



Let us introduce "Mr. Giggles" or in other words Ultra Van #489. Mr. Giggles is a member of the Ronnie and Anita Large family and they reside in northeastern Kentucky. They enjoy camping with Mr. Giggles very much. Please see page 3 for further photos.

Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2009

July Issue #3

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 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 \$10 annually. Please remit to the Interim Treasurer, Lew Young. Make checks payable to Ultra Van Motor Coach Club. Send submissions to WOW by email to the Editor, Brenda Leighton (Digital submissions are preferred, but even hand written are acceptable)

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Sally Gist.

It is with a sad heart that we forward the news of Forrest Gist's wife, Sally, who passed away in her sleep last Wednesday evening. A lady full of spunk, giving Forrest and I a bad time whenever we went out on a car junket. She was an avid reader in her later years and when she was healthier loved to take to the open road. A member of the UVMCC, Sally Gist was beloved by all who knew her and her husband, Forrest. She will be remembered by all Ultra Vanners for her humor and lovability. (Doug Bell and friends of Sally)

A Special Note from Your Editor.....

As most of you know I am in the process of scanning the archives for the UVMCC. These archives will be on a dvd for anyone to enjoy. The cost of burning dvd and mailing is approximately \$5 (if I can purchase by the bulk of course it could be less). If you would be interested in it, would you please email or snail mail me, it would give me an idea of the amount of dvd's needed. I would like to bring them to the National Rally at Santa Fe.

If there some of you out there who now have e mail and would like to receive your Whales on Wheels very fast (It takes 2 seconds to e mail it to you), please let me know and I will take you off of my Snail Mail list. You can e mail me at the address below.

Brenda Leighton 239-656-3075 brennorm@aol.com



From Walt Davison 6/11/09:

Talked to Bob Cole yesterday...sad to hear he had sold his coach but I guess like me...it was time. I'd like the address of the new French owners so I could welcome them in...and pass it along to Thomas Stingl.. a German member. Bob and Ann Cole from Scotia NY owned #555A. He was a thirty plus year owner and his wife is a lovely lady...Bobs a nice guy.



PREZ SEZ:

It seems that 3 months pass mighty fast, almost like the speed of an Ultra! Here we are at the middle of 2009. Is the glass half full or half empty? I have just three things to say:

1. Thank goodness, we have a good support team at UVMCC. Specifically, today I refer to your WOW editor, Brenda. You have not received a late WOW since she began as editor!
2. Best wishes and our love to Diane (Galli) who had to relinquish her duties as Treasurer because of her health. Our sincere thanks, Diane for a superb job.! My first “first hand” experience with Diane was when we hosted the Amana Rally. Diane showed up and immediately took over as the “registrar”, freeing Martha and me to be proper hosts. She contributed significantly to the success of that rally and has done the same for every event for which we were responsible. Thanks Diane, and may God bless you!
3. As I keep repeating, the internet and email really keep me informed regarding lots of things and people interested in the our UV’s. I am just getting acquainted with Twitter, et al and try to keep no more than “one generation” between me and my grandkids. I commend the same to you but it is a challenge! If you are not on the Yahoo site, please try it. (if you have trouble getting on, email me or Norm Helmkey)
4. Most importantly, I am looking forward to seeing all the old faces plus many new Ones at the Santa Fe Rally in Sept. The internet and email help(s) fill in the gaps but they are no substitute for those great face to face encounters with each other and our Ultra Coaches. I’m sure that Jim and Roy Davis & Shelly and Lew Young will not disappoint us with their rally arrangements. Please see separate Santa Fe rally promotion!

