

# WHALES ON WHEELS

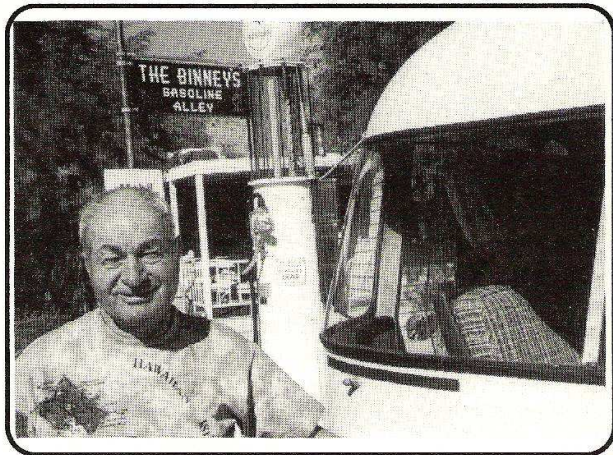
Volume XXIV **ULTRA VANS** Number I

## Binney swaps flat six for V-6 in #295

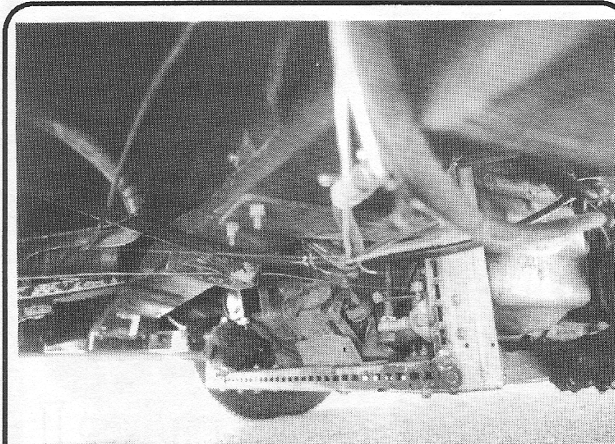
by W. Christy Barden

Bill Binney has been through some transitions with Ultra Van #295. Over the years he has done quite a bit to his Van. Bill and Betty have been family friends for years. Pearl (my step-mom) and Betty worked at the Bank of America in Yucca Valley in the 60's. Bill has always been handy with a wrench, he even worked for Snap On Tools as a salesman for a while. That's how he got many of his tools. His last "regular" job was for Byrd in Palm Springs, California. They made medical equipment, and Mr. Byrd was into airplanes. He owned a four engine sea plane (PBY) that was highly modified and a luxury aircraft. Bill did a lot of work on that one. Bill had the full run of the shop, he worked mostly by himself. He would handle jobs that needed to be done and done right. He had a reputation of being a little difficult to get along with, but along with that he had the ability to do just about anything difficult that others wouldn't or couldn't handle. He has been in the automobile hobby for many years. I can remember years ago he and Betty coming roaring out to Landers in the Morgan 3 wheeler he had re-built from the ground up, fabricating most of the parts. What fun that was, even my dad went for a spin in it.

They Bennys now live in Morango Valley. It's on the way up the hill from Palm Springs to Jim & Marlene Craig's in Joshua Tree. They built a home on the south side of the highway against the hills. A two bedroom place with a huge garage, workshop and office, plenty of storage space for cars and parts. Bill has worked on so many



*Bill and his Ultra Van #295 at home in Morango Valley*



*Front of the Buick V-6 under #295's bedroom.*

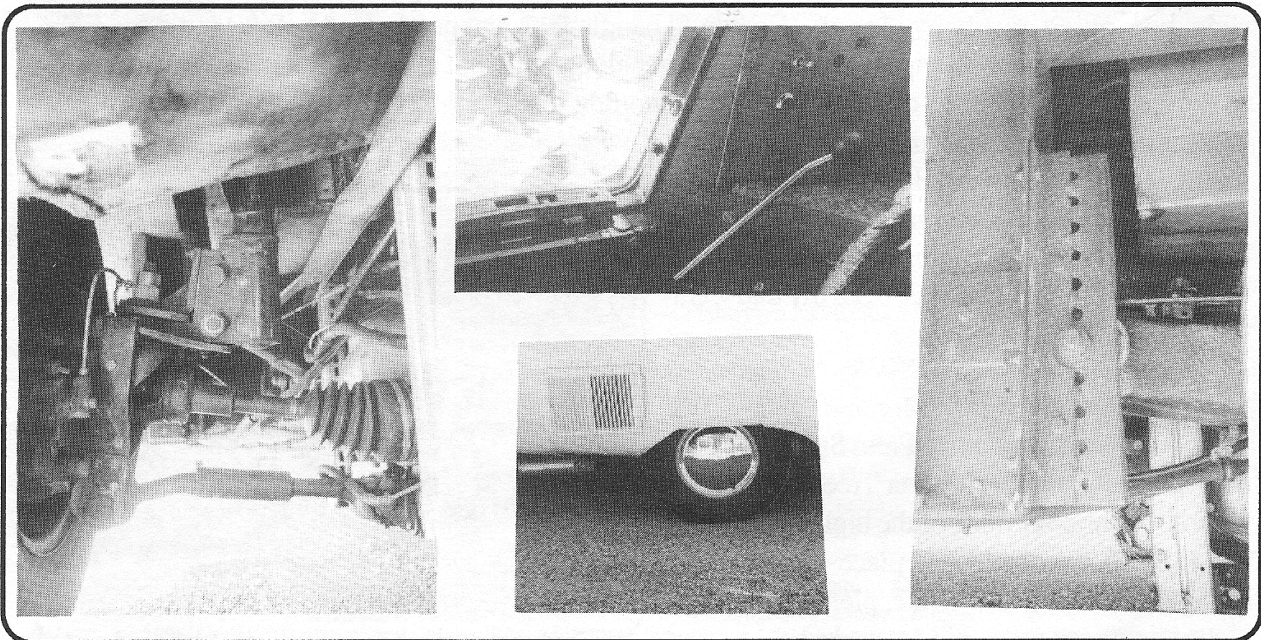
automobiles. He's now into Porsche 914's, many parts and cars. He is presently converting a Porsche 914 to electric. His present driver is a restored 1961 Ford Falcon pick-up.

