

Group Ultra Van

#215

Owned By

Doug & Margaret
Bell

Of Boring, WA

There are more
pictures on pg 5
and 6



GROUP ULTRAVAN

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FIRST CLASS Mail

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WHALES ON WHEELS is a quarterly publication of GROUP ULTRA VAN, a CORSA chapter. It is dedicated to the preservation and use of the ULTRA VAN. This 22 foot unique motor home was designed by David Peterson and built in Kansas until 1970. About 365 units were built. Dues are \$8.00 annually, please remit to the Treasurer, Diane Galli. Make checks payable to Group Ultra Van. Send submissions to WOW by Email to the Editor, Jim Isbell (digital submissions are preferred but even handwritten are acceptable)

TO : «FirstName» «LastName» «Coach»-
«Year»

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«Country»

Whales On Wheels

Volume XXIV

Number3

What's Inside??	Your UltraVan on the Cover of WOW
A Differential Dip Stick by Jim Isbell.....2	Would you like to see a picture of your UltraVan on the cover of Whales on Wheels? Then send a photo with a short..or long...story. The photo should have some artistic value...or not..showing the UltraVan in a scenic location. Send your photos and story to the Editor and have your UltraVan be a star. Your 15 minutes of fame are now available right here in WOW!!
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PREZ SEZ

The Corsa Convention/Group UltraVan Annual Meeting is over. It was more of a social meeting than a business meeting. We had about 12 members and another 8 interested parties at the meeting. We also had some discussion on troubleshooting a malfunctioning powerglide transmission.

Diane and I are now touring the eastern half of the USA, and will be at the UltraVan Rally in Pipestone, Minnesota Sept. 8-13. Hope to see you there.

Bob

Editors Notes:

As 20 of our members know, the email version of Whales on Wheels has been going since the first of the year and it comes with full color pictures and arrives early. I think there may be some of you out there that haven't gotten the word yet so listen up.

The new color version for email delivery is coming along just fine. If you have the capability to receive PDF files or DjVu files attached to your E Mail it's a perfect way to collect the WOW issues as you can save them onto a CD and have a permanent archive that is not subject to water damage or silver fish damage. With them on a CD you can search for the information you need, print only that information out and the rest stays on the CD. You could save 300 years of Whales on Wheels on ONE CD!!!! A real space saver if you intend to live that long.

If you are interested, but technologically challenged, drop me an e mail and I should be able to get you going.

Differential Troubles etc.: by Jim Isbell

On the way to Hannibal we were 300 miles down the road when I decided to stop for some soft drinks and on the way back to the coach I noticed something drip. It was diff fluid! There was so much of it under the coach that determining the source of the leak was impossible, but there was enough to tell me we would never make it to Hannibal without a bunch of fluid being added every few hundred miles. So we elected to tuck our tails between our legs and head for home.

On getting home I noticed that we had actually lost very little fluid, it just looked like a lot when it was spread all over the bottom of the coach. After several short trips I determined that it was being lost at about a pint every 500 miles. This was a slow enough loss that I figured I could handle it if I had a way to add fluid to the diff once a day. But I really wanted to find the leak! So I removed the cover and checked the gasket and sealant I had used. I had been advised that the cover interface was not a pressurized interface so that I really didn't have to worry about that seal. For that reason I had used a fiber gasket and silicon sealant. But on examining the interior of the diff I realized that the large gear in the center was picking up oil and THROWING it against the forward seal and therefore, it WAS under pressure. I replaced the fiber gasket with a cork gasket. I have since learned that some diff covers even have a baffle in back of the vent to prevent that thrown oil from going out the vent!! So I resealed the cover taking a bit more care with it. The result was still less than satisfactory, it leaked, so I decided to put in a dip stick and a way to add fluid without having to remove the cover.

Adding a dip stick is quite easy. You need only a few brass pipe fittings and a piece of heavy galvanized wire.

To start the job you need to remove the diff cover. Look inside the diff and see where the gears are and where you can see the oil from the top. If it is like mine it is in an area about 2.5" back from the front on the Port side of the diff. This will put it about 1" aft of the vent and about 1.5" in from the side. Since there are apparently more than one kind diff yours may be different than mine.

