

# WHALES ON WHEELS

Volume XII **ULTRA VANS** Number 2

## 16 - 17 M.P.G. at 6,760 pounds, Ultra Van does it again.

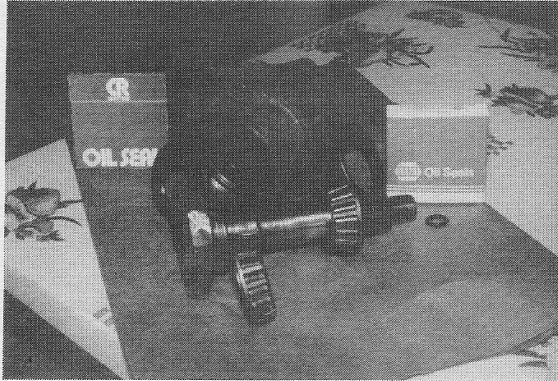
by W. Christy Barden

At the Wickenburg rally I had an opportunity to spend some time with Bob Reinhard and his UltraVan number 525. As some of you know this unit was previously owned by Bob Vandersteeg. Its power plant is a 1979 Buick V-6, 196 cubic inch, 95 horse power. It has a powerglide transmission with a B&M short shaft kit in it. He has a manual shift from low to high gear. He gets about 16 M.P.G. on level ground, with a "no wind" condition. We talked about weight, tires, and wheel bearings they all seem to tie in together. He used the standard rear wheel bearings, but sealed them so he can run oil instead of grease. More about that later.

Going down the road with 30 gallons of gas, 30 gallons of water, a motor scooter on the front bumper and all the "other"



*Bob Reinhardt showing off the rear door he built using an off the shelf window.*



Above photo shows Axle hub assembly along with the new "oil" seals and neoprene "O" ring.

"stuff" we all carry for what ever reason, he weighs 6760 pounds. Break down is as follows:

Left front	1,420	Right front	1,560
Left rear	1,900	Right rear	1,880

Total Front 2,980

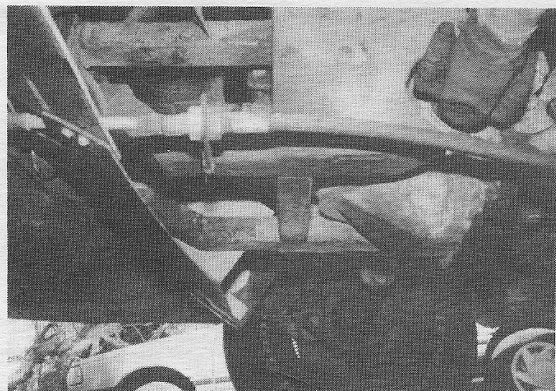
Total Rear 3,780

Total 6,760

Tires: Front 215X 75 X 15 Load 3,484 pounds.

Rear 235 X 75 X 15 Load 3,970 pounds.

His tires seem to have the load capacity to carry his Ultra with a few pounds to spare. The next question is: "With all that weight, how do you keep your rear wheel bearings in one piece"? He stated that he did have problem with that. So he decided to modify the existing housing to hold lubricating oil instead of grease. "How did you do that Bob"? "Really quite easy Christy. Take your rear hubs off and disassemble



Above is the engine and transmission installation of #525.

them. Buy oil seals, not grease seals. The outside seal number is CR19832, the inside seal is NAPA 6434. A Neoprene "O" ring 1/16 X 5/8 will be needed. This is used to seal the inside bearing and yoke. This is using the standard Corvette axle assemblies. The outside seal needs to be dished to clear the taper of the spindle. Drill and tap a hole at the top of the hub (to fill it with oil) and a hole at the bottom for a temperature sender". Bob said that the temperatures run about 35° above ambient air temperature. I'm sure that Bob will be at the national with his extra assembly for show and tell. So if you have questions, **be there!**

## Letters to the Editor

March 27,1993

Dear Christy,

We just got our recent "Whales on Wheels" issue. Thank-you! We are flattered to be featured again. It's so nice of you to take an interest in our lives. We thought we'd catch you up on our travels. A lot has happened since we last saw you at Joshua Tree.

