

# WHALES ON WHEELS

Volume XIII **ULTRA VANS** Number III

## TIARA, The Forgotten Child

by W. Christy Barden

The Tiara motor home is a direct descendent of the Ultra Van. It has always been considered part of the Ultra Van "family." The 600 series Ultra Van was influenced by the Tiara. They all had a connection. That connection started with David Peterson. He designed and built the Ultra Van in a small warehouse in Oakland California in 1961. In 1965 Jack Tillotson from Kansas City bought the operation and brought to the Hutchison Air Base Industrial Tract (HABIT) which was an old Navy Base south of the City. There they built about 345 Ultra Vans, starting with number 215 in 1966 and finishing with number 558 in 1970. There were about 21 Tiara's build after that at HABIT. The last one is still owned by the Tillotson family, never registered, and kept in their place in the Ozarks.

In 1969 it became evident that the Corvair production was going to be ended. That meant that Ultra Van had to find an alternate power plant. A guy was brought in from the Hydraulics division of Cessna Aircraft to be chief engineer to do the V-8 conversion. They decided on the Chevrolet 307 V-8. The engine was placed in rear, but backwards. The drive shaft went forward into a marine V-drive, which sent it back to a Corvette differential. Because of this the old modified late model Corvair suspension could not be used. The 1969 Corvette suspension was used in a modified form. It was not well engineered and presented some problems. The Tillotson's knew from the demeanor of the people in the plant that the V/8 with V drive wasn't going to work, a major redesign was going to be necessary. They thought it best so set the entire Ultra Van design aside and on the new Oldsmobile Toronado 375 horsepower, front drive use the front drive Toronado was from the brother of the shop airport transports in Georgia. Thus the Tiara was born.

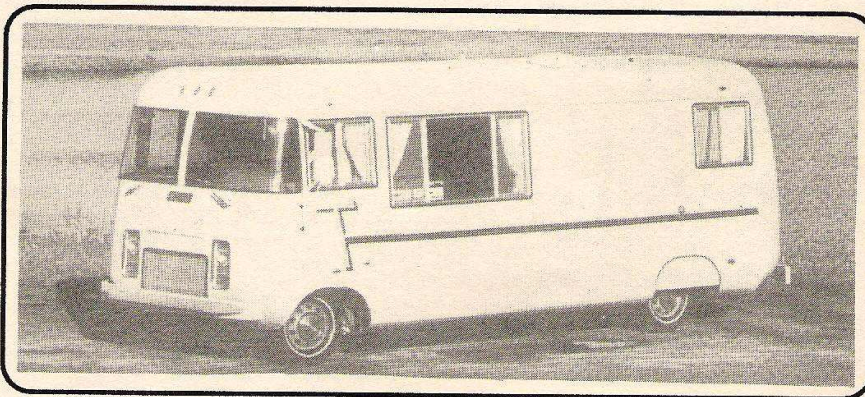


develop a new motor home based assembly. Mike said the idea to manager who used them to build

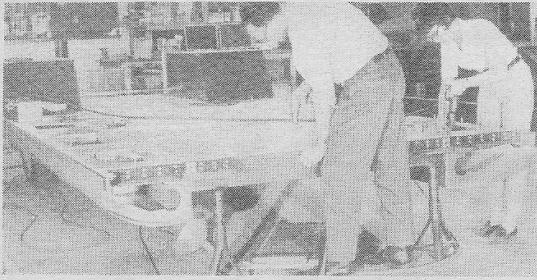
The specifications of the Tiara are as follows: Length 23 feet; inches; 173 inch wheel base; Division of ULTRA, INC. width 94 inches; height 8 feet, 6

All aircraft grade aluminum (which added to the weight) monocoque construction; 40-gallon gasoline tank; 50 gallon fresh water and holding tanks; Empty weight about 6,300 pounds; Oldsmobile Toronado, front wheel drive 375 HP 455 cubic inch engine; the 1970 selling price was \$14,650.

Mike Kelly, an Ultra Van employee, talked about his friend Dick Erb as being the one who came up with the football shape