Bill started last year on a new power plant for his Ultra Van. The last modification he made to his Corvair engine was carburetor. He put a Weber on it using late Pinto progressive linkage. He said off road dealers have most of the stuff needed for that modification. But I guess that just wasn't enough. He installed a Buick 3.8 liter (231 Cubic Inches) in place of the Corvair. Howard Boso #453 I think was the first to put a Buick V-6 in his Ultra Van (see Whales on Wheels Vol. XI, No. 1.) Bill bought the engine complete with drive train used. This

included the computer box for the fuel injection and all the things that today's computers do for our engines. With the help of a friend he installed the Buick V-6. This entailed building a cradle for the engine and trans-axle, redoing the rear suspension, moving the rear wheel further back. There is not much room, as it is a transverse engine and the side sits up against the step to the rear bed. Tight is the word Bill used. A water radiator in the rear and up front. The transmission shifter is just under the drivers window. Figuring how to hook up the computer was one of the more difficult things. Luckily his friend had a book and went home and figured it out.

When I saw the Binney's last was Palm Springs last year. He was driving the Ultra Van and I had an opportunity to drive home with them. The unit is responsive, powerful, smooth and quiet. It went right up the hill from Palm Springs with the three of us in it along with all the other "stuff" we carry, at the speed limit. It didn't seem to get hot or labor a bit. Bill is very satisfied with the conversion and I'm sure he will be making minor changes here and there. When he lets us know about them, we'll share them with our readers.

*Below left* looking at the rear suspension from the rear forward. Note the use of McPherson struts and the modified Corvair strut rod from the wheel to the differential. *Below right* is the attach point for the rear trailing arm suspension. Note how an angle iron had been added to move the attach point further back. This was necessary to get room for the engine and have the axles straight instead of running back to the rear wheels. *Bottom center* shows how the wheel looks when moved further back. *Top center* shows the shifter for the automatic transmission. Its located on the drivers left by the sliding window.



## Pacific Ramblings



by Jim Craig

Ring-ing, ring-ing, ring-ing! The telephone startled me as it sounded off, just when I had both hands in use and couldn't stop at that moment to answer it, but it was persistent. After just getting the nut started on the bolt, I answered it and it was Mory & Esther Snyder #489 calling to let me know they were on their way to our place and that the Franz's #472 would be along the next day. Both families were coming down a few days early, before we were scheduled to depart for the big swap meet at Quartsite, Arizona on our way to Black Canyon for the January

1995 Ultra Rally.

The weather report for the next week looked good, but after that, rain was scheduled. Blah! After greeting the Snyder's & Franz's and enjoying some fine cooking that the ladies did, we departed for Quartsite. The drive across the desert in the Ryerson's Ultra Van #513 with Edy and Marlene riding co-pilots was really beautiful. The whole desert was as green as we have ever seen it. The distant desert mountains looked so far away and silent. At various areas we could see 40-60 miles. The air was exceptionally clear. Edy Ryerson did make this trip. She invited Marlene and me to use her Ultra and for me to be the driver.

Three hours later after leaving home we pulled into the wide spot in the road that is called Quartsite. RVs were parked out on the open desert, five miles or so before actually arriving in town. We pulled into Dolly's Cafe for a late afternoon lunch. Bar-bque ribs and chicken fired steak were enjoyed by all. Later we searched out a free parking spot close to the "Main Event" which is the first swap meet to open right after new years day. By 10:30 the next morning we were all headed for the meet to see if a bargain could be found. The majority of sellers are into exchanging or selling gem quality rocks. Although there is everything else you can imagine. One of the best mid-day snacks there the big hot cinnamon rolls with walnuts on top, along with a hot cup of coffee.. Man, I can still taste it. That alone is worth the stop over. That evening we shared the days experiences and displayed what we bought that we thought we couldn't do without. After a few hands of cards (skipbo) we retired for the night.

Arriving the next day at the Suckow's in Phoenix we lined up four



Ultra Vans lined up at the Black Canyon rally in Arizona.

Ultras in their front yard. I wondered what their neighbors thought, Hmmm? We heard no complaints, so all was well. After replacing the alternator on the Ultra #513, we formed up a convoy headed by Warren & Nobia Suckow for the rally site at Black Canyon, Dirty Five Campground. On arrival several Ultras were already there. A VW van camper was there which turned out to be Charlie & Helen Smith. We hadn't seen them for quite some time. They were doing fine and had the big converted bus parked in Yuma, Arizona for the winter. The rally site had a large recreation building for our use. It had a big fireplace, which was kept stoked with wood to warm our r—r bottoms and which became the spot to share stories of events of each person attending. The ladies set up for different crafts as the men occupied the fire place site for tech sessions each day. Plenty of food was furnished by the ladies at coffee break time and the pot lucks. After several days of all this, and a few pounds heavier, we bid good-bye to most and headed back to Phoenix for a few days visit at the Suckows.

Warren took us the next day to an Auto salvage yard that covered 15 acres and had over 6,000 cars in it. Each car was recorded in an office book that gave a description of it and what parts were available on it, Fantastic! On the way back to Phoenix he took us to an electrical hardware surplus store, where we purchased electrical wire material for the #101 restoration project.

Several days later we departed with the Snyders for home with an overnight stop in Quartsite. Arriving there late and having dinner before parking for the night we experienced a terrific desert rain storm, with lightning, thunder and heavy rain. We had to hold Esther down because she just doesn't like all that noise. It was really a nice feeling to be in the little Ultra and listen to the rain pound on the aluminum roof. We all slept well that night.

