



Looks like Chevy has another ULTRA VAN this year. Just a bit more cramped, a higher price, and the same gas milage?

MEMBERSHIP APPLICATION

GROUP ULTRA VAN DUES \$4.00 a YEAR

NAME _____ VAN# _____

ADDRESS _____

CITY _____

ZIP _____ PHONE _____

MAKE CHECK PAYABLE "GROUP ULTRA VAN" SEND TO SEC/TREAS

LOUIS GRIGGS 626 BROOKFIELD AVE. CUMBERLAND MD. 21502

1199 Dunsyre drive
LAFAYETTE, CALIFORNIA
94549

vol 6 #2

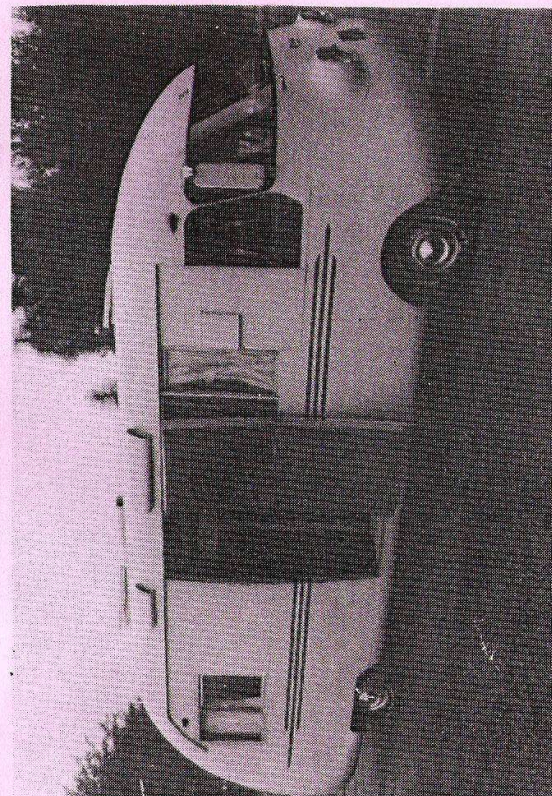
WHALES ON WHEELS

SPRING 1987

GROUP

ULTRAVAN

TO:



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

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Typed and assembled under the supervision of
Leona Campbell

Group ULTRA VAN is a CHAPTER OF CORVAIR SOCIETY OF
AMERICA (CORSA). Dues are \$4.00 annually. Submit
all technical information to the President.

GROUP ULTRA VAN is dedicated to the preservation and
use of ULTRA Vans. This 22 foot unique motor home was
designed by David Peterson and built in Kansas until
1970. About 360 units were built. For a full story,
read the April 1980 (Vol. 2, number 8) CORSA com-
munique. For this issue please send \$3.00 to CORSA,
PO Box 550. Midlothian, Ill. 60445-0550 (312)
339-6241

COVER PHOTO

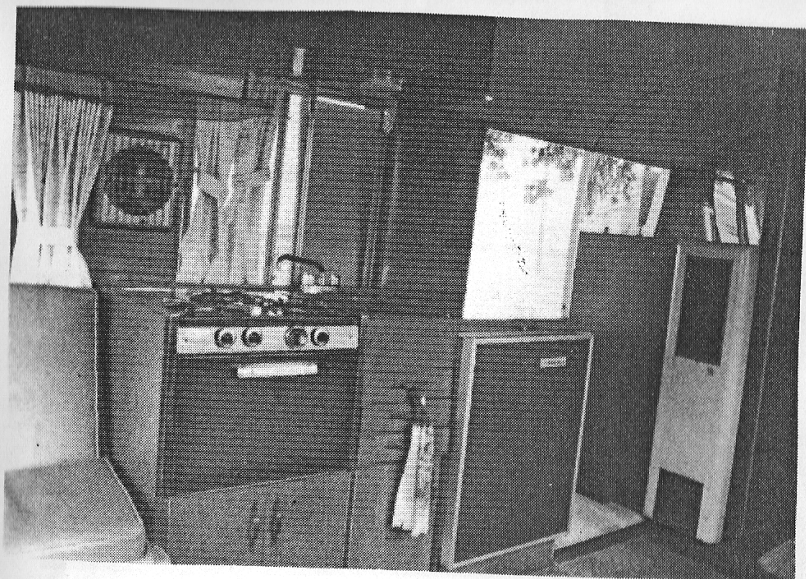
Jim Craigs newly acquired ULTRA Van #202. Note the
unusual placement of the door.



