

WHALES

VOLUME XV

ON
WHEELS
NUMBER III

GROUP ULTRA VAN TOURS CORVAIR UNDERGROUND

BY W. CHRISTY BARDEN



Employees of Corvair Unerground: front, Dennis, GenGee, Linda and Lon Wall, Tricia, Curt; back, Shawn, Rick.



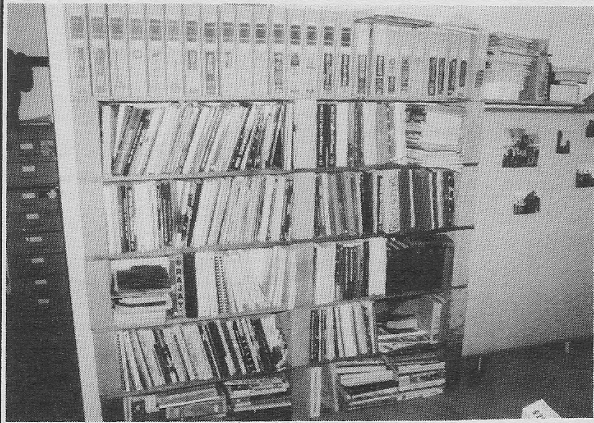
Front counter and display area in customer sales area.

Lon Wall Ultra (Blimp) #420 is the owner of Corvair Underground, a Corvair parts supply house in McMinnville Oregon and a member of Group Ultra Van. He and Linda, his wife, organized an open house at their facility as part of the Portland mini convention held on September 7th through the 9th. They had about 150 people show up for the tour. The Walls were very organized, they had mailed invitations and sent out conformations for the tour. Information packets were ready with your name. Included in the packet was a "Clark" candy bar. These

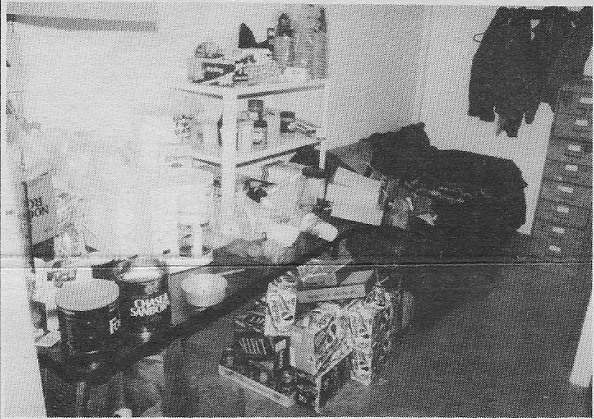


Linda Wall stands in front of buffett AFTER all had eaten.

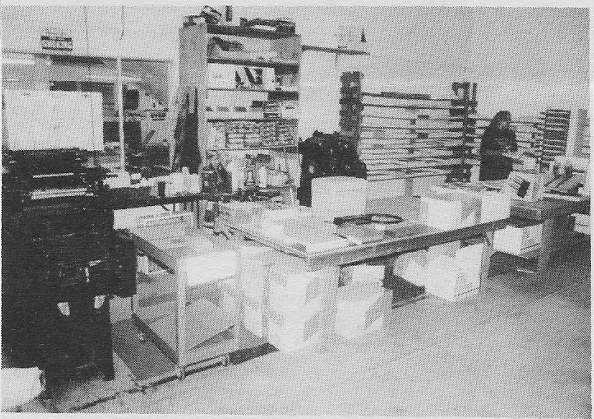
are no longer made so were a real treasure. Some people did not get the connection. They had a large food spread that 150 people didn't make much of a dent in, so the leftovers went to the CORSA mini hospitality room. They had a tour by car that was self guided by an instruction sheet which took four hours and finished at



This is the library, all the numbers and data of Corvair are here.



This is the eating and "nap taking" area, plus a place for jackets.



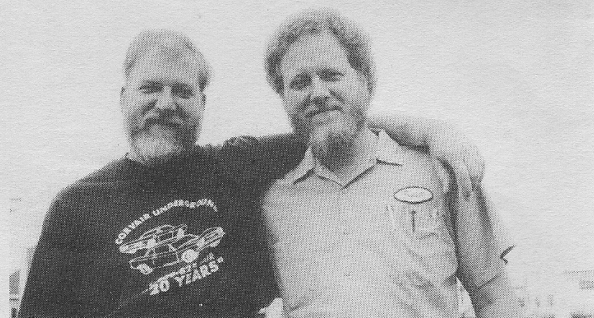
The printing presse, publishing and shipping area.

the hotel.

