

FALL 1985

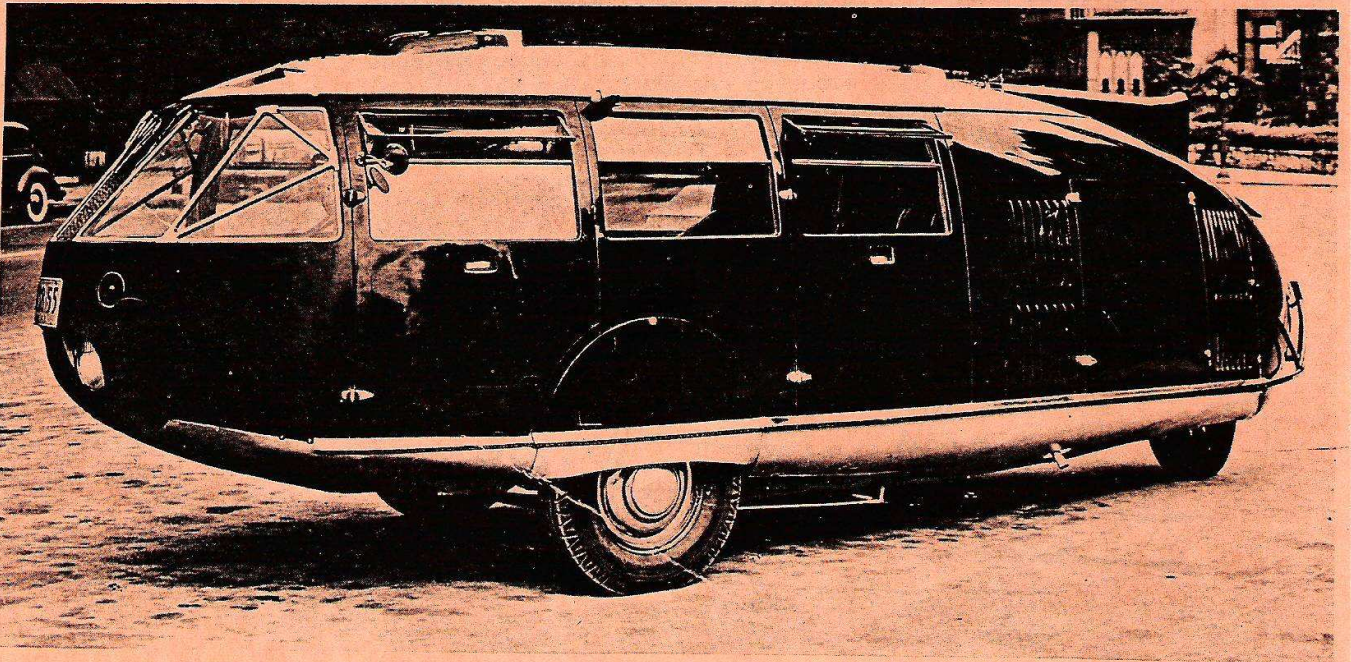
WHALES ON WHEELS

Vol 4 #4
1199 Dunsyre drive
LA FAYETTE, CALIFORNIA
94549.



ULTRAVAN

TO:



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

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all technical information to the President.

COVER PHOTO AND "RALLY TO THE ROCKIES" STORY

Jim Wood #396 ULTRA Van (Whale) parked in front of
a restaurant in California, (We love his tail. Ed.)
The rally was for three days and was finished with
a very unforgettable Yankee swap. Also a tour of
the Air Force Academy followed by dinner at the
Flying W.

The Pikes Peak Corvair club furnished transportation
and hauled everyone everywhere for three days. No one
had to unhook their rig for anything as they even had
transportation to the grocery store. There were nine
rigs that showed up by Friday. It was a small but
very personable group.

At the Yankee swap, they somehow ended up with four
bottles of champagne and two bottles of wine getting
swapped around many times.

Jim explained the new Colorado Yankee swap rules.
Any liquor traded at the Yankee swap, must be
consumed at the same Yankee swap. He passed out
plastic glasses and tested the various brands of
champagne against each other. After testing four
bottles they started on the wine and drank both of
them. By the time they were through, they could not
remember if they had eaten supper yet or not. By
then, it didn't matter anyway. Everone was a little
late getting up the next morning but all could
remember how much fun they had at the Colorado Yankee
swap. After a campground hosted pancake breakfast,
everyone departed for various parts of the good ole
USA, with the vow to all meet in Minden for another
terrific rally.