*The center section with the curved rocker panels.*



*The one piece top and side panels before assembly.*

of the 4 corners of the unit. He said if you take a football, cut off the top and bottom, then section it into 4 quarters. Take these quarters and use them on the four corners of the Tiara, it gives them a barrel shape on the corners. All the compound curves were done on a stretch press in Wichita. Even the 42 windshields made by Safe-Lite in Wichita have a barrel shape to them. This barrel shape on the four corners are all connected by straight lines, with a flat front and back, which gives it its basic design. Mike designed and built the jig that the forward section was set up on. The center floor section is two welded and rolled pieces of aluminum for the rocker panels. These are fitted to a jig with the outrigger or bulkheads. Wiring and plumbing lines are run in these rocker panels. The floor comes on top of the rocker panels. This extends from the base of the front bucket seats to behind the rear wheel wells. The forward part was mated to this center section. The wall and ceiling are one piece with the ribs held in place by using an adhesive rather than rivets. This gave the roof and wall a clean look. The walls and half ceiling are set in place and joined and sealed in the center of the roof. The smooth roof line is not marred with a miscellaneous assortment of stacks, vents, air conditioners, etc. There are two small vent pipes, for the sink and shower, and the roof vent for the bath. Then the rear section was added. There is no chassis, this was a direct descendant of the Ultra Van. On the 600 series Ultra Van David Peterson took this idea of the welded rolled rocker panels and did it one better. He designed a special rocker panel and had it extruded in aluminum, and used this as the bases for construction of the 600 series.

Mike Kelly was born in Lawrence Kansas in 1920 and grew up in the Wichita area. These were the hard times of the Dust Bowl era. Married in 1941, engaged in farming until 1952, had 5 children. In 1952 he went to work for Boeing Aircraft in Wichita and was laid off during the 1967 dip in the aircraft industry. It was at this time he first saw the Ultra Van. There was a showing of the Ultra Van at the Broadview Hotel in Wichita. Mike said he was impressed with it. The showing was in a good setting at the hotel and drew much interest. Mike told a friend, Dick Erb, that Dick should go down to Hutchison and see about getting a job at Ultra Van. He did that and got a job. Shortly afterwards Dick ask Mike to come to work there also for he could see they needed Mikes expertise as engineering draftsman. Mike drew Tiara plans, and

re-works on the Ultra Van components. Dick was the one that introduced bubbles (station numbers) to the Ultra Van drawings. This is done in aircraft, so you know where you are in the drawing by using the number. Small numbers up front going to larger numbers as you went toward the back of the Ultra Van. After Mike was there a week Dick was fired, he now works at Boeing in Wichita. Mr. Tillotson thought Dick was trying to palm of an old man (Mike) on them. After a month Mr. Tillison came by and told Mike this, and told him he was doing a good job and gave him a \$50 raise. This put Mike on the good side of the Tillotson's.

**To be contunued next issue.**

## Letters to the Editor

Dear Christy,

June 5, 1994

Thanks so much for the beautiful tribute to Len. The poem said everything there was to say. He was so strong in doing anything right if it was worth doing at all. I don't know of another person who could remember so many jokes (or?) to fit any conversation or occasion.

But then you knew him so well in many ways that others weren't aware of, you go back a long way.

Surely hope you are happy in your new location. Please keep in touch. I wish you well.

I have been convinced that I should go to Portland for the Rally. This time I am taking the car because, at the present, I just can't imagine driving the coach with out Len being there. Afterwards I will take Len's ashes to the "Rock" and scatter them on the water (from a boat) as he requested. He was so very ill from a whole year and now he isn't in pain. He was so alert up until the last, and even four days before he passed on, he was teasing me. I'll miss him!

As ever, Edy Ryerson

*We'll miss him also Edy, Ed.*



Christy Barden and Harold Honer in Christy's back yard with the Tiara in the background.

Dear Christy,  
11 June 1994

I was very saddened to read of Len Ryerson's passing. He shared our love of flying and well engineered machinery. He gave us the Ultra Bible (The Ryerson Ultra Manual). I will miss him very much for he helped me through rough times.

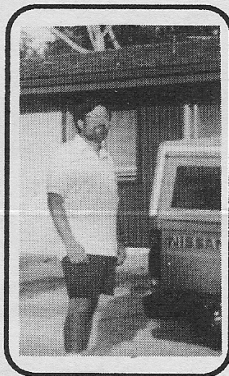
Sadly, Sincerely, Dean Hanson  
#427, P.O. Box 982, Coos Bay, OR  
97420

Howdy,

By now I'm sure you know I spent a night in your driveway. Boy I didn't know Boulder was so WARM. I checked on McGuckins hardware store, and of all the luck the Harvest Bakery was closed on Monday. Gone fishing. Double Dam. I'm in Glacier National Park, St. Mary's CG (?), 1300 (feet?), 52 degrees. Just a touch of heat feels nice. Will be at the UVMCC hooaha at Evelyn Shepherd's place in Portland. It should be nice. Be a sport and honor us with your presence. She's close to the airport. I probably still remember how to get there. There is still a free bed in my Ultra Van for you.

Just returned from the Visitors Center where I talked to Roberta Franz. As you may know the Portland get-together is set back a week. Now apparently it starts July 20th.