He has two large buildings in a small industrial complex (Bunn's Village Hwy. 99W) just outside McMinnville. His brother **Tim** runs The Corvair Castle, also has a building in the same complex and does Corvair repair. He has seven employees that help with the phones, and packaging the parts and shipping. He also has his own publishing area and does all his own printing. There is a nice front counter for walk in business, a shop for rebuilding parts, and a storage area for used parts, as well as the usual organized parts bins located in the main building behind the front counter. The attic holds lots of parts and glass as well.

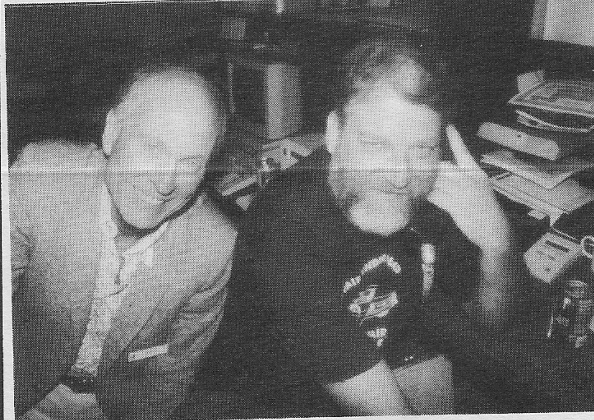
I've known Lon for about 20 years. We first meet at the 1975 Seattle convention. He had just started selling parts at that time. He is a warm hearted fellow who enjoys life and loves Corvairs. He has a heart of gold and is always willing to help. He and Linda put in many long hours to keep the business going. He loves his job and wouldn't change for the world. It's his life. He started in 1971 selling bumper stickers, then in 1974 he started selling parts out of his apartment and a shack he owned nearby. In 1979 he moved his shop and parts to Hillsboro. He was there for 4 years but then decided he would go where the business was, Portland. Three years there convinced him that he was better off in Hillsboro, so he moved back in 1990. Four years later he moved to his present place in McMinnville. He says he doesn't want to move again, of course unless he has to.

The Mini Convention in Portland was well attended and organized. Chairman **Garry Lienhard** and his wife did a wonderful job seeing everything went as scheduled. About 300 Corvair members attended. The rally had a few wrong turns which sent out a small lynch mob to find the rally master **Duane Luckow**. **Dave Langsather** of DALE Engineering shared details of some of his products, flywheels, distributors, etc. There were many parts for sale at the indoor vendor area, and some great deals at the swap meet outside. **Dick Davies** showed some Corvair promotional films from the 1960's. We had 6 Ultra Vans attending and signed up some new members. I had to leave before the end of the week-end to get to work, so I don't have a complete report. These mini conventions are a great place of Ultra Van owners, and those interested in Ultra Vans. We should attend more of them and expose the Corvair enthusiasts to our unique vehicle.



Lon Wall and his brother Tim on the right. If you close your eyes, you can't tell one from the other when they speak.

Marybeth and Larry Claypool. Note they are going to have a baby on Dec. 10th. If a boy they will name him Cole Aurther Claypool after Ed Cole the Father of the Corvair. They flew to Portland and drove one of Lon's Corvairs. Larry runs a Corvair business in Chicago and is active in CORSA.



Your editor on left, and Lon Wall taking a phone order.



New members George Weller #215, Steve Farrell #299, then Chuck Lenhardt #383, Mike Stanley, Christy Barden.



Ultra Vans squeezed between other big rigs at the CORSA Portland Mini convention

CORSA Nat'l Convention

by Diane Galli

The Group Ultra Van meeting was pretty well attended at 7:30 PM, Wednesday. There were four Ultra Van owners, 1 ex-owner and 3 "wannabe" owners. We all sat around and chatted for a while, realizing that there would not be an officer present so Bob said why don't we introduce ourselves to start with. I am sorry to report at this juncture that I was not "bright enough" to have a sign-up sheet. As there are only 2 other there whose names I remember. **Tom & Caroline Silvey** and **George Wolotka** from Indiana, and ourselves **Bob & Diane Galli** (California). We chatted about Ultra's and one of the people who would like to buy one said he'd never seen the inside, so I said lets go outside and you can look ours over. We did just that. Parked next to us was another Ultra with a V-8 and generator. Number 531 from Texas. So we had a tech session (in the heat) at our Ultra (Number 503) until it got to hot to be out doors, end of meeting. The temperatures were over 100 degrees during the convention.

