

MORE ON DAVID PETERSON'S NEW VAN

The above photo shows David Peterson looking over his "work in progress". He has layed out the interior of the new Van simmular to our older ones. Entry door on the righth, refrigerator and sink are on the right, rear of entry door. The lavatory-shower, behind that. Clothes closet opposite the bath. Bed area in the rear. Two single beds which make up into two sofas.

The rear end is two rear fiberglass shells from the old ULTRA VAN'S. Note how much closer together they are, because its only $7\frac{1}{2}$ feet wide. The slope of the rear end is more because the height of the Van is only $7\frac{1}{2}$ feet.

FROM -

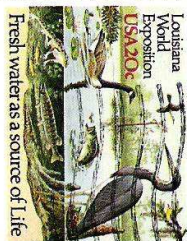
WHALES ON WHEELS

A Publication of GROUP ULTRA VAN

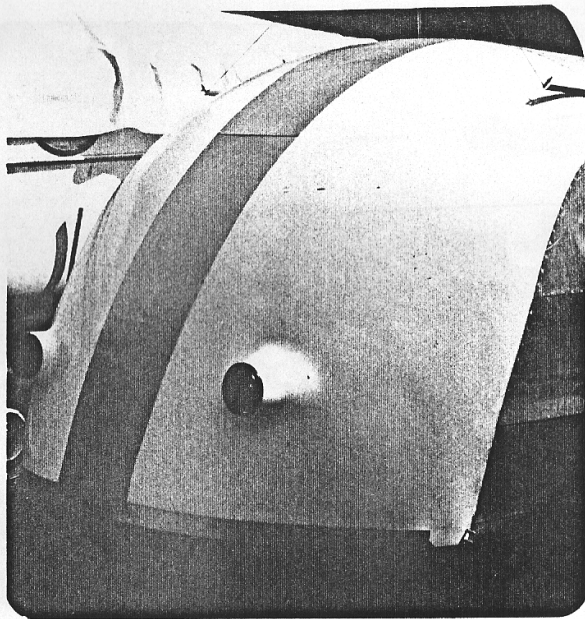
A CORSA Chapter

1199 Dansyre Drive

Lafayette, California 94549



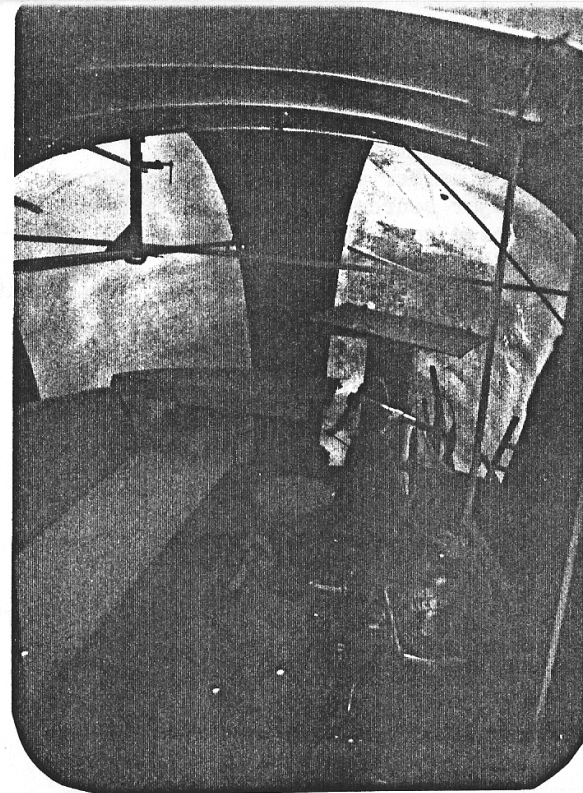
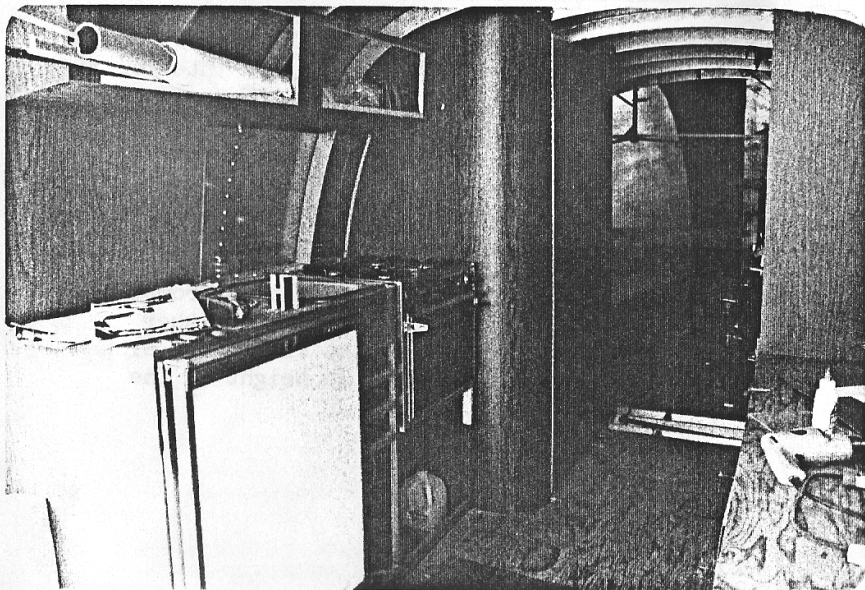
FIRST CLASS