The cover picture was taken at the The Whales Tail
restaurant in Moro Bay, California.

It's a DuBonnet Narval

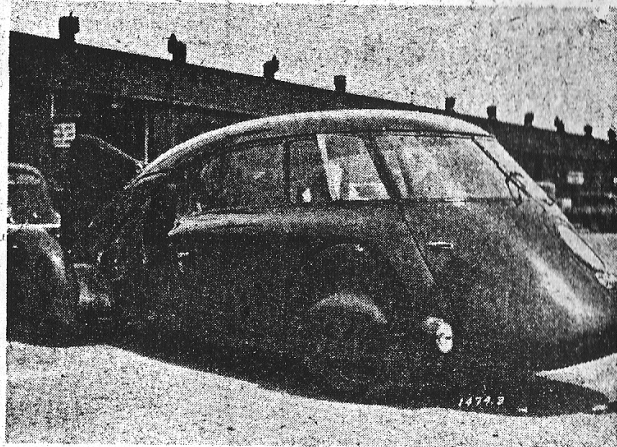
The Sept. 6 issue of *Old Cars Weekly* had a feature article on some photos sent in by Roy Nagel. We've received numerous replies and thank everyone who took time to respond.

The correct answer was given in the article by Bob Temple. He surmised that the car was there to test DuBonnet suspension (the DuBonnet suspension was used on Chevrolets, Pontiacs, Fiats and Vauxhalls of the '30s). The vehicle pictured was built by the French inventor and wine maker, Andre DuBonnet. According to the 1958 SAE

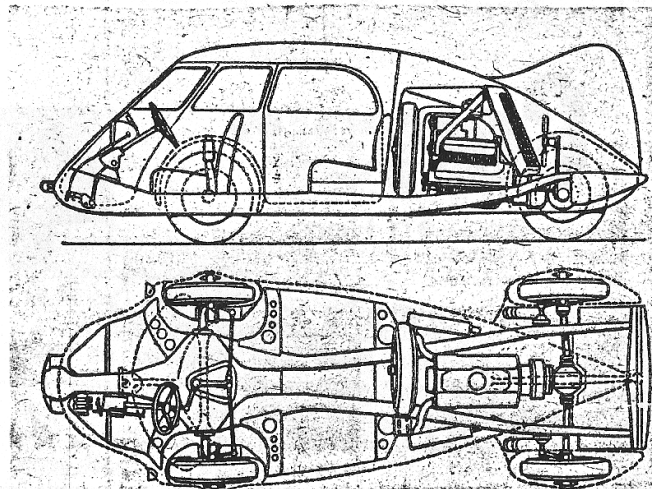
paper by Fernand Picard, the name of the car was called a DuBonnet Narval. It became commonly called the DuBonnet fishback streamliner.

There is an excellent article on the DuBonnet and other tear-drop streamliners, in the December 1970 issue of *Special Interest Autos*, authored by Robert Gottlieb.

The article mentions the fact that the DuBonnet, with a stock 85 hp Ford flathead V-8 (a French-made Matford V-8) mounted amidships, was clocked at 108 mph at the French Montlhery race track in 1935. A stock



One of several streamlines developed by different designers during the '30s, this is Andre DuBonnet's answer to efficient use of aerodynamics and style.



This diagram shows the rear engine mounting and backbone frame.

1935 Ford sedan was run at the same time and managed only 81 mph. While horsepower ratings were virtually the same, the DuBonnet was about 20 pounds lighter. The DuBonnet had a four-speed transmission versus the Ford's three-speed. To further demonstrate the advantages to streamlining, the two cars were run at a constant 62 mph for one hour. The stock Ford sedan averaged 15.3 mpg, while the DuBonnet fishback registered 21.7 mpg.

The DuBonnet was brought to the U.S. in 1936 and demonstrated at several auto manufacturers (that explains our photos at the GM Proving Grounds), but while most of the engineers

and executives were duly impressed, none were impressed enough to do anything about it.

One interesting sidelight is that DuBonnet is most remembered for his fine wines and Andre Cold Duck and Champagne.

We have a report that said that the DuBonnet survived the war. It was seen at the 1949 or 1950 Monte Carlo Concours. Its whereabouts now are unknown.

(Our thanks to readers Jim Newcomer, Waterloo, Iowa, W. C. Hallenbeck, St. Louis, William J. Lewis, Anaheim, Calif., Wes Clifton, Mountlake Terrace, Wash., Howard A. Tubbs, Whitewater, Wis. and *Special Interest Autos* of December 1970.)