Bob and Diane also spun a 3:89 pinion shaft on the way to Dallas. She was downshifting in Ash Fork Arizona and that's when it happened. They were towed 1 mile down the road to a truck repair place. They called their son in Paso Robles, California and he sent them a 3:55 differential UPS special delivery. This happened on Wednesday, the part arrived on Thursday and they put it in on Friday and were on their way and arrived in Dallas on time on Monday. I have also spun my 3:89 pinion, all of us who had a 3:89 pressed on our 3:55 shafts run the risk. Its best to install one that has not been pressed off or on. Because of the weight of the Ultras we are more at risk.

Bob & Diane attend most of the CORSA events around the country, so I have appointed them the "Official" Group Ultra Van greeters for all CORSA events. I will furnish them application blanks and extra newsletters to distribute and sign up new members. Ed.



Bob and Diane Galli #504

Thelma Cook's Diary

Thelma Cook, most of us knew her as "Cookie", was an Ultra Van booster for many years. She bought her Van new in Hutchinson Kansas and drove it many miles, and lived in it many years. While going through her things her family found her dairy of her trip to Hutchinson to pick up her Ultra Van. Some of her trials and tribulations were the same for many who picked up their Ultra Van in Hutchinson. I know Thelma wouldn't mind us sharing her journey, and this important time in her life. Ed.

October 29, 1967, Sunday.

Left San Diego, California at 7:00 AM on the Santa Fe Chief train. Elise drove me down, we picked up Trudy on the way. I forgot the flowers Elsie had bought for me. Trudy took a lovely small rose pin off her coat and pinned it on me, a very loving thing to do. The train ride quiet and smooth, enjoyed it very much plus riding up in the dome car. Had a big meal for lunch - only "fair". Poor food and expensive. Nice chair car and very nice passengers. No children so it was nice and quiet. All the children were in one car with some adults.

October 31, 1967, Monday, Holloween

Went through the most beautiful scenery of the whole trip - Raton, New Mexico. Raton tunnel a half mile long. There was snow in places and lots of it in the distant high mountains. Met two interesting couples. Mr. and Mrs. D.H. Whisler (camper) and Mr. & Mrs. Stanley Longren, who have an Airstream trailer. They invited me to visit them with my Van in try out runs to their homes.

Arrived Hutchinson at 5:55 PM, very cold. Met at train by Ultra man. He took me and my 15 pieces of luggage to a nice motel. Had a very comfortable and restful night. Went to Ultra and checked Van number 316. Few minor adjustments, had spare tire mounted in front. Rainy day so couldn't go for test ride. Had vacuum installed - should be real handy.

November 1st, 1967 Wednesday.

Rained all day. No test ride. Learned how to light appliances. Bob Corkins (customer service representative) took me to the factory where I saw how the Vans were made, took pictures. Put some things in the Van.

Thursday, 2nd.

Snowed all day. Unpacked all the boxes that Ultra had stored and put in Van, learned more about Van.

Friday

Nice and clear but cold. Bob went over items inside and out of coach. Went out for a test run. Stopped by motel and picked up my things. Bob drove out of city and gave me the wheel. It was quite a thrill. Some ways it was easier than expected but in some harder. Over controlled the wheel a little so didn't drive as straight and steady as I would like. The Van sways in the wind. It will take time to get used to all these things. People sure get out of my way! Mr. Knipe said



Thelma Cook at the door of her Ultra Van number 316.

I could sleep in the Van in buildings until ready to leave. Decided to stay until Monday living in the Van. Not ready to be pushed out of the nest. Want another ride with Bob before I go solo. Had a fair night (beds hard)! Found cracked panel so it will have to be replaced, few other things need to be done.

Saturday, 3rd

No one worked to-day. Mr. Knipe dropped in with his son. Bob came later, I was having trouble with water pump. Was out of water. Used so much water night before washing all my dishes. Tried to store dishes and pots and pans. Think I brought too much stuff, but will have to live in it for a while before I can decide what I'll need. Went shopping for things. I think I need a sink drainer for washing dishes, waste paper can, etc. Did a lot of walking so was very tired. Had a good sleep think I'm getting used to the hard bed.

Sunday, 5th

Stayed in garage all day working in Van trying to get some order and finding places for things.