MARLENE CRAIG BEHIND THE WHEEL OF # 202. SHE DID
ALL THE DRIVING TO THE PARADISE RALLY. JIM DROVE
THELMA COOKS #316 Van. NOTE HUB CAPS.

COVER STORY

Jim Craig's newly acquired ULTRA Van # 202. This
was built in late 1964. Using a 1964 engine and
drive train and using the early model Corvair
suspension. Because of the short axles, David
Peterson used dual wheels to make it "look" normal.
This was the 13th van built by Peterson in Oakland.
This was also one of the last to use the early
model Corvair suspension. Shortly after this
model, the 1965 Corvair came out with the new sus-
pension which Dave adapted to the ULTRA Van.



INTERIOR ARRANGEMENT OF #202. NOTE HEATER AT ENTRANCE DOOR.

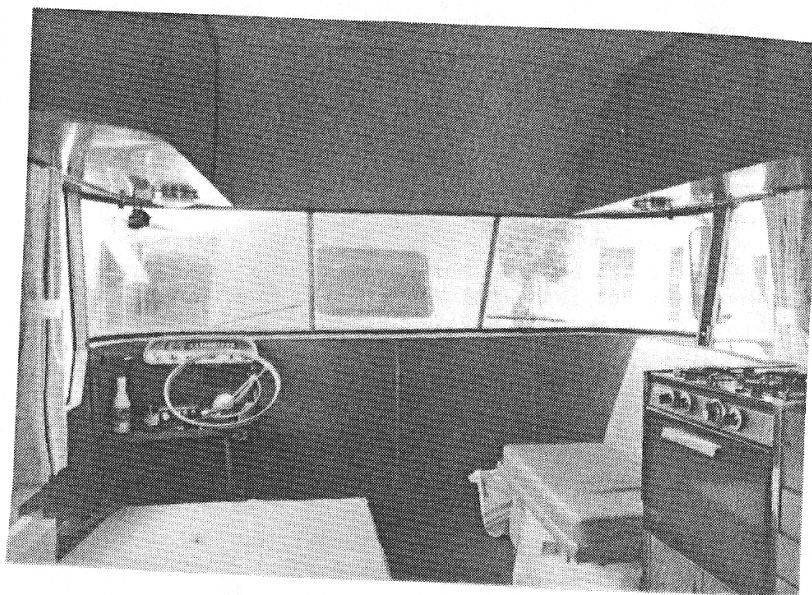
The van was built for William Lane and at his request, Peterson changed the layout by putting the door in the center of the van. The stove, sink and refrig., are behind the right passenger seat. Peterson, thought other people might be interested in this layout. No other people seemed to want the design, so this van is one of a kind.

Jim bought the van from Mr. Lane the original owner and it had only 38,000 miles on it. The tanks were riveted and not welded. The sealer used on the inside of the gas tank began to flake and clog the gas line. Mr. Lane just parked the van some years back because of this problem.

DRIVING COMPARTMENT. SPARSE WITH NO SHELF. NO FIBERGLASS FRONT TOP MOLD.

When Jim went to pick up the van, he carried a 5 gallon gas can and by-passed the normal gas tank. It was the same old Corvair story. When gas got to the cylinders, it fired right up. It took awhile for the lifters to settle down and Jim drove it home like that. The van weighed 2,875 lbs with 5 gallons of gas. This light weight was because of the $\frac{1}{4}$ " plywood, no fiberglass, front dome in the interior and fiberglass sink (not porcelain).

