

WHALES ON WHEELS

Volume XII **ULTRA VANS** Number 1

ULTRA VANS FEATURED IN NATIONAL MAGAZINE

The February 1993 issue of the CORSA Communiqué, featured ULTRA VANS. On the cover a beautiful color photo of #401 owned by Al and Kathy Polus. The photo was taken in San Diego showing the bay and skyline in the background. Inside there is a story with more photos about the Polus's van. The lead article gave a short history of the Ultra Van. It talked about Mr. Peterson and his background. It also talked about the progression of the Van from its beginning in 1961 in Oakland, Calif., to its demise in Hutchinson in 1970. It showed spotter guide to help tell the early vans from the later ones. It showed a floor plan and what was standard and options equipment. It also talked about the 600 series Vans with a photo.

An article by Jim Craig was featured on how the first Ultra Van #101 was found. Buried in mud and how Jim got it to his



The DeCamillis's loading paintings for sale.

house, including photos. Also a short talk about Jim Craigs job of painting Len Ryersons Van # 513.

A feature article on Joe & Dori DeCamillis and their Van #538. Good interior and exterior photos. It also featured a whimsical full page add of "See the West" drawn by the DeCamillis'. I saw Joe at the GWF&SM last year. He said he since has re-painted the Van with an automotive type paint. The house paint he used earlier just faded and didn't look good. They are living full time in their Ultra Van and going all over the country selling their paintings. They have a U-haul trailer to keep their paintings in, along with other "Stuff". Joe has learned quite a bit about their Ultra after a year on the road. Living in it and depending on it will make you learn real fast. So look for them at your local art show. Highly stylized art by Mr. & Mrs. DeCamillis.

Also featured was an rally report held at Jim Craigs place in California, with photos.

If you would like to order a copy of this issue, Send \$3.00 to CORSA, P.O. Box 550, Midlothian, IL 60445-0550, or see Jim Craigs, he ordered 50 copies of this issue.

Victim of a drive by shooting

By Don Reed # 275

Gotta tell ye "Whales on Wheels" is a good little magazine. The real

"whale" ain't bad either. I just re-invested for a couple of more years in the magazine.

I was born in Hutchinson Kansas in 1924 and stayed around that place until I could get out on my own about 20 years later and returned only to visit relatives, and so now don't expect to return unless some one pays me to. In 1968 an Ultra Van came through Tucson Arizona, and the wife and I "took the tour" through it at a gas station. The way Vickie and I do it so often now, only on the other side as tour guides. Sure liked what we saw, so we wrote for information to the address given to us by the owner of the one we visited.

We wrote to Hutchinson Kansas, and was sent a whole package of material, along with an owners manual. Well the price was just too "rich for our blood", since we had just moved out here a couple years before, and had a couple teenagers, but it remained the dream coach for us. In 1987, June 1st after having camped in tents, Nash Ambassadors that made into a bed, trailers, VW campers (with a Corvair motor) and slide in campers and finally

a Toyota Mini Marage (1978). I came home and told the wife, "guess what I saw today?" "Okay what," she said! "An Ultra Van." "Where?" She ask. Well turns out, while canvassing a neighborhood here in Tucson there it was sitting in a drive way. I walked up and looked inside, putting nose marks all over the windows. The lady said "Can I help you?" "Well, just looking at your Ultra Van." "Oh you know what it is." Well after explaining that Ultra Van and I were born in the same City, she ask me if I would like to buy it. Well I wasn't going to admit it because she might have a price in mind for people who were really interested, so I said, well, it just interested me since I haven't seen one since 1968.

Well my wife wouldn't let me rest until I took here to see it. I explained that it was loaded with furniture and next Wednesday it would be open to see. "Let's drive by anyhow" she says. I didn't know it would be a drive by shooting, and I was the one getting shot. Yep, she wanted to just drive by. When we got there she "stop." Well like a good husband I did. Like a cannon she was out, and all over that rig. That is when the lady with the Van realized we were gonna buy a Van. My wife blew my cover, no more chance to maybe get a price down, and I felt I was the victim of a drive by shooting. A couple days later we were proud owners of #275. For 26 years as a salesman with Electrolux, having been given the introduction into the business by Robert Swader of Boulder Colorado (and now in Fort Collins) I drove from 35,000 to 45,000 miles a year. During that time my cars were like a rolling laboratory, since my lively hood was wrapped up in the driving experience. I tell you this, because what I am next going to tell you may be the most controversial thing your have heard today.

