

WHALES ON WHEELS

Volume XIII **ULTRA VANS** Number I

Bronco Bill's #459 Rides on.

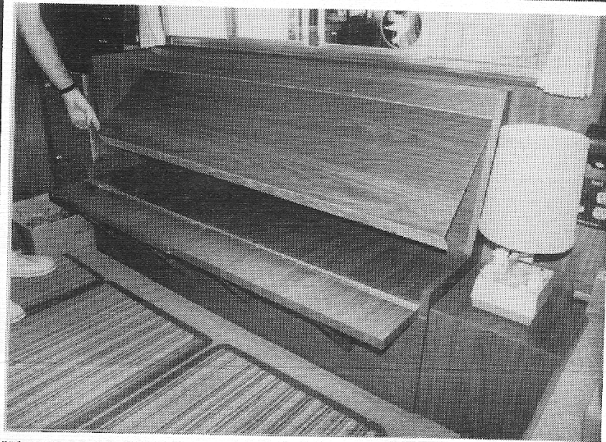
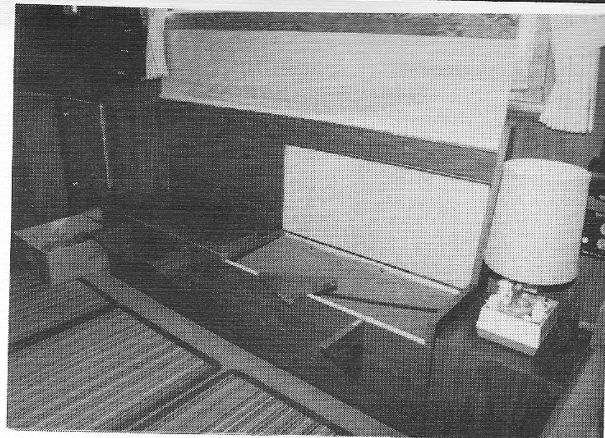
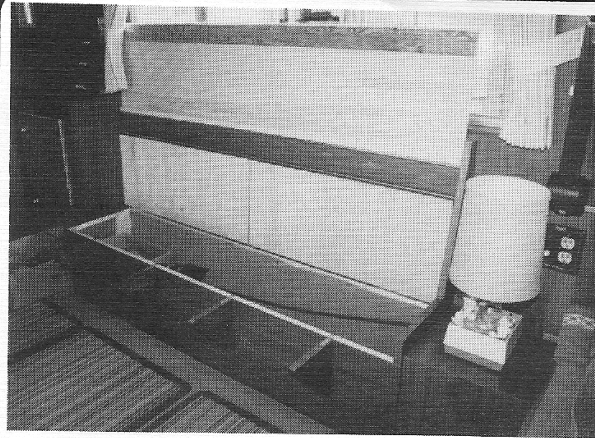
by W. Christy Barden

John Shattuck #459, of Newport Beach, California, had taken the old "Bronco" of Bill Holander (see Whales on Wheels, Fall 1989) and turned into an even better Ultra Van. Bill had had a problem with the rear axle, and John bit the bullet and did it up right. He took a Ford 1/2 ton Econoline 200 floating axle and installed 3/4 ton axle bearings. He added 2 1/2 inches on each side to bring the wheels out to the side of the Ultra, like the original ones. The differential is a Dana out of a 1960 truck. The rear tires are 15 inch. He used Dunlop 235-75R15, they are rated at 2335 pounds per tire at 65 P.S.I. The axle was done by Curry Enterprises, 1489-B N. Tuston Ave., Anaheim, CA 92807 (714) 528-6957.

John has an engineering background and has a real appreciation for the Ultra Van. Most of the changes and additions he has made to the Van have been well thought out and well executed. An example is the custom sofa/bed arrangement on the left side of the Van. It is light, compact and has plenty of storage (See accompanying photos). John put in a new interior, cleaned up the wiring, installed great swivel chairs up front out of a 1984 Mazda 626, and gave it a new paint job. John and Anita spend quite a bit of time in the Van just enjoying it. Isn't that what we all should be doing?



John and Anita seated on the couch that John built.



These photos shows how the seat part folds down into place.

Fully assembled couch with custom fitted cushions.

Letters to the Editor

Dear Christy

November 15, 1993

Just read the latest **Whales on Wheels** and had to write and compliment you on the fine quality of the bulletin. I'm sure it's a lot of work, and not always acknowledged by the membership, but appreciated I'm sure. I enjoy them very much.

Been an **Ultra Van** fan for a long time and came close to buying one here in Michigan once or twice, but not as yet. Probably because I'm not over my fascination with airplanes (particularly Seaplanes) as yet. I remember your comment reference Cessna 195's in a previous **Whales on Wheels** issue and I'm enclosing an article about Currier's Flying Service, Greenville Junction, Maine, who operate a Cessna 195 on EDO 3430 floats. Thought it might interest you.