At the spot that has been selected you will drill a hole in the cover through which you will stick a brass "ferrule to thread" adapter that is

used to connect copper tubing to a threaded input. The threaded end is placed down into the interior of the diff. On the other side you will screw a nut with the correct thread to hold the fitting in the cover. I used a flat star nut from a conduit housing (the only thing I had "in house" that would fit). Make sure when you drill the hole that it is inboard enough that your "nut" will not interfere with the lip of the diff housing. I didn't check but was lucky and a bit of work with a file fixed the oversight. There should be a fiber washer under the nut to seal the hole.

Now you need to make a dip stick. The nut that came off the ferrule fitting is now placed in a vice and a small piece of galvanized tin is soldered over the hole. Then you drill a hole in that seal in the center. The hole is the same size as the diameter of your galvanized wire. Stick the wire through the hole so that it extends about 7.5" down and about 2.25" up. Solder it in place. The top part will be bent into a ring as a handle for removing the dip stick. The bottom end is flattened with a hammer to look like an oil dip stick. You will file marks into it after installing it and determining the place you want to measure as the top of the fluid. Mine came out at 6.5" from the top of the nut. Put a home made cork gasket inside of the nut and screw the dip stick onto the fitting you installed in the cover..fairly tight. It may take a bit of adjusting to get the wire straight so that as you screw it in it wont "whip" around, hitting gears and the side of the diff. It needs to be straight so that it goes straight down to the surface of the fluid. A few measurements will tell you where the marks on the dip stick need to be. If it's too long, cut off some of it. You can add diff fluid through this hole with an oil syringe.

Now you can check the diff level every time you check your engine oil.

It took me ANOTHER cover gasket change to stabilize the fluid level but now I can catch leaks early and add fluid as needed.



PIXELS and ULTRA VANS

By Graham Dell

Digital cameras are just great for taking pictures of our Ultra Vans. But what resolution should you use? What size file should you create and in what format? Will you lose clarity if you compress the file too much? Should you use a different format and file size for pictures that are to be printed? What about pictures you intend to email or post to a web site? All good questions!

Let's look at resolution first. If your picture is intended to be displayed on your TV or a computer monitor, 100 pixels per inch is enough as this exceeds their resolution capability. My ink jet printer boasts 1200 dpi but printers need 4 to 5 dots to display a color, so my printer is really putting out about 240 to 300 pixels/inch.

A 3.5x5 picture, a convenient size that fits four to a page, requires a file 350x500 for my screen image (175,000 pixels) and 1050x1500 for my printer (1.575 mega pixels). My Canon S30 can shoot in 1600x1200 at a medium resolution setting (1.92 mega pixels). This allows me some room to crop the picture and still have enough file size to meet my printing requirement.

Now, what about file compression? Resolution is what your camera takes according to the setting you select. Image quality, depends on the compression used in writing the image to file. Save as a TIFF (Tagged Image File Format) or even a RAW image file format and you have all the information that your camera recorded, every pixel in the exact shade of the 16 million possible colors. Your file size is of course enormous. Save as a JPEG (Joint Photographic Experts Group) and the file is much smaller because the information is reinterpreted so that exact data is not recorded for every pixel in the image.

When you edit and save a TIFF or a RAW file, the total information in the file remains. Editing and saving a JPEG file compresses each time the file is saved and information is irretrievably lost each time. So the quality of the information is degraded.

A GIF (Graphics Interchange Format) file is used primarily for animation. They can display a maximum of 256 colors. This format is not normally used for photos.

So, what does all this mean? Simple solution is to take all your pictures at maximum resolution and save as TIFF or RAW files. Depending on your camera and storage capability, you may only be able to store a few pictures before you run out of space. For my camera, I use a medium resolution (1600x1200) and save in superfine JPEG the lowest compression format on my camera. This allows me to store 123 pictures on a 128MB card compared to only 49 in TIFF format. I can then edit the file reducing size appropriate to my end use. Of course if the pictures are only for web use, I can use small resolution and max JPEG compression storing 1355 pictures on the card.

