

Whales on Wheels

Volume XVII Number IV

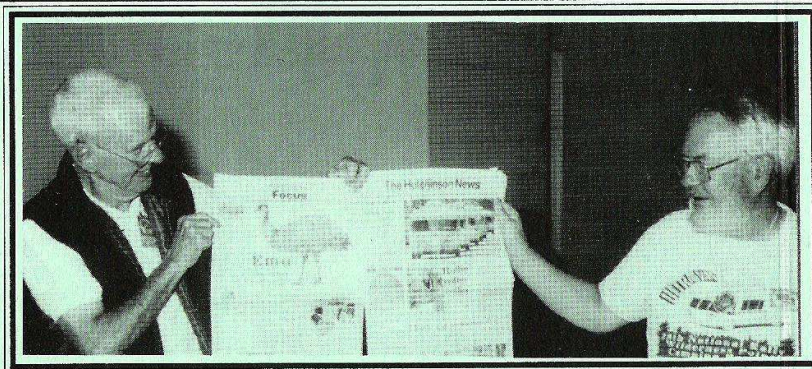
Whales on Wheels



10/29/96, Thanks-y for the photos
 of story on the Ohio Bell. Hope
 to get it in next issue,
 this one was to fall.
 Dinky.

Photo by Graham Dell

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Wali Davison (L) and Norm Helmky (R) hold up copy of September 25, 1996 Hutchinson News. Ultra Vans on Cover and EMU (not Eastern Members of Ultra) story in section 2 of same paper.

Fall 1996

Ultra Vans Go Home to Hutchinson



Ultra Vans Huddle in Hutchinson

by Diane Gilli
504

Home to Hutchinson

About 27 Ultra Vans and several 'Brand X's' assembled at Cheney Reservoir a few days prior to our going to Hutchinson. A lot of meetings and greetings, and as Bob and I were the 'New Kids on the Block' a whole lot of meeting some super folks from all over North America- from Coast to Coast and Border to Border.

On the morning of September 24th we lined up and headed for Hutchinson where we paraded the town to the Reno County Museum. At the museum Norm Helmkey, the chairman of the rally, gave the museum director several pieces of memorabilia for the museum archives. Then we were all given a Key to the City of Hutchinson. Afterwards we went to view the museum exhibits. It is a very nice museum.

Then we were back on the road where we headed over to the Kansas State Fairgrounds campground where we hooked up to electricity. We spent the rest of the day getting our bearings and mixing with friends old and new.

We started off the day on Wednesday with coffee and the morning Drawing. If you got your name drawn at the morning coffee you got to choose a present. There was a box for the men and one for the women. After that and for the rest of the day it's seminars and tech sessions for the men, for the women it was Craft sessions. Ken Wildman from Ohio #338 conducted a seminar on 'Surfing the Internet', getting on line with other Corvair folks, etc.

The ladies made crafts. We made a banner to hang in our coaches or homes. We made 'yo-yo's'- a cloth circle gathered and made to look like a flower. Those of us who made our banners were pretty pleased with our handiwork.

After lunch the banners were finished and the men had another Tech session. The ladies prepared the food for the Potluck. What a groaning table we had! What good food!

After dinner we had a Yankee Swap. Having never heard of that, Caroline Silvey and I inquired about it. We learned that if we had an object we'd like to part with, we were to wrap it

Top: Gathering inside the indoor facilities at Kansas State Fair Grounds. Mid: Sam Yoder (L) explains biggy building at the Sunflower Buggy Shop in Yoder. Bottom: Finished products with Ultra Vans in background.



and bring it, for which we received a number, which made us a participant. You pick a gift when your number is drawn. You have the choice of an unopened gift on the table or an opened someone else has opened prior to you. The gift can only change hands three times then you keep that one. A lot of good natured fun was had by all.

After the Thursday morning coffee and drawings- of which yours truly and her husband were the recipients of two gifts each- East and West divided and had meetings.

Ours (West) was to decide on a site for the next National Rally- and get volunteers for the various jobs.