Rear shells, looks right out of the 1930's. Using the old rear quarter panels from the old ULTRA VAN'S



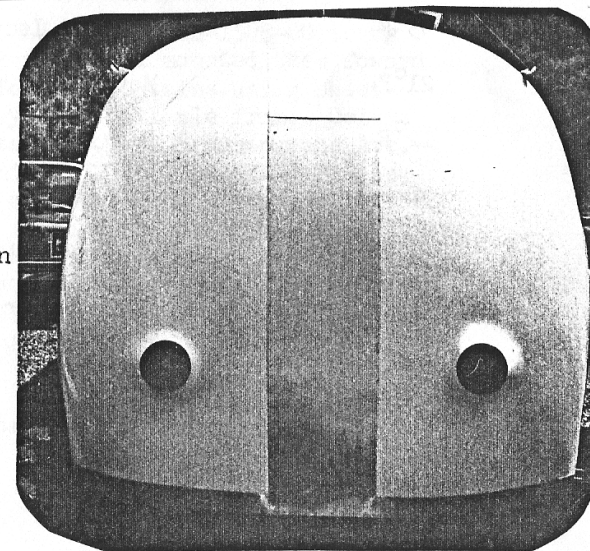
Kitchen area looking back toward the bath and rear bed area. Note the curved panel around bath area.



Rear bed area. Two sofas on each side that make into beds. Rear table and overhead storage.

Water tanks will be under beds, in an insulated area.

From the direct rear it has a familiar look. A bit more narrow but somewhat the same body radius. No window has been cut as yet.



JIM CRAIG'S CORNER #323

(Ed. note. Jim is a member of the San Diego Corvair Club, and is the major source of input for the series of tech tips that have come out of that club. We are fortunate to have him in our organization. At the Phoenix Mini convention he had the best 1961 sedan that I'd ever seen. He has had his Van #323 about a year now and between he and Marline, we hope to see many tech tips come out for the ULTRA VAN.)

DANGEROUS FLAMMABLE MATERIALS

Igniting Point	Type Material
145°F	JP-5 (Aviation Jet Fuel)
100°F	Diesel Fuel #1
95°F	Turpentine
84°F	Alcohol Butyl
60°F	Alcohol Methyl
53°F	Alcohol Isopropy
21°F	Meth-Ethyl (key tone)
12°F	Benzine
0°F	Acetone
-10°F	JP-4 (Aviation Jet Fuel)
-49°F	Ethyl Etaer
-50°F	Gasoline
NONE	Carbon Tet

Sun Visors

Durable sun visors are easy to install, easy to clean 1/8" see-through acrylic with smoke tint finish. Sturdy mounting hardware allows for angle adjustment on 14-0332-00 and 14-0343-00, and for eye-level and angle adjustment on 10-1305-00.

14-0332-00 Sun Visor, 6" x 22" (for mini-^{15.95} motorhomes, campers, vans, 4WDs, pick-up and mini-trucks and boats) 17.95

14-0343-00 Sun Visor, 6" x 30" (for Class ^{18.50} A motorhomes) \$18.97

10-1305-00 Sun Visor, 6" x 30" with 6-1/2" ^{18.50} to 13" Extension (for motorhomes) \$19.49

I have installed a pair of P/N 10-1305-00 in my ULTRA and they work great. I mounted them forward of the slide rail for the curtains using sheet-metal screws. They are available from: Deluxe Trailer Supply Center Inc., 8595 Rosencrans Ave. Paramount, California 90723 (213) 531-9123 (ask for Nick). Prices are as shown. They ship by UPS and be sure to ask for a free catalog. In addition I just bought a DOMETIC refrigerator Model MR361 from them at a substantial discount. Better discounts are available when buying two or more units at one time. Call for current prices.

Best Regards
JIM CRAIG

overdrive

Two months have passed since we pointed out the imminent disappearance of leaded gas by government decree. Since that time many of you have responded to this threat by writing to your elected senators and representatives, officials at EPA and the International Society for Vehicle Preservation. Many club magazine and newsletter editors have also joined in the sounding of alarms, either by reprinting editorials from the hobby press or publishing their own stories. All of this effort is to the good as long as our message to the politicians is consistent.