Ron Zoutendam, Pres. UVMCC



From the cover: More pictures of Ron and Anita Large. They love camping with Mr. Giggles. They are members of the UVMCC and enjoying their time with Ultra Van #489



Ultra Vans For Sale

#232 Ultra Van. This unit has about 1200 miles on a rebuilt 110 engine. I

have invested over \$12,000 for renovation and upgrading. I had just returned from a 1,200 trip with my Ultra before taking it in for some body

work and paint job. At that time, it was in great running condition before the wiring was removed. There is a brand new refrigerator, Onan generator, exterior body parts, and (2) windshields that are stored with the Ultra Van in Las Vegas. It also has a rebuilt transmission. Included are heavy duty brakes, new front suspension, air conditioner and swamp cooler. The exterior body is in fairly good shape. The wiring.

interior paneling and carpet have been removed in a renovation attempt. Would consider the buyer using some bartering, or doing the mechanical work that needs to be completed. **Darrell Woofter contact at 417-725-8088 or email me at woofcorvair@aol.com for questions. Please make offer.**



#236 1966 Ultravan. This is one of the first units built. It is complete, but needs some work on the interior and paint on the outside. The motor was built by Jim Craig and is a 140. it has less than 1000 miles on it. The core that it started with was also a very low mile original. Power glide transmission was rebuilt at the same time. The front suspension has been upgraded with new I beams. It runs, drives, and is currently registered. Tires have lots of tread, but are at least 8 years old. It is located in Fremont CA. **Asking price is \$4500. Please give me, Ed Gurr, a call if you have any questions 209-742-7469 home. 510-909-3435 cell.**

#391 1968 Ultra Van Corvair powered, 110 H.P. runs good. It has a late model Air Conditioner with heat strip and a 50 watt solar panel. It also has a 13' A & E awning. The body is in good shape with no corrosion. Red metallic paint. The Ultra is stored in Wisconsin. **Asking \$5,900.00**

Contact Pat Kennedy, N4671 County Rd P, Delavan, WI 53115 Home 262-728-5842 Cell 262-215-3014

#601 1970 Ultra Van. This was Dave Peterson's personal coach. For more info on Dave and Ultra Vans go to <http://www2.onu.edu/~kwildman/ultraVan.html> or

www.pilkguns.com/fotouv.htm There were only 5 of the 600 series built and three of these were completed to the point of being drivable. It weights about 4500 lbs. The drive line is an Oldsmobile 360 small block motor, turbo 350 transmission to a modified rear end. The differential has been offset all of the way to the drivers side so the motor is on the drivers side of the motor home. The weight of the motor and transmission are offset with the water and holding tanks. The suspension is air bags on all four corners – way ahead of its time. It needs a complete restoration mechanically, interior, and exterior. I have lots of spare parts including many of the body parts. Here is a partial list of spare parts. Sheering bell cranks, engines, transmission, extrusions, front clip of the body, aluminum panels, windows, stoves, refrigerator, suspension parts, and I am sure a lot of other stuff. I have more pictures if you are interested. It is located in Mariposa, CA. **Price \$4500.00 some trades considered. Contact Ed Gurr, cell 510-909-3435, home 209-742-7469.**

#604. For Sale: Rare 1973 Ultra Van - 26 Feet Long
Sleeps 5 or 6 One of Four Built -This is the only one of its kind on the Road V/8 350 Oldsmobile Engine – 50,000 miles on engine-Full dash instruments 200R4 Overdrive transmission, 4.11 Gears in differential, Power steering, Power 4 wheel disk brakes - Air Bag Suspension, Solar Panels, Good tires 2.8 Microlite 2500Kw Generator- 13,000 BTU Roof Air Conditioner, Large awning, All Tinted Glass, TV w/antenna, Microwave. **Asking \$18,000.00** Location: Apache Junction, Arizona
Contact: Howard Boso Home: (480)288-2636 Cell: (480)518-4103 Email: Hamboso@juno.com



#2019 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



Kevin Golden of Harrisonville, Mo. Found this one for sale on craigslist: 1968 ULTRA VAN Motorhome. #362. Broken Passenger Front Lower Control Arm. Last Registered in 1979. Corvair Powered. Needs Restoring. Asking 6000.00 or best offer. TPillis@aol.com - \$6000 (Bethlehem, Ct)



