

Great Western Fan Belt Toss & Swap Meet by W. Christy Barden

This event continues to be one of the best of its kind in the country. It's not officially sanctioned as an "Official" mini-convention by CORSA, with strict rules on how things should be done. Its just an "unofficial" get-together of people, cars and parts. The games are fun, tossing Corvair fan belts, and "creeper" races. You know, those thing that mechanics lay on their backs to "slide" under your car? That's a creeper! Imagine racing them, well they do! This was the 18th year for the Toss, so it must have been 19 years ago that Lou Rachel, from the San Diego Corvair Club, came up with the idea. Since then, the four Southern California clubs take turns in putting it on. This year it was CORSA WEST Los Angeles who did the job. It went quite well. Over 500 people paid admission to the Angels field to see the car display (42 of them) and visit the vendors (about 65 of them) and see all the parts for sale. Two hundred attend their banquet on Saturday evening. The weather was warm and sunny. This is probably why Palm Springs is so popular in the winter. We had twelve Ultra Vans camping on the infield and one in the parking lot. They didn't allow dogs this year so the **Harrisons** camped in the parking lot with their dog. The city has some problem with this. The **Binney's** had no problem keeping their dog in the Ultra Van, so no one was the wiser.

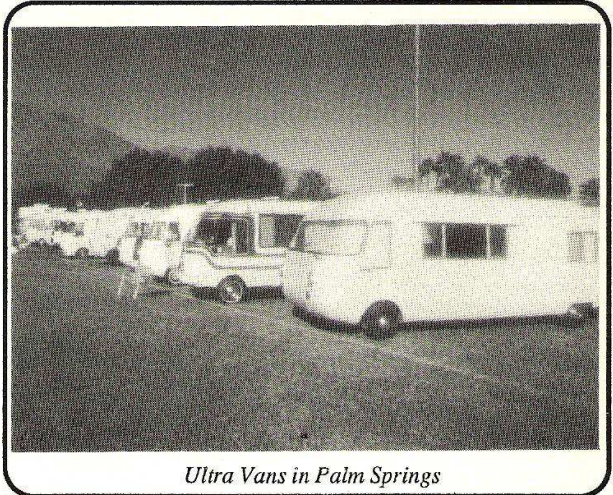
I'm continually amazed at the new products that come out for the Corvair engine. We are lucky to be part of this for all of our Ultra Vans are the recipient of this. The following are some of the things that were new this year:

- Orvelle Eliason's new PDQ Blower Bearing System. He refined the design of Fred McCall. It allows you to change your engine cooling fan bearing, without taking off the engine cover by spooking the fan. It uses two bearings, one top and one bottom. Neat idea and saves much work, plus these blower bearing supplies will not last forever, (see photo) \$69. Orvelle also is selling reinforcement plates for automatic transmission pan bolt holes. Another item he came up with is a tool to set the geometry of the valve train.

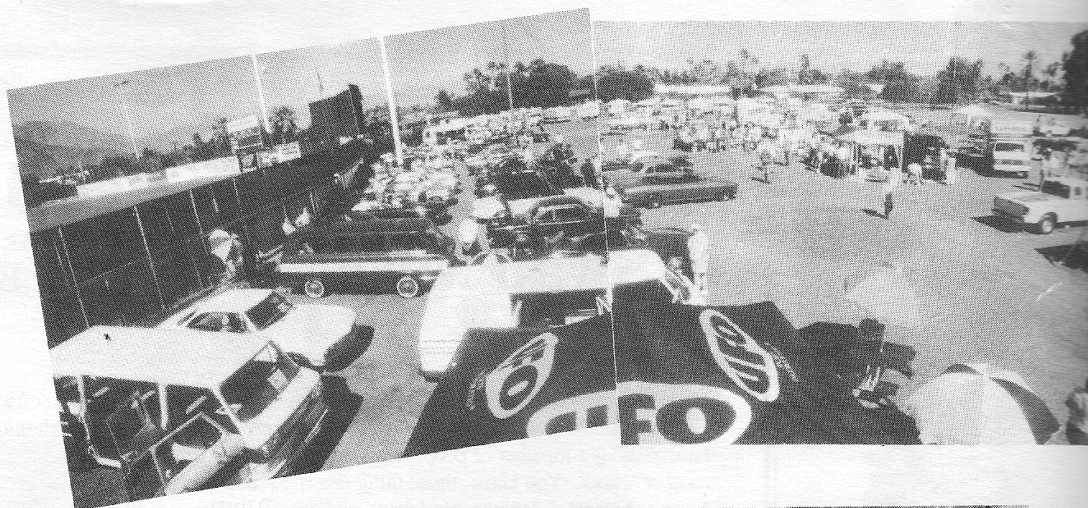
-New harmonic balances from Bob Coffin of The Shop in Masa Arizona. They are machined out of cast iron with a nodular center for added strength. The two parts are interlocked so they will not separate and are bonded by a state of the art material which oil does not effect. Will be available from Clarks Corvairs at \$121.