We've also heard of petitions being circulated at swap meets and shows protesting the proposed leaded ban. These are fine gestures, but petitions, I've found out recently, simply don't carry the weight in Washington that a personal letter stating our case does. If you've yet to write your senators and representatives and are grasping for the right words, maybe the following will provide some guidance. Copy it verbatim if you wish, but above all, write!

Senator _____
Attn: Environmental Staff Aide
Senate Building
Washington, DC 20510

Dear Senator _____:

I am a taxpayer and you represent me.

I'm very concerned about Senate Bill S.2383, introduced on March 1 (legislative day Feb. 27, 1984).

The elimination of lead from gasoline will hurt me economically as well as millions of poor, low and middle income families.

It is not fair to just ban leaded gasoline without a solution. Would you please consider the recommendations made by the International Society for VEHICLE Preservation on April 11, 1984, to Senator Goldwater and Senator DeConcini.

Anything less than ISVP's recommendations will cost thousands of people here in our state jobs — your constituents' jobs.

Why punish millions for just 12% misusers? The suggestions put forth by ISVP solve that problem.

Why not reopen the Committee Hearings and ask Mr. Haessner, the executive director of ISVP, to present these facts to the full committee? There are solutions.

As a constituent of yours I would like to know your position on this bill. I'm very concerned and can't afford to lose my car(s). The economic hardship would be severe.

Please let me know your position on S.2383.

Sincerely,

(your name
your address)

The OVERDRIVE editorial is from SPECIAL INTEREST AUTO, August 1984. This applies to all of us so let's do our part by writing our Senator and Congressperson TODAY. Remember, it's an election year!

The same letter can be sent to your congressional representatives by substituting House Bill H.R. 5084 in the second and last sentences.

In a nutshell, ISVP has proposed:

- Peg price of leaded and unleaded gasoline even to prevent fudging by unleaded car owners due to lower price of leaded.
- Create a Pure Air Tax.
- Require use of Lead Catchment Devices (they're already used in Australia) on pre-1975 cars which run on leaded gas; collector vehicles would be exempt, along with vehicles used for motorsports and not licensed for highway use.
- Make leaded gas with .5 grams per gallon freely available to vehicles with Lead Catchment Devices, collector vehicles and vehicles used in motorsports.

Mind you, these are suggestions and hardly cast in stone and, no, we're not crazy about a Pure Air Tax, either. But, we have to start somewhere with alternatives to a total ban, and ISVP is the only organization which is carrying on the battle for us by actually going to Washington, sitting down with the sachems there and making practical, workable alternative suggestions to a ban.

By and large the big national clubs have been a disappointment in this matter. The first one I contacted said it would refer the matter to its technical committee, which was a polite way of telling us to scram. The next, which boasts a legislative v.p., clearly could have cared less about the threat. Another one, whose cars are the most valuable of the lot on an individual basis, is working quietly, but who knows how effectively?

So it's up to you and me and ISVP. Sit down and write those letters. You have nothing to lose but your hobby.

DWB

(To all non-profit club, chapter and region newsletter and magazine editors: Feel free to reproduce this and the editorial in SIA #81 if you believe I will be helpful to your members. No further permission is needed to reproduce either or both these editorials. All that we ask is a credit line for SIA. Thanks.)

FIRE EXTINGUISHERS

Fortunately, most of us have at least learned to carry a fire extinguisher when touring or showing a car. In fact, most clubs now require this practice of all members participating in hobby events. But as you can see, carrying an extinguisher and using one can be two different things.

We urge all readers of *Old Cars Weekly* to have their fire extinguishers checked now — before driving their vehicles again. Remember, these safety devices are like any other tool; they need regular testing and maintenance if you expect them to function properly. Don't wait for an emergency to find out that your extinguisher can't do the job...at that point it may be too late!

