

Your ticket to relaxation and happiness.

Vol III
No. 3

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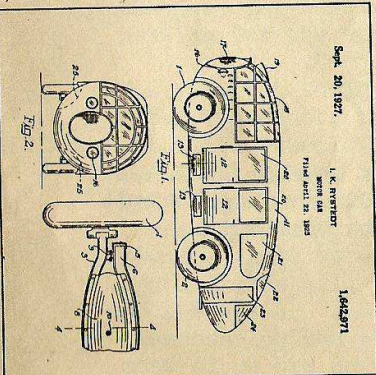
WHALES ON WHEELS

ULTRAVAN

TO:



A Nutty Idea for Planters was created in 1927 by the coachbuilding firm of Millspaugh & Irish in Indianapolis. This hard-shelled production mobile, one of a dozen built, was erected on a Dodge chassis. Did any of them survive till today? (From Indianapolis Star, July 10, 1927 via Bob Zimmerman)



WHALES ON WHEELS IS A QUARTERLY PUBLICATION OF GROUP ULTRA VAN, A CORSA CHAPTER.

PRESIDENT AND EDITOR

W. Christy Barden #228
1199 Dunsyre Drive
Lafayette, California 94549

VICE-PRESIDENT

Jim Wood #396
1550 Waurika Circle
Colorado Springs, Colorado 80915

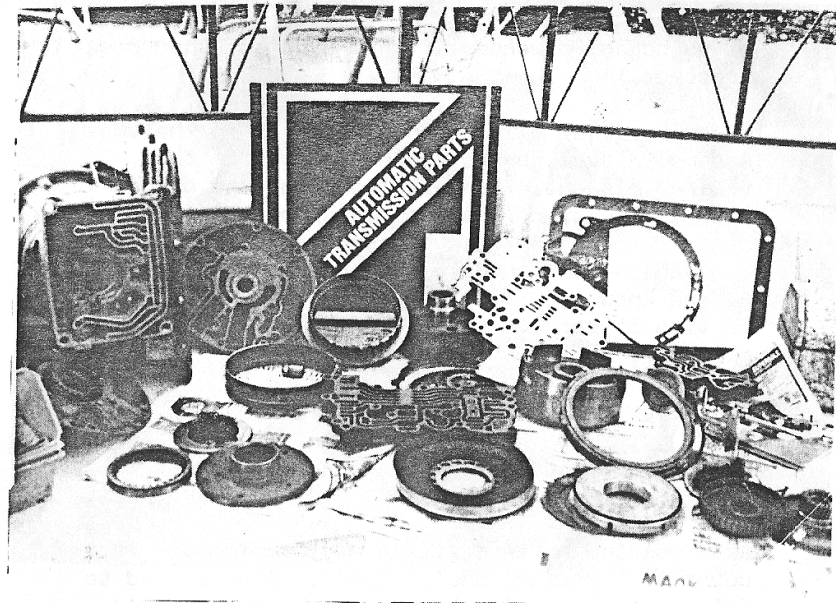
EASTERN DIRECTOR

Jean McMasters #330
916 Lighthouse Drive
No. Palm Beach, Florida 33408

SECRETARY-TREASURER

Dennis D'Amico #383
1218 S. Electric Ave.
Alhambra, California 91803

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TRANSMISSION CLINIC BIG SUCCESS

By Christy Barden

Art and Millie Eller #364 had an automatic transmission clinic at their house on July 1st, 2nd and 3rd. They live in the hills next to Griffith Park in Los Angeles. Parking can be a problem, but it all seemed to work out OK. Six bedrooms gave space for those who drove their cars, parking down the hill for level places. Street and driveway parking for the others.

Everyone got their own breakfast on Monday morning. After breakfast, the patio area gave space for six people to rebuild transmissions. Because of the heat, a tarp was put up to shield us from the sun. But with the temperatures in the 100's we still got tools and parts to hot to handle. Each person was given a place to work with a flat pan to catch transmission oil. Art had a parts cleaner facility on the patio. We could clean our parts as we disassembled the transmissions. By lunch time, most of us had our transmissions in pieces. Some

of us began to wonder if we'd ever get them back together.

Lunch break we all set down together in the cool basement level, and made sandwiches from the fixins laid out. Conversation centered around the simplicity of the transmission and it's construction. After lunch some naps were taken and others continued to work on their transmissions. As you know it's easy to take something apart, but getting it back together and working is something else.

