

#100 1966 ULTRA Van, 455 Olds front wheel drive, automatic transmission. Dash and roof air, 62,000 miles. Paint excellent, interior sharp. \$8,500.

Steve Harrison, Harrison Ford  
Jefferson, Iowa 50129  
(515) 386-2121 or  
1-800 255-2255 Ext. 3434

#292 ULTRA Van, engine recently overhauled, new differential, bearings and seals, electronic ignition, C. B. All new radials, new carpeting, excellent upholstery and exterior, air conditioned. \$7,500.

Jack W. Moore  
13203 Emerald Dr. NW  
Gig Harbor, WA 98335  
(206) 857-6906

#357 1968 ULTRA Van. 455 Olds Toro rear drive, professionally converted. All new radials this past summer. Oversized fridge. Completely remodeled inside. Roof air conditioner. 110 volt. Paint stripped, looks like Air Stream. Nice coach for \$7,500.

Bill and Bobbi Hull  
310 Polk  
Charleston, ILL 61920  
(217) 348-1750

(Want to sell to an appreciative young person)  
#412 ULTRA Van. 24'. Good glass, new batteries, Michelin tires. Many updates completed. Engine recently overhauled. Double sink, 4 burner stove, Eye-level oven, Mark IV stool. Instruction Manual, extra engine and other parts. \$8,500 and worth it! This is an extra 2 feet longer Van. Only two were built. It was also featured in Whales on Wheels, Summer 1987, issue (Vol. VI, No. III)

Vic Hinderliter  
5035 Canton Heights Drive  
Jackson, MS 39211  
(601) 956-6140



WHALES ON WHEELS

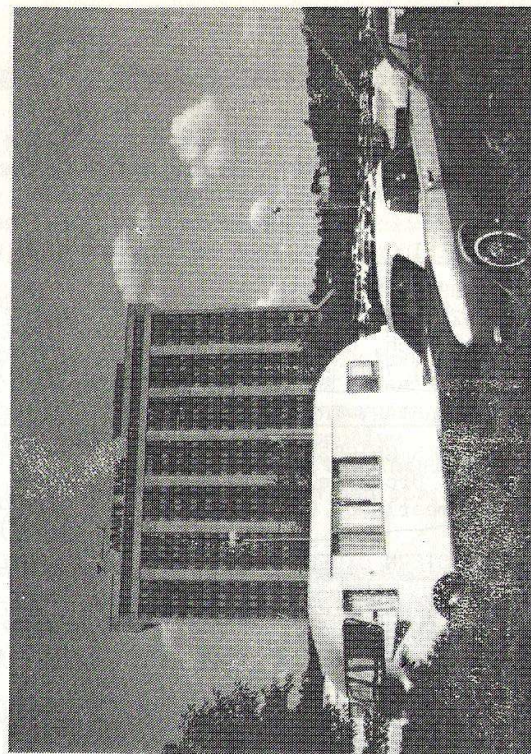
5537 Pioneer Road

Boulder, Colorado

80301

A PUBLICATION OF:

**GROUP  
ULTRA VAN**



SUMMER 1989  
NUMBER 3

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

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.

COVER PHOTOS: ULTRA Van's, along with alot  
of Corvairs at the Adam's Mark  
Hotel in Kansa City at the CORSA  
National Convention

