

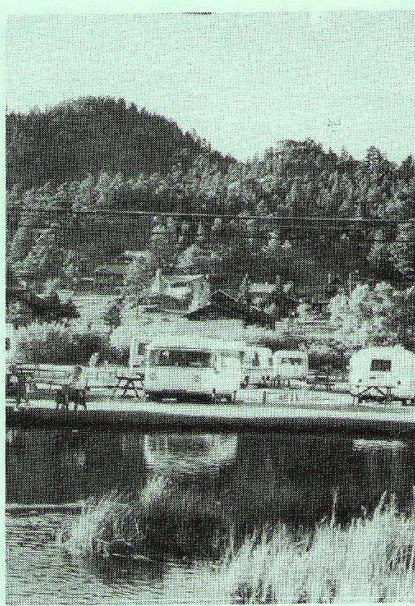
WHALES ON WHEELS

Volume XII **ULTRA VANS** Number 1

III
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Colorful Colorado, site of the 1993 National Rally. by W. Christy Barden

The 1993 national UVMCC held in Estes Park Colorado was a colorful event. It coincided with the leaves and the colors weekend before the rally over to my house to visit. ing about 10 miles away hot weekend, about 85°. Boulder and up the Park. I drove up to in Estes Park. They had on the ground and were of the swimming pool. national news, and I were going to attend to stay at home by On my return from Estes Park I found some Ultra Vans parked in my back



Ultra Vans across the lake with the mountains of Estes Park surrounding them.

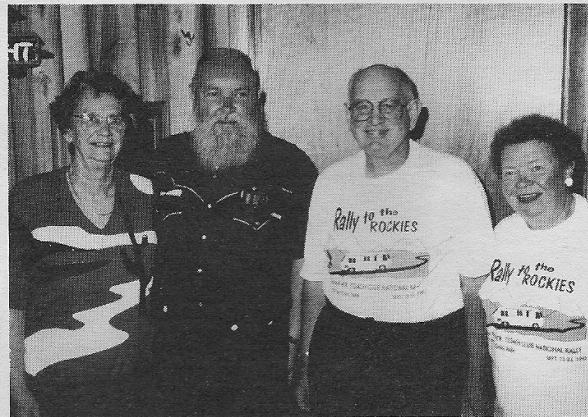
changing of the Aspen were breathtaking. The **Gordon Harvey** came He and Ruth were stay-with friends. It was a Monday it snowed in Front Range to Estes Spruce Lake R/V Park up to 10 inches of snow draining the water out This snow storm made think some people that might have been swayed watching the television.

yard. The Franz's, Dinenson's, Shattuck's and Jim Craig had arrived in the snow. They had come via highway 70 and had come through the Eisenhower tunnel. Since we had an upslope condition (wind out of

get together. The rally site was nestled in the valley next to the Big Thompson river, with a lake in the center of the R/V Park. We would be looking up at all the majesty of the mountains around us (7,700 feet altitude). Some



Christy's back yard the Monday before the rally with snow covering Ultra Van 603 parked behind the garage. This is where the other Ultras parked upon their arrival.



UVMCC officers. Left to right, Ruth Harvey, director; Gordon Harvey, president; Louis Griggs, Treasurer; Mayble Griggs, secretary.

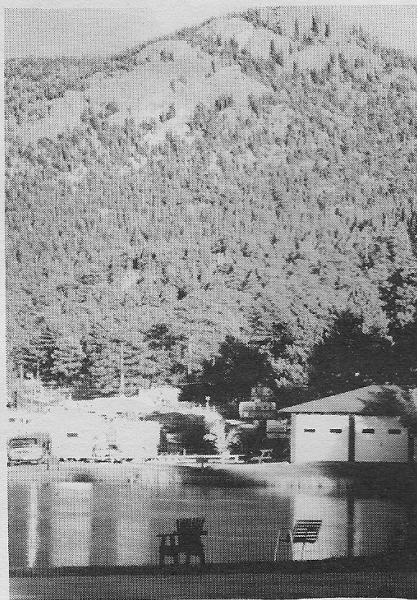
the east) they did not encounter the snow until coming out the east side of the tunnel. They had not been expecting snow (neither were we), so they were not prepared for the fogging of windows and the windshield wipers becoming frozen solid with ice, let alone driving on that slippery surface going down hill. Well they must have done something right, for they all made it in good condition. My back yard was covered with snow at that time, so we put on some boots and visited in the house.

Tuesday we got together all the hand-out material for the rally. Confirmed last minute arrangements for our activities, etc. Wednesday we drove up to Estes Park for the rally. By this time the snow was gone and the sun was shining. Its hard to make people believe that the snow goes so soon. But in Colorado with fall snow storms they come and go in a hurry.

