

FROM
COVERED WAGON



TO ULTRA VAN





Gliding down the highway at passenger car speeds. Around the curve or over the next hill are always different views and new friends.

Walter's Wedding
 Mr. Jack T. Hillson
 14/001/64

YOUR INQUIRY AS TO WHAT WE THINK OF OUR ULTRA VAN IS EARLY ANSWERED - FIRST, WE OWNED A CHEVY CHRYSLER AT THE SAME TIME WE BOUGHT THE ULTRA VAN - WE NOW HAVE 10,000 MILES ON OUR UNIT - AVERAGE BETTER THAN 16 MPG - BEING LIGHT IN WEIGHT WE CAN STOP QUICKER THAN THE HEAVY UNITS. WE NEVER WORRY ABOUT THE PARTS AND REPAIR PROBLEMS AS ALWAYS AROUND THE NEXT CORNER THERE IS A CHEVY/CHRYSLER GARAGE - WE DON'T WORRY ABOUT GETTING TIRES REPAIRED OR REPLACED BECAUSE ALL GAS STATIONS CARRY OUR PASSENGER CAR TIRES.

WE CAN ENJOY OUR REFUSE TONS AND OUR OWN BATH ROOM AT HOME, OR AT ANY GAS STATION ALONG OUR ROUTE WITH THE DISPOSE POINT - WE HAVE 100% USABLE SPACE FROM THE WINDSHIELD TO THE REAR WINDOW - WE HAVE A REAL WALK-AROUND - IN LIVING ROOM - WE HAVE A PRIVATE BATH AND BED ROOM - I COULD GO ON AND ON BUT WILL ONLY ADD THIS - ALL OF THESE FEATURES WERE NOT AVAILABLE TO US IN ANY OTHER MOTOR HOME REGARDLESS OF THE PRICE -

Yours
 Jack Hillson

From Covered Wagon To ULTRA VAN

by Jack Tillotson

The urge to move on, to see new places, to travel about, is instinctively implanted in the human breast.

From the beginning of time man has been a nomad. The history of human progress goes hand-in-hand with the development of transportation. First, moving about was economic—the need for food or new grazing lands. This became pretty much a fixed instinct so there is a bit of the wanderlust in each of us. Fortunately in this country most people can indulge that whim.

This desire to go places and do things has been our pioneer inheritance. The impelling drive to push onward is very much like that old song, "The bear went over the mountain, to see what he could see."

Holidays, vacations and travel have become our accepted way of life. As man has constantly sought new fields and vistas, progress in time, convenience and comfort have kept pace. Inventive genius in all fields, but especially in transportation, has accomplished more in the last few decades than centuries did before.

Today we accept all of our traveling luxuries as a matter of course. And why shouldn't we warmly welcome and enjoy them? Within the lifetime of many of us, we can remember the problems and inconveniences of a few years ago.

Every reader of history remembers the pictures of the First Americans. Lo! witness the Indian brave astride his pony, pulling the wigwam poles. The burdened squaw wearily trudging along in the dusty rear.



Early settlers used canoes and boats on rivers, lakes and streams. Crude roads were hacked out of the forests. Stagecoaches and post roads followed. Ever westward pushed the pioneer.

The next picture that comes to mind was the plodding oxen pulling the heavy-laden Conestoga wagons across the plains. This was followed by the huffing and puffing locomotive pulling the coal stove heated and swaying kerosene lamp-lit coaches. This brought more speed and a measure of comfort. I recall the father of a boyhood friend bragging about going from the Midwest to California in only four days.

The horseless carriage was another new fangled contraption that appeared on the scene. It would never last nor replace the horse, they said. But the possibilities of added speed appealed to the more daring souls. Automobiles of course were improved. It even became possible to go from one town to the next and even across the state—providing it didn't rain. Some hardy adventurers traveled as much as 100 miles in a single day. Better, faster and further ranging cars brought a corresponding improvement in roads. I well recall my first car when I got it up to almost 50 miles an hour.

With these improvements almost everybody could indulge his "wanderlust" instinct. The lean-to and portable tents, and the small on-behind trailers were born. Accommodations were few and far between. Enterprising individuals began to put up small frame cabins for overnight stops. The inside walls were unfinished, exposing the rough 2x4 studding. A rickety iron bed, (you carried your own covers) a table frequently made from a couple of boards, a few cracked dishes, broken chairs or stools, and some kind of stove made up the furniture.

These crude cabins evolved into tourist courts. There was growing competition for the ever increasing tourist dollars. More and more people went into the business. All of this has led to the plush motels of today with their swimming pools.

At the same time these changes were taking place the airplane appeared. It could go further and faster and carry more people. A whole new concept in transportation was born. As the trains replaced the covered wagons, so the buses took their share of the passenger traffic. Then the planes took their toll of the bus business. Progress is always moving ahead.

Along with this growing urge to travel and seek new horizons, came the yen to "get away from it all." People wanted to seek the invigorating grandeur of the outdoors. Cars, buses, trains and planes were all fine, but they had their limitations. People wanted to go where these couldn't take them. They wanted to be able to stop WHEN and WHERE they chose.

With the increased restrictions prohibiting cabins and commercial establishments in parks, camps and recreational areas, it is more necessary than ever to have your own facilities. Existing leases on some cabin sites are being cancelled. With an ULTRA VAN your investment is probably less. You can go to any area where your fancy leads you.

Many minds turned to making improvements in the vacationing and holiday picture. It became a far cry from the trudging squaw. With the growing love for travel and adventure came the demand that "roughing it" should embody all the comforts of home.

The little trailer carrying a tent and camping equipment became a luxurious highway behemoth. Then came the Mobile Homes—which can be moved from site to site, but seldom are. They have been especially used by workers whose jobs required frequent moves. Their median length has grown to 47 feet. They are built in 8, 10 and 12 foot widths, and are even joined together. It is interesting to note that their manufacturers' association reports that nearly 25% of purchasers never move, and the average is comparable with conventional house dwellers.

This same source designates units pulled behind cars or trucks as Travel Trailers. Most states prohibit passengers in them when in motion, and they are usually limited to truck speeds. Nor do all of



them have cooking, sleeping and sanitary facilities. None are self-propelled. They recommend an eight cylinder engine in the car. Pulling a travel trailer requires up to 25% more gasoline.

The big step towards making it possible to go where one wished was the introduction of truck-mounted Campers. These usually are mounted on the back of a pickup truck. There are probably more kinds and sizes of these on the market than any other traveling unit. Many manufacturers including the garage and backyard hobbyist got into this field. The campers have some advantages, but they also have their limitations. Space is pretty well limited and many do not have sanitary facilities. That rear step getting up into one is sometimes a "whopper."

