

WHALES ON WHEELS

Volume XV **ULTRA VANS** Number II

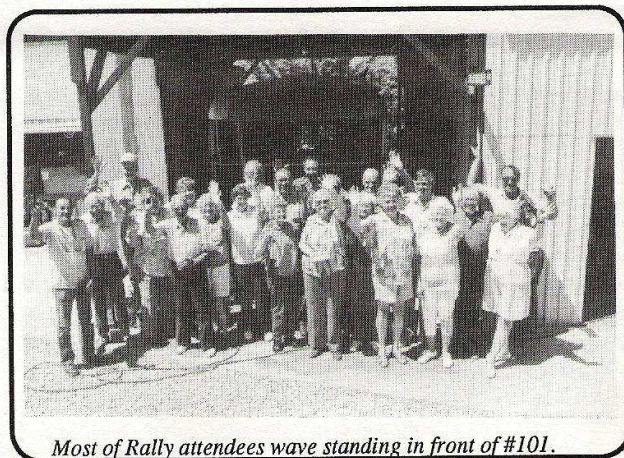
Number 101 Restoration Rally Brings Out All Kinds of Help

by W. Christy Barden

The rally started for me waiting for an airplane at the new Denver International Airport. I called **David Peterson** and he and **Lucille** were leaving Oakland, California early Friday morning May 6th and driving to Studio City (in the Los Angeles area) to visit their daughter and her family. I was to fly there where he would pick me up and we would drive his wife's "Cadillac" to the Rally in Joshua Tree, California, on the high desert west of Palm Springs. It all seemed to work. Lucille would stay with her daughter and come up to Joshua Tree on Tuesday for a day. Mean while Dave picked me up in Van Nuys at the home of **Dick and Leona Campbell**. Dick is into Corvairs and Leona into making goooooood pies.

When I first saw Dave's "Cadillac" I commented that I had never seen a model like that. It looked just like a new Chevrolet Caprice, but it had a gold grill and Cadillac emblems front and back with Cadillac hub caps and even inside it said "Cadillac" on the dash board along with a Cadillac key ring. Well it seems that he promised Lucille a new Cadillac for working so hard on the Sacramento apartment project that they completed last year. Dave has been a Chevy man all his life starting with the 1926 Chevrolet that he and a friend drove to the Chicago Worlds Fair in 1933 from Tulsa, Oklahoma. I don't think he could bring himself not to get another Chevy. Besides he wanted a rear wheel drive car and Cadillac doesn't make rear wheel drive any more or have front bench seats. What a compromise! It all looks so factory that few people notice what he has done.

We left Van Nuys at about 5:00 PM and drove to Yucca Valley. We stopped in Redlands for dinner and arrived at my mom's place in Yucca Valley about 8:00 PM. We stayed up late talking- David



Most of Rally attendees wave standing in front of #101.

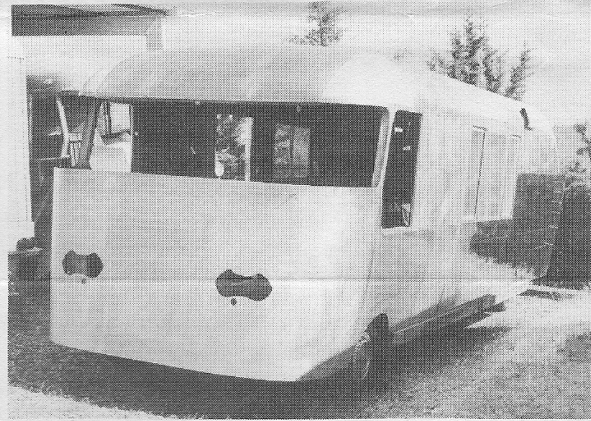
about his father coming from an island in Denmark and being in the Chicago fire of 1871, us about our family things and Mom planning a trip back to her birth place, Newcastle Wyoming.

