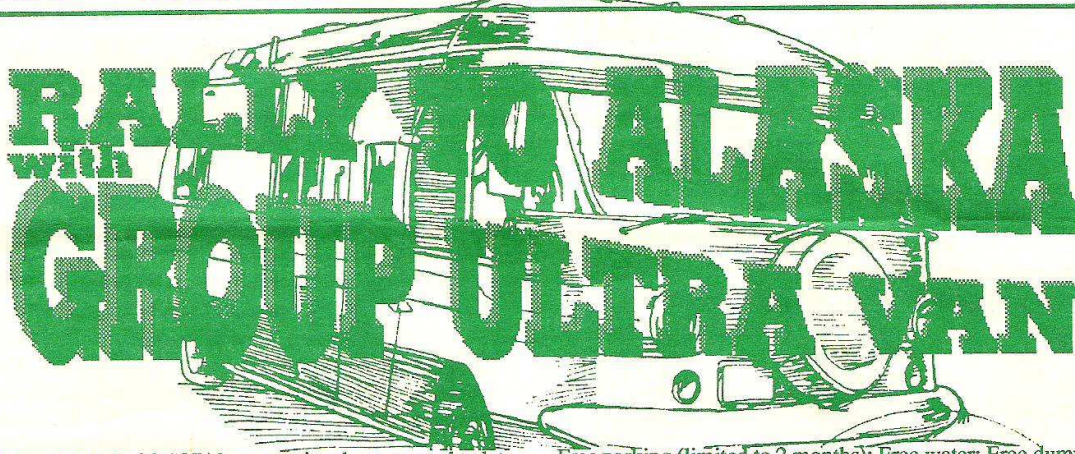


WHALES ON WHEELS

Vol. X Dedicated to the Preservation of the ULTRA VAN No. 2



Bill and Dee Keith #274 have graciously consented to let us use their place for the kick off the 1992 Rally to Alaska. They live near Coeur d'Alene, Idaho. We will plan to gather there the 1st part of May 1992. They live just off the north east end of Lake Coeur d'Alene.

The weather is not predictable. Last year May 1st came with 70 - 80 degree days till July 4th. This year (1991) has been the wettest May on record. It's not really cold, 50's and 60's most days and 30's to 40's at night. May is their month of any kind of weather, but no snow.

Dee writes that she noticed British Columbia and Alberta have had some pretty ugly weather also. She thinks its just the weather changes. Their weather man says they had this cycle some 15 years ago, so it should be pretty good next year. They have a jogging/bike path by the house. Gas, store and Post Office are just 1 mile away. A little gas station/mini mart, beauty shop/barber shop is only 1/2 block away.

Coeur d'Alene has the board walk, (the longest in the world) and the New Plaza shops (expensive). A floating golf tee, it's either the 9th or 14th hole. It cost is \$200.00 to play, unless they drop the price next year. There is the Silver Lake Mall with many shops: Sears, Fred Meyer, Pennys, Emporium, Target, the Ernest Home Store, and many others. They will be open next spring. They are 12 miles from the Keith's place. To the West will be the out-let shops: London Fog, Linens Plus and that type. They will also open in the spring. While waiting for all to gather there will be things to do.

There are also 5 lakes close by. The fishing has been good this year. Bill also has a shop, garage and tools to help in any repairs that may become necessary.

Bill states the following:

Free parking (limited to 2 months); Free water; Free dump; Free electricity (except air conditioners); Free showers (furnish your own soap and towels); Free daytime flush toilet; Free chit-chat. Some used and rebuilt parts available. Near by there is a Parts store; grocery store; bank and pharmacy. We'll publish directions on just how to find their place later. If you have any question you can contact them at RT. 3, Box 350, Rathdrum, Idaho 83858. Phone. (208) 6870786.

For those that are serious about an Alaska trip you MUST buy a copy of "The Milepost." It is available at most good book stores at \$16.95 a copy. It is the bible of the North Country travel since 1949. They show every thing you will see along the way, mile by mile. It also includes a map to Alaska and the Alaska highway. For those of you who want a FREE map and some information of happenings along the way, write: Alaska Highway Rendezvous '92, #14, 9223 - 100 Street, Fort St. John, B.C., Canada, V1J 3X3. Just ask for an information package on Rendezvous '92.