PRESTO! Why didn't someone think of this a long time ago? The Motor Home was born. These are sometimes called Motor Coaches or House Cars. They now have their own national organization and a quarterly magazine. Note their definition of a Motor Home: "A self-propelled vehicle, with self-contained cooking, sleeping and sanitary facilities, in which the driver's seat is directly accessible from the living quarters in a standing position." These complete self-sufficient units are the answer to the traveler's dreams. No more need to stop in the middle of the afternoon to find a suitable motel. No wonder about questionable eating places. No trailer courts to crowd into. No pulling a top-heavy bunglesome load behind. No long hours pitching a tent and breaking camp. Even in rain one may sit comfortably inside taking in the view from the picture window.

TREATED AS PASSENGER VEHICLES

Most states license such a vehicle as a passenger unit and a regular driver's license is all that is required. Since they are cars there are a few, if any, restrictions on turnpikes and boulevards. Speed limits are the same as for passenger cars.

Like all superior innovations there have been many designs, some good, some bad. Inventive geniuses strove to achieve the last word in traveling flexibility and comfort.



David G. Peterson who refers to himself as an "inventive tinkerer at heart," developed and built the first ULTRA VAN for his own use over four years ago.

The "last word" in this field is the ULTRA VAN. It remained for an imaginative airplane pilot and engineer, building something for his own use, to incorporate spacious living, flexibility and have all the comforts of home, including a garbage disposal yet it still weighs less than an average passenger vehicle.

David Peterson had been flying and rebuilding airplanes since his high school days. Those were the days of cloth covering over wooden struts. He even built and flew his own glider. He rebuilt a number of wrecks and junkers. Selling and trading them up until he finally possessed a Beechcraft Bonanza. This was the last word in private planes at that time.

He calls himself "an inventive tinkerer at heart." He wasn't satisfied with this single engine plane. He moved that engine out on the wing, and added a second engine. Beechcraft adopted this idea and produced what is now called the Beechcraft Baron.

Dave had a travel trailer and a boat. These did not fulfill his ideas for comfort and convenience. In dreaming and tinkering with something for his own use he naturally turned to what he knew best—airplanes.

The first automobiles were patterned after the buggies and carriages of those days. They called them "horseless carriages." It took years to get away from this concept and develop something more suitable. Motor homes followed along the auto lines, being built on a heavy unwieldy truck chassis.

Let's digress a moment to go back to the airplane design. The necessity for speed and carrying heavy loads is paramount. The fuselage must withstand terrific stresses—far greater than any automobile. Riveted aluminum panels, reinforced with bulkheads have been the air frame answer. Few may realize it, but aluminum can have twice the tensile strength of auto frame steel and weighs one-third as much. Or putting it another way, you can get equal strength with *up to one-sixth the weight*. The ULTRA VAN uses airplane fuselage weight and strength aluminum.

THE ULTRA VAN IS DECADES AHEAD

In thinking about the ULTRA VAN, don't try to make comparisons between it and your present ideas of conventional vehicles. Being an inventor, Dave Peterson had the nerve to try something different.

Some ideas didn't work, and he threw them out. Some gave promise and he worked to perfect them. The final result is a vehicle that is decades AHEAD of conventional thinking in this field.

An interesting news item recently reported that one of the large railroads, after exhaustive tests, was building a "unit" train of 140 new aluminum cars. This enables them to haul an EXTRA 700 net tons of freight a trip.

WEIGHT, SHAPE AND SPEED

Here are three vital points to consider in any moving vehicle. Power is directly related to the weight and speed. Increasing weight requires bigger tires and more horsepower. Likewise as speed is increased, shape becomes more important. Let's consider the airplane fuselage again. It has a minimum of weight and wind resistance. Low profile and rounded corners also reduce effect of side winds.

Putting it another way, you get greater speed with less horsepower in the ULTRA VAN on account of its lightweight and streamlined shape.

After finishing his first unit, Dave was not completely satisfied, and he built a second one. Today after almost five years and nearly 60,000 miles his ULTRA VAN still has a pristine fresh appearance.



Needless to say this new concept attracted a lot of attention. Others wanted one like it. That was the beginning of limited manufacturing them on the West Coast.

He was limited in many ways. A successful publishing firm (The WORKBASKET, WORKBENCH and FLOWER AND GARDEN Magazines) was looking for diversification. The two got together forming a new company, with David Peterson as president. The operation has been moved to Hutchinson, Kansas, a central location. Many people in that area have had airplane experience. Best of all, they take a pride in their workmanship, and believe that QUALITY is spelled with capital letters.

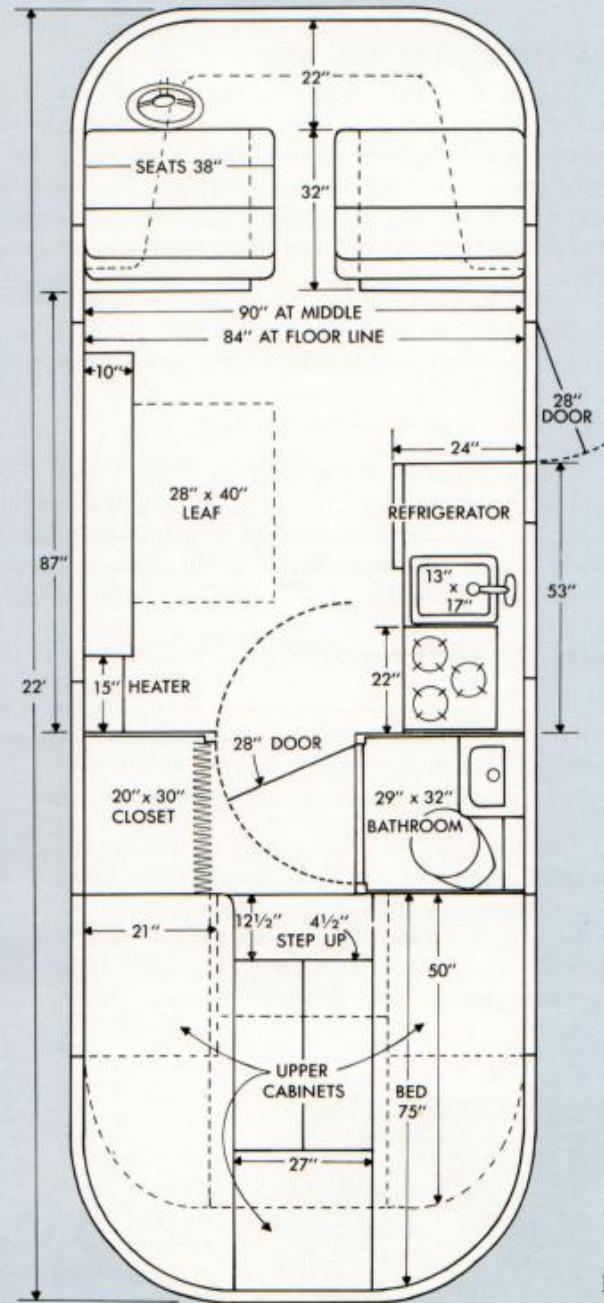
TWO QUESTIONS FREQUENTLY ASKED

Why handicap himself with a "ball and chain" was our builder's reasoning. Invariably people ask, "What chassis do you build this on?" (The other question is about the power unit and this will be thoroughly covered later.) THERE IS NO CHASSIS.