Several days after arriving home I departed with Mory & Esther to follow them home to Antiock, California in my step van towing a '63 Corvan that I had sold to member Glen Moen. He would pick it up at Mory's.

Mory, Esther and I drove to Monterey on Saturday to look at an Ultra Van that was for sale. It was #474 which had previously been owned by Lou & Helen Laslo. After Lou had passed away Helen gave it to her daughter, Barbara. She had called me before the rally and indicated that it was for sale, so that was the reason for the trip there. Mory & Esther were long time friends of Barbara, so she was really happy to see them when we arrived. Don & Barbara had just moved into a spacious, luxurious coastal home built on the cliffs south of Carmel. A most beautiful view of the ocean, cliffs and pounding waves could be seen out all of rooms on the north side of the house. Barbara had furnished it with all kinds of furniture from places she has visited around the world. They were very proud of it and rightly so.

Number 474 looked pretty rough at first sight but everything looked repairable. After some starter fluid and much cranking it started up, but was short of power and one muffler was broken off.. An agreeable deal was made and I would be back with my trusty Step Van and tow it home.



*Edy Ryerson hides behind flowers Jim found by the road.*

Back in Antiock, Bob & Roberta Franz loaded me down with a load of fire wood (Black Locust), which Bob had soaked with water, said it would make my truck ride smoother. Yeah Bob! Arriving at Barbara Layne's home the Ultra was loaded up and I departed Monterey for a pre arranged visit to Ultra members Gene and Milt Reyburnes at Atascadero. They sold their Ultra about three years ago and we all have missed them at our rallies. They are doing just fine and Milt is soon to be 90 years young. We enjoyed our time talking about past experiences, rallies, old-friends and in general just catching up. Gene treated me to a fine dinner and desert, being the good cook that she is. They asked me to say hello to everyone and that they would enjoy corresponding with any of their friends that would care to write. It was cool, damp and a little foggy the morning I left Milt and Gene's. I bid them good-bye hoping to see them again soon.

The old step Van was straining on pulling the hills. Considering the weight of both rigs I guessed the straight six 230 C.I. engine was doing OK. The climb up the Tehechapi mountains was the slowest. At one point the Step Van was down to 20 MPH, but I was not worried, I still had two more lower gears in case I needed them. At the end on eight hours I pulled into the drive-way at home. Wow, what a trip! I patted the Step Van on the dash and told it what a good old truck it was for hauling all the stuff up and down the Pacific Coast.

*Jim Craig is one of our Ultra Van gurus who lives with his wife Marlene on several acres in the high desert of California. Ed.*

## Letters to the Editor

Dear Christy,

December 27, 1994

Many thanks for your kind words in the fall '94 Whales On Wheels. You do a fine job on WOW and I'm hopeful some day, the UVMCC

Whales on Wheels

4

newsletter will be as good.

You may have seen the Ultra spread in the December FMCA magazine, I sent it to them last February. It took a long time coming out, but response has been really good. Several people have inquired about for sale. I've sent them old WOW copies and encouraged them to join Group Ultra. If you have any extra copies of WOW, I'd appreciate a few more for others who enquire.

There have also been quite a few phone calls, the highlight being an Englishman who wants more information and will contact me when he is here in the spring. The owner of a bus conversion company in Boynton Beach, Florida wants a 600 series coach. I told him to join GU and put a wanted ad in WOW. Another fellow with a Cortez wants an Ultra Van. It'll also be interesting to see if the Griggs have had any inquiries, as I put their names in the article as contacts.

The GMC club historian is interested in any other front-wheel drive motorhomes, especially those with the Toronado drive package. He was surprised to learn of the Tiara. I sent him some information and believe your "Forgotten Child" is just the kind of thing he wants. I'm sure he'd appreciate a copy of the fall '94 WOW. His address is: Mr. Bill Bryant, 374 Overlook Road, Pleasant Valley, NY 12563.

I've been working with the Hutchison Convention Bureau on the idea of returning in '96 for the 30th anniversary of the beginning of Ultra production there (it looks promising). They can arrange for us to tour places not normally open to the public like Collins Industries at the old Naval Airbase as well as homes and businesses in the Amish community of Yodel. There is also a chance the Culinary Arts Class of the University of Kansas can cater our banquet at the new Cosmosphere (a state-of-the-art space technology museum and planetarium).

A couple of revisions for the information section on the back of WOW. Pete Kehloer sold #465 to John Allsietz over a year ago and the address for CORSA should be P.O. Box 607, Lemont, IL 60439-0607 (708)257-6530.

Best Wishes for the New Year, Norm Helmke

*Thank-you for your complements. See below for Mr. Bryant's letter. Thank-you for your hard work for the Ultra Van. Thank-you for bringing to my attention the incorrect CORSA address, and that Pete Kehloer no longer has an Ultra Van. Being that nobody else has volunteered for that job I will appoint you to the position. The duties are minimal. Thank-you. Ed.*

Dear Christy,

February 13, 1995

Many thanks for the newsletter and your interesting articles on the "Tiara." I don't know if Norm Hemlkey explained my interest, in case he didn't, allow me. I have been involved in gathering together the history of the GMC Motorhome. My interest covers other front wheel drive motorhomes as well. You have done a superb job of gathering and publishing the "Tiara" details.

In Volume XIII, number IV your interview with Mike Kelly was

Winter 1995

great. If you would like further information for Mike Kelly on his 1978 GMC motorhome I have enclosed a few details: GMC motorhomes manufactured 1/2/73 through 1978, GMC did the interiors through 1975. The transmode (1975-78) were vehicles outfitted by other manufactures, i.e., Coachman, Avion, etc. The 1978 production (transmode) 23 foot, 178 units; 26 foot, 1,012 units; GMC interiors, 26 foot only, 689 units. Total 1978 production was 1,879 units. GMC serial No. is found inside the right front access door. 1978 serial numbers were TZE338v100001 through v101879.