-New spark plug adapters that will not blow out of the engine shroud. Ed Corson of Riverside, California came up with an aluminum plug that fits in the shroud hole for the spark plug (see photo). This allows you to use standard spark plug wires. He also is selling exhaust donuts out of aluminum for the exhaust outlet or cross over tube.

-New super charger for the Corvair engine from Bob Sutcliff of Sutcliff Corvairs. He has built it for Sand Drags. What would it do for an Ultra Van? He will get 400 HP out of it and 450 HP if the crank hold together, Wow! He uses 94 MM seamless cylinders from VW with a power ring on top for the high boost. The valves in the head are VW type IV valves and they are BIG.



Ultra Vans in Palm Springs



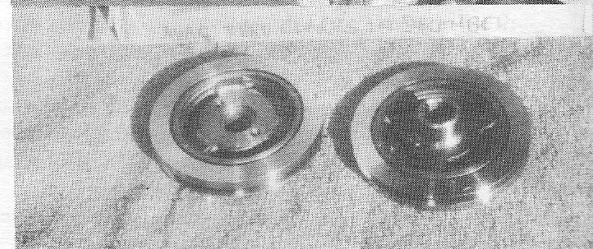
There is only .60 from the top of the piston to the extended valve. He also designed the roller rockers that Clarks and Corvair Underground sell.

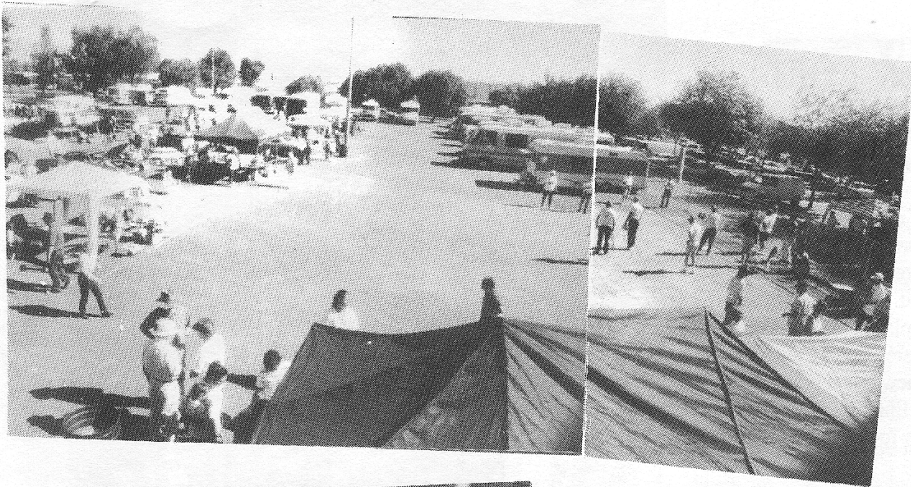
-David Herrin from The Source has many new items in his catalog. He was our guest speaker at the Saturday Ultra Van banquet.

I had a chance to meet Tom Walther, who's father supposedly had owned an Ultra Van. He worked on the original Holden project in the late 50's, which was a the code name for the Corvair. He was in the General Motors Institute at the time as a journeyman tool maker. He did much prototype machining for the project. Bill Devlon was there with his personal Devlon fiberglass Corvair powered kit car for sale (\$15,000). Member Lon Wall from Corvair Underground had bought up all of the barrels and cranks he could find. He must have been heavy going home. Herb Berkman, former CORSA president, did a fine job of master of ceremonies on the field and the banquet. The raffle tickets were being posted hourly with attendees winning all sorts of things.