"Jim Craig's Corner"

Corvair

Spoken Here

Jim Craig #232



TUNE UP PROCEDURES

This procedure is for a stock engine that is considered to be in basically good condition.

1. TOOLS-REQUIRED

- a. 13/16" spark plug socket with rubber insert
- b. 6" x 8" x 3/8" drive extension (snap on swivel end type)
- c. 3/8" drive ratchet
- d. 3/4 box/open end wrench, (15° 3/4" offset box end wrench)
- e. Feeler gauges (wire type for spark plugs; flat type for points)
- f. Screwdriver, common (medium and small)
- g. Timing light
- h. Dwell meter (with tachometer preferred)
- i. Unisyn or vacuum gauge with tee fitting and rubber hose
- j. White chalk

2. PARTS (NEW- REQUIRED (EXCEPT AS NOTED))

- a. Spark plugs (6)
- b. Points and condenser and rotor
- c. Distributor cap
- d. Spark plug wiring set (every other tune up or 2 years)

- e. Oil filter
- f. 5 quarts of oil
- g. Air filters (every other tune up or as condition warrants)
- h. Distributor primary wire P/N 1954563
- i. Distributor Vacuum advance arm boot P/N 1963610

3. Start engine and warm up to normal temperature. After engine has reached operating temperature, shut it off and drain the engine oil.
4. While oil is draining, remove positive and negative cables from battery. (Remove the negative (ground) cable first and re-attach it last). Clean battery posts and cables ends. Use baking soda as required and wash with clean water. Re-connect cables after they have dried. Remove negative ground cable where it attaches to engine. Clean and reattach making sure cable has good contact with engine.
5. Clean oil drain plug and reinstall if engine is through draining.
6. Fill engine with four quarts of engine oil.
7. Start engine and check for leaks around oil filter. Allow time for engine to warm filter before saying it is leak proof.
8. Fill oil to capacity after turning off engine.
9. Remove spark plug wires and distributor cap as an assembly. (Mark #1 plug wire on distributor cap and note position of distributor cap on distributor).
10. Remove spark plugs. Check for oily condition on plug tip. If oily, install next hotter heat range plug. (AC46FFS or equivalent).
11. Gap plugs to specification and install. Torque to 20 - 25 FT. LBS. (gap specifications .030 - .035 as required).

12. Remove points, rotor and condenser.
 - a. Clean and lube point plate.
 - b. Install points and condenser, rotate engine counterclockwise to position point rubbing block on high point of cam. Set points to specifications using flat feeler gauge. (setting .019)
 1. Check condition of primary wire for cracking, hardness, etc. and replace if required.
 - c. Install new lube wick #1852935 or lube cam lightly.
 - d. Install new dust shield, rotor, and distributor cap (make sure distributor cap is completely seated on distributor).
 - e. Install new spark plug wiring to distributor cap, starting with #1 wire. (Use old distributor cap and wiring assembly as a guide. Verify correct installation by noting firing order stamped on top shroud R/H rear corner of engine. (Order is 145236).
 - f. Hook up dwell meter and timing light per units instructions.
 - g. Identify timing marks with white chalk. Note: Experienced persons can bypass the following starting and running phase and go on to carburetor and adjustment.
 - h. Start engine and warm up to normal temperature. Note: If engine will not start, check spark plug wires for correct location and check points for proper spacing.

CARBURETOR TUNING

1. ESTABLISHING MECHANICAL SYNCHRONIZATION OF CARBURETORS

Note: Remove air cleaner and housing from carburetors.

1. Disconnect throttle attach rods of carburetors from throttle cross shaft.
2. Unscrew idle speed adjustment screws on both carburetors until they do not touch the throttle shaft arms with the choke held on full open position.
3. Readjust idle screws, using a strip of paper or a business card positioned between screw

end and throttle arm so that there is a light drag felt on paper when pulled between metal parts. (Both carburetors).

4. Connect throttle attach rod of right carb to throttle cross shaft. (Lubricate all linkage with light grease).

NOTE:

a. Verify that throttle cross shaft does not bottom out on blower bearing shaft or belt retainer bracket with right carburetor throttle valve in the closed position. (If arm does hit, pull upward until shaft clears).

b. Disconnect choke rod from each carburetor before proceeding with remainder of carburetor adjustment.

5. While holding right carburetor in closed position with throttle cross shaft, adjust left carburetor throttle rod until it will just enter the hole on the throttle cross shaft, turn adjusting pin one turn higher and install to cross shaft. Tighten. NOTE: Carburetors are now mechanically matched.