At first this may come as a shock, but when they understand the construction, they see the logic. As in the design of an airplane, boxcar or transport trailer the sidewall is relatively rigid. So much so that a frame is useless. Since it is so flexible that a frame bends slightly under its own weight, the sidewalls actually would have to hold it straight. This would require that the sidewalls would have to be built stronger to carry a frame if used.

We previously mentioned that we got equal strength with less than one-third the weight using aluminum versus steel. But the shape or design is what gives the shell or body added strength. The air frame engineer would refer to this as "monocoque" construction. This means it is a one piece unit with an ovate shape, patterned after the fuselage of an airplane. There are a series of stamped aluminum bulkheads going around inside the shell giving added strength. Remember the Douglas DC-3 and its durability?

This shape, in addition to having exceptional strength, allows the air to flow over and around with a minimum of resistance. In other words, the ULTRA VAN is streamlined.



EVERYONE LIKES THE IDEA

Upon first learning of the motor home idea, I immediately decided that here was the best and final answer to traveling. In addition to covering some other continents, the writer has been in all fifty states at least twice, crossing and crisscrossing many innumerable times. In spite of this there is still much to see and many places to go. After a lapse of several years we have a longing to revisit many places.

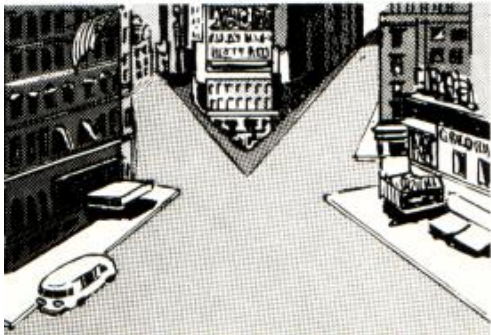
After investigating a number of motor homes (unfortunately at that time I had not learned of the ULTRA VAN) I bought another make. My enthusiasm for this mode of traveling grew. Whether it was a short holiday or a more leisurely jaunt of a few weeks or months, the motor home was the thing.

Upon learning of the ULTRA VAN I found features and advantages that I did not have. While I had paid almost a third more, selling at a sacrifice, I've switched to this modern up-to-date unit. This is written with the hope that it will encourage others to investigate and look at the last word in traveling comfort and convenience.

WHO OWNS ULTRA VANS?

You don't have to be a millionaire to live like one if you own an ULTRA VAN. Upon seeing it nearly everybody admires it and expresses an interest in owning one. That was how Dave Peterson got to producing them commercially after building his own.

As one goes about the country, the interest created is uncanny. Perfect strangers and casual acquaintances want to take a peek. (Some are very clever in dreaming up excuses or reasons for wanting to look inside.) Among owners of motor homes there are NO strangers. They will stop on city streets or desert roads to visit, exchange experiences and investigate the "other fellow's" comforts.



Dave Peterson has even parked and spent the night in Times Square, New York City. He uses his ULTRA VAN as a second family car going to the bank, post office and other errands.

It is almost impossible to describe the typical owner. Some are quite young, others are retired or nearing retirement. Since the ULTRA VAN drives and handles like a car some use it for the second family car. You can park it in most parking spaces.

Other families go in for joint ownership. Some use it for personal hunting, fishing and vacation trips and then rent their units to others. (\$150 to \$200 a week plus gas and oil is about standard. That's cheap for a family.) Some companies have them for employee use on vacations. This produces the kind of good will and loyalty you cannot buy.

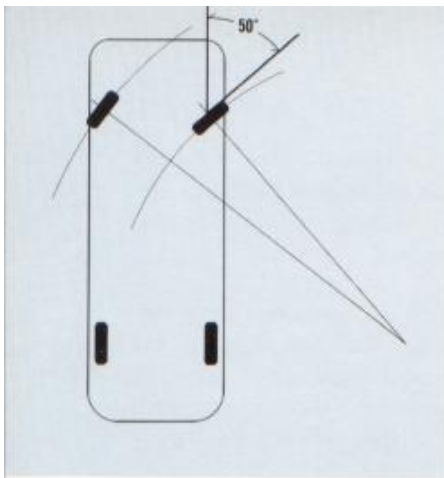
We have met owners who have no other unit or home. No house or yard to maintain. They simply follow the seasons to suit their carefree whims. This way there is no boredom. You always find a fresh new vista and new friends "over the next hill."

There are many commercial adaptations for use of the ULTRA VAN. It can be used as a field office or a showroom or on construction projects. Many salesmen find it ideal for traveling. It saves them time and money. Carrying samples gives an added impact, for such a unit is novel enough to attract extra attention. One plus advantage of course for the family man is that he can carry his "cook" right along with him.

GOING BEYOND OTHERS

Webster's Dictionary defines "ultra" as "going beyond others." To understand how ultra the ULTRA VAN really is, let's look at one in detail and examine it point by point. This is a bit difficult because there are so many, many features that are exclusive with patents and patents pending. The women of course will be interested in the interior home-like conveniences. The men, usually being more mechanical minded, will wish to know more about the construction details and what makes things "tick."

By candidly presenting this fully, giving you clear answers to questions you may be wondering about, you can reach a logical decision.



← The inside wheel turning to 50 degrees makes parking easy. You can park it in most spaces.

The length is 22 feet. Wheel base is 152 inches. Parking meters are usually spaced 24 feet. While you can't turn on a dime, the inside wheel has a turning angle of 50 degrees. This means you usually can park the ULTRA VAN wherever you would a passenger car.

Naturally your first glimpse will be from the outside. You will be impressed and pleased with its graceful, neat streamlined appearance. It is low, under eight feet. It appears low slung, yet it has ten inches of clearance at the critical point. This is equal to many and more than some units. The holding tanks underneath form a smooth bottom. The emergency or parking brake cable, steering rods and throttle are under the floor. There are regular internal expanding four wheel brakes. The width of the unit is 8 feet, and the inside head room is 74 inches.

SAFETY GLASS WINDSHIELD

As you admire the ULTRA VAN from the outside you will note the three-piece wrap-around windshield. This has safety plate glass. Passengers and driver see more than ever before. There is a pair of electric windshield wipers. There are self-cancelling turning signal lights. Headlights, of course, may be turned to bright or dim. You also have clearance and back-up lights. A map light, dual horns and a defrosting fan are all standard equipment, as well as dual windshield washers.

The tires are 7.35 by 14, and rated four ply. The spare, along with the jack and lug wrench, are stored in the compartment through an opening in the rear, just back and under the bed.