Art Eller was there to supervise. Looking for worn bushings, which he would replace, worn clutches which he furnished new, a gasket set, one for everyone and encouragement which he gave to all.

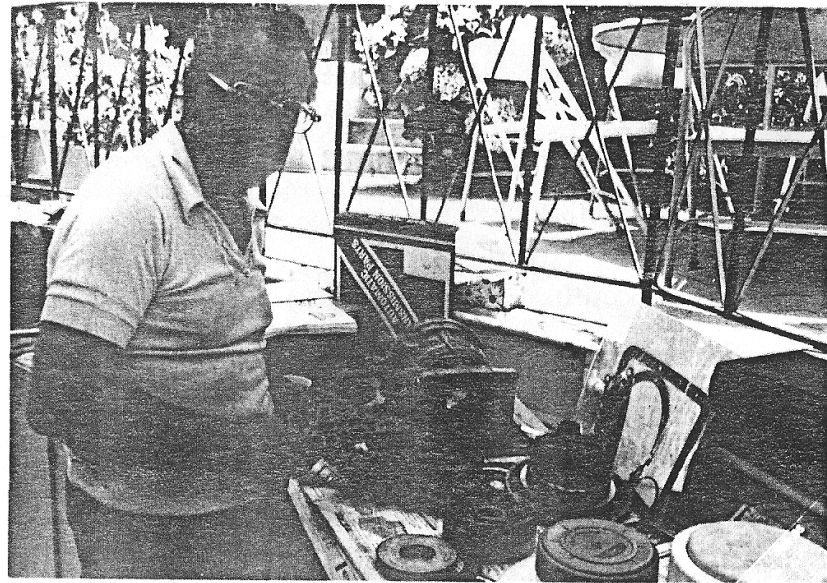
Art assisted me in drilling and tapping the rear cover for external cooler lines. Also we had to fill a cavity inside to close the bypass, so fluid would flow to exit thru the external lines.

The bushings for this transmission are hard to find, and Art has a good supply. Proper bushing alignment is necessary to have the rear pump work properly. Art would use his press to put in the new bushings.

I used the 1965 shop manual when reassembling. This was a great help. But I would have made a few major errors had I not had Art looking over my shoulder.

Time sharing was used on the parts cleaner, the motorized wire brush cleaner, drill press, etc. The drill press was used as a press to disassemble the rear pump and drive clutch packages. It was also used for reassembling these packages.

After the transmission was put together whats the next step? Put it in your ULTRA VAN? NO !! Put it on the test stand. Art had a late model engine and transaxle with a torque converter



ROBERT FRANZ



ELGA GREEN

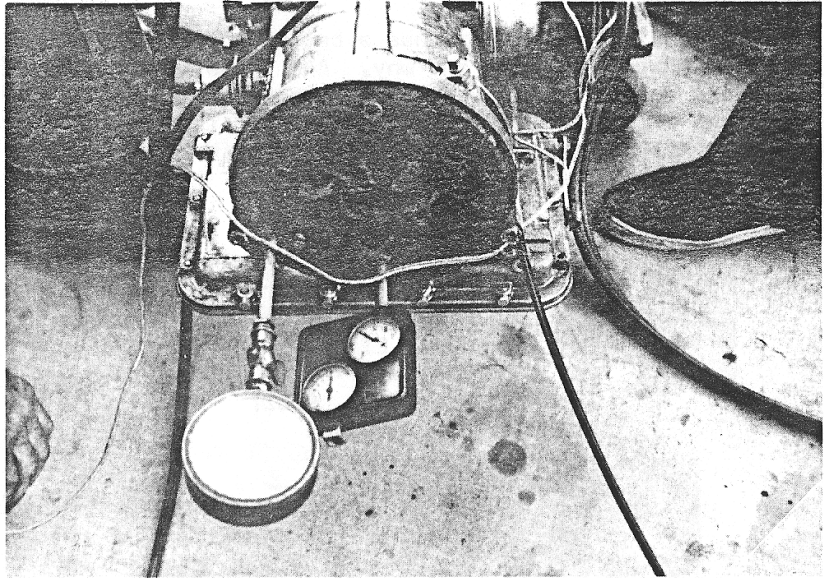
set up on the patio. So we would hook up our rebuilt transmissions and test them with a running engine. A shifter was hooked up. Transmission fluid poured in and pressure gages installed on the rear plate in the holes provided. Then the test was made. The first transmission rebuilt checked out o.k.. The pressures were up to specs, thru the shifting pattern.