People started arriving, how great to see all these Ultra Vans from all over the country. The owner of the R/V park called the local newspaper when he realized how unique our Ultras were, and this was a National

members caught trout and BBQ'ed them. At this point I had to leave to go to work and would return for the last night of the rally on Tuesday. **Jim Craig** the rally master handled the entire rally. He did a great job. He designed the Tee shirts and dash plaques for the rally. If he hadn't volunteered I don't know what I would have done. Have you ever noticed how much he **does** volunteer for!

Thursday brought the craft and technical sessions, pot-luck dinner and a talk by a Rocky Mountains National



Park ranger. She spent most of the time telling us not to feed the bears! Friday, more craft and technical sessions, board of directors meeting, and a presentation "Introduction to Healthful living" by Anita Shattuck. Then a dinner show with The Barleen Family. Really a great show, the entire family sings and dances and plays instruments. Everyone enjoyed this night out. Saturday saw most of the men go to the states largest automotive swap meet in Loveland, just 18 miles down the hill. Then to the Budwiser Brewery in Ft. Collins and after the Hot Air Balloon meet, Balloon Glow at dusk, what a sight.

Sunday a church service held at the R/V park. At noon many Corvairs arrived. Members of the Colorado Springs and Rocky Mountain Corvair Clubs came for a visit. There were free sodas and donuts. Then a planned



The group squeezed in the back room of Eds Cantina for our Tuesday evening dinner and awards presentation.

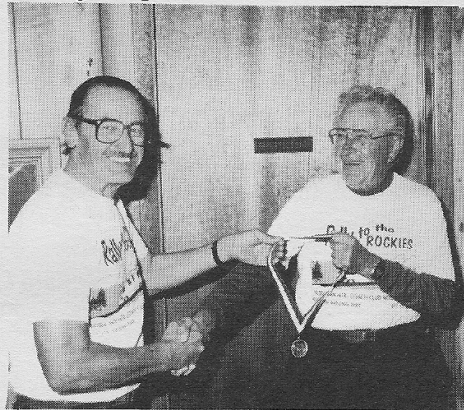
tour of the famous Stanley Hotel in Estes Park. It was built by the Stanley Brothers of Stanley Steamer fame. The planned tour didn't work out. I guess they forgot. But everyone enjoyed the dealer show of wedding day stuff put on by distributors of things you would want on that special day. Everyone took their own tour of the hotel, built at the turn of the century. Monday was a great hiking day with beautiful weather, General Meeting and dinner on your own. Tuesday was a trip up Trail Ridge Road in the Rocky Mountain National Park. The road had been closed with snow and this was the first day it was open. The ranger at the toll booth looked in the van and saw that everyone was over 65, (well almost) and didn't ever ask for any money. The road goes up to about 10,000 feet with a ranger station, restaurant and gift store at the summit. What a breath taking view. If any of you ever come to Colorado you must take this drive. Then Back to Estes Park and a group dinner at Eds Cantina, good Mexican food. We squeezed about thirty people into this small room. Good service as well, we had one waitperson and she took our individual orders and delivered them in no time at all. Presentations,

and the announcement of the winner of the Earnest J. Newhouse award. **Bob Franz**, boy was he surprised. I was sitting near him and you could tell by the look on his face. He has done a lot of work for the club.

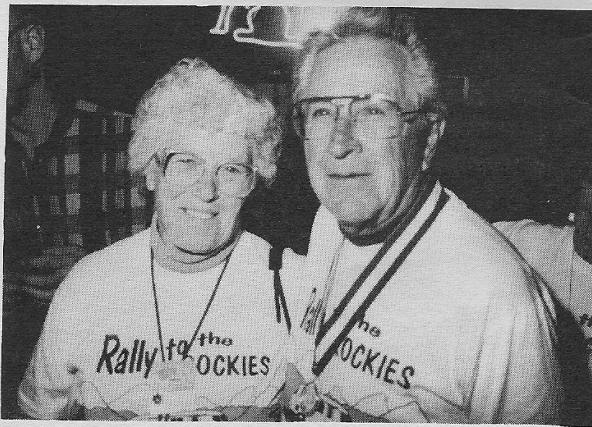


Former Ernest J. Newhouse award winners. L. to R. Mel Dinesen & Millie; Present winner Bob Franz & Roberta; Louis Griggs & Maybel; Jim Craig.

