



Clyde and Kaye Stantons Coach #392 in the snow
 Clyde describes modifications he has done in an article in this issue

Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2007

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The Whales on Wheels is a quarterly publication of the Ultra Van Motor Coach Club, Inc. a CORSA Chapter and is dedicated to the preservation and use of the UltraVan. 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 annually. Please remit to the Treasurer, Diane Galli. Make checks payable to Ultra Van Motor Coach Club. Send submissions to WOW by email to the Editor, Jim Isbell (Digital submissions are preferred, but even hand written are acceptable)

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Ultra Vans For Sale

For Sale UV 482 for sale, good body but needs a paint job. Glass, tires are good, has AC unit, awning, 3 burner/oven stove ,ice box, carpet & seat covers are new, dual batts, asking \$4K or best offer, licensed in Eastern OKLA.

Leo Boatright -918-452-2547.

lboat@crossstel.net. refer E- Mail subject UV 482



This unit is for sale. It is in very good running condition. It has new air conditioner, rug, mattresses like the astronauts use, refrigerator with big freezer two doors. MANY OTHER ITEMS that I can't tell you about as I'm no mechanic. Asking \$15,000.00 or best offer. Ruth Harvey ,7685 64th st. Pinellas Park, Florida tel. (727)541-3433



I have coach UV #311 for sale here in No. CA.
Larry Forman Cell phone: 916-216-9801
e-mail: larry@forman.net
Located No. CA, near Half Moon Bay, CA.

Ultra Van #530 is for sale. Year made 1970. Asking price is \$10,000.00 OBO. 88 Blazer Engine and Transmission 4.3L V6 Computer Controlled Throttle Body Fuel Injected 700 R4 Overdrive Auto Transmission New Radiator, Hoses, Water Pump & Exhaust System & Harmonic Balancer New Holley Electric Fuel Pump w/Pressure Gauge & Regulator set at 14PSI Less than 5,000 miles on tires, rebuilt rear bearing assemblies, rear calipers, front wheel bearings, brakes, steel steering bell cranks & more! Microwave in place of oven. A/C - D/C Tv with VHS player, CB/Radio, AM/FM Radio w/tape player 4,000 Onan Generator in Bottom of Closet, 750 Watt Inverter, Roof A/C, Dual batteries Repainted in 1992 in original color, Everything else is original, in good condition The coach is located in Vidor, Texas, garaged since 1993. Call me at 409-786-4118 or email at fbozeman@gt.rr.com if interested. Can email pictures. Fred and Margaret Bozeman

Index

This issue of the Whales on Wheels has a new look. After many calls to increase the size of the print and the fact that we have started mailing in envelopes due to Post Office sorting problems, which gives us an extra page and more room, I have redesigned it to be more reader friendly. I would like any comments either Pro or Con, especially Con. Negative comments are especially appreciated because it allows me to make changes to try to please EVERYBODY. Some may see it as taking up space that should go for articles. But see page 4, this may not be an important consideration.

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Whales on Wheels is Dead

Today this reporter is sad to break the news that Whales on Wheels died during the night of a slow and painful death of natural causes. No one saw it coming but a few. Most were not even aware that they could have helped....or chose not to. It was a shame that something so valuable is now gone and will no longer bring joy to the 150+ members of the UVMCC. But as it slowly slipped away only a few, perhaps less than two dozen tried to help. The rest just watched it happen and felt helpless.

Notes from the Editor:

The above headline and comments might happen, indeed could happen, but for now they are only fiction designed to awake the members of the UVMCC to a possibility of the future. The reason I have tried this shock treatment is because nothing else seems to get the attention of the readers.

Yes, there are announcements of coming gatherings and there will be a full issue of text and pictures, but these are culled from past files and the submissions of a few regular members who have sent in articles in the past that I had not previously published because I didn't want to fill an issue with the works of just one author. I prefer to feature several authors so no one dominates the writing. Also, if I use all articles by just one or two persons then they become burned out because they are doing all the work. I will be able to continually call upon them for articles if I don't overwork them by calling on them for every issue.

Having multiple sources for material makes it easier for ALL, but when we find just a few doing all the work it becomes drudgery. No, I am not talking about me. I love this, but lets face it folks, I cannot publish what I don't have.