I drove the van and it ran well, strong engine and the light weight really helped. The early suspension was rather soft. Peterson, thought the early vans had the best ride, he was right, but they didn't handle as well as some of the later ones. The van uses 13" wheels, and Jim has used some rare hub caps from a 1960 Corvair Monza.



FROM THE PRESIDENT

The UVMCC January '87 rally at Lake Havasu city, is now history. Out of 30 ULTRAS only two were not members of Gourp Ultra Van. Of course those two received a membership application. The weather was excellent and everyone seemed to have a good time. The gals hosted a great pot luck dinner and some outstanding desserts too. So if you missed the rally, you better get prepared for the next one.

And—Group ULTRA Van will have a rally in conjunction with the Mini Convention, August 21-23, '87 at San Jose, Ca. Location of activities will be the La Baron Hotel, 1350 N. 1st in San Jose. Parking/camping location is the overflow parking lot behind the La Baron. The area has no hookup, but is well lighted and paved. Security is provided by the hotel and Convention committee. The convention is CORSA sponsored and it should be a really great weekend for all Corvair enthusiasts. So lets all meet there and show our support. Contact our V.P. Jim Bents, (408) 997-7438 for details.

A majority of the officers and Board members of the club have indicated their choice of logo #1, that was printed in the last newsletter, to be our Group ULTRA Van logo. We will now plan to have some patches made first, then later as more monies are available perhaps we can have some window decals, T shirts etc. made. If you can help in some way with your local contacts for decals, shirts etc., please let me know.

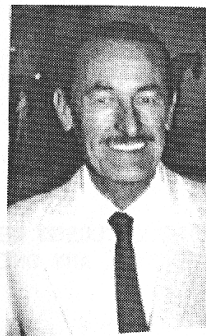
Director Bob Franz has volunteered to take on the task of Membership Chairman. He will be mailing out an introduction sheet and application to all known potential persons that may be interested in joining Group ULTRA Van. No Sir, if the person is just interested or curious and wants to know more about these unique ULTRAS, furnish him or her an application. (We have 94 members as of 3/20/87).

I mentioned in the last newsletter that I had sold my #232 and since then I have purchased another ULTRA.

This one is really a rare one from all info that I can get so far. I purchased it from the original owner, who had given it a lot of TLC and had driven it only 37,500 miles. What makes it rare? Well—the way the story goes is that Dave Peterson, (You all know Dave, our own ULTRA designer). Years ago he woke up in the middle of the night and shouted to Lucille, (yes his wife) I've got it! I've got it! This didn't impress Lucille at all, since she was enjoying a restful sleep. Anyway, Dave kept her awake for a time as he explained his new idea for a different floor plan for the ULTRA. Lucille mumbled something about, "it will never fly, Dave, go to sleep."

Now we all know Dave well enough that he would see this thing thru. What did come off the production line in late 1964 was a 22' ULTRA that had a complete 1964 Corvair drivetrain and engine assembly in the rear with dual 13" wheel and tires and one entrance door on the right hand side midship of the fuselage. The kitchen area was forward of the door. A large wall heater on the bathroom to your left as you enter the door. A unique closet that is moveable to the rear, so that it gives you more livingroom space (as if the ULTRA needed more). Two large cabinets over the driver and Co-pilot sides (no fiberglass canopy). No dash shift under the windshield. The Co-pilots wheel well is more narrow than the other one. Propane bottle is mounted on the right rear. And it will also exceed the new proposed national (in someplaces) speed limit before you know it.

Yes it's different, Dave, but Marlene and I love it. Oh! the number is 202 (13th ULTRA built).



See ya at the next rally,

Jim Craig #202

Centrale Evasion Loisirs de France

DU PARTICULIER AU PARTICULIER



Centrale Nationale de Courtage
Locations - Ventes directes d'occasions
- Camping-Cars toutes marques -
Bateaux Pneumatiques (Zodiac,
Bombard. Sillinger)

Agde, le 27 mars 1987

ULTRA VANS
1199 DUNSYRE Dr.
LAFAYETTE, CA 94549
UNITED STATES

Dear Sirs,

W. Christy Barden - President

You were recommended to me as Motorhome and Trailer Association by the United States Embassy in PARIS.