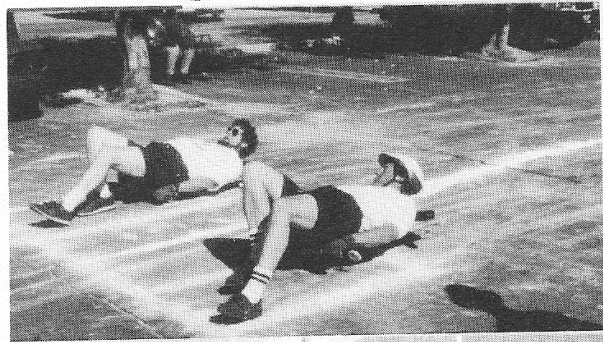
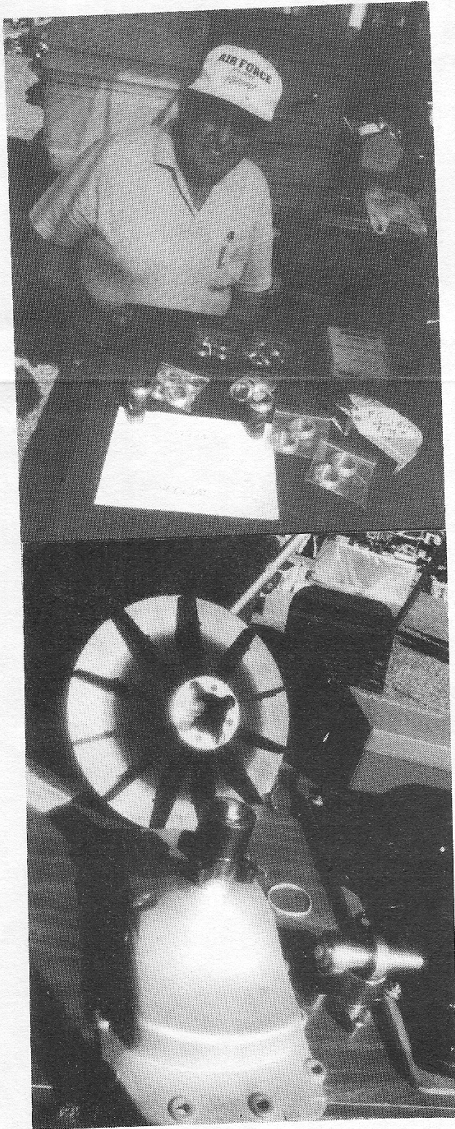
The Saturday night Ultra Van banquet was held at Elmers Pancake House. Thirty-one people, members and guests attended. Bob Ballew was presented with a plaque thanking him for the \$500 donation to the Ultra Van #101 project. It had the cleco that had been in-place for 34 years in Ultra Van #101 mounted on it. Dave Herrin of The Source was guest speaker and talked about most of the Corvair items he made and sold. He spoke of fuel pump problems and fires caused by leaking of the light type pump with the scalloped bottom. He recommended the heavy one with the smooth bottom, which had fewer problems. He also talked about his Kevlar brakes and clutch discs. The brakes work the same as the metallic ones, but don't need the warm-up.

This was a good meet. If you have never attended, plan on it some day, you'll be glad you did.





**The infield at
Angels field
Palm Springs
1995.**



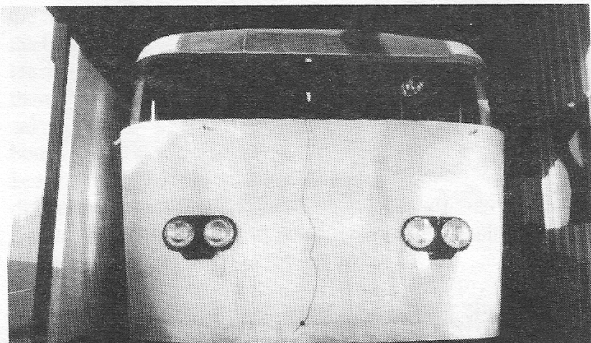
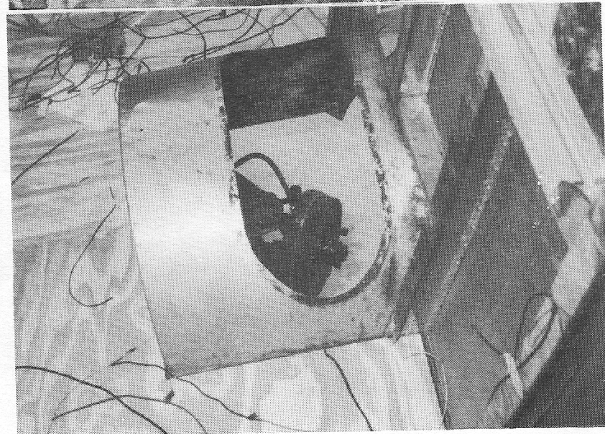
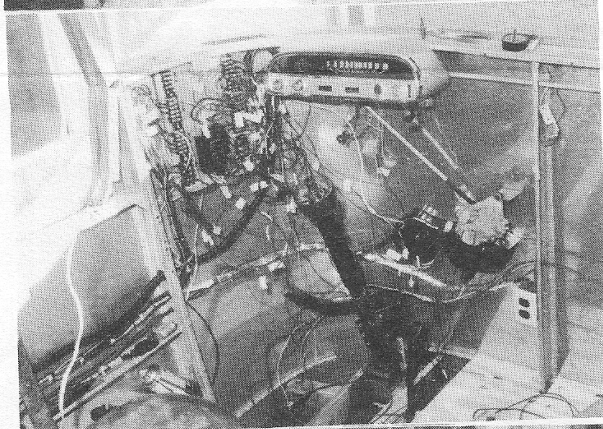
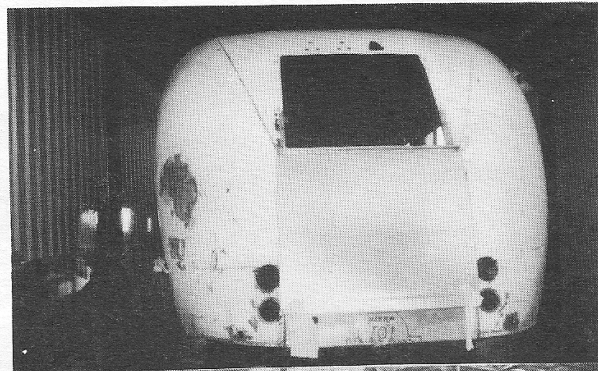
Ultra Van #101 Rally