We participated in two outdoor art festivals in San Diego and Phoenix. Unfortunately they were either poorly attended or rained out. However, we were accepted to a prestigious show in Tampa, Florida in March so we decided to gamble on the Ultra Van making it out there.

Jim Craig, the wonder man, helped us to prepare our bearings for the trip and Elga Green assisted Joe with some brake work. Elga and Hilda are like family to us now and we spent the holidays with them and their family.

We left California in Mid-January and had the time of our life on the way to Florida. It has been a dream of ours for years to see the South and we enjoyed ourselves so much! We even stayed with an ex-Ultra Van couple just outside Houston, Texas. Dick and Mary Herrman. We found their name in an old directory. They owned the Ultra that Jim and Marlene Craig are now selling. We exchanged our Ultra Van horror stories (and good ones, too)! We spent four days there eating too much fried southern food, making art, and doing fun things with the Herrmans.

Anyway, the trip took us a full month and we saw just

about everything we had planned. White Sands and Carlsbad Caverns in New Mexico were a highlight. Our timing was interesting: We just happened to be in Dallas, Texas for the Super Bowl, New Orleans for Mardi Gras, and Florida for the storm of the century (not to mention Los Angeles for the riots last year)! We made art along the way and checked our art museums and galleries in the cities. (Fort Worth, Texas dominates with great art museums).

The Ultra Van's service was unprecedented. Barely a trouble until Florida. Just a few problems with bad gas. Then, just outside Carrabelle, Florida our bearings disintegrated, ruining the spindle, too. (you were waiting for that THEN, weren't you)? We spent a day in a garage and were on our way soon enough, so we were O.K.

Our Tampa show was scheduled two weeks after that. We stayed 4 or 5 days with Gordon and Ruth Harvey in Pinellas Park, Florida. They were extremely helpful. We didn't realize, but there were some structural problems and other suspension work that was pretty serious. Gordon spent time and money getting us safe on the road again and Ruth fed us the best food we'd had in a long time.

Our Tampa show went very well. We sold 20 works which is more that we've sold in recent years all together! We are really looking forward to doing more of these shows. We are now in Gainesville, Florida where we are in a show next month. We are making art and gradually working on the Ultra for her next trip (probably the Chicago area where profitable art shows abound).

We did survive the storm of the century but we'd never seen anything like it. Just south of us were the floods and power outages, to the north tornadoes. It looked like a video footage you see of hurricanes on TV.

I wish you could hear of all the interesting things that have happened to us and the eccentric people we've met. Joe and I are writing a book of our experiences on the road (much better written than this letter). So we'll give you a copy when its' done, probably Christmas.

If you get a chance, could you sent us another copy of the Fall 1991 "Whales on Wheels". We have Xerox copies but no original and our family wants one. I'll pay with my next dues. We hope all is well with you! Our address (mail forwarding service) is: Joe and Dori DeCamillis, P.O. Box 44209 #F158702,

Cincinnati, OH 45244.

Take care and tell Boulder we miss it.

Love, Joe and Dori DeCamillis #538

May 2, 1993

Joe and Dori sent a copy of their newsletter to friends, "The Freeway". Excerpts as following: Our breakdown happened in thriving Carrabelle, FL, Home of the world's smallest police station (a phone booth). Thanks to that mishap we had 32 bucks to last us two weeks. After two weeks of financial panic, we drove up to our show with one dollar, and empty gas tank, and an empty refrigerator. I was so sacred I got sick. But our show was successful and we have been breathing easier ever since.

The DeCamillis's summer schedule will include: Ann Arbor, Michigan, July 24,25; Charlevoix, Michigan August 13,14; 3 Chicago shows in September; Birmingham, Alabama October 3; Then to Florida.