11. ADJUSTMENT OF CHOKE VALVE

1. Hold choke valve in the fully closed position. Adjust choke rod until rod will just enter hole in check valve arm then unscrew rod two additional turns and install to choke valve arm. (Applies to both carburetors).

111. IDLE JET ADJUSTMENT

1. Adjust idle jet by tightening screw until it bottoms out. (Do not over-tighten, tip of screw can break off). Then back off screw $1\frac{1}{2}$ turns (both carburetors), NOTE: Verify that balance tube rubber hoses are attached and not leaking air at the points on heads behind the carburetors.
2. Any further curb idle speed screw-adjustment or idle mixture must be duplicated on both carburetors.

IV. CARBURETOR BALANCE-TIMING-IDLE SPEED AND MIXTURE ADJUSTMENT

1. Start engine and warm up to operating temperature.
2. Remove distributor vacuum advance hose from R/H carb. Spark port tube and plastic cap

- from L/H carb. spark port tube and connect vacuum gauge at each pipe. NOTE: Two matched gauges will give best results, although one gauge and a "T" fitting will work. When using a single gauge, pinch hose closed between gauge and one carburetor and read vacuum of opposite carburetor. Reverse procedure for other carburetor.
3. Disconnect vacuum hose to automatic transmission and install single vacuum gauge.
 4. Start engine, adjust curb idle speed (duplicate adjust on both carburetors) to obtain 500 R.P.M. Adjust idle mixture screws on both carburetors to obtain peak steady vacuum at given idle speed.
 5. Remove vacuum gauge, close adapter as required for given transmission model, and start engine. NOTE: When making adjustment of linkage in the following steps, move the cross shaft by grasping the main throttle rod only.
 6. Operate engine at 1100-1200 R.P.M. Check vacuum of each carburetor individually. If the difference is one inch or less, the carburetors are vacuum balanced. If difference is more than one inch adjust left carburetor throttle rod one turn (up to increase left carburetor vacuum and down to decrease) and recheck vacuum. Make adjustments by disconnecting rod at cross shaft and rotating it in the swivel. NOTE: It is preferable to have the higher vacuum reading on the right carburetor (dist. vac. advance side).
 7. Remove vacuum gauges and replace R/H carburetor dist. vac. hose and plastic cap on L/H carburetor.
 8. Replace air cleaners. NOTE: Always make final idle speed mixture adjustment after the air cleaners are installed.
 9. Reconnect vacuum gauge to balance tube.
 10. Read vacuum at idle speed. If necessary, adjust curb idle speed and mixture screws to highest steady vacuum reading between 14 - 18 inches. Turn engine off.
 11. Disconnect vacuum gauges and close adapter as required.
 12. Adjust timing as follows: NOTE: Disconnect and

plug off vacuum hose from carburetor to distributor during timing adjustment.

START ENGINE

- a. Adjust dwell to proper reading (set to 33°) (31° - 34° range).
- b. Turn distributor left or right to get proper reading for your particular engine while aiming timing light at timing mark.
- c. Adjust idle speed screw on carburetors if required (500 R.P.M.).
- d. Remove dwell meter and timing light, reinstall distributor - carburetor hose.
- e. Take your car for a test drive.

ALUMINUM RIVETS

Now that you have ordered all of those metal working tools to repair or reskin sections of your Ultra coach, you will need some various aluminum rivets and other type fasteners to attach the new skins.

Prior to ordering the new hardware, review the Ultra Manual section 1 page 1-4.40 (supplement) and become familiar with the various types of rivets.

I have found that the rivets noted below with the asterisks are used the most. Examples are as follows:

1. Type: Aluminum alloy #25 (soft) universal head.

<u>Part Number</u>	<u>Size Details</u>	<u>Min. Quantity</u>
* MS 20470A4-4	1/8" Dia. X 1/4" long	One Pound
MS 20470A4-7	1/8" Dia. X 7/16 long	One pound
* MS 20470A5-4	5/32" Dia. X 1/4" long	One pound
MS20470A5-16	5/32" Dia. X 1" long	One pound
MS20470A6-16	3/16" Dia. X 1" long	One pound

Approx. price for each item, \$13.00 per pound

2. Type: Aluminum Alloy #25 (soft) countersunk Head (100°).

Part Number Size Details Min. Quality
MS20426A4-4 (same as above) (same as above)
(other dash No. as above) Approx. price same as above.