My latest project is a seaplane calendar and I've enclosed a leaflet form that if you are interested.

Best regards, Bill J. McCarrell

Thank-you Bill for the compliment on the newsletter. Yes I love my

Cennsa 195 also and didn't know that one was being still used commercially on floats, Thanks. Ed.

7 December 1993

I got your address as a result of a letter to the editor of FMCA magazine asking for information on Ultra Vans.

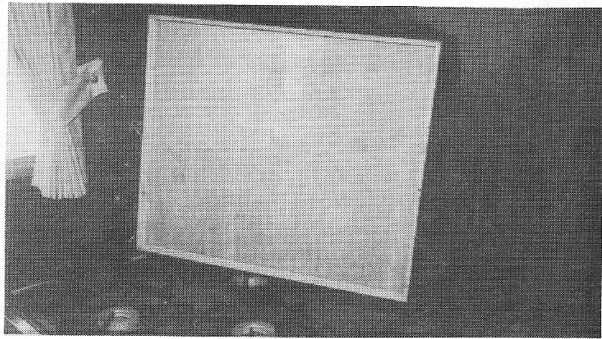
Over a year ago I saw the outside of an Ultra in a parking lot near Williamsport, PA, but was not able to contact the owner. Since then I have been trying to find out about them. I thought it looked great! I would like to own one - maybe one that needs work/restoration. I do like to work on vehicles.

We live in north central Pennsylvania just below Elmira NY. Do you know of any Ultras in our area?

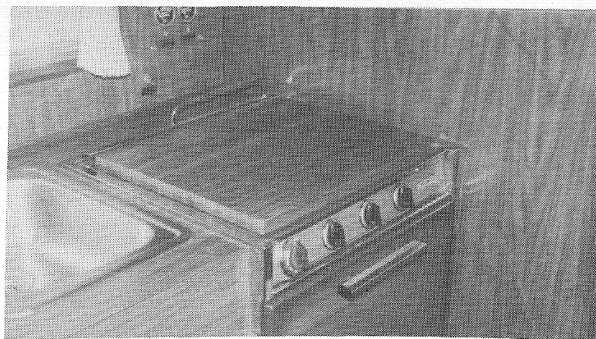
Sincerely, Doug Pratt, R.D. 3, Box 31, Columbia Cross Roads, PA 16914

(717) 549-8136

Your right Doug, they look great! Maybe some of our members in that area of the country could drop Doug a note and let him see their Ultra Van. Ed.



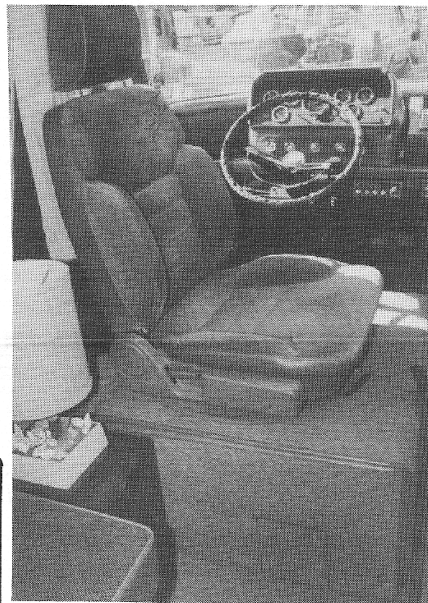
This is a cover for the stove burners. Anita loves it.



This shows the burner cover in place, which gives more work space in the kitchen.



You can see the wee bears peering out the back window of 459.



This is the drivers seat mounted on a lazy susan-type of arrangement. The seats are out of a 1984 Mazda 626. Extra seat belt attachments were added for safety.

Millie Dinesen sent me a letter recently asking why her address change and recording of payment of her 1994 dues didn't accrue after she had notified us of a change of address. I sent the letter on to Louis Griggs, our Secretary-Treasurer for a reply, for he keeps all of our records. Ed. This was his reply:

To Millie Dinesen and others:

December 5, 1993

You asked for an explanation of why you were billed for group Ultra Van (GUV) dues, after you had paid them at the National Rally in Estes Park.

Here is it: I printed and mailed labels before we left home to go to the Estes Park. The labels came along with us. On the last day of the Rally, Christy, who is still working for a living, showed up. I handed him the labels. Usually I mail them to him, as we live about 1700 miles apart.

I spent a good share of my time at the National Rally taking in dues; members save 29c each by doing that. Some pay in cash, so save the cost of a check. Also, I had to come up with the various Rally expenses. I did not take time out to update the mailing labels. The next set of labels that I print will be updated.

A number of members sent me copies of their canceled checks. This is not necessary, but if it makes you feel better, go ahead. casual,

sending in dues any time. Heck of a way to run a ship.