Photo Left: Group ULTRA Van meeting at the CORSA  
National Convention

ULTRA VANS AT THE CORSA NATIONAL CONVENTION

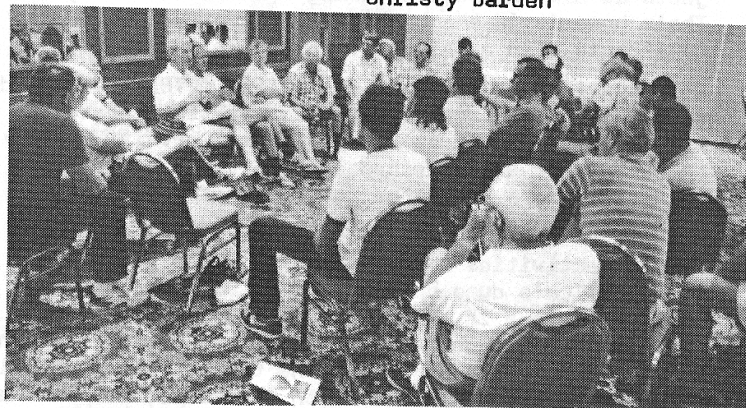
The Adam's Mark Hotel in Kansas City was the site of  
the 1989 CORSA National Convention. About 850 people  
gathered on July 25th thru the 29th. Over 200 cars  
were shown, raced, rallied, gymkhanaed and polished.  
Among these cars were some ULTRA Vans.

Many people stopped by to see these odd creatures.  
The Group ULTRA Van's annual meeting was held on  
Saturday the 28th. It was well attended by non  
ULTRA Van owners. They had many questions about the  
vans. Walt Davi son and Pat Fitzgerald ran the  
meeting. These non owners are the prospective  
ULTRA Van owners of tomorrow. I'm sure the interest  
generated by Walt and Pat's presentation has sparked  
future interest in our vehicle.

It would be great to see an ULTRA Van participate  
in the Concours, Gymkhana, Autocross and Econo rally.  
I'm sure we wouldn't win, but there would be alot of  
cheering from the side-lines. What an exciting idea!

Next year's Convention will be held in Ontario, Cal-  
ifornia near San Bernadino on July 31st thru Aug. 4th,  
1990. Hope to see lots of you there, come and cheer  
for your favorite ULTRA Van.

See You There,  
Christy Barden



### JOIN CORSA!!!!!!!

Recently you received a copy of the CORSA Communique. This mailing was made to non CORSA members to give them an idea of just what they are missing.

The Corvair Society of America has been a great help in keeping our Vans rolling. Because of them, we have many after market parts, technology and technical know-how to keep the mechanical parts going. They also offer a vast network of names and address's of members (over 6,000) all over the country. You don't want to go traveling without this roster. It lists names and address's by city and state.. So, no matter where you are, there is probably a CORSA member near by.

All of GROUP ULTRA VAN rallies are covered by liability insurance at no cost. So lets help and support CORSA. Dues are \$25.00 annually. Send money to our Secretary, Louis Griggs, and he will see it's sent in to the National, and you'll start getting your Communique.

Thank You,  
Your Editor

FROM THE PRESIDENT

The spring meeting of Group Ultra Van, May 18th through the 21st, was carried out with fun and projects at Jim and Marlene Craig's in Joshua Tree, CA. Their home is in the high desert country of Southern California with a unique beauty of it's own.

Work sessions on problems of various ULTRAS were held and an in-depth lecture and demonstration on distributor's was held at Bob Ballew's "Corvair Farm" at 29 Palms. He described and charted the changes in distributor's over the ten years of production. (Don't trust the series numbers too far!).

The fun activities included desert rides in Bob and Grace Ballew's dune buggies. (Mel Dinesen found he could squeeze a 2" roll bar while riding with Jim Craig). Also, Roberta Franz found she could pilot one up a steep grade even though she thought it impossible! We also fed the "chippers" with nuts etc., out in the desert.

The local "Old Car Club" joined us for a pot luck one evening and we got to admire their "jewels". Another day, 4 members of a San Diego motorcycle club rode up to visit and tour Joshua Tree National Monument. They stayed overnight after winning some of the valuable prizes in Bob Ballew's patented bingo game.

An interesting half day tour was made to a nearby train museum and model railroad layout that is growing rapidly and features both 7½" and 15" tracks for hobbist building models to those scales. There are also full size passenger cars, a mail car and an elaborate dining car with kitchen from the 1950s.