NOTE: All rivets are available in 1/16" increments for length up to 1" long. The rivets noted above can be ordered from the following company:

Abscoa Industries (ask for Sales Dept.)
9111 Chesapeake Drive
San Diego, Ca. 92123
(619) 277-5530

"Suppliers of tools, parts, material and technical advice to repair your aluminum bodies Ultra Coach."

1. Ultra MFG Co. (Orig. structural parts and etc.)
93 Vancleave Way
Oakland, Ca. 94619
(415) 531-0586 or 237-7566
2. Prasco Inc. (Tools & etc.) Free catalog avail.
Lot 4 Pratten Drive
Cleveland, Ga. 30528
1-800-241-0701
3. U.S. Tool & Supply (Tools & etc.) Free catalog avail.
13541 Auburn
Detroit, Mi. 48223
1-800-521-4800
4. Aircraft Tool Supply Co. (Tools, fasteners & etc.)
Free catalog avail.
P.O. Box 475
5738 #F41
Oscoda, Mi. 48750
1-800-248-0638
5. Dri Industries (Hardware, rivets, wiring & etc.)
Free catalog avail.
11300 Hampshire Ave. South
Bloomington, Mn. 55438-2498
(612) 944-3561
6. Ryerson (An Inland Steel Co.) (Aluminum sheet
stock-best prices)
4310 E. Bandini Blvd.

Los Angeles, Ca.
(213) 268-7100 or 1-800-225-5587
Located nation wide-check your yellow pages

7. Airparts Inc. (Aluminum sheet stock-next best prices.)
301 North 7th St.
Kansas City, Ks. 66101
(913) 321-3280 (Free catalog avail.)
8. Harbor Freight Salvage Co. (New tools & equip.-
good prices)
3491 Mission Oaks Blvd.
P.O. Box 6010
Camarillo, Ca. 93011-6010
1-800-423-2567 or (805) 388-3000 (Free sales
brochure avail.)
9. Abscoa Industries (An AAR Co.) (Soft alum. rivets,
spec. bolts & fasteners)
91111 Chesapeake Dr.
San Diego, Ca. 92123
(619) 277-5530
NOTE: Ask for P/N MS 20470A. (Universal head type)
avail in various diameters and lengths. One pound
approx \$13.00
10. Craig's Auto/Cycle Service (Window replacement &
Technical advice)
7731 Peacock Dr.
San Diego, Ca. 92123
(619) 571-3493
11. Ryerson's Shop (Structural Parts & technical advice)
18618 Rayen St.
Northridge, Ca. 91324
(818) 349-5058
12. Fitzgerald's Van Place (Modifications & tech advice)
Route 5, Box 244A
Talladega, Ala. 35160
(205) 268-2940
13. Al's Design Center (Structural repair techniques,
rear window mod's, paint
schemes, etc.)

4030 Citradora Dr.
 Spring Valley, Ca. 92077
 (619) 469-2378

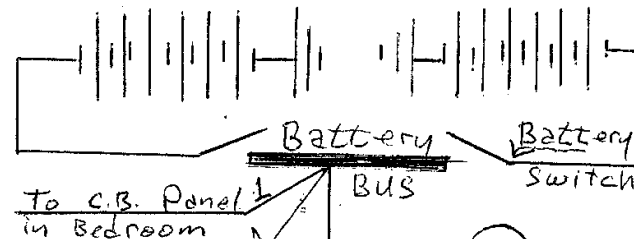
14. Boydston's Corvair Parts (Ultra windshields & Parts)
 6829 Kelly N.E.
 Albuquerque, Nm. 87109
 (505) 821-1506

Louis Griggs #334, sends us the following tech tip. The brightness or dimness of headlights can be affected by several factors, all of which are present in our beloved Ultra coach.

