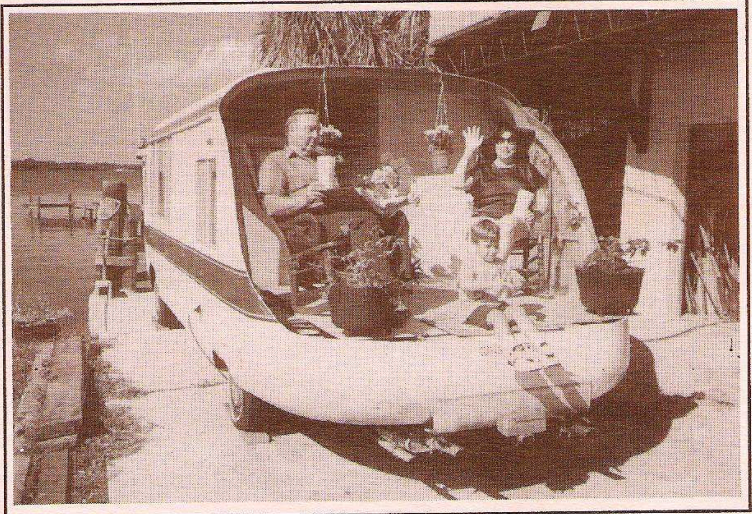


**Inside Coverage:**  
CORSA Convention Report.....Page 4  
Rack and Pinion Steering for #338.....Page 7  
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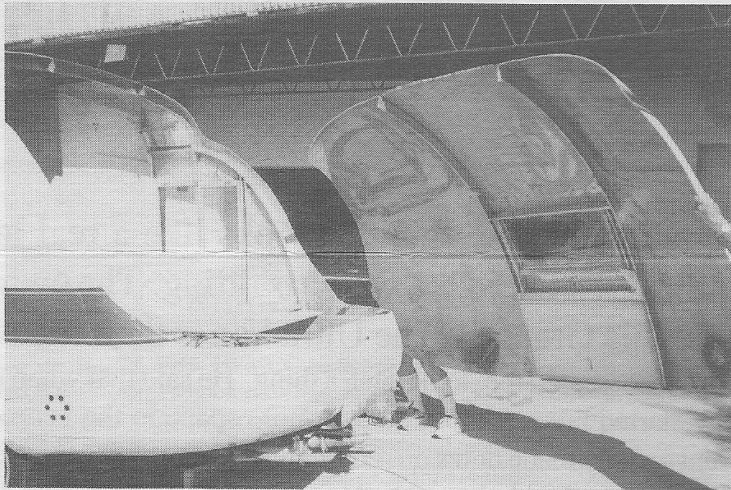
# Ultra Van Land Yacht



What is this strange looking thing. It looks like a real land yacht! The setting is by the water, which is fitting. The owners are Dick and Bonnie Granger. The Ultra Van is their beloved #403. I ask Dick what possessed him to do such a thing. He said that when they first got #403 they started talking about getting more space in the bedroom. Every trip they went on they made notes on remodeling. Returning from Silver City they decided to go ahead with the work. No plans, no drawings, just do it!



This is how David Peterson proceeded when he built the first Ultra Van. Bonnie told Dick what she wanted, Dick knew how he wanted it to look. After about three months spare time they ended up with a very unique Ultra Van. I was surprised that it looks so good. Dick said his son did the same thing with his Ultra Van, but made the lines straight. This was much easier, but problem is it



doesn't have the same round look that #403 has. All of the compound curves are made out of aluminum, not fiberglass. Dick is 71 years old and has had knee problems for some time. He has always had a problem kneeling in the back area of the Ultra Van, so he likes this arrangement much better. Plenty of head room!

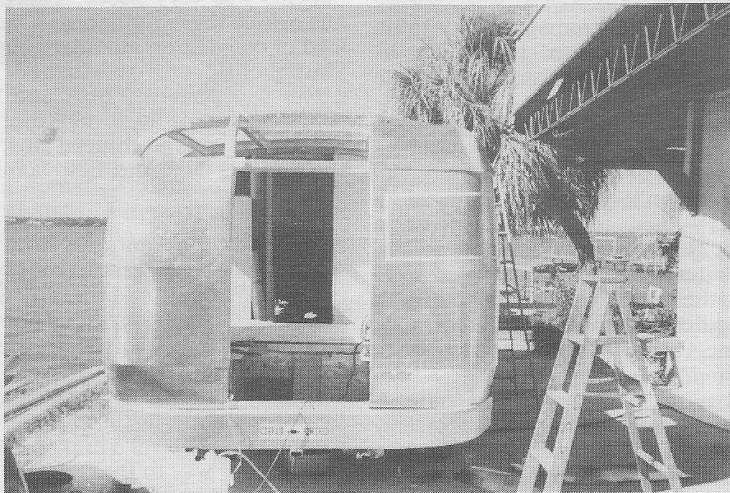
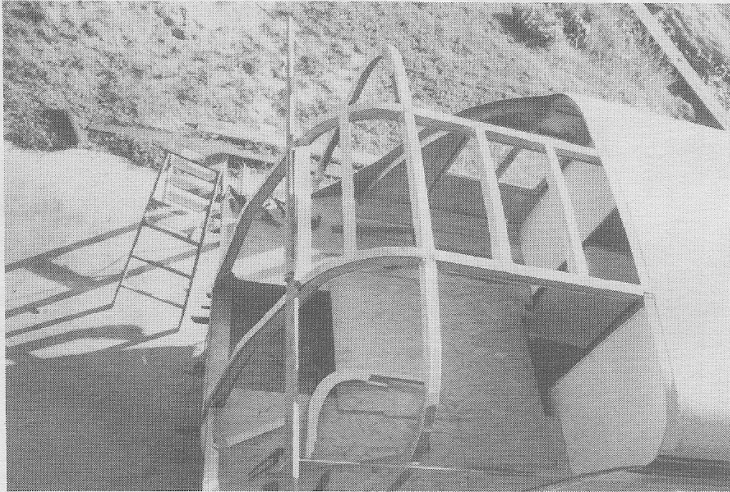
**Cutting off the old fiberglass and building a new structure. The photos on pages 3 & 4 are self explanatory. Page 4 shows Dick sitting in his new aft section.**

