

Whales On Wheels

Volume 2006

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Your UltraVan on the Cover of
WOW

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!!

Prez Sez

I'm continually being asked the question "What is the future of the Club"? To answer that we need to look at what has held the club together and how innovative and hard working we as individual members want to be to keep our club as a long term entity.

In my opinion what currently holds our club together is two groups of members—one in the east and one in the west (with some overlay)—who genuinely like each other and would do almost anything for each other. The club gives these folks a reason to meet at least annually, tell Ultra stories and bring each other up to date. These core groups are continuing to advance in age to the point where each year fewer are able to drive and/or maintain their coaches, thus dwindling rally attendance and eventually dwindling membership.

I believe Paul Piche and Barbra Greason took a very positive step, by whatever means, having their coach displayed on *The Tin Can Tourist* Calendar. Getting the free publicity certainly helps. So be alert for opportunities to show off your Ultra Van.

I think it's almost a given that to drive as Ultra Van or any coach 35 years of age you have to have some mechanical/electrical abilities. Otherwise the first time you breakdown in the middle of nowhere and sit without a clue will be the last time your wife will go with you. We would therefore prefer new members to have some basic skills but this is not an overriding priority.

Sooooooooo where is a ripe area for finding potential members who may be interested in joining our club? Well, how about an antique car club like say a Corvair club. I believe a good approach would be to drive your Ultra Van to your local car club meeting and offer a tour of your coach while you explain benefits of owning an Ultra Van. If anyone shows a spark on interest try to develop further friendship and eventually invite them to attend a regional rally with you. They can rent or borrow an RV or tent. Once a potential member spends some time with the group, chances are they will join. These are my thought on recruiting. Let's hear your ideas. Either we expend some energy recruiting or we sit back and let nature take its course and enjoy the club while we can.



ULTRA MERCHANDISE

Available at rallies or by ordering from

Nancy Pratt, Eastern Chairman 570-549-8136 dnpratt@juno.com

Marsha Boso, Western Chairman 480-288-8166 hamboso@juno.com

CUTE Miniature Cloisonne' Ultra pins \$3.00 each

Stitched patches \$3.00

"Corvair Powered" bumper stickers \$3 or 2 for \$5

Tech tips, sets 1 or 2, \$13 (\$15 each mailed)

Window decals \$1.00

Postcards @ \$0.25

Various Viton "O" Rings priced from \$1 - \$12.00

Plus OTHER GOODIES!

Call or e-mail about these items...

OR BETTER YET, SHOW UP AT A RALLY

and check out everything that is available

and kick a few tires while you're there!

February Winter Rally
February, 13-18, 2006
Howard and Marsha Boso's

Bob and I left on Feb 6th, heading first for Quartzsite, AZ and the Main Event for camping and "shopping". We were almost too late as almost every one had packed up and gone home, we stayed 2 days and left for good year/Avondale, AZ area and our granddaughter's for a visit overnight with her and her 2 darling (prejudiced) children, Jules who is 6 and Aidan is 3. Left the UV at the Cracker Barrel Restaurant for the day and overnight, with permission of the manager.

Next day, Saturday was a short jaunt to Apache Junction, and the Boso's compound, where we settled in for a week of visiting and some good food.

Those attending are as follows, Boso's, Zoutendam, McMaster and Chuck Hoppe, friend of Jean's, Davison, Forrest Gist minus , Sally, who we all missed, Reinhardt's, Nobia Suckow, Craig's, Eric Kervin, and Galli's.

We shopped, and one day Marsha and I went off to get me something for my computer, and as we were leaving the shopping center ran out of gas, so we had to call Howard for help and some gas. How embarrassing too, as we had been watching the gas gauge which we knew was low, just not as low as it was reading.

Made it home in time to leave for dinner and then go pick up Ron and Martha Zoutendam from their return from Europe.

Went to the "flea" market one day, for some "serious" shopping. We do love to make that one of our must do things when there.

Another must do, is an evening of dinner and entertainment at the Baleen's Arizona Opry in Apache Junction. We had down front seating this time, they are also in the process of getting ready for an expansion project.

Howard and Marsha put on the feed bag for us one night, hamburgers, hot dogs, and all the trimmings, some of us went into the kitchen to keep Marsha company while she cooked and made stuff for us to stuff ourselves with. We played cards, she cooked.