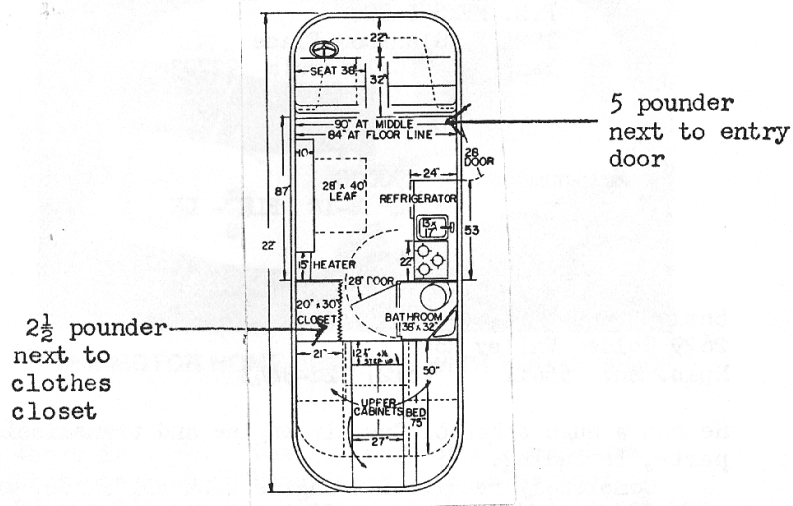
John Dunnell

The above editorial is from Old Cars Magazine. It prompted some thought of our ULTRA VANS. The best fire extinguisher agent I've found is HALON 1211. Its good for class A, B, and C fires.

Class	Material	Extinguishing Agent
A	Wood, Cloth, Paper, rubber plastics.	Water or HALON
B	Oil, greases, tar, oil base paint, lacquers and flammable gasses	CO2 or HALON
C	Electrical equipment	CO2 or HALON
D	Combustible metals, such as magnesium, titanium, zirconium, sodium, lithium & potassium.	DRY POWDER

Halon 1221 is similar to CO2 in that it is suitable for cold weather and leaves no residue. Halon is three times as effective as CO2 extinguishers having equal weight of agent. Halon leaves no chemical residue behind to contaminate or corrode aluminium as CO2 does. Halon should NOT be used on a class D (burning Metal) fires. Halon extinguishes fire by chemically interrupting the combustion chain reaction rather than by physically smothering as with CO2.

I carry two extinguishers in my Van. One 2½ pounder next to the clothes closet. And a 5 pounder next to the entry door.



To find these extinguishers in your town use the yellow pages in the phone books. Look under Fire Extinguishers.

LARGER REAR WINDOW THAT WON'T LEAK

One of the problems with our rear windows is that they leak. The earlier crank our window was the worst. Then ULTRA put in a one piece window that did not open hoping that this would solve the problem. Well it did'nt. What was also leaking was the hinge on the rear trunk lid. The drip rail let the water leak around and back thru the hinge. By extending the drip rail beyond the deck lid, on to the fiberglass, will help this problem.

Or you can install a new BIGGER window like Jim Wood did, as written up in Vo. III - No. 1, Winter 1984 issue of Whales on Wheels. At that time we did'nt have the source of the part number. Now we do.

24" X 32" Balck solid bay window 1 $\frac{1}{2}$ " thick frame:

P.M. MEKSOL CO.
1924 E. Glenwood Place
Santa Ana, California 92703

(714) 835-4814

Part number: 90008
3224 H-18 BLK - DK

CLASSIFIED SECTION

Shel Strauss
2629 Golden Valley Road
Mpls. Mn. 55411 (612) 522-3443

He has a huge stock of Corvair engine and transmission parts, including:

Completely rebuilt 140 Engine with all carbs, etc.

Completely rebuilt 140 short block, bored .060 over.

Used powerglides and 4 speed transmissions, saginaws.

New and used 140 heads

New front wheel spindles and bearings

1 set 14" wire wheels covers W/3 bar center - mint.

many more engine parts.

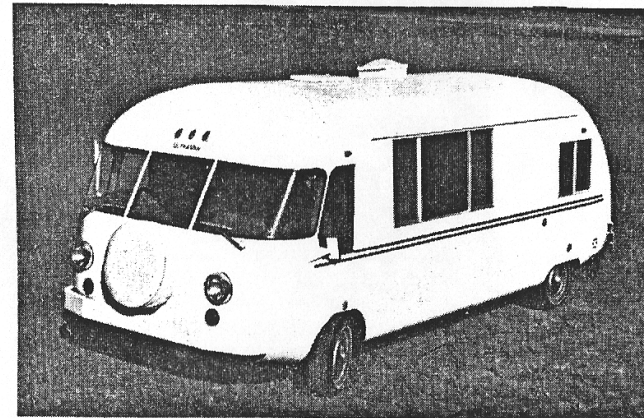
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CLASSIFIED SECTION Con't

Gordon Main
558 So. Penn. Ave.
Lancing Mich. 48901

Gordon has ULTRA VAN body parts, including fiberglass quater pieces and overhead canapes in front

ULTRA VAN



THE MOTOR HOME DESIGNED WITH YOU IN MIND

Above is a photo that is part of the brochure that was used in Hutchinson as a sales tool. Dennis D'Amico has reproduced these and is selling them for 50¢ a copy. Much too cheap. His address is 1218 So. Electric Ave., Alhambra, Calif 91803.

Respectfully submitted, your humble scribe:

W. CHRISTY BARDEN #228

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