Their #403 ended up weighing the same, and only .031 of an inch longer. Dick used 5 sheets of 50502-.020 aluminum. He did the cutting, and farmed out the bending to a shop that had a large metal brake. He made the stringers in the shape of an "I" beam, using no rivets. I would like to see that a little closer to see how it was done. With the back being flat the Van has better stability going down the highway. It works like a drag anchor used on sail boats. It has over 6 feet head room in the rear, more insulation, a back door and is much stronger because of the added structure. Dick says its much quieter as well. He has also modified his 140 H.P. engine and is able to lay rubber when accelerating. They both use the Ultra Van quite a bit. Once they are on the road they stop only to sleep, eat and get gas. He calms getting up to 20 miles per gallon of gas on the road. All in all Dick says "we love It!"

## Powerglides with 140 H.P. Corvair Engines

The CORSA model Corvair was never available with an automatic transmission. There is no place to mount a powerglide shift lever on a CORSA dash. But the 140 Engine was available on the late Monza and 500 models. There also was a high performance Powerglide transmission available for those cars. This transmission was the same as the standard automatic, but with a unique governor set up to provide a higher shift point at full throttle, and only at full throttle.

Larry Claypool (Chicago Corvair Guru) says it shifts at 5,200 rpm (up form



4,800 rpm). This special governor (p/n/ 3878298) does not carry its part number. It was identified by a brush-stroke of pastel colored paint on its bare steel dome-shaped outer housing.

Mr. Claypool says this paint swipe may be orange, pink or lavender in color. Unfortunately, this outer dome is usually all rusty and mud covered. Luckily, the same paint was applied to the inside face of the nylon gear on the inner end of the governors drive shaft. All you have to do is pull the hold down bolt, and slide out the governor assembly to look at its inside gear face.

Of the two I have seen, only one had traces of orange paint still on its outer housing; but both had the inside face of the drive gear unmistakably covered with orange paint.

Reprinted from Corvair Houston's Newsletter, Written by J.F. Rittenhouse.

*Many of our Ultras were delivered with 140 HP engines and transmissions. But the throttle linkage has to be fine tuned to get the higher shifting rpm. Ed.*

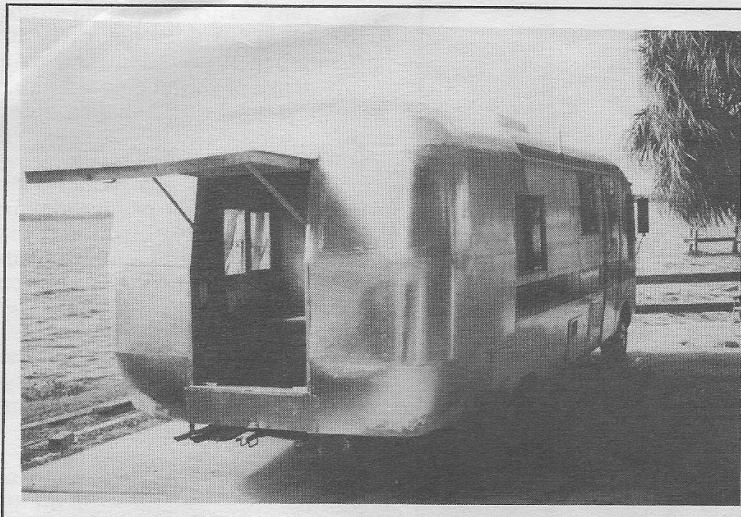
## Letters to the Editor

Dear Christy, August 19th, 1996

Super Winter-Spring 1996 Whales on Wheels Edition!!! Oh, the work! Oh, The work!

You do good Work!! I hope CORSA is paying attention. Feel free to use any part of any of the overly long winded Epic's of mine, you don't need to go with every word, but it was sure nice to see all the points put forth. I hope it will help someone some where to avoid using the wrong Powerglide transmission with their big engine.

Enclosed you will find fourteen pages of Powerglide transmission trivia. I got to wondering why the 140 Powerglide had it's own part number, as I think I mentioned in my last letter. At any rate, Larry Claypool sent me both a 140 Valve Body and a 140 Governor and I went to work. I'm afraid this article is only of interest to the mechanical purist. Out in the real world I imagine there are dozens



of 140's hooked up to stock Powerglides and no one is the wiser as to whether it shifts earlier or later. Anyway it perked my interest, and now I know.

I don't know what I'll do next, maybe do some much needed repair work on my fleet, which I have neglected while working on these non-essential articles.