I have establish a rent motorhome Enterprise between private persons: owners and tenants. So, I would like offer a business relation with your members.

French Tourists are interested by rent private Motorhomes during holidays in your country. They asking me for these services. French owners Motorhomes would be enjoyed by exchange with another ones, also. At last, your members can rent a French private Motorhome in good financial conditions.

If you're interested by these relations, I can offer more informations and the Know-how.

Could you publicated these informations on your monthly newsletter ?

Looking forward to your answer I am yours sincerely.

Christian PERRET

THE ENCLOSED LETTER I RECEIVED ABOUT MOTOR HOME SWAPS. ANY ONE INTERESTED?

1987 RALLY SCHEDULE

July 16-19

FARRAGUT STATE PARK
Near Coeur D'Alene, Idaho
Snowberry Campgrounds
Athol, Idaho (HYW 95 & 54)
Hosts Bill and Dee Keith
Don Hinz (207) 687-0786

July 21-25

Group ULTRA Van Rally
CORSA National Convention
Woodfield Hilton and Towers
Arlington Heights, Illinois (Chicago area)
Contact: Pete Koehler
(313) 478-0906

August 21-23

Group ULTRA Van Rally
Golden Gate Mini Convention
Le Baron Hotel
San Jose, California
Contact: Jim Bents
(408) 997-7438

October 5-11

Hot Springs National
Lake Hamilton Bible Camp
Hot Springs National Park
Hot Springs, Arkansas
Host: Dan Reinhardt
(602) 846-6920
Harold Starbird
(315) 458-2177

TECH TIPS

1. Correction of previous tip "Pump model 3MPU", Ref. last newsletter page 9. Correct line #7 of 2nd paragraph to read: "the three hole lower plate is P/N 3MPU-6C. The four hole lower plate is P/N 3MPU-D-6.

Jim Craig #202

2. FIBERGLASS REPAIRS FOR CRAZING AND FLAKING

Note: the following info is provided by a local Corvette repair shop.

1. Repair of crazing/cracking of outer resin coat.
 - a. Sand down to first layer of cloth.
 - b. Taper/feather out edges.
 - c. Using "Standard Brands" or your local supplier of Marine polyester resin, layer in fiberglass matting (not cloth) impregnated with resin in order to get back flush with surrounding surfaces. Smooth as much as possible. Let dry 3-5 days.
NOTE: Do not apply resin in hot sunlight.
 - d. Sand and level out repair area.
 - e. Apply "Standard Brands" or your local supply of Marine, step 2 sanding resin. Let dry 2-4 days.
 - f. Final sand and recoat as necessary with step 2 resin.
 - g. Apply any good brand of lacquer primer or the required primer that is called for by your final finish paint. Final sand with #600 wet/dry paper.
 - h. Apply final finish of your desired color using a good brand of polyurethane enamel.

NOTE:

1. Recommend Ditzler's "Starthane" enamel.
2. Recommend Ditzler's DP-40/401 epoxy chromate primer (required under "Starthane" topcoats)
3. DANGER! Be sure to follow manufacturers recommendations in regards to physical safety procedures.

Jim Craig #202

3. SCREW LOOSE IN THE PROPANE TANK

Several members have reported finding the slot head common screw loose inside the throat area of the filler valve of their propane tanks. In my case the screw was only half a turn loose. Others have been as much as two turns loose. (yes, it is supposed to be tight).

To locate the screw, remove the filler cap, look directly in the filler valve and the screw is about 1½" or 2" down inside. Using a 6" common screw driver, turn screw to right to a snug fit. Reinstall cap and that's it.