Monday morning up and over to **Jim and Marlene Craig's**. After greetings and small talk, it was to work. On Saturday and Sunday the **Tekaat brothers, Leonard and twin Athol** were here and did much work. They dropped out the front suspension, helped in taking out the engine, drive train and rear suspension. After that they decided to take off the front aluminum skin. After making a tool in the lath for drilling out the rivets the job went fairly fast. They had to go back home to Bakersfield Sunday evening so they could go to work on Monday. They returned the next Saturday and worked all day Sunday. David Peterson picked up where they left off. Using the old aluminum that had been removed as a pattern, he and **Mel Dinesen** drilled and cut a new piece that was clecoed in place that afternoon. **Ed Harrison** was working on rebushing the suspension parts all day; **Warren Suckow** worked on doing a valve job on the engine and checking it all out; **Arnold Steenburg** was cleaning up the engine parts with the steam cleaner; **John Shattuck** was assigned the 110 volt wiring (he built a beautiful panel at home and brought it with him); **P.W. Donaldson** spent time cleaning and masking the rear panel area for striping; **Lester Bell** worked in the engine area compartment; I was working on the DC wiring, moved the battery up front, laid some 2/0 gauge welding cable from front to back; **Bill Binney** used his machine shop for making rear suspension adapters and steering parts, etc.; **The Reinhardt brothers** arrived and dove right into the sheet metal work, drilling, deburring and fitting, etc.; **Roy Muranaka** was helpful in finishing up the brake master cylinder and helped Jim finish up on the riveting; **Mory Snyder** did a good job of building a space for all the small parts that will be used, and helped in rebuilding the rear suspension; **Art Eller** drove out from L.A. with **Helen Laslo** to deliver a rebuilt transmission he donated to the project. This was a typical day, lunch was either out or pot luck. Dinner was snacks and desserts baked during the day by some of the women. They shelled a bushel (or it seemed like that many) of pecans for pies, made by Marlele Craig. Millie Dinesen also made some killer lemon meringue pie.

Things moved right along. Jim Craig had established a list of items to be done. Each list enumerated the desired result. But he did want it all to be back together and running by the time the rally was over. This goal was almost met. The engine and drive train didn't get installed, but the dummy differential was installed so that #101 could be moved. Not everything was done that he wanted, but so much did get done that no one could complain. While I was there Jim received many phone calls from members around the county. Member **Lon Wall** called from Oregon to be sure he was sending the correct suspension parts. Number 101 has



Your Editor stands beside David Peterson who is showing off his Wife's new "Cadillac".



Left side of #101 after work was done. Note clecos still in rear.



This is not a posed photo. This is what it was really like, every one working in the same areas at the same time. But it seemed to work fine.



L to R. David Peterson, Patsy Husmann (daughter), Lucelle Peterson, Ron Hausmann (son-in-law) and Jim Craig.



Right side of #101 showing new sheet metal, minus glass.



Far right is #101, in the middle is a mid production Ultra Van, at the far left is #605 the last Ultra Van to be built.

stock Corvair suspension, front and back. **Jean McMasters** called with encouragement from Florida.

Mr. Peterson build the original Ultra Van in four months- September, October, November, December of 1960. He registered it on January 2nd, 1961 as a 1960 housecar. He rented a large garage in Alameda, California and built it almost single handed. He says he worked fairly fast, when he found some cleco fasteners still in the front window area after 35 years. He didn't have time to get all the small detail stuff done then. We all had a good laugh at finding those clecos still in place after 35 years. David took them out and replaced them with rivets, finally! Without the interior finished the Van weighed about 1850 pounds. This was about half of what a Corvair Greenbriar Van weighed. He also stated it was noisy with no interior, but after putting the interior in it quieted down. The rug helped the most.

The nicest thing about working on the project and being a part of it is the feeling of belonging, like an old barn raising where everybody pitches in and helps. The love most of us have for our Ultra Vans is expressed in the desire to get number #101 running again. It was like being a part of the original project, having Mr. Peterson there, listening to his comments as we came across different items. When we wondered why harden T6 type aluminum was used up front, he said that he must have gotten a good deal on it. A camaraderie of guys that liked to work on their own stuff, and would rather make a part than have to buy one; being with that creativity that **Dave Peterson** uses so well in making do with what you have and making it work. Right out of the depression era of the 1930's. There is always more than one way to do something. Each one respecting the ability and honoring the talents of others. Really a great feeling. Not so much sitting and talking, but doing, and doing together. Ed Harrison who has attended almost every rally since buying Ultra Van #324 in 1976, said he had always wanted to meet David Peterson and now he finally had! More great feelings!