Jim Craig called me a couple of weeks ago. It seems the new Powerglide shift cable he was planning on putting in #101 was 23 feet long and he needed one 24 feet long. He asked me if I would add one foot to it. That would entail two splices which would be about a dozen times harder to do than just one splice. (Nerve wracking harder, that is, to make it come out right). There was about six or seven feet of the front part of the old #101 control cable in good condition which I spliced into the new control cable at the proper distance, and presto, #101 is back in business. Shortening and lengthening Powerglide control cables is another specialty of the "Idle Mind Workshop." I also did the one in the San Diego Corvair stretch Limo.

Hope to see you at Palm Springs in November. Drop by for a cool one.

Happy Whale Wheeling, Bob Ballew

*Thank-you Bob for all of YOUR effort in helping us to understand better the workings of the Powerglide. Your mind is one that probes until you have the answer. Not all of us have that ability. The success of the last issue of Whales is directly related to*

*Whales on Wheels*

*your and your efforts. Bob does not have an Ultra Van, but is one of our dues paying member, and we are VERY HAPPY to have him with us.*

*Ed.*

## CORSA National Convention

by Diane Galli #504

There were over 800 people attending the convention, 175 Corvairs and 96 clubs represented. Events included: Autocross (66 entrances), Concours d'Elegance (52), Rally (69), Economy run (65), Model Corvair Concours (21), Awards Banquet (490), Swap Meet (35), Indoor Vendors (43), Tours, T-shirts, Turquoise Trail and Cookbooks. So much you just couldn't do it all in the allotted time. The Edward N. Cole Award was won by Mike Seversin from Madison WI. He also won the award in 1993. His father Tom Seversin is also a two time winner.

Group Ultra Van's meeting was the first specialty group meeting of the convention Wednesday evening.

Four "Ultravanners" and one associate attended. Two "wannabees" were also there. We talked about how we all modified our coaches and adjourned, to meet again in Hutchinson Kansas in September.

That day was the tour to Acoma "sky City", an Indian Pueblo on top of a mesa. Over 150 people attended. It was built 1,000 years ago. We were



taken to the mesa top by small busses and guided through the Pueblo. Cost \$10 to register a still camera to take pictures at the pueblo. No still cameras allowed and the only two places you can not take pictures were the cemetery and inside the church, and only by permission could you take a Native's picture. Very interesting tour.

Thursday was the Chuck Wagon cook-out. The rib-eye steaks and accompaniments was very good. There was misfortune there though, as a wagon load of convention attendees, mostly young children, overturned, the driver was seriously hurt and helicoptered out. Kay Brink from San Francisco suffered injured ribs, and she and her husband flew home on Saturday.

Friday was the Santa Fe Tour. A mostly self guided walking tour of the oldest State Capitol in the U.S. Some of us took city bus tours for a nominal fee (\$7) and it was worth it. Museums galore, Memorials, Churches, a "miracle" staircase in on church and lots of art galleries, and art everywhere. What a town! Think we will go back on our way to Hutchinson.

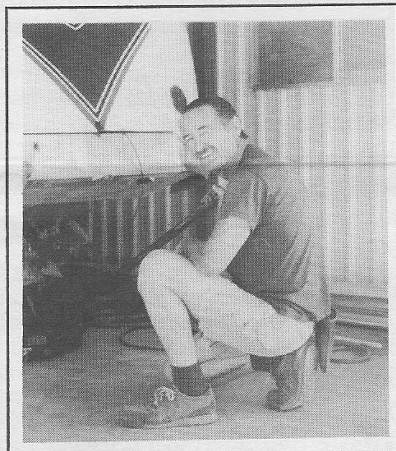
Saturday was a tour of several towns,

*Summer 1996*

ending at a rancho-museum Los Golondrinas, "The Swallows." After lunch we were free to walk around and see the artisans at work, weaving, tin punching, etc., the museum or just rest in the shade outside of the store and look at the lovely gardens. Saturday was also the banquet and trophies for best car, etc. Dolly Cole was there to help pass out the awards. She was married to Ed Cole, former General Motors president and "father" of the Corvair. Then it is Good-Bye for another year. Next year it's on to Lake Placid, New York.

In attendance at the Group Ultra Van meeting were: Fred & Margaret Bozerman #530, Claire & John Hoffman #468, Caroline & Tom Silvey #410A, John & Toni Ackerman #213, Bob & Diane Galli #504, Michael B. Muckey.

### From the President



**Jim Craig**

"Great Balls of Fire!" Was the last Whales newsletter great or what? As you all know, that was sort of a double issue, but man it contained so much information. Bob Ballews article on the automatic transmission was just out of sight. I'm sure he must have burnt the candle at both ends to come up with all those details. I don't believe or at least I haven't seen an S.A.E. factory paper on the automatics that can compare to his article. Bob is known as the "Corvair Nut" here in the high desert. I believe his loves are; his wife, Corvairs and viewing and feeding his wild squirrels and birds. Good show Bob. Thanks also to Art Eller and Harry Yarnell for their leading article.

*Whales on Wheels*

Congratulations to Christy, our editor and C.E.O. for receiving the Old Cars "Golden Quill Award", for his work on the Whales newsletter. And to swell his chest a little more, only one other CORSA chapter earned the same award. Great!

The CORSA National Convention that was held in Albuquerque, New Mexico is now history. I understand that there was not one Ultra Van on site, although several of our member attended. Bob & Diana Galli were there and will report the event elsewhere in this issue.