The ladies craft session was led by Margaret Bozeman #530 from Vida, Tx. We made dragon-fly pins- very pretty. the men had a Tech session.

The weather turned COLD and rainy for the afternoon to Yoder, an Amish village, and to Collins Mfg. to see the site where the Ultras were born. We left for Yoder at 1pm on the DOT! First stop was the Dutch Mill Bakery, got good baked goods there. Then on over to the Yoder Hardware Store. Me oh my! A hardware store like the good old days. From there we went to the Carriage shop to learn how they made Amish surreys and carriages-very interesting.

After that we piled back in the car and went for an early dinner at a place we had heard had good food. And it was. They also had a gift shop- very nice- handmade quilts, jams and jellies, lots of "stuff".

After dinner we went off to the place of the Ultra's birth- very interesting, the guys can tell you more. It was very cold and Caroline Silvey and I returned to the car to get warmed up- as did many of the other ladies.

Friday morning started as usual with coffee and drawings. The men went to the Tech sessions and the ladies to our crafts. The craft for Friday was Spider Weaving on t-shirts, courtesy of Maybel Griggs- a very interesting woven design with embroidery floss- I cannot begin to do it justice.

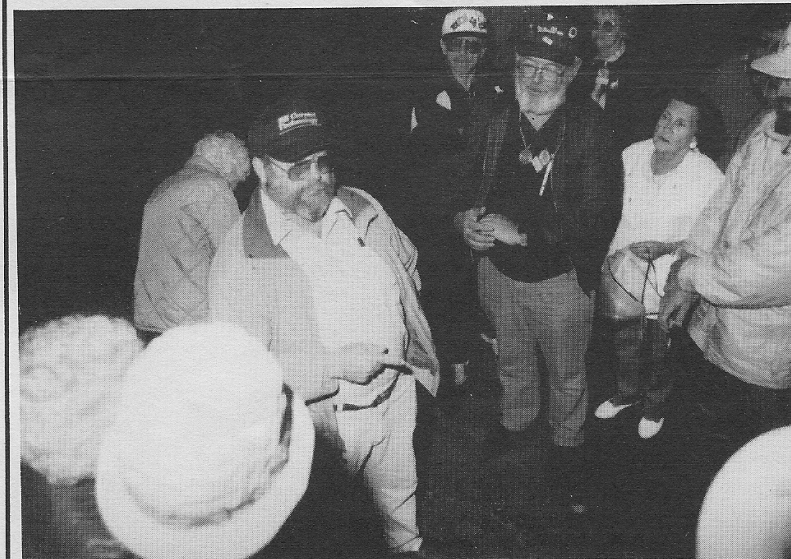
At the Rally there were 34 Ultra's, 8 Brand X's, and 3 came by car. this was from the Wagon Master's Report.

A very nice wall clock was presented to Norm and Marion Helmkey as thanks for their work on the Rally. I understand Jean McMaster was the person behind that.

After the General Meeting we all got ready for our trip to the Cosmosphere for a tour, banquet, and IMAX theater. the museum tour was GREAT. We got to see where the kids go in the summer for their Space Camp; the Spacc Museum on the

Top: looking down a long line of parked Ultra Vans. Mid: pot luck dinner enjoyed by all. Mid-bottom: Bob Robbins (center) directs tour of Collins facility. He worked for Ultra Van and had many stories of how and where things happened. Bottom: Roy Muranaka's #604 (L) and Steven & Karen Landsberg's #252 in front of a bevy of Ultra Vans.

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bottom floor. Then we were taken to the new construction at the front where they have suspended a T-38 plane the astronauts use in training, an SR-71 Blackbird, and a prototype of a space shuttle. All suspended in the enclosed new entry. Out in front of that will be a Redstone missile and outside also will be a Gemini- eleven stories tall!