Wednesday brought an end to the official rally and folks began to drift away. A small contingent came down to my place in Boulder for a few days to do repairs and see the sights. This also included a tour of the Celestial Seasonings Tea Company which is walking distance from my house, included lunch in their employee cafeteria, which was great. Then in the after noon a trip to the best (well almost) hardware store in the west, McGuckin's, they have everything. I had to go to work again and when I got back everyone was gone, but left some nice complementary notes. Thank-you all. One problem did arise. The free shuttle service between town and the R/V park ended on Memorial Day. **Claire Hoffman** and **Ruth Boydston** got a ride to town and couldn't find a way to get back. No cabs, bus or anything. The owner of a small deli in town finally gave them a ride back. Really nice people in this small town. Wagon master **Mel Dinesen** reported the following units attended: 20 Ultra Vans, 1 GMC, 1 Balboa, 1 Dodge van and two cars. Sheriff, **Ed Harrison** caught several people without their badge (some twice) and reported donations of \$1.50. The following received 100,000 mile



Bob Franz (R) grabbing his Ernest J. Newhouse, Silver Medallion away from presenter Jim Craig (L).



A very happy Roberta & Bob Franz, wearing his new Ernest J. Newhouse award medal.

plaques: **Bob & Arlene Ackerman**, their second for 200,000 miles; **Hal Honer** 100,000 miles; **Gordon & Ruth Harvey**, 500,000 miles (Holy Smokes). Other awards that were presented: **Hard Luck**, **Pat and Marge Fitzgerald**, they flew in from Texas and rented car at the Denver Airport and drove the 60 miles up to Estes Park. He burned a valve in the Corvaire engine; **Long Distance**, **Dick & Bonnie Granger**, 2,186 miles; **Best Interior**, **Warren & Nobia Suckow**; **Best Exterior**, **Bob & Roberta Franz**; **Best Engine Compartment**, **Jim Craig**; **Most Bug Splattered**, **Ruth & Gordon Harvey**.

It was fun being the host of a rally, it was an honor to have so many Ultras visit our state of Colorado. I've been a member of the club for over 20 years now, so it was about time.

Letters to the Editor

Dear Christy & Lisa,

September 29, 1993

What a great Rally and such fun at your home. Everything sure worked out well. I gained 4 pounds. Bo, Hoo. We had a great trip up and over the Rockies. I drove up and Bob down. Went over to U.S. 40 and then came down Hwy. 34, I think to Woolcott. Stayed at DeBuque by the Colorado River under cotton wood trees. So beautiful there. The train also goes by so made me feel at home. Dinison's and Shattuck's also. We had lunch in Salina, Utah. Next day they went down to Hwy. 70 to Hwy. 15 and we went down hwy. 50 and stayed at Ely, Nevada, then to Donner Lake, California and home. Sacramento was 94°. Sure hated to leave the cool clean air at Donner Pass. There was fog or clouds part way up

the Rockies so we got some pictures of that too. We will take them down to Jim's (Craig) in November, if they are good.

We came home to find two different family friends had passed away while we were on our trip. Damn, just scares you huh.

Ester and Mory (Snyder) are fine and busy out at the ranch. Edy & Len Ryerson flew home from Canada and their son will bring the coach later. Still having trouble with retention of water in the lungs. They are glad to be back in the U.S. and his own doctor.

I talked to Marline (Craig) and she is having a chest something and hopes it isn't pneumonia. Jim (Craig) will be bringing Robert's (his son's) motor home up to San Rafael where he (Robert) is working, so maybe Marline will come too, so they can take a load from Mory's (Snyder's) home.

We sure enjoyed the weather there, but I don't know what our bodies think. I know it sure is easier to breathe since we got home. I can clip that morning 2 miles off like nothing.

The work on the kitchen is still going along fine and we will enjoy it as you do your new change. I sure did like it. I loved seeing you two together at your table. It's great to be part of anyone's life even if for a little while. Thanks again for all the good things in Colorado and for being just yourself.

Love, **Bob and Roberta (Franz)**

Thank-you for your letter. Newsy and very welcome. You are right about the altitude. I think that will be our last rally at 7,700 feet. Ed.

Mr. Barden,

August 23, 1993

I purchased Al and Kathy Polus' Coach #401 in San Jose, California at the National Convention (CORSA). As you said in "Whales", non-Ultra owners members are the future owners of Ultra-Vans.

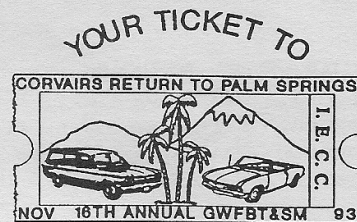
I plan to fly to San Diego next month and drive #401 back to San Antonio, it's new home. I can hardly wait for cooler weather!