A rally at "Desert Rendezvous Ranch" is not complete with out a visit to the home of **Bob & Grace Ballew** in 29 Palms, just down the road from Joshua Tree. They have a lovely cactus garden out front. Bob gave a tech talk and showed the special custom Corvair engine tools he has made. His presentation was humorous and educational. Using clothes pins to keep lifers in when you rotate the engine on the stand. How to remove and replace a blower bearing without removing the engine cover. A tool to lock the engine so you can tighten or loosen the harmonic balancer bolt. A tool used to mount the starter without the differential. Jim got most of this in video. Everyone was impressed with the tools and Bob's ingenuity. After two hours people were still wanting more. Grace gave instruction on making small figurines on rocks, similar to her classes on painting Ultra Vans on small flat rocks. The usual trip to the desert in a Corvair powered Dune Buggy and a late lunch out in 29 Palms were also part of the day.

Jim also found some Scandinavian chairs at a swap meet that were similar to the ones Mr. Peterson had originally had in #101. They were being refinished by **Jane Harrison**. **Glady Bell** refinished

the "Desert Rendezvous Ranch" sign by repainting all the letters and sealing the surface. **Lester Bell & Mel Dinesen** dug holes and placed the sign in front of Jim's house, so now it's easier to find.

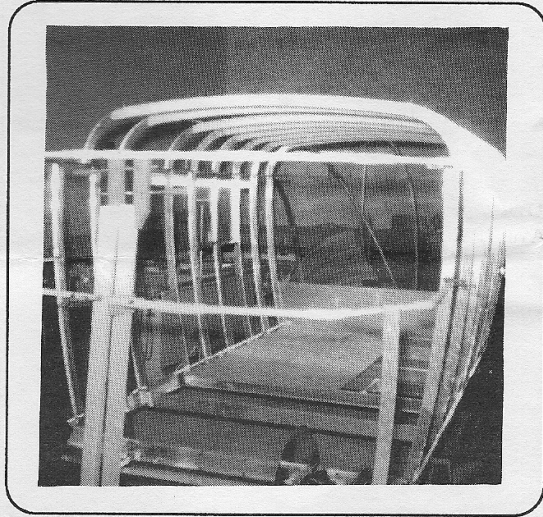
Other attendees not mentioned above were: **Evy Shepherd, Mat & Sheri Jumper, Robert Craig, Ed & Pam Gurr, Maurice & Peg Hemstreet** from Canada, and Mr. Peterson's daughter and son-in-law **Patsy & Ron Hussmann**. In all there were 12 Ultra Vans, 4 associates, 39 adults, 4 children and 3 guests attending.

Many repairs were started and completed during this work period. They are as follows: removed windshields, driver's and passenger's windows; replaced aluminum skin front and back, left side under and aft of the big window, and below the driver's and passenger window. That amounted to 136 square feet of aluminum. Installed new master brake cylinder, rebuilt front and rear suspension with new bushings. Replaced wheel cylinders, hoses, metallic brake shoes; replaced bearings; cleaned and painted. Disassembled the engine and checked everything; did a valve job and installed wiring for 110 volts.

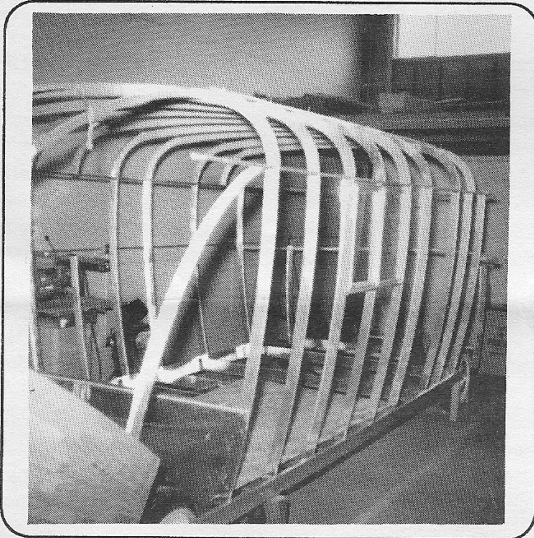
Jim Craig would like to thank the following vendors for their parts donations: **Cal Clark** of Clark's Corvair Parts, **Larry Shapiro** of Larry's Corvair Parts, **Lon Wall** of Wall's Corvair Underground, **Steven McDaniels** of Safari "O" Rings and **Larry Claypool** of The Vair Shop.