The route along the Alaska highway is also being traveled by the Airstream Company Caravan #200 this year. They are starting on July 14, 1991 at Dawson Creek, the starting place of the Alaska Highway. They plan 47 days to tour Alaska and return to Dawson Creek. They are charging their members' \$1,250 for the trip. We hadn't planned to charge anything for our trip. They planed a 4200 mile trip from Dawson Creek and back to Dawson Creek. So get out those maps and start looking over the possible itineraries for the trip.

If anyone wishes to be a Wagon Master, Rally Master, or help an any way, please let Jim Craig (619) 366-9104 or Christy Barden (303) 530-1288 know.



FROM THE PRESIDENT

Jean McMasters #330

I'm writing with great difficulty. My right elbow was bruised and I have an infection. That is tennis elbow plus! Lake Wales was a lazy rally, and well attended. Next year we'll be going somewhere different.

Norm Helmkey and I have been looking seriously at Rack and Pinion steering for the Ultras. We have contacted the Moseler Corp. who builds a "Consulier Car" and race cars. They are here in Riviera Beach, Florida. We are looking at a pre-built unit with suspension, disc brakes, etc. All of this will fit under the front end of the Ultras.

Also in the issue of Whales on Wheels you will find an insert. This is in the form of a hand out to persons who want to know more about the Ultras. This flier can be copied at any copy store for a few cents a copy. Then it can be given to anyone. Remember that is NOT necessary to own an Ultra to be a member of Group Ultra Van. So I encourage interested

people to join. By doing so they can keep up on available of units, rallies and other Ultra related items. \$4.00 is a small price to pay for all of this, and most interested persons don't mind paying it. So fill in your name and phone number on the top portion of the flier, and they can tear off the bottom and mail it in with their dues.

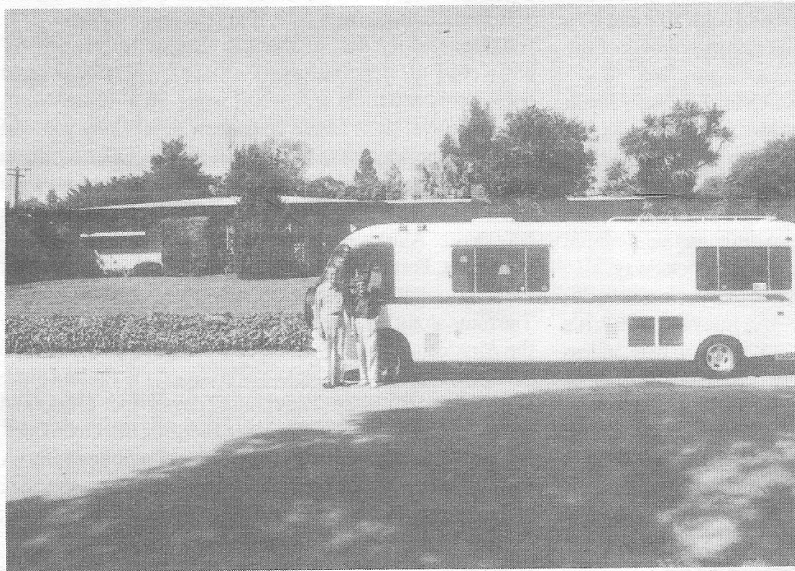
FROM THE EDITOR

As we noted in our last newsletter Ernest Newhouse had his Ultra #603 for sale. When this unit was built in 1973 it was to be the new generation Ultra Van. Phill Phillips #604 and Ernest contracted to have these units special built by David Peterson. There were only two of these 26 foot, side mounted V-8 units built. The units were started in production in Oakland and were finished up in Sonoma California in 1974. At that time Roger Dillon (an I.B.M. friend of David Petersons son) was trying to get financing to get these units into production. The financing never came and nothing further was done. Before this David Peterson built #601 which he still drives and uses; #602 owned by Richard Nelson in Los Gatos, California; and #605 owned by George Truman in Oroville, California. All of these units were side mounted V-8's and were 23 feet long.

Ernest said the lowest bid he received was \$18,000. After he had shown #603 quite a few times the bidding stopped at \$28,500. That's quite a spread. Because of the agreement we had made 16 years ago (I bought right of first refusal at that time) I was given the opportunity purchases #603 at that price. I couldn't refuse.