Best regards, Bill Bryant, 374 Overlook Rd., Pleasant Valley, NY. 12569

Dear Ultra Van People, January 25, 1995

Please excuse this fine stationary. I've been teaching English here in Mongolia since last fall and 'paper' is one of those luxury items unavailable.

For some years now I've been teaching winters in foreign countries and returning to the US. in the spring to commence doing some home remodeling for "real" money. Usually I buy an old car, fix it up, then sell it when I leave in the Fall. I love old things and fixing old cars and houses.

My lifestyle makes it impractical for me to buy and maintain a home. My yearly income is also mighty low! I've been thinking for a year now of owing my own home (every man's dream) in the form of a very old building in a rural area. But an old trailer home would be exactly the thing for me!

Because I'm a perfectionist in my remodeling and take pride in my work I'd like to acquire something special like an Ultra Van. So few were made, no doubt less exist now. Can I find one for sale anywhere in the US? I've remodeled in CA, CO, NM, IL, TX and WI and could work anywhere. If one needed a lot of work, I'd like the chance to make it nice with my own hands and heart.

I don't know exactly when I'll be back in the states. Between March and June I expect. I can be reached at my "Permanent address" 153 So. Roselle Rd., Roselle, IL 60172 (708)894-8798.

Thank-you, Karl Gorczynski

Chirsty, March 21,1995

Just a scribbled note this time to tell you that finally I completed reading the entire Whales on Wheels, Volume XIII, Number IV. You did a tremendous job. Seems somewhere, yes I read you were contributing \$100.00 towards restoring Ultra Van #101. I'll match that immediately and will send a check to Jim. Note that Dave will be there to help. I may not be able to do much but will try to show up if I can. I'm Still in lots of pain from that torn muscle.

Well, that's my note. If can find a photo copy, I'll enclosed a poem I adopted to Edna and my situation. I'm still in partial shock from my loss.

Should tell you how much appreciated your calls. Also, the great

article you wrote in the club newsletter. Saw you initials at the bottom. You really are a dear friend to me and to so many Ultra members. Edna would love what you wrote about her.

Sincerely, Ernest (Newhouse)

*Thank-you Ernest. Your poem to Edna is beautiful and I'll print it elsewhere in the newsletter with her photos. Ed.*

Dear Ultra Vans,

I would like a copy of your publication Whales on Wheels.

Thanks, Ken Pruitt, PO Box 112585, Anchorage, AK 99511

Dear Group Ultra Van,

I learned about the Club and newsletter from Don Reed, here in Tucson. I have always noticed and been interested in the Ultra Vans. Please sign me up in your club. \$6.00 enclosed.

Thanks, Ed & Gini Wynch, 5836 N. Camino Esplendor, Tucson, AZ 85718

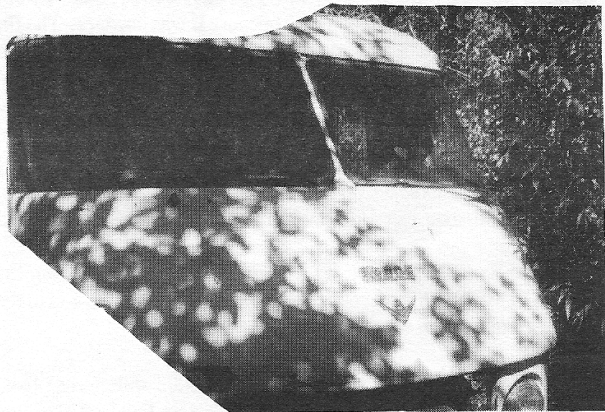
Dear Christy, January 7, 1995

We trust you folks had a fine Holiday Season. And best wishes for a great 1995!

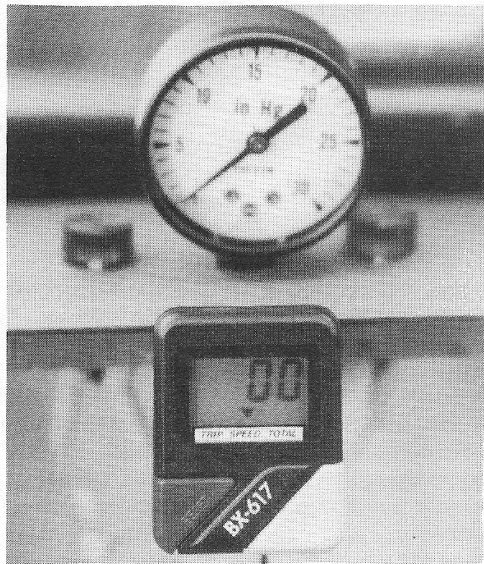
A correction is needed for the next issue of Group Ultra Van: The Rally scheduled for Brannan Island near Antioch in April has been canceled so as to not handicap the work on Ultra Van #101 at the Craig's in early May. There seems to be a good enthusiasm for that project.

I went with Mory Snyder in his Greenbrier this past week to Dave Peterson's to pick up two pieces of aluminum 'skin' for #101. These pieces are approximately 4 feet X 10 feet. They are rolled together for transportation to Joshua Tree. There is also a sink.....

Yours, Bob & Roberta Franz



A "Dodge" Step Van? See "From the Editor" for answer.



Walt Davisons new instrument panel. Vacuum gauge, new speedo, oil pressure light on left and generator-fan on right.

## Ramblings and Stuff

by Walt Davison # 366

It seems that there are two types of Corvair engines. The ones that always "mark" their parking spot and the ones that are dry. I should think it would be VERY annoying to spend a lot of time and energy on sealing an engine up and still have some annoying little problem. One of these problem areas is the shaft of the driv gear on the oil pump. We have a steel shaft in an open ended hole in the housing. In other words a built in "seep/leek". It was not built this way out of ignorance. It was built this way because it was cheaper. The fix is to remove the shaft, weld up the end of the housing, grinding the shaft length down to fit. While the housing is off look VERY CAREFULLY at the oil passages into and out of the oil pump. They almost all can benefit from some massaging. We want a nice SMOOTH passage. Don't try to hog it out bigger, just smooth over all the rough places so the oil just slides in and out. Maybe Jim Craig might be able to furnish some help on the rear housing welding trick.