In Kansas, the worst weather in the US. from my point of view, I experimented with what was called "Retleff adapter plates," that converted a Fram filter into a filter that would accept a roll of toilet tissue. For three or four years these plates and that filter did a fine job cleaning the "Re-refined oil" that I was using. I would change my oil twice a year, regardless of the miles driven. After moving to the desert southwest, hot, dry, beautiful country, I found a filter called "Frantz filter," that used toilet tissue. This is what I have used since 1965, and have never changed oil since that time, except for anti freeze, water, or some thing accidentally polluted by oil. Example: my 1972 Pinto runabout had never had the drain plug removed for 146,000 miles and never had a valve job for all those miles. This car was not used in my work, and I owned it almost 10 years, still it would run 2000

miles on a quart of oil. This was pretty typical, except my work cars got those miles a lot quicker. June 1987 my Ultra Van had 34,900 miles on it. This was probably the 2nd time over on the odometer it. Now it has 9,500 miles on it (75,000 miles I put on it.) I've driven through the Eisenhower tunnel last July on a 3,278 miles trip. Blew the doors off a Pace Arrow and a couple of gas tankers. Just put in 3rd gear and put the hammer down. Sure like the "4 speed tranny." We go to Vegas in the summer if it is 110 degrees and never run hot. Changed oil once, when I went to synthetic oil, but will not have to change again, unless; but there is no anti-freeze to worry about polluting the oil. I told you it would be controversial. People get superstitions about oil. I have proved it so many times over that unless you have sever temp changes that will make acid in the oil. Don't change it all at once, just one quart at a time, when you change tissue put in a quart, and your oil is clean as new, and your have replaced your detergent.

I don't grease hubs either, unless brakes need changing. Put zerks in the rear hubs, and haven't greased them but once with grease gun.

Maybe we can see you at Wickenburg, April should be a pretty good month to rally

Does anybody have any ideas about Don's ideas? Ed.

Letters to the Editor

December 9, 1992

Dear Christy,

Just received back issues of the last two copies of Whales on Wheels. Had some confusion with Lou Griggs over when I had last paid dues. Whales is cheap enough that I just paid again.

Your year of travel sounds great. I'm looking forward to the time when I can retire and satisfy some the "wanderlust".

Don't worry about the spell checker on your computer. You're turning out a great newsletter (when one arrives nothing gets done around here until it is read from cover to cover.) Whenever you feel frustrated about spelling, you might re-read the following:

Know More Miss Steaks

*I have a spelling checker.
It came with my PC.
Miss stakes I cannot sea.
I've run this poem threw it,
I'm sure your pleased to no.
It' setter perfect in every weigh;
My checker tolled me sew.*

Penny, Wally and I really got rolling the past summer in our Ultra Van. Each trip has been a little further as Penny gains confidence in the reliability of #338. After a number of short trips to Indiana and Michigan for week-ends Dog Club activities, "we" felt confident in attempting the mountains of Pennsylvania. We got to Smoke Run, for our first in-Ultra rally, with no problems except that I found that the Coach wanted to cruise at 60+ MPH on the interstate. I really had to watch the ol' leadfoot to keep sane speeds

We has a great time with the Harvey's and everyone at the rally. No body seemed to mind Wally, who was on his best behavior.

Wally is now 8 months only and over 110lbs. Just a growing boy. Of course Penny claims that the only reason I bought our whale, was that is was the only motor home made that could accommodate a full-grown Newfoundland (150+lbs.) I realize that Walt Davison #366 would have him out front pulling, to reduce weight and increase mpg's, but I'm a softy and let him ride inside. After Smoke Run (we will return in '93), we shifted gears (literally) and headed down to Raleigh, NC. We only used low gear on the return on I-40 east of Asheville, NC, going 7 miles up a 6% grade. While the trucks were shifting down, down, down- we were pulling 30mph @ 3000RPM with half-throttle. Cylinder-head temperature never went above 360°. Penny was white-knuckled all the way, and Wally slept, happily wedged between the front seats. Great trip!