It was now dinner time. We gathered for a pot luck meal on the upper patio, under the trees. The comradery was good and the conversation went from transmissions to outer space. The rest of the evening was light reading and bed early for an early rise the next day.

Two more days followed to finish up the other 6 transmissions. In attendance were: Mory & Ester SNYDER, Robert & Roberta FRANZ, Lou & Helen LASLO, Elga GREEN (he built 2 transmissions), Don Elliot dropped by (he bought Ed Martins VAN) and Christy BARDEN.

Testing on 5 transmissions proved enlightening. They did'nt work properly. On disassembly it was found that the gasket was put on the wrong side of the foward pump body. The 1962 shop manual shows the gasket like this. It is wrong. The 1965 shop manual is correct and Clarks Corvair Parts catalog has pointed out this error. In another case no gasket was put in, and in another case a gasket on both sides was used. So all of this was corrected and tested again and they checked out o.k. As you can see there is no substitute for testing. What a disapointment to install it into your ULTRA VAN and find it does'nt work.

All who attended agreed that Art Eller had done a tremendous job to organize and share his expertise with us. He offered us further understanding and knowledge about our transmissions. Robert FRANZ's transmission went bad in So. Carolina last year. Three times it went into and out of the ULTRA VAN before it worked



PRESSURE TESTING

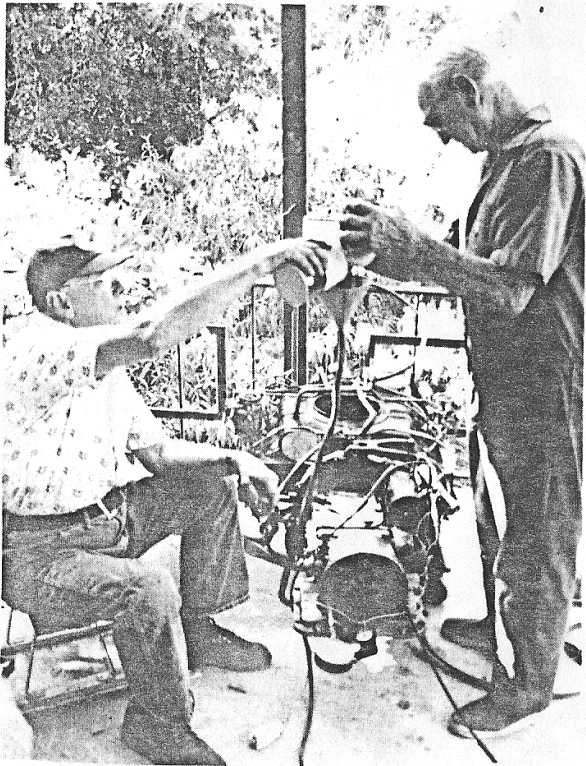


CHRISTY BARDEN & HELEN LASLO

properly. Now Robert has a better understanding of what went wrong and why. And thats what the entire clinic was about. UNDERSTANDING OUR MACHINES AND EACH OTHER. A BIG THANK-YOU to Art and Millie for offering their home for the clinic.

For those of you who missed the July clinic, you have another chance. September 28th and 29th, Art will be holding another clinic, but you must call and make arrancements with him to attend.

Art and Millie Eller
3873 Shannon Rd.
Los Angeles, Calif. 90027
Phone: 213 665-3457



ART ELLER & MORY SNYDER



"Jim Craig's Corner"

Corvair

Spoken Here

Jim Craig #232



Holy ULTRA! It seems like just last week I finished writing the last article for this column. Like the old saying, "Time goes by fast when you are having fun". Especially when you consider I am writing this while in Hawaii! To tell you the truth, you would not be reading this article had it not been for Christy calling me, while on a layover on his way to Australia.

Anyway, lets get started and see what comes to mind.

The Corvair Society of America is having it's annual convention very shortly and judging from the daytime temperatures across the lower forty it is going to be very hot getting to and from the Texas area.

If you are planning on driving there with the ULTRA or your Corvair auto, take a few hours to check out your vehicle in order to be assured of a safe, trouble free trip. As I noted above, heat and more heat, is going to be your #1 enemy. So I suggest you check the following in addition to your own list.