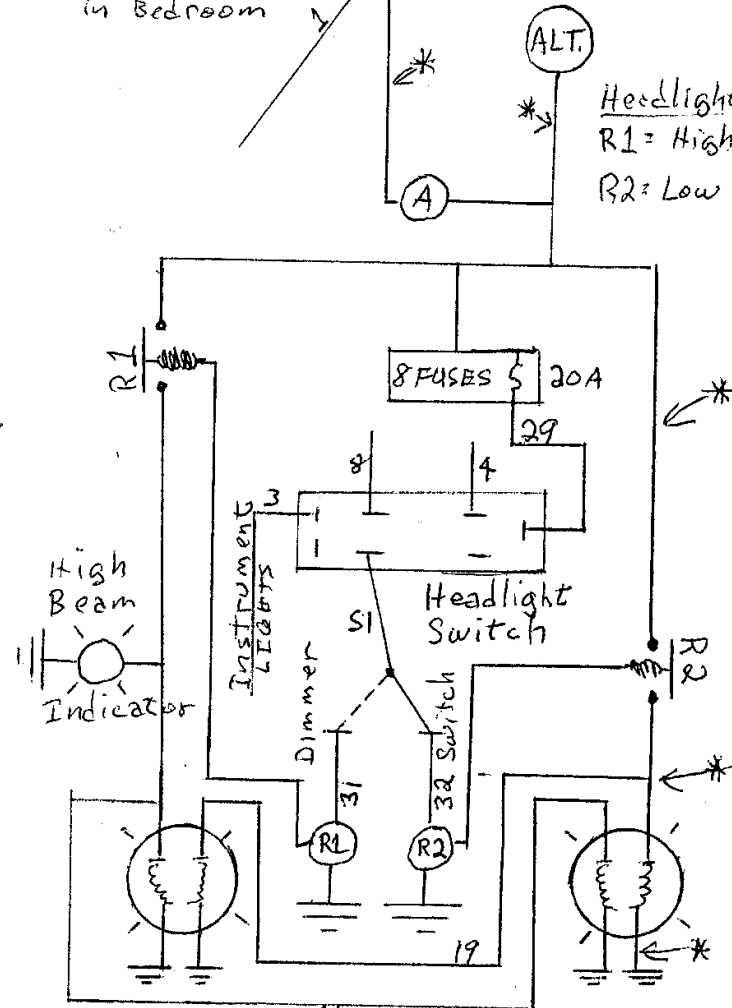
These are: lengthy, small-sized wire runs; at two switches; and poor ground.

Please study the attached wire diagram. Pay no attention to the wire numbers; the wire numbers Ultra used on #334 differ from anything else in Len Ryerson's excellent manual. In this schematic, the headlight relays are being used a little differently than usual. Also, the long run, from the battery bus to the ammeter, is two number #12 wires in parallel. The headlight current does not flow through either the headlight switch nor the dimmer (high, low beam) switch. The headlight relays are mounted very close to the lights. In this installation I took the bulb sockets apart, salvaged the wire terminals in them, and soldered the #12 wire to the wire terminals. This produced light, and lots of it.

* = 12 Gauge Stranded wire



Headlight Relays
 R1 = High Beam
 R2 = Low Beam



Editorials

I would like to thank Dennis D'Amico for the time and effort he has put into the job of Secretary-Treasurer. He's a hard working person with a wife and two lovely school age children. Between his family and his job it was becoming difficult to attend to those extra activities. So, regretfully, we accepted his resignation. He still will be submitting articles for publication tho. Job well done Dennis!

Group Ultra Van will accept any technical information you have to pass along. Send the information to me (address front cover). I will go over it with our tech committee. If we understand it and think we can make others understand it, we'll redraw and retype the information to fit our format. Don't be bashful!

We have a new Secretary-Treasurer, Louis Griggs #334. He came to us with a good background and knowledge of Ultra Vans. He has a tech tip in this issue (Headlight relay) and has a unique installation of a 4 speed transmission with Studebaker hill hold, with a hydraulic clutch. He also has recently obtained a Radio Shack Color Computer 2 with disc drive and a printer. This certainly highly qualifies him for the office. He and his wife, Mabel, live in Cumberland, Maryland. Welcome aboard Louis!

All members (and non members, at editors discretion), have the right to use our free classified section. This publication is for communication, for sale or wanted. State items and price with address and phone number. So use it!

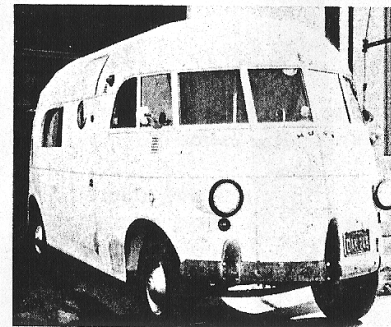
Group Ultra Van has been listed in the encyclopedia of associations, so look for us under the listing of Ultra Vans. It gives our address and a brief description of the Ultra Van. How about that!