We had a Yankee swap one night, and it was fun.

I am sure I am forgetting something scintillating we did, like a visit to Wal-Mart. Oh well, can't remember it all.

The next Rally is at Twin Lakes RV Park in Newberry Springs, CA there will be a flyer in this newsletter, call and make your reservations for May 1-5, 2006, Bob and I are the Hosts for this event, the Good Lord willing and the Creek don't Rise. Hope so see lots of you there.

Diane and Bob Galli UV #504

ULTRA VAN SCHEDULED MAINTENANCE

Derived from the 1961 and 1965 Corvair Shop Manual

Edited by: Jim Davis

BEFORE EACH TRIP

Check engine oil level

Check after engine has not run for 15 minutes

Do not overfill, low oil level on dipstick is 1 qt below the maximum level

Check powerglide fluid level

Engine running, transmission warm, and in neutral

Do not overfill, low fluid level on dipstick is 1 pint below maximum level

Check tire pressures (include spare tire)

1,000 mile interval

Lubricate steering linkage and ball joints

(changed to 6,000 miles or 6 months in 65)

Check differential fluid level

Check brake fluid level

Lubricate brake pedal pivot point

2,000 mile interval

Remove, inspect, and clean air filter (reusable oil bath only)

5,000 mile interval

Grease distributor cam surface (ball bearing lubricant-points only)

Lubricate point's breaker lever pivot (engine oil)

Remove, inspect and regap spark plugs

6,000 mile or 60 day interval

Drain and refill engine oil, change oil filter

Moved to 6,000 miles or 6 month in 65 manual

Recommend oil filter bolt torque is 9 to 15 ftlbs

Recommended oil weight is 10w-30 for ambient temperatures -10F to 90F

Change oil more frequently if dusty area operation or for low temperature operation (below 32 degrees F)

Lubricate steering linkage and ball joints

Check fixed orifice crankcase ventilation for dirt or debris

Clean with suitable size twist drill

Inspect paper air filter element; replace if clogged

Check battery fluid level (if flooded type of

battery)

Clean and oil battery terminals oiled felt washers

Lubricate steering linkages and ball joints

Lubricate sliding splines on rear axles

Rotate axle position of tires (proper wheel nut torque is 45-65 ftlbs)

10,000 mile interval

Check steering gear box lubricant level

(moved to 36,000 miles in 65 manual)

Clean and repack front wheel bearings

(moved to when ever brake repair is needed in 65 manual)

Drain and replace rear axle lubricant

Lubricate parking brake pulleys

12,000 mile interval

Check fan belt for damage or excessive wear

Rotate distributor cam lubricator 180 degrees

(Points only)

Drain Powerglide sump fluid and replace fluid

(approx.- 2 qts);

Replace more often if carrying heavy loads or operating under hot conditions

15,000 mile interval

Replace engine fuel filters

(65 manual says replace only if flooding occurs)

24,000 mile interval

Drain, flush and refill brake fluid

(not necessary with using DOT 5.0 brake fluid)

Replace distributor cam lubricator

(if points)

Replace points set and condenser

Replace spark plug wires

Replace spark plugs

Replace distributor cap and rotor

25,000 mile interval

Disassemble, clean, inspect and re-pack universal joints.

36,000 mile interval

Check steering gear box lubricant level

Annually

Lubricate door hinge, door lock, and latch

My personal list (in addition to all the above):

Before each trip

Wash coach and engine

Check tire air pressure, tire wear, and coach alignment.

Check all electrical pumps and circuits and fuses (12 volt & 110 volt)

Rainex windshields

Check windshield wiper blades

Replace if first trip of the year

Check A/C for operation

Remove cover and clean if first trip of the year

Clorox and flush drinking water tanks (separate tank from coach water tank)

Check ball joint and wheel play (check for looseness)

Check wheel nut torque

Inspect trailer hitch mounts

Check trailer axle preload

Check all lights for proper operation

Check muffler shields for tightness

Each year

Change fan belt

Clean oil cooler(s)

Check torque on transmission and differential mounting

bolts

Weigh coach at traveling weight

24,000 mile interval

Disassemble, inspect, and repack the rear wheel hubs

Disassemble, inspect, and repack front wheel bearings

Check shock absorbers for proper operation

Western Spring Rally

Twin Lakes RV Park

May 1-5, 2006

Hosted by: Bob and Diane Galli

PH: 805-466-2737 (Home)

PH: 805-459-4384 (Cell)

Rates: \$16 per unit, per day

Contact Twin Lakes RV Park for your reservation

Ask for Jan and mention the Ultra Van Rally in May

Pets welcome but must be on leash

OK to get loud, Jan says, no one will hear us.