The Ethefoam bumpers, both front and rear, not only add to the modern streamlined appearance, but they are extremely practical. They compress and cushion, withstanding blows that would scratch or break an ordinary chrome bumper.

14

When evening comes the whole family can enjoy "at home" activities. →

THERE IS POWER IN THE POWER PLANT

The second question that nearly everyone asks is about the engine. It comes with the 165 cubic inch, 6 cylinder, 140 horsepower Corvair engine. The cylinders are opposed, giving a low compact, yet surprisingly powerful unit. The transaxle has the powerglide automatic transmission. Likewise, Posi-traction (sometimes referred to as anti-spin), is standard equipment. The gear ratio is 3.55 to 1.

Being a General Motors' product, if you need service, you will find Chevrolet dealers everywhere. Since it is air cooled, you can run an air conditioner directly from the engine with it running at idling speed. To some on first thought this sounds like a rather small power plant. Remember the point about hauling a "ball and chain" around. The complete weight of the ULTRA VAN is under 3,000 pounds as delivered, including furniture and fixtures. Remember, this is under most passenger car weights. The loaded or gross weight of 5,000 pounds gives you over a ton of additional carrying capacity: water, passengers, etc.

FAMILY TOGETHERNESS

This is a unit for family togetherness. It is going to be your temporary or permanent home. While more economical than some similar units in this field, we feel that in making a selection you have every right to know exactly what you are getting for your money. You are also interested in its lasting qualities.



LOW CENTER OF GRAVITY

A truly important feature is the low center of gravity. Gasoline and water tanks are under the floor. The wheels are set extra wide, making a tread of 80 inches.

Another feature to hold this low center of gravity: normally shower water drains through a gooseneck. This takes up about six inches of space. To avoid this on the ULTRA VAN there is a pump that forces the water from the shower drain into one of the holding tanks.

My first Motor Home gave this as a tip for new drivers: "Keep in mind that you have a much higher center of gravity than a passenger car." The low, low center of gravity is just another plus in the ULTRA VAN'S favor.

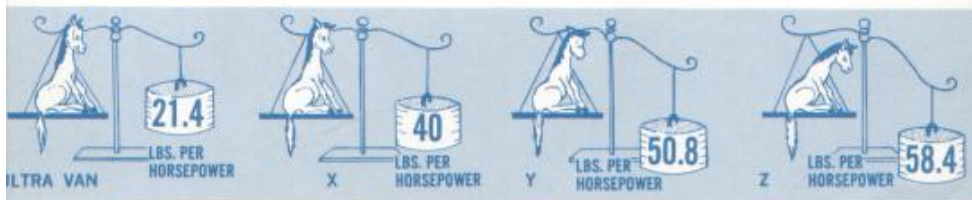
You will note the drip cap running full length. There are added drip caps over the rear windows. The body as previously mentioned is of aluminum sheets closely riveted together, except for the compound curved areas over the windshield and corners which are made of fiberglass.

The outside finish is an easy to clean, just off white enamel. It is hard and durable. To add to the graceful lines and "go" appearance, there are gold metallic strips along each side.

LESS POUNDS FOR EACH HORSEPOWER

By doing a little arithmetic you will discover that empty, this is just a fraction under 21½ pounds for each horsepower. This is why you can cruise and take hills at your customary driving speed. You get light passenger car gas mileage, and it handles and rides like a car.

While we don't recommend these speeds this letter, I think, shows you what some drivers do. "While traveling highway 40 between Sacramento and Vacaville I was passed by one of your self-propelled units. I was very interested in this and have since been looking for a dealer, or at least a stationary one, so I could look it over. (At 70 miles per hour, I was unable to do much looking at the only one I've ever seen.)" J.H.C.



The first ULTRA VAN had an 80 horsepower engine. Dave used that pulling his boat. General Motors have some pretty capable engineers. From the first engines used, they have improved them, until today they have a highly efficient power plant.

The present engine used is 140 horsepower. While we could build the ULTRA VAN with another engine, experience has shown that the Corvair is BEST suited for the job it is asked to do.

The Corvair engine has some other advantages. Being air-cooled you never need to worry about the radiator boiling dry, or freezing up in the winter. Being in the rear, it gives that added weight where it is most needed for extra good traction. Drivers have said that they do not need snow tires. It has been noted that among passenger car owners with the Corvair engine, there is a high percentage of repeat customers.

Much prime space is saved by placing the engine in the rear. The floor is much lower and it is also quieter in that location. Passengers do not need to shout to make themselves heard.

Each wheel is individually suspended and equipped with passenger coil springs and shock absorbers. In front the Chevrolet II spindles and brakes are standard.

A question frequently asked, "Is there power steering and power brakes?" With the light weight of the vehicle (under 3,000 pounds), the extra costs are not justified. Women and children (of driving age) can satisfactorily maneuver the ULTRA VAN through city traffic and country driving.

DUAL BATTERIES ARE CHARGED

Your electric power comes from a pair of 48 amp, 12 volt batteries. Each battery will deliver 576 watt hours of current, equal to burning a 25 watt 12 volt bulb 23 hours. For lights, fan, etc., you can select either or both batteries by a flick of a switch. A solenoid switch automatically insures charging both batteries whenever the engine is running.

There is a compartment on the outside with a 50 foot length of cable with a 3-prong (safety grounded) plug to connect to 110 volt hookup. This connects to four double wall plugs protected by a circuit breaker in case of overloading. This line also operates a combination battery charger and booster. When on "BOOSTER," you can start the engine in seconds, although the batteries are dead. This will also operate the lights without draining current from the batteries.

VIEW FROM FRONT TO REAR.



There are lights in the area above the divans and over each bed, forward over the table, galley, hallway and bath. All operate from the 12 volt batteries.

Copper tubing water lines to sink, lavatory, etc., are run inside the insulation for added protection against freezing.

You may wish to walk around the outside a time or two just to admire the graceful, compact lines. But you can return to this later.

COME INTO MY PARLOR

Be prepared for a pleasant surprise when the wide 28-inch door swings open. Luxurious 100 percent nylon wall-to-wall carpeting greets you. This immediately presents a homey atmosphere. The floor over the tanks (which acts as a cold barrier) is $\frac{3}{8}$ -inch plywood, $\frac{1}{2}$ -inch foam rubber carpet underlay and then the carpet. You have a choice of colors.

The spaciousness is unbelievable when considering the length is only 22 feet. The big difference when compared to all other vehicles of this type is the extra usable space gained by the rear engine design. This allows full use of the space, all the way forward to the windshield.

Two large, comfortable, divan type seats, each holding two adults, or more children, serve many uses. Safety belts come as standard equipment.