It drives like a dream. Power Steering makes it easy to steer, and the power brakes help also. Air bag suspension makes a soft ride. With most of the weight forward of the rear axle it handles well in crosswinds (no tail wagging the dog). The 94 inch wheel base and solid rear axle also helps quiet a bit in its stabil

The Olds 350 V-8 is more than sufficient power to get up hills in 2nd gear. It has a 3 speed turbo-hydro automatic transmission. The empty operation weight was given as 4,500 pounds by David Peterson. This was at the time of delivery in 1974. Since then Ernest has added a few items to



Ernest & Edna Newhouse saying good-bye to #603 in front of their home in Whittier.

add to the weight. Carfree Awning, generator, air conditioner, and extra tanks all added to the weight. When I weighed it in Colorado for registration, it weighed in at 5,940 pounds. I guess we all gain a few pounds as we get older. It cruises down the highway at 60 M.P.H. with ease, it creeps up to 70 M.P.H. without even knowing it. The Inches of Vacuum are about 11 to 13 inches at level cruise. This converted into about 14 M.P.G. on the highways. The best mileage I got was 16 M.P.G., because of a tail wind.

I picked up #603 from Ernest and Edna Newhouse on April 4, 1991. I had purchased His Ultra Van #228 back in 1974. He sold it because he was having #603 built. It was at this time that Ernest gave me the right of first refusal on #603. I can remember seeing the hulls of #603 and #604 in Oakland when they were being built.

We spent the afternoon going over the systems on 603. Out to dinner and then back to systems check out, going over Ernest's blueprints. Then to bed and up early the next day. After breakfast we spent more time with my check out. So many bells and whistles, it was time consuming just to find out what all the switches were for. Even the disconnected systems like the over-board disposal system into the engine exhaust.

After lunch (24 hours later) I was ready to dive it away. 603 was parked out all night and had not been parked in its usual garage. Before we started the engine, Edna and Ernest were cleaning the windshield, just to make sure they were really clean. Edna went and cut a vary big rose from her garden and put in a vase to go along with 603. These gestures just confirm the love and affection they had developed for 603. Ernest started the engine pulled it from the back to the front of the house. He cleared the eaves of the side of the house by only 3/4 of an inch. Then the air compressor came and we filled the air bags and raised 603 about 3 1/2 inches. It has an on-board air pump, but the compressor is faster. With out the air bags 603 would have never fit in Ernest's garage, for it would have been too high.

Ernest pulled 603 into the street. He checked the air bags

again visually just to make sure they were the correct height. I slipped behind the wheel as Ernest and Edna stood just outside the entry door saying good-by. I don't know how long we all remained in this position. I could see the longing in Ernest's eyes, the realization that this was it. 603 would no longer be in his garage. What a magic moment. At that moment we were both owners of # 603. Then as the entry door closed I felt Ernest release 603 to me. Now it was my responsibility! This was the first time I had driven 603. I pressed the accelerator a little too hard and it surged forward. As I drove away I remembered that day 16 years earlier when I drove away in #228. But this time I knew what I was getting into. I turned left off El Soneto Drive and into the future. Thank-you Ernest and Edna.



Ernest and Edna cleaning the windshield of #603

We all get looks in our Ultras, so this was nothing new. What was new was the reaction of women had to 603. They loved the interior, the large bath, the big refrigerator and all that closet space. Men had a real appreciation for the engineering. The side mounted V-8, suspension and of course the monocoque aluminum body with the low profile.

My first night on the twin bed was good, but I was accustomed the large rear bed of #228. The extra 4 feet (603 is 26 feet overall) made a big difference inside. Basically from the stove forward 603 is the same as all the other Ultras. But behind this is where the difference is. The large refrigerator

and bath on the right side and the extra clothes closet on the left make efficient use of this additional four feet. My first shower was a bit cramped for my 6'4" frame. But for an area used so little, it was a good compromise.

Driving 603 was no problem. You sit just a bit lower in the driver's seat but the windshields are the same. The rear view mirrors on both sides are the same also, so it's just like driving any Ultra. Except with the extra 4 feet you have to make wider turns.

W. Christy Barden

LETTERS TO THE EDITOR

April 17, 1991

Dear Whale Owner!

Well, how DO I address you when I don't know weather I'm addressing a man or a woman, Tsk.