In a recent letter from Norm Helmkey he reported on the meeting of "Mid-America CORSA Regional" in Columbus, Ohio. He sent out letters (30 each) to Ultra members in that area and four showed up. He also organized an evening meeting, which had 17 people attending, in which he talked about the Ultra and associated subjects. Thanks Norm for doing all that good work.

Hutchinson, Kansas will be the site of the "30th Anniversary" of the Ultra Van Motor Coach Club, Inc. This event should be the grandest National be held this century by MVMCC. Check the dates in "Rallies" section on the back page. If your Ultra is not ready, drive your car, just get yourself there.

Annual dues; I only heard from one person regarding raising the dues to \$10 annually. So our C.E.O. will advise us when our dues have to be raised. Thanks folks!

Ultra Van 101 update. I'm sorry to report that we will not have the prototype completed enough to drive to Hutchinson. Just too much to do. Hopefully we can drive it to the next rally. You might be interested to know that we have had five working rallies on #101 and expended approximately 2000 man/woman hours as of August 19th, 1996. I plan to paint it prior to the November Great Western Fan Belt Toss & Swap Meet held in Palm Springs California. So it is getting near the end. Our next work rally is in October. See details on the back page.

Marlene and I are looking forward to seeing you all at Hutchinson.

*Jim*

### Ultra Van on the Net

Group Ultra Van now has a World Wide Web site, with thanks to Kenneth N. Wildman, Ph.D., Professor and Chair, Psychology, Ohio Northern University, Ada, Ohio 45810 Office: (419) 772-2136 Home:(419) 634-4874 Fax: (419) 772-1932 <http://www.onu.edu/~kwildman>

The Ultra Van page is linked to his homepage at the university. The URL is:<http://www.onu.edu/~kwildman/ultraVan.html>

There is no charge. There are sections dealing with a general description and photo, the interior schematic, specifications, organizations, 30th Anniversary Rally, cross-links (other pages which refer to his page) and Ultra Vans for sale. (He can only list #, name, and phone number, since this is a non-commercial page).

Several people have found the page using "search engines" such as Yahoo, Lycos, Web-crawler, etc. I've tried it myself and "Corvair-powered motorhome" works best, but you can get to links to the page with just UltraVan. Others have found it from the Hemmings page or various Corvair enthusiast pages.

He just got word from the webmaster of the "Virtual Vairs" web-page that they have established his page as the Ultra Van page on virtual vairs. This means that when someone selects UltraVan on the VV page, they are linked to his page. Any updates made are thus part of VV. Additionally, the page has a "mail to" function which directs inquiries to Ken rather than to the VV webmaster.

Another link. This one is in England! From: Ian Bourke (ib@mi2g.com). Mi2g Ltd, The Glassmill, 1 Battersea Bridge Rd, London SW11 3BG, UK. Tel: (+44) 171 924 2980 Fax: (+44) 171 924 2991. <http://mi2g.com>. E-mail: [solutions@mi2g.com](mailto:solutions@mi2g.com). Ultra Van Web Page under Makes (US) GM, with the following details: url: <http://www.onu.edu/~kwildman/ultraVan.html>. Title: The Ultra Van Web Page, keywords: Corvair, Motor Home, Camper.

Ken's Ultra Van web page looks good as well. If you are on the web, check it out. This will introduce the Ultra Van to a whole new audience. Thank-you Ken!

# 19th ANNUAL GREAT WESTERN FAN BELT TOSS AND SWAP MEET

## November 1-3, 1996

Host Hotel: Ramada Inn • Palm Springs, California  
 Contact: Karen Hancy (*mention Corvair*)

In California (800) 245-6904  
 Outside California (800) 245-6907

### REGISTRATION FORM

Name \_\_\_\_\_ Spouse/Guest \_\_\_\_\_

Address \_\_\_\_\_ Corsa Member No. \_\_\_\_\_ Exp. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone ( ) \_\_\_\_\_ Additional Badges For \_\_\_\_\_

Item	Quantity	Amount
Corsa Family Registration	_____	\$8.00
Non-Corsa Family Registration Surcharge	_____	\$5.00
10' x 10' Swap Meet Space	_____	\$12.00 (not available after Oct. 15)
RV/Camper Space	_____	\$12.50/night
UltraVan Space	_____	\$12.50/night
Peoples Choice Car Show	_____	\$5.00/car (\$8.00/car after Oct. 15)
Banquet Saturday Evening	_____ Beef	\$22.00
	_____ Chicken	\$22.00
	_____ Vegetarian	\$22.00
Tee Shirt w/pocket	Med _____	\$12.00
	Large _____	\$12.00
	XLarge _____	\$14.00
	XXLarge _____	\$14.00
Polo Shirt w/pocket	Med _____	\$18.00
	Large _____	\$18.00
	XLarge _____	\$19.50
	XXLarge _____	\$19.50

TOTAL ENCLOSED: \$ \_\_\_\_\_



Make checks payable to Vintage Corsa, P.O. Box 1180, Placentia, California 92871

Friday evening welcome party open to all registered families • chips/dip, popcorn & no-host bar  
 PLEASE NOTE: No pets will be allowed on the field.