W. Christy Barden

HUNT HOUSE CAR

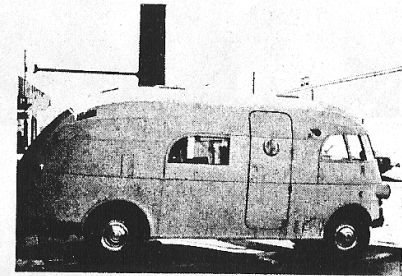
I recall taking photos of the 1939 Hunt Housecar in 1975, just after it had been rolled by it's new owner. He was towing it home on a trailer with the house car facing forward. This put the engine in the rear. It started swaying back and forth and broke loose and rolled over. It was heavily damaged. It also had the Ford flat head V-8 engine, but there was a different name on the hub caps and on the front of the vehicle. "Wartberg" or something like that. I don't exactly recall, but it was completely self contained. This was really one of the early "motor homes". My guess is it weighed quite a bit. I last saw it parked in a driveway at a house along route 1 between Halfmoon Bay and Monterera, California.

W. Christy Barden



In the Hunt

Re: SIA #77, October 1983, "Home is Where You Park It — a History of the Motorhome" by Ray I. Scroggins. The fourth paragraph on page 36 refers to the Hunt Housecar custom built by Roy Hunt in 1949. I presently own the Hunt Housecar in very original condition. Regretfully, the original 1949 television has gone bye-the-bye. The rest of the original equipment (potty, shower, refrigerator, stove, oven, heater, etc) is all in good shape.



Your unidentified photo at the bottom of page 35 I believe to be of the original "steam powered" Hunt Housecar built in 1939 which was subsequently repowered to flathead Ford after the 1949 one was built. Later it was rolled and damaged heavily. I would like to contact the owner because I know the location of the original steam powerplant here in Oregon.

I would love to hear from anyone with information about the 1949 Hunt Housecar that I own.

Stanley E. Huntley
1036 SE Stark St.
Portland, OR 97214



Photo #1



Photo #2



Photo #3

Photo #1- Paul Rowland with #460 and his three color scheme of brown, orange and tan.

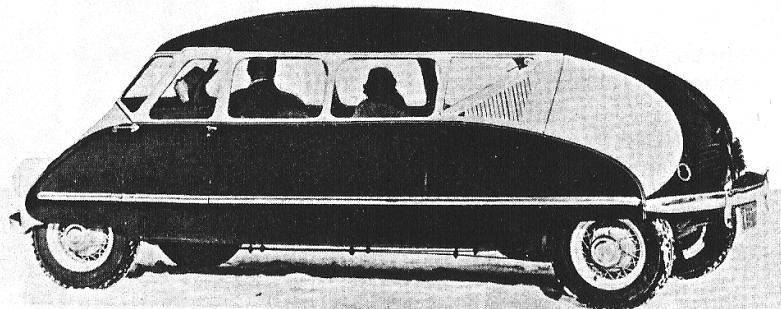
Photo #2- Window screen in an aluminum frame with a small door to stick your arm out.

Photo #3- Full size window in door, with custom made screen door. Note permanent step installation.

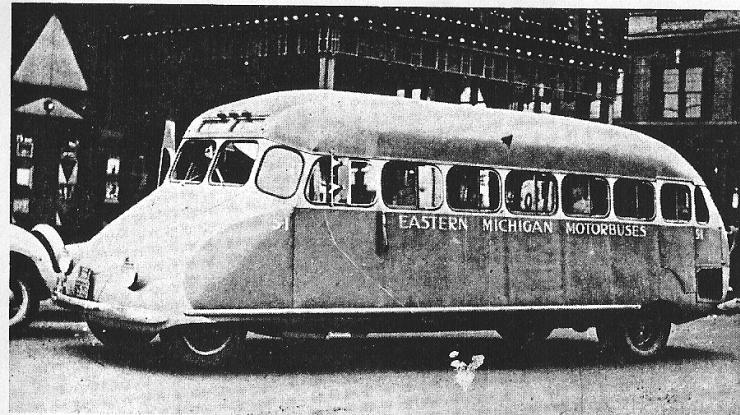
Photo #4- Louvered rear window with safety glass. Cranks open and is available at most trailer supply stores, outside diameter is 31" x 24"