I plan to replace the fresh-water tank this spring, and hopefully will have "everything" operational for the summer. I hope to spend much of my three months vacation UV'ing. Looking forward to the Winter issue, hopefully later this week.

Best wishes and happy trails,

Ken & Penny Wildman #338

Sorry Ken, a little late as usual, but you did get this issue before spring. Thanks for your kind remarks. Ed.

December 19, 1992

Dear Christy,

Just received the Ultra Van & 7. There was a lot of good reading in that issue.

The reason for this note - we have moved. We are now back in Ill., our original home. We had no family in Alabama. Just some good friends that we became aquatinted with. We were afraid of becoming marooned from our family if we became sick or unable to drive. I am 79 and Margaret is 78 so things could happen. However we are in good health at this time.

I am working with my nephew of 36 years who has a heavy truck repair and maintenance shop, along with an established small engine shop. I am working on the small engines. I am working on the same street, in the same town (Troy Grove, Ill) that I started out 60 years ago in my little Garage. I was born 5 miles East of Troy Grove on farm. The old wild west characters "Wild Bill Hickock" was borne in Troy Grove. There is a monument and a block square city park maintained by the State.

Troy Grove is 7 miles south east of Mendota where we live in a new mobile home senior citizens park.

Finances may force me to sell my coach. I just did a complete restoration just before leaving Alabama. New rear sliding window, new rear trunk. Door opens down above bumper. New paint job professionally done. Looks very good. I would hate to take less than \$8,500 for it

My reason for writing is to get my address changed. I sent all the information to Louis Griggs, but nothing happened.

Happy Holidays Christy, Keep up your informative Whales on Wheels, I like it.

Chance & Margaret Fitzgerald #286

February 22, 1993

Dear Christy,

Read about "Old No. 101". I am interested in restoring "old 101".

My son is a whiz at doing such work. Especially interiors, customizing etc. He is also an excellent painter.

Would execute a covenant that if "Old 101" were to be sold by my family, it is to be sold to a CORSA member, so it stays in the club. (Museum)

Please reply, Sherwood A. Haag, 5697 Oxford Dr. Greendale, WI 53129. (414) 421-3446.

Sounds like a good idea, Ed. Contact Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (619) 366-9104

Not Ready to Solo

By William Weller #211

Wham! The Ultra lurched sideways. I looked in the mirror and sure enough I had caught the corner of the gas pump island curb with the left rear wheel.

Moments earlier Pat Fitzgerald had pulled out of the station and I was in a hurry to catch up. I called him on the C.B. and told him what had happened. The engine sounded okay, the transmission shifted smoothly but the Van didn't feel right.

Pat turned into a parking lot and I parked next to him. As soon as she stepped out of her door, Marge Fitzgerald spotted what was wrong. That the left wheel on my Ultra was tilted out at the bottom. We had a problem.

Up until now it had been a pleasant and leisurely trip. The four of us, Pat and Marge their van (448) and my wife Patti and I in ours (211) had left the Venice Florida area three days earlier, driving down to the Big Pine Key (near Key West) and visited with their daughter Carrie and Son-in-law Paul. Yesterday we had gone to an interesting little natural history museum on Marathon Key and in the evening had seen, petted and fed (you shouldn't) the little key deer that are native to this area. And now, Friday afternoon, we were headed for the rally at Guthries in Southwest Miami.

Pat and I looked underneath #211 and saw that the long transverse aluminum brace that supports the engine had buckled on the left side. We had coffee and talked it over and decided to push on if we could. Out on the road I had cautiously eased up to 40 MPH when suddenly the van began to wobble. I pulled into the closest parking lot, the Holiday Inn. Another look underneath and Pat announced that the right side of the brace had broken cleanly in two. Our part of the trip appeared to be over. We talked about the possibilities; a flat bed truck, a rent car, maybe a motel room right there. The Fitzgerald's (veterans of "Ultra" incidents) took a more positive

approach and suggested that we leave our Ultra there and travel to the Guthrie's with them. I approached the cute young thing behind the reservations desk. She was cooperative but hesitant. Yes we could probably leave #211 there, maybe even overnight but just to be sure she went into check with the manager. She came out of her office and told us we had two hours to move it out of their lot. We tried next door at a tourist attraction called "Theater of the Sea". They had a big gravel parking lot with several motor homes parked around. I waited half an hour for the manager who said sorry but their security did not allow overnight parking.