Sincerely, **Ronald L. Scott**, 225 Meadowbrook Dr., San Antonio, TX. 78232

Welcome Ron! You found yourself a good one. Our readers may remember this is the Van the graced the cover of the CORSA Communiqué in February, 1993. Ed.

Great Western Fanbelt Toss & Swapmeet

November 12-14, 1993



Inland Empire Corvair Club is pleased to be your host for the 16th Annual GWFBT&SM, Nov 12-14, 1993. Festivities will be held on the field adjacent to Angel Stadium, located at Baristo Rd. & Pavilion Way, Palm Springs, CA.

FUN IN THE PARK

REGISTRATION- A form to register for the various events of the weekend is attached to this information sheet. Please return it by the designated deadline date. On site purchase of banquet tickets will be slightly higher and you'll risk the chance that they will be sold out.

The gates at the field will open at 12:30 P.M., Friday, Nov. 12th for you to pick up your packet. Those having pre-registered for a swap meet space or RV space may begin to set up at that time. We strongly suggest pre-registration for either as this will be of great help to those of us planning the event and allow us to be better organized at the time. Also, in doing so it will assure you of a place on the field as there are only so many spaces available.

RAMADA HOTEL RESORT, located at 1800 E. Palm Canyon Dr. (Hwy. 111) and Sunrise Way, will be our host hotel for the weekend. Here, again, we encourage early registration. The RAMADA is conveniently located just one mile from the field with more than ample parking, including many on site services such as their Sunrise Grill, gift boutique and hair salon. They are located only 10 minutes from the Palm Springs Airport and complimentary airport shuttle will be provided for anyone flying in. The hotel also provides a car rental service, valet service and newsstand. All rooms have coffee makers.

Single or double room rate is \$59.00 + tax if staying one or more nights. Saturday only- \$79.00 + tax. When making your room reservations be sure to mention that you are with the "Corvair Club" so you will receive the special rates for our weekend. DO NOT call an 800 number for Ramada Hotels nationwide. Use either of the following numbers: In CA- 1-800-245-6904. Calling from out of state use- 1-800-245-6907. Both are direct numbers to RAMADA in Palm Springs.

WELCOME PARTY, Friday, 6-8 P.M. in the beautiful spacious Garden View Room located up-stairs in the RAMADA HOTEL. \$6 per ticket. Just take the elevator from the hotel lobby to a lovely room that over looks the pool and garden area and enjoy hors d'ouvres and a no-host bar along with some great piano music and Corvair fellowship.

R/C CAR/BOAT RACES- The RAMADA has given us permission to have a little fun competition on the pool starting around 8:00 P.M. Friday evening. Let's have at least one entree from each club attending! There is no fee to enter, but please indicate on the enclosed form if you will be entering this event so we know how many to plan for. This is a fun event, but we do need to keep in mind we can only use the pool until 10 P.M.

PEOPLES CHOICE CAR SHOW- Sat., Nov. 13th, 8 A.M. to 3 P.M. All cars must be in place by 10 A.M. Ballots must be turned in by 3 P.M. Winners will be announced at the banquet.

SWAP MEET- Beginning Friday, at 12:30 P.M., Nov. 12th vendors may set up on the field. All spaces will be 20X20 and the cost for the weekend will be \$10.00 per space. Here, again, we encourage early registration as there are only so many spaces available and they will be held for those that have pre-registered. You may drive on the field and leave a vehicle at the space all weekend.

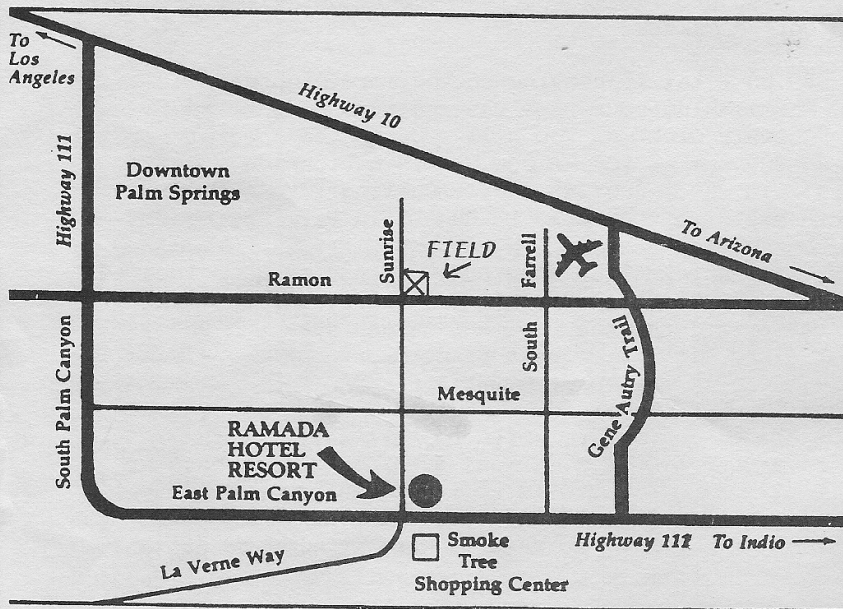
MODEL CARS- Models must be entered by 12 noon on Saturday. They will be placed out of reach and out of the sun in a locked glass case for everyone to enjoy. They may be picked up Saturday evening or left on display until 2 P.M. Sunday.