*Joe and Dori (Mr. and Mrs. Decamillis) have been having quite a time of it. Our youngest members are full-timers. They are energetic young people with a talent for art and eager to pursue their dreams. What better vehicle to do it in than an UltraVan. They painted their Van in my back yard. We wish them the best of luck, their dreams are worthwhile. Ed.*

May 25, 1993

Dear Christy,

In the year 1BC (Bill Clinton, in a small town called Winchester, KY, my wife and I first laid eyes on what was soon to become our UltraVan, #350. This coach was showing 39,000 on the odometer and judging from the handwritten service log, this appears to be accurate. The coach was purchased under duress off the side of the Interstate due to a blown motor. That trip was to have been its shake down cruise with a final destination of Guatemala, to be used by his son and daughter-in law's missionary endeavors. Walt Davison

was kind enough to lend a hand via the telephone prior to its 400 mile journey to its new home port in Monteagle, TN. Being an avid Corvair person (man isn't politically correct anymore), I put about 25,000 miles on my Corvairs last year traveling. Having always wanted to take my engraving workshop with me (my profession is engraving guns and knives), The idea of an Ultra seemed a natural. In fact, one of the main reasons we went to the Atlanta Convention last year was to "sea" one of those whales close up. The only one there was Walt Davison's, but that was enough, we had been harpooned. We joined Whales on Wheels (*Group Ultra Van*) so we could start learning about them plus shipping around monthly by satellite (MaBell's). On a spring airline trip to Chino, CA, we drove out to meet Jim and Marline Craig and considered buying their V-8, but the four day trip driving home didn't fit into our tight schedule at the time. I had heard about #350 outside Lexington, KY and decided to go envision this beast and visit some friends who we had not seen in two years. Being able to trade our 63 Monza Convertible helped the deal and soon it was ours.

Our 400 mile trip was uneventful except for the blown out rear tire and a few wiring problems that we jumped around. Now comes the hard part, figuring out how to put my shop in, plus the mechanical work that needs to be done. But that's fun too. In the meantime, I look forward to meeting all of you in the future.

Scott and Rhonda Pilkington #350  
PO Box 97, Monteagle, TN 37356 (615) 924-3475  
*Welcome to the family, Ed*

May 5, 1993

Dear Christy,

Thought if you had a blank spot in your "Whales on Wheels" you might like to tell about our trip home from the Western Rally. Was interesting?

We were heading to Utah and stopped at a rest stop on the Arizona Utah border. Had lunch and was on our way out when the right rear wheel sunk in the mud. "Mud Suckers" at work. Three jacks, arm load of rocks and a half-hour later we were out. Then the left rear wheel went in. I heard the "Mud Suckers" say, Ha, Ha. Fifteen minutes later and another load of rocks we were out. Then we heard gotcha from the

"Mud Suckers" and they laid the back right rear wheel into the mud up past the rear storage hole. The "Mud Suckers" were laughing. And it was very serious problem. Needed more than three jacks for that wheel. A very nice family stopped and hooked a chain to the Ultra, with three pushes and the truck pulling, the "Mud Suckers" gave up the Ultra. But they kept saying "No, No". Did get out. But while picking up jacks, shovel and other junk, they yelled "get her". I jumped and the road sunk. (its that saying I'm fat). The people that helped left so fast we couldn't thank them. If they hadn't helped we'd still be there. Also was snowing Was a very interesting afternoon. Rest of trip was uneventful, saw herd of antelope in Utah and Oregon, deer in Idaho, Canadian Geese and pheasant and a couple of coyote. That made the trip worthwhile.

Had that shock welded in Phoenix, it held until Spokane and broke again. The roads in Northern Arizona, Utah Oregon and Washington are rough! Anyway that was out trip, an eight on my trip scale. Bill just got the mud off the Ultra. There's sure a pile out there. Guess the "Mud Suckers" liked us so well they come home with us.

We do know now, don't be caught with "Jacks down". Also doesn't matter if we run light, which we were, for a change!

Dee & Bill Keith #217

This doesn't write as funny as it was!

*Right! Ed.*



*UltraVans lined up at Wickenburg rally, April 1993.*

May 12, 1993

Dear Christy,

Many thanks for the latest "Whales". I think we will do the deed on the 22nd and buy our Whale! I plan on a trip from Sildell (LA) to the West and Northwest.