Meanwhile Pat, who had driven further up the road, got lucky. At a small beach resort he found a sympathetic ear (and eye.) The manager, obviously interested in the Ultras, said we could park in his lot and leave it for several days if necessary. As luck would have it, he was an antique car enthusiast. We limped in and parked next to a pair of resort busses, grabbed up some of our gear, and with our terrier pup piled in with the Fitzgerald's and covered the remaining 75 miles to the Guthries place with out further incident. Of course, running through the back of my mind was: Okay-but what next?

The "What next" began to be discussed almost immediately by the other Ultra Vanners already gathered at the Guthrie's. First our hosts Jean & Lain #482 invited us to stay in their Ultra parked right there near their front door.

Then when we described what had gone wrong a "rescue" mission was quickly put together. Gene McMasters volunteered his Ultra #330, others offered tools. Lane Guthrie came up with some aluminum panels left over from Hurricane Andrew. A group would go back down to our #211 and appraise the damage and then call back to the rally so that anything needed could be brought that afternoon in Miami. We would then return to the Guthrie's and then a "repair group" would go back down on Sunday and hopefully get #211 driveable.

So promptly at 8 A.M. the next morning we headed south with Gene and his wife Bette, Norm Helmkey and Morris Randle. As those knowledgeable types discussed what could be done I quickly realized that I would be the one who gets the coffee and carry the tools, maybe.

When they decided to stop in Kay Largo to pick up various sizes of nuts and bolts, saw blades, etc. it began to dawn on me that these guys had no intention of leaving tomorrow what they could do today!

When we reached Istamorda we found #221 just like we had left it. Coveralls were donned, we located some

planks nearby and used the spare tires to make ramps (I was learning.) We backed the Ultra up on the planks, chocked it securely, put jack stands in place and without further ado every body disappeared underneath. Within minutes the broken brace was out, hammered flat and used for a pattern. After that things got fairly routine: cut and fit, drill and line up, etc. By now we were plugging in to the Motels power source working in their side yard (after getting permission of course.)

Finally, as the new part was going back in, the jack supporting the engine slipped. No problem, just an interruption. But then, just as things were getting buttoned up underneath - it happened. Suddenly, without warning the starter cranked, the engine started and went to full throttle immediately. Everybody scrambled out, I ran for the ignition, Gene went past me to the rear and stopped it by yanking wires out to the engine. It had looked like a Chinese fire Drill, but it wasn't funny and I realized that I had not even turned the main switches off. One of the wires underneath had become scraped bare and that all it took!

The rest was anticlimactic and the mood subdued. I test drove around the parking lot, it handled fine. The fix is not only permanent, but stronger than the original. We headed for Guthries and the pot luck dinner.

But it wasn't over yet. Thirty miles up the road the idiot light came on. The fan belt had failed. I had an old spare, but Gene come back and loaned me a new one. In twenty minutes we were again on our way. We got to the Guthries on time, people got down to have a look, examined the broken part. Walter Guthrie put it all on Video and that appeared to be that.

But it wasn't over yet. Walt Davison told me that the rear engine mount (older types without the safety pin) was in very poor condition as well. So after the pot luck we drove over to his place and he loaned me one of his. Sunday morning AFTER THE MAIN SWITCHES WERE TURNED OFF, Pat Fitzgerald and I installed the new rear motor mount.

Then it was time to head for home. It had been a learning experience for me. I thanked a lot of people beginning with our hosts.

It is one thing to be part of a group that has a great deal of combined talent and experience, but its quite another to have those things so readily offered.

When we arrived back in Venice I told Pat that it had been a "good" trip, but I wasn't ready to "sole" just yet.