Bob Franz #472
Jim Craig #202

DIFFERENTIAL FAILURES

At last years CORSA Convention, member Tom Silvey pointed out the problems and failures of differentials. Most of the discussion was centered around the pinion gear spinning on the pinion shaft. All the failures were on the 4:11 gears. This means that a used pinion shaft was used. I have been told that the problem is that the shaft is not hardened. When the old pinion gear is pressed off and the new 4:11 is pressed on, some of the shaft surface is disturbed. This gives less than a tight fit for the gear. I spun a pinion gear on my #228, I was using a 3:89 gear pressed on my old pinion shaft. So, I don't think the problem is with the 4:11 gears, but the pinion shaft. I hear that LOCKTITE has a product that would help in holding this pinion gear in place on the shaft. Anyone with more information on this subject, please send it to your editor.

Thank you, Christy

UVMCC PARADISE RALLY

Four pleasant days of relaxation and fun was enjoyed by the families of nineteen ULTRA's at the recent four day rally held at Paradise, Ca., P.O.A. campground. The weather was wonderful all the time of traveling to and from the rally, in addition to enjoying the coolness of the mountain climate of Paradise.

The group enjoyed the normal coffee hour in the mornings followed by the ladies craft and mens technical sessions.

On Friday a great pot luck dinner was enjoyed by all and the evening was highlighted by the guest speakers Dr. Robert Rutherford and Mrs Amalia Rutherford, who spoke about the travels and experience's in Australia.

The host George and Maxine Fauman outdid themselves on the gifts for the "Bean Count" and auction. Lester Bell won a new 5" portable TV, by guessing within six, the number of beans in the jar.

The Saturday evening was enjoyed at a local restaurant in Lovelock, at which we all enjoyed catfish and steak dinners of your choice and with dancing and music all during the dinner time.

A Sunday worship service was the only event of the last day of the rally. Goodbyes were said and we all departed our own ways until we meet again, possibly at the next rally or elsewhere.

Jim Craig

Classified

#440 ULTRA Van, 1969 110 Corvair auto-trans. 1000 Mi. on rebuilt engine. 7800 Mi. on coach. V/G cond. thru-out. SASE for photo. Must sell, real serious. \$5995.00.

Evelyn Shepherd
7260 S.E. Tenino,
Portland, Or. 97206
(503) 775-4469

#220 ULTRA Van, 1965 V8 Toronado eng/trans assy. Factory instal. all suspension mods. done. V/G cond. except needs, rug, curtains. Paint oxidized, but fair cond. \$3000.00 O.B.O. Also have NOS in box 3.55:1 ring and pinion set. \$275.00 and one pair of ULTRA foam bumpers, \$70.00.

Craig Lamond
Bakersfield, Ca.
(805) 399-7095

New ULTRA Van rear windows, now out of production. I purchased last five in stock. Have four remaining. \$90.00 ea. plus UPS shipping. Also have pony pump rebuild kits: 6 bladed kit, \$8.50 and 12 bladed kit, \$12.75 includes shipping.

Jim Craig
(619) 571-3493

1963 Corvair Rampside, good cond. 2000 Mi on eng. rebuild. 102 H.P., 4SP trans, \$1000.00 firm.

Jim Craig
(619) 571-3493

WANTED for ULTRA Van- steer safe kit #UK 800-W or any parts of kit.

Jim Craig
(619) 571-3493

Excellent tire puncture seal repair tool: contact

Mr. W.G. Merriman, Stop & Go INTL.
P.O. Box 544
Wheeling, Ill. 60090
or see your NAPA dealer

VAN # 303, yes, David Peterson is willing to sell his #303. This is his 22 foot Van with the rear Toronado conversion. This is the one that had the fire near the propane tank. Most of the repair is done, with some headliner work remaining. Van runs great. \$5,000

David Peterson
(415) 531-0586
Oakland

(Maybe) 1963 Travelon 24 foot ULTRA built by Prestolite in Oakland. Corvair 102 engine with early suspension and dual wheels. Really in rough condition. Asking \$2,000.

Ray Wilkinson
14031 Larch Ave.
Lawndale, Ca. 90266
(213) 644-8152