by Jim Craig

The gathering, before and after the G.W.F.B.T & S.M., held in Palm Springs, was small but talented. A new rear and main entrance door was built by **Chance Fitzgerald**. **Ed Harrison, Dan and Bob Reinhardt**, did electrical, metal repairs and other things. **John Shattuck** completed the 110 volt wiring and started on the finalizing the 12 volt wiring. **Lester Bell** completed the rework on the sliding window structure that **Walt Davison** had started. Walt installed new wiring for the head lights & built new closures, placed for the left and right chine beams. Many other small jobs were done by all of us. Plus new member **Greg Zcopek** installed all new metal brake lines from rear to front. **Bob Franz** completed the lines at the front and installed the rear hubs. **Bob Ballew** made a new fuel tank filler pipe.

They also visited the old Keys Homestead Ranch in Joshua Tree. Bill Keys was friends with Death Valley Scotty, who built Scotties Castle in Death Valley. The park ranger gave a personal 1 1/2 hour tour explaining the history and whereabouts of family members now. The Ranch was taken over by the State in 1972. A worth while visit.

The project, since the last newsletter report has received two \$1,000 loans. One from a western couple and one from an eastern couple. In addition there were donations of \$100 and less from the following members **Granger, Richards, Shattuck and Dell** both of which have donated twice, also **Helmkay and O'Mara**. There also was two others who's names I don't have with me at this time. I will note them later. You know who your are. Thanks to all.



From the Editor

The Holiday Season is upon us. I am doing just what you are doing, getting the shopping done, cards sent and decorations up. Now if I didn't have the newsletter I might be on schedule. This is a photo issue, Jim Craig took so many good photos at the National Meet in New Mexico I just had to print them, good work Jim. Walt Davison also has his artistic Ultra Van shots that I just can't pass up. It's time to renew your Group Ultra Van membership, \$6.00 sent to our Treasurer. If 95 appears on your mailing label, your time for paying is now. Thank-you.

I had a visit from Walt Davison (as you all have had at one time or another) in October. He came by at a good time and helped me remove and replace the engine in my Greenbriar. I'm sure you have all had similar experiences with him. The perfect guest, has his own room and food and just visits on your schedule. Well Walt and Marilyn are now really busy being grandparents. Their daughter-in-law gave birth to three boys, so I guess they are all busy changing diapers. Mory Snyder is doing well after his stroke. No keeping him down.

Motor Home Life did a story on older motor homes. Bob Longstore, an assistant editor from Las Vegas called me for information. He got in touch with Bob Reinhardt # 525 and took some photos and a short story about the Ultra Van. It should be in the December issue. The Tire Industry Safety Council sent me a copy of their free 20 page booklet which talked all about tire pressures, RV loading, safety tips etc. You can get one FREE by sending them a self addressed envelope. Tire Industry Safety Council, P.O. Box 3147, Medina, OH 44258.

Next year we will be focusing on the Powerglide transmissions. Bob Ballew, Art Eller have a wealth of information that hasn't been published or written about. In our Ultra Vans that Powerglide is doing much more than it was designed to do, so we have to take care of them. DON'T FORGET TO PAY YOUR DUES!

Happy Holidays

Whales on Wheels

Ultra Week in New Mexico

by Jim Craig

Silver City, New Mexico was a real treat for the Ultra Van Motor Coach Club, Inc. National Rally. The rally location was an excellent choice by the Hosts: The **Reinhardts, Harrisons, Suckows and the Davis**. Sunny mild weather was on hand each day, with cool nights.

The rally was rather small in number of Ultra Vans on site. Sixteen hardy couples, braved the hazards of the highways and by-ways to drive in and be counted. Many old friends were missed at the coffee hour. We heard many reasons why they didn't come. But we understood because we have been in those situations also. Six other units were on site that carried Ultra couples there in luxury of air conditioning, power steering, TV/stereo radio, etc. One member, **Graham Dell #292** flew into Phoenix from Bellevue, Washington, rented a car and drove the 350 additional miles to Silver City. Now he is the kind of member we need more of. He is restoring this Ultra #292 and will have it ready for travel next year.