A few weeks ago I went down to Southern California to look at one of the old Cortez motorhomes that my brother had found for me. Outside of some converted school buses I think these were perhaps the first American attempts at the bonafide motorhome. I wound up buying one three the man had for sale. I've always wanted one though never figured I'd wind up buying an antique!

Well, trying to make a long story short, it wasn't the very next day but what by sheer chance I drove by John Shattucks' residence in Costa Mesa and noticed his mammalian Ultra Coach in the back yard. I was immediately intrigued by its design and proceeded to "hound" poor John the next few days asking all manner of dumb questions about the vehicle. As much as I like the Cortez I find myself a little sorry that I didn't know about the Ultra Coaches first. I think I could have been easily "seduced" into buying one of them instead. They'er "cute as a bug's ear."

John very graciously gave me your address as well as that of the other national newsletter along with the names of several Coach owners in the Seattle area. Who knows, maybe I'll wind up owning an Ultra Coach sometime in the future.

I'm enclosing a money order for four dollars to join your organization. Looking forward to reading and hearing more about these interesting vehicles, I remain.

Sincerely Yours,

David A. Heying, 1010 No. 1st St. Apt. #2, Renton, WA 98055.

From the Editor: I am a male Dave. Christy is an Irish name (which I am) and used by many males in Ireland. You are right the Cortez along with the Ford Condor and Mr. Petersons Ultra Van was the first real motorhomes to come along.

Please check out classified for listing of Ultras for sale.

SOLAR BATTERY CHARGING

by W. Christy Barden

This is the name of a book by Noel and Barbara Kirkby. I have noticed a few Ultras with solar panels on top. This lead me to looking for more information about the subject. The book is "RVers' Guide to SOLAR BATTERY CHARGING." Published by aatec publications, PO Box 7119, Ann Arbor, Michigan 48107. The Kirkbys' have been RVers since 1966. They have learned much about what it takes to keep the batteries up. They now have a class A motorhome. With all of their experience they have started a business of supplying systems for RVers. Their book recounts their experiences with electricity. They have a good basic explanation of electricity. This is followed by a discussion of conventional charging methods; how to use solar power in your RV; and basic RV wiring and solar system installations. Then they finish with information on DC-AD power inverters.

There is a good discussion on how to figure how big a solar panel will be needed for your application. A formula is given on how to add up your Ampere Hours (AH) By using this formula you can determine how big your solar panel should be.

Regulators and solar panels

Self-regulating solar panels that have 30 solar cells are excellent for direct applications, such as operating pumps, but not so good for battery charging. In a fully operational Ultra these panels lack sufficient voltage to provide adequate charging when the weather is warm. Granted, they are cheaper than standard panels, and generally won't overcharge a battery. Since they don't have a regulator or diode, they can boil a battery dry in an unused system. The "self-regulating" mechanism employs three fewer cells to keep the cost down but since they don't do the job, its doesn't matter what they cost. Keep in mind that any panel will be "self-regulating" if you carefully balance the power produce with the power consumed and the storage capacity of the battery.

A regulator is not necessary to charge batteries from solar panels. When batteries become "full," it is desirable to turn off the charge (just like a regulator on your automotive battery). While a manual switch may be used, you may forget to turn the system "on" and "off." Regulation can also be achieved by having more batteries than the number of panels; they thus absorb the extra energy without harm. A regulator offers automatic operation, diode protection, and often includes meters for system monitoring.

Contrary to the popular belief that solar cells use the heat of the sun to make electricity, it is the wave or photo energy of sunlight that is converted to power. Solar cells, then, work anywhere in sun shines- not just where it's hot. Like a pump, the panel moves electrons through wires back into the battery

GROUP ULTRA VAN

a CORSA chapter*

The Ultra Van is a unique motorhome. Powered by a corvaire engine and transaxle. Designed by David Peterson, a professional aircraft designer, in the early sixties. These units were produced in limited quantities by the Ultra Van Corporation of Hutchinson, Kansas until June of 1970. As a true monocoque hull structure the Ultra Van has no chassis. The compound curves areas (the corners), are fiberglass. Simple curved areas are 2024 T-3 aluminum. All wheels are independently sprung with coil springs and tubular shock absorbers. These units cruise easily at 55 mph and deliver 15 plus MPG. Owners expect 40,000 miles or more on a standard set of automobile tires.