CREATIVE PARTS CONTEST- Use your imagination and create "something" using only Corvair parts. Maximum size of 45 inches square and 3 valve covers in any direction. Awards will be given at the banquet.

BUS TOURS- For your pleasure two hour bus tours of celebrity homes and surrounding areas have been scheduled. Each A/C coach holds 25 passengers, so register early for a very informative tour and take advantage of the special rates for our group. We are offering an "early bird" Friday afternoon tour and tours throughout the rest of the weekend. Each tour will depart from the parking lot next to the field. This is well worth your time. If there is enough interest a tour will go Sunday A.M. as well. Tickets are \$12 per person.

BANQUET- Sat. night festivities will be held at THE PAVILION across the parking lot from the field. 6 P.M., no host bar, dinner at 7 P.M., followed by awards and door prizes and a show of Corvair memorabilia. Banquet tickets are \$23 a person-\$26 on site. Each banquet ticket holder will receive one free raffle ticket.

RAFFLE- tickets will be sold on the field starting Friday afternoon. Numbers will be called on the hour beginning Saturday at 9 A.M.



Map not to scale

GAMES- A schedule will be found in your packet.

T-SHIRTS- will be printed on site Sat. & Sun. You will be able to pick your style and color, plus have the fun of seeing it made.

FOOD & BEVERAGES- available on the field from a vendor for your convenience. Each A.M. there will be coffee & donuts for the early birds.

Christy,

August 10, 1993

Thanks to you for the wonderful job of putting "Whales on Wheels" together.

I guess the year of 1992 left me a little on the down side. June 10th, 1992, was Bette and my 50th wedding anniversary. Our son and daughter give us a great party. A mock up of "Wheel of Fortune" each letter had a \$50.00 bill behind it, "Happy 50th Anniversary". Then on June 24th, Bette was hit in the car (left front). The other driver ran a stop sign. She has a case of short term amnesia. Then 6 weeks later our son Ric passed away at 42 years of age. He Owned Ultra # 365.

Now 1993 has been better. July 1st 1992 we started a 4,200 mile trip. We were in Chattanooga with friends on July 2,3,4,th. We also spent time with Scott and Rhonda Pilkintin, new owners of Ultra # 350 and Jim Howell with his #216. We had a great time showing and telling stories of the Ultra Van.

Then on to Kokomo Indiana to see my brother and his family. They served up some mighty fine country fired chicken. Then on to Warren Indiana to visit George and Ruth Whitside #365A. We spent one night there and had a very pleasant visit. Then to Dayton Ohio and stayed one night with Neva Brining (a great lady). Sunday July 11th we left Dayton with Howard and Marietta Walters #424 for Smoke Run Pennsylvania.

Arriving at the Gordon and Ruth Harvey's for our Rally in Smoke Run. Leaving there on July 17th we stopped to visit with Ed and Betsy Hull #551. It sure is great to have Ultra friends. Leaving there on July 19th we went on to Glens Falls New York to Betties brother Dick Davis. We were there a week and had the pleasure of seeing the Pierce Arrow car show in Glens Falls. After playing at Lake George New York we said our good byes and stopped at Wythville Virginia. Home of Glan and Craig Lee #454 (Dr. Fearings old Ultra).

We set up our June, 1994, Rally at Ft. Chssiwell, Virginia, for June 20 - 25th. After leaving Virginia, we headed for Cocoa Beach Florida to Merritt Island. Where Dick and Bonnie Granger live #430. Nice parking place right on the water way. Great restaurant "Barnards Surfs" where all the great space astronauts dine. Don't miss it! Dick and Bonnie are hosting our March 1994 Rally at Titusroille, March 21 - 26th. Dick says it will be the best rally ever in Florida.

We had to leave for home so Jean could get back to his "job". He chauffeurs a new Cadillac. "Hard work".

We had 4,200 miles of sheer pleasure. My cruise control

performed perfectly. We used 2 quarts of oil and averaged 18 miles per gallon of 93 octane fuel.

The Ultra #330 I have is driven daily. I have put 300,000 miles since 1978. It has 370,00 miles on the vehicle. We love it. Hope to see you all in Colorado.