UVMCC operates a bit differently. Mailing labels are printed out the day before the N/L is mailed. Thanks to those great guys Norm Helmkey and Ernie Newhouse, I don't have to type the whole thing. Also, people send in Rally Flyers, ready to print.

Louis C. Griggs, Sec.y. - Treas., Group Ultra Van

Thank-you Louis for your explanation, and your efforts in keeping track of all the people and the monies. He informed me that as of January 19th, we had \$751.84 in the bank. So we can do at least 3 newsletters this year. I'm sure the rest of our members (about 60) will help us by paying their 1994 dues which will give us enough to do that last newsletter. Ed.

10 December 1993

Enclosed is my Check(\$5.00) for membership in Group Ultra Van.

I have recently purchased and presently restoring Number 299. I am a charter member of the Southern Oregon Corvair Owners (CORSA).

Bob & Kay Clark, Jacksonville, Oregon

Thank-you Bob and Kay, Ed.

Dear Sirs,

24 January 1994

Four years ago I bought #293 from a gent in Phoenix. I am the 4th owner and am slowly repairing the mistakes made by the previous owners plus re-modeling to suit our disability needs.

I have been a Member of the Ultra Van club all four years and greatly appreciate all they have done for the vehicle owners, but they seem to have disappeared somewhere. I need advice on technical matters as well as having a desire to join your Club.

20 years ago, in Los Angeles, we used a Greenbrier (1961) as principle transportation...very nice and very useful...even made a seven-state western tour..Denver included. Only trouble was the flywheel and clutch on the four-speed manual shift kept shearing the rivets..finally had to weld together and balanced by LA.. speed equipment shop..mostly due to being a model airplane builder since 1930 and a pilot of full-size planes since 1937. I've owned a Panhard PL-17 "Tigre", Crosley 1939 two-cyl., VW type 411 (in use now) and several motor cycles of odd makes.

Please send details on club membership, etc.

Yours,

Gordon Codding, 3724 John L. Ave., Kingman, AZ 86401-2331

Thank-you Gordon for your letter, hope you got our newsletter and application. Sounds like you are a real air-cooled engine fan. Ed.

Dear Sir,

January 30, 1994

Enclosed is a check for \$4.00 for membership. By the time you read this, Ultra # 246 should be mine. I put a deposit on it some time ago and I have put in for a loan from our Credit Union. This should be approved tomorrow and I will pay Deff Storesifer the balance of the money owed. I will be purchasing a Tech Manual, since it needs front end (steering) work.

Thank-you, Charles W. Baughman, RD # 2 Box 279B, Hershey, Pa, 17033

Finally I know someone in Hershey Pa. The home of the biggest automotive swap meet in the world. Charles to get a manual contact:

Len Ryerson, 18618 Rayen St., Northridge CA. 91324. (818) 349-5058.

Also our dues have gone up to \$5.00, so if you could send us the extra buck it would help. Thanks Ed.

Whales on Wheels

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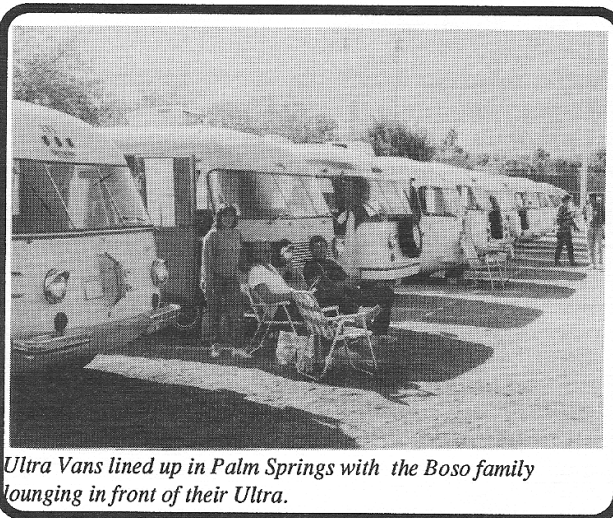
Rally Reports

by Jim Craig

The Great Western Fan Belt Toss & Swap Meet. The weather was really great but the turn out was small at the Rancho Sunny Vista Rally. Eight Ultra families joined us the first week of fun and fellowship. A great tech session on Automatic Corvair Transmissions was held at **Bob & Grace Ballows** in 29Palms. After the tech session we all went to Ronconas Mexican restaurant in 29 Palms. The remainder of the first week was spent just kicking back, visiting and enjoying the great pot lucks that the gals came up with.

On Friday morning we all drove to Angle Stadium in Palm Springs, for the "Corvair Fan Belt Toss" event. Eleven Ultras were on site for the big event. The swap meet was as big as ever. The rain on Sunday morning kind of put a damper on things. Some vendors left their stuff out and it all got wet. At noon the grand prize (a Honda Scooter) found a lucky winner and that closed the event for 1993.