The technical and crafts sessions were held as usual. **Norm Helmkey**, our technical chairman presented some very good discussions and examples of repairs he had recently done and or recommended.

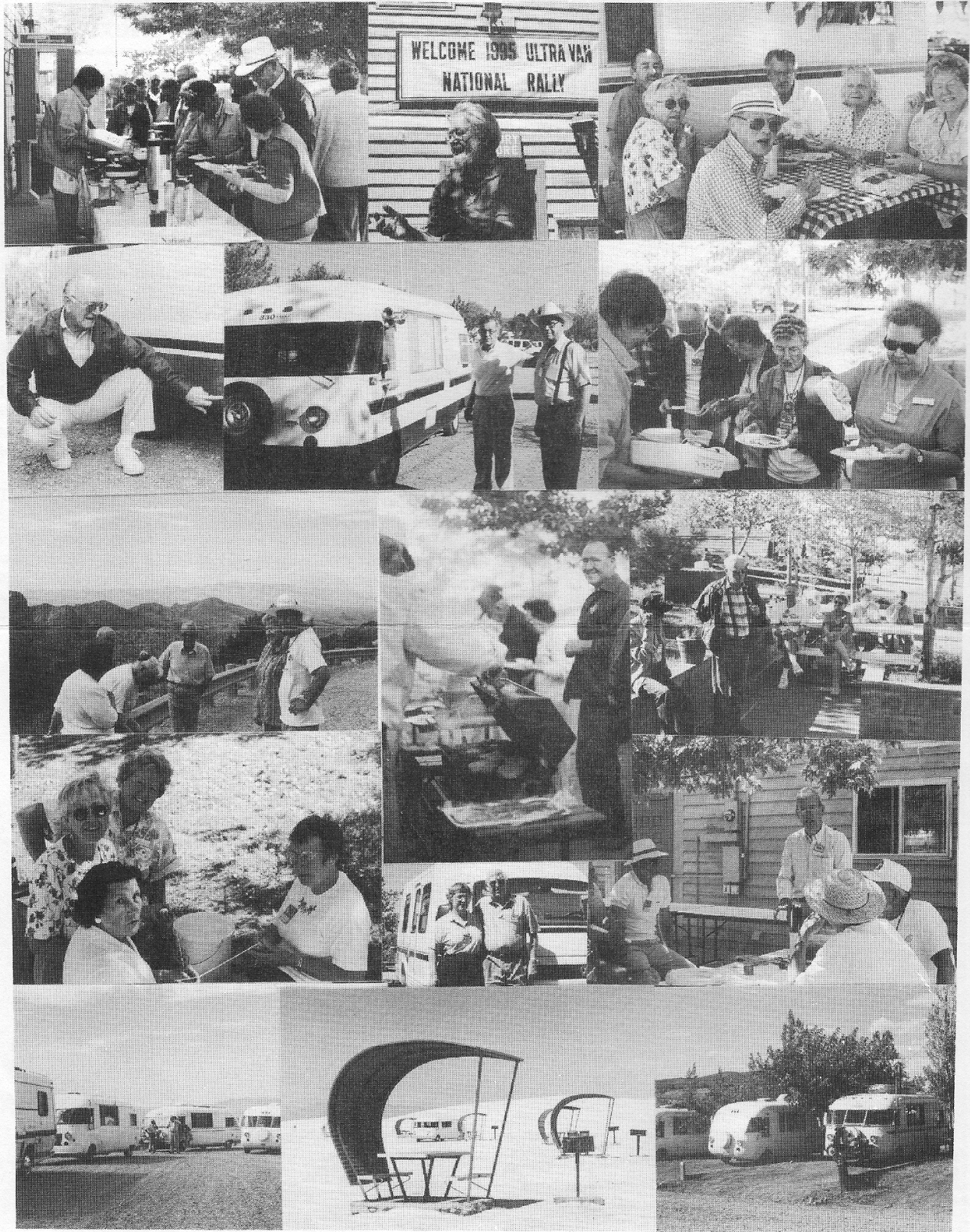
The ladies made some interesting little magnet stick on plates that they did some painting on. In addition to playing a lot of different card games.