Bob Franz, President

### LINKAGE ADJUSTMENT

By Jim Craig #271

If your Corvair automatic transmission will not shift to low gear when you press the accelerator pedal to the floor when you are between 20-40 MPH, perform the following checks:

1. Verify that all rubber hoses are tight and in good condition on the vacuum modulator, cylinder heads cross balance tube, carb vacuum pulloffs and distributor vacuum hose.
2. Disconnect throttle wire from TV lever on left side of transmission.
3. Disconnect spring swivel at aft end of throttle rod that comes up from side of transmission and attaches to carb cross shaft.

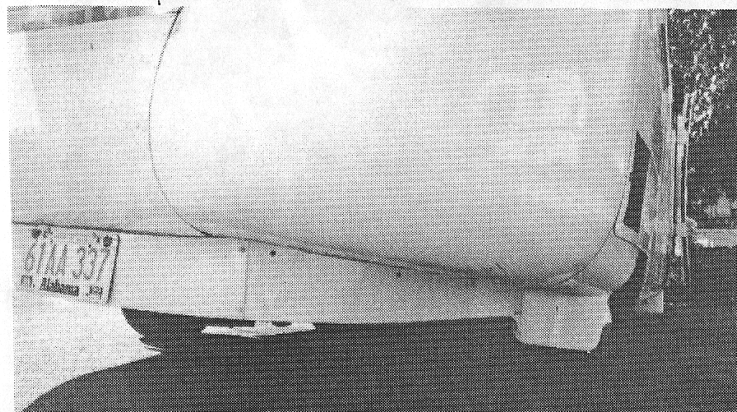
4. Pull aft on throttle rod slowly until a slight resistance is felt (starting of detent position), continue to pull aft with more force until rod can no longer be moved. While holding rod at this position, move carb cross shaft with other hand to full throttle opening (verify that throttle shaft bottoms against stops on side of carbs). At this position swivel of throttle rod should enter hole on tongue of carb cross shaft. If not, adjust swivel fore or aft until correct alignment is achieved. Apply some "Lubriplate" grease to swivel pin and tongue and reinstall swivel and return spring.
5. Verify that carbs return to full idle position. If not refer to the 1965 Corvair shop manual, section C, page 5-6. paragraph 10.
6. Reinstall throttle wire to TV lever while pulling wire taut in the rear direction.
7. Place a 3/4" thick piece of wood under tip area of throttle pedal, have assistant apply full throttle slowly and you verify that carbs are opening to full throttle position. If carbs need only slight movement to reach full throttle stops, remove 3/4" wood block and retest.
8. Road test and confirm that transmission will shift back to low gear under the following conditions:
  - A. With lever in "D" position, accelerate with slight throttle until you feel transmission shift from low to high. At that point apply full throttle pedal and transmission will shift back to low, hold pedal to floor and watch speedometer and confirm when transmission shifts to high. (Approx. 38-42 MPH). NICE, HUH?
  - B. Find a long hill that you can proceed up at least around 45-50 MPH in high gear. Apply full throttle pedal and hold there. As ULTRA slows on hill, transmission should automatically shift to low gear around 45 MPH down to 35 MPH if everything else is OK. (Note: Speed at which down shift will occur will depend on load of the engine caused by steepness of hill).