(Ed, Note: here are three examples of different resolution photos. As you can see there isn't a lot of difference when viewed at this size. So for general use almost any digital camera will take good snap shots even at the lowest resolution.)



800 x 436 JPEG



640 x 349 JPEG



340 x 175 JPEG

Something for Free !!

I just got an email from Walt Davison. He is offering some windows and cabinet doors and lots of Formica for FREE to a "good home" if the person will come and pick it up in Alabama.

The items are, I assume, the residue from his attempts to reduce weight on Ultra Van # 366.

Now this is a great deal, especially if you haven't met "Mr Lite". No, this title has nothing to do with his drinking habits. But Walt owns, perhaps, the lightest Ultra Van in the world. I assume he has removed the windows because they are heavier than the aluminum sheet to cover the holes.

Anyway, Walt sent me an email that he has these items to give away if someone will come pick them up. Walt will probably next remove the windshield and install a pair (for stereo vision) of television cameras in the fiberglass above the windows after covering the opening with sheet aluminum. Then with a TV monitor on the dash he will be able to pretend he is back IFR in a 747 from LA to Chicago. But, Walt, if you do this you will now have to worry about more than rear end collisions.....#8-) Sure would look "Cool" though.

Walt also informed me that there will be an air show and Unlimited race at Nellis AFB in Nevada on the 15th and 16th of November so that it would be a good stop after the Fan Belt Toss. I have always wanted to watch the Unlimited Racers going 'round the pylons.

Minutes of the National Meeting of Group Ultra Van

Group Ultra Van Meeting
CORSA 2003 National Convention
Clarion Hotel - Carlisle, PA
July 17, 2003
Minutes submitted by Secretary, Roy Davis

President Bob Galli opened the meeting at 7:00 p.m. Minutes of the previous meeting being unavailable, recollections were shared of topics discussed at that meeting.

Diane Galli presented the Treasurer's report as follows: opening balance \$511.28, raising dues to \$8.00 brought the balance to \$971.28, disbursements totaled \$800.20, closing balance as of May 1, 2003, \$789.75. Diane also reported that Jim Isbell is now in charge of printing "Whales on Wheels". His expenses were as follows: \$86.33 printing, \$62.00 postage and \$33.00 supplies, for a total of \$181.43. Jim Davis moved and Jack Irwin seconded that the Treasurer's report be accepted as presented; motion carried.

Under new business, President Galli relayed a suggestion from Graham Dell that GUV schedule a rally one week prior to the CORSA National Convention, for the purpose of providing a longer vacation period for members. Mention was also made of a suggestion by Jim Isbell for a rolling rally through the Southwest, in the Fall. Discussion followed and it was agreed that both suggestions show merit.

As there was no further business, Richard Jenkins suggested a tech session for the remaining time. This was met with approval and acted upon.

President Bob Galli adjourned the meeting at 7:55 p.m.



The Resurrection of #215

By Doug Bell

Where do I start? I guess like most of you I have always liked to have something a little different. Fresh out of college and hardly making any money as a teacher I found a beautiful 356 Porsche convertible that I had to have. Just like the one in the movie "Bullet" with Steve McQueen. For the first year or so it sat out in the rain and was my daily driver. I began to realize that this car was worth more than this kind of treatment so I bought a Volkswagen bug as my daily car and parked the Porsche in my mom's garage. So I guess air cooled cars have been in my blood.

Later I became interested in Corvairs. My first Corvair was a Corsa convertible that I paid too much for. Later I bought a 64 coupe that my son and I worked on and would become his first car. I really like the Rampside pickup and eventually found one up here in the Pacific Northwest with minimal rust and 3 years later restored it. I was really impressed with the way they handled, the side ramp and the driver position. My other truck friends made fun of my "toy truck" as they called it, but when they saw how easy it was to haul furniture, appliances and the like they were silenced.