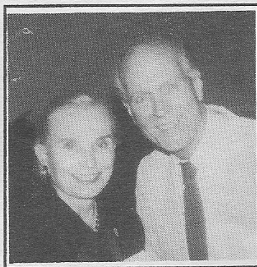
Surcharge for Non-Corsa Members will be donated to CPF (Corsa Corvair Preservation Fund)

NOMINEE FOR OLDEST ATTENDEE: \_\_\_\_\_ AGE: \_\_\_\_\_

Copy this registration form on a copying machine to keep the newsletter in tact.

## From the Editor

Dolly Cole  
with your  
editor.



### W. Christy Barden

I made a trip out to Los Angeles in the Suburban and hauled back a garage full of stuff and a Corvair on a trailer. A long time friend and Corvair person, Dick Campbell died and I helped Leona clean out the garage. Its always a difficult time when you loose a loved one, I'm happy to have some of his "stuff" in my garage. On the way back I attended the last day of the CORSA National Convention in Albuquerque. It seemed well attended and very much a success. Now to find room for another Corvair in the hanger under the Cessna wing.

Walt Davison stopped by on his way west. He helped me clean the place up for the 7th Annual Front Range Corvair Swap Meet & Picnic held at my place. He earned his keep by doing a lot of work. Thank-you Walt!

I'm still not spending much time at home, living in Boulder and working in Newark New Jersey. I have yet to attend a Corvair meeting in New Jersey. I do plan to be in Hutchinson for the 30th anniversary of the UVMCM. Hope to see as many of you there that can make it. I'll be flying into Wichita and renting a car to get to Hutchinson. Bring your cameras full of film, its a time that will always be remembered.

## Rack and Pinion Steering for Ultra 338

by Ken Wildman

As we approach the 30th anniversary of production of the UltraVans in Hutchinson, we need to recognize that these old vehicles need both maintenance and some modernization. Len Ryerson recognized the need to constantly seek improvements in the original design. The manual that he and Edy developed (with much help from club members) is filled

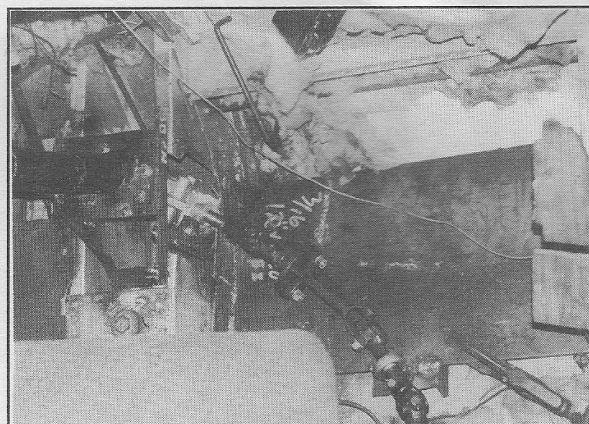
with suggested improvements.

One area of concern was the steering system. The original cast aluminum bellcranks are brittle and structurally marginal for their intended use. We have all heard of bellcranks cracking from impact or, on occasion, from just having the steering wheel turned while the coach was stationary. The bushings in the system were either unlubricated teflon, or just metal to metal pivot points utilizing hardware store bolts.

The steering on #338 had worn to the point that I could turn the wheel from about "12 o'clock" to "5 o'clock" before any resistance (or direction change) was encountered. Driving in a wind, on bumpy roads, or near trucks, was definitely becoming a white-knuckle experience. Something had to be done. After much discussion with many members including Norm Helmky, Walt Davison, Jean McMasters, Howard Boso and Gordon Harvey I came to the conclusion that I should adapt a rack and pinion system to my coach.

Gordon and Howard have both installed racks in their coaches. In both cases they used a GM power-steering rack primarily because they had large engines capable of supplying the power. My coach is Corvair powered and thus has little excess horsepower to spare. I decided that the light weight of the front-end would allow the use of a manual steering system. The basic layout would follow that developed by Gordon and Howard.

Knowing my own mechanical limitations I took my coach to a professional frame and axle shop with long experience in fabricating steering systems for hot-rods and racing cars. Henson's Frame and Axle (in Lima, Ohio) is a well-known shop in our area. They have worked on the UltraVan before, installing new shocks and front springs, and welcomed the challenge of developing a better steering system for my coach. Jim, the owner, and Mike, the lead mechanic, did a terrific job of locating the right components and putting



Overview looking down steering column.

it all together.

Figure 1 shows the basic layout, which follows the original design of Gordon and Howard. A Browning Right Angle Gear-box was attached to the bottom of the steering column. The original steering column could have been retained, but we opted to use a late model tilt column from a Buick to give improved turn-signal switching, high-beam flashers, and lockable steering.

A shaft from the right angle gear box led to a Sweet Racing Steering joint. The Sweet joint looks like a small U-joint, but is extremely strong and is re-buildable. From the Sweet joint, a shaft leads to a 1978 Ford LTD intermediate steering assembly. The purpose of the intermediate steering assembly (or rag-joint) is to take up any thrust forces developed at the various joints.

A shaft then leads to a spherical joint (Heim joint) and then to a second Sweet joint. Finally a shaft attaches to the input of the rack and pinion assembly. The rack is a 1979 Ford Mustang II Manual system. It is a TRW re-manufactured unit with a lifetime warranty.

Figure 2 shows a close-up of the right angle gear box mounting. Figure 3 is a detail of the Sweet Racing Steering joint and part of the LTD intermediate steering assembly. Figure 4 is a detail of the LTD unit. Figure 5 shows the location of the rack between the front seats. Note the approximate 2" build-up of the floor between the seats. This was necessary to allow the accelerator cable and a brake line to pass under the rack, and to align the rack with the input shaft.