WALT DAVISON # 366

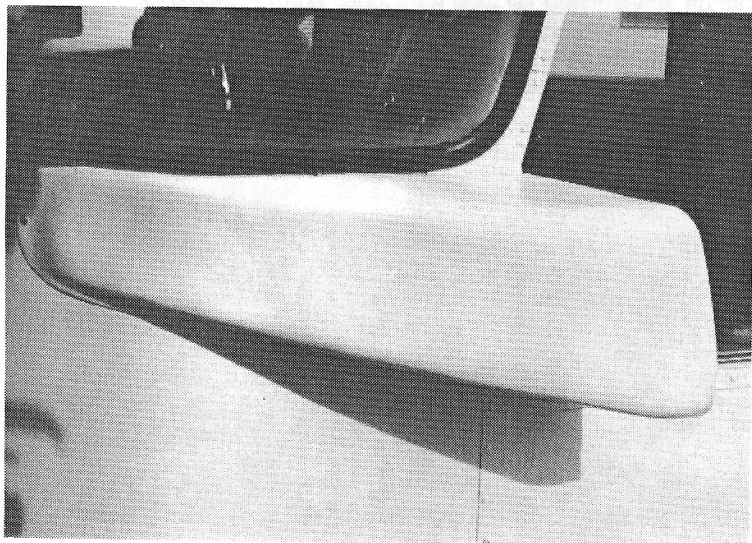
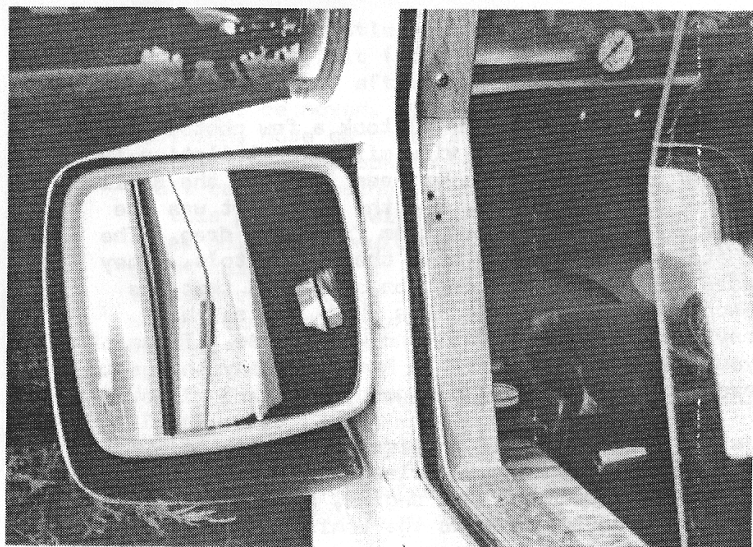
At the CORSA Convention, I took a few photos of Walt's 366. His rear view mirror installation is one of the best I've ever seen. He used the small 4X4 wide-angle mirrors but the best part was the fairing he made to hide them from wind drag. The installation is similar to the 1989 auto's. They were longer than the ones on autos but that was because of the shape of the ULTRA Van's. Walt says they are very quiet, no wind noise. Those of you who know Walt, know he has done many things to reduce drag and this is a good one.

He has a rear "skirt" to hide the engine and it gives the rearend a much cleaner look. With all the turbulence under the engine, he figured that it wouldn't add any drag to the vehicle.

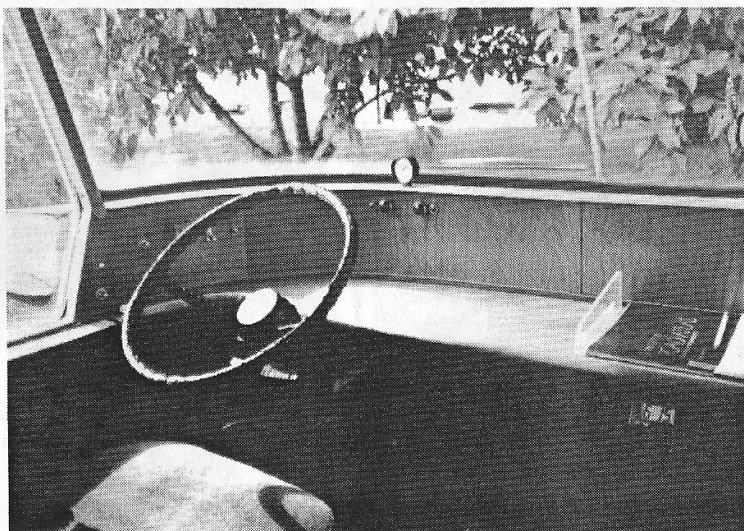
Walt's dashboard is of interest. Only one gauge right in his line of sight. It's a vacuum gauge and he says "That's all he needs." No wonder he gets a consistent 19 MPG driving his Van. Just a couple of idiot lights and a few switches! Keep it simple, Walt says.