Then we had a very good dinner after which we were regaled with tales of Ultra Vans by Bob Robbins, Production Supervisor; Lou Edinger, an owner of Belco, the last producers of Ultra's; and Heidi Bussey, final inspection, quality control department, and test driver also told us "Ultra Tales".

After dinner and stories we went to the IMAX theater where we saw Special Effects- neat. It was all about how the movies do their special effects.

On Saturday morning we gathered for the usual coffee and drawings, drawing for the last "Home to Hutchinson" watch and the silent auction and an evening farewell get together. Saturday morning some had already left, more by evening, and all will be gone by Sunday. Hopefully a good time was had by all.

I know Bob and I enjoyed ourselves for our very first Rally. Hope to see lots of our old and new friends again, perhaps at Palm Springs in November or at Jim Craig's at Joshua Tree, Ca. I hope you enjoyed reading a first timer's recollections of a National Rally.

Bob and I met a lot, we hope, of new friends, and got re-acquainted with some we had met before at CORSA Conventions. Not withstanding the friends we have known for years.

From the Editor



W. Christy Barden (R) your editor sits beside Wiley D. Helzen the first employee hired by David Peterson in Hutchinson in 1965. His badge number was 003. David Peterson had badge #001, Roger Fletcher who drove out #213 From Oakland had badge #002.

Since last time we talked I drove the 1964 Greenbriar from Boulder to Los Angeles. Steve Goodman, our favorite Denver Corvair Mechanic, had just rebuilt the engine the way an Ultra Van engine should be done. We did the way discussed in the Internet discourse seen on other pages here. Using a 95 Cam, advanced 4°, 110 heads, forged pistons and much meticulous care in assembly. It

Varies photos taken inside the meeting area at Hutchinson rally.

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went over the continental divide in forth gear. Steve is an excellent resource. He is a member of Group Ultra Van and regularly reads our newsletter. He is not easy to schedule, but if you are willing to wait a few months he will do an excellent job for you. His phone number in Denver is (303) 934-8783.

While in Los Angeles I attended the Great Western Fan Belt Toss & Swap Meet. This is still the biggest and best swap meet in the country. Still NOS parts coming out of garages. Good used parts and a warm and sunny climate. There were 10 Ultra attending.

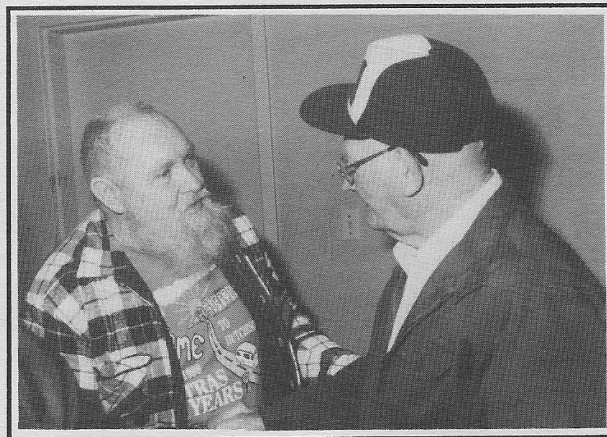
Arnold Steenburg broke an axle entering the Angles Field. He spent most of his time finding a place to redo one for him, which he did. Even non owning Ultra members Ed and Pat Donahue made a special trip over from Palm Desert to say hello.

I stopped by to see Earnest Newhouse and spent twenty-four hours as his house guest. He is doing quiet well, taking care of himself with good food and exercise. Also I attended the seventh-something birthday party of Bill Binney. It was nice to meet many of his close friends. They were a knowledgeable group of people.

I did make the National meet in Hutchinson Kansas. The was the biggest gathering I had seen in some time. I think the record was 66 Ultra Vans at Lion Country Safari in Laguna Beach, California. That was hosted by Earnest and Edna Newhouse in 1971. But this summers really was really great. Plenty of tech and craft sessions, tours and food. See Diane Galli's report on page 2.

On November 1st of this year I retired from active flying. So now I'm a full time Ultra Van person. I plan to take #603 to Seattle for Christmas, and then drift down the coast to Los Angeles in January. Maybe I'll see some of our members on the way.