Figure 6 shows a detail of the

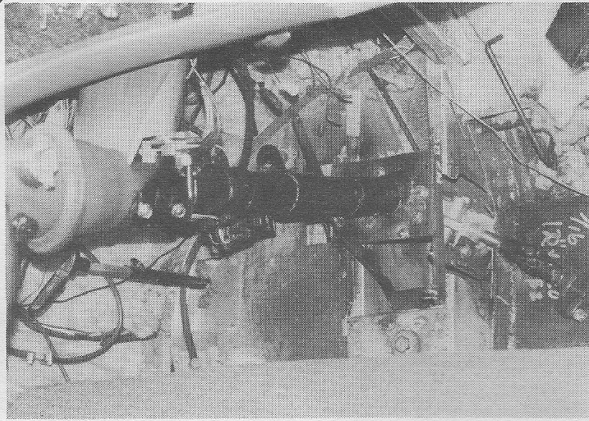


Figure 2

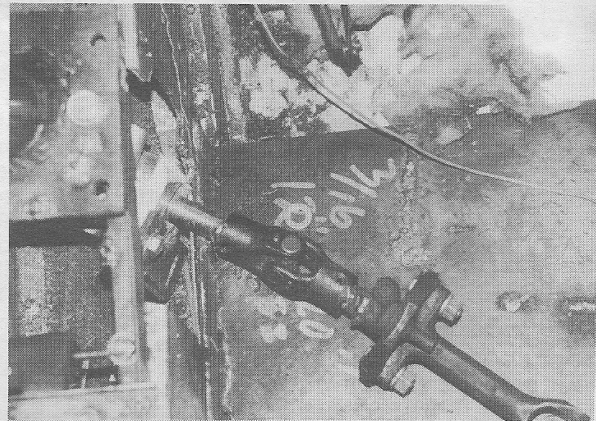


Figure 3

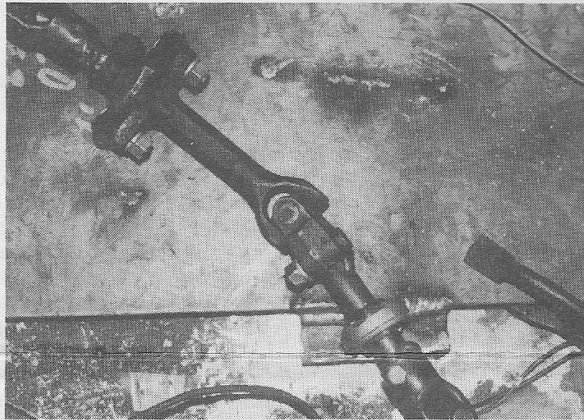


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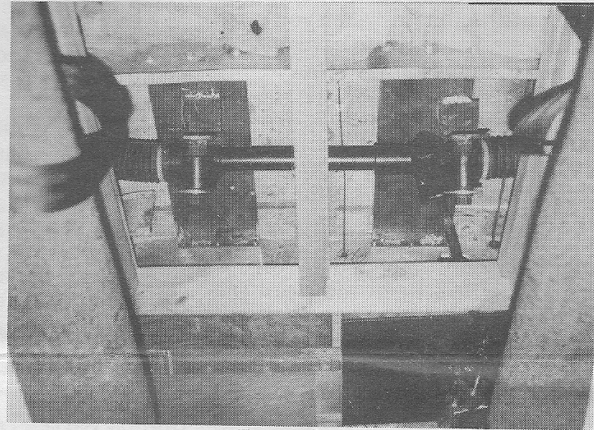


Figure 5

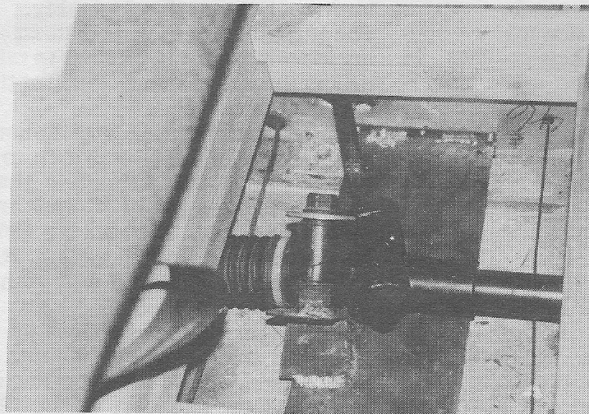


Figure 6

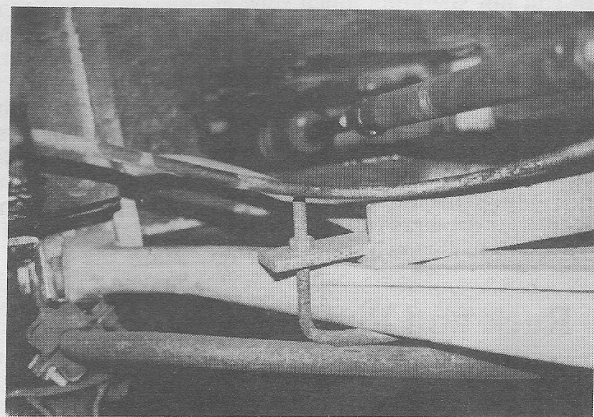


Figure 7

left side mounting bracket for the rack and the steering input to the rack. Figure 7 was taken from the wheel-well looking in towards the end of the rack as it attaches to the tie-rod.