SPECIFICATIONS

Length: 22 feet	Wheelbase: 152 inches
Width: 8 feet	Dry Weight: 3 to 4,000 pounds
Height: 8 feet	Touring Wt: 5,000+ with 2 people
Price: \$8,500-\$12,500 (new)	Help Organization: Group Ultra Van
Today: \$5,000 to \$15,000	Ultra Van Motor Coach Club & CORSA

My name is _____ Phone _____

* Corvaire Society of America P.O. Box 607, Lemont, Il. 60439-5540 (708) 257-6530

YES, I'm interested in joining Group Ultra Van and receiving their quarterly publication, WHALES ON WHEELS. Here is my \$4.00 for the year.*

NAME _____

STREET _____ APT # _____

CITY _____ STATE _____ ZIP _____

PHONE (____) _____ - _____

* Make checks payable to Louis C. Griggs, Treasurer. Sent to him at 626 Brookfield Ave., Cumberland, Md. 21502. (301) 722-2991

I'm interested in: BUYING MAINTENANCE QUESTIONS CORVAIR POWERED
 V-8 POWERED RESTORING INVESTMENT (circle your choice)

and causes the recharge. That is all it does. Many RVers use solar panels as their sole means of battery recharging for powering lights, TV, and water pumps. Others replace their fuel generators with solar panels to supply extra energy for 120 VAC inverter-supplied equipment. For others, solar trickle chargers maintain their batteries while your Ultra is in storage. In each case, the solar panel act only to recharge the battery.

A successful solar system contains panels of 32 to 36 cells that can maintain at least 14 volts even when the climate is hot, normally operation is in the 15 to 16 volt range. If you have fewer than 32 cells, you might not have sufficient voltage to achieve full charge. If your panel has more than 36 cells, you might be paying for more cells than you need. Anything beyond 16 working volts is a waste, unless you spend extended periods of especially hot climates. For the average Ultra, a panel of 32 to 36 solar cells is optimal for your round battery charging.

At night, or whenever there is no light on the solar panel, no voltage is produced. If allowed to remain "unchecked" in this state, the battery pushes a slow flow of electrons back through the panel, opposite to the charge direction. This reverse flow of current is small, about 55 MA per panel, but can add up during long winter nights or periods of bad weather-especially if you have multiple panels. The solution to reverse flow is a diode which serves as an electrical check valve by limiting the flow of current to one direction. This prevents the loss of power "out" through the panel at night. Most regulators designed for solar use have a built-in diode.

Batteries



Mel Dinesens' #200 showing a solar panel

An automotive starter battery delivers a brief surge of power to start an engine and then receives an immediate rapid recharge by way of the alternator. It is constructed with thin plates and porous oxidizers to expose a maximum amount of active material to the electrolyte. This combination produced much electrical energy but it can't withstand total discharge. If you leave your headlights on overnight, the battery will be completely discharged. Even though adequate function can usually be restored through recharge, some degree of permanent damage is inflicted each time complete discharge occurs.

A deep-cycle battery can withstand repeated cycles of deep discharge-literally hundreds-and still function. In contrast to its automotive counterpart, a deep cycle battery supplies a relatively low amount of current but over a prolonged period of time.

A deep-cycle battery is constructed with thick lead plates and glass mat separators that inhibit shedding. Its greater electrolyte capacity increases reliability under difficult operation conditions. The electrolyte remains "close" to the plates, and the heavy construction protects against potential damage (such as that caused by the Ultra vibration).

A deep-cycle battery weight more and costs more than an automotive battery, but they also last much longer when used for the non-automotive application. Life expectancy is about 200 deep cycles is typical. Prompt recharge, especially the continuous, gentle charging afforded by a solar system extends deep-cycle battery life substantially.

A new battery, the Stowaway by GNB, deserves special mention here. A 55 pound group battery with dual-purpose design for both starting and deep-cycle use. The Stowaway is rated to last longer than any other group 27 deep-cycle battery

and appears to be well-worth the minimal extra cost. It is also completely sealed, a maintenance-free, and because of its ventless construction can be used inside the Ultra.

Lighting inside your Ultra is also important.