1. Tires; for good tread, nails, bubbles etc. Don't forget the spare.
2. Lubrication; for all moving components, engine, trans, front and rear axle bearings etc.
3. Engine blower belt; for cracks, proper tension and carry two spares.
4. Carb. air filters/seals; for cleanliness, seal of air horn to top of carb.)
5. Oil cooler; remove cover and check for obstructions on top of cooler, assure holes are plugged around top of cooler to get maximum amount of cool air thru cooler (Corvair engine).)
6. Mufflers; check for leaks, broken welds etc.
7. "U" Joints; check for wear and lubricate. (carry two spares and tools to change them on the road).
8. Oils and Filters; carry extra transmission and engine oil. Including two, quart containers made of plastic that can be sealed oil tight for pouring and carrying excess oil in after topping off.
9. Oil Leaks; repair them now, because they will only get worst on the road.
10. Fuel Leaks and Filters; repair them now, change that filter and carry a spare.

There are the "Ten Basics", now you can continue with your own. Have a good trip.

TELEVISIONS, ANTENNAS AND ASSESSORIES

I noticed at the last rallye, that a lot of the ULTRA'S have television sets and various types of antennas. As a result of buying a ac/dc set for my ULTRA recently and checking out the available antennas for RV vehicles, the following is provided for information only.)

Camping World's Spring 1985 catalog list the following for those that desire to view your TV)

while on the road as well as when parked. They sell three different antennas suited for this purpose.

1. Mfg. by "Braund," receives channels 2 thru 83, amplified with a special high gain Braund booster, dipole design (see sketch #1), height 12" dipoles retracted, 16" dipoles full extended. Width 23" (dipoles retracted), 84" (dipoles fully extended.) Provides 360° coverage, manually operated from inside coach. Operates on 12 volts, weight 8 lbs. Catalog part #4529 "Delta TV antenna", price \$129 (Note: this unit requires that your co-pilot stand up and manually rotate the antenna to zero in on the station for maximum picture quality, (that is, if you are moving down the highway). Note: When ordering ask for "Rebate price." (\$119 to Aug 31st, 1985).
2. Mfg. by "TDP", this is a revolutionary antenna. It is remote controlled to let you zero in on the best TV reception UHF/VHF, color or B&W. A 12V or 110V remote controlled unidirectional antenna which rotates inside a weather resistant polyethylene radome! (Your pilot can stay in her/his seat and adjust the antenna as desired). Inside radome is a directional antenna, solid state signal amplifier and 360° rotator mechanism. Hand held remote control has lights to show which direction antenna is rotating. VHF and UHF range of 35 to 50 miles. Size is 21" diameter and 7" high. Weight is 6 lbs.

Two different models are available, both consist of the basic antenna as noted above.

- a. Catalog #7335, "Mini-State antenna with a 11" high stationary mount", this assy., consists of the antenna and a metal

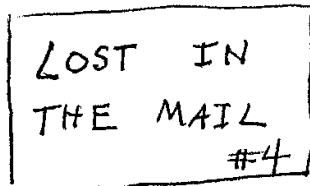
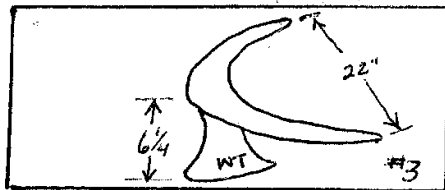
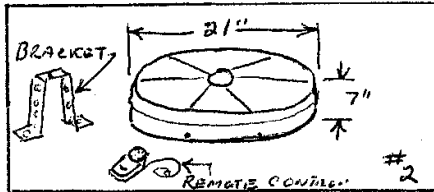
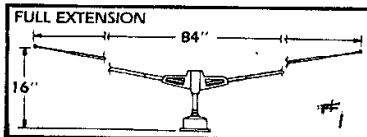
mount for the antenna, the remote control unit and 60' of cable. Price is \$134.00 (See sketch #2)

- b. The other model consists of the antenna, remote control unit, crank up and down mechanism raises approx. 26" high from top of the coach. Crank-up handle protrudes from interior ceiling panel 1½". It is catalog #7336 "Mini State Antenna with crank-up mount". Price is \$179.00 (See sketch #4).

3. This last one is really neat looking and adds to the streamline look of the ULTRA. It is a permanent mount assy. It is catalog #7545 "Mobile TV Antenna," price \$49.98. (See sketch #3). Provides clear video on the go with an extended 100 mile range (50 mile radius). Minimizes roll and flutter on your TV. Receives color, B&W, VHF or UHF. Also works for your AM/FM radio. 6½" tall with 22" wing.