Ultra Class Ads:

Windshields Are Hard to Come By Available While They Last

I placed an order for windshields which should be in by late June if all goes well. I have already sold a number of sets to members online. However, while they last, I still have some sets available. I will only sell left and right sides together as complete set. Please call Tony at 613-258-1088 or email me at: ultravanman248@yahoo.com

Corvair Ultra Van Rescue/Repair Kit as prepared by veteran Ultravanner Pat Fitzgerald for Ultra Van #211. Approximately twenty (20) hard-to-find parts ranging from starter nose assembly to powerglide C-clip. **Cost \$90.00. Half price. Buyer pays shipping.**

Complete heater assembly with cover removed (in working condition) from #211. **\$50 or best offer. Buyer pays shipping.**

Completely rebuilt and assembled rear wheel assembly. By Pat Fitzgerald. **\$90. Half price now. Buyer pays shipping.**

Pair of matching 110 heads. Hand cleaned. **\$75 or best offer. Buyer pays shipping.**

All of the above by Bill Welle, Nokomis, Florida 941-488-6535 Email: billpatjrs@wmconnect.com

Corvair motor for sale built by Bob Galli. It is a 110 and is complete and ready to install. Bob built this motor about five years ago and has never been used. Bob did run the motor in, but other than that it has zero mile on it. It has been stored in a heated and cooled garage the whole time. **Consider best offer. Contact me, Ed Gurr, at my cell 510-909-3435 or home 209-742-7469**

Ultra Van parts For Sale:

1. Bell crank upgrade. Consist of L&R bell cranks with new bushings and the RYERSON modification to the left bell crank. Also, eight ea. stainless steel plates and two shoulder bolts.(Bell crank structural upgrade.) Price \$150. (Photos available)
2. Bosch electric windshield wiper motors. All have been run and tested. Price \$40 ea.
3. Bell crank structural upgrade. Consist of 4 sets of stainless steel plates and 1/2" shoulder bolts. Price \$40.
4. Side alum ribs. Price \$25 ea.
5. Steel reinforcement "U" channels for all suspension hinge points. Price \$5 ea.
6. Toilet, 1ea. "orig", \$15, 1ea. aftermarket type \$15.

Digital photos are available for all parts. All parts prices are plus shipping.

Jim Craig 760 285 1212 e mail: flexman52@roadrunner.com

For Sale:

Complete front and rear suspension (modified with additional air shocks) from #518. Also the Walters V drive, turbo 350 trans, fuel water and waste tanks. **Mike Babinetz e mail me at: babzway@tampabay.rr.com 727-364-7897 Location is New Port Richey, Florida**

FOR SALE:

Coleman forced air furnace for motor home, \$50

Ultra Van steering box and steering wheel, \$40

Ultra Van 2 lower A frames \$50

Ultra Van 2 upper A frames \$40

Ultra Van 2 beams cast (or casting beams?) for front upper suspension \$40 each

Ultra Van two spindles \$15 each, one is drilled for speedometer cable

Misc. brake drums and Misc. Corvair parts. Call for items. All parts are located in N. Palm Beach, Fla. 33408. **Jean McMasters at 561-352-6158**

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CORSA EVENT

Dates:	July 13-17, 2009
Event:	CORSA International Convention in Jacksonville FL
Hosted by:	Florida Corvair Clubs
Description:	Historic presentation by the CPF Staff, performance-based workshops, rare Corvairs on display, plus all the usual events. Host hotel is Wyndham Jacksonville, 800/996-3426, mention Corvair Society for \$99 rate. Register online at www.wyndhamjacksonville.com , click "Search using Corporate, Promo and Group codes," enter your dates and 0719886CO for Group Code.
Contact:	Sarah Beltrami
Phone:	386/615-0072