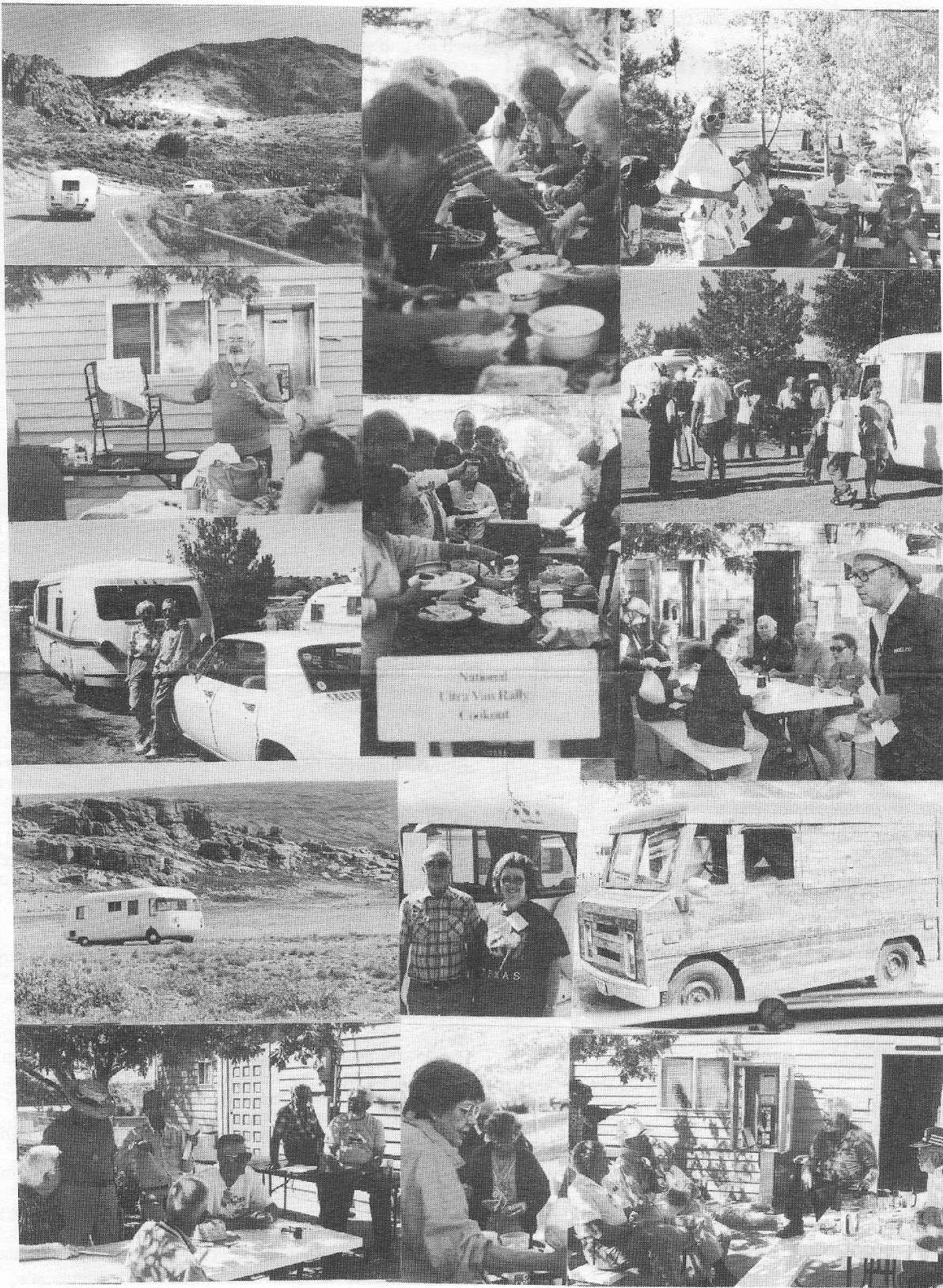
Our hosts arranged with the KOA folks to provide us with several breakfast cook-outs and a hamburger feast, followed by an ice cream treat.

A general meeting was held after a board of directors meeting in which the business of 1995 and 1996 was handled and discussed. All of the amendments proposals were voted on and passed. **Norm Helmkey** presented a report on the 1996 National Rally to be held at Hutchinson Kansas. Congratulations to **Dan Reinhardt** on being select for the 1995 "Earnest J. Newhouse" award. All agreed the 1996 rally will be the greatest event for us Ultra Van owners. We all will try to get every Ultra member to be there for that event.

Several couples departed early, including yours truly, so the last couple of days I can not report on. It was great visiting with friends we had not seen in years. We bide each good-bye until next year. A great hand to our hosts for all their work on this years "Ultra Week".

On page 6 and 7 you will find a collage of photographs taken by Jim Craig at the National Ultra Van Rally held in Silver City, New Mexico. Also you will see two artistic photos of Walt Davison's #366 taken by Walt Davison.





Ultra Van Repairs from Hell

by Ken Wildman #338

The dictionary defines 'concatenation' as a series of sequential events all related to each other. Keep that definition in mind as I describe my latest Ultra repair.

In June, at the Eastern Summer rally in Jackson, Ohio, I managed to unscrew the chopper blade in my coach toilet. That event, which provided a fair amount of humor from fellow-rallyests, came about as I used a very long screwdriver to try to turn the blade which seemed to be binding up. At least, it was turning very slowly and not doing its "job". I very carefully forced it backwards, counter-clockwise so as not to unscrew it. Only after it fell off did I recall that the blade is attached with a left-hand thread.