I know there are those of you who don't think you can contribute. You are wrong. You have all the attributes needed to become a featured author.

- 1) You have an interest in UltraVans and you may even actually own one.
- 2) You can take pictures, either with a digital or a film camera.
- 3) You know how to read because you are reading this.
- 4) You know how to write.

OK, you may not be Ernest Hemingway, but you can write well enough to write a letter. I am no Hemingway either, but I have some skill in this area and I can edit your text and give it a smooth and understandable quality IF you want me to. If you don't, just say so and I will publish you just as you write it. The nice thing about photos is that a picture is literally worth a thousand words and I can fill pages with pictures. I will edit out the pictures, just send me a hundred and I will pick the best.

We all owe a great deal of Thanks to the regular authors and to those who are always sending pictures. Please show your thanks by helping to lift the yoke from their shoulders, just a bit, please.

A special note: Many of you have failed to renew your dues. You will receive this issue, but no more unless you renew right away.

Jim Isbell, Ed.

PRESIDENT'S MESSAGE

I can't believe its 2007 and time to tune the Ultras in preparation for upcoming rally's. Speaking of rally's, Shelley and I attended an outstanding Western Rally sponsored by Eric Kirvin. The rally started with 2 days at Jim and Marlene Craig's place in Joshua Tree, CA; moved to the Great Western Fan Belt Toss in Palm Springs, CA for 3 days and then concluded at Slab City, CA for 2 additional days.

I was very gratified to count NINE Ultra Vans and one other brand in attendance. Attendees included Diane and Bob Galli, Marsha and Howard Boso, Marlene and Jim Craig, Betsy and Leo Senn, Walt Davison, Eric Kirvin, Kelly and Brian Boldin, Betty and Dan Reinhardt, Shelley and Lew Young.

During the past year our membership has increased to 164. Congratulations to all for growing the Club. Now what we need to do is get more of our members to attend our Rally's. Another point I would like to make on this subject is the fact that it is estimated that less than 100 Ultra Vans exist that are road worthy. With 164 members that makes Ultras' a scarce commodity. So please when you get to that point in life when you no longer want to or can't drive and/or maintain you're Ultra, don't park it in your backyard and let it deteriorate. Sell it and give someone else the chance to have fun. If you enjoy looking at it, take a picture before you sell. You will be welcome at all club activities with or without an Ultra.

I hope everyone a safe and healthy 2007. Happy Ultra Vanning.

Lew Young, Prez

Gordon Harvey

1921-2006

It is with sadness of heart that I send you this report of Gordon Harveys passing.

Gordon was 85 years old and he passed on Nov. 10 in the evening. He has been a member of the Ultra club for many years. I believe it was around 26 years. Ruth and Gordon were married for 23 years. They travel any years in there Ultras. I can remember him owning 2 Corvair powered and 2 V-8 powered and 2 Tiaras. He was a member of the Sheet Metal workers union for 53 years. He built and raced cars in the late 40's and into the late 50's. He belonged to the living legends of the NASCAR race drivers. He also raced on the beach at Daytona in the 50's. He restored antique cars wen he found time to do so. He was also a master judge for antique cars for many years. He was president of the Ultra club in 1994-1997.

He will be sadly missed by many friends.

COME JOIN THE FUN!!!!

Where: Lions Gate Hotel & Conference Center
McClellan Park, Sacramento, CA
Hosted by Ultra Van and Classic Corvairs of River City Clubs

When: May 3-6, 2007

Cost: Registration fee: \$15.00 per family; \$10.00 individual.
Free camping. Free electric hook-ups. No water or sewage
hook-ups.
Swap meet spaces \$15.00.
Welcome party \$10.00 per person.
Banquet \$35.00 per person with advance reservations.
T-shirts \$15.00.
Free transportation to Old Town Sacramento, Railroad
Museum;
Towe Auto Museum.
Rooms \$91.00 per night includes breakfast.

Schedule of events:

- Thursday, May 3: arrive, set up, dinner furnished by
Hosts, Yankee Swap.
- Friday, May 4: attend swap meet, trips to Old
Town, Railroad Museum, Towe Museum,
raffles,
Welcome Party 7-9.
- Saturday, May 5: same as Friday except for Peoples
Choice Car Show and Banquet.
- Sunday, May 6: pack up and drive home safely.