Arnold and Edna Steenburg #507 donated a large full size afghan that was raffled off. Ticket sales brought in \$125, which was donated to the regional rally fund. **Nobia Suckow** had the winning ticket.

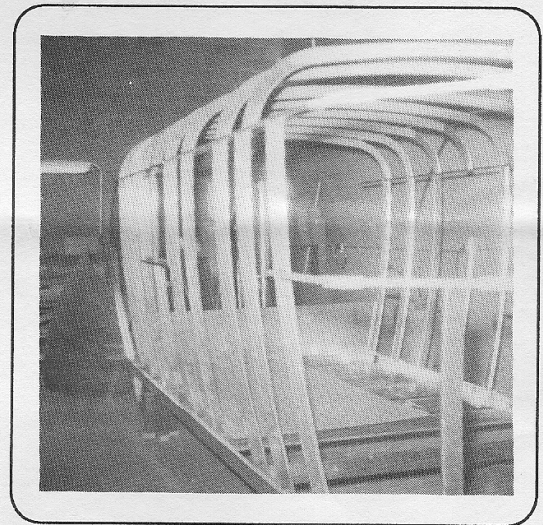
If anyone would like to make a donation of parts or money (checks payable to **Marlene Craig, Ultra 101 Fund**), please contact **Jim Craig**, 7011 Sunny Vista Road, Joshua Tree, CA 92252, (619) 366-9104. For a new donation of \$60.00 or more you will be sent a coffee mug with a color photo of #101 taken by David Peterson in 1961 AND the 1 hour and 30 minute video tape of the #101 restoration and that fascinating tech session given by Bob Ballew. If you haven't had a chance to contribute this would be a great way to do it and get these premiums.



This is view from the left front looking back thru the windshield. Note that the rear has not yet been done.



These photos were taken in 1960 by David Peterson in the rented garage in Alameda, California. This is taken from the right rear. Note the cramped quarters. Only the stringers and ribs had been built. The suspension is in place.



This is the front passengers side view looking thru the front windshield area.

LETTERS TO THE EDITOR

Dear Christy:

Weds. April 12, 1995

Just received Vol. XIV - No. 1. Lots of good stuff. Appreciated being #1 on the sales list, but, I have decided to keep the old Ultra. I just can't part with it. My oldest daughter, 57, has been living with me since December 1994. She can keep the home fires burning and I am looking forward to some more traveling. Maybe I can find someone to travel with me. Don't list it for sale any more.

Your **Whales on Wheels** is getting better all the time. Keep up the good work.

Might run into you on my travels, **Chance Fitzgerald** #286, 111 13th Ave. #A5, Mendota, IL 61342. (815) 538-2283.

Chance, I was very happy to get your letter. You SHOULD use your Ultra and I 'm sure you will fine some one who would be HAPPY to travel with you and maybe share some of the expenses. Any takers? Ed.

Dear Christy,

April 7, 1995

The Winter '95 WOW arrive today, just 10 days before we head north for the summer. As usual, the quality of this issue is first class.

We had a good meet at Ocala with 15 Ultras and 1 Volksabago. Ken Wildman printed a number of copies of the Ultra Psalm that I wrote while at Estes Park in 1993. These were on 8 1/2 x 11 parchment in gothic type. They sold-out immediately with proceeds going to the club treasury. Hope Ken will print more for the National. In reading your comments to by December letter, I failed to catch the implication of keeping data current, until I saw who you named as the new Eastern Director on Page 10.