If this wasn't a family publication I would be tempted to say that I became the "butt" of much joking as I tried to figure out a way to extract the blade from the depths of "johnny" and then re-attach it. Fortunately, Louis Griggs had an extension "pincher" tool which worked. I later discovered that the slow-moving blade was due to a well-discharged battery. It turned out that one diode in the original issue battery charger was bad and no charging was taking place. By the way, when I got the blade out of the john, I decided to replace it with a new blade from my box of spares.

In mid-July, Penny and I went to Orillia, Ontario for the Ontario Corvair Club's annual car show. We thoroughly enjoyed ourselves. The club was most hospitable, we won a plaque, and had a great time. After the show we started a tour of Ontario around Georgian Bay and Lake Huron. Penny claimed that on a good day I made at least 25 miles! The scenery was gorgeous. On our last day, disaster! The chopper pump stopped pumping. Fortunately (?), it failed with a final clear water rinse in the bowl. So we headed home.

From mid-July through mid-August it was just too hot and humid to even consider working on the coach. But as soon as the heat wave broke, I got out the ramps and jack-stands and crawled under to see what was wrong. The chopper blades would spin, but the pump wouldn't pump. Nothing left to do but read my Ryerson's and drop the chopper pump for repairs.

I knew I was in big trouble when the first of four brass screws holding the pump to the toilet base broke off at the head. Each of the three remaining screws broke off as I tried to remove them. With visions of having to convert to a Porta-Potty, I pulled out the pump and discovered the cause of the problem. A small, peanut-sized clump of toilet tissue lodged in the "entry-hole" of the pump. I suddenly realized that if I had just looked harder, and if the blades had "parked" in a slightly different position, I would have seen the problem from above and cured it in about 3 seconds. Instead, I know had detached pump with sheared-off screws blocking any attempt to re-attach.

After much verbal output (I turned the air blue for blocks

Whales on Wheels

around) I started drilling out the broken screws. I do not recommend trying to drill out screws directly above you as you lie on your back with arms aching from holding the drill. You will find, as I did, that its very difficult to hold the drill straight up when lying on your back. It took almost an hour per screw, including rest breaks to get the muscles to stop trembling from fatigue. Next came the job of tapping the cleared holes to accept new screws. If you think its difficult to drill straight up when lying on your back, consider tapping a thread. You have to hold the tap perfectly straight, and in the tight confines of the space between tank and rear box-member, you have to slide the t-handle of the tap wrench to clear the tank or box-member. All this with muscles now shrieking in agony. I was relatively pleased that it only took another four hours to get the holes tapped.

Before putting it all together, I decided to lubricate the inside pivots of the flapper valve which had been starting to stick. I got my trusty can of WD-40 with the little extension straw and asked Penny to get in the coach and step on the flapper valve. Up to this moment, Penny's only experience in "flapping the valve" was to see the chopper blades, etc. I didn't realize how novel this new view was, until, as I looked up from my position under the coach — the valve opened and I saw Penny's face framed in the opening. Since I was expecting it, I wasn't surprised. I didn't think about what Penny would be seeing as she looked down into the toilet, until her eyes suddenly widened, a maniacal expression appeared on her face and she started to howl with laughter. For there, directly below her, in the bottom of her toilet was my face!

Anyway, I finally got it all back together with much cussing and swearing. We put some water in the toilet and no leaks. We turned on the chopper and the water pumped out. It works now, but why all the problems? First, I discovered that the new chopper blade I installed was slightly different from the old one. The four blades are bent. Two bend up, and two bend down. The bent-down blades on the old chopper, just skimmed the bottom of the chamber. The bent-down blades on the new chopper weren't bent as steeply and missed the bottom by over 1/4 inch. That difference meant that the new blades weren't able to chop "everything", thus the "over-size" piece of tissue that clogged the opening. Incredible that such a little thing could create such havoc in my life!

Anyway, as I put my tools away, I thought about that word — concatenation. From little acorns some very Ultra problems can grow. The root cause of my difficulties goes back to this spring, when I decided not to replace my aging battery charger with a new unit. In spite of being over 25 years old, it was working and the old motto "If it ain't broke, don't fix it" seemed appropriate. But:

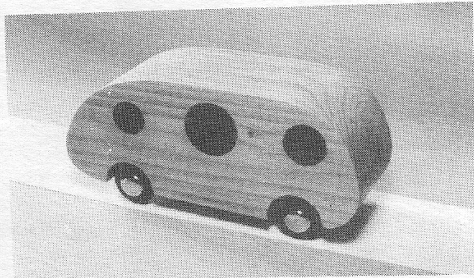
1. If the charger had been working at the Rally, the blade wouldn't have slowed down.
2. If the blade hadn't slowed, I wouldn't have accidentally unscrewed the chopper blade.
3. If the chopper blade had stayed in place, I wouldn't have installed the new blade.
4. If the old blade was in place, the pump opening would not have clogged.
5. If the pump opening hadn't clogged I wouldn't have had to remove the pump.....