Eight Ultras departed for Rancho Sunny Vista and stopped in route to enjoy a nice dinner at the Sizzler. Walks in the desert, kicking tires, a trip to the Seniors Club for lunch and just plain visiting were enjoyed for the next few days. The last Ultras departed on Friday and we all agreed to meet next in Phoenix at the January Rally. Most people were happy to be back at Angles Field in Palm Springs instead of the other sites that have been used in the last few years.



Ultra Vans lined up in Palm Springs with the Boso family lounging in front of their Ultra.

Winter 1994

The January Arizona Rally. Our Host's, **Ed and Jane Harrison** arranged for the camping site at West World, not to far from the Scottsdale Municipal Airport. There were twelve Ultra Vans, five others and two cars at the rally. Good weather and fellowship was enjoyed by all. One tech session was held and after that we all went to the free horse show being held next to our camping area. The horse show went on all weekend and was great free entertainment for the entire group.

One evening the local McDonalds had a cruise night with about 150 cars from the 1940's and 50's.

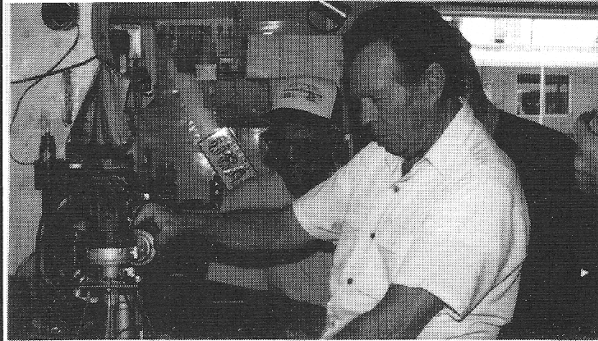
A smaller group went to visit Frank Lloyd Wrights Taliesin West. This was a working area designed by Mr. Wright, where he and his staff worked. Then later his wife until her death in 1988.

From the Editor

Winter has brought the usual snow to the Boulder Valley. Not much gets done on Ultra Vans in the Winter. With the earthquake in Los Angeles our Ultra owners made it through. **Roy Muranaka**, who lives on the fault had some damage. He, like many others in the area, got buried in his bedroom and had to dig himself out of all the debris that came out of closets and off shelves. He had some damage to the house, but the Ultras came out fine. He and his family are still sleeping in their motor home. As Roy says "It gives great peace of mind." Roy has lent out his other Ultra Vans to his family (he has several Ultras) so they too can have "piece of mind." I guess it would be difficult to get a good nights sleep if you were worrying about the ceiling falling in on you in an earthquake.

I used the services of the Auto Safety Hot Line in Washington D.C. and it worked quite well. They provide free information on recalls on any auto, crash test information, Consumer Guide to Uniform Tire Quality Grading, and accept any complaint you may have on your auto. Its an automated system and takes about 3 weeks to get the information. The number is 1-800-424-99393.

I received a nice note from **Noel Kirkby** from RV Solar Electric's. He is having solar/inverter installation work-



Bob Ballows demonstrates setting up a distributor at 29 Palms, Mory Snyder looks on.

shops and clinics. He is a club member so you may want to call him for more information. 1-800-999-8520, or stop by and see him at 14415 N. 73rd St., Scottsdale, AZ 85260.

Walt Davison writes that a new reflective material is available for your windows to keep the sun out. Aluminum on one side and a white color on the other. For information phone 1-800-87-DIMIT.

I received a flyer from **Bob Sutcliffe** of SC Performance in La Verne, CA. He has developed Roller Rockers (using needle bearings) for Corvair push rod assemblies for \$280 a set and they work. (909) 593-4497. He also has other special stuff for Corvairs, including a 2 speed racing transmission.

Jim Craig has an ad in our classified section about Ultra Parts for sale. He went to Oakland and helped **David Peterson** clear out the storage area he had lost. Jim is selling them from his place in the desert. It took Jim about 4 or 5 trips to get all the stuff to his place from Oakland. If you call him he'll send out a list of all the parts and their prices. (619) 366-9104.

Special Interest Autos #138, December 1993 had a great article on the Hunt House cars. **Roy Hunt** did some great tear drop designs in the 1930's similar to the Ultra Vans. The story has many photos to go with it. Old Cars weekly news, January 27, 1994, page 13 had an interesting article on a 50 foot Motor Home called Nomad III, built in 1946. It now rests in Chioride, AZ.

I also want to mention the good work that **Norm Helm** has done on getting together the technical reports and getting them out to us. I learn a lot from them. I hope we can keep him on the job.

Does any one know if there is a Land Speed Record for motor homes? I heard that an Ultra Van with a forward Tornado Engine did 129 MPH at the salt flats. Any comments?

We may need some new club officers, and directors. If anyone wants to serve, let me know. We do things rather informally and the jobs are easy.