Editors note. What happened to William will probably NOT happen to you. His rear suspension is different that

Rally to the ROCKIES

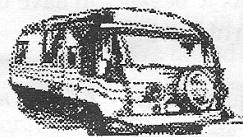
U.U.M.M.C. National Rally Site
SEPTEMBER 15 - 23 1993

ULTRA VAN comfort in the Rocky Mountain National Park (Located just 60 miles north of Denver)

Full Hook-ups (including 30 channels of cable TV) at the Park entrance (7,600 feet elevation) located on the Big Thompson river, for \$15.00 a day. Bring your sweaters. Trout fishing at the lake and free miniature golf in the RV park. Just over a foot bridge across the river are markets, restaurants, and liquor store. Free shuttle into Estes Park (1 mile) to more restaurants, shops, movie, golf and sightseeing.

- v The annual Longs Peak Scottish Highland Festival is held in Estes Park the week-end before the rally, September 11 - 12.
- v Fort Collins is a short distance away with Octoberfest September 26th in the Old Town Square, tour of the Anheuser-Bush brewery, The Lincoln Center home of the Open Stage Theater Company, Swetsville Zoo (metal menagerie of real and mythical creatures.) The Balloon Festival September 20-25.
- v New gambling casinos in Central City, just 30 miles west of Denver.
- v Biggest air show in the history of the world September 25 - 26, the opening of the new Denver International Airport. **Delayed**
- v Gathering before and after the rally at W. Christy Bardens place in Boulder, just 30 miles north of Denver, home of McGuckins' hardware store. General repairs can be made at his place.

Rain, snow or shine the dates and place are firm. If it snows, it will be a heavy wet snow and be gone in a day or so from the sun that follows.



the rest. This Van, #211 was about the sixth 22 foot Van built using the late model suspension in the rear. On this Van David Peterson used the stock late model Corvair suspension. The normal strut rod that is connected from the differential to the lower part of the rear wheel. With the Ultra Van he had to add an extra length to it because of the eight foot width. So the rear wheels are directly connected to the engine deferential. When William hit the curb at the gas station, that shock was directly transmitted to the engine and the front brace the engine was mounted on. If his #211 had the triangular suspension pieces that the other Vans have, he probably wouldn't have had this problem. But it was a great experience to share.

Travels in 366 Around the USA Part Two. By Walt Davison

The Spring 92 issue carried a travel log by me in which I ended by saying, "stay tuned for next issue". I suppose I should offer some excuse for the delay in finishing the article. No excuse, just lazy and busy traveling.

The real point of the last rambling was to show the non owner that the Ultra lends itself to the laid back, informal style of travel, that at least in my opinion is the ideal way to go.

CO/UT/NV/CA. All were taken in and enjoyed in Ultra style. Colors, cold, all the beauty of a western fall season. The GWFBS&SW. Probably gives the CORSA Nat'l a run as to which is best Corvair event. At least its usually cooler. Oh yes, on moving Orofino to MT. Lucky I didn't try to move the dame. Of course the fair city of Orofino is in Idaho. Forgiven Dee?

The 935 mile day. Not much there. In 1992 on the way back to Florida from the GWFBS&SW and the party at the Craigs (thank you, thank you, Jim and Marlene), a new personal best of eleven hundred and fifty four miles in one day was set. In hindsight to have driven old 366 that hard (you don't make that kind of mileage at my normal 50/55 mph) was probably foolish. The real truth is it was dumb. Because the next day after a further couple of hundred miles a little hole appeared in #2 piston. All the details of the drivetrain teardown/rebuild will appear in a future issue. When the project is complete. For now let me say that I'm very satisfied with what I've found on teardown of the one hundred and seventy thousand mile drivetrain.

In closing let me say to the non Ultraowner, "Let all my

prejudices hang out, there just is no easier way to travel in the U.S. and Canada". Yes you must have some ability to take care of your unit, but overall I can't think of any vehicle I'd rather call mine than a nice Corvair/powerglide/lightweight unit. To the owners who are not using their units to best advantage, take heed to Tom Silveys advice to the Corvanatics group when he left the presidency: "If you don't use it-you lose it". Tom was an Ultra owner and didn't use it. So now he has to suffer with a forty foot MCI-7 bus conversion. If he's half as happy with his bus as I am with my Ultra, we're two VERY happy campers. (I sure hope you are Tom).