Jan also says to bring a good flashlight and fresh batteries for "Flashlight Tag" if you are interested.

Heck, why wait? You're IT! HA!

Diane

Twin Lakes RV Park

46200 Twin Lakes Dr.

Newberry Springs, CA 92365

PHONE: (760) 257-3377

Highlights: 49 Total RV sites. Can accommodate Rvs up to 45', full hookup and water and electric sites. Restrooms, showers, laundry, community hall, lake fishing, dump station, 30 & 50 amp. and spacious shaded lakeside sites.

Notes: Will not guarantee full hookups, pets must be on leash, rates are based on two people and \$3 for each additional person.

Directions:

West I-40

take Ft. Cady/Newberry Springs Exit (left) then turn right onto National Trails Hwy. and go 3 miles to Newberry Rd. Turn right onto Newberry Rd. and go 6 miles to Twin Lakes Drive. Turn right onto Twin Lakes Drive and go ½ mile to Twin Lakes RV Park.

East I-40

take Newberry Springs/Rt 66 Exit (right) to National Trails Highway then go 1 ¼ miles to Newberry Rd. turn left onto Newberry Rd. and go 6 miles to Twin Lakes Drive. Turn right onto Twin Lakes Drive and go ½ mile to Twin Lakes RV Park.

I-15

take Harvard Rd exit south to Newberry Rd. Turn left onto Twin Lakes Drive and go ½ mile to Twin Lakes RV Park.

Ultra Van Wiring by Walt Davison

The following pages are an insight into one way to upgrade the 12V system in a coach. Lets face it, Ultra Inc. didn't do a really first class job, and thirty years down the road its about time for an upgrade anyway. We get into a philosophical thing here, do we crimp and hope or do we solder? Do we upgrade the wires themselves? Do we simplify the system by eliminating connectors and relays, to "we hope" improve reliability? These are just some of the questions each owner will have to answer for him/her self. I have stated before that I think we should act as custodians for these unique vehicles, so I vote for a well thought out, quality rework of one of the most important systems in the coach.

I think a lot of owners are just a "wee bit" uncomfortable tackling a rewire job, and possibly a few are just a bit behind the curve on how it all works. The following pages on the starter circuits of #366 will act as sort of a primer, I hope. A little aside here: When one writes for WOW, one will have readers of every level of expertise. I tend to write for what I hope are intelligent people who could use a little guidance in technical issues. My goal on the electric system (and indeed on all systems) is to simplify, simplify, simplify! My experiences in life tell me that simple is better. the conn*ector that is not there is trouble free. The relay that is not there is trouble free. And things that are not there do no complicate trouble shooting, if its ever necessary. Somebody, I know not who, said, "Simplify and add lightness". Agreed!!

As always all the best Walt Caretaker/operator #366

The electric system of Ultra #366

In the winter of 1992/93 I decided to rewire. The plan was to create a simple high quality system that would insure a long trouble free life. All wire is plated, either tin or silver. All the terminations are soldered. The solder used was Kester #44, a 67% tin 33% lead alloy. (see aero electric manual section 8 and 9 for details on wire and solder). All terminations were further sealed with adhesive lined heat shrink tubing. All wires are accessible for the old "every inch/every year" inspection.

It is indeed a "bit" of work to wire things this way but for a long life unit its worth it. System has been trouble free to date.

The starting/all purpose battery is a garden tractor battery 300CCA from Sam's Club. The one in use is on the rear "step". The backup is under the spare

tire in front of the right front wheel well. They get alternated to keep them both fully charged, IMO a three year old battery is "by by". A battery that is so discharged that it wont start the coach is another "by by". IMO charging a deep discharged battery with the coach alternator is a bad plan. As of 2005 there is no "built in" interior lighting. I use a fluorescent tube the plugs into th accessory plug on main electric panel. Led flash lites work well. Simple works.