The new Denver Airport is now going to open on May 15, 1994. We hope! It is the biggest construction project in the North America right now.

Len Ryerson survived Earthquake but later has a respiratory setback.



I called **Edy Ryerson** who lives in Northridge and their experience was similar with others in the area. All the cabinets came open and all the kitchen stuff came out and a lot broke. She said when she felt the first jolt she reached over and held on to **Len** tightly. She figured if something fell on them she wanted to be together. I thought that was a wonderful thought. **Len Ryerson**, he had a respiratory setback last month which paralyzed his left arm and wrist. He sleeps in the office downstairs now. A physical therapist comes in every other day to work with him. He takes phone calls, (818) 349-5058. We wish him well.

Whales on Wheels

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Powerglide Cooling by Walt Davison

This article will describe the experience of a stock Corvair powerglide as used in my #366 a light (under 4,000 pound) Ultra Van.

First lets understand that the PG is really one aluminum box containing a hydraulically shifted two speed transmission and a distantly mounted steel torque converter (TC), that does most of the work.

The limiting portions of this combo seem to be the TC starter ring gear, the wears from starter operation, and the internal splines in the TC that drive the front pump shaft. With only minor aggravation one can check the ring gear through the opening in the lower right side of the bellhousing. Turn the engine over by hand and mark teeth with chalk as you check them. The chalk helps to see the tooth profile better and keeps track so you get them all. The wear will usually be concentrated in a couple of areas. If any teeth are approaching a pointed condition you're running out of converter. I don't know any way to check front pump spines from the outside. My limited experience is that they get to a worn out condition at about the same time. Remember a failure of

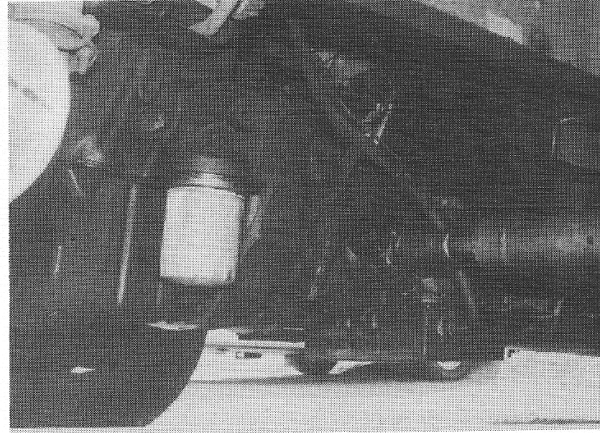
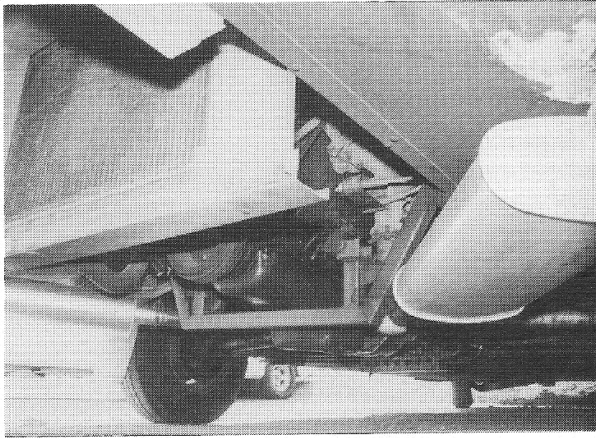
Len and Edy Ryerson who live in Northridge California the epi center of the Los Angeles earthquake.

either of these two pieces is major problem time. Mileage vs. wear is VERY hard to assess. But I'll go out on a limb and say USUALLY at about 125,000 miles its about time. I've run them longer, but I was LUCKY.

The two speed box generates very little heat, probably no more than the aluminum case could reject to passing air flow. There's very little heat because the very little work being done. Engagement of low band or D/R clutches is quick and generates very little heat. There's some heat in the gears that give us low, some comes from shaft bushing friction, and some from pressure changes in the valve body. But overall its not much.

Now the TC is a much different story. This is where all the AUTOMATIC and WORK really happens. When we stop the vehicle the engine continues to run and when we step on the gas we accelerate away with no talent

Winter 1994



These photos were taken of Ultra Van #374. This is a Chevy 283 engine coupled up to a Powerglide transmission. DECO sold these kits in the 1960's to convert Corvair's over to V-8's. This is one of the best and cleanest conversions I've seen. Note the special transmission pan with the cooling holes going through it. This Ultra Van is for sale. See the classified section.

needed. Nice. But inside the TC is sort of like the ducks swimming, you don't see much, but the duck is really very busy. The stock TC multiplies input power as much as 2.6 time down to almost one to one. It's this multiplying that generates the heat. Lets say we're on a grade where we can just hold thirty five m.p.h. at full throttle. We are now in the converter range that does lots of "work", so we get lots of heat. If we shift to low range we get a higher input speed into the converter and will generate less heat. In a very light (3700 pounds) coach the temperature will actually fall in some cases. If you're, how can one politely say, overweight, this may not be the case.