We were recently honored by a short visit from Joe DeCamillis (#538) of Mr. and Mrs. fame. Seems that Mrs. is about to add to the team. In the spring of 1995.

In October and November I made a little 8003 mile Cruise from Miami to the GWFBT&SW (The Great Western Fan Belt Toss and Swap Meet) and returned. Furthest away was Reno Nevada. One

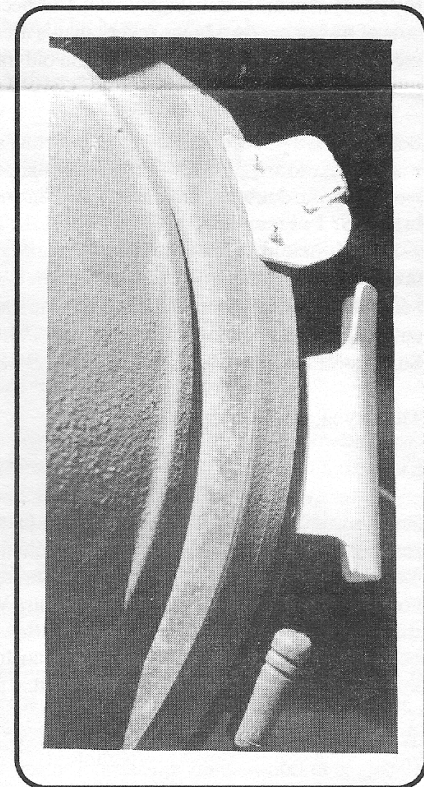
of the reasons to be in Reno is they have a CLUB/WAREMART grocery store. If there is room in this issue maybe the editor will print the enclosed list of stores (*there was no room in this issue, Ed.*). These are a sort of "pipe rack" operation with great prices and great selection of bulk foods. Dried milk from McMinneville Oregon. Nice! Spices galore. Worth a stop. As we enter the holiday season and eating/calories become, shall we say, a problem for some of us, this might be of interest. A friend of mine in Loo-Sun China says the University there has discovered that if you eat something and NO ONE SEES YOU EAT IT, the calories DON'T COUNT. More on this break through in future issues.

While in Reno I had a small problem. The main door would not stay closed. Fortunately my door has been modified so it was not a big deal. In a stock door it can be a big problem because to get the door lock out you have to disassemble the door. More about this in another newsletter.

One of the real reasons to go the GWFBT&SM has nothing to do with Palm Springs. It had to do with Twenty Nine Palms. Those of you in the know, know that this is the home base of Grace Ballew. She allows her other half to stay there also. Robert doesn't need, or maybe doesn't want, any of my advertising. But I'll promise you, you will leave a whole lot smarter than you were. I guess we could count this as a PLUG for the upcoming work session at the Craigs. You know work on #101. A good cause. And you'll get at least one bunch of smarts from "THE MAN FROM 29" (palms, that is).

Are you looking for "The Promised Land", I've found it! Really! It's three miles north of Humptulips, Washington on Highway #101. This is at approximately the 112 mile marker. Check it out. It's a L u m b e r Company's rest stop.

Ultras were delivered with a variety of dashes, but all (I think) used a front wheel hub

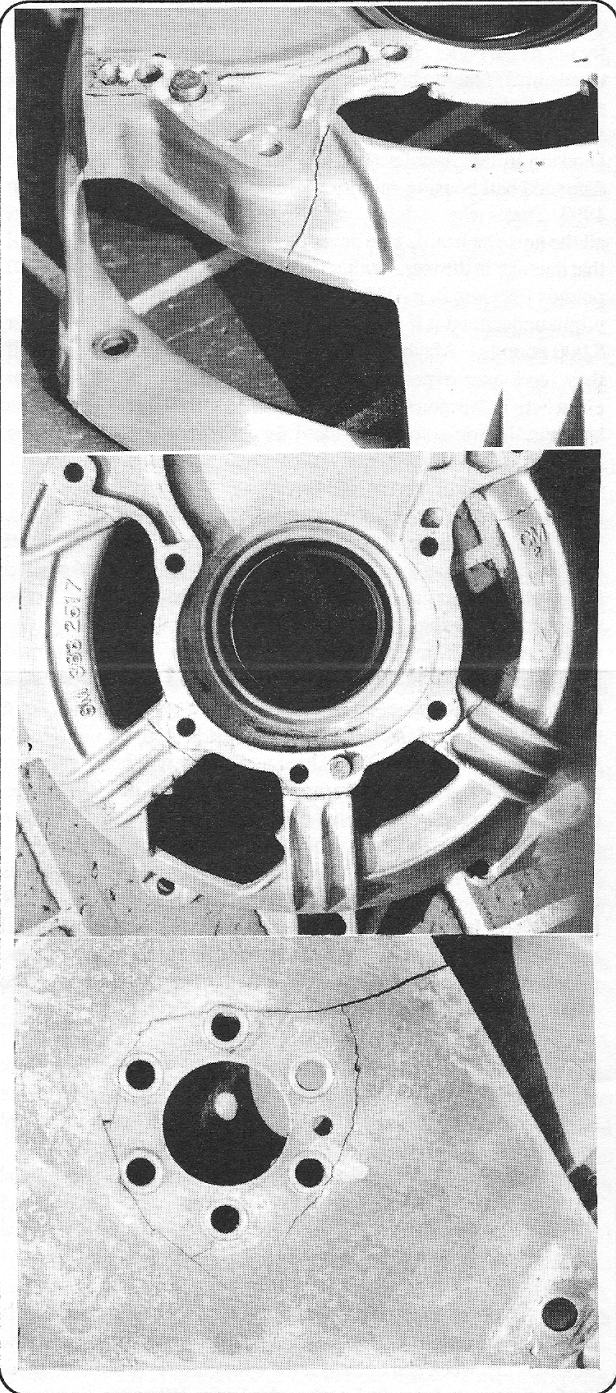


Brake drum mounting of his speedo sensor.