"Engine Skirt" with mud flaps. Does he drive his ULTRA Van in the mud?



Rear view mirror fairings that wrap around and have no drag



Is one gauge really enough? Walt Davison thinks so!

Here is a brief summary of our recent trip via ULTRA Van #334 to Florida by way of California.

By Louis & Maybel Griggs

January 17th, 1989, we left for Maryville, TN. for an overnight stop with our niece. Our engine went bang! rattle rattle in Wytheville, VA. Was about ready to lie down, bawl and beat fists into the pavement, when we remembered that we have friends in Wytheville, (town named after signer of Declaration of Independence, George Wythe). A phone call produced Hope Shropshire and her son Mark, each in a car. We towed #334 with her car (about a mile) and got it into the back yard. The next day, this lovely lady lent us her car and we went back to Cumberland and loaded a spare Corvair engine into the trunk, along with a lifting jig and some tools. Because of 15 degree mornings it took almost a week to make the engine swap. George Shropshire, who was working out of town, showed up on the weekend and also helped us. Many thanks to these wonderful people for their help in time of need.

We spent a night a week later than originally planned with neice, Heidi Werner, and her dear five year old son, Ryan.

Our next stop was in Hattiesburg, Miss., with an old friend and former Choir director, Dr. Ed Weldon. Leaving there on 1/28. We stayed at Ozona, TX., (Circle Bar RV Park), thence to Vado, NM., on 1/28. On 1/29, we arrived at Sun City, AZ., and stayed with Threasa Vandersteeg. On Feb. 1st, we went to the Apache Junction Rally, where we met many friends from long standing and made several new ones. We stayed a week at the Boso's Mini-Rally. They were most hospitable.

Leaving Boso,s, we returned to Threasa's for a few days, then headed for Organ Pipe Cactus National Monument. There we enjoyed the company of Joe and Meg Talarico, and also Hal and Simone Honer. From O. P., we went to Quartzite with the Talarico's. Our next stop was at the Date Festival in Indio. In the campground we stayed with Lester and Gladys Bell and Mory and Esther Snyder. Back to Threasa's again. She wanted us to do some house sitting. Back to Texas-Hueco Tanks State Park, then to Earl McCrary ( San Antonio). Two days with this fine gentleman, then to the Family Motor Coach Convention in San Antonio. There were 4300 motor homes at the convention. We spent four more days with Earl then two free days at Colorado River Preserve, courtesy of Thousand Trails.

At about this time, we got word that Maybel's brother, Ellsworth Werner, was seriously ill. We headed for Sarasota and stayed four days with Bob and Arlene Ackerman. Louis's brother, Harry and his wife, winter in Sun's Fun C. G., about a mile from Ackerman's.

From Sarasota we headed home, concerned about Ellsie. We stopped overnight at our son David's house in Summerville, S.C. The next day, Saturday march 25th, we drove home, stopping at Wytheville to pick up the busted engine. We traveled about 660 miles on this day. Subsequent post-mortem of the engine, revealed a broken piston and a bent connecting rod.

We wish to take this opportunity to thank the many friends who helped us out on this journey.