Sometime since I became intrigued with this funny shaped mobile home that would make an occasional appearance at Corvair events. It was strange looking, but was very

utilitarian and made great use of space. After retirement I began thinking that I would like a vehicle that I could use to make 3 to 4 day trips, sleep in and even carry some cooking gear. My first thought was a converted Greenbrier, but finally I decided that it was a wee bit small, especially if one wanted to take along a companion.

I actually found #215 while on a journey to check out a Greenbrier. When I saw how nice the interior had been maintained and how solid the body was, I was enticed. It then became a matter of slowly winning over my wife, who to this day is still not enthused about our "baby beluga."

The interior is finished in the "Cherry wood" color. The stove top, oven and refrigerator are all in very good condition and exceptionally clean. The interior had been re-carpeted as had the original seats. It has been re-wired in its recent past, to what extent I don't know, but there is a series of fuses and connections in a panel under the driver's side window. During the test drive the van it seemed to drive OK and have reasonable power even if it was a short drive with no freeway speeds. The speedometer cable broke on our first test run, later to find out it was the fitting in the grease cap. The gas gauge did not work. The tachometer seemed to read low. The transmission temp gauge did not work. The only gauge that seemed to work properly was the head temperature gauge, thank goodness. The engine idled nicely and the van seemed to shift OK, even though I was not and am still not knowledgeable about the workings of the automatic transmission.

When I finally did take possession of #215 in March and drove it down from the Seattle area to the Portland area things started out pretty well until she got up to temperature. I noticed she would ping on even the slightest of slopes. So I would back it off. When I came to a long and pretty good grade the head temp. went up to 400 deg. I shifted into

low and took my time and the temp. dropped back around near 300.

Somewhere out of Olympia she just wasn't running that great and I noticed that the pinging would return even with any slight acceleration. I had a friend following me in another vehicle and we pulled over onto an off-ramp and set the timing back. That seemed to help.

I must say on the trip to Portland I got a lot of looks. A lot of neck craning. Many people gave me the thumbs up and one person stuck his head out the passenger side and was taking a video of the Ultra Van on the road.

While at a gas station the UV attracted much attention, more than I cared for later because I couldn't get restarted. This starting problem has been a reoccurring problem especially when the engine has been running for a while. I now have a new starter/solenoid but have yet figured out an easy way to install it short of lowering the engine.

I think I found out why she ran so poorly on her maiden voyage. The distributor was lacking the cover plate over the weights and the weights had gouged a deep groove in the housing. The rotor and cap were toast and there was a fine film of metal dust and shavings spread all over the inside of the distributor. After finding a good 110hp distributor she climbs hills much better now and no longer pings.



My next task is to check out the propane system. The instant hot water system does not function, most likely because of a faulty diaphragm. I have yet to check on the condition of the pumps. The interior lighting both AC and DC seem to work fine.

We have had two occasions to spend the night in the van and have found quite comfortable using a queen size air mattress. Our next outing will be to the coast for a couple nights in late September. That will be her first test at going over some serious hills going over the Coast Range.

I look forward to meeting personally many of you who I have already had contact with via the internet. I also wish to thank the members of this fine group who have advised me on my numerous inquiries over the last several months. I look forward to learning much more about our unique motor homes.

Doug Bell
#215
Boring, Oregon.



Don't Forget the National UVMCC Convention at Pipestone!!!

You still have time to make it if you hurry. Go out and gas up the Ultra, grab some grub on the road at the first Wall Mart and keep rolling. You only have about a week to get there but its only about three days from almost any part of the country. So get a move on.



UVMCC NATIONAL CONVENTION Pipestone, Minnesota September 8-13, 2003

Welcome to the UVMCC National Convention information packet. I have included some points of interest in the area some you may want to see while you are here. We may plan to do some tours as a group, I have nothing cast in concrete yet. Testing the waters, so to speak.

Diane and I will be leaving early, sometime in late June. Our first committed event is the CORSA Convention in late July, hope to see some of you there in Carlisle, PA. Where we go from there is yet to be determined. Any mail we get will be forwarded to us by our daughter, Roberta. We will still be available via email at rdgalli@pocketmail.com

In looking at the enclosed brochures, you will see one for Lake Benton. This looks like an interesting town. We are planning to stay at the county park located in that city a few days before going to Pipestone. Maybe you could meet us there.