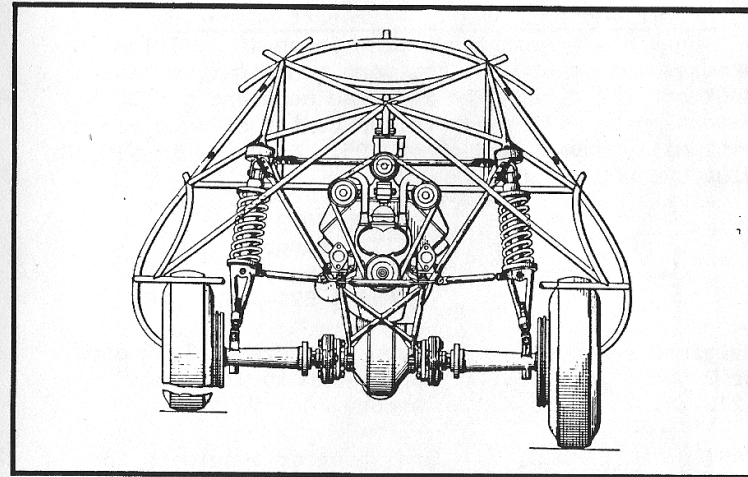
Photo #4



Bill Stout's first-series Scarab carried V-8 in the rear. Car had all-independent suspension. Overall length was same as 1935 Ford, but Scarab boasted twice as much floor space in passenger area.



Several dozen Scarab buses were also constructed, some in conjunction with Gar Wood. These had their engines mounted transversely at the rear and used aluminum bodies over pipework framing.



Scarab's high roll center came by suspension supports on top of the coil springs. This gave a very smooth, sway-less ride. Two Stout Scarabs are presently preserved in Harrah's Auto Collection.

Classified

1. "New Ultra Van Rear Window" Are you ready to add some class to the rear of your Van? Sure you are. I now have available a very quality larger window that installs in the area of the original rear one.

Details are as follows:

- A. Size- 32" wide by 24" high.
- B. Curved to fit coach contour. (24" sides).
- C. Window is grade AS - 3, full tempered plastic.
- D. Color of window is dark smoke-near black. (Hard to see in, but very clear looking outward).
- E. Frame and inner valance is black anodized aluminum with radiused curved corners.
- F. Price: \$85.00 plus shipping (COD UPS)
- G. \$175.00 installed, by appointment.

2. "Swirl-on car, van and aircraft washer."

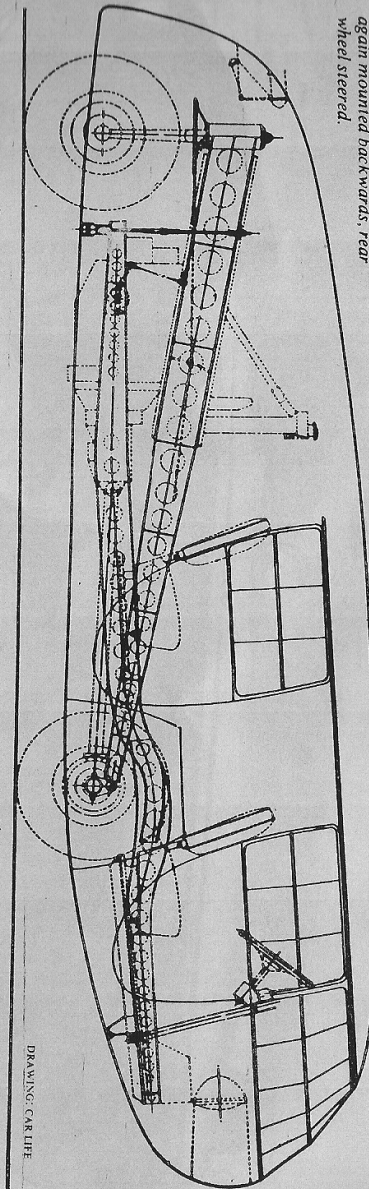
Unit has a center rotating brush in addition to a outer larger brush. Has soap container, water shut off valve, adjustable brush head and two 30" extensions. Will reach to top center of your van. Nationally advertised at \$29.95. My price is \$19.95 plus COD UPS shipping.

Jim Craig
7731 Peacock Dr.
San Diego, Ca. 92123
(619) 571-3493

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

WANTED: ULTRA VAN, body and interior should be in good shape. Engine and drive train not important. Contact member, Robert Kohlmann, 10903 No. San Marino Dr. Mequon, Wis. 53092

Your editor is fascinated with beardrop shapes. Most of them are out of the 1930's. Can you guess why I love my Ultra Van? I wanted to share with you some of my favorite vehicles. A special thanks to special Interest Auto and Old Cars Weekly magazine. Interestingly all of these vehicles were rear engine mounts, just like the Ultra Van, and probably for the same reason, to give maximum room in the vehicle.



DRAWING: CAR LIFE

Buckminster Fuller's 1933 Dymaxions used double frames, 3 wheels, much front overhang. Ford V-8 again mounted backwards, rear wheel steered.

PHOTO: ROAD & TRACK