Starter Circuits Ultra #366

These paragraphs and the picture on the following page are reproductions of the pages in the electric section of Ultra #366s manual. Read along here and follow on the picture on the following page.

Starter circuit notes:

Wires 2B/2C/2D and 2E are all #10 wire/green in color and "flag" numbered. They are located, along with the "starter booster solenoid" (SBS), just aft of the battery switch.

Operation:

Power from the battery switch to the ignition switch is thru W-1. W-2 takes power from the ignition switch to the forward start switch (which is a push button type switch). W-2A takes power from the starter switch back to contact "C" on the SBS. This activates the SBS internally/electrically allowing power to flow from the battery switch thru W-2B to term "B", thru the SBS to term "A", and finally thru W-2C to the "S" term of the starter solenoid. The starter then operates.

Alternate:

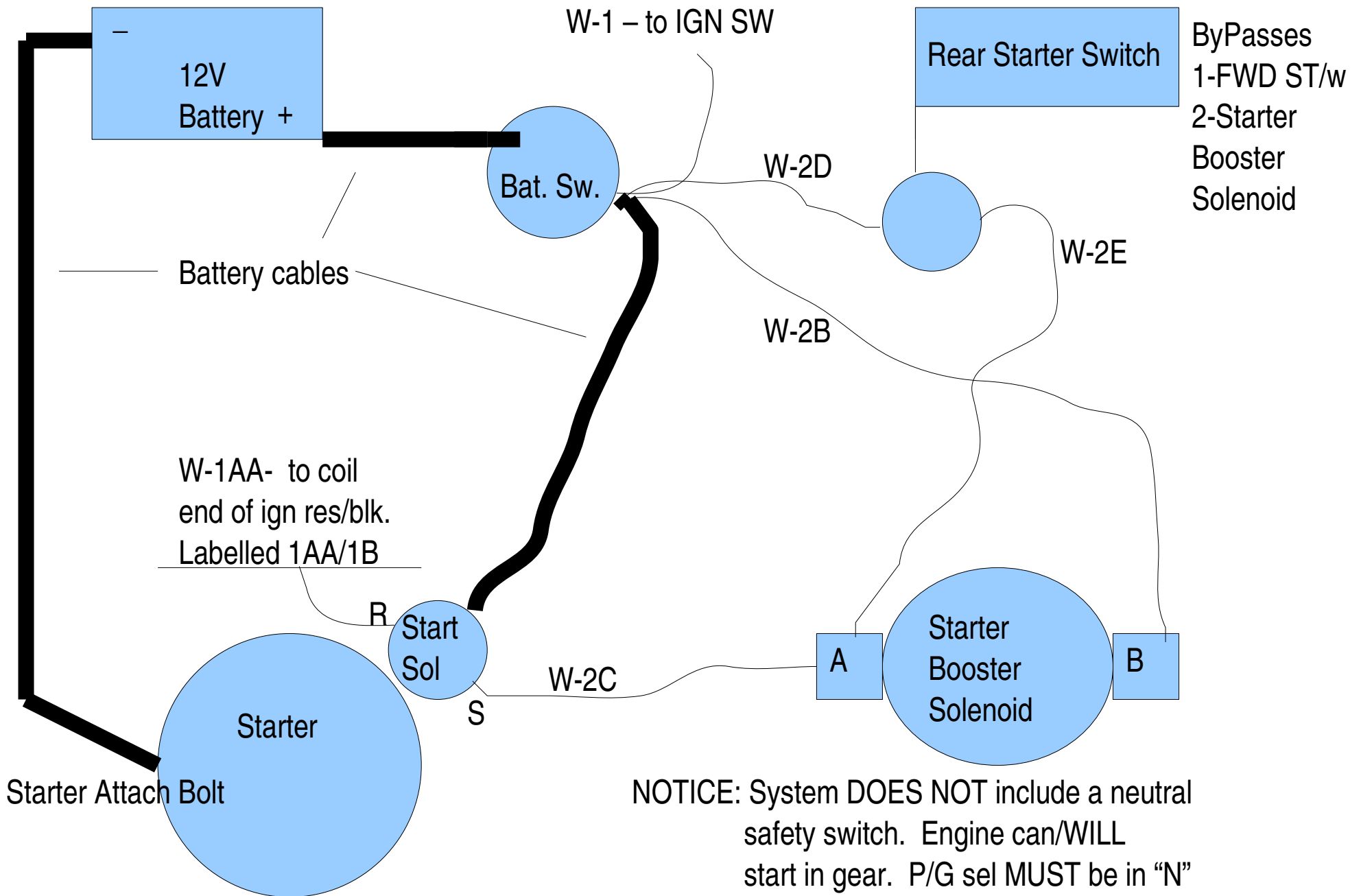
If for some reason the starter doesn't operate, try the rear starter button. Power now goes from the battery switch thru W-2D to the rear starter button, then thru W-2E to term "A" on SBS, then thru W-2C to starter solenoid. Starter operates. (note that in the alternate modethe "A" term on the SBS is used a a connection point only).