Points of Contact: Determine what you want to participate in and mail the list with a check (make check payable to CCRC) to Leo Scopesi, 2980 Allan Ave., West Sacramento, CA 95691. Be sure to state size of T-shirt(s) when ordering. Reservations should be received by April 4, 2007. Call or e-mail Lew Young with your arrival date. 1-209-823-6293/lew111@verizon.net
For rooms contact Lions Gate 1-866-866-7100 or 1-916-643-6222 and mention Corvair Club for \$91.00 room rate.

BEAU'S SHOP TALES 2006 (#388)

**By
Jim Davis**

Last year Beau traveled more miles than ever before, 16,300. I would like to tell you they were all trouble free, but that was not the case. Leaving the Custer rally, Beau tore 24 of the 52 teeth from the camshaft gear. It happened on I-90 just north of Round Lake, MN. I decided just to change the engine rather than rebuild it on a picnic table in the rain. Beau made it home under his own power a week later.

The first project of 2006 was to repair Beau's primary engine. Just to be sure I changed out the crankshaft and bearings along with replacing the camshaft gear. The remaining pieces of the engine checked out ok, were cleaned and reinstalled.

Since the was drive line was out, I took this time to rewire the engine compartment. Over the past five years, it had become a rat's nest with no order. I went down to my electrical supplier and bought 13 different colors of 14 ga UL wire. I made a wiring harness outside the coach and then spliced it in place. I also changed out the battery cables to 2 ga. (the original were 4 ga.), and the cable from the alternator to the battery switches was changed from a 10 ga. to 4 ga. I replaced the original 40 amp fusible link in the alternator wire with a 100 amp replaceable fuse. The 4 ga. engine ground wire was changed to a 2 ga. All bolts and nuts in the electrical system were changed from steel to brass to aid in electrical conduction. The changes were necessary to upgrade the electrical system to better handle the 105 amp alternator, the D-31M Optima batteries, and to make the engine's electrical system more reliable; as it had begun causing problems.

As the rear hubs have traveled 44,000 miles without a problem, it was time to check the hubs. The right wheel check was good, so it was re-greased, grease seals replaced, and reassembled. Not so with the left. The outer grease seal had failed and the outer bearing was full of water and rust. I figure about 2,000 miles or less to failure. New bearings, races, and seals were required to make it good again. While the hubs were out, I replaced the wheel studs. I was never happy with the length as the end of the stud was flush with the nut. A nut on a bolt will develop the maximum holding power when at least three full threads show (past the nut) on the end of the bolt or stud. The previous studs had 1.5 inches of threads and the new ones have 1.8 inches of threads. I now have four threads showing.

Next were the drive shafts. Customarily each winter, I disassemble the four U-joints and checked them for wear. The Brute Force U-joints on the left drive shaft were again failing. As long as Auto Zone kept replacing free, I kept using them. The replacements this year came with a one year warranty as opposed to the lifetime of the originals. So this is the last year of Brute Force universals. The right universals are NAPA's best and seem to be holding up fine, so they were cleaned, re-greased, and reinstalled. The drive shaft's splines were checked and the grease seals replaced. I have a pair of Tom Wood's "Gold Seal" universals

on the shelf should I need to replace the ones currently installed.

While the drive line was out, I checked the differential. The fluid was clean and not colored. I drained the fluid and checked the bottom of the differential for contamination, none was found. The gear pattern was good with no chipping or spalding on the gears. New fluid was added along with two bottles of GM's Positraction additive. The powerglide transmission was not checked.

Out for a couple of test drives along the Parkway, I noticed the oil pressure dropped to zero at the 450 rpm idle; yet, the oil pressure light did not come on (5 psi switch). I hooked direct reading using the oil pressure switch location and compared it to the Cyberdyne digital gauge (0 to 80 psi). At cold oil temperature and high idle, both gauges read 55 psi. As the oil pressure decreased due to idle speed and oil temperature increase, the pressure gauges began to diverge. At 220 degrees oil temperature and 450 idle rpm the direct reading gauge read 14 psi and the Cyberdyne gauge read 0 psi. I replaced the Cyberdyne oil pressure sensor and all is well.

