olds engine. sell as is



Norm or Shelly Lamm (702) 870-5951

Group Ultra Van



This Ultra Van is #364 owned by Dan Shelby

This is another picture of Dans coach as we are running another article by him on his extensive restoration of #364

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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 \$8.00 annually, please remit to the Treasurer, Diane Galli. Make checks payable to Group UltraVan. Send submissions to WOW by Email to the Editor, Jim Isbell (digital submissions are preferred but even handwritten are acceptable)

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