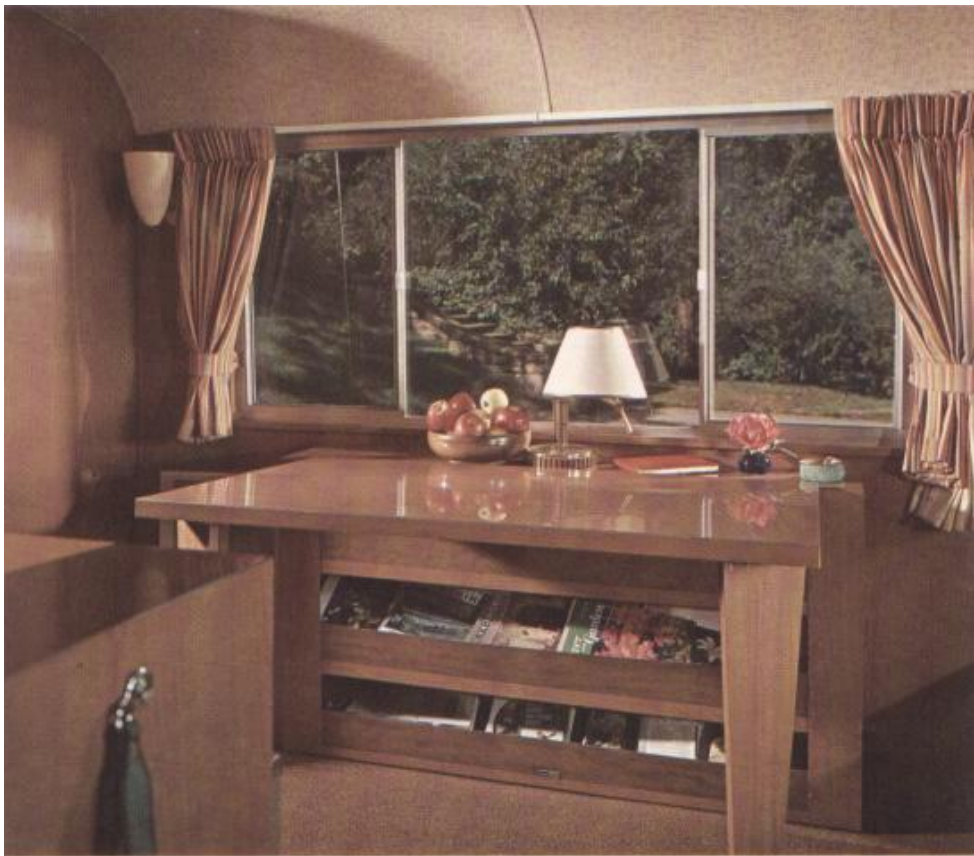
Imagine sitting in the comfort of your living room and gliding down the highway. Everyone gets an unobstructed view through the wide windshield and side windows.

Turn your gaze upward, and you will note the fitted drapery rod above the windshield. There are convenient storage cabinets in the upper corners. At night the drapes, which come with your unit for all openings, may be pulled, giving a cozy interior.

It is then that you reverse the seats facing the living area. You instantly have two sectional divans. Or the cushions can be spread forming an extra bed as large as some call a double bed. (See p. 27).

This area between the seats and the bedroom is 7x10 feet—unusually liberal for this type of vehicle. As you face the rear you will be intrigued with the functional compactness, yet efficiency of the dining and galley arrangements.



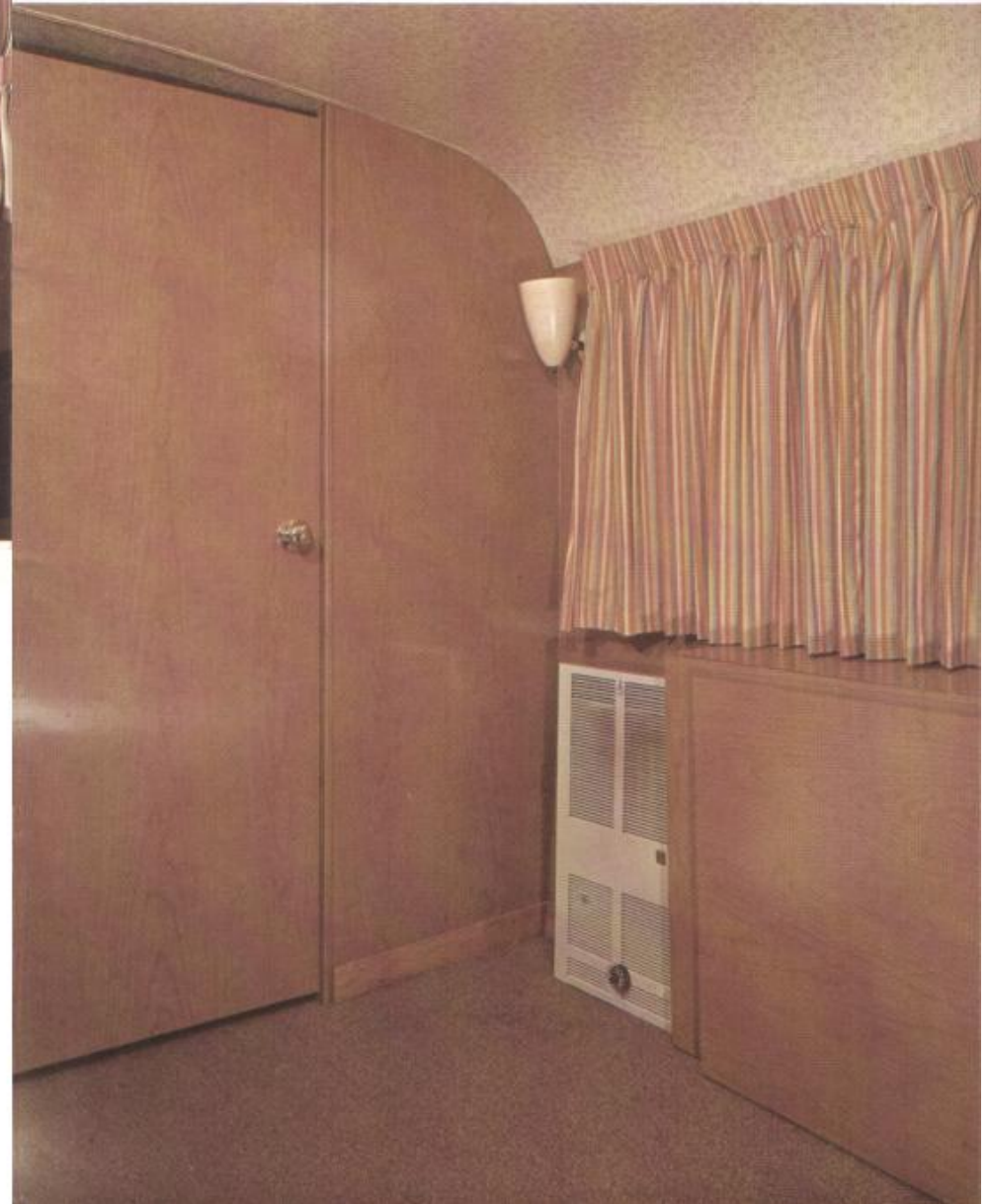


← The drop-leaf table doubles as library or for dining.