I'll accept the Eastern WOW Director position if you get my name right. On Page 4 it's spelled "Helmke" and Hemikey". Page 8 has it "Helmkey" and on Page 10 it's "Kelmkay." A combination of the four comes our "Helmkay".

Sorry we can't make either the CORSA International or the outing at Jim's (Craigs) for the #101 work. With our trips to rallies in Ohio and New Mexico, we'll have used up all of the days we can stay in the USA this year (except for 31 days saved for December when we head back to Florida).

A change in IRS rules last July makes anyone VISITING the USA for over four months a year liable for US income tax. Now is that anyway to treat tourists and neighbors? We naturally have to pay income tax at home in Canada to keep our Canadian Universal Health Coverage.

Since retiring in 1987, Marion and I have vacationed 180 days each year in the States, helping to keep the US economy growing. If the US wants to play hard-ball and lose the tourist dollar, we have no alternative but to play by the rules and cut-back to 120 days or less each year. Perhaps it's time to look at Mexico as an alternative winter location.

Hope to see you at Silver City. Best Regards, Norm Helmkey

ps: Date for name and address should read:

Norm Helmkey #356,486 (not Norman)
RR #1 (not Route #1)
Carrying Place, (not Carring)
ONT KOK ILO Canada
(613) 394-3054

Sorry Norm, I'll now add your name to the long list of names I've misspelled. Ed.

Dear Christy

April 11, 1995 C.G. Acherman's back yard.

Your letter with the extra copies of "Whales" came today. I will keep it and make the indicated corrections when we get home in May.

Some comments on your latest news letter. Bill Vandersteeg took a V-8 out of #525, removed about 50 pounds of angle iron and made some decent engine mounts for a Buick V-6 with a 4 speed manual, and had a very nice operating coach. I have driven this version. Howard Boso converted this coach to powerglide.

You seem to be having trouble with names. **Norm Helmkey; Pete Koehler.**

We attended the FMCA National Convention in Las Cruces, NM. then visited Threasa Vandersteeg a few days. On the way here I-10 was so rough that 7 bolts were shaken out of #334. They are now all replaced; a coach rides weirdly when the rear shocks are disconnected.

We had a nice rally at Ocala.

Yours, Louis (Griggs)

Yes Louis, my spell checker doesn't know Helmkey or Koehler. Ed.

Hi April 26, 1995

I have been looking for more information on the Ultra Van. Clarks Corvair just sent me a few articles concerning the Ultra Van, which appeared in the CORSA Communiqué. Very interesting!

Your name and address appeared in one article. Wonder if you



are still in business? If so, I would be pleased to subscribe to your **Whales on Wheels**.

I would like to receive any information you would care to send along. I wonder if any of the Ultra Van's are available? Since I am into Corvairs I would prefer the units with the Corvair running gear.

Any help you could provide would be appreciated!

Thank-you in advance!

Very Best Regards!

George W. Falter, 1601 West Wilshire Drive, Phoenix, AZ 85007-1217

George we have members in the Phoenix area, if your phone number is in the phone book they might give you a call and furnish information as well! Ed.

Dear Christy, April 27, 1995

Enclosed is a notice of the July western rally. You may not be having an issue before then but it will be in the newsletter. *We will have an issue before then.*

This is a water oriented park just 10 miles over the Antioch bridge. I don't know if you were there. It is on the edge on the Delta and has been expanded and upgraded. We will have a group area under trees and away from the highway. We just hope there will not be a heat wave just then or a high wind period. Either one occur occasionally in July.

We hope to get down to Craigs shortly after May 6th. *They didn't!* We are having a "Victorian Tea" at our house that day sponsored by the Antioch Learning Center. Also, we are selling the two apartment buildings where my mother lived. It is in escrow, but much termite and fungus damage remains to be fixed.

We had a pleasant trip the last part of March to Eureka (California) for their annual Dixieland Festival. It runs Friday PM to Sunday noon. We also visited our son at the same time in that area. For the second year we ran into Harold and Joanne Washmouth at one of the reviews!