Monday, 6th

They worked on my Van most all day fixed brake cable and water gauge. I went out and bought a frame for my painting. Dick hung it for me.

A new Van owner, Mr. McNary came in from Altadena California. Bob took us both to lunch. When we returned Bob showed Mr. McNary all the things about his Van inside and out. I stayed with them and learned more. Its so hard to get it all the first time as there is so much to learn. I took more notes. Was so glad to have this opportunity to go over everything a second time. Mr. McNary is a retired school teacher. He lost his wife 2 1/2 years ago and is 74 years old. He and his son and his wife had rented about 5 different motor

On the right. This is the registration form for the G.W.F.B.T. & S.M. in Palm Springs, California. Make a copy of it on a copying machine and send THAT copy in, keeping your "Whales" in tact.

18th Annual
Great Western Fan Belt Toss & Swap Meet
 Palm Springs, California

November 3-5, 1995
 Hosted by Corsa West of Los Angeles

NAME: _____
[Please print all names as you wish them to appear on name tags]

ADDRESS: _____
Street Address Phone No.

_____ City State ZIP Code

CORSA CHAPTER AFFILIATION: _____

| | <u>Quantity</u> | <u>Cost</u> |
|--|-----------------|-------------------|
| Family Registration | <u>1</u> | \$ <u>6.00</u> |
| Welcome Party | | \$ 7.00 / person |
| Banquet -- Regular | | \$22.00 / person |
| Vegetarian | | \$22.00 / person |
| Swap Meet Space | | \$12.00 / weekend |
| RV / Camper Space | | \$12.50 / night |
| Ultra Van Space | | \$12.50 / night |
| People's Choice Car Show | | \$ 5.00 / vehicle |
| T-Shirts | | \$12.00 / shirt |
| Small _____ Med _____ Large _____ X Lrg _____ XX Lrg _____ | | |

Candidate for "Oldest Attendee" Award - Age _____

TOTAL ENCLOSED \$ _____

NOTE: NO PETS ALLOWED ON THE FIELD.

Please make all checks payable to C.W.L.A. Send with completed reservation form to:
Corsa West of Los Angeles
 P.O. Box 950023
 Mission Hills, CA 91395

homes and liked this one the best. His son has his own plane and flew him here. They all liked his Van so left Mr. McNary to drive it home by himself.

Monday 6th

Hope to get away this afternoon after Bob goes for another ride. Had trial run through Park and back, then parked. Got weighed - 4900 pounds. Leaving 1 PM had to come back after out 1/2 hour. Gas pedal still sticking. Bob fixed it and left around 2:30 PM. Arrived on turnpike at 7 PM. Got gas, no anti-freeze. Went to Emporia had fresh water tank drained and rode until 9 PM. Made 100 miles, driving from 30 to 40 miles per hour. Parked for the night at Filling Station.

Wednesday 8th.

Left 8:40 am. Drove all day - took a nap before noon for 1 hour, heated lunch. Arrived in Raytown 3 PM, Barb net met at shopping center. She had no trouble finding me in my big "White Thing". Spent Wednesday and Thursday night at Barbara's. All her neighbors come over to see the Van and they were amazed at it and me. Thursday we had our hair fixed and in the evening went to a wonderful restaurant, couldn't eat all so they gave us People Bags to take home.

Friday

Left Raytown Missouri at 11:30 am. Spent night in all night restaurant about 60 miles from St. Louis.

Saturday 11, 1967

Arrived at Hempens 11:30 am. Hempens have a beautiful house, so good to see them. We took ride to city of St. Louis very interesting, saw the new "Arch" and park and beautiful flower garden. Peg had delicious dinner, Pork tenderloin.

Sunday 12th

Ray and Mark went to Catholic church then later Mark took Peg to Lutheran and me to a Christian Science Church. It was a lovely church, good readers.

Monday 13th

Left Hempens at 9 AM. Got off on wrong Turnpike, had to go about 7 miles our of way. Reached the 500 miles mark with the van so started to go faster. went up to 55 miles per hour but it rained most all day and most of the road was 2 lanes wide so was afraid to go too fast. Got tired around 12:30 so stopped and had lunch - last of the People's bag chicken, still very good. Single lane was very tiresome so took a rest at picnic area, laid down for 1 hour didn't sleep. It was very cold, left there 3:30 PM. Stopped at gas station near Terre Haute, Ind. Nice place to spend night as they are open all night and offered me electric hook-up. Just heard time and its one hour later then I thought. Cooked steak for dinner. Made 164 miles today.