↙ With the top down, it adds liberally to the living space. The 15,000 BTU wall furnace with thermostat is centrally located.

Against the outside wall is a ten inch wide (slightly narrower at the bottom) cabinet. With its three shelves it serves as a storage cabinet or bookcase. It is 60 inches long. The 45-inch table top folds down over the front of this. The back of this table is hinged to a track in the cabinet. This lets you move the table back and forth to reach the storage space. This also allows the table to be pulled forward, adjusting to the comfort of the person seated at the end.

On top of this cabinet is a pole lamp with a three-way switch. This enables you to turn the light on or off at the doorway when entering or leaving. The other terminal is beside the driver to control the light from there.





PLEASANT DINING

As the family dines the 70-inch picture window gives everyone an exceptional panoramic view of the outside. For privacy at night the drapes may be drawn. This window has two screened side openings. All windows except the windshield and side vents are Plexiglas, the same material as used in aircraft. This means less weight and they are shatter-proof. All windows quickly open to give an unobstructed emergency exit. (Picture window is 30x68, galley 30x28, two bedroom 22x30.) A fire extinguisher is furnished.

Across the 32-inch aisle (when the table is up) is the galley or kitchenette. This is conveniently arranged to require a minimum of effort. The three-burner stove uses propane gas (also called bottled or LP gas, or liquid petroleum). Beneath the stove is the broiler and oven with pilot light and temperature is controlled by a thermostat. In the wall, back of the stove, is an exhaust fan. The window above the sink is a liberal 32 inches and has an aluminum screened opening.

← The galley is compact and convenient to the dining area. This means a minimum of care. →

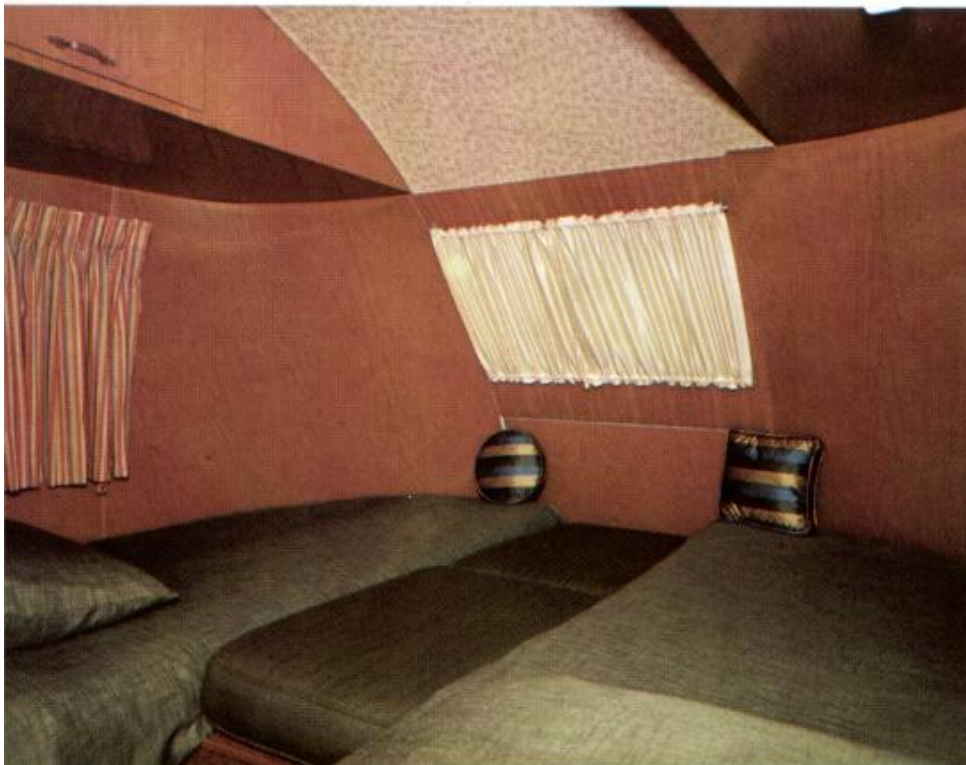


There is a 35,000 btu instant propane gas-fired water heater. So from the mixing faucet with its swinging arm over the sink, you always have hot or cold water to suit your needs. The three cubic foot refrigerator operated on propane gas is also in this area. It is controlled by a thermostat and has storage and freezing compartments.

The galley cabinet is 35 inches high, 20 wide and 53 long. There are three drawers for storage. Above the cabinet is more storage space with sliding doors. All of these units, including the table top, are Formica covered. This makes for durability and easy cleaning. There is also storage space below the sink.

You may have your choice of a double or twin beds; 30 inches for the twins and 54 inches wide for the double. This is standard sized and mattress (es) is 75 inches long. They are made of five-inch Urethane polyfoam.

There is an additional storage cabinet above the back window, which is not shown in the picture. The three round circles above the front drapes are a barometer, thermometer, and altimeter and are not regular equipment.

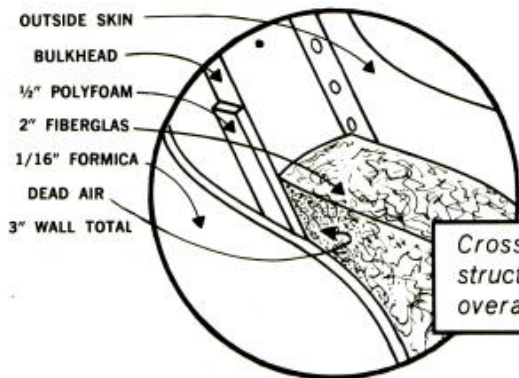


← You have your choice of twin size or full 54x75 inch mattress(es.) The bathroom door can close this area off. A separate comfortable bed can be made up in the front as shown. →

Opposite the bath is the other half of the divider forming the two compartments. Extending approximately 80 inches to the rear is a cabinet with sliding doors, and underneath a closet rod. A folding door is used on the cabinet to give better access to the garments without another door swinging in the way.

An extra 30x75 polyfoam mattress is furnished to make an additional bed. Thus you can sleep four adults very comfortably, or two adults and four or five children, depending upon size. The extra mattress is stored on one of the rear beds when not in use.

There are cabinets on both sides above the beds. All cabinets have either sliding doors, or hinged to raise. The rear window is 30 inches, the two side windows are 30 inches. All open, and come with screens and drapes.



BEAUTY AND UTILITY IS MORE THAN SKIN DEEP

Cross section showing wall construction. See page 34 for phantom overall view of the ULTRA VAN.

While it is often said that "beauty is only skin deep," when you examine some of the details of the ULTRA VAN you learn that the inside, and in between, where it does not show, are some desirable and exclusive features.