My latest "thing" is a bicycle speedometer work on an Ultra! I think Mel Dinesen was first with the idea, but had was having some problems. I hope he is in Portland. I'm happy with mine. At last no more broken speedo cables! That's about it.



All the best, Walt Davison

*Thank-you Walt, sorry I wasn't here when you stopped by. Maybe you could give us a tech tip on the new speedometer? Ed.*

Ladies and Gentlemen, July 14, 1994

Some time ago, an article appeared in Old Cars (magazine) describing a meeting of the Ultra Vans. Although I found it intriguing, unfortunately, it was discarded. Strangely enough, an article written by Norm Helmkey (on brakes) was submitted by Jack E. Davis to the Citroen Car Club of Ohio newsletter in 1994. This strange set of events was enough to cause me to locate your listing in the 1992 Old Cars Club directory.

Although I do not own an Ultra Van, I am interested in knowing more about them and how to search for one. Please send me club information and any other sources of assistance.

Sincerely, Charles W. Bowler, 3841 Headleys Mill Rd., Pataskala, Ohio 43062

*Thank-you for your interest. Group Ultra Van is also listed in the International list of organizations. You don't have to own one to be a member, so sent your \$5.00 to our treasurer. Ed.*

Hi Christy, June 28, 1994

When we finally got our newsletter there was a late dues notice and a hand written note asking if we wanted to renew our subscription.

We paid by check when we were in Estes Park for both clubs. I photo copied the check and sent it to L. Griggs. Hope this clears it up. We don't want either of you to think we are remiss. Hope you are happy in your new assignment.

Sincerely, Jane & Ed Harrison #324, Box 276, Bismarck, N. Dak. 58502

*Thank-you for giving our secretary-treasurer the feedback so we can keep you on our list. We all work for free, and do have other demands on our time. My new assignment? Its hot, muggy and humid. See "From the Editor". Ed.*

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*Fran O'mara shows handy work to Lester Bell, Bob Franz .*



*Walt Davison dazzles them with his tech session.*

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*Thank-you for your interest. Group Ultra Van is also listed in the international list of organizations. You don't have to own one to be a member, so send your \$5.00 to our treasurer. Ed*

Dear Christy,

13 June 1994

Just received the Spring 1994 Group Ultra Van Whales on Wheels and realized I hadn't notified you of my address change. My wife, Nancy and I have moved to New Mexico for Terae and love it. I drove #202 from College Station to La Luz during the move without any problems and really enjoyed the drive. Two wind gusts just east of El Paso caught me unaware, but otherwise it was smooth sailing.

Sincerely Rich Morrison, 81 Dog Ranch Rd., La Luz, NM 88337-9410

Dear Ultra Van,

14 July 1994

Please send me subscription to your magazine, back dated a couple of issues. Enclosed \$10.00, please send bill for balance. I am interested in buying the best available Ultra. Would consider without working motor. Please send as soon as possible.

Thank-you, Norman Pheil, 5703 N.E. 91St Ct., Vancouver WA, 98662, (206) 253-959

*Thank-you Norman, we'll sign you up for 2 years. I liked your envelope, printed envelope with .29c stamp and a hologram of a space station in space in place of a stamp. Ed.*

## Portland Rally Report

Photos and story by Jim Craig

Portland Oregon, July 20 -24, 1994. Whew! It was hot! Several days of 102° - 107°. But there was a lot of shade and cool drinks. Evy Sherherd and Glady Bell and their helpers did a large amount of work to keep every day interesting and moving. This rally was a relaxed affair, with men and women meeting in separate groups, usually, and discussing everything from whose grandchild had the last baby to the operating details of a Corvair crankshaft. Several good tech sessions were held. Walt Davison had us all spellbound during the last day of the rally with his wit, charm, intellect and iconoclastic theories of Ultra Van technical and engineered applications.

One morning was spent by the men assisting Robert Franz and myself in changing a distributor drive gear and fuel pump eccentric on the crankshaft. Some were "go-fers", others were technical advisors (sidewalk supervisors), tool handlers and others discussed how the he— could this problem happen.

The ladies outdid themselves again with all of the very tasty dishes. (No we didn't eat the ceramic dishes only the paper ones — just kidding?)

One evening we all went to the Country Kitchen for dinner (supper for you southern folks) and it had all of the excellent foods you would expect. Even Tatter Tots and black-eyed peas, Mmm Good! We all came out with full center sections.