Problem Analysis:

If the starter operates from the alternate mode but not the normal mode it would seem to indicate a failed SBS or forward start switch, or a bad connection. (this assumes a good battery). Remove W-2A from SBS term "C" and with ignition on and froward start switch depressed, check voltage at the SBS end of W-2A. If no or low voltage problem seems to be in the front switches/connections. If voltage good it it must be a bad SBS.

Always have shift lever in "N" before using either start switch.

There is No Neutral safety switch in these circuits



Sticks and stones will break my bones But names will never hurt me.

By Paul Piche

This statement is really true for anyone owing an Ultra Van . A group of us were sitting around a campfire and we discussed all the names we have been called over the years. Some are funny but when people are caught off guard they say what they think, here are some of those thinkings, The first one listed is the one we heard most often.

Weener Mobile

Whale on Wheels

Up side down bathtub

Tear Drop

Pregant Snow Ball

Junior Space shuttle

Loaf of Bread

Jet Puff

Fred Flintstone Camper

Volkswagon on Steroids

Nest Egg

Mobil Marshmellow

Bubblegum Machine

Jelly Bean

Squatty Patty

If your Beautiful Ultra was called something else, please let me know and I will add it to the list.

Next the Questions your most likely to be asked.

Home Made?

How old is the unit?

Air Stream Coverision?

How long have you owned it?

Did you buy it new?

Who made it?

What kind of frame is under it?

What is it?

Editors note:

I have been asked if I made it myself and how long did it take to do it. Considering that amount of time I have spent on it, I sometimes think I COULD have made it myself...#8-)

The best one though was when the guy filling up my propane bottle commented, "I knew it was Volkswagen powered as soon as you drove in, I could tell by the sound." I tried gently to let him down.

Another time a truck driver came up to me as I refilled and said, "I have been following you for a long time and until you turned in I thought it was a trailer."

Ultra Van for sale. #521 \$4000/OBO

Chevy V-8 engine. Runs good. Brand new exhaust pipes and mufflers, much recent brake work. Body has some corrosion and interior needs work.

Pete Evans

2040 Rachel St. San Luis Obispo CA, 93401

(805) 215 1551 Email <ixnay@compuserve.com>

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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.

Peter Marino

2428 7th Ave. Pueblo CO, 81003

Cell Phone (719) 406 5466 Email <pcm0@comcast.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

=====

UltraVan for sale #297: asking \$5000

140 HP engine is good and strong, has 45,400 miles. It needs tires, a battery, and a tuneup. It needs to be painted and restored.

John Kosmatkai

811 Monarch Drive

Cedar Park Texas 78613

Phone 512-258-3344

Email <johncats5@netzero.net>

=====

Ultra Van, Wanted contact:

Fred Daniel

11701 Scenic Meadow Rd

Oklahoma City, OK 73173-8001

PH: 405-745-4439

UltraVan Motor Coach Club



Paul Piche's

#389

We were invited to an open house by my Brother and his wife, they live in Mayville, Mich. Well the driveway was filled up when we got there so I parked it in the driveway of an old abandoned home

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Atascadero, CA 93422

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WHALES ON WHEELS is a quarterly publication of the UltraVan Motor Coach Club, 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 \$15.00 annually, please remit to the Treasurer, Diane Galli. Make checks payable to UltraVan Motor Coach Club. Send submissions to WOW by Email to the Editor, Jim Isbell (digital submissions are preferred but handwritten are acceptable, just more work)

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