Tuesday, 14th

Had a good night, wrote letters so didn't get an early start. Went to a Butane Gas dealer and had tank filled, didn't get started until 10:30 AM. Several detours, but the roads were good for almost the way.

Got Van up to 60 miles per hour. It handles well. Made 156 miles stopped early as it was beginning to snow. Parked along side of Standard Oil station.

Wednesday 15th

Made the best time yet, 196 miles. Had some bad detours and narrow roads through a Mt. town with narrow streets. Houses built high on steep hills. Wheeling, Ohio was very interesting, most of the roads were two lane freeways. Saw some beautiful hills and homes and farms. Looked like snow scenes on Xmas cards or Grandma Moses paintings. Snow was on almost all of the ground. Not very deep, it didn't stay on the roads. It snowed very heavy at times but didn't build up on road. It was very cold. Got tired about 1 PM pulled in a rest area and took a nap for 1 hour. Stopped at a little place called Bellvernon gas station at 5:30 PM.

Thursday 16th

All the cars parked around me were covered with frost, the windows were white with it this morning. Mine were clear because I left the heater on, my car is easy to start in mornings. It was so cold I had to put a pillow against the window of by bed. It was a nice sunny day all day. Got on the Penn. Turnpike in no time at all and it was a good road lots of big trucks and most of them passed me. They sure go fast. Went through 4 long tunnels, they were scary very narrow. Van drives through nicely as there is no wind to make it swerve and sway. Really had to hold it in a straight line. Those trucks go through so fast. Speed limit was 35 but no one paid any attention to it except me. The truck ahead of me disappeared in about 3 minutes and the tunnel was very straight.

Stopped at a Howard Johnson Restaurant and filling station. Very large, many trucks spend the night here. After I had been parked an hour when a huge refrigerator truck pulled up along side and stayed until 6AM this morning with his motor runing all night. It woke me up several times, It was "Mrs. Smiths Home made Pies" from Pottstown Pa., a big tractor truck. I'm not far from Valley Forge turn off to Grace's. Oh, I almost forgot took a side trip to sight see, went to Gettysburg, 30 miles off the Turnpike. Its a cute little town. Drove through some of the Battlefields so sad to think of the terrible battle there. Friends and brothers were on opposite sides fighting in their own homes and farms lands. Made the best time yet, 233 miles.

The diary ends here. Thank-you Cookie for shairing your first few Ultra days in your Ultra Van. Maybe there are some other origonial owners that would like to write their experiences of their trip home in their brand new Ultra Van. Just send them to the Editor.

Letters to the Editor

Dear Christy,

June 23, 1995

Just received the new "Whales on Wheels". Outstanding issue! Very informative and covered the restoration rally and all the important aspects in a fine manner. It seems like every time you and David Peterson got together we learn more about this important Ultra member. I hope he enjoyed begin with us, working #101, as

much as we did having him and his family here. Hope they can make it for the October Restoration Rally.

As a result of your latest newsletter and the restoration video that I sent to the Griggs, which they showed at their latest rally, we have received some major new donations. Several eastern members and in addition to a \$250 donation which the eastern group voted on to be taken from their regional rally fund to be sent to us. Separate donations from Neva Brining, Norm & Mariam Helmkey, Rose & Pete Schuler have been received as of June 23, 1995. Neva said, "This is in memory of Gus, he would have wanted to help". Isn't that great! Thank you all very much.

I acknowledge the appointment (actually I volunteered) to be Western Director, I do accept and will do what I can to follow and perpetuate the code of Group Ultra Van.

I would like to make a comment to the members of Group Ultra Van, and that is; I encourage each of them to join the Corvair Society of America (CORSA). Because, unless we have a major number of our chapter persons, being CORSA members, we might not be able to have the one million dollars of CORSA liability insurance for our rallies. And of course Marlene and I would not be able to have all your nice folks enjoy our ranch in the desert.

Thanks again, Jim Craig

Thank-you for your complements and all your hard work to get #101 going again. I also think it would be a good idea for more of our members to become CORSA members. I'll send application to those who aren't members in the next newsletter. Ed.

Dear Christy,

August 28, 1995

I was able to locate the photos of Cookie, find them enclosed. Perhaps you can mention the dates for our next #101 rally. We will need help from all.

We have received a few more donations after the last Ultra newsletter, including a \$1,000 interest free loan from one of our California members. So all of our expenses are paid off and we have about \$560 in the restorations account.