All three antennas are available from:

Camping World
Beech Bend Road, P.O. Box CU
Bowling Green, Ky. 42102-4921
Toll Free 1-800 626-5944



SMOG CERTIFICATE REQUIRED

The above label is stamped across renewal notices from the D.M.V. in California. As ULTRA VAN owners what can we do. On the reverse side of the form (shown below) gives you 4 choices of exemption certificates.

1. If you no longer own this vehicle, destroy this form. If you sell or transfer this vehicle, notify DMV of the sale or transfer on form Reg. 138 (available at any DMV office).
2. To renew, mail this portion of the form with check or money order to the address shown on the face of this form. Failure to renew on time may cause a penalty.
3. If "SMOG CERTIFICATE REQUIRED" appears on the face of this form, a vehicle inspection must be obtained from a licensed vehicle inspection station, and the Certificate of Compliance (Smog Certificate) mailed with the renewal notice and renewal fees. If the vehicle is exempt from the inspection requirement, complete and sign the Certification of Exemption, below.

CERTIFICATION OF EXEMPTION

This vehicle does not require a Certificate of Compliance (Smog Certificate) for renewal of registration because: (check one or more)

- it is garaged outside an area that requires biennial inspection.
 - it has a Gross Vehicle Weight rating of 8501 pounds or more.
 - it is powered by electricity, diesel or other exempted fuel (if other, name fuel _____).
 - it is modified to use methanol fuel and is subject to annual inspection (CVC 5115).
- I certify under penalty of perjury that the foregoing is true and correct.

Signature _____ Date _____

The above information is subject to review. Any person who violates a provision of the statutes requiring biennial inspection is liable for civil penalties of up to \$500 per day per violation (H & S 44050).

REG. 17.49 (REV. 3/83)

Most motor homes are exempt because they weight over 8501 pounds. The D.M.V. is accustomed to seeing house cars with this exemption checked on the back. I did this with my renewal and I haven't heard anything about it. Thats over a year now. I have no more to say on this issue.

"THE SECRETARY SEZ"

By Dennis D'Amico

Lew Ryerson knows a manufacturer who can supply the 4 foot door hinge for the ULTRA. In order to tool up for this, he needs a minimum commitment of at least 50 orders. If you need a hinge (I know I do), you might want to consider this source. I'll let you know how much they will be in the next newsletter.

ULTRA JACK

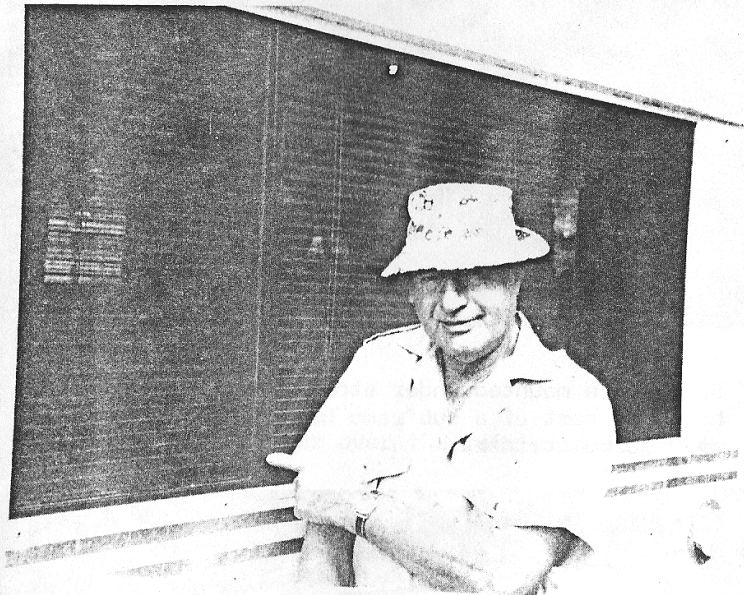
The ideal jack I found to use on our ULTRAS is the 2 ton floor model currently selling in major hardware stores. These Tiawanese jacks will raise the ULTRA high enough for a decent tire change and with ease! They aren't that heavy (about 20 pounds) and fit nicely in the storage compartment. Most of all, the price is right (about \$25 or \$30).