Now if we have a oil cooler hooked up correctly and have it mounted so it REALLY gets air through it, we should have reasonable temps. A twelve plate Corvair engine oil cooler works well and gives you an emergency spare if the engine oil cooler has a problem. My cooler is approximately four times the size of the twelve plate, so it gets lots of air, I run light, and drive "softly", so my temps are very low. I get 115 degrees in 55 m.p.h. cruise to maximum of 150 degrees in heavy climb. So how does all this work in real life? My current PG came to me in something less than mint condition. New "used" low band, new D/R clutches, and new seals. At approximately 170,000 miles out and up on the bench. Rear pump drive pins/pump-OK, front pump drive tang/pump-OK, D/R clutches-as new, seals as soft as new, and

minimum deposits in pan. So a new front pump paper seal and a new F/P cover seal and back into the coach with a "new" rebuilt TC. Next time it will come out in 100,000 to 125,000 mile range.

Heat won't really hurt the TC as there are no "soft" parts inside. In fact the original Corvair design called for a dead end converter and let it run hot. BUT the two speed box has all these rubbery seals, gaskets, friction clutch adhesives that don't like heat. So as they say "BE COOL". On fluid level: check it hot, keep it low. Fluid based problems come from too much, not too little. If you blow a cooler or line you'll need at least two quarts of fluid to get going again.

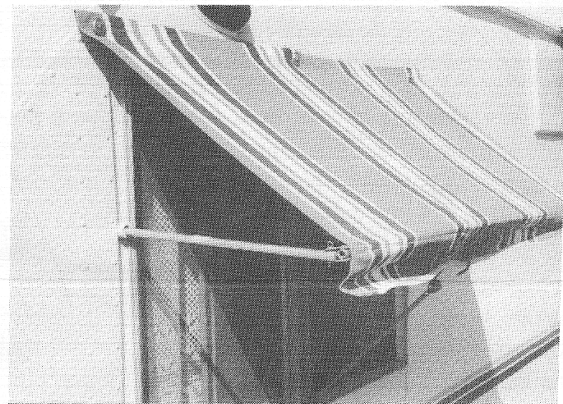
Spares: A governor I've used and KNOW is good; modulator; front pump shaft; Clarks complete PG gasket set and the infamous valve body "E" clip; "E" clip for dog-leg throttle rod; and two quarts of AFT.

In checking this over I see I didn't give a report on the low band. Well it couldn't have got any better could it? But honestly it didn't look any worse. So it still rides with me.

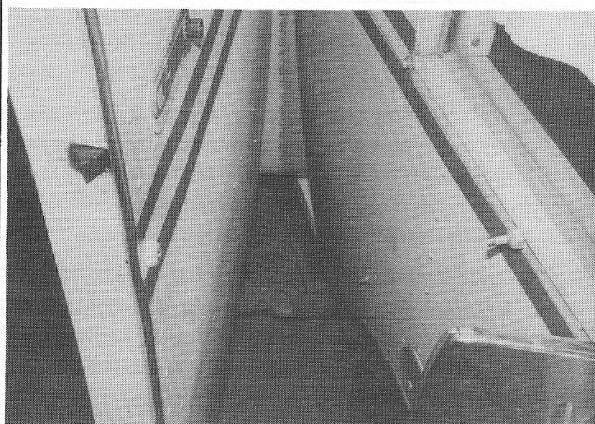
The REEL bottom line. The Corvair POWERGLIDE is a wonderful contraption and is certainly serves well in the ULTRA VAN. Everything else should be so good!



Bob Craig's Ultra Van in Estes Park, Colorado.



Howard Boso uses snap-on awnings, with a bungee to hold it in place. It keeps the sun out and is easy and quick to put in place.



Lester Bell #546 shows how he holds his entry door open using a used rubber valve core stem pushed into the door. The base of the valve core sits snugly on the pin on the body to hold the door.

Clyde Stanton's #392 at Estes Park, sporting an American flag. But note the passenger side rear view mirror. Look at how its attached. It's clean and neat, but how did he do it? Maybe we'll hear from him and he'll send better photos.



Classified

1966 Ultra Van, #213, 110 H.P. Corvair engine. New holding tank, New furnace, New hot water heater, Used roof air, rebuildable Corvair 110 H.P. motor and Ultra Bible. John Ackerman, 412 Park Street, Wolcottville, Indiana 46795. (219) 854-2568. \$3,500.

1967 Ultra Van, #258, 140 H.P. Corvair engine. Nearly Original. John & Betty Goulden, 1070 Bon-Ox Rd, Gettysburg PA, (717) 624-2805. November to May, 5968 Luloma Lane, Bokeelia, FL, (813) 283-4131. Asking \$10,000.