# National Rally Schedule - Ultra Week -

September 15 - 22 1993

Estes Park, Colorado

The rally site is the Spruce Lake R/V Park, Mary's Lake Road off Route 36, Estes Park, Colorado 80517. (303) 586-2889. Owners are Ron and Char Robinson.

The week before the rally September 9th - 12th are the Highland Games (Scottish activities) held in Estes Park. This is a well attended affair by Colorado folk. You can stay at the Spruce Lake R/V Park for the same rally price of \$15.00 a night. There will also be a pre-get together before the rally at Christy Barden's, 5537 Pioneer Road, Boulder Colorado. 80301. (303) 530-1288.

## September 15th - Wednesday

Registration: At the Hosts Ultra (Craigs). Pay the campgrounds fee at the camp office and get an assigned space. Great and visit with others.

## September 16th - Thursday

9:00 - 10:00 Coffee and Snacks and visit.

10:00 - Noon Ladies crafts and Men's Technical sessions.

2:00 - 3:00 Silent auction (Chance to sell your spare parts)

Evening: Ranger talk, Rocky Mountain National Park.

## September 17th - Friday

9:00 - 10:00 Coffee and snacks and visit.

10:00 - Noon Ladies Crafts and Men's Technical sessions.

2:00 - 3:00 Board of Directors Meeting

4:30 - 6:00 Pot Luck Dinner.

Free Evening

## September 18th - Saturday

9:00 - 10:00 - Coffee and Snacks and Visit.

10:00 - Noon Ladies Crafts and Men's technical sessions.

1:00 - 10:00 Tour of Fort Collins and Dinner Out in Ft. Collins. The Budweiser Brewery tour, Ft. Collins Museum, the Swetsville Zoo (not what you might expect, Walking tour of the Old Town.

(Fine Arts and Crafts Fair in Estes Park all day)

September 19th - Sunday

Morning Church

Noon - 5:00 Colorado Springs and Rocky Mountain Corvair Clubs will be visiting us. Free refreshments for all.

3:00 - 5:00 Tour historic Stanly Hotel, brothers who started the Stanly Steamers.

There is a collection of Automobiles in the basement.

Free Evening

(Fine Arts and Crafts Fair in Estes Park all day)

September 20th - Monday

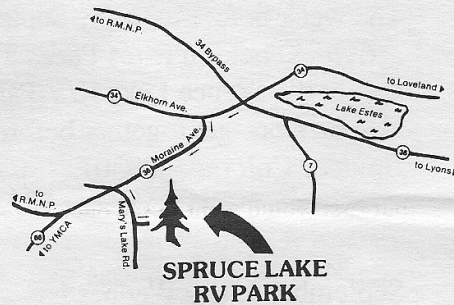
9:00 - 10:00 Coffee and Snacks and Visit.

11:00 - 1:00 General Meeting.

2:00 - 3:00 Financial Meeting.

4:00 - 6:00 Ultra Stew - All contribute.

Free Evening.



September 21st Tuesday

9:00 - 10:00 Coffee and Snacks and Visit.

10:30 - 5:30 Bus trip thru Rocky Mountain National Park (\$15.00)

7:00 10:00 Dinner Out in Estes Park and Officers Installation.

Planning to eat at Eds Cantina, downtown.

September 22 - Wednesday

Departure Day. All are invited to gather at Christy Bardens place in Boulder Colorado (30 Miles away).

Some of the most scenic walking trails will be at your back door.

Directions to the Spruce Lake R/V Park. From Denver come north on Interstate 25, from Cheyenne come south on interstate 25. Take exit number 243 and proceed west on Highway 66. At Lyons Highway 36 joins Highway 66. Stay on 36 to Mary's Lake Road (about 1 mile west of Estes Park) turn left and the R/V park is just across the river.