Edy Ryerson wants me to sell her Ultra Van #513, see the add enclosed.

I am now working on #474 getting it ready for New Mexico. Hope to see you there too. Marlene and I are going on to Oklahoma City after the National Rally, so we will not be back home until about October 12th.

Sincerely, Jim Craig

Glad to hear we have members that are supporting you restoration project of old #101. Ed.

Dear Christy

July 25, 1995

Always enjoy WOW! We plan on moving our baby whale, #433, to summer home on the Olympic Peninsula in Washington State next summer from the New Orleans area. I have roof air but no generator, so I need to head north to cooler climate a.s.a.p. after departure. Does anybody know of a route I can take from New

Orleans to Seattle, heading northwest, without worrying about crossing mountains? I'd hate to have to travel across Texas to Los Angeles w/o dash a/c along I-10 then I-5 north.

Help, Best Wishes, Lou Buffardi, 400 Windward Passage, Slidell, LA 70458

From the Editor

In the last newsletter I was under a bit of stress. I made some errors that were pointed out to me with phone calls and letters. **Jim Howell** called to let me know HE owned Ultra Van #216, not Beverly Main. **Beverly Main** called to tell me SHE owned #216. I'll let them work that out. **Graham Dell** called to see how my cold was and to say hello. He is rebuilding his engine using Volkswagen Jugs, which are bigger and will give more torque. Nice to be thought of, thanks fellows.

Busy summer for me. Living in Colorado and working in Newark New Jersey doesn't give me much time at home. I spend a lot of time going back and forth and much time at work. I'm not complaining, just explaining why I'm so late with things and newsletters.

I finally drove my 1965 four door Corvair to Newark and having a car there has helped quite a bit. Getting it ready for the trip was some work. Water was leaking in the front window. The classic problem with the late model Corvairs. I took out the windshield cut out the rusted part under it and replaced it with one of Clarks Corvair Parts replacements. I couldn't braze it into place, so I used sheet metal screws. A bit of a butcher job, but it works, no more water on the floor panels. The rug was 30 years old and I lifted it out in pieces, used it as a pattern and cut a new one from left-overs from the family room. It looks and feels nice. New "used seats" from **Ralph McDonald** made all the difference in the world. I didn't know that 1965 seats could be comfortable. Maybe because the old ones were so shot that anything would be more comfortable. The rear cardboard panels were in pieces, 22 years in the sun will rot almost anything. That family room rug made it look really good. Now I can feel good when others ride in it. I bought this car in 1975 just after #228 was

Evertt White standing in front of a sign that is about ready to go. He has been in the Corvair business since 1967 and because of a slowing of demand and the need to move because of city regulations. He was sad to have to go. If you have any needs, call him and let him know what you need.



crash into, I needed something to drive. It has been my airports car for 20 years, always starting and very reliable. It looks the same as the day I bought it (all original) for \$250, the paint had faded and the same dents are in it, so hopefully no one will want to steal it. The car was even thrown out of a wash and shine show at the G.W.F.B.T.&S.M. in Palm Springs. It had a little rust in the floor boards and some other places. Some rust preventive primer in many places will help, and well as adding to its overall bad looks. A trip to Checkers Auto Parts to get some oil, I was a bit uncomfortable so see the interest some of the other customers has toward to car (mid-night auto supply people). Anyway an extra rear wheel assembly purchased from **Dan Reinhardt** fit neatly behind the battery for insurance on the road.

It was a hot day as I left Boulder. I rolled down all the windows and let the air come in. This caused my only problem of the trip, a "blown headliner". While driving along I hear this big bang and flop, flop, flop, I couldn't see out the rear window. I pulled over to the side of the road to find that all that air tore out the 30 year old threads in the headliner. Thank goodness for duct tape. I stopped in Ogalala Nebraska and got a needle and thread and did my on road repairs at a rest stop. That was the only problem I had. I did get some curious looks and some thumbs up from people on my way across. Looking in the trunk for the motor; "I use to have one of those"; "hay, aren't those unsafe at any speed"; "neat car, I always liked those late model four doors", etc. As you can see I'm really having a love affair with this car. It sure likes that Sunoco 94 octane gas that the east coast has.