P. 5. The replacement engine used only about 2 quarts of 20w/50 in the last 3500 miles of this trip.

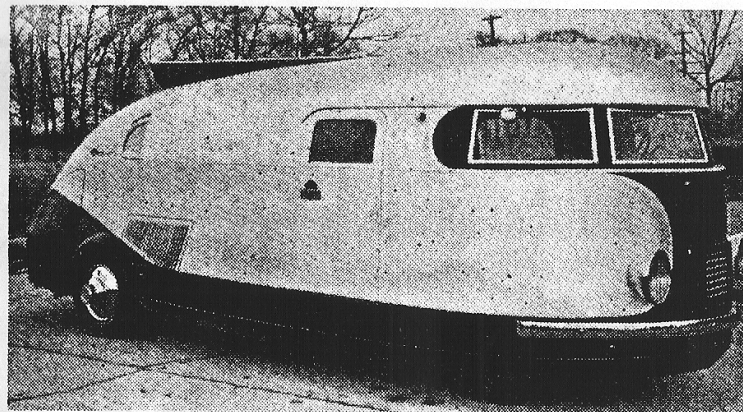


THE 10,000,000th MODEL T FORD

Members John and Claire Hoffman #468 are the proud owner's of this vehicle.

John bought the model T in 1949 for \$25.00. He has owned it every since. The last time he had the body off was for restoration done in 1968. His car was built on June 6, 1924. It was one of 7,200 built on that day. Many photo's with Henry Ford were taken that day and a publicity tour from New York to California. This summer, 1989, the Model T Club of America had their National get-together at Estes Park, Colorado.

John invited me up to spend some time with them and their son, Gerald. Over 200 Model T's were there, what a sight! It's just an example of how many of our ULTRA Van owner's are into different vehicles. The best of coarse is the ULTRA Van.



Branstrator's Teardropper was loaded with innovations like a periscope to give the driver clear vision to the rear and sides; an electric gear shift; stop and signal lamps that revolved when the brakes were used or a turn was indicated, and a rear-mounted engine which could propel the machine to a top end of 86 mph and cruise happily at 50 mph. The teardropper's creator was described as being a well-known designer of streamline commercial cars and buses. (From May 1938 Popular Mechanics via Duey Anderson)



GROUP ULTRA VAN  
patches. 5 color  
4 inch diameter:  
Send \$3.50 each  
Post Paid to:  
Christy Barden  
5537 Pineer Rd.  
Boulder, Colo.  
80301

WHEELING AROUND  
UPcoming Events  
1989



Sept. 28th thru Oct. 4th: ULTRA Van MCC. National Rally "Fiesta De Ruidoso. Circle B R.V. Park, Ruidoso, New Mexico.

Contact Robert Franz  
(415) 757-3557

Nov 3rd thru 10th: High Desert Mini Rally a week before the Palm Springs GWFBT&SM.

Nov. 12th thru 19th: The week after the GWFBT&SM. Joshua Tree Calif.

Contact Jim Craig  
(619) 366-9104

Nov. 10th thru 12th: GWFBT&SM ( Great Western Fan Belt Toss and Swap Meet) next to Angel Stadium in Palm Springs, Calif.

Contact Inland Empire Corvair Club  
(714) 780-7880

# CLASSIFIED

ADVERTISING

1969 ULTRA Van Motor Home, #410, 64,000 miles, good condition, paint removed for painting, good windshield, 140 HP engine, 110 HP spare engine, many spare parts, new carpet, new drapes and upholstery. \$5,800 with spare parts, \$5,200 without spare parts.

Tom Silvey  
Box 68  
McCordsville, IN 46055  
(317) 335-3772

#267 ULTRA Van, 110 Corvair engine/trans/differential/shocks rebuilt or replaced, 25,000 miles ago. All wheel bearings and brakes rebuilt 15,000 miles ago. External oil coolers on engine and trans, Norcold fridge, roof A/C, steersafe, 4Kw Onan, queen bed, instant water heater, nice cherry interior, repainted. Also included - spare engine, trans, differential, starter, alternator, Ultra manual. \$5,895 without the Onan generator the price is \$4,650. Make offer.

Bill Mitchell  
Route 3 Box 627  
Georgetown, TX 78626  
(512) 869-1691

Wanted: Ultra-bright tail lens for the ULTRA Van. Original toilet bowl and plumbing hardware. Screen door that fits ULTRA Van door opening.

Darrell Woofter  
436 North 23 St.  
Las Vegas, NV 89101  
(702) 388-2900