Directions to Christy Barden's in Boulder Colorado. From Denver proceed north on Highway 36 (Boulder Turnpike), south of Boulder exit on the Foothills Parkway and proceed north. The foothills Parkway empties onto the Diagonal Highway. The first stop light is Jay Road. Continue north east on the Diagonal Highway for one long block and the next right turn is 55th street. Turn right, go over the railroad tracks and the next street is Pioneer Road. Turn left and its the second house on the left. (You will see other Ultra Vans in the back yard). If you don't like the sounds of freight trains you might make arrangements to stay elsewhere. You can fill your water tank on arrival. There is only one dump station in Boulder, the Texico station on 28th street. Of course you can dump for free at the Spruce Lake R/V Park in Estes Park.

As I am a "newguy" in Ultra Van-ing, could you kindly send me a membership list just-in-case? Mid way, should we have a slight mis-hap with our new old Ultra, there may be someone near by who might offer advise or assistance. Hope you can help,  
Best wishes,

Lou Buffardi  
Slidell, LA

May 11, 1993

Subject: List, Name and addresses of Ultra Van owners.

I am interested in trading for, or buying an Ultra Van, but first would want to see one.

Would you furnish me a list, name and addresses of the Ultra Van owners.

Enclosed is \$5.00. If you should require more, please let me know.

I am a new member, and any help/information would be greatly appreciated.

Thank-you,

T.J. Davis

341 Carr St., Hillsboro, Texas 76645

*Sounds like folks might like to have a membership list made available to members. We haven't made one of these up. Maybe if there was enough demand we might do it. What do you think? Ed. T.J., we'll apply the \$5.00 to next years dues, there going up to \$5.00 next year anyway. Thanks, Ed.*



*Pot luck dinner in the meeting room at Wickenburg rally.*

June 7, 1993

Dear Christy,

Its has been several months since I last received the publication of "Whales on Wheels". Would you please check your records and make sure that I am on your mailing list. I have definitely paid my dues for the current year.

Also, I would like to follow up with the great idea of some of the members who thought it would be a good idea if a information and data sheet be sent out to all owners and members of UltraVan to supply the following to be included in a publication:

1. Recommended scenic roads/highways and spots by each State.
2. Recommended RV parks or stopping areas for overnight stays at minimal fee or no fee by each State.
3. Recommended Corvair mechanics and parts/suppliers in each State....we have all experienced mechanical problems on the road.

Christy, I know this would take some work in accumulating this information by the members and owners, but I really do think it would be very appreciated and interesting publication.

Would you please include the following in your next publication of "Whales on Wheels". (*See Classified, Ed*)

Thank-you for your consideration.....I do hope you strongly look into these recommendations as listed above.

Darrell G. Woofter #232

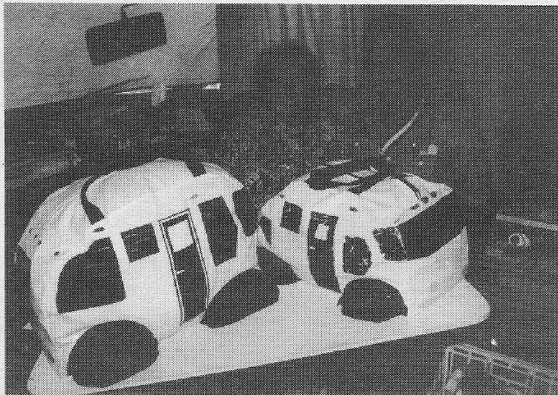
Las Vages, Nevada

P.S. What ever happened to the Alaskan trip planned last summer?? (*No one showed up, Ed*).

*Darrell you are still a member, the editor is just running late with this newsletter. I think your idea of a list of recommended places, state by state is a good one. Would anyone like to take this on? Let us know. Ed.*

*Darrell has just retired from Rancho High School*

after 30 years as a Biology teacher, congratulations Darrell.Ed.



"Ultra Loot Bags" by Millie Dinesen, she got the idea from the Snap-on tool truck.

## From the Editor

Yes, this issue is a bit late. You just can't depend on free help. I'm free and not much help. A few highlights since our last issue: Wickenburg Arizona rally; Nude wedding in California; Moving back into my house with Lisa.