A 20-watt fluorescent tube produces about the same lumens as an 80-watt incandescent bulb when operated from a high-frequency DC ballast, which is more effective than a 120VAC ballast, offering unusually high efficiency. Furthermore, a two-tube fixture consumes about the same amount of electricity as a single incandescent bulb.

Computers

For a computer/monitor/printer set-up, use a small-size (300-watt) inverted with quality regulated power. (Voltage and frequency regulation is necessary for the best operation of electronics.) A computer run from an inverter has a power source that can not be interrupted. Unaffected by any of the problems' utility power may experience.

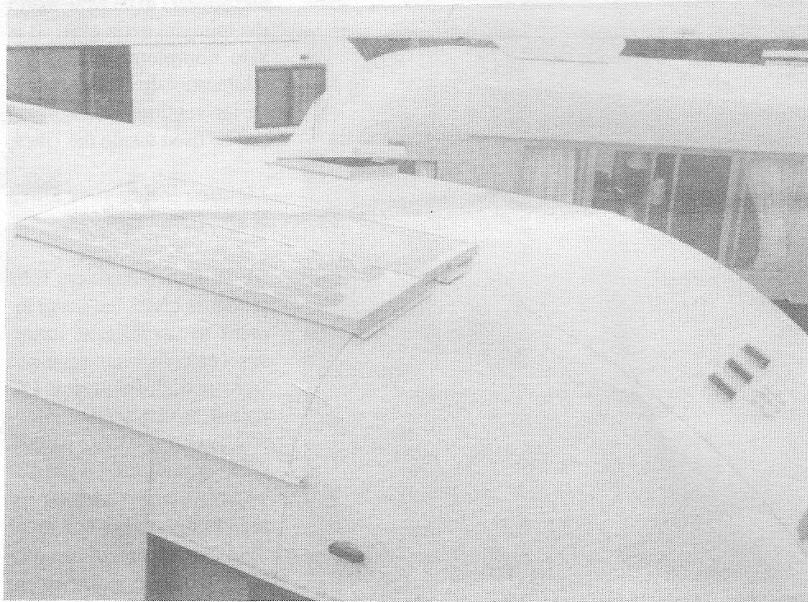
Costs

The cost of a solar system for your Ultra as comparable to a generator is a real bargain. The power output of one or two panels may seem small. Keep in mind that not only is no fuel required, but the totally power generated day after day is substantial compared to other charging methods. Prices of solar panels can range from \$100 for a 10-watt trickle charger to \$900 for 100 -watts. A solar panel for a 12 Volt Ultra system must be able to supply 15 to 16 volts of charge *under load* -thus a panel of 32 to 36 solar cells would be necessary.

Resources

For information on prices, sizes, and availability a good source is: Real Goods Trading Corporation, 966 Mazzoni Street, Ukiah, CA 95482. (707) 468-9214. Toll free order: 1-800-7627325. They have an excellent catalog full of solar panels and 12 volt accessories.

Kirkby Solar Electric (the authors of the solar book), PO Box 13455, Scottsdale AZ 85267. (602) 443-8520



Bill Binneys' #295 with 2 solar panels top side.

UP-COMING RALLIES

July 18 - 21, 1991 - CRESENT CITY, CALIFORNIA ULTRA RALLY. The location will be at the fairground near the cool breezes of the Pacific Ocean. All parking places will be in the SAME AREA. Hosts, Mel and Millie Dinesen (805) 834-5185; Leonard and Brenda Tekaas (805) 397-9189, both of Bakersfield, CA.

July 23 - 27 1991. CORSA International Convention. Sheraton Hotel in Prince George's County, Maryland. CORSA room rate is \$66.00, Phone hotel at (301) 4596700. Official Campground is Cherry Hill Park, 9800B Cherry Hill Road, College Park Maryland, 20740. Spaces are \$28.00 a day. For reservations 1-(800) 323-8899 ask for Best Holiday reservations. Member Richard Decker #256 lives in the area and checked this place out. It's on the metro bus line for Washington, just one mile off I-95. **GROUP ULTRA VAN** is scheduled for a meeting on July 24th, 7 p.m. on Wednesday evening.

September 15 - 18, 1991. BRAKE FOR BOULDER. Mini rally, Boulder, Colorado. Gathering place on way to National Ultra Rally in Missouri. Christy Bardens place, 5537 Pioneer Road, Boulder, Co. (303) 530-1288. Hosts, John and Claire Hoffman (303) 781-8617; Jim and Marlene Craig (619) 366-9104.