Lon Wall, owner of Corvair Underground (Parts supplier) drove in one evening to visit, dropped off some parts and showed us his newly acquired Ultra Van #420. He also had several copies of his new Corvair parts catalog, which were bought up promptly. The new Ultra had a walnut interior and one of the best of condition of





*Group photo of some of the gang at the Portland rally.*



*Ron & Linda Clark, 1st rally with their Ultra Van #524*

any used ones that I have seen. We had to repair an oil leak at the oil filter adapter on his Ultra and then he had to depart for home at about 11:00 PM to get ready for the next day for a flight to the CORSA Convention in Virginia. Welcome to the Club Lon and Linda.

Long time Ultra member Fred and Eleanor Leary joined us during two of the potlucks. Fred cooked two roasting chickens on the Bar-B-Q and they were delicious. Everyone was happy to have the Learys visit and look forward to seeing them again. Thirteen Ultras filled up the rally site along with four associated. We had two new families, one in an Ultra and one in a Balboa (which is for sale). Ron and Linda Clark drove their V/8 Ultra to its first rally. Ed and Pamela Gurr have their Balboa up for sale so they can prepare their V/8 Ultra for future rallies.

At our last potluck there were forth- two persons sitting down to eat. Peg Hemstreet celebrated her birthday during this potluck. She wouldn't tell me which birthday she was celebrating. Hmmm?

The 1995 National Rally was discussed and it was agreed that the site would be Silver City, New Mexico, September 11 - 17 1995.

After Sunday morning services most Ultras departed for other places after everyone said their goodbyes.

**From the Editor**

This issues feature article on the Tiara motor home was prompted by a visit from Mike Kelley. He worked at Hutchison on the Tiara from 1969 to 1970. He and his sons family were visiting friends in Colorado. While touring Estes Park he saw Howard Boso's Ultra Van. Howard told him he could stop in and see me in Boulder. I had been gone about two weeks and had just returned when there was a knock at the door. Robert, his son said that his father had worked on Ultra Vans and was in the car, did I want to talk with him? YES!! Please come in and we sent several hours



*Peg Helmstreet getting a piece of her birthday cake from Walt Davison, Jim Craig stands by.*

talking. I recorded most of the conversation and this was the basis of some of the article. Some of the information also came from an interview I had with the Tillotson's in 1980 at their Kansas City offices. Harold Honer has had his Tiara parked in my back yard (along with his Ultra Van) for the past few months. This also has raised my interest in the Tiara. The second installment of this article will appear in our next issue.

Moving Ultra 603 to Houston Texas. I hadn't had a chance to use 603 for over a year. Fixed the steering, replaced the windshield, fixed frozen water system. The windshield cost the insurance company \$1,500. Most of that was the windshield cost of \$645 a side plus shipping. But Harmans Glass in Boulder did a good job. This is the third Ultra windshield system I've installed in an Ultra Van. Each time I learn something different. The last time I learned when cutting the center piece leave at least 1/8 of an inch between the center piece and the left and right windshield. This should prevent it from cracking when the twisting moment increases from jacking the front of the unit. Also this time I used a clear sealer to join the windshields called "LEXEL." This is made in Denver by Sashco, 3900 E 68 Ave., Commerce City CO 80022,



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HOSTED BY THE SAN DIEGO CORVAIR CLUB



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 (PLEASE PRINT NAMES AS YOU WISH THEM TO APPEAR ON NAME TAGS)

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CANDIDATES FOR "LONGEST DISTANCE" AWARD - MILEAGE \_\_\_\_\_ (CORVAIR VEHICLES ONLY)

CANDIDATES FOR "OLDEST ATTENDEE" AWARD - AGE \_\_\_\_\_

		QUANTITY	COST
FAMILY REGISTRATION	\$5.00	<u>  1  </u>	<u>  \$5.00  </u>
RV SPACE	\$12.00 PER NIGHT (FRI & SAT)	_____	_____
WELCOME PARTY	\$6.00 PER PERSON	_____	_____
ENTRY IN "AMERICA'S CUP TIME TRIALS" - (NO CHARGE)		YES _____	NO _____
BANQUET	\$22.00 PER PERSON	_____	_____
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LIVING DESERT DISCOUNT TICKETS	\$5.50 PER PERSON	_____	_____
<i>(ADMISSION ONLY AT GROUP RATE)</i>			
LIVING DESERT BUS TRANSPORTATION	\$10.00 PER PERSON	_____	_____
<i>(AVAILABLE SUBJECT TO PRE-REGISTRATION DEMAND ONLY)</i>			
TOTAL.....		_____	_____

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CONFIRMATION BY MAIL WILL BE PROVIDED



1-800-767-5656. Its tuffer than silicone, clearer (you can see through it) and it is paintable. Each Ultra Van is different. So each windshield fits differently. This time I cut the center piece longer top to bottom and had to shim the curved pieces to make it all fit. We also sealed the space between the glass and rubber, and the space between the fiberglass and rubber with a good automotive windshield sealer. Now no more leaks, at least around the windshield. I ask the installer (who has been doing windshields for 30 years) is there any way to seal the windshield before installation to keep out moisture. This is usually what caused the white cloud to form around the edges of older windshields. He said he didn't know of any way to do that, so maybe there isn't a way to do that.