I spent some time at Oshkosh Wisconsin at the Experimental Airplane Associations fly-in. This is the biggest in the world and I saw many new things including a motorhome made from a milk truck (photos elsewhere in this issue). Also stopped to see **Everitt White** in Madison, he has gotten out of the Corvair business and is selling everything off. If you need anything call him (608) 831-6790 and take it away. He still has his pristine original low mileage 1967 four door, stick shift with air, which I drool over. Yes its for sale, but I don't think I can quite meet his price as yet.

Being a member of the Lincoln Continental Owners Club, and the Studebakers Drivers Club put me in Dearborn Michigan in mid July. Both clubs had their National meet there at the same time. What a treat! Those old 1953 Starlight Coupes, 1951 four doors, and pick-up trucks that frown at you. This was the 75th anniversary of the Lincoln Motor Car, and the Ford company invited all the Lincoln Clubs to participate in the festivities. On that Saturday I saw the largest gathering of Lincolns I've ever seen, and may never see again, 230 of them from 1921 to 1988, in front of the World Headquarters of the Ford Motor Company. I'm a fan of the mid 60's suicide four door convertibles.

This was the first meeting I've attended of the Lincoln Continental Owners Club. I found that most of them pay to have their work done, few are "hands on" guys. So I found I didn't fit in as well as I wanted to. The Studebakers people were really "hands on" people. You could get some real answers there. This led me to think of our club. Many of us have owned our Ultra Vans for some time now, I bought

mine 23 years ago. We don't last forever, but our vehicles that do. So we have to welcome in new "interested" people who will become future owners. We should create an atmospheres that makes them feel welcome with all of their questions, and at all of our potlucks. Even after dinner in the evenings we should include them in our "Van" gatherings. I missed much of this at the Lincoln meet and wrote a letter to their editor about it. The president replied with a pleasant letter, but I still felt it was a closed group. Don't let this happen to us, extend yourself to people who show interest in our Ultra Vans.

Mory Snyder seems to be doing much better, he is getting some use on his right side and his speech is getting clearer. I spoke with **Jim Craig** who just returned from seeing Mory. He said his sprits are high and he is learning to write with his left hand. He's received a stack of mail from well wishers and wants to answer them. **Marlyn Davision** and I had lunch in Miami, **Walt Davision** is on the road this summer preparing articles for Whales On Wheels. I spoke with **David Peterson** last week and he is still trying to organize all of the old Ultra Van parts and jigs. He is looking for someone to take over the project and build some Vans with his left over parts. He doesn't plan to come to Palm Springs, or the November Ultra #101 rally.

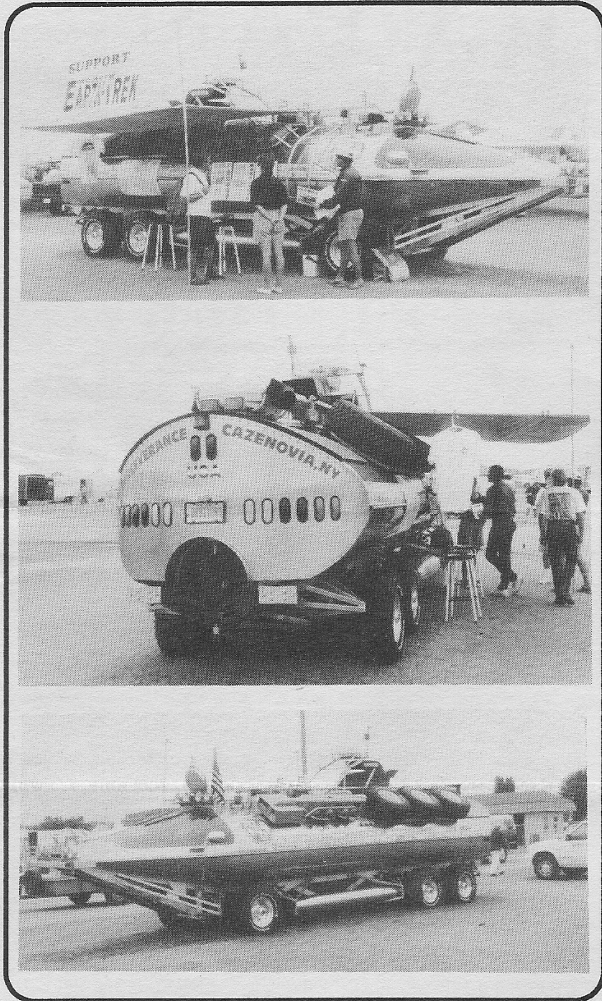
"Surface Orbiter"