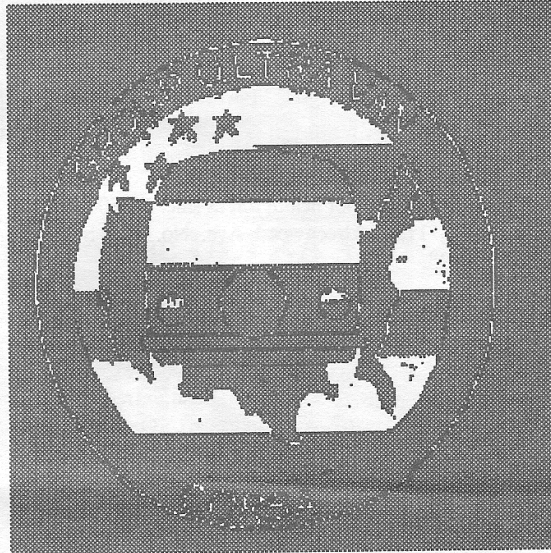
September 23 -30th, 1991. National rally at Neosho, Missouri 64850. That's located in the south west corner of the state, just below Joplin. Hosts Nobia and Warren Suckow # 331. (602) 841-0911. The site is the Municipal Golf Course on the south west side of town. That's on old Highway 60, just 1 to 2 miles west of U.S. highway 70 south. Sharon Johnson is in charge of the recreation center (the rally site). Her phone is (417) 541-6119. Day trips will include the pioneer village of Harbor in Grove. O.K., and the museum of George Washington Carvor in Carthage Mo. There will be a 25 year celebration honoring Ernest and Edna Newhouse.

November 1-3rd, 1991. GREAT WESTERN FAN BELT TOSS AND SWAP MEET (G.W.F.B.T.& S.M.) The Desert ExpoCenter in Indio, California (25 miles east of Palm Springs) is this

years new sight of the annual affair. The "Host Hotel" is one block from the ExpoCentre home of the National Date Festival and Riverside County Fair. Room rates range from \$33.00 to \$47.00, call early for reservations (619) 347 0911. Rick Trincherio is the manager. RV/Ultra parking will be at the ExpoCentre.

March 25 - 30, 1992. Knight Trail Park, Laurel, Florida. This is near the town of Venice.

May and June 1992. Rally to Alaska. Rendezvous '92. We'll meet in Coeur d'Alene Idaho. From there we'll tour up to Fairbanks Alaska. Passing through Alberta, British Columbia, The Yukon and up to Fairbanks. We may come back on the ferry along the coast. This is the 50th anniversary of the Alcan highway, 1941 - 1992. Big celebrations are planned by all participants along the way. Mark your calendar.



OFFICERS

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 VANS**. This 22 foot unique motor home was designed by David Peterson and built in Kansas until 1970. About 360 units were built. Dues are \$4.00 annually, please remit to the Secretary-Treasurer. Submit all technical information to the Editor.

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CLASSIFIED

1964 TRAVELON (Ultra Van coach built by Presto-Lite Corp.) New paint, blue and white. New windshields, new brakes; interior poor, needs TLC. V-6 Buick power, low time, runs great. \$3,500. James Farrar, 625 1st St. N. Shelby, Montana 59474. Phone (406) 434-2597.

#202 ULTRA VAN, 110 H.P. Corvair, automatic transmission. Ready to drive. \$3,500. Don Gilbert, Midland, Texas. Phone (915) 694-1006.

#338 ULTRA VAN, 110 H.P. Corvair, Modified Corsa Dashboard, air conditioner, 3 system refrigerator, 2000 watt generator, blue interior, excellent outside paint, plus extra engine for parts and Ryerson manual. Wayne Howard, Fulton, New York. Phone (315) 592-7405

#391 ULTRA VAN, 1968 model, 110 H.P. Corvair engine, 15,000 on recent overhaul, rebuilt trans, 4:11 differential, New tires, original paint, has the steel bellcranks. Original owner. Hank Yankel, 7878 Normal, La Mesa, Calif. 91941. Phone (619) 463-1480.