Love to all, **Jean & Bette McMasters**

Sounds like Jean uses his Ultra the way it was designed to be used. Jean did miss the National Convention in Colorado. He has to make a Ultra trip to Los Angeles in December and three long trips in one year was just to much. We missed you Jean. Ed

Christy,

September 20, 1993

I wish to take this opportunity to thank you and the Ultra Van family for helping me locate # 216. I purchased it from Bert Neuner in Chicago and brought it home on the 12th of June. We had several false starts as Larry at the The Vair Shop changed the alternator and installed some new U joints. But it drove smoothly and cleanly once we got on the road, and I realized that it takes more thought to drive a 22 foot long - 8 foot wide vehicle than a mini van.

I have had several conversations with Jean McMasters, Norm Helmkey, and Bill Welle about Ultra number 216 and how she was built. I am beginning to realize that 216 is a very Light Weight Coach. It appears that she is stock and needs new paint, carpet, drapes, and tires. But is basically all there. I think that most of all of the electrical is in working order. The running gear seems to be sound also. 216 is a 140 with 4:11 gears and Powerglide. Not being an expert on the Powerglide, I am not totally sure how good it is, but it brought me home. The plumbing is complete, but everything is disconnected. Jean looked 216 over when we met him and Bette in Chattanooga over the 4th and make a few suggestions.

My first order of business is to understand 216 from front to back and then work out a game plan on how to both RESTORE her and to UPGRADE her. I want to keep her LIGHT and still add some basic comfort improvements. To these ends I am welcoming any and all suggestions. By the way, 216 only has about 49000+ miles on her chassis. I seem to have a good project on my hands.

"Whales on Wheels" is a good newsletter with a good mix of Stories and Technical Information. Both are vital to the preservation of this truly exceptional Coach. My only wish was that we got the newsletter 6 times a year

instead of 4. Dues should probably increased to about \$10.00 a year if we go to 6 issues. Just one owners opinion!

Thanks Again, **Jim L Howell**, Box 5942, Knoxville, TN 37928

Thank-you for the complements. Your #216 was one of the Units that was loaded with parts in Oakland and driven to Hutchinson and delivered there. As I recall you have lower strut rods from the differential to the rear wheels as used on the stock Corvair. This was David Peterson's first Ultra with the Late model rear suspension, and the only on using the elongated strut rods. Jim has also called me and we have talked about, city water pressure (30psi), the 4 tank water system, as differing from the 3 tank system (folks didn't like gray water in the toilet bowl). The instant hot water heater (Valiant), some people couldn't get use to really hot water in the shower, and then have it get cold when they stopped the flow. Leaking rear windows and water in the rear storage area. These are all areas that most of us have dealt with, and we must share our information with our newer members. Jim will be keeping us informed about his progress. If you have specific information you should contact him directly. Ed.

Dear Christy,

August 30, 1993

Am writing to let you know that Bill had a stroke and died on July 22nd.

If you wish to let the group know I have #217 for sale. Not trying hard to sell it, (May take it to Arizona and live in it awhile). But if any one's interested it's here. Enjoy your rally and I hope it doesn't snow. Our high mountains have snow now.

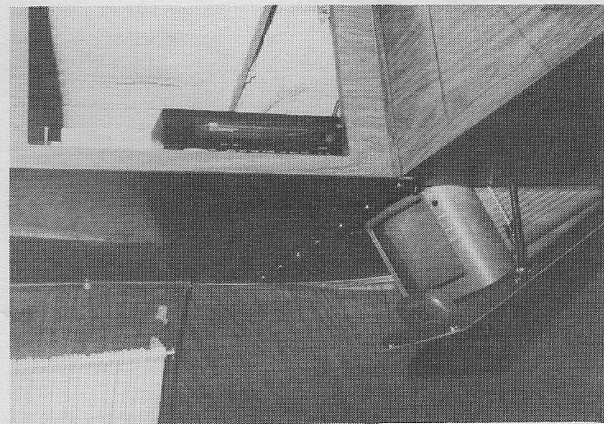
Your Ultra Friend, **Dee Keith**

We saddened to hear of Bill Keith's death. The CORSA Communiqué also had a note about it. Bill had helped many Corvair owners in his area and had a wealth of parts and skill. He will be greatly missed. Ed.