Between the outer and inner walls come two inches of spun glass insulation. This is laid in between the aluminum bulkheads. If the inside wall covering was fastened directly to these bulkheads, with nails, screws or rivets as is frequently done, they would act as a conductor of heat and cold. In the ULTRA VAN there is a half inch of polyfoam glued to the bulkheads forming a thermal barrier. The ceiling and walls are then cemented to this. Thus you have added insulation plus a dead air space.

The ceiling is covered with Starflash vinyl coated aluminum. The walls are finished with Formica. Normally this comes in fruitwood, a very popular color. It is a bit darker than maple and lighter than walnut. A cream or off-white may be specially ordered.

HERE'S SOMETHING EXCLUSIVE

Let us now turn our attention to the bathroom. It is 29x32 inches. The door can be closed across the aisle making two separate and private compartments or swung forward. The walls and ceiling are enameled. There is a towel rack, a medicine cabinet with mirror, a porcelain lavatory with a mixing faucet. The extra piece of carpeting on the floor of course is removed when showering.

The flexible shower hose now comes from underneath the lavatory instead of on the wall as pictured. The valve on the shower head is controlled with the thumb and you get water when and where you wish it. The thermostat insures uniform temperatures.



The modern bath makes living in an ULTRA VAN a real pleasure. The door can be closed or open to make two separate compartments. ➔

The marine flush toilet has an exclusive feature that puts the ULTRA VAN in a class all by itself. In the base of the toilet is a blade that doubles as a garbage disposal finely grinding all solids. Beneath this is a motor and pump carrying the waste to the holding tank. We will cover this feature a bit later in more detail.

You will note that there are two roof vents. These vents are double acting, opening both to the front and rear. One opens from the main cabin and the other, which has a fan, is in the bathroom. Being able to let the shower vapors out through the roof is especially appreciated.

TANKS FOR EVERYTHING

Forming the floor of the unit are four aluminum riveted tanks with the interiors chemically sealed. Each holds 35 gallons. These run crosswise of the unit, or right to left. They contain baffles, to prevent sudden shifting of the load. Each has a bottom screw-type clean-out plug.

The first baffle in the gasoline tank is sealed across the bottom. This compartment fills first then flows over into the other section. If you should run out of gasoline there is a lever on the steering column. When pulled out you use the fuel from the end of the tank so you have fuel for an additional 50 or 75 miles.

The filler caps for the gasoline and fresh water are locked and each is labeled. There is a short hose to connect the fresh water tank directly to a hydrant. A pump maintains a constant water pressure, so you may have hot or cold water at the turn of a faucet in the sink, lavatory or shower.

The water from the shower and lavatory goes into the THIRD tank. This water is then used for flushing the toilet.

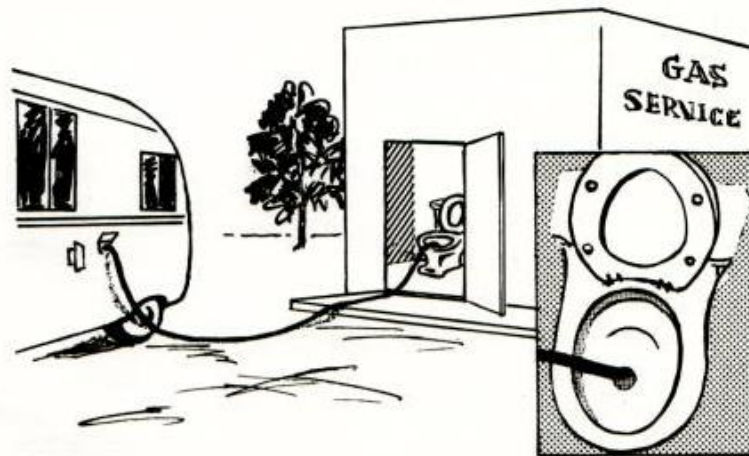
The FOURTH tank is a holding tank for waste. You were previously told how the ULTRA PUMP, (formerly Dispos-AL Pump), in the base of the toilet grinds everything into a liquid emulsion. Here is where it goes.

Anyone who has traveled in a trailer or motor home knows the problem of finding a suitable place to empty the holding tank. Even when you find one, attaching a three-inch flexible tube and leading it to an outlet, is not the easiest job in the world. Some of the parks and a few filling stations have facilities for emptying tanks. But finding them where and when you need them is a major problem.

PROBLEM IS SOLVED

THE ULTRA VAN SOLVES THIS PROBLEM FOR YOU, making it easy, clean and it takes only a few minutes. At a convenient height on the left hand side of the vehicle is a small compartment with a door. In this is stored a 50-foot length of half-inch ordinary garden hose, with one end connected to a pump. The 50-foot hose is usually sufficient to reach the filling station's rest room. While you are getting gasoline the hose is placed well down into the toilet. Turn the switch on the pump. In a few minutes the holding tank is emptied. You run a bit of water from the number three tank through your toilet to flush out the holding tank. Flush the filling station toilet to wash off the end of the hose, replace the thread cap and coil the hose back into the storage compartment. Presto! the job is done.

THIS ONE EXCLUSIVE FEATURE OF THE ULTRA VAN MAKES IT YOUR LOGICAL CHOICE WHEN BUYING A MOTOR HOME—



AMPLE HEAT FOR COLD WEATHER

On the left of the living area is the 15,000 btu wall furnace with thermostat. It's the newest sealed combustion chamber. The stack is vented to the outside, making it perfectly safe. Near the bathroom there is also a duct that brings warm air in from the engine. Insulation details are given later.

There are four rear vision mirrors. One outside left of the driver, an inside center mirror, an outside mirror with a bull's eye to give you additional vision. The instrument panel gauge shows the amount of gasoline as well as the quantity of fresh water.

Of easy access at the left rear is the compartment holding the 10 gallon propane gas tank. The gauge shows how much you always have in storage. Opposite this compartment is a similar space that will take tackle box, waders, fly rods, etc. The content of the ULTRA VAN is over 800 cubic feet. There is a total of 46 cubic feet of storage space.

In figuring on becoming the proud owner of an ULTRA VAN you will undoubtedly compare costs and advantages with a trailer or camper. Except for very small trailers an eight cylinder car or truck is recommended. If you get a good car and a travel trailer with anywhere near the features of the ULTRA VAN, the chances are that you will have as much or more money invested. The same is true of a pickup truck with a camper. Remember the special features and superior construction details of the ULTRA VAN when making any comparison.

Prices are given elsewhere. Owing to its many exclusive features, however, you will find the ULTRA VAN most economical in original cost. Upkeep and operation, getting passenger car gas mileage will be a pleasant surprise. Why carry unnecessary weight, using extra gasoline, around for a lifetime?

THE PRICE INCLUDES EVERYTHING

Remember all of the things referred to in the description. ALL of these come as regular equipment and are included in the price. The only optional or additional would be in case you wished to have your unit air conditioned. This can be done running the unit from the regular Corvair engine.