E Mail from Owen Strawn regarding Ultra Van #214

Last week I asked about two vintage pictures found on the FMCA website. Norm Helmkey identified the subject of the 1967 photo as #287 but nobody responded on the 1966 photo: <http://community.fmca.com/index.php?autocom=gallery&req=si&img=225>

The two photos were found in a collection of photos taken at FMCA conventions. The 1966 photos were taken at the summer convention at Glenwood MN. The story is here: <http://www.fmca.com/index.php/join-family-motor-coach-association/stories/270-vintage-motorhomes-preserved-in-photos>

Based on the date, headlights, turn signals, bumpers, and passenger side mirror, the mystery coach had to be between #208 and #214. I couldn't narrow it down further without more pictures (I've never seen 208, 210, 212, 213, or 214) - but since I actually "know" the owners of #214 (I tracked down their email as they live only 150 miles away from me), I sent them a quick query.

Four Ultra Vans were initially constructed in Oakland CA, and delivered to the new Ultra, Inc. factory in Hutchinson KS. #211 was complete enough to be driven there, but 212, 213, and 214 had to be transported. #214 was the third of these to be completed, and the new owners-to-be were able to specify some custom features. With five kids, Larry and Lynne Bodle wanted a dinette across from the galley (which required moving the furnace to the front - though it was later removed entirely), and a 120 HP engine instead of the premium ethyl-burning 140.

On a Saturday in mid-May of 1966, Larry took delivery of their shiny new coach, and all seven Bodles piled in and headed off on an epic journey that very afternoon. They kept the tires humming, putting nearly 30,000 miles on the coach in less than two years with trips to Alaska, Mexico, the aforementioned FMCA rally, and Montreal's Expo '67. Unfortunately the coach suffered a damaged fuel tank in '67 and has not been driven since.

#214 came out just under 3000 lbs empty, achieving about 18-19 mpg. The 120 engine turned out to be quite adequate up to around 65 mph, and the steering started getting unstable around 70 anyway. Big crosswinds like the 40-50 mph ones they encountered in the Dakotas were their worst problem, blowing the coach 4-5 feet sideways when meeting a truck or a bridge.

Larry has no interest in selling his coach, even after 42 years of storage. He still loves talking about it too! He volunteers that "It was EXACTLY what we were looking for, and although it had some interesting problems, we were not disappointed. It has many fine features."





THE 43TH ANNUAL NORTH AMERICA UVMCC RALLY



Hosts: Jim & Roy Davis and Lew & Shelly Young

Phone: 270-435-4572 / E-Mail: <jld@wk.net>

DATES: SEPTEMBER 14 - SEPTEMBER 18, 2009

HOST CAMPGROUND: SANTA FE SKIES RV PARK

14 Browncastle Ranch, Santa Fe, NM 87508

1-877-565-0451

E-MAIL: <http://www.santafeskiesrvpark.com/>

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Rally package will be mailed to those that register with the hosts.

Santa Fe Skies RV park is located just south of Santa Fe City rested on the top of a hill. Here you can enjoy the wonders of the nation's oldest capital city and take in the spectacular beauty of the region.

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SCHEDULE

Monday	9:00 AM Arrival and set up 5:00 PM Dinner, furnished by Host
Tuesday	9:00 AM Coffee, snacks and announcements 10:00 AM Start Silent Auction, Ballot box open. Tour of the Palace of the Governors and St. Francis Cathedral. Lunch at LaFonda 2:00 PM Free time 5:00 PM Potluck
Wednesday	9:00 AM Coffee, snacks and announcements 9:30 AM Leave for tour of Los Alamos Lab Lunch TBA 5:00 PM Dinner on your own
Thursday	9:00 AM Coffee, snacks and announcements 10:00 AM Board meeting 10:30 AM East/West meetings Lunch 1:00 PM General membership meeting 5:00 PM Close Silent Auction, close Ballot Box. Dinner on your own. 6:00 PM Desert Bingo 6:45 PM Yankee Swap Meet
Friday	9:00 AM Coffee, snacks and announcements 10:00 AM Tour of coaches and free time 5:00 PM Banquet



The Rally will be held at the Santa Fe Skys RV Park, Santa Fe, New Mexico. Make your reservations early by sending a deposit of \$35.00 to hold your space to Roy and Jim Davis, 312 Butterworth Rd., Murray KY 42071-8241. The above schedule is subject to change—probably many times!!