dust cap driven cable, ala late model Corvair. The problem in the coach is we can turn the front wheels too sharply, so we end up with a "crink" in the cable. Over the years I've had good years and bad years. Speedo years that is. So in 1993 when my cable broke, it was "so long you'all." Some history: The first bike speedo on an Ultra that I know of was on Mel Dineson's coach. John Hoffman has one on a Model "T" Speedster. A very neat rig. (Too neat for a guy John's age!) So what you read here is my way plus the smarts from a couple of others for the same price. There are dozens of bike speedos in the marketplace. I chose Universal Electronic, BIKE-XTRA (make in China) BX-167, sold by Walmart for prox nineteen dollars (\$19.00). It gives trip miles to 999pt9, which can be reset to zero by pushing a button, total miles to 9999, battery must be removed to reset total miles, and speed to 75 that I know of. If you remove the battery to reset total miles, the wheel size code will have to be reset. (If your coach is one of the later models that "requires" the 160mph speedo this might not be an option for you). Speed/mile accuracy is dialed in by a code number set in by push pins on rear of unit. I'm within a couple of hundred feet in a hundred miles, checking against the Interstate mile markers. Some of the nitty-gritty. You have to mount a small magnet on something that rotates at wheel speed. I selected the left front brake drum. I removed the magnet from its plastic bracket and made up a non magnetic bracket from aluminum. It 's held on with two #6 screws tapped into the thick edge of drum. Theory says to mount it prox 3/16 to 1/4 inch off the drum so the force field of the magnet is not affected. Scott Pilkington #350 says his works OK right on drum. So much for good theory. Centrifugal force is a whole lot stronger than you might think so make your bracket so it won' t have a tendency to bend at high speeds (It's none of your business how I know that.) Now as the magnet rotates away it goes by the pickup which is in a plastic holder, which contains a reed switch, which is two little strips of metal that contact each other as the magnet goes by. I made up a copper holder for mine, sealed it all up with silicone, (hot glue could probably be better) and attached it to the aft edge of the backing plate. This gives it some protection from road debris. You will have to splice in some wire to get the readout head up to a useful location. I should think soldered connections could be nice. Use multiple nyties (wire ties) to lead wires along the brake hose up to dash. Mount head where its easily seen. You might leave a loop of excess wire behind dash for future "just in case." You also have to make up a bracket to attach to backing plate to prevent the rotating magnet from striking the brake line when wheel is cranked way over. The gap tween the magnet/pickup is not critical. Say 1/8 to 3/16th inch. My unit was installed in Jan 94 and now has 29,374 miles on it. I like its accuracy. I use the trip miles as my gas gauge. Fill up, reset, go, I wish the numbers were bigger—MUCH BIGGER—I'm not twenty/ twenty anymore. LCD's (Liquid Crystal Display) are not self lit and unit has no lighting. Easy—don't drive at night. Its really not as big a deal as some seem to think it is. Besides some clever chap will soon write in and say-Here's how to put a light on your new speedo. But after a year of field use I'm a happy camper. It's light, I have second one on board; Just in case. And I'm not looking for anything to replace it with.

As Always—All the Best—Plus—Happy Holidays—#366-WALT

(Walt Davison is a retired Airline pilot and a regular contributor to *Whales On Wheels*. He has 325,000 miles on his Ultra Van #366. He lives mostly in his Ultra Van and the rest of the time in the Miami Florida area with his lovely wife Marilyn. Ed).



*Davisons #366 damaged engine pieces. See "From the Editor."*

## From the Editor

It's been a mild winter in Colorado, which may lead to a water problem in the late summer. That's the local talk. It was a busy winter for me, spending much time in Minneapolis and Miami. I changed the airplane that I fly, which is the Boeing 757 and I now fly out of Newark, New Jersey. So I spent time training in both of these cities. I have a brother and his family that live in Minneapolis and we had a good visit. In Miami I spent time with the Davisons and the Guthries. This accounts for so much stuff from Walt Davison in this newsletter. I did find particularly interesting the damaged bell housing and flex plate from his front end collision in 1993. That's why he didn't make the national meet in 1994, that was all the noise he heard. I've never thought a collision could cause all that damage in the rear. Walt's Ultra Van is very light, maybe 3,100 pounds with him in it. This is no more than an empty Greenbriar. I might understand it if this was the typical heavy Ultra Van of over 5,000 pounds. Maybe we could ask some other Corvair people if they have ever experienced this type of failure. Photos appear elsewhere in this news letter. I also attended the Ultra Rally at Lain and Jean Guthrie's, south of Miami. I was there only at the beginning and had to leave, but it was a nice visit. I saw the McMaster's, Helmky's and of course the Davidsons. It was nice to see the Guthrie's place. Its five acres that they acquired back in the 40's. They built the house and raised five children there, the oldest, Janet was the first woman to race at Indianapolis. The place was damaged heavily by the hurricane and they have put it all back together. Some roof work was being done while I was there and I followed Lain up the ladder. He's 82 and I had to hustle to keep up with him. He retired from airline flying in 1974, but still likes airplanes. He owned a Cessna 195 at one time, so he must also have good taste (I own a Cessna 195 now.) I also saw Joe DeCamillis there (WOW Vol.X No.4.) He was working an art show while Dori was home carrying their first baby. This is a very prestigious art show, its by invitation only for the artists. Well, what do you think, they won first place as the best artists in the show. They were very proud, and a cash prize went with it, he also sold many of their paintings. Their work is creative, i.e. they paint everyday things, things that are in THEIR lives. Then Joe names the painting, this is what really puts it all together. His insight into the outer world is shown here, and the people buy it. Congratulations to you both. They live in Huntsville Alabama, but still take mail in Steamboat Springs, Colorado.