From the Editor

I guess the first question is what happened to the Summer issue of Whales on Wheels. Well, two things: time and money. I finally finished up the redecorating of the house in September (time), our treasury wasn't up to doing two

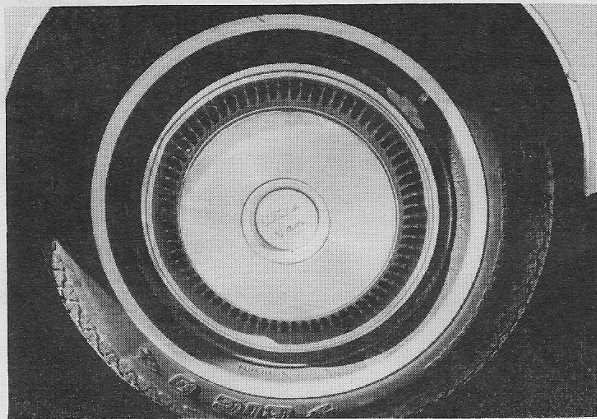
more issues (money). So I'm combining this issue as a Summer/Fall issue. We are also increasing the dues \$1.00 (to \$5.00 a year) to make ends meet. You will find enclosed in this issue a request to pay next years dues. It costs about \$170.00 to offset print 200 copies of Whales on Wheels. Then I keep the issues small enough (1 ounce) so it only takes a first class stamp (29¢). Mailing cost about \$48.00. Total cost with the half tones (photos) is about \$250.00 a quarter or about \$1,000.00 per year. This includes collating and folding twice. So all I do is take the labels that **Louis Griggs** send me and affix them to the newsletter, seal it, stamp it and mail it. I've been doing this newsletter for about 12 years now. I do it for love (of the Ultra Van) not for money. So sometimes things are not always on time. I try to keep it informative, not political. I print all letters that are sent and had never had to censor one. There are a good many talented and experienced Ultra Vaners in our mist. I wanted to be able to share that all with people who are **NOT** Ultra Van owners. So we have quiet a few members who are not owners, but will be some day. **Ronald Scott** is a good example. He had been a member for some time and finally bought #401 from **Al & Kathy Polus**. I feel that many of our future owners will come from Corvair owners, that's one reason I affiliated with **The Corvair Society of America (CORSA)**. They also provide liability insurance free of charge for all of our rallies. For moving events (gymkanas, and auto rallies) there is a charge. Well I'll get off my soap box. I've had people ask me why I organized **Group Ultra Van**, these were the reasons.



This is the most unique and funtional installations of a television set I've seem in an Ultra. John Shattock #459 had a Sony in the ceiling of the bed area. You can see the VCR in the cabined, the remote control just in front of the T.V. The unit pushes up into the cabinet area and is completely out of sight. Anita likes it also.

I spoke with **David Peterson** on the phone last week. He is the designer and developer of the Ultra Van and will be 79 years old this year. He is still going strong, but won't be with us forever. So we should learn as much as we can while he is still with us. He was kind enough to let me have his (really his wife Lucille's) original index cards of the original owners and the Van numbers. I was able to let **Norm Helmke** use this list while he was here for the convention, so he could reconcile his list of the number of Ultra Vans. David still has some parts left in storage in Oakland. I've been in there and remember seeing a bunch of Corvair steering boxes, aluminum, patterns, 600 series stuff and the like. If you have any special needs, be sure not to forget him as a resource. His phone number in Oakland is (510) 531-0586.

The week before the Rally **Pat and Jerry Zeaman** stopped by my house. They were on route from North Dakota back to Arizona with a station wagon full of stuff, they weren't able to make the rally, but wanted to stop by to say hello. We talked about how he and **Ed Martin** worked in the same building during WWII without knowing each other. They were going to stop and see about buying some property 60 miles east of Durango Colorado. **Leonard Tekaat** called to let me know he couldn't make the rally. He broke the front left lower "A" arm, the aluminum one. If anyone has one, they should contact him and make arrangement for him to receive it. **Maybel and Louis Griggs** called, Louis had changed the engine in his Ultra, but was having clutch problems. He fixed that but something else came up, so they drove their car all the way from Maryland. He felt he had to make the rally, but was disappointed that he couldn't bring his #334.



Frances Boydston had the unique Hub Cap in his #435.

Roy Muranaka made it to the rally in Colorado in his #604. He is still working with his cooling problem. Of course I'm interested because my #603 has the same problems. On recent trip to Los Angeles I stopped by to see him. He has also put disc brakes in the front. Now he has them front and back. He is also a stereo expert. He has a system that is beyond comprehension. His house is too small for it, and it's a big house. So I learned a lot about sound reproduction from him.

I drove back my "show car" from Los Angeles on that trip. Some of you may know it as the 1965 4 door Corvair that I keep at the LAX airport parking lot. Well they finally impounded it after 9 years, so I paid the bond and drove it to Boulder. So now I have another project!