1967 Ultra Van, #274, 110 H.P. Corvair engine, 3.89 gears, other improvements. Dee Keith, 1529 Stevens, Rathdrum, Idaho 83858. (208) 687-0786. \$7,900.

1967 Ultra Van, #286, 110 H.P. Corvair engine. Recent complete restoration. New professional paint job. Many special sheet metal modifications. Contact Chance Fitzgerald, 111 S. 13th Ave. A5, Mendota, IL 61342. (815) 538-2283. \$8,500.

1968 Ultra Van # 374, Powerglide w/283 C.I. Chev engine. Conversion by DECO of Riverside, CA. Mechanical excellent, 12-13 MPG, no cooling problems, cherry wood interior, roof air, trailer hitch. Ready to

travel. Owner in Australia, needs to sell now. Video available to show unit and details, \$10.00 refundable deposit. \$7,295. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA (619) 366-9104.

1968 Ultra Van #380, 110 H.P. Corvair, powerglide. New exterior paint, curtains, carpet and upholstery. Ken Woiak, 4551 W. Abbott Ave., Milwaukee, WI 53220. (414) 421-3972. \$7,000.

1968 Ultra Van #403, 110 H.P. Corvair, with lots of extra parts. 30,000 miles on rebuilt engine. Good condition. Robert J. Mcdermott, 1429 Broward St., Jacksonville, FL 32218. (904) 768-2593. \$7,500.

1969 Ultra Van #435, 140 H.P. Corvair, powerglide. Engine 14,000 miles since total rebuild, 4:11 gears, clean in and out. F.E. Boydston, 6829 Kelly NE, Albuquerque, MN 87109. (505) 821-1506. \$7,495.

1969 Ultra Van #492, 110 H.P. Corvair, powerglide. Lots of extras, exceptionally clean inside and out. Hal Horner, 11126 Hollywood Ave., Youngtown, AZ. 85363. (602) 977-1815. \$8,975.

1969 Ultra Van #497. 140 HP Corvair, Powerglide recent rebuilt. New windshield. Needs body work on left side and rear. Donald T. Elliott, 32 Weiss Hill Road, Oroville, CA, 95966. No phone. \$4,900.

1970 Ultra Van #530. New 350 V-8 Engine, A/C, 110 generator. New Paint, new carpet, new windshield. Ready to Travel. Video tape & color prints with \$10.00 deposit. Warren Suckow, 3129 W. Hayward, Phoenix, AZ 85051 (602) 841-0911. \$8,500.

1969 Tiara #T2003. 454 Olds Front wheel drive. Dual A/C, 110V Gen. Owned since 1978. David Browne, 1000 Paul St., Easton, PA 18042. (215) 258-8978.

1971 Tiara #T2019. 23 foot, good condition. Has not been used in 4 years. J.W. Strange, Proctor, AR 72376. \$6,000.

Ultra Van parts for sale. Mr. David Petterson, designer/builder of the Ultra Vans is clearing out all his spare parts. Yes its all going. Contact Jim Craig #163 at (619)

366-9104. Jim has only 2 & 3 of some items so call him to reserve your choices, and ask for an inventory list of over 200 new Ultra Van parts.

For Sale: New Moyno Macerator Sewage Disposal Pumps. See Ultra Manual Page 16-6. 1/4 Horse Power, 12 Volt DC Motor, Staninless Steel grinder and auger pump. This pump will grind up solids and push the sewage 100 feet in the air or more through a 3/4" garden hose. This is a true garbage disposal type unit. It will even grind up and dispose of corn cobs.....we tried it as an experiment! \$75.00 including shipping via United Parcel in USA. Len Ryerson, 18618 Rayen Street, Northridge, CA 91324. (818) 349-5058. (Do not send to summer address).

Windshields, Original Ultra Van, Full size, tinted, left and right sides, \$485 per side. \$550 delivered to rally. \$625 delivered to your insurance repair ship anywhere in USA. These are brand new, not NOS. Contact Jim Craig, #163 (619) 366-9104

Wanted: Corvair 4 speed Transmission, w/4.65 ratio 1st gear, was used on 1961 Forward Control. Need for Travelon conversion from Auto to Manual. Jim Craig #163, (619) 366-9104.

Wanted: Corvair 4 speed transmission main cluster gear for 1961 Forward control. The one with the 4.65 ratio 1st gear. I need it to rebuild my transmission with the 4.65 1st gear. Contact W. Christy Barden, 5537 Pioneer Rd, Boulder CO 80301. (303) 530-1288.