GROUP ULTRA VAN needs a new Secretary-Treasurer. Dennis D'Amico #383 has done a great job, but with his new job, two children, a wife, an ULTRA Van, a few other Corvairs and lots of parts, he doesn't have much time for his hobby, automated music machines of the 1920's. What we really need is someone with a computer who can keep our mailing list up dated and print-out address labels for our mailings. If you know of anyone that can do that for us, please contact the President

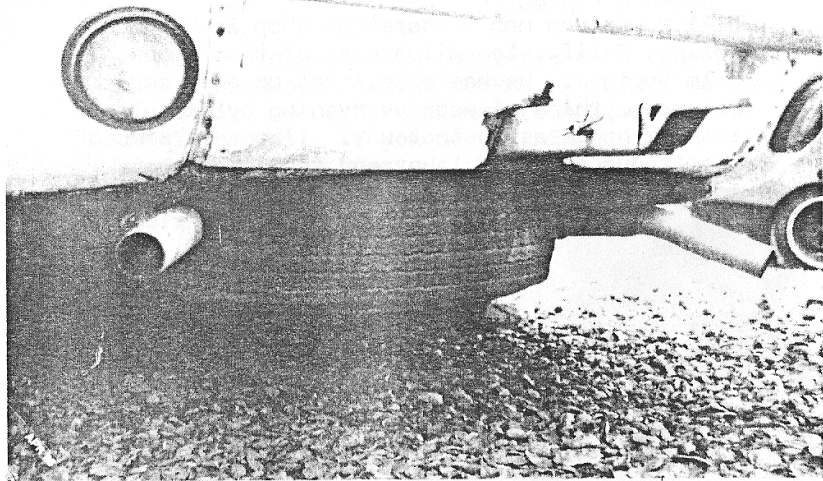
THANK YOU

PHOTO PROFILE OF BILL BENNY #295

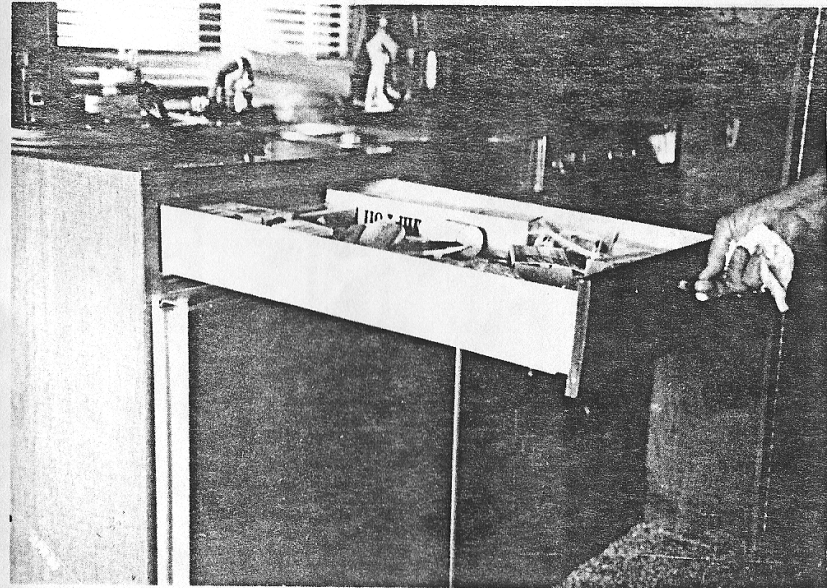
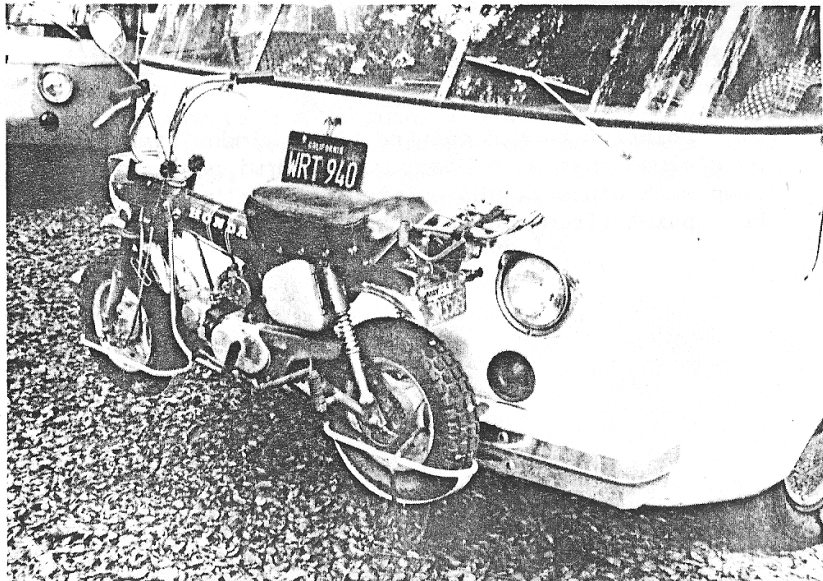
Bill runs a one man restoration shop in Morango Valley, Calif., ten miles east of the famous Palm Springs. He has a well set up shop and does everything, I mean everything by himself. I think he likes it that way. I've seen some of the products of his labor and they are great.