#398 ULTRA VAN, 110 H.P. Corvair, Automatic transmission, Outside awning. Owner suffered a stroke and is unable to drive. Stored for 3 years, but kept in running conditions. Original owner. Mrs. R. T. Grout, 1852 Pamela Lane, Escondido, Calif. 92026. Phone (619) 747-1743.

#433 ULTRA VAN, 1968 model. 110 H.P. Corvair overhauled at 62,000 miles. Current mileage is 79,000. Stored inside. \$4,000. Robert C. Plamer, P.O. Box 1357, Grand Forks, North N.D. 58206. (701) 775-3193

#499 ULTRA VAN, 1969 Model, 110 H.P. Corvair, automatic transmission, new windshield, good tires, air conditioning, Ralph generator, CB and radio, extras. Ready to drive. \$6,995. Al Lyles, 400 S. Flower #160 Orange, Calif. 92668. (714) 978-2982.

#501 ULTRA VAN, 1969 Model, 110 H.P. Corvair, automatic transmission. Poor health forces sale. \$5,500. R. O. Bishop, Sr., 11011 Greenwood Ave. No. #13, Seattle, Wash., 98133.

#545 ULTRA VAN, rear pusher stock Oldsmobile Toronado with stock Toronado suspension, including frame, control arms, torsion bars, constant velocity joints, brake rotors, etc. Dual fuel LPG and gasoline powered. Dash and roof air. Air shocks front and rear. Alloy wheels. Over #30,000 invested, \$15,000 firm. This one really flies. Richard Fess, San Francisco, Calif. Phone (415) 654-1210.

#550 ULTRA VAN, 1970 Model, Chevrolet V-8 (3,000 miles), new 3 way Dometic refrigerator, new coleman roof air conditioner, color & black and white T.V., original white ash interior. \$9,995. Joeshp P. Alvarez, 14345 El Vestido St., San Diego, Calif. 92129. (619) 484-6726.

WANTED. Need 22 Ultra Van owners who would be willing to spend \$10.00 for new "U" channel rubber to replace the rubber on the headlight bezels. (Round bezels only) The new material is black, 60 durometer neoprene, shape is 7/32 high, 1/16 wall each lip, 1/16 open space.

Each buyer would get 11 feet, enough for four (4) bezels. Send \$10 check to John Shattuck, #304, at 546 Westminster Ave, Newport Beach, CA 92663. Phone (714) 646-6189.

WANTED: A fiberglass water tank used in the three tank system on Ultra #412 and up. Contact: Art Eller, 3873 Shannon Road, Los Angeles, Calif. 90027. (213) 665-3457.

WANTED: An Ultra Van. Paul Justus, PO Box 332, Advance, N.C. 27006. (919) 998-5695.

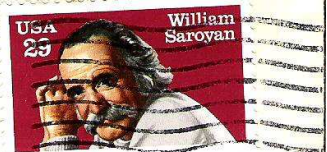
FOR SALE, ULTRA VAN foam bumpers (original style). \$44.95 (includes shipping) or \$35.00 each at shop. ULTRA VAN fabric see through windshield and side window covers. Color - white, new hardware included. \$90.00. New Ultra Van windshields, full tinted and uncut, #395 each. Shipping extra. Also, two each used Ultra Van Manuals (Ryersons's) very good condition, in three ring binders. \$40.00 ea. Contact: Jim Craig, 7011 Sunny Vista Road, Joshua Tree, Calif. 92252. (619) 366-9104.

FOR SALE, ULTRA VAN fiber glass bumpers, one pair for \$90.00. Available only at the next National Rally. The bumpers are to be furnished by Dick Granger & Co. They are approximately 7 - 8 inches in height, and wrap around front and rear. They are gel coated on the exterior, and can be repainted to match your ULTRA. Must have 10 orders to start production, \$25.00 deposit required. Make checks payable to W. Granger, send to Dick Granger #430, 2795 South Tropical Trail, Merritt Island, Fl. 32952. Phone (619) 366-9104.



GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301



FIRST CLASS MAIL

RETURN TO SENDER
Int'l Letter Class Mail
Must Be In Envelopes Or
Prepared In Package Form

RETURN FOR ADDITIONAL POSTAGE
CANADIAN RATE 40¢ 1st OZ
23¢ EA ADDITIONAL OZ THRU 12 OZ

NORM	HELMKAY (S)	91
ROUTE 1		
CARRYING PLACE	OT KOKILD	