A significant difference in this set-up from the Harvey-Boso installation is that the Mustang II manual

rack is much longer than the GM power steering rack. Gordon and Howard had to fabricate extensions from the rack to the tie-rods. In our case, the tie-rod had to be shortened somewhat.

The bottom line: Does it work? The answer is a resounding Yes! Steering is precise and stable. There is

absolutely no back-lash and no slop in the system. The coach is much less affected by side-winds or by passing trucks. Directional stability is much improved without any change in castor, or toe-in. Additionally, steering effort is reduced. All those linkages in the original system introduced mechanical inefficiencies which led



to increased steering effort. The new system is much more direct, and effort is drastically reduced.

Further, the steel mounting plates have added a great deal of rigidity to the entire front-end. Basically the plates tie the front to back aluminum struts (chines?) together into one rigid unit. This adds to directional stability and structural integrity.

Disadvantages? Cost is one issue. The Browning Right Angle gear box has gone up in price in the last two years from about \$200 to over \$450. The rebuilt rack is about \$125. The Sweet joints are over \$50 each, and the LTD assembly is junk-yard negotiable. Labor on my conversion was a significant cost factor. On the other hand, a mechanically competent owner could do the job for about \$800. There is also the possibility of using a less expensive right angle gear box manufactured by Boston Gear Co. but I'm not an engineer and cannot guarantee that the cheaper and lighter gear box will be adequate.

The second disadvantage is a larger turning circle. The original steering system managed to provide 50 degrees of turn in each direction; the rack and pinion limits this to about 35 degrees. I can no longer turn in the coaches length. On the other hand, with reduced steering effort I don't mind backing and pulling forward a few times to make a tight U-turn. Personally, I would rather have increased safety and stability going down the highway than gain a little maneuverability in a parking lot.

All in all, a very successful conversion. I would recommend it to all.

## Classified

**1965 Ultra Van #213**, 110 H.P. Corvair, powerglide. Blue and White, \$2,500. John Ackerman, 412 Park St., Wilcottonville, IN 46795. (219) 854-2568.

**1967 Ultra Van #278**, 110 H.P. Corvair (889 Cam) 3,000 miles, powerglide. New Interior, Fridge, Brakes, packed bearings. Rear suspension and shocks modified. Swamp Cooler, 3:89 gears, new tires. Howard E. Baso, 1536 W. Roundup St., Apache Junction, AZ, 85220. Mon - Thur 8 - 5 pm, (602) 288-8166. \$7,000.

**1966 Ultra Van #318**, 110 H.P. Corvair, powerglide. Roof air, mostly original condition, Bill Burleson, 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 #383**, 110 H.P. Corvair 110 w/ auto. New tires, great rubber, upholstery & drapes. Cherry wood interior, 2 way refrig., 5 gal hot water heater & Coleman heater. Run v/good. Trans has a slight whine. Paint is solid but oxidized. Good, new solid trailer hitch. \$3995. Video & photos avail. \$5 refundable. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104

**1968 Ultra Van #396**, 110 H.P. Corvair, powerglide. New paint and interior. Good Mechanical condition. Ready to travel. 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, P.O. Box 34, Bamberg, SC 29003. (803) 245-2154. \$9,000. BO or most interesting trade.

**1969 Ultra Van #413**, 110 H.P. Corvair, Powerglide, 3:89 gears. 2000 mi. on complete engine overhaul. 2500 MI on new radial tires. NEW carpet, seat rubber & upholstery, drapes, bed cushions, Dometic RM361, 3 way refrig. Cherrywood interior panels. Cat. 1500 Catalytic heater. Evap. cooler on roof. Comes with new rebuilt auto trans. & dozens of other parts. PRICE; \$8995. Video & photos avail. \$5 refundable. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104

**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, \$8,000. Glenn Lee, 137 Brooke Elyse Lane, Max Meadows, VA 24260. (703) 637-6839.

**1969 Ultra Van #468**, 110 H.P. Corvair, powerglide, well maintained. \$7,500. John & Clair Hoffman, 3760 S. Huron Street, Englewood, CO 80110. (303) 781-8617

**1969 Ultra Van #489**, 110 H.P. Corvair, powerglide, 50 gallon water tanks. Recent paint and tires. Cylinder heads rebuilt. Video and pictures available \$7,995. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (619) 366-9104

**1969 Ultra Van #492**, 110 H.P. Corvair, powerglide. Lots of extras. Clean in and out. \$10.00 refundable video. Hal Honer, 6136 Simms St. #1, Arvada, CO 80004. (303) 940-6804 (Located at Christy Bardens in Boulder CO). \$8,975.

**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. Summer and Fall in Canada (604) 885-2875. (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. 157,000 miles. Roof Air, small body damage, new paint. \$5,700. Jack E. Davis, 100 No. Cheyenne St., Silver City NM 88061. (505) 536-5955.

**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. \$7,990. Joseph P. Alvarez, 6628 Puerta de Lomas, Fallbrook, CA 92028. Phone & FAX (619) 945-4451.

**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.

**Bumpers** Dick Granger is willing to reproduce his fiberglass bumpers for \$100 a pair plus shipping, payment with order. Dick Granger, 2795 Tropical Trail, Merritt Island, FL 32952. (407) 453-4094.