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Meeting Walter - By Kathee and Garry Pfalmer

My husband Garry and I were driving into town one day (we live in Fairbanks Alaska) and drove past this funny sweet looking little motor home. Since Garry is a mechanic and no mechanic can resist looking at an interesting vehicle, we turned around. We walked around



peeking into windows of this 1967 Corvair UltraVan numbered 225. Garry explained to me about air cooled engines, more than I ever wanted to know, but it was all very interesting. I was more blown away at the interior which seemed in remarkably good condition and so 60's! We couldn't help notice the license plate which said "20 MPG". That certainly appealed to us as gas has done nothing but get more and more costly. Since it was locked and there was no one around we drove away talking about what a cool thing to take on the road when we retire... and the idea grew and took root. The next day Garry went by to talk to the

owner and make an offer.

When Garry returned home I asked him expectantly "Well...?" He said with disgust, "I drove up in time to watch some lady hand the guy a fistful of cash."

We were so disappointed! It was amazing how much we had come to include this little motor home in our plans for the future in the span of 24 hours. We really jumped the gun and were left feeling so let down.

A couple of weeks later, a friend of ours mentioned he had seen a funny looking motor home for sale across town and was that the one Garry had mentioned? Garry called me from work and we agreed that I should drive over to Sam's Club parking lot to see if it was still there. I did and it wasn't. Another let down.

I work for Princess Tours here in Fairbanks and talk with the coach driver's when they pick up guests from our hotel for tours around Fairbanks. I asked each driver to keep their eyes open for the Corvair UltraVan for sale and gave them a quick description and instructions... if you see a cute funny looking little motor home for sale CALL ME.



It took just 2 days before one of the drivers called. He saw the UltraVan parked in a lot and told me just where to look. Garry and I got into our car and beat it across town. We didn't know why whoever bought it up before was selling it now but we were NOT letting it get away from us again. (Garry being an ASE certified Master Automotive mechanic with 33 years experience knows that no matter what could be wrong with it, he could fix it.)

We found the Ultra Van forlornly sitting in a dusty lot with For Sale signs in the windows. It was a beautiful sight. We called the new owners and they came right over. It seems the wife had fallen in love with the little motor home and purchased it but now the couple were overextended financially. Out of fairness they were letting it go to a new home and they wish they didn't have to. Those Ultra Vans sure cast a spell, don't they? We bought it, started it up and drove it home.

Although Garry isn't due to retire for another year and a half we now have the cutest "Retirementmobile" we could hope for. It will take a fair amount of money and much time getting Walter road ready.... Oh, by the way, we named it Walter (another story).

We were told Walter had been in storage in Anchorage since 1984 which accounts for it being in such good condition. Our UltraVan came with the original papers going back to the first owners (Paul Greimann Sr.) and a book comprising many articles from the 1969 magazines Trailer Life ("Ultra Modern House Car") and 1977 Motorhome Life and Camper Coachman. There are also some early letters from the Ultra Van Motor Coach Club beginning April 11, 1968. Very interesting indeed.



Walter has only 39,500 original miles and the original interior is intact. The bathroom is in rough shape but all the kitchen appliances are in great condition. We will have to pull out the carpet as it is old and musty. The seats are going to need replacing for the sake of comfort and safety as they are the original naugahyde bench type seats. We will decide what to do about the bumpers at some point. Garry plans to do a complete renovation and modernization which will include a 4 speed manual transmission, fuel injection, brakes and suspension.