The water system froze in the line that went under the van from the hose connection on the left side to the faucets on the right side. There was no drain petcock in this low part of the system so there was no way to drain it. This was the first time 603 had been in freezing weather so it didn't know. So we took out this line and put the water connector by the entry door (like the older Ultra Vans) near the water system faucets. I used an inline valve which is off when 90 degrees to the water line and on when lined up the water line. This triples as a water inlet valve, one-way check valve when using the 12 volt water pump only, and as a drain to get all the water out of the lines before winter. Len Ryerson also recommended that you blow the lines out with an air hose to make sure its all out. He also recommended pouring some RV antifreeze down your drains to keep the "S" duct from freezing under the sinks.

Ultra Van #603 has two gas tanks, a 30 gallon tank in the rear, and a 25 gallon tank in the center of Van. The line from the center tank wouldn't draw gasoline. I took me awhile to figure that one out. Also my steering job had to be repaired on the road.

Driving through north Texas in temperatures of over one hundred degrees the engine ran hot, 240 degrees all the way, because of this I traveled at about 40 MPH. The truckers didn't like it but I got good gas mileage.

Now #603 is parked in a Mobil Home Park (Royal Coach Village) near the Houston International Airport. Its a nice quiet well kept place, I use only electricity, no propane which really helps. I really don't have an air conditioner in 603, so I swelter in the heat. The rest of the time I'm in Boulder.

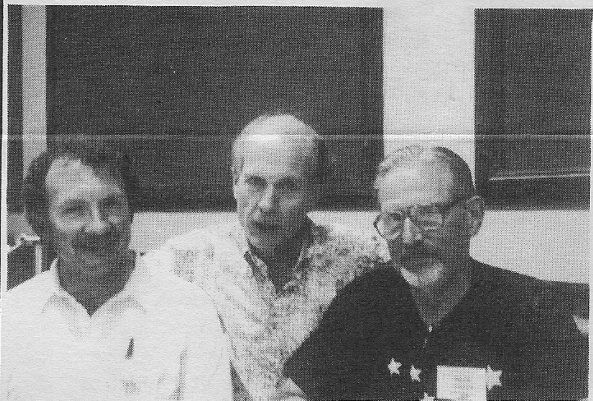
Lisa graduated in August as well. Now its Dr. Lisa Barlow. She has her degree in "Global Change" in the Geology discipline. She is teaching freshmen courses at the University of Colorado in Boulder, and starts a research project in January.

I had a nice note from Todd B. Kimmell from Lost Highways Quarterly magazine. Its The Classic Trailer an Motorhome Club. He said he extended his clubs time frame for RV's into the early 1960's so could include the Clark Cortez, the Dodge Travco, but most important the Ultra Van. He feels the Ultra Van is the most Unique Motorhome ever put together. We also agree with him! He and Kristin P. Doughty publish Lost Highways quarterly. Subscription is \$24 a year. For information, sent SASE to the Classic Trailer and Motorhome Club, PO Box 43737, 615 Chestnut St., Philadelphia, PA 19106.

I'm not to happy with Houston, so I put in for a transfer to Newark. If this happens then I'll be flying out of he east coast. I hope to attend the GWFBT&WM in Plam Springs, see page 6 for details. Don't sent in page 6, but make a copy in a copying maching and send the copy in for your reservations. See you there.



*Meeting of Group Ultra Van at the National CORSA Convention in Williamsburg VA.*



*L to R: David Newell, Christy Barden, David Martens at an informative and enjoyable evening with the man who knows.*