Also enclosed is a copy of a letter of mine printed in the "Trail Blazer" a 1,000 Trails magazine. You may us this if you care to.

Yours, Bob & Roberta Franz

At left is number of photos taken at the #101 rally. All were taken in Jim Craigs back yard and David Petterson appears in many of them.

Thank-you Bob for your update. Bobs letter to the editor of "Trailblazer" described the Ultra Van and our clubs. The movie "My Girl" was also mentioned. Ed.

Dear Ms. Barden,

I am writing to you for help/advice in learning more about the Ultra Van.

Having read the very informative article in the December issue of FMCA, renting both "My Girl" videos, joining both Ultra Van groups and reading the latest issue of Whales on Wheels, I find that I am very interested and would like to know more about both the Ultra Van and the club that supports it.

My wife and I have been motor homing and about ten years now having been the van (Xplorer) class C (Dolphin Micro-mini) and finally a class A (1972 Winnebago Brave 22") route. Although the Winnie has much in common with the Ultra, the Ultra seems to have it all over not only the Winnie but many other Motorhomes.

We are planning to become full-timers in the near future and would like to consider the purchase of an Ultra Van. Before such a decision could be made, we would like to have some help and support as we try to make this decision. Are there members of the club who full-time in their Ultra? How about some specifications that would help in making my decision.

Any help you could give me would be really appreciated.

Sincerely, Charlie Trueland, 209 Colony Lane, Marlton, NJ 08053

Would someone like to correspond with Charlie and help him out? Ed.

FROM THE EDITOR

Spring came to Colorado in the form of rain. I can't remember so much rain since I've lived here. Neighbors confirm that this is the wettest they remember. Usually the clouds come, drop the water and then leave, but the clouds have stayed. The grass is very green and tall, on the prairie it looks beautiful, in my yard it looks terrible. I can hardly see Harold Honer's #492 parked in my back yard for all the grass around it. My 1965 Corvair 4 door (the show car?) has the rust around the windshield, and water enters in buckets. I have two buckets on the front floor board to catch the water. Either the rust is growing (think so?) or there is more water coming from the sky. I'm going to put some rust preservative on the bad areas and put silicone in it. Then I plan to drive it to New Jersey and park it at the Newark airport for use. This Corvair has been my airport car for twenty years, in San Francisco, Los

Angeles, Denver and now New Jersey. That way I can attend all of the Newark CORSA Enthusiasts meetings and not worry if the car gets stolen.

In this issue the #101 restoration rally is featured. This rally was different from any other I have attended (and I've attended many). A project-oriented get together really focused everyone on working together. Everyone got along, there wasn't much goof-off-time, and the time passed quickly. Plus we all learned something and came away with that feeling of camaraderie that you get when working with others you know and have things in common with. There is another **#101 Restoration Rally** to be held at the **Desert Rendezvous Ranch** in October before the G.W.F.B.T. & S.M. (see Rally Schedule on back cover). For those people who couldn't make the last rally this will be an opportunity to catch what you may have missed. Plan to spend the fall in the west: **The Ultra National Rally**, September 19 -24; then mosey out further west and do some visiting, maybe arrive early at **Jim Craigs** and start helping with some of the things that need to be done on #101; then of course stay for the **#101 Restoration Rally**, October 25 - November 2; Then join us all as we drive #101 to the **Great Western Fan Belt Toss & Swap Meet**. This is a laid back West Coast type event, no official concourse or stuff like that, just good fun and the best swap meet in the country. It would be the best opportunity see the west and have all of these events in a six week time frame. Maybe we could talk Mr. Peterson into joining us again for a few days. Then more of you could get a chance to meet and work with him.