We are looking forward to meeting all the Ultra Vanners we hear about in Whales On Wheels. If any of you are coming to Fairbanks Alaska please give us a call, we would love to meet you. As Brenda and Norm say "The welcome mat is always out."



I thought it was time to reprint this tech article from my second year as the Tech Editor, as I have gotten many questions in the past year about how to improve the lighting and wiring in UltraVans. This reprint was updated with current information.

Jim Davis

TECH ARTICLE NO: 2002-09

SUBJECT: Alternator

UV MANUAL SECTION: - 15, page 41

AUTHOR: Jim Davis #388

Quite a few UltraVans are still living with the stock 37 amp Delcotron Generator (alternator) and mechanical regulator. This article addresses the benefits and problems associated with upgrading to a higher amperage charging system.

When assessing your UltraVan's charging system it is important to understand how an alternator works and what other factors may effect its performance. Alternators are converters which take mechanical energy from the engine and convert it to alternating current (AC) and then rectify that current to direct current (DC). The original Corvair alternator is just capable of handling the car's electrical load. GM used a 47 amp Delcotron on the air-conditioned cars to cope with the additional load. What are the signs when your alternator is struggling? The system voltage will fall when there is insufficient amperage available from the alternator. This is a result of supplemental amperage being drawn from the battery. The problem is not usually constant but comes and goes with the changes in electrical loads.

Corvairs came with the voltage regulators adjusted for 13.8 volts trickle charge and a maximum charging voltage of 14.5 volts (at 105 degrees F). Newer low maintenance or no maintenance batteries need a trickle charge of 14.6 volts and a maximum charge of 15.5 volts. If your alternator is not providing this voltage, it is not keeping the newer types of batteries fully charged, shortening battery life. Also, standard GM mechanical regulators are not temperature corrected (the air conditioned car's regulators were).

Sometimes voltage may fall only after the UltraVan has been driven for some period and the engine compartment temperatures have increased. This may be the result of insufficient wiring or bad/corroded connections that heat up as amperage flows through them. These restrictions can be diagnosed by taking voltage readings with a VOM at several points along the wire path. Be sure and do this check with the circuits loaded (all lights on and 2,000+ engine rpm). A more likely culprit, however, is the alternator.

Alternators primary consist of coils of wire. As the heat increases in these coils, added resistance will decrease output capabilities of the alternator. Alternators lose 10% of their capabilities when they move from room temperature up to operating temperature (120 to 150 degrees F). New electronic point replacement ignitions together with high performance coils require a stable voltage source (10.5 to 28 volts) to operate properly. Brighter headlights (halogen) and tail lights (halogen or xenon) require more power. The more electrical equipment in use, the more electricity required. Electrical requirements for an updated UltraVan today are far different than those of a 1965 Corvair passenger car.

An alternator's output is a function of its rotational speed. This output is not a linear increase with speed (arithmetic), but is a logarithmic curve. This means, as the rpm changes, the alternator will increase or decrease its output at different rates. Alternators have a minimum speed of 2,400 rpm (below this value little current is produced) and a maximum speed of 18,000 rpm. They reach their maximum output at about 6,000 rpm so their output is relatively flat between 6,000 to 18,000 rpm. The Corvair harmonic balancer pulley has an effective diameter of 6.25 inches and the alternator pulley has an effective diameter of 2.5 inches. This results in a 2.5:1 step-up ratio for the alternator, so that at 600 rpm engine idle, the alternator is turning 1,500 rpm. This is well below the recommended minimum speed of 2,400 rpm. As for maximum alternator speed, with 4,400 engine rpm, the alternator is turning 11,000 rpm. This is below the maximum, so we have an alternator that is under driven, big time. It is not so much that this hurts electrical production as its effect on alternator cooling by its fan. An ideal engine/alternator ratio would be about, 4:1 but this is impossible with the current engine, alternator placement. There are 2 inch alternator drive pulleys and fans available for CCW driven alternators, but the decrease in belt contact area of the smaller pulley limits the maximum output of the alternator. The decrease in transferable HP is about 20%. A larger diameter harmonic balancer, that will bolt the Corvair crankshaft. is not available. V-8 Ultras have a wide choice of available pulley diameters and most came with 10Si, 63 amp Delcotrons.