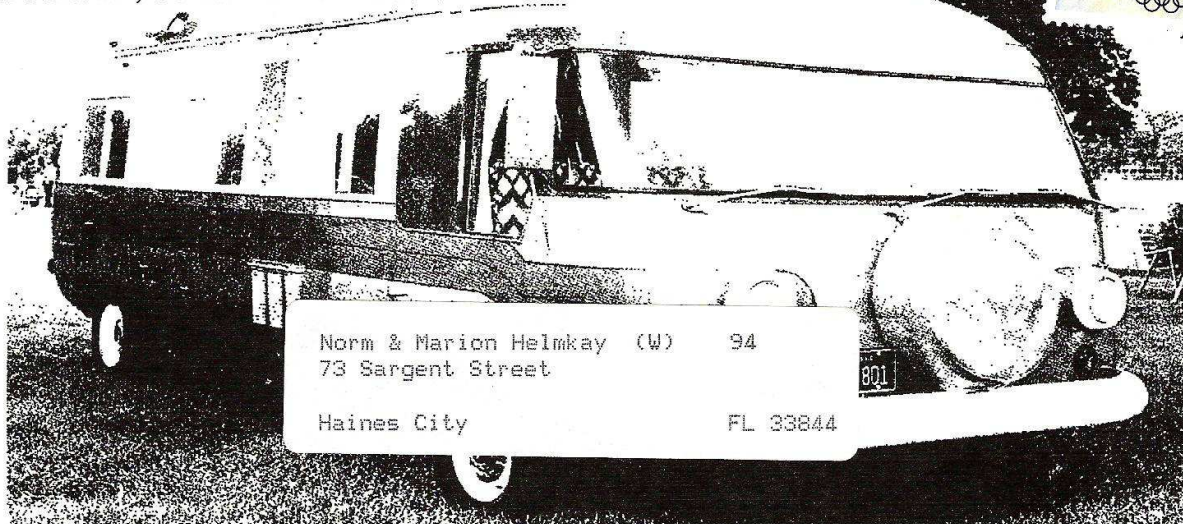
Wanted: A lower front control "A" arm for an early model Ultra Van. Leonard Teka, 1943 Driftwood St., Bakersfield, CA 93309. (805) 397-9189. (*Leonard broke his and needs one to get back on the road. Ed.*)

Wanted: Steering kit modification plates for bellcrank and idler arm. W. Christy Barden 5537 Pioneer Rd. Boulder CO 80301. (303) 530-1288.

The Ryerson Ultra Manual, Get them while they last. No more planed printings. A real necessity for Ultra Owners. \$70.00 includes UPS delivery in USA. Len & Edy Ryerson, 18618 Rayen Street, Northridge, CA 91324. (818) 349-5058.

GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301-3048



FIRST CLASS MAIL

March 20 - 27, 1994. Titusville, Florida. EASTERN SPACE-PORT RALLY at Manatee Hammack Campground. Contact Dick and Bonnie Granger, 2795 S. Tropical Trail, Merritt Island, Florida. (407) 453-4094.

April 11 - 14, 1994. Overton Nevada. Valley of Fire State Park. 55 miles northeast of Los Vegas. Contact Mel and Millie Dinesen, P.O. Box 1485, Overton NV, 89040. (702) 397-8608

June 20 - 25, 1994. Ft. Chiswell, Virginia. New River Valley Rally. Emergency Phone (703) 637-4244. Contact Jean & Betty McMasters, 916 Lighthouse Drive, No. Palm Beach, Florida. (407) 626-0388. Glann & Craig Marie Lee, 137 Brooke Elyse Ln., Max Meadows, VA 24360. (703) 637-6839.

July 13 - 17, 1994. Portland Oregon. Evelyn Shepherd's house, 7260 S.E. Tennino St, Portland OR 97206. (503) 775-4469.

July 26 - 30, 1994. CORSA International Convention. Williamsburg, Virginia. Host hotel is the Williamsburg Hilton & Conference Center. (804) 220-2500. **Group Ultra Van** meeting will be held Wednesday, July 27th from 7:00pm to 8:00pm at the Convention Center.

August 14, 1994. Annual Front Range Picnic and Swap Meet. Rocky Mt. CORSA, Boulder Colorado. Contact W. Christy Barden, 5537 Pioneer Rd., Boulder Co. 80302. (303) 530-1288.

September 14 - 21, 1994 UVMCC National Rally. Wilderness Point Camping Resort, Henderson, Arkansas. Emergency phone number (501) 488-5340. Contact Gordon & Ruth Harvey (814) 378-5363; Louis & Maybel Griggs (301) 722-2991; or Jim & Mary Foust (814) 352-7435.

WHALES ON WHEELS IS A QUARTERLY PUBLICATION OF GROUP ULTRA VAN, A CORSA CHAPTER. IT IS DEDICATED TO THE PRESERVATION AND USE OF THE ULTRA VANS. This 22 foot unique motor home was designed by David Peterson and built in Kansas until 1970. About 360 units were built in all. Dues are \$5.00 annually, please remit to the Secretary-Treasurer. Submit all technical information to the Editor.

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