## The CORSA Convention

I attended the CORSA national convention in Williamsburg Virginia in August. It was a well attended convention, about 1200 people. The concourse had about 75 Corvairs, one Ultra Van, which was up considerably from previous conventions. It was a bit overwhelming for the hosting Virginia clubs, but they did an excellant job. At the Ultra Van meeting we had about 15 attendees. Norm Helmky gave a presentation on the Ultra Van, I gave a bit of history of the Ultra Van, and we had questions and answers afterwards. We also passed out current newsletters with applications for membership. The three Ultra Vans at the convention were The Helmke's #486, the Wildman's #338, The Galli's # 504. Pat and Marge Fitzgerald were there, he brought a load of Corvair parts to sell at the swap meet, Ron Scott #401 was also there at the convention (without #401). I enjoyed visiting the



old village of Williamsburg and its historic section. There are no automobiles allowed, people wear costumes of the past and go about their business, just as if it was the 1670's. This is the old colonial capital, which was later moved north to Richmond. I also had a chance to chat with Jeff Stonesifer who runs a Corvair repair business from Geddysburg PA. He has quite a large area of Corvairs and Ultra Vans. He seems set up to handle about any problem. The Friday evening presentation was put together by David Newell chairman of the Corvair Preservation Foundation. "How Corvair Commercials were Made" Had Ken Jones showing many of the old T.V. commercials he had made for Chevrolet and Corvair of the 1960's. Ken was overall Creative Director for Campbell-Ewald (Chevrolet's advertising agency) from 1960 through 1969. Over 500 people attended this presentation alone. David Newell also has just published an article in the current Special Interest Auto (#143) October 1994, giving an excellent overview of how the Corvair started, and what it might have been. At the Thursday Barbecue I sat at a table with David Newell and David A. Martens. Mr. Martens was hired as a draftsman by Al Kolbe (of the 265 V-8 fame) at Chevrolet in 1957. He was soon promoted and moved to the Corvair engine project under Mr. Kolbe's. He stayed through the project to 1967, see the July 1994 CORSA Communique for a feature story on Mr. Martens. The entire table was fascinated with his stories. After dinner the group at the table retired upstairs to a quiet place and spent the evening listening to more of Mr. Martens stories. It was a memorable convention. I was happy to see Lon Wall #420 there. Lon owns Corvair Underground, a Corvair parts supplier business. I first meet Lon at the Seattle CORSA convention in 1975, he had been a member of Group Ultra Van for 10 years and FINALLY purchased an Ultra Van , #420, welcome aboard Lon!

## Engines

by Walt Davison

In previous issues we have described the trials and tribulations of the Powerglide/torque converter, and the differential. First a disclaimer. I am not a professional mechanic. I'm lucky that I know a couple of gentlemen who are and have been kind enough to help me along. Also I'm lucky I know how to read. So because its wasteful to reinvent the "wheel", so to speak, here's a small list of reading. If you are a tinkerer type mechanic (non-pro), you just might learn sumpin' here.

BASIC SMARTS: "Prepare to Win", by Carroll Smith  
"Tune to Win", by Carroll Smith

These lean heavily into race car practices but contain MUCH that SHOULD be of interest to Ultra Van users.

ENGINE SPECIFIC: "Power Secrets", by Smokey Unick.

"How to Rebuild Your G.M. V-6 60 degree Engine" by Tom Currao.  
Neither of these books is about Corvairs. BUT they contain a world of information that is applicable to ANY engine. Books are

just as important as wrenches. So do a little reading and get a little smarter. Writing about engines is probably as good a way as any to get an argument going, so HANG ON. I'm going to use an engine I did for Ultra # 366 as a base line. It was basically a stock one-ten. BASICALLY. Except it has a 95 HP camshaft and a 140 crankshaft with the famous/infamous 4 degree retard gear. And a LOT of care and "massaging" of parts for long life/reliability. So lets see what we had at the end. At approximately 170,000 miles, after an abusive 1150 plus mile day, a piston failed. The failure was allowing the fire to get behind the top row rings till it broke through at the oil ring area. A simple case of running a well worn engine too hard. This type of failure is caused by too much clearance in the ring land area of the piston. The piston started life as a new GM cast piston, as in NOS cylinder kit. (I have seen the same failure in forged pistons). It's the reason for using only new pistons if you're going for long life engine, or paying labor bills for someone else to do your work. Its for this reason that REAL engines, say Cummins, use an iron insert in the piston for the rings to chew on. Its just the basic difference in a passenger car, i.e. throw away engine, v.s. a true HEAVY DUTY engine. The rocker arms were NOS GM and showed much distress on the socket balls. The end that interfaces with the valves were all O.K., showing that the hydraulic lifters were doing their job. Those lifters were in new condition. So was the camshaft. The heads were used one-tens with knurled guides, new GM valves. Much baloney has been said/written about knurling guides. So here's some more! Knurling is (simplified) done by running a screw thread tool down through the guide which makes the Inside Diameter (I.D.) of the guide smaller than wanted. Then a reamer is run through to bring the I.D. to the correct size. Now if you start with a guide that is worn way beyond limits you will end up with a short lived job. But done right to a guide that is just about on the wear limits, DONE RIGHT HE SAID, you'll end up with a first class job. Witness: The guides were just about at factory wear limits at 170,000 miles. Knurling is just like all other machine shop practices, done correctly to parts that are not junk and you will get good results. Shoddy work to shoddy parts give poor results. Rods: Were used, were resized on the big end. This involves removing the bolts, grinding BOTH the rod and cap "face" to give a "smaller hole", then on a Sunnen hone it is brought back to round right on size. When you think about the life a rod lives, is the best really good enough. Yes! Because the rods were still better than new tolerances for the big end round after 170,000 miles. An over strength rod, an easy driver equals long life. The crankshaft was as new. Given clean oil and a good harmonic balancer I suppose one only really needs one crank per lifetime. The cylinders honed out at about three thousands over stock and are back in service ( with new TRW forged standard size pistons). So that about it. I used synthetic 10/30 oil and I keep it clean. 3600 RPM is my normal limit/gives me 40 mph in low. End of this issues STUFF. Future issues will cover specific components of the engine with things that the owner can do or have done (hopefully) create a better engine.