Delcotrons (GM alternators) produce some current below 2,400 rpm, because of their relatively flat output

curve; whereas, high output alternators produce no output below 2,000 rpm alternator speed. Fortunately, the high output alternator and the Corvair Delcotron have the same current output at 2,500 rpm (1,000 rpm engine speed). By 3,000 rpm (1,200 rpm engine speed) the high output alternator puts out twice as much current as does the stock alternator.

Most high output alternators come with integral voltage regulators. This allows the regulator to sense the temperature of the alternator and correct output voltage for temperature. The internal regulators also allow for finer adjustments in output voltage, as there is no voltage drop across lead wires and connectors going to the external regulator.

So what is available? GM (Delco/Delphi) has made alternators with four types of cases: 10DN/10 SI, 12SI, 27SI and CS/"iceberg". The Corvair Delcotron 5.5" is on the 10 DN case. 10Si cases may look somewhat different than a 10DN case, but all critical measurements are the same. GM ratings 10SI range from 45 amps to 63 amps depending on the internal components. Any 10 SI/12SI case can be adapted to Corvair use by changing the front case and fan/pulley assembly. After-market kits from "Quick Start" <<http://www.alternatorparts.com/>> allow the 10SI/12SI alternators to be upgraded to 80 or 105 amps for less than \$70. Powermaster and Quick Start offer 10Si in 80, 100, 105, or 140 amp configurations with unidirectional fans and many pulley sizes. At 2,500 engine rpm, the current Corvair fan belt is capable of delivering 3.25 HP to the alternator pulley. This is sufficient HP to drive a 100 amp alternator. Prices for the modified alternators range \$90 to \$240 depending on amperage rating, pulley/fan type and case type (satin, polished, or chromed). Summit Racing also carries high output 12 SI alternators

One last point. Factory UltraVan installations did not include any fusible links or fuses between the alternator and the battery switches only using a simple green, 10 gauge wire. If the alternator internally shorts and there is no fuse or fusible link, this could cause a fire, catastrophic battery explosion, or complete electrical system failure. An internally shorted battery can also cause a catastrophic failure if not fused. Please take the time and fix this oversight. I use a commercial 150 amp fuse (ANN type) and covered holder available from <http://www.nxtbook.com/nxtbooks/waytek/catalog/> (48182 & 46038) with my 105 amp alternator. I use four gauge battery wire with copper lugs (Lowe's) from the alternator output to the fuse and from the fuse to the battery switches. The battery cables are one gauge vs. the stock four gauge. I recommend the battery cables be fused also. I use 250 amp ANN fuse and covered fuse holder (46184 & 46038) in the positive battery cables next to the battery box. This arrangement is has sufficient power to fully recharge the batteries after a couple nights of dry camping while powering the 120 volt refrigerator and ice maker. Also, we always travel with the headlights and running lights on. Fan belt life is about 8,000 miles due to the heavy load on the belt from the alternator and cooling fan.

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Dan Palmer says:



Corvairs of New Mexico held a rally running from Albuquerque East through Tijeras Canyon and around the East Mountain area. The rally goal was Cedar Point Grill for lunch. The route was established at posted speeds with a list of landmarks to be identified. Scoring was by counting the minutes deviation from the time established and modified by the number of landmarks found. A group of Corvairs competed, I ran the course in **Ultravan #462** expecting to follow well behind the cars. At lunch the scoring showed us a minute and a half early, compensated by more landmarks found resulting in winning the prize book "CORVAIR AFFAIR" by Mike Knepper (a CORSA distributed book). This picture is **Ultravan #462** at the lunch parking lot.