So come in your UltraVan, RV, or whatever you are driving these days and join us at:

Pipestone RV Campground

919 North Hiawatha Avenue
Pipestone, MN. 56164
507-825-2455
Email rvcmpgrd@rconnect.com
www.pipestonervcampground.com

AREA MOTELS

Arrow Motel
600 8th Ave. NE
507-825-3331

Super 8 Motel
605 8th Ave. SE
507-825-4217

Tech Tips:

1) Repairing a Fuel Tank , from Jim Craig:

Make your repairs, install “closed” stem pop rivets. Apply sealant to all the area of repair and rivet heads. Sealant should cover area about 3/32” thick.

Sealant is available from....

PRC Desoto International
5454 San Fernando Rd.
Glendale CA, 91203

This source was last utilized in 1999 so it should still be a good place to get the material. What you want is P/N PR 1440 A-2 (Brushing type) Price is \$38 a pint.

When making repairs, do not apply the sealant to mating surfaces of the tank and your repair part. The reason for this is that if you do so the sealant will be forced into the tank where it will not adhere to the bottom inside and will be a source of gas line plugging. This does not apply if you have drained, flushed the tank with water and finally flushed and slosed with laquer thinner and allowed two days to dry the interior.

2) Restoring the stripes after repainting the coach, From Jim Isbell:

The following company sells Vinyl tape in 1” x 36 yd spools. This is more than enough to re stripe the entire coach. They sell it in various colors so you can pick a contrasting color that matches your interior or maybe the bumpers. They DO NOT have gold tape. I purchased 6 different colors so I could experiment. The price is only \$2.60 a roll! I think I will paint my bumpers a matching Garnet red.

Identi-Tape

83 N. Adams Street
Eugene, OR 97402 www.identi-tape.com 1-541-684-8311

3) Painting the Urethane Foam bumpers, From Jim Isbell

I have found a paint that I think will do nicely on the Urethane foam bumpers. It was originally designed as a paint to do the inside walls of a wet basement. I found it when looking for an anti fouling bottom paint for my boat. The company guaranteed it for life on the bottom of my boat and said I would never have to worry about barnacles. Fouling wipes off with a rag! Then they told me it could be painted on foam and was highly UV resistant. So I thought of the UltraVan bumpers. The finish is smooth and can be repainted with any color you want (important, as you will see). It is a rubber like urethane glossy finish. The product is in two parts and cures in about two hours. It is called “AR Color Coat” (but very few colors, and all drab) and is \$80 a gallon but you can buy quarts. I bought 4 gallons for the boat and left overs will go on the new bumpers.

Sani-Tred
15605 3rd Road.
Plymouth, Indiana 46563 www.sanitred.com 1-574-784-3308

Now I will never get barnacles on the bumpers.....#8-) I will report later on the results.

Parts For Sale ULTRA VAN PARTS

Sept 20, 2002 (Revised June 13, 2003)

Jim Craig, 760 366 9104, Email; ultravan604@tcsn.net

Note; I am no longer selling Ultra Parts form Mr. Petersons stock. The parts listed below are the personal property of Jim Craig.

NEW PARTS: (Ultra Van)

Note; " * " Asterisk indicates an added part.