Request: Do the readers of this august journal want this kind of STUFF or should we drop out of this area. Its your money that's paying these high paid writer folks You like that Christy!!



## 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** # 316, 110 H.P. Corvair engine. 75,000 original miles. One owner, excellent condition. Roof air, C.B., AM/FM Cassette, 110V/propane refrigerator. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (619) 366-9104. \$7,995.

**1968 Ultra Van**, #361, Automatic w/283 C.I. Chev engine. Owner installed interior. Roof Air, Generator, 17.4 gal propane tank & air horns. Video available to show details, \$10.00 refundable deposit. You fix price: \$3,495 or I fix: \$4995. Jim Craig #163 (619) 366-9104 or John Shattack #459, (714) 646-6189.

**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, (619) 366-9104.

**1968 Ultra Van** #380, 110 H.P. Corvair, powerglide. New exterior paint, curtains, carpet and upholstery. Ken Wojak, 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** #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. or 8347 Zinnia Ct., Arvada, CO 80005. (303) 422-4367 (located at Christy Bardens in Boulder CO) \$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.

**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. Edy Ryerson, 18618 Rayen Street, Northridge, CA 91324. (818) 349-5058.

**Parts for Sale**. The following from Jim Craig #163, 7011 Sunny Vista Rd, Joshua Tree, CA 92252 (619) 366-9104.

Orig. Hdlite Chr. Bezels, Eye Brow type, \$75 pr. + \$25 refundable core charg., Spec. Rub trim for bezels \$8/pr., Alum. Tanks: 30 gal (gas or water), \$275, 50 gal. water or holding, \$350., Alum vinly coated ceiling panels 4X8, \$64., Walnut coated 4X8, \$56., Danish coated, \$56., White plastic trangle cor. sinks, \$18., Finally! Clear Backup lens, \$3., rubber light assys. w/clear or yellow lense, \$12., Emerg. brake cables, (state lenght) 144", 163" or 197": \$25 ea., Speedo cable housing, 80", \$15., Finally also!, Ultra Van/ Hutchinson name plates, \$15. ea, Main Dr & rear hatch latch/lock assy. w/two keys, \$35., foam bumpers, \$40 ea., bumper vinyl covers, \$12 ea. Shipping extra. NOS orig turn signal assy. w/ emerg, flasher & wiring harness. Do-Ray Lamb Co. Flash-all #999, \$25. Decal sht. 9"X12" w/over 70ea different named decals, such as "Fresh water pump", "lights", "Wipers, "ingition" Etc. Black w/chrome background \$8 ea. real quality. Auto trans Pan bolt reinforcement place kit \$6 set. Main Dr. latch handle replacement return springs. \$4 pr, Call or write for list of over 350 other Ultra Van Parts. Also 4"x4 1/2" new color 1960 photos of the Original Ultra Van #101, 3 ea. show the interior views and 3 ea. of the interior. Reprinted from Stereo slides, taken by David Peterson in 1960, selling at my cost of printing, incl. postage, \$9.50.

## Rallies

**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.

**September 26 - 30, 1994. Reelfoot Lake Resort Park**, Tiptonville, Tenn. Northwest corner of Tenn. On the way home from the National Rally. Alternate Location nearby, Air Park State Park in-case Reelfoot is full.