P.S. In the spring issue the Editor said I had done some work on air dams. True. The problem is the air dam keeps the air out from under the coach which renders my powerglide cooler kaput. Of course that "proves" the dam is working. From six inches forward of the front lower "A" frame attach bolts drop down vertically prox six inches (obviously depends on individual coach static height) across the front of coach, rounding the ends back for appearance. It definitely reduces air flow under the coach and in my opinion makes the coach track better in gusty winds conditions. Another disadvantage is it makes the coach "longer" when you're angle parking into a curb. Bummer. I'm sure the overall performance of an Ultra could be improved with a serious program of air control. But I'm not that unhappy where I am, so that's on hold for me.

From the Editor

Late again. I'm trying to catch all of my errors before I go to press. Trying is the key word. That's not the entire reason. I also involved in a torrid love affair with a woman, which takes up a lot of time. I enjoy the letters and articles you send. Without them it would be me babbling away. This newsletter is a communication devise. Use it! We have a circulation of about 175, which includes many non owners. They are our future owners. I was a member to the Cessna 195 club for 10 years before I bought an airplane. I feel that many subscribers are the same and some day will own one of these unique machines.

The "Rally to the Rockies" in September will be a good one. At \$15.00 a day with full hook-ups is a good price. The season ends on September 15th, so the summer crush will be off. We will be sharing the R.V. park with another local R.V. group on the weekend. The restrooms and showers are the cleanest I've ever seen. The weather

starts turning cold this time of year, warm clothes. Great walking trails in the National Forest and near the camp site. Stores and restaurants, markets 300 feet away. What more could we want. Jim Craig will be planning some camp activities, pot lucks, camp fires, tech sessions, etc. I've arranged for ranger talks, and walks; excursions to near by sights of interests. And if all you want to do is watch cable T.V., you can do that as well, just bring your T.V. set, the cable hook-up to your Ultra is free. I highly recommend you come early (the \$15.00 rate still applies) and see the Longs Peak Scottish Highland Festival. Its full of music and dance and Scottish games. Maybe take some time and see more of the Rockies. The way to get there is look at a map and find Denver, then look 60 miles due north. From the east its easy. The Ultras will make it up any grade to Estes Park. From the west, you have choices. Inter-state 70 through Grand Junction has two steep grades, the Vail pass (10,666 feet) and the Eisenhower Tunnel (over 11,500 feet.) Coming from the south west is the easier, I-25 over Raton Pass (7,834 feet.) From Salt Lake City, I-80 to Cheyenne and then south, the grade east out of Salt Lake City is steep. If you could drop me a note or post card and let me know if you are coming it would help. I've reserved 40 full hook-up sites. If I get more than 40 post cards I'll reserve more sites. Just send it to me at the Group Ultra Van address on the back page. W.C.B.

Transmission Clinic in L.A.

We're going to have another (our sixth) Corvair Powerglide Transmission Session at our home on April 6, 7, & 8th. This is right after the Wickenburg, AZ rally which is April 1 through 4th. The above time table allows the 4th to the 6th for traveling the 380 miles from Wickenburg to Los Angeles.

We have an OK from Helen Laslo to stop at her Water Shed place on the Colorado River some 16 miles north of Blythe on U.S. 95. If you are planning to come to the rally and want to stop at the Water Shed, talk it over with other Ultra Members at Wickenburg for more accurate information on getting there.

Coming in to L.A. on U.S. 10, take the turnoff to U.S. 5 (golden State freeway) heading North. Continue past downtown L.A. on your distant left and the hills of Elysian Park to the Los Feliz off ramp. Take left up to the first stop sign (Riverside Dr.) and turn left again.

Since our last transmission session, almost all vacant lots on our street and adjacent streets have been built on.

Since there is parking on one side only on our narrow streets, we have very little parking.

We have arranged for three possible parking places for your Ultras on Riverside Dr. Drive east after your left turn off Los Feliz Blvd.

The first place is the Los Angeles Breakfast Club (Freedom Auditorium) parking lot on your left at 3201 Riverside Dr. I have gotten an OK to park up to six Ultras starting Tuesday April 5th. Park up against the fence on the North side of the parking lot right next to I-5 freeway. These six Ultras can stay Tuesday through Wednesday night. They need to leave Thursday evening.