This vehicle is the most usual I have ever see. A fully self-contained amphibious motorhome. Built by Rick and Karen Dobbertin, started with 1959 Heil stainless steel milk tanker. Rick built a special stainless steel frame to hold the body. 32 feet long, 7.5 wide and 10.5 high, weighing 19,000. Using a Detroit diesel 250 HP, 6.5 liter intercooled turbo V-8 with a Peninsular marine conversion. 4WD, 4 speed automatic 4.56 ratio. It can do 70 MPH and gets 8-10 MPG. Sea: single 22 inch X 12 pitch, 4 blade prop, 2.00 gear ratio, to speed 8 knots, 1 MPG. Dual controls, 32 gauges, 60 switches, 10 indicators. Dual 200 amp alternators with dual 12V batteries and dual 110V inverters. It has GPS with plotter, radar, VHF radio, CB radio, cellular phones.

They are doing an around the world trip with it. It has been through the Panama Canal. They are running low in cash, so are doing some fundraising on the road (sea?). Rick has built "street machines", a 1962 Nova and a stunning twin-turboed, twin-supercharged 1986 Pontiac J2000 among them. His workmanship is impeccable, every detail is attended to, inside and out. It looks like it was built on a production line. He was at the Lola Old Car Show earlier this year. Their address is: P.O. Box 101, Cazenovia, NY 13035.



Rick and Karen Dobbertin



CLASSIFIED

1965 Ultra Van #216? (218?), 110 H.P. Corvair, powerglide. Has not been used recently, but in good condition. Owner selling because of death in family. Included as a package, 25 each gas Tanks, 18 each front & rear fiberglass panels, 3 each fiberglass front roof sections, 25 each shifter cable, etc. Mr. Main bought these parts from the factory in Hutchison when they closed. \$6,000, 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.

1968 Ultra Van # ?, 110 H.P. Corvair, powerglide. New paint, asking \$8,500. Warren Romberger, 904 NW 59 St, OKC, OK

73118. (405) 842-2879.

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 #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 #513. Chevy 350 V-8, 3 speed auto trans, 4:11 axle. This is the Ryerson's Ultra Van, which they purchased new. Len accomplished many modifications in the electrical, mechanical, and structural areas. New (3 years old) three tone paint job, tires, carpet, seat upholstery, curtains & walnut interior paneling. Gen. and roof air. Ready to travel. Details, photos, price (only offers in 5 figures will be considered) contact: Jim Craig #163 (619) 366-9104 (CA)

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.

Ultra Van Parts. New 185R 14 Michelin XZX (reinforced) & wheels \$45 each. Carb. kit & "U" joint \$5. Used rear hub with backplate \$45; Saginaw 4 speed trans. \$80; 4 speed 3.65 trans. \$40; Starter, Alt. , Distributor \$10 each; fan belts (Clarks) \$5 each. Dan Reinhardt (602) 846-6920 (AZ)

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

Wanted. A gas tank sending unit for an early (the first one completely assembled in Hutchison. George B. Weller #215, 16243 122nd Ave. S.E., Renton, WA 89058.

GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301-3048



FIRST CLASS MAIL

Rallies

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 The Shiloh at Sunrise (Formerly the Ramada Hotel Resort) on East Palm Canyon Drive. Reservations (619) 323-1711 ask for Barbara Lyons. Ultra Van parking will be \$12.50 a night this year. The Banquet will be at the hotel this year.

March 19 - 23, 1996. Eastern Regional meet, Florida. Christmas Airstream Park (15 miles from Titusville). 25525 E. Colonial Drive, Christmas, FL. Em. (407) 5682507. Hosts Robert & Arlene Ackerman, 1240 Fox Creek Drive, Sarasota, FL, 34240. (813) 371-4592.

May 13 -16, 1996 Pre Summer Rally, Waxhaw, No. Carolina. Cane Creek Park (a County Park). Campstore (704) 843-5909, Pay phone (704) 843-9145. Hosts Pete & Rose Shculer, 1111 Farm Creek Road, Waxhaw, NC. (704) 843-1794; Louis & Mable Griggs, 626 Brookfield Ave., Cumberland, MD 21502. (301) 722-2991.

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.

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.

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
Norm Helmky #356, #486
RR #1, Carrying Place
ONT KOK 1 LO, Canada
(613) 394-3054

Western
Jim Craig #163
7011 Sunny Vista Rd.
Joshua Tree, CA 92252
(619) 366-9104

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