1. 2ea. Alum. "I" beams. (top of wheel well.) 2 3/4" x 4" x 32"		\$30.ea.
2. 2ea. Alum. "I" beams, (" " " ") " " " " 12" (With attaching clips)		\$20.ea.
(#1 & 2 make a kit to replace the orig. cast alum. beams)		
3. 1ea. l/h rear trailing arm assy., turnbuckles and round pipe as spring retainer.		\$25.
4. 2ea. Steel rims, 4 1/2" offset, 15" x 6". 5 hole , For V/8 Ultra or?		\$10.ea.
5. . Windshields, full size, tinted. Left & Right. (Shipped to your place from the glass supplier.		\$650.ea.
Close out on windshields;		
6. New Windshields, full size, tinted. Left hand. 1ea. (Pickup in Joshua Tree, CA.)	Was--\$450.ea	Now \$350.
2 ea. right hand,		\$350.ea.
2ea. orig. cut, tinted ,NOS,		\$695.ea.
9. 6ea. Hinge, entrance door. Piano type. 4 1/2" x 72".		\$12.ea
10. 4ea. Curtain rail, brown, slider groove. 10 feet long.		\$8.ea.
11. 2ea. Speedometer cables assys. 99" long.		\$20.ea.
12. 2ea. Brake pedal assy. w/pad.		\$13.ea.
15. 4ea. Bearing/hub assys. (For Corvair Fan) P/N 3856614		\$30.ea
17. 1set. Upgraded alum bellcranks w/bolts ,bushings and etc.		\$175.
18. 4ea. sets. Structure beefup kit for late type bellcranks. S/S bolts included.		\$45.set
19. 1ea. Air Vents, front , flush mount. Lever inside.		\$25.
20. 10ea. Ryerson Ultra Van Repair manuals.		\$65.eaPPD.
21. 2ea. Alternators w/ builtin Regulators. (For Corvair) 70-90 amp.		\$74.95ea
24. 4pr. Brake shoes, rear, emerg. V/8 Vette/Ultra.		\$10.pr.
25. 6ea. Bolts, Cam adjuster, 1/2" X 4 7/16"		\$3.ea.
32. 1pair. 1964 110hp cylinder heads, new parts, 3 stepgrind,recently overhauled.never used.		
36. Channel nut strips. (1/4 x28) 5 nuts to a strip. For attaching all Ultra tanks.		\$12. set of 4.
37. 3 ea. Piano hinge for main door. (Orig Ultra type.)		\$18.
42. 5ea. "Billet" alum.fuel pump plug. w/"O" rings. Polished.		\$15.ea.
43. 5ea. Tool, for pressing or knocking apart the rear hubs (Vair & V/8). Note; This tool saves the fragile threads on the shaft.		\$15.ea.
44. 5ea. Tool, for removing the ignition switch "Chrome" bezel. Will not damage the chrome. Works for Early and Late models.		\$12.ea.
49. 6ea. Bolts, 1/2" Shoulder type. (For late bellcranks.)		\$8.ea
50. 2ea. Control cables. (For throttle or shift.) 18' 7" long. 4" of movement. (1/4 X28 thead on ea. end.)		\$20.ea.
51. 5ea. Spherical bearing. for l/h bellcrank. P/N SBG-6S.		\$15.ea.
52. 2ea. Rod End bearings w/zerk ftgn. Spherical. (Best) #AR-7N,		\$28.ea.
53. 2ea. Rod End bearings w/zerk ftgn. Spherical. (Next best) #TR-7N,		\$18ea.
54. 3ea. Rod End bearings w/zerk ftgn. Spherical. (#3) #HF-7,		\$15.ea.
55. 2ea. Rod End bearings w/o zerk ftgn. Spherical. (#4) #G&J,		\$12.ea.
56. 2ea. Rod End bearings w/o zerk ftgn. Spherical. (5) #PH587,		\$8.ea.
57. 4ea. Torrington sleeve bearings. (For steel bellcranks 1/2" bolt.) #BH812,		\$5.ea.
58. 2ea. Links, for orig. pottie foot lever. (Fits octogon shaft,R/H side.)		\$19.ea.
68. 2ea. Spring latch for hot water heater door ,		\$3.ea.
69. 3ea. Adapter, for Corvair Thermister. Allows Thermister to be installed on the 110hp engine.		\$15ea.
70. 2ea. Front Spring lower support,GM #3892794, (orig.)		\$30.ea.
71. 1ea. Front license plate bracket,		\$8.
72. 2ea. Left side mirror bracket.		\$3.ea.
73. 3ea. Ball joint, upper/lower, GM9762018/RP101157. Was GM 3865827,		\$55ea
74. 3ea. Bushings, rubber sleeved. (Front lower alum "A" arms, inner & inner end of V/8Ultra road grader bar.) #FB 190/RP15620,		\$20.ea.
76. 20ea. Springs, for the main door latch. (Replace the old broken ones.)		\$1.ea.
(2ea. required per latch.)		
81. 2ea. Top vent cover assys, all metal.		\$35. ea.
85. 6ea. Foam Bumpers (Orig. type.)		\$30.ea.
(requires painting or covering w/vinyl.		
***86. New orig. r/h vertical rear view mirror. Still has the wrapper on it. Madeby ; Sure View. Has the regular mirror on top and the convex on the bottom.		\$40.