We missed **Ernest and Edna Newhouse** at the rally. I called them and they are well. Ernest is still feeling the aftermath of being stung by a bunch of bees earlier this year. Edna is fine, but still has the discomfort from the shingles that she had earlier. We certainly missed them both.

Whales on Wheels is published as an information source. If you have information relating to Ultra Vans please send it and we'll gladly publish it.

Tech Stuff

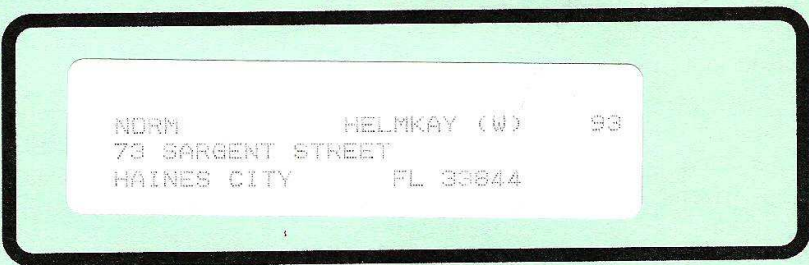
Drive way cleaner. Richard Campbell shares a cleaner that will remove any grease spot you have on the drive way. CRC "Industrial Heavy Duty Degreaser" Removes grease and oil, leaves no residue. No flash point, special MSDS label. Part No. 3095T. 19oz spray can with a green label. Manufactured by CRC industries, Inc., 885 Louis Drive, Warminster, PA 18974. (215) 674-4300. Ingredients are 91% trichloroethane. He says "It's the best darn stuff I've ever used". He got his through "The Eastwood Company" catalog 580 Lancaster Ave., Box 296, Malvern, PA 19355. 1-800-345-1178.

Battery Mat. Mr. Campbell also sent one of these. Its mat is placed under your battery, in your car, or work-bench. It traps and contains acid while its neutralizing agent start to work immediately to counterbalance the effects of the acid. No corrosion. Its an 8 X 12 inch thin piece of what looks like urethane. Yellow in color with red lettering that says "BATTERY MAT", 21 times on the front. There is no address or phone number on the package. The product is packaged to hang on a rack. This could help stop corrosion on our aluminum bodies.

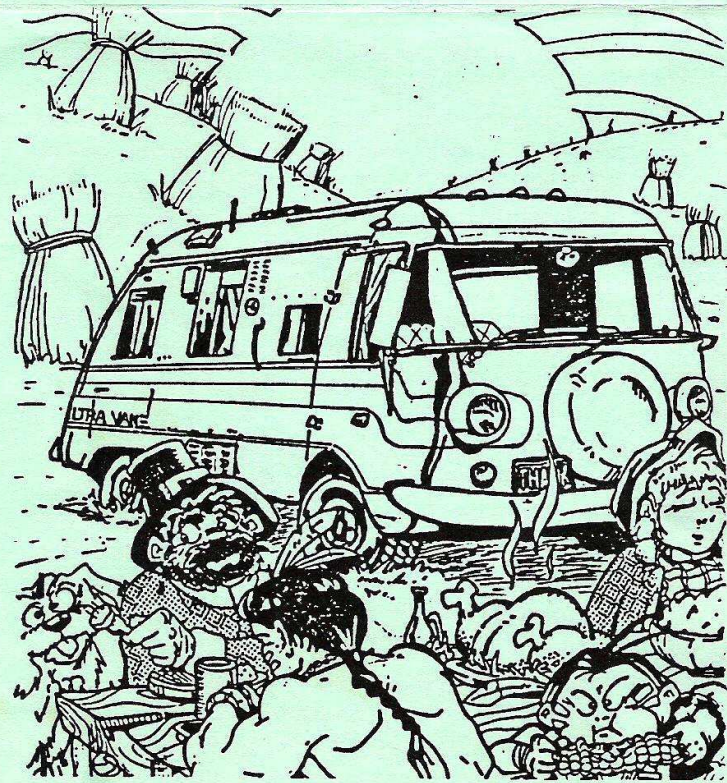


GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301



FIRST CLASS MAIL



Up Comming Rallies

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. Ultra Vans will cost \$12.00 per nite for dry camping on the Angel Stadium grounds. All the Ultras will be grouped together. Registration fee will be \$5.00 per family. See page 5 and 6 for further information.

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.

March 21 - 26, 1994. Titusroille, Florida. Contact Dick and Bonnie Granger, 2795 S. Tropical Trail, Merritt Island, Florida. (407) 453-4094.

June 20 - 25, 1994. Ft. Chisswell, Virginia. Contact Jean McMasters, 916 Lighthouse Drive, No. Palm Beach, Florida. (407) 626-0388.