When placing your order, samples of drapery and upholstery materials, as well as possible carpet selections will be sent you. Thus you are assured of having a harmonizing color scheme to suit your own taste.

INDEX — SUMMARY

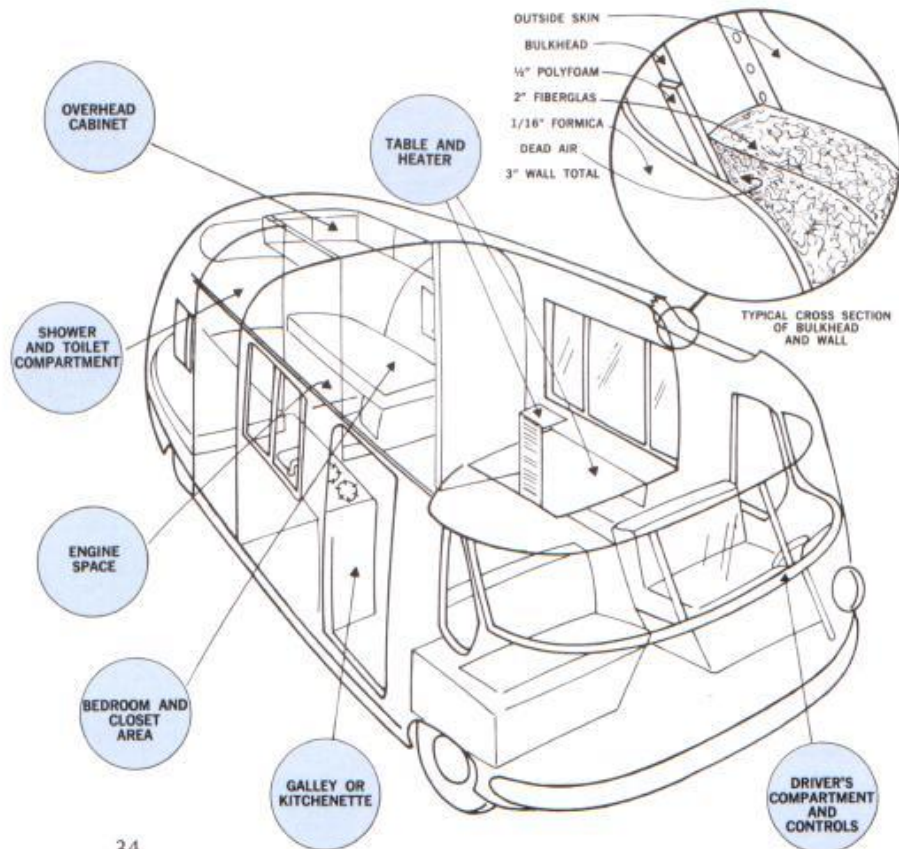
To help you quickly locate any point that you might wish to check up on, this index or summary of the various features of the ULTRA VAN is given. By checking the page numbers, you can quickly re-read those portions.

	Page		Page
AIR CONDITIONING	32	GALLEY	25
ALUMINUM	8-10-16-27-28	GAS	25-26-32
AXLE	15-17	GASOLINE	6-16-30-32
BATH	28-30	GRAVITY, CENTER OF	16
BATTERIES	17-20	HEAD ROOM—See dimensions	
BEDROOM	27	HEATER	26-31
BEDS	20-26	HORNS	14
BELTS, SAFETY	20	HORSEPOWER	8-16
BRAKES	14-17	HOSE	31
BULKHEADS	8-10-28	INSULATION	20-28
BUMPERS	14	KITCHEN	25
CABINETS	20-22-25-26-27-28	LAVATORY	28-30
CARPET	20	LICENSES	6
CEILING	28	LIGHTS	14-20-22
CHARGING BATTERIES	17	LIQUID PETROLEUM	25
CHASSIS	10	MATTRESSES	26
CLEARANCE	14	MIRRORS	28-32
CLOSET	27	MEDICINE CABINET	28
COLORS	16-28	MONOCOQUE CONSTRUCTION	10
CUBIC CONTENT	32	MOTOR HOME, DEFINITION OF	6
CUSHIONS	20-32	OVEN WITH BROILER	25
DIMENSIONS	14	PARKING	12-23-14
DINING	25	PILOT LIGHTS	25-26
ULTRA PUMP	30	PLEXIGLAS	25
DIVANS	20	PLUMBING, COPPER TUBING	20
DRAPES	20-25-32	POLE LIGHT	25
DRAWERS	25	POWER	15-16-17
DRIVING, LIKE CAR	13	POWER STEERING, BRAKES	17
ELECTRICAL HOOKUP	17	PRICE	32
EMPTYING	30-31	PROPANE	25-26-32
ENGINE	15-17-20	PUMPS	16-28-30-31
FANS	14-25-30	REFRIGERATOR	26
FAUCETS	26-28-30	SAFETY BELTS	20
FLOOR PLAN	11	SCREENS	25-27
FORMICA	26-28	SEATS	20
FURNACE	31	SHOWER	16-28
GARBAGE DISPOSAL	6-30	SIGNALS	14

(Continued on next page)

	Page		Page
SINK	26-30	TRAFFIC	17
SPEED	6-8-16	TOILET	30-31
SPRINGS	17	TOWEL RACK	28
STORAGE	22-26	TREAD	16
STOVE	25	VENTS	30
STRENGTH OF ALUMINUM	8	WALL FURNACE	31
SWITCHES	17-22-31	WATER	14-16-26-30-31
TABLE	22	WEIGHT	8-15-16
TANKS	14-16-30-31	WHEELS, SUSPENSION	17
TIRES	14	WINDOWS	25-27
		WINDSHIELD	14

All prices and specifications are subject to change without notice.



This phantom view will better help you locate the various features. Especially note the enlarged circle, showing the insulated wall construction.



"ROUGHING IT" WITH ALL THE COMFORTS OF HOME

You have now had a quick but complete tour of the ULTRA VAN. Upon the first reading the chances are that you will not remember all of the details. To help you review the various points that come to mind, in the pages 34,35, you will find a sort of combination index and summary. This will give you some of the quick answers and you can then reread those portions of the booklet.

You have often heard it said that what was good enough for Pappy or Grandpappy is good enough for me. This was not so with Dave Peterson, the developer of the ULTRA VAN. Remember he started out building something for his own use. He wanted all comforts and conveniences, but he was weight and cost conscious.

You hear of the vigor and superiority of hybrids. In a way you might think of the ULTRA VAN as a hybrid. It really is a new and up-to-date concept. It has taken some of the best features of the automobile and the airplane combining them into a new and modern version of today's as well as tomorrow's transportation. Remember that "ultra" means "going beyond others." The ULTRA VAN is decades ahead.

ULTRA, Inc.

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