Now some sad news. **Mrs. Gordon Main** #216 let us know that Gordon passed away May 25, 1995. There were not many details given; he had not been well for a while. She did say the Ultra Van was for sale (see Classified). **Mory Snyder** #489 had a stroke on May 28, 1995. Esther says his speech is slurred and his right side is affected. He is in a therapy center now and is walking. She feels he is doing much better. **We all wish him to best** for his recovery. **Art and Millie Eller** #422 have been having a hard year. Millie fell three times late last year. The last one did some knee injury. She may have to have a artificial knee put in like Art has now. Art is having problems with some old urinary surgery and plans to have it redone this month. He has also promised some articles for later this year. One on an Ultra Van and GMC motorhome comparison, as you know Art and Millie now own one, then two articles on the Powerglide transmission. Art purchased a copy of the video on "Powerglide overhaul" put out by the Chesapeake Corvair Club. He said the audio and video were excellent, but some important technical stuff was left out. He sent them a letter detailing some of the things they left out. They were very pleased with his comments, and so was Cal Clark who sells the video for the Club. So now every video sold by Clarks Corvair Parts will include a copy of Art's letter along with his phone number. Art has supervised the rebuilding of over 200 transmissions and has done over 145 himself. Way to go Art! Also on the brighter side member **Ed Donahue** is recovering from his second surgery on the intestinal tract. We hope to see he and Pat back on the motorcycle soon. We have no news of **George Truman**, the last phone number we has for him is no longer working. His #605 was

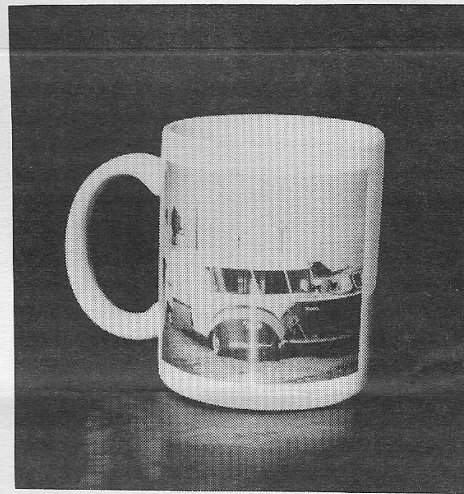
sold to **Roy Muranaka**, for completion.

As I finish this newsletter I have a cold and have started a fast, so if a few things seem a bit different that's because I'm feeling a bit different. Vacations are just wonderful if you feel good. Those who do feel good be thankful for what you have!

The video tape of the #101 restoration is really good. Not professional, or edited, but covers it quite well. I also liked the demo that Bob Ballew gave in his workshop. Using an engine on the stand the video shown 10 minutes of his excellent presentation of his trials and errors in developing tools for the Corvair.

August 26 - September 3, 1995, are the dates of the **Dusseldorf Trade Shows**. Caravan Salon 95 (that means Travel Trailer Salon 95) will feature 400 exhibitors from 18 countries. The Dusseldorf fairgrounds will host the German Association of Recreations Vehicle Manufactures as well as tents, camping equipment, recreational and sports equipment will be shown. Used Vehicle Exchange will be located in the North Entrance of the fairgrounds. For further information contact Dusseldorf Trade Shows, Inc. 150 North Michigan Ave., Suite 2920, Chicago, IL 60601, (312) 781-5180.

On a final note I noted Bob Reinhardt's new low slung American Cruiser motorhome sports the Arizona license plate of "R ULTRA".



Receive this Cup as a preimim along with the 1 1/2 hour video of the #101 restration project. This includes the tech session at Bob Ballew's. All of this for a new contrabution of \$60.00 or more. Make checks payable to **Marlene Craig, Ultra 101 Fund**. Send to: 7011 Sunny Vista Rd, Joshua Tree, CA 92252.

CLASSIFIED

1965 Ultra Van #216, 110 H.P. Corvair, powerglide. Owner selling because of death in family. Some parts as well, Tanks, Fiberglass parts, shifter cable, etc. No price set as yet. Beverly Main, 6111 Bunker Hwy., Eaton Rapids, MI, 48827. (517) 663-1115

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 #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. \$10.00 refundable for Video. 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.

1971 Tiara #T2020. All standard equipment plus air and two roof pods. 18 foot awning plus add-a-room with outdoor carpet. Best offer. Call Jack Bates, East Lansing, Michigan. Phone: Office

(517) 351-2990, Home, (517) 332-6631.

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 Need a Ross Steering gear box for #101 restoration. Contact Jim Craig, 7011 Sunny Vista Rd, Joshua Tree, CA 92252. (619) 366-9104.