The second parking place is further East on the right side of Riverside Dr. at the Classic Collision Center, Magic Bunje Executive Mgr., at 3020 Riverside Dr. This parking will be on level graveled yard with a chain link fence and gate surrounding the lot. Parking will cost \$4.00 per night.

The third parking place will be Riverside Dr. East of the Breakfast Club. Please read parking signs. There will be many other R.V.'s parked on Riverside Dr. Join them at no cost.

All the parking specified above are dry so be sure and dump and fill with drinking water before you arrive!!

After parking, you can phone us (660-3883) from the public phone in the Breakfast Club Freedom Auditorium or use the four public phones in the side yard at the gas station across Riverside Dr. from the Breakfast Club. There is a public phone at the Texaco Gas Station on the corner at Glendale & Riverside Dr. We'll come down with one of our Corvairs vans and bring and your transmission (if any) up to our house. Our house is about 3/4 mile from where you will be parked.

If its is easier to come by car, please bring your sleeping bag and we will bed you down somewhere in our large house.

On Wednesday April 7th starting at 6 am you are all invited to be our guests at the Los Angeles Breakfast Club. After breakfast, our club, the UVMCC will provide the half hour program. We are call it "R.V.ing In The 90's." I will M.C. the program. Jim Craig will give a short history of the Club. I would like several of you to tell about an Ultra Van event that has happened to you. Would you go through your slides and find one or two that shows some Ultras event, Vehicle, person/s or some interesting subjects that we can show to the Breakfast Club members.

Please call me if you plan to attend. I will let you know what you will need to bring and the relative cost for parts

to your transmission. Art Eller (213) 660-3883.

Classified Advertising

1967 Ultra Van #278, Rebuilt: Corvair engine and transmission, reinforced rear suspension, 4:11 gear, brakes and cylinders, packed wheel bearings. New: Shocks and mounts, gas gauge and tank unit, water pump, upholstered seats and new tires. Paint and bumpers good condition. New Curtains, ultra light weight. \$8,500. Howard Boso, 1536 W. Roundup, Apache Jct, AZ. 85220 (602) 982-1596.

1967 Ultra Van, #286, 110 H.P. Corvair engine. Recreant complete restoration. New professional paint job. Many special sheet metal modifications. Contact Chance Fitzgerald, 111 S. 13th Ave. A5, Mendota, IL 61342. \$8,500.

1968 Ultra Van # 431, 110 H.P. Corvair engine, 16,000 on rebuilt engine. New wiring, Onan Gen, windshield. Replaced carpet, upholstery, bed, couch and seat covers. Needs paint. Lex & Sue Adams (407) 453-1665.

1969 Ultra Van #463. Death in family forces sale of this loved van. \$10,000. Marie Valdisera, 5468 Cloud Way, San Diego, CA 92117. (619) 275-0259. Also 4 forward controls, and many Corvair parts.

1969 Ultra Van #510, 305 Chevrolet V-8, fruitwood interior, air conditioning, some tinted windows, awning. Asking \$6,000. Mark H. Simmons, 97 Beverly Place, Xenia, Ohio 45385. (513) 376-1504.

1970 Ultra Van # 549, V-8, 307 C.I. engine, Powerglide two speed transmission. Excellent condition through out. Ready to travel anywhere. Photos and delivery available, \$5,900. Jim Craig, 7011 Sunny Vista Rd, Joshua tree, CA 92252. (619) 366-9104

1970 Ultra Van #550, new 307 Chevrolet V-8, White ash interior, new suspension, new tires, new roof air and refrigerator, color TV, New batteries, too many items to mention here. This Van is in excellent condition and is ready to roll. Call Joseph P. Alvarez, 14345 El Vestido St., San Diego, CA 92129. (619) 484-6726. \$9,990.

1970 Ultra Van # 588. V-8 runs good. needs body work. This is the last Van built in Hutchinson. \$4,500. Richard

Carter, Trails end #15, Leeds, AL 35095, (205) 699-7794 or 699-2445.

Wanted: Steering kit modification plates for bellcrank and idler arm. W. Christy Barden 5537 Pioneer Rd. Boulder CO 80301. (303) 786-8502

Wanted: For restoration of Ultra #101 (the prototype) Drivers side original "Plain" and cut to size windshield. Chopper pump/cutter/mount assembly that attaches to bottom of toilet. Oven-Stove 4 burner unit, color brown. Instant hot water heater. Jim Craig #549 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (619) 366-9104.