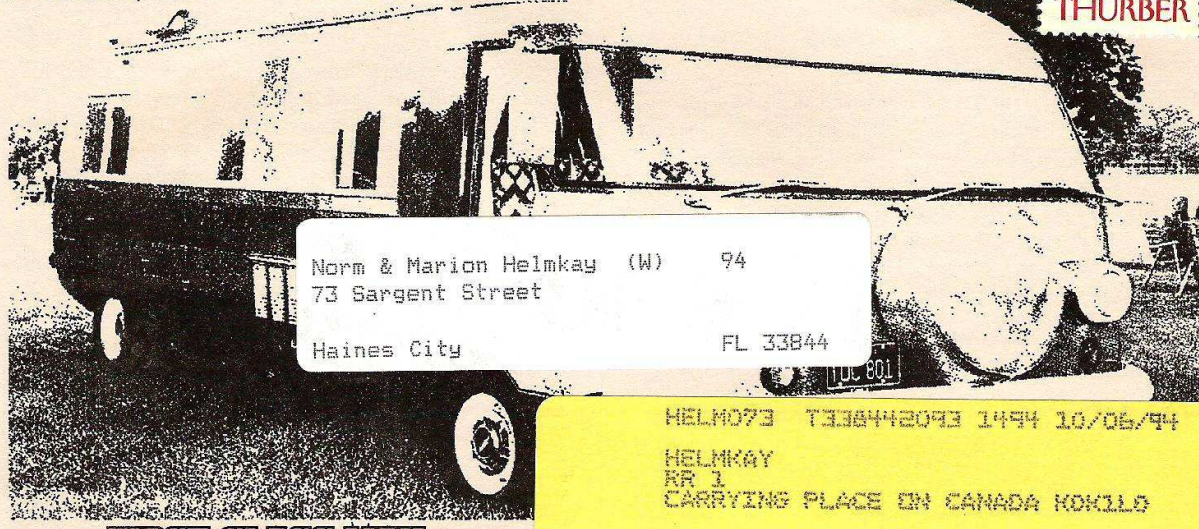
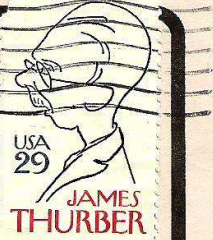
**October 29 - November 8, 1994. High Desert Mini Rally**. Joshua Tree, California. Jim and Marlene Craig, #163 will host their traditional getogeather before and after the GWFBT&SM in Palm Springs. Event will be held at their home, 7011 Sunny Vista Road, Joshua Tree, CA 92252. (619) 366-9104.

**November 4 - 5 - 6, 1994. GWFBT&SM. Palm Springs, CA.** Great Western Fan Belt Toss & Swap Meet. Angeles Stadium Practice Field at Sunrise Park, Ramon Road and Baristo Road. Field opens at 12:30 PM. on Friday, \$12.00 per night for dry camping. Free Shuttle from Park to Ramada Inn Resorts Hotel at 1800 E. Palm Canyon Dr. See page 6 for more information.



# GROUP ULTRA VAN

5537 PIONEER ROAD  
BOULDER, COLORADO 80301-3048



Norm & Marion HelmKay (W) 94  
73 Sargent Street  
Haines City FL 33844

HELMO73 7338442093 1494 10/06/94  
HELMKAY  
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CARRYING PLACE IN CANADA KOKLO

FIRST CLASS MAIL

## Rallies Con't

**December 1, 1994. Night shuttle launch.** Merritt Island causeway. Meet on Causeway at 5:00pm. Have dinner and see the launch at 1:00 am. Contact Norm HelmKay by November 1st, 73 Sargent St., Haines City, FL 33844 and he'll keep you apprised of any changes. (813) 421-4563

**January 1995. Black Canyon, AZ.** (more later)

**January 26 - 28, 1995. Miami, Florida.** The estate of Lain and Jean Guthrie, 6960 SW 144th Street, Miami, FL, 33158. (305) 235-2549..

**March 22 - 29, 1995. Sebastian, Florida.** Hosts. Jean and Bette McMasters, 916 Lighthouse Dr., North Palm Beach, FL 33408. (407) 626-0388, and Morris and Tennie Randle, 143 Tahiti St., Isles of Cap Naples, FL 33940. (813) 642-6610.

**April 19 - 23, 1995. Anticoh, California.** Brandon State Park. Hosts. Robert and Roberta Franz, 220 W. Fourth Street, Antioch, CA 34509. (415) 757-3557. Mory and Esther Snyder, 100 W. Fifth Street, Anticoh, CA 94509. (415) 757-3092.

**June 5 - 8, 1995. Jackson, Ohio.** Hosts, Paul & Charlotte Rowland, 291 Orange St., Jackson, OH 45640. (614) 286-2266.

**July 25 - 30, 1995, CORSA International Convention, Dallas, Texas.**

**September 11 - 17, 1995. UVMCC National Rally.** Silver City, New Mexico.

**June 19 - 22, 1996, CORSA International Convention, Albuquerque, New Mexico.**

**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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