George and Maxine Truman (see WOW Vol. XI, No.III) are not well. George had a stroke and is having complications and Maxine is in hospital also with a hip problem. They are at Regency Hospital in La Habra, California. Maxine's phone there is (714) 773-0750. They have sold their Ultra Van #605 to Jim Craig. It had to be moved so they could sell their house. Also Jim Craig writes that Barr and Thelma Musser passed away last year. Thelma passed in April and Barr in June. Their niece said it was best for both of them.

On a more positive note, I'm looking forward to the restoration rally at Jim and Marlene Craig's in California. I spoke with David Peterson last week and he suggested we include Edy Ryerson in his car for the trip up from the Los Angeles basin. I'll be meeting he and Edy there and we'll drive up together. I'm not sure of my May flying

schedule yet, but he said his schedule is flexible. This should be a good one. If you are into Ultra Vans YOU should be there.

Elsewhere in the newsletter is a photo of a Dodge van with Chevy Step van windshields as used in our Ultras. John Hoffman from Denver sent it to me. I didn't know Dodge made these. You don't suppose that someone put a Dodge V-8 in a Chevy step van, then put the Dodge script on the front of the Chevy? Nah! If you are into shapes of the 30's, Old Cars Weekly, December 15, 1994 issue has a story of the Brook Stevens (who died recently) designed Motorhome. Its a smaller version of the Fibber McGee and Molly unit we featured in WOW Vol. V No. 1. I sometimes wonder if David Peterson saw these units back then.

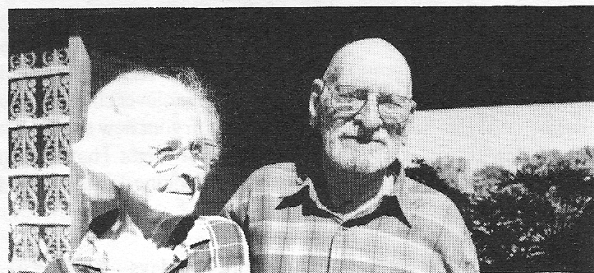
This starts the 14th year for WOW, and I'm later than ever. So off to the printer I must go.

## Ultra #101 Update by Jim Craig

As of March 4th, 1995 two of the six Corvair parts venders that I have sent letters to have replied. I requesting their help in providing new parts for the restoration project and they have sent all of the parts that I have requested from them. Mr. Cal Clark of Clark's' Corvair Parts has generously donated eight different parts that would have otherwise cost the project fund considerably. Thanks again, Cal. Mr. Lon Wall #420 of Corvair Underground has donated five important parts for the engine and differential areas that also has saved the project a good amount. Thanks again, Lon.

Both venders noted above have a lot of Corvair NOS parts for the Ultra Van, so if you don't have there current catalogs, call them for the current prices, mailed direct to you. Clark's Corvair Parts, Inc., Route 2, Shelburne Falls, Mass, 01370 (413) 625-9776; Wall's Corvair Underground, P.O. Box 339, Dundee, OR 97115 (503) 434-1648. We will be hearing soon from Larry's Corvair Parts & Rebuilding Service, Hawthorn, CA; Marty's Corvair Parts, Hawthorn, CA; Safari O-Rings & Vition Products, Renton, WA.

The restoration rally will be held at my place in Joshua Tree, on the high desert in Southern California. The dates are May 6 - 20th. There is a \$5.00 registration fee (which includes a dash plaque), plus \$1.00 per day to help off set our additional expenses, water, septic, electricity, telephone, etc. If you have a specific area you would like to volunteer on helping with #101, such as electrical, body work, etc. please give me a call or write. David Peterson the original builder of Ultra van #101 will also be attending to help with the body work. Be sure to stop by and help him. Jim Craig, Rendezvous Ranch, 7011 Sunny Vista Road, Joshua Tree, California 92252. (619) 366-9102.P



Jean and Lain Guthrie at home in Miami.

Winter 1995



## To Edna:

Should you go first  
And I remain to walk the road alone  
I'll live in memory's garden dear  
With happy thoughts we've known.  
In spring I'll wait for roses red,  
When fades the liliacs blue.  
In Autumn when the brown leaves fall  
I'll catch a glimpse of you.



Should you go first  
And I remain for battles to be fought,  
Each thing you've touched along the way  
Will be a hallowed spot.  
I'll hear your voice, I'll see your smile  
Though blindly I may grope.  
The memory of your helping hand  
Will buoy me on with hope.

Should you go first  
And I remain to finish with this scroll,  
No lengthning shadows will creep in  
To make this life seem droll.  
We've known so much happiness,  
We've had our cup of joy,  
And memory is one gift of God  
That death cannot destroy.

Should you go first  
And I remain, one thing I'd have to do;  
Walk slowly down that long, long road  
For soon I'll follow you.  
I want to know each step you take  
That I may walk the same.  
For some day down that lonely road  
I'll hear you call my name.



From Ernest

## Classified

**1967 Ultra Van #286**, 110 H.P. Corvair, powerglide. One of the best vans in the club. Presently stored inside. Lost my co-pilot, no fun traveling alone. Chance Fitzgerald, 111 13th Avenue #A5, Mendota, IL 61342. (815) 538-2283, FAX (815) 539-6495, will reply by FAX also. \$7,650.

**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/offer.

**1968 Ultra Van #396**, 110 H.P. Corvair, Powerglide. New paint and interior. Good Mechanical condition. Ready to travel. Warren Romberger, 904 NW 59, Oklahoma City, OK 73118. \$9,000.

**1969 Ultra Van #400**, 110 Corvair, Powerglide. Good mechanically, needs paint and interior work. Ernest Pfost, 10150 Road Meadows Dr., Boise ID, 83709. \$5,000.