USED ULTRA VAN PARTS:

1. Ball joint, upper/lower, GM3865827,	\$10. 1ea.
2. Windshield wiper motor assy. Bosch,(Tested) Type WWF, 1 7/8" shaft.	\$60. 3ea.
3. Spring saddle, lower, front coil spring, (Ref. GM 3892794)	\$15. 1ea.
4. Rubber bumper, top of shocks. About 2" tall.	\$8.ea. 10ea.
5. Gauge, Water level indicator, (Orig.)	\$5.ea. 2ea.
7. Thermisters, Orig. Corvair,	\$60.ea. 5ea.
8. Distributor mechanical elect. actuator, 12v. (Change settings from dash)	\$20. 1ea.
9. Remote starter tool w/battery leads.	\$5. 1ea.
10. Latch, over ctr, type for propane tank.	\$5. 1ea.
11. Gauge, cyl. hd. temp. (Westach) w/sender. 200-500F (100-250C)	\$24. 1ea.
12. Wire harness, #STE-EK,15' long. S/W. for use w/cyl hd. temp gauge #284-AK. Thermalcouple lead not included.	\$15. 1ea.
13. Wire harness,#STE-EK, 15' long. S/W. W/thermalcouple lead.(Attaches under a sparkplug.) For use with S/W cyl hd temp gauge #284-AK.	\$25. 2ea.
14. Gauge, S/W, cyl hd. temp. (100-600F)#284-AK. Missing bracket.	\$15. 1ea.
15. Catalytic heater, Thermx #635, 6000btu, non vented, piezo lighter,	\$35. 1ea.
16. Catalytic heater, Thermx Mark 2A, ?btu, non vented, Piezo lighter,	\$25. 1ea.
17. Fuel transfer valve, (Early Ultra Van),	\$18. 1ea.
18. Trailing arm assy. left & right, w/turnbuckles & steel pipe ring for retaining the coil spring. Complete except for hub assy.	\$30.ea. 1 pr.
19. Springs, front & rear, all sizes.	\$10ea.
21. Front alum. lower "A" arms. Early style.	\$70.ea. 3 ea.
22. Air scoops, for R/H rear air intake for eng. (Orig.)	\$20. 3ea.
24. Alum. upper front cast beams for spring support.	\$40.ea. 2ea.
25. Alum. front & rear "I" beams for spring support.	\$20.ea. 6ea.
26. Alum. extrusion ,vertical "channel" for front "A" arms attach.	\$12. ea. 2ea.
27.Heater vent covers, external, for orig. wall heater.	\$10.ea. 3ea.
28. Door, main entrance, missing half of slide window.No corrosion.	\$85. 1ea.
29. Engines 110&140hp. Cores for rebuilding. Inquire.	
30. Automatic trans. Cores, \$25.ea.	
31. Rear axle assys.(Differential) 3:55 or 3:27 gears.Late style. all new seals.	\$150.ea.
32. Propane tanks, "ASME" horizontal, orig. 10gal. w/gauge.	\$25.ea. 3ea.
33. Exhaust Manifolds. Cast iron, orig. 110hp 140hp	\$15.ea. \$35.ea.
34. Gas tank, Alum, 30 gal. Late style, w/sender.	\$90.
35. Gas tank, alum, 30 gal, early style, w/sender.	\$90.
36. Water tank, drinking, 30 gal, early style,	\$50.
37. Water tank, Grey , 30 gal. late style,	\$50. 2ea.
38. Engine cases, w/all studs 110hp,	\$85.
39. Engine case, Forward control 110hp.	\$95. (Rare) w/all studs.
40. Engine case, early, cut for late crank.	\$85. w/all studs.
41. Speedometer gear reduction assy.	\$20.ea. 3 ea. (Ratios unknown.)
42. Wrenches, set of 14, in vinyl window container, 3/8" thru 1 1/4". All chrome. Very good cond.	\$15.
***43. Towing hubs; 1pr. for 4 stud Corvair,	\$89.95.
1pr. for 5 stud Corvair and Ultra Van,	\$89.95.
*** 44. Tow Bar for Ultra Van. Build by Len Ryerson. Aircraft quality.	\$125.