The last time I was in Richard Finch's coach I noticed a digital electrical line monitor. It was monitoring the input voltage and frequency to the coach. Knowing that out of frequency or voltage condition will soon burn out an electric motor, TV or other electronic devices, I decided to invest in one. I added a 110 volt duplex electric receptacle high above the refrigerator so the monitor would be ready visible.. This receptacle can be powered by shore line, inverter or the gen-set. It will probably turn out to be just more non-vital information. We shall see.

The last winter mod was to install a LED courtesy light by the door. We have been living with the original light which is not too bright (to say the least), but I could not find a small, reasonable bright light that seemed to look like it belonged on Beau. Bob Galli showed me his big flood light on his coach a year ago, so I knew I had to do something. The light was nice but the appearance was not what I was looking for. At a recent stop at a Flying J, I noticed a truck with a bright white LED light on the back of the cab illuminating the air lines and the trailer plate. The trucker, he said it was made by Maxxima. I ordered it from <www.buytruckstuff.com> and it looks great. I still haven't tried it in the dark but looks like it will work fine. It may not cast enough down light so a reflector may be in order.

Traveling this year starts March 15. See you all on the road.

Coach # 392 Modifications and improvements By Clyde Stanton

We have, best that we can figure, a little over 300,000 miles on 392. We had to rebuild the powerglide on #392 right after we got it home. Then get the brakes

working as good as we could make them work. Then tighten up every thing in the steering. Then get it running as well as possible Then get it painted. This is the current paint job that is on it. Then we had to refurbish the interior. We removed the dash instrument panel and had it recovered, new drapes, new carpet, venetian blinds, Mazda 626 bucket seats etc.,etc.

The batteries have been moved forward ahead of the engine room. We used to have problems with carburetor. icing. We tried many thing to over come this problem. Finally solved it by running the heat tube of of the motor on the drivers side back into the engine room. When the ambient temp is below 50 F I pull the plug and let the motor heat back in to the engine compartment and that does the trick. Also run a screen made out of hardware cloth under the cooling fan to keep paper, shop rags and mice out of the cooling fins. The other side heats the inside of the coach real good down to -19 F below Zero. We have run new wiring down the drivers side of the coach through the wall in thin wall PVC pipe. (Per Norm Helmkey's way)

In the engine compartment we run a 1975 Chevy 6 cyl. electronic ignition distributor modified to replace the Corvair distributor. We also run the Safeguard anti knock system. The cylinders are bored 30 over and we run total seal rings which we are happy with. We are running the 889 cam and Bob Galli heads. We also run water injection. The carburetors have been modified so that we can change the jets without taking the carburetor apart. (run # 52's) All the choke linkage has been removed. Haven't run the chokes for over 20 years. The differential pinion gear has been welded to the shaft. over 100,000 miles ago. (per H. Boso) No lost sleep about spinning a pinion gear. Have installed a fan on the air inlet side of the motor to cool things down when we stop it also remove any fumes out of the engine room. Have also installed a B&M transmission cooler that automatically comes on at 178 F and cools the transmission oil down when needed. As driving through Custer State Park in So. Dakota. Have installed air shock's in the rear. Steel bell cranks in the front end and have the steel a frames in place of the alum ones.(per J. Davis) Also run the Chrysler spark plug tubes(Per H. Boso) Have reinforced the rear suspension also. Also installed the Kevlar cover over the gas tank. Relocated the dining table to attach to the front shelf and built in a 6 foot four inch couch. Have the removable steering wheel. (per J. Davis) We run air horns. Many gages and switches and gadgets. There are many more things that are in the log that I haven't mentioned. Its 21.6 F out now and I don't feel like running out in the cold to get the log. Our next project is to install disc brakes on the front.

We installed the fantastic vent fan in the ceiling and we also run the Frantz oil filter. Also built and installed a Stainless Steel exhaust system from the manifolds back to the muffler. Powder coated the engine shrouds. Installed a one piece lift platform under the queen size mattress.

We put a new 12 volt DC-120 AC fridge in and added a flip up extension on the counter top o give us more counter space. We also added air vents on the front by

our feet for cool comfort when traveling in the heat of summer. We run 205-14 Michelin tires front and back. Also have ran LED's in our tail light and brake lights. Which are the Buick bullet lens. We have run flush mounted rear and front clearance lights for many years now.