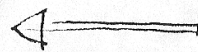
Bill pointing to his painted black window frames. He cleaned them with steel wool and wiped them down with vinegar. He painted them with Pittsburgh paint (Iron clad flat black) using a spray gun.



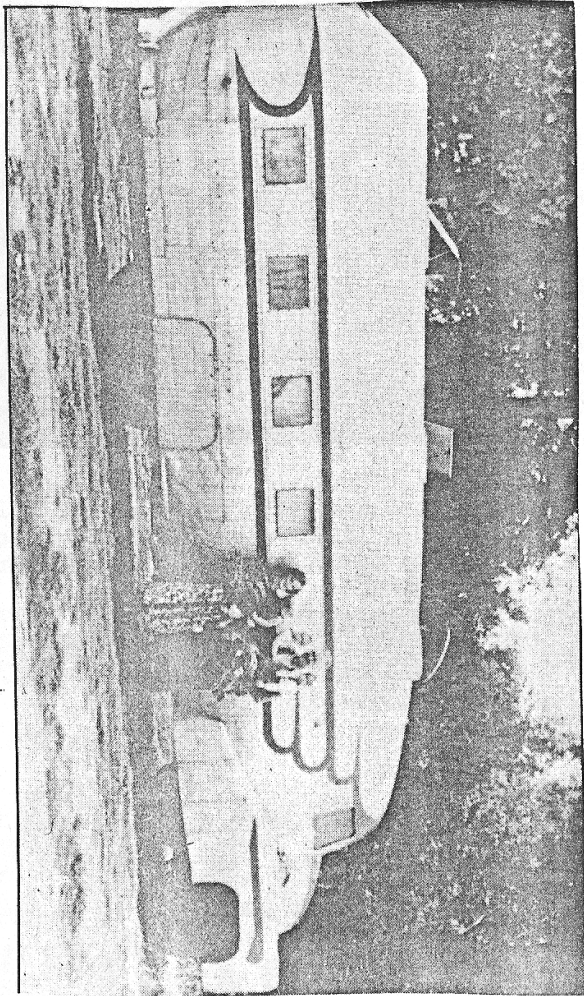
↖ Spare tire mounted under storage area. Trailer hitch is part of a subframe built in the rear storage compartment.



The short drawer over the refrigerator is now a LONG DRAWER.



← Bills custom made bumpers with a carrying rack for his Honda Motorcycle.



DC-3 FUSELAGES even make good motor homes.

Dakota Will Turn 50 This Year...

ULTRA VANS FOR SALE:

1967 Unit, 9,000 on overhauled engine, power brakes, reupholstered, \$7,000. G. Groofenhaar, 1505 Quincy, Grandville, MI. 616 896-8630

1966 Unit, good engine and running gear. 1 owner, California. \$3,100. 916 428-0760

ULTRA VAN bumper pads (original foam type) cut and shaped to fit. \$60.00 a pair plus tax and shipping. Also bumper pads vinyl covered 12" x 9", \$10.00 each. Dave Peterson, 93 Van Cleave Way, Oakland, Calif. 94619

Original reproduced ULTRA VAN brochures. \$.75 each or 2 for \$1.00. Still Cheap! Dennis D'Amico, 1218 So. Electric Ave. Alhambra, Calif. 91803

CIRVAUR PARTS, large number of Corvair and transmission parts, mostly '64 or later, want to sell lot.

J.E. Bredemeirer, c/o Co.
3400 2nd St. Benicia, Calif. 94510
Bus. phone 707 745-7515
Home phone 415 234-3303

Classified