Note; If you donot see the part listed that you need, please inquire.

Shipping and packing is extra.

All parts are guaranteed to your satisfaction.

Checks ok. 12 day waiting time. Postal Money order, next day shipment.

Not set up for credit cards.

Jim Craig, 7011 Sunny vista Rd, Joshua Tree, CA. 92252



#267



#544



#601



#101

Coaches For Sale

UltraVan for sale: # 267 has all new plumbing, all new wiring, I have done a lot of work to it. Just got back from Arizona with it in Dec. it did great all but a flat tire on the rear. It runs great drives great But I would like to have a V8 Ultra. so I am selling it to buy one. Its been to Hannibal, its been to Newport Ind. Bass Lake Ind. Chersterton Ind. Chicago 2 times and Arizona In December 2002. I would like to have \$7000.00 or best offer or I would be willing to trade for a V8 of equal value. John at 217-345-5559 c_vair30@hotmail.com

UltraVan for sale: #544, mileage is 25K. 1970, vdrive, with a turbo 3 spd. auto transmission. It has a 350 V8 in it, and a corvette rear-end, w/ 68 corvette rally wheels, w/ new radials. The body is straight, interior is original, and ok shape for being 30+ years old. Pictures encl. (Everything in the van is original. However, the rear "hatch" type door latch is broken, although handle is in place. Missing spare tire on front. As with other vans this age, the original paint is dry "crackling" in spots, and there is pitting in the area behind the tires, not rusted out, but it is spotting) Asking \$4,000 For more exterior or interior pictures, email me, and I will send the two zip files I have. Yahoo wouldn't let me send them all at this time. For other information, or to see the van, please call Steve at 253.862.3959 home or 253.740.0248 mobile.(Van is parked in Kent, 16 mi. south of Seattle.) Email at jgue@windcap.com

UltraVan for sale: #601 is for sale in order to start a business venture in Mariposa. For those of you that don't know the history on this coach it was Dave Peterson's personal coach. Is anyone out there interested or know someone that might be? It is running and moveable but has not been driven in over 5 years (needs a full restoration inside and out). It comes with a lot of spare parts such as extrusions, glass windows, 2024 aluminum sheets for body repairs, sinks, bell cranks, tooling for A-arms, 307 Chevy V8, 283 Chevy V8, power glide transmission, extra assembled front body structure and rear body structure, stove, and many more items. Please call or e-mail if interested. Thanks Ed Gurr at 510-909-3435 or 209-742-7469 edg@runco.com

UltraVan for sale: #101 is for sale "Eureka!!!! There it is , the windshields I need for my new camper van." (Not yet named , Ultra Van.) Those were the words of Dave Peterson when he saw a Chevrolet Step Van panel truck on the street in Oakland, California. He had been working on #101 for a few weeks in which he laid out the frame work from the rear to the front. He could not decide how to do the front until he saw the Step Van and then it all fell into place. This is the FIRST UltraVan, hand made by Dave Peterson. It is almost finished and will take little to get it ready to show. It can be driven home. It is for sale at \$4,995 and just about everything you need to finish it is included. Call Jim Craig for all the details. 760-366-9104 or email him at ultravan604@tcsn.net

Coaches Wanted

Bring out your dead! I'd like to find an UltraVan that needs a caring home. Non-running would be fine as I'm interested in alternative power plants. Will consider all options. I would prefer it be in the Western States as I'm in Colorado. Hoping to find something for under \$3,000. Thanks for any leads or consideration. Peter Crowl pcrowl@earthlink.net or Phone: 303 730 7771