**Commemorative wrist watch** of "Home To Hutchinson", made special for the "30 anniversary". They are gold plated w/black band. Has built in timer & alarm. \$10 will go to the Ultra #101 fund. Price; \$29.50 PPD. These have a three colors picture of #101 in the center the words "Home to Hutchinson" & "30 anniversary" on the dial face. It has a quality leather band and comes in a nice case. Lifetime warranty. 8 ea. already sold. Check with Helmkay & Harvey. Real quality. Jim Craig, 7011 Sunny Vista Rd, Joshua Tree, CA 92252 (619) 366-9104

**Brake Hose Update**. Hoses were ordered 8/20/96. Hope to have these available at Hutchinson. I have 5 pairs that are for sale. Call to reserve your pair. \$76.00 PPD. Jim Craig (619) 366-9104.

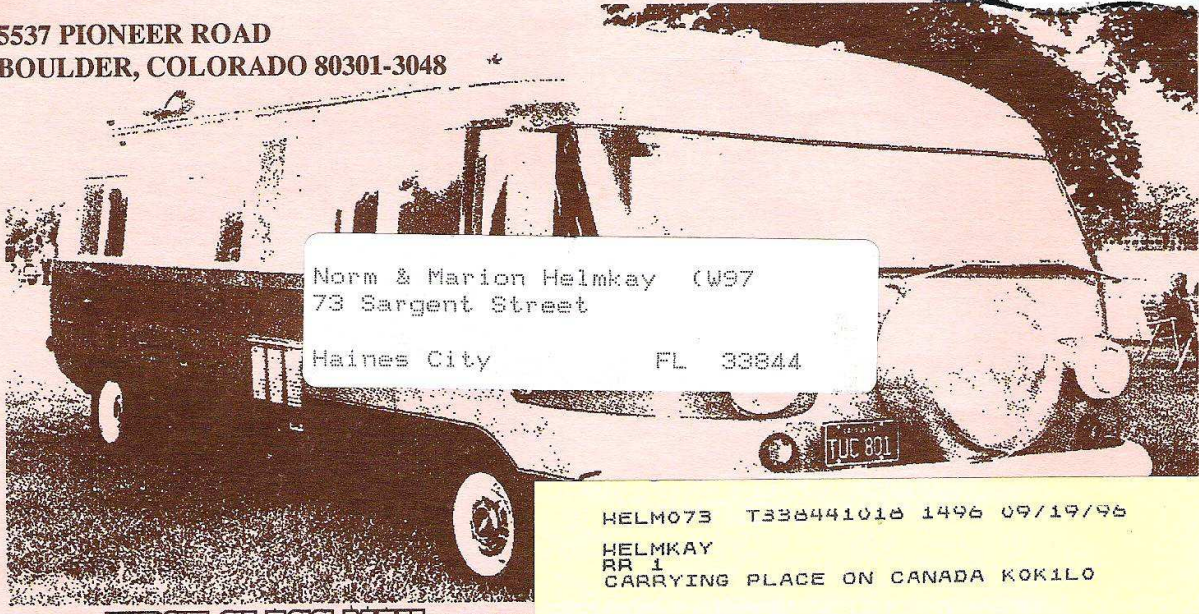
**Ultra Van Parts**. Auto shift cables, \$95 (for 22 ft Ultra); Windshield, full size, tinted \$495, Delivered to your door \$695; New "Helander" steel bellcranks set, 2 pieces w/all bearings \$195. Jim Craig, 7011 Sunny Vista Rd, Joshua Tree, CA 92252 (619) 366-9104.

## See you all in Hutchinson

# GROUP ULTRA VAN



5537 PIONEER ROAD  
BOULDER, COLORADO 80301-3048



Norm & Marion Helmkey (W97)  
73 Sargent Street  
Haines City FL 33844

HELM073 T338441018 1496 09/19/96  
HELMKAY  
RR 1  
CARRYING PLACE ON CANADA KOKILO

FIRST CLASS MAIL

33844/281



## Rallies

**September 24 - 29, 1996, UVMCC National Rally, Hutchinson Kansas.** Kansas State Fairgrounds in Hutchinson. Chairman is Norm Helmkey, Route #1 Carrying Place ON KOK ILO, Canada. (613) 394-3054, Florida (813) 422-4535. Margie Fitzgerald (registration) 1079 Bay Shore Drive, Englewood, FL 34223. (813) 474-6468.

**November 1 - 3, Great Western Fan Belt Toss & Swap Meet, Palm Springs, California.** Held at Angels field in Palm Springs. Ramada Resorts Hotel is the host at (800) 245-6904. Host Clubs are Vintage Corsa and South Coast Corsa.

**October 25 - November 6 1996, Ultra Van Restoration Rally 6, Joshua Tree, California.** The last Ultra 101 Rally. All will stop for the G.W.F.B.T. & S.M. in Palm Springs attendance. Desert Rendezvous Ranch, 7011 Sunny Vista Rd., Joshua Tree, CA 92252 (619) 366-9104. Jim and Marlene Craig.

**March 20 - April 4, 1997, Florida Rally at Sebastian.**

**June 1997, Eastern Summer Rally, Chattanooga, TN.**

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

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. Dues are \$6.00 annually, please remit to the Secretary-Treasurer. Submit all technical information to the Editor.

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