A couple of other things. Added dual master cyl. And ran new brake lines steel and flex and replace all the wheel cyls. I have modified every thing so that I can change or replace the fan belt in three to five mins. When the motor is hot without any great discomfort. Also widened the space between the front wheel wells. We run synthetic oil in the motor and transmission and Moly gear lube in the differential. We also run a trap off of the vent tube off the top of the motor to trap and vapor our blow by gas and then vent out a tube to the rear of the coach. This keep the carburetors clean on the inside.

Clyde

How Do You Compare (#389) **by** **Paul Piche**

May 9th 1996: Motor home arrived on flat bed, rolled off in my construction yard. My knowledge of what I had just purchased for \$800.00 was Zero=Zero =Zero. Thank heavens there was a Reyerson manual and a advertisement for Clark Parts. In one of the cabinets. Now 10 years later I have acquired considerable knowledge , from tech sessions, manuals and hands on experience. # 389 was totally rebuilt between 1996 & 1999 there were some items not replaced. I have always keep good records, see how your Ultra compares!

My speedometer was turned back to 0 mileage.

At the time of this writing speedometer reads 63,300 mi.

Alternator-Regulator: Replaced Regulator at 20,495mi. with electronic one. New Alternator bearings 32,605 mi. New alternator& regulator 54,111 mi.

Ball Joints Replace broken one, passenger side 13,472mi. Replace driver side before it fell out 15,342mi. All ok._

Batteries: 8 year warranty : replaced dead cell one 41,189 mi 5 yrs. Other one ok._

Brakes: Replace shoes and turned two drums and two wheel cylinders. 35,694 mi._

Carpet: Replaced 48,707 mi. 4 Years_

Carburetors: Rebuilt carbs on 2nd. Engine 15,432mi. Developed leaking float rebuilt both carbs. 35,694mi. Rebuilt both carbs. 62,946mi

Differential: Rebuilt complete -welded pinion gear ,new 1/4 inch thick cover and all new bearings. 25,524mi._

Engines: Original 140 totally rebuilt (not by a Corvair re builder) Lost valve seat 10,018mi. Lost second valve seat (other head) 11,889mi. Drove 42 miles with broken seat, just made it home Took engine out and threw it away. Bought used 110 engine sitting for 15 years in and out of a barn; took 9 hours to remove the metal without breaking the bolts of in the block. Cleaned it up installed it . Started to burn oil replace at 57,563mi with a rebuilt 110 . I Love the 110 over the 140._

Fan Belts: Replaced one belt on the road, 54 010 mi. Replaced belts when I replaced the engines.

Front Wheel Bearings: Changed out at an average of 8,488 mi per set. Most bearings were discolored at this mileage._

Ignition: New coil failed at 10,980 mi. regular coil. Coil failed again at 24,761mi. Replace system with Electronic ignition and hot coil. 25,442mi. Electronic ignition failed at 62,285mi. Replace complete._

Rear axles: Original set rebuilt by tool maker: Driver side failed 29,985 mi. Passenger side at 37,326mi. Spun bearing on axle(not pressed on bearings) At 48,706mi. replaced both axles with press on units. 0 tolerance . And new hardened washers. Disassembled and repacked bearings, new seals at 57,590mi. Bearing ok._

Shocks: Monroe air shocks: rear still ok. Fronts replaced at 48,707mi._

Starters and Torque converters: Original starter changed at 4,503mi. New starter and torque converter 10,244mi. Changed torque converter broken tooth and new starter Bendix 25,442mi._

Tires: P215-R65-15 Coopers Mileage per set 25,320 mi. I always change 2 tires at a time and put old tires on the rear.

Transmission PG: Trouble free until the motor mount broke and the engine fell to the ground 38,991 mi. It put hair line cracks in the housing and I could not stop it from leaking. Replaced with used one, cleaned and changed gaskets. 54,741 mi. now dry.

Universal Joints: Outer set replaced 14,425 mi. 2nd. Outer set replaced 51,092 mi. 1st inner set set replaced 57,590 mi.

Windshield: 3 stone chips repaired.

#389 weights 4,110lb. With full fuel: not as heavy as some others.

Hope You enjoyed, Paul Piche