The Wickenburg, Arizona rally was well attended and had good weather. I flew into Phoenix from Denver and rented a car to drive to the rally site. It was well organized (with the help of Dan Reinhardt, Threasa Vandersteeg, the Suckow's, it had to be). Threasa did her usual good job of getting gifts and arranging crafts. We tried to convince her to help with the national rally, but she had prior commitments. We still hope she will make it. Her energy is always welcome. Roy Muranaka broke a left axle on his UltraVan 604 on his way home from the rally. He left for Los Angeles about 6:30pm. At about 8:00pm we received a message from the Sheriff that one of our UltraVans was broken down about 10 miles east of town. I jumped in my rented car with Jim Craig and Leonard Tekaat and we drove to the site. Roy had the area well marked with emergency makers and flares. We should all carry those emergency triangle reflectors that the truckers have. The left rear wheel was sitting in the wheel well and the UltraVan was resting on the differential. You may remember that UltraVan #604 is a side mounted engine and drives to a standard axle on the left side. The axle was broken clean at the bearing. Looking closer you could see

where it had been cracked for some time, as Roy was cruising home the last thread let go. There was plenty of room on the side of the road, which was very fortunate. We drove back to camp and returned with Bob and Dan Reinhardt while Howard Boso drove his UltraVan out to the site. A tow truck arrived about an hour and half later. The driver was courteous and knowledgeable. I was impressed with his professional attitude and demeanor, he really cared that nothing else happen to Roy's 604. It took well over an hour to get it on the low boy (remember there were only three wheels on the ground). There was only one inch from the edge of the tires to the edge of the truck platform side. With that done, it was a four hour drive to Howard Boso's place in Apache Junction, Arizona. Another hour to unload, and it was 7:00am. Howard took Roy to the airport and Roy got the 8:00am flight home. Quite a long night. Roy had Camping World Emergency Road Service, Which cost about \$79.00 per year and paid for the entire tow bill. They will tow to the closest qualified repair place, and Howard Boso's was the closest place. Howard replaced the existing press-on type bearings with a complete Olds Toronado front assembly. This is semi-floating and the axle should never come out again. This set up includes the disc brakes. Both UltraVan #603 and 604 have had these problems. 603 had the bearing tack welded to the stub axle, and Roy's 604 had a threaded nut as a retainer. I have yet to have my 603's stub axle magna fluxed. Roy now has 604 back home in California. I spoke with him on the phone and he was very pleased with the work that Howard did. He also wanted to



This is the type of Low Boy tow truck used to truck Roy's 604 to Howards Boso's in Apache Junction, Arizona.



thank publically the above mentioned persons that helped get his UltraVan on the Low Boy tow truck. The May wedding of member Ed Donahue to Pat Pit was a bit more joyous. Along with 135 other guest Lisa and I enjoyed the sun of the Glen Eden Sun Club in Southern California. This is the largest co-op naturalist resort of its kind in the country. The wedding was held at an outdoor chapel. The groom wore a white top hat, white bow tie and a white cummerbund. The Bride wore a white vale, a blue garter and carried a lovely bouquet.. A reception was held immediately after the ceremony. We all got a bit of a sun burn, but had a good time. Congratulations to Ed and Pat.

I'm moving back into my house with Lisa. The move is the major reason why this newsletter is late; Cleaning the place, pulling up the rugs, patch and paint the walls, refinish the floors. I think you get the idea. All of you who come to visit during the National in September are welcome, and you will see the effort. The garage is still a bit of a mess. Lisa is a Boulder resident I've known for some time. She is in the process of finishing up her Ph.D. program at the University of Colorado in Geology, and plans to teach global ecology.

Last week I drove up to the national rally site at Estes Park. It was beautiful, and busy with lots of activity. Many restaurants, movies, shops, walking trails, and clean fresh mountain air. Our Tuesday night dinner will be held at Ed Cantina, which has both American and Mexican food. You order off the menu at menu prices. Steve Goodman, who has been our Denver Corvair mechanic for over 25 years plans to attend the rally and may be available to give a tech session. The Tuesday bus trip through the park lasts about 5 hours and should cost about \$14.50 per person. The walking trails are free. Don't forget your Golden Age pass to get into the National Park. This is also the time when the Elk will be bugling. The road up to the RV camp site is gentle, well traveled and used by many R.V.s. If you love America you will love Rocky Mountain National Park. This is a rally not to be missed! The best of both worlds: nature and the city with free cable TV.