And so it goes. So my tech tip: When things go wrong — Stop! Look! and Think!

Ken & Penny Wildman #338
419 N. Johnson St.
Ada, Ohio 45810
(419)634-4874

Ken, some of us do know the feeling. Its something you will face if you own your Ultra Van for a while. Ed.

Fund Raiser for Ultra Van #101



Offered to raise funds for the restoration of Ultra #101. Hand-crafted from a solid block of wood and featuring recessed hardwood wheels that turn on steel pins with nickel hubs. Finished with a satin-wax stain this 2 X 2 X 6 inch replica is priced at \$25.00 at a cost of \$6.00 (for materials and postage - with all work donated) fully \$19.00 will go to the fund! Plus, by special arrangement, each model ordered will be accompanied by a "Certificate of Appreciation" personally signed by DAVID PETERSON, designer and builder of the Ultra Van! Send Check or money order to: William J. Welle #211, 1720 Kilpatrick Road, Nokomis, Florida 34275.

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 Hutchinson when they closed. \$6,000, Beverly Main, 6111 Bunker Hwy., Eaton Rapids, MI, 48827. (517) 663-1115

1966 Ultra Van #318, 110 H.P. Corvair, powerglide. Roof air, mostly original condition, Bill Bureson, Roanoke, VA, (540) 427-4151. #3,200.

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 #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 #454, 110 H.P. Corvair, Powerglide. Second owner, originally purchased by Dr. Fearing. 2000 miles on complete overhaul with all new parts, Rebuilt transmission. New roof air. New Michelin tires. Photos, Glann Lee, 137 Brooke Elyse Lane, Max Meadows, VA 24260. (540) 637-6839. \$8,000.

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, who wrote the RYERSON ULTRA VAN MANUAL, accomplished many modifications in the electrical, mechanical, and structural areas including completely redone suspension using air bags; it handles. 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 \$15,000 firm. Len died and his wife is selling the Ultra Van. Edy Ryerson, 18618 Rayen Street, Northridge, CA 91324. (818) 349-5058. *(This is one of the best overall units on the market, Ed.)*

1970 Ultra Van #538, New Chevy 350 V-8. New batteries, shocks, water pumps, starter, alternation, completely refurbished interior. Ready to travel, Dori & Joe DeCamillis, (205) 324-3995. \$7,000

1970 Ultra Van # 549. Chevy 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 Chevy 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.

Ultra Van Wanted Jonthan Fletcher, 2460 Orange Ave, Costa Mesa, CA 92627. (714) 631-5268.

Ultra Van Parts for Sale Used Corvair engine rear motor mounts for Ultra. New type. Good condition. Make offer. Will trade nameplate "Ultra Van, Hutchinson" for Ultra Van, Oakland" *(good luck. Ed)* Bill Welle, (941) 488-6435.

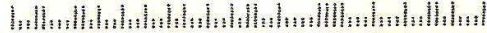
GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301-3048



FIRST CLASS MAIL

33844-2816 66



Rallies

January 29 - 31, 1996, Southwestern Rally in Arizona. Hope Baptist Church, 4842, N 51st Ave., Phoenix, AZ. (602) 846-7785. Hosts, Dan & Betty Reinhardt (602) 846-6920; Warren & Nobia Suckow (602) 841-0911; Ed & Jane Harrison (602) 974-6373; Threasa Vandersteeg (602) 977-4358.

March 1 - 13, 1996, Ultra Van #101 Restoration Rally #3 Getting the first Ultra Van ready for the trip to Hutchinson, Kansas for the 30th Anniversary of the Ultra Van. Desert Rendezvous Ranch, 7011 Sunny Vista Road, Joshua Tree, CA 92252. (619) 366-9104. Jim & Marlene Craig will be hosts, but call first, they both have been having some health problems and may have to cancel the rally.

March 19 - 23, 1996, Eastern Regional meet, Florida. Christmas Airstream Park (15 miles from Titusville). 25525 E. Colonial Drive, Christmas, FL. Emergency Phone (407) 5682507. Hosts Robert & Arlene Ackerman, 1240 Fox Creek Drive, Sarasota, FL, 34240. (813) 371-4592. Louis & Maybel Griggs, 626 Brookfield Ave., Cumberland, MD 21502. (301) 722-2991

May 13-16, 1996, Pre Summer Rally, Waxhaw, No. Carolina. Cane Creek Park (a County Park). Camp store (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. Chairman is Norm Helmkey, Route #1 Carrying Place ON KOK 1LO, Canada. (613) 394-3054, (Florida) (813) 422-4535.

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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