**1969 Ultra Van #404** 110 H.P. Corvair, 4.26 1st gear ratio 4 speed, 3.89 Diff. New batteries, shocks, springs, S/S brake lines w/silicone fluid. Updated bathroom w/new sink and commode. Dash & roof air. Photos & 30 minute video, \$10 refundable fee. Dan Reinhardt, 5201 W. Camelback Rd, #A255, Phoenix, AZ 85031. (602) 846-6920 \$8,500.

**1969 Ultra Van #412**, 110 H.P., Corvair, Powerglide. Unique 24 foot model, only one make in this years production. New engine, Transmission, Onan 2.8 Generator, 6cu. foot refrigerator, roof air. New interior, upholstery, tires, awnings all around. Many spares including NEW windshields. Allen Driggers, (803) 245-2154. \$14,000 BO or most interesting trade.

**1969 Ultra Van #472**, 110 H.P. Corvair, Powerglide. Complete restoration. New suspension, rebuilt engine, transmission, differential. New carpet and upholstery. New paint and tires. Jean McMasters, 916 Lighthouse Drive, North Palm Beach, FL 33408. (407) 626-0388. \$12,500.

**1969 Ultra Van #492**, 110 H.P. Corvair, powerglide. Lots of extras, exceptionally clean inside and out. Hal Honer, 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.

**1969 Ultra Van # ?** Buick V-6, Toronado Transaxle conversion. Florida. (904) 495-3868. \$3,900.

**1970 Ultra Van # 549**. Cheve 307 V-8. 157,00 miles. Roof Air, small body damage, new paint. Jack E. Davis, 100 No. Cheyenne St., Silver City NM 88061. (505) 536- 5955. \$5,700.

**1970 Ultra Van #550**. New Cheve 307 V-8. White ash interior, new suspension, tires, roof air ,three way refrigerator, color TV and battery. SASE for color photos. Ready to go. Joseph P. Alvarez, 6628 Puerta de Lomas, Fallbrook, CA 92028. Phone & FAX (619) 945-4451. \$7,990.

**The Ryerson Ultra Manual** A real necessity for Ultra Owners. \$70.00 includes UPS delivery in USA. Edy Ryerson, 18618 Rayen Street, Northridge, CA 91324. (818) 349-5058.

**Wanted** Cherry-wood paneling (like original for Ultra Van. Good, used windshield for driver's side of Ultra Van. Darrell G. Woofter #232, 436 No. 23rd Street, Las Vegas, NV 89101. (702) 388-2900  
**Parts for Sale.** 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 1961, selling at my cost of printing, incl. postage, \$9.50.

1961-63 Buick Alum. 215 CI engines. Have one complete and running, 1,200 miles on new overhaul. Reverse rotation to adapt to a Corvair, 4 barrel Carb. "KEP" eng. to Diff. Alum. adapter for Corvair Automatic. Have all receipts. Second Eng is complete with all parts, but disassembled. Third eng. is also disassy., 90% complete. Have photos or \$10 refundable video showing all parts. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (619) 366-9104. \$1,200 for all.

# GROUP ULTRA VAN

5537 PIONEER ROAD  
BOULDER, COLORADO 80301-3048



**FIRST CLASS MAIL**

## Rallies

**April 19 - 23, 1995. Anticoh, California.** Brandon State Park. Hosts: Robert and Roberta Fran. 220 W. Fourth Street, Anticoh, CA 94509. (415) 757-3555. **CANCELLED** Mary and Edler. 100 W. Fifth Street, Anticoh, CA 94509. (415) 757-3092.

**May 6 - 20, 1995. Ultra Van #101 Restoration Rally.** Desert Rendezvous Ranch, Joshua Tree California. Hosts: Jim & Marlene Craig, 7011 Sunny Vista Road, Joshua Tree, CA 92252. (619) 366-9102. Registration \$5.00, plus \$1.00 per day w/ dash plaque.

**June 5 - 8, 1995. Jackson, Ohio.** Louis Farley Campground, 1215 Hanley Rd. Jackson, Ohio. Phone 614 286-3527. Hosts, Paul & Charlotte Rowland, 291 Orange St., Jackson, OH 45640. (614) 286-2266.

**July 25 - 30, 1995, CORSA International Convention, Dallas, Texas.** Doubletree Hotel at Park West, reservations 214 869-4300. Group Ultra Van meeting held on Wednesday, July 26 from 7 to 8 pm. Info. P.O. Box 851381, Richardson, TX 75085-1381.

**September 19 - 24, 1995. UVMCC National Rally.** KOA Campground, 11824 Highway 180 East, Silver City, New Mexico. Phone 505 388-351. \$16.91 per day, cabins \$25.00 a day.

**June 19 - 22, 1996, CORSA Interantional 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 VAN. This 22 foot unique motor home was designed by David Peterson and built in Kansas until 1970. About 365 units were built in all. Dues are \$6.00 annually, please remit to the Secretary-Treasurer. Submit all technical information to the Editor.

### PRESIDENT

Jean McMasters #330  
916 Lighthouse Drive  
No. Palm Beach, FL 33408  
(407) 626-0388

### VICE-PRESIDENT

Graham Dell #292  
4332 157th Ave SE  
Bellevue, WA 98006  
(206) 641-1570

### SEC.-TREASURER

Louis Griggs #334  
626 Brookfield Ave.  
Cumberland, MD 21502  
(301) 722-2991

### EDITOR

W. Christy Barden #228,603  
5537 Pioneer Road.  
Boulder, CO 80301  
(303) 530-1288

### DIRECTORS

#### Eastern

Norman Kelmkay #486,356  
Route #1, Carrig Place  
ON KOK ILO, Canada  
(613) 394-3054

#### Western

Art Eller #364  
3873 Shannon Rd  
L. A., CA 90027  
(213) 660-3880

Corvair Society of America (CORSA)  
P.O. Box 607, Lemont, Illinois 60439-0607  
(708) 257-6530