## 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.

1967 Ultra Van # 299, 110HP Corvair, low miles, powerglide, 4.11, air, awning, window screens, cylinder head and trans gauge, radial tires, excellent. John Wyss (CA) days (916)246-2984, eves 223-0242.

1968 Ultra Van #367, 110HP Corvair, powerglide. \$9,000 OBO. Bonnie Teeter, Ithaca, N.Y. (607) 257-1059.

1968 Ultra Van #391, 110 HP Corvair, powerglide. The late Hank Yankel's van. New engine and transmission. Many updates and spares. \$5,750. Garry Saylor, 16250 Florencia Ave., Poway, CA 92064 (619) 566-3047

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 #497. 140 HP Corvair, Powerglide receant rebuilt. New windsheild. Needs body work on left side and rear. \$4,900. Donald T. Elliott, 32 Weiss Hill Road, Oroville, CA , 95966 No phone.

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.

1969 Ultra Van #515, V-8, Powerflide. 43,000 Original pampered miles, with complete log book since day 1. Over \$, 4,000 spent in factory/aftermarket options and 1,000 hours of custom instulations. One of the finer examples around needs only minor work to be perfect. Should be \$10,000, but selling for best offer over \$5,000. Drive it anywhere from Tacoma, Wa. Paul A. Olson, P.O. Box 273, Tacoma, WA 98401. (206) 272-8450.

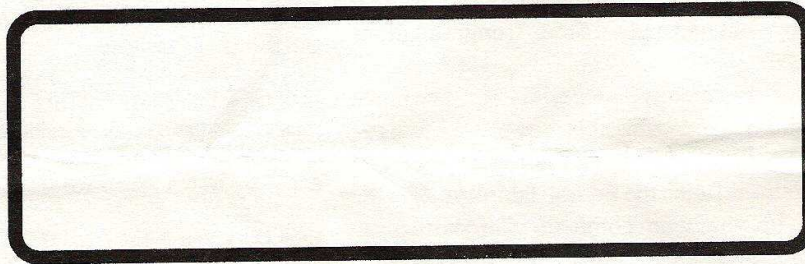
1970 Ultra Van #530. 350 V-8 Engine, A/C, 110 generator. New Paint, new carpet, new windshield. Asking \$8,900. Warren Suckow, 3129 W. Hayward, Phoenix, AZ 85051 (602) 841-9011.

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



## GROUP ULTRA VAN

5537 PIONEER ROAD  
BOULDER, COLORADO 80301



### FIRST CLASS MAIL

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: Good, used fast-idle solenoid that could be used with installing air-conditioning in a Corvair. Original, Cherry paneling for the early Ultra Van. Darrell G. Woofter, 136 North 23re St., Las Vegas, NV 89101. (702) 388-2900. (check your closet area. Ed.)

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. T. J. Davis, 431 Carr St., Hillsboro, TX 76645. (T.J. can trade his 65' Corvair Convertable).

### Up Coming Rallies

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

**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. 8401 Redrooffs Road, Welcome Beach, C.V. VON IYO, Canada. (604) 885-2875

**August 3 - August 8, 1993, CORSA Naional Convention.** Hyatt San Jose, San Jose, California (800) 265-8326. Group Ultra Van meeting 5:00 PM Wednesday, August 4th. Registration information contact Kay Brink at (408) 265-8326.

**September 15 - 23, 1993. U.V.M.C.C. National Rally. Estes Park in the Rocky Mountain National Park, Colorado.** This is the site of scenic and majestic sights of the Rockies. Abundant wildlife, easy walking trails, and the convenience of a large shopping area and museums (even movie houses) in the town of Estes Park. Contact W. Christy Barden, 5537 Pioneer Rd, Boulder CO 80301, (303) 530-1288, 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 Corvair 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.