Parts for Sale. 4"x4 1/2" new color 1961 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.

Orig. Hdlite Chr. Bezels, Eye Brown type, \$75 pr. + \$25 refundable core charg., Spec. Rub trim for bezles \$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 triangle cor. sinks, \$18 Finale! Clear Backup lens, \$3., rubber light assys. w/clear or yellow lens, \$12, New Ultra windshields, full size \$485, Windshields rubber molding, \$45. Finale also!, Ultra Van/ Hutchinson name plates, \$15, ea, Main Dr. & rear 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 Sheet. 9"X12" w/over 70ea different named decals, such as "Fresh Water Pump", "lights", "Wipers", "ignition" Etc. Black/ w/chrome background \$8 ea. real quality. Auto Trans Pan bolts 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. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (619) 366-9104, FAX: (619) 228-0733, Attn: Jim Craig.

1960 Corvair 4 door sedan. Stored and covered inside for 20 years in Los Angeles area. Project car of Central Coast CORSA for their 1976 Mini-Convention. Zero rust, zero time rebuilt engine by Richard Finch (author of "How to Keep your Corvair Alive"), body work done, tons of NOS parts. It's all there, a paint job and replacing the interior with our NOS parts is needed. The parts alone are worth the price, \$2,500. Contact Christy Barden or Dick Campbell, 16140 Satcoy St., Van Nuys, CA 91406, (818) 786-7815.

RALLIES

July 13 - 16, 1995 Western Rally. Brannan Island Regional Park on State Hwy. 160 near Antioch, Calif. (San Francisco Bay Area.) Hosts Mory and Esther Snyder, 100 5th St., Antioch, CA 94509. (510) 757-3092 and Bob & Roberta Franz, 220 W. 4th St. Antioch, CA 94509. (510) 757-3557

July 25 - 30, 1995, CORSA International Convention, Dallas, Texas. Double Tree at Park West. (214) 869-4300. Registration (by 1 July) North Texas Corvair Association, c/o Jim Hilliard, P.O. Box 851381, Richardson TX 7508-1381. **Group Ultra Van** meeting will be held Wednesday, July 26th. 7-8 PM.

September 19 - 24, 1995. UVMCC National Rally. KOA Campground, 11824 Highway US 180 East, Silver City, New Mexico 88061. (505) 338-3351. Call 1-800 548-9378 and ask for Ultra Van Packet. \$16.91 per day. Full service campground with

GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301-3048



FIRST CLASS MAIL

cabins available if you come in a car. Hosts: The Reinhard's (602) 846-6920; The Harrison's (701) 223-1623; The Suckow's (602) 841-0911 and Jack Davis (505) 538-5955.

October 25 - November 2, 1995. #101 Restoration Rally II. Desert Rendezvous Ranch, Joshua Tree, California. Jim & Marlene Craig, 7011 Sunny Vista Rd. Joshua Tree, CA 92252. (619) 366-9104. Hopefully to finish by driving #101 to the G.W.F.B.T. & S.M. in Palm Springs.

November 3 - 5, 1995. G.W.F.T & S.M. (Great Western Fan Belt Toss & Swap Meet) Palm Springs, California. The 19th annual event. Best Corvair swap meet in the country. Angeles Field in Palm Springs. Hotel is Ramada Hotel Resort on East Palm Canyon Drive. (619) 323-1711. The Banquet will be at the hotel this year.

June 19 - 22, 1996. CORSA International Convention, Albuquerque, New Mexico. Host hotels: Albuquerque Hilton (\$75/night), (505) 884-2500; Fairfield Inn by Marriott (\$57/night), (505) 889-4000.

March 24 - 29, 1996. Eastern Regional meet, Florida. Christmas Airstream Park (15 miles from Titusville). Hosts Robert & Arlene Ackerman, 1240 Fox Creek Drive, Sarasota, FL, 34240. (813) 371-4592.

September 24 - 29, 1996. UVMCC National Rally, Hutchinson Kansas. Kansas State Fairgrounds in Hutchinson.

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.

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