Ultra Van WANTED. Corvair powered, mid price range. Average condition O.K., he is willing to do some work on it. Want good running gear. Contact: Jim Howell, P.O. Box 5942, Knoxville TN 37928. (615) 687-2292.

Ultra Van Wanted. Joseph C. Christ, 3615 Walhalla Highway, Six Mile, S.C. 29681 (803) 868-2586. Ed Gurr, 42329 Osgood Rd. #E, Fremont, CA 94539 (510) 659-0227. Louis Buffarei, 400 Windward Passage, Slidall, LA 70458. (504) 649-6502 T. J. Davis, 431 Carr St., Hillsboro, TX 76645. (T.J. can trade his 65' Corvair Convertable)

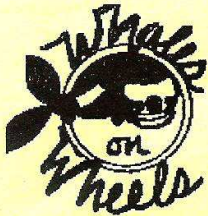
Up Coming Rallies

March 17 - 21, 1993. Laurel, Florida Hosts: Morris & Tennie Randle (813)642-6610; Bill & Patty Wells (813) 488-6435; Pat & Marge Fitzgerald (813) 474-6468. Knight's Trail Park, Laurel, Florida.

April 1 - 4, 1993. Wickenburg Community Center, Wickenburg, Arizona. Phone (602) 684-7656 Hosts: Dan Reinhardt, 5201 W. Camelback A255, Phoenix, AZ 85031. (602) 846-2300; Threasa Vandrsteeg, 9716 Loma Blanca Drive, Sun City, AZ 85351. (602) 977-43358; Warren & Nobia Suckow, 3129 W. Haywire Ave. Phoenix, AZ. 85051. (602) 841-0911.

April 6 - 8, 1993, Transmission Clinic, Los Angeles, California. Art Eller, 3873 Shannon Rd, Los Angeles, CA 90027 (213) 660-3883. See article in this newsletter.

July 11 - 17, 1993. Smoke Run, Pennsylvania. Hosts: Gordon & Ruth Harvey (814) 378-5363.



GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301



NORM HELMKAY (W) 93
73 SARGENT STREET
HAINES CITY FL 33844

FIRST CLASS MAIL

July 28 - August 1, 1993, "Canadian Adventure", Welcome Beach, Half Moon Bay, British Columbia Canada. Hosts Len and Edy Ryerson, 18618 Rayen St. Northridge, CA 91324 (818) 349-5058.

August 3 - 8, 1993 CORSA Int'l convention, San Jose, California. 23rd annual Corvaire Convention, Hyatt San Jose (800) 233-12324.

September 15 - 23, 1993. U.V.M.C.C. National Rally, Estes Park in the Rocky Mountain National Park, Colorado. Contact W. Christy Barden, 5537 Pioneer Rd, Boulder CO 80301, (303) 786-8502, or Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252, (619) 366-9104.

November 12- 14 1993, GWFBT&SW (Great Western Fan Belt Toss & Swap Meet) Palm Springs, California The 16th annual event. Best Corvaire swap meet in the country. Back to Angels field. New hotel, Ramada Hotel Resort on E. Palm Canyon Dr. (619) 323-1711.

November 6 - 19, 1993. High Desert Mini Rally. This is the famous rally with the GWFBT&SM sandwiched in-between. Hosts Jim & Marlene Craig open their home and garage to all Ultra Van owners, Great hands on tech

sessions, and delicious pies, and lots of good fun. 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (619) 366-9104.

• VITON O- RINGS

• VITON O-RINGS

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(206) 255-6751

Vitons: Complete engine sets \$10.50. 3 sets \$30.00
Head sets \$8.30. Auto-Trans sets (governor, shift cable, throttle valve shaft) #3.00 per set. Viton hose (balance tube/cylinder head) \$4.95/set, 3sets \$14.00. Prices include postage. Steven C. McDaniel, owner of Ultra Van and member of GROUP ULTRAVAN

Corvaire Society of America (CORSA)
P.O. Box 550, Midlothian, Illinois 60445-0550
(708) 339-6241