Jim Carig e-mails that Juno is a "free" on line mail service. A free software kit goes with it. Jim got his from Nancy Pratt #373 and has been on line since December 1st. and its working great. To get your free information call Juno "E" mail service at 1-800 654-5866. Write: New Member Dept. JUNO, 120 W. 45th St., New York, NY 10036. He



Gordon Harvey (L) welcomes Melvin Doty to address group. He worked on the aft sections from 1966-70.

also reports he recently towed a stripped out Ultra from Phoenix to his place in Los Angeles. Ed Harrison and Warren Suckow had brought it out of the Salvage yard. It is #330 which originally came from Jean McMasters.

Norm Helmkey is sending out a request of back issues of WHALES ON WHEELS for the archives. Missing are all issues of VOL. I, II, III. Issues 1,2,3, of VOL. IV. Issues 2,3, of VOL. V and issue 2 of VOL. VII. Norm is our historian, lets all support him. His winter address is: 73 Sergeant Street, Haines City, FL 33844.

Needed: and east coast stringer. That's newspaper talk for someone that will attend rallies, take photos, write reports and report Ultra news as they see it. Contact the editor.

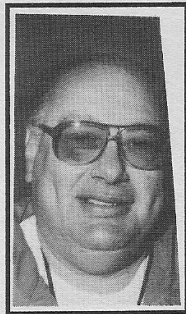
Christy

John Hoffman joins the womens crafts session.



From the Internet

by Ken Wildman #338



Our E-Mail Guy, Ken Wildman downloaded the following over the period of a few weeks. It paralleled a tech session we had at the Hutchinson rally this summer and came to some of the same conclusions.

From : noodled@together.net

Subject: 110 vs 140 for Ultra Van

Hello everyone,

Well, after 17 years of Corvair ownership and 5 years on the Net, it was inevitable that I'd finally have to subscribe to this cool list. And what better impetus than my purchase 2 weeks ago of an Ultra Van. If you haven't heard of one (I hadn't) an Ultra Van is a "motor coach", (RV) that was built in '68,'69, using the Corvair engine and transaxle as the drivetrain. It's 22 feet long, about 4200 pounds, built like an airplane—with aluminum ribs and skin, and is truly a very neat rig. They made 370 of them, some with 110s, some with 140s, and some with V8s. (obviously not 'Vair) Now, as to my dilemma...

My van, Melodie (yes, she was named at the factory by her first owner) has a 110 in her. I flew down to VA from VT and drove the 900 miles back. I felt that the 110 was slightly under powered, and I'm interested in souping her up a little. I've had a '65 Corsa Convertible for 17 years now, and I know of the hazards of 140 engines, so I don't want to go all the way and put in a 140. What I would like to do is keep the 110 engine from the block/cam/crank/pistons on up, and put on 140 heads. Possibly put on a 140 distributor, definitely put on all new electronics. On the heads, I will stake out the valve seats, and little else. If I can increase horsepower 15-25%, without getting really bad gas mileage, I will be a happy man. (Melodie averaged 15 mpg on the trip from VA. Not bad at all) Keep in mind that I will be driving across country with my family in two summers, so I need an engine that's as trouble free as possible for Corvairs. Does anyone have any advice on this idea? I've only worked on 140s and manual transmissions (Melodie has a PG), so I want to really check into this before I go ahead, and what better place than here?

Thanks for the long post, and looking forward to lots of interesting debate.

Stu the tattoo, The NoodleHead Network

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More photos from the Hutchinson rally.

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Subject: Re: 110 vs 140 for Ultra Van
Now I've never even been IN an Ultra van, but theoretically speaking, I think you might be better with the 110. Here's why — At 4200#, horsepower is not what you need, it's torque (Assuming this is not one of those auto-X Ultra vans). The 140, with it's extra carbs, big intake valves, and big exhaust manifold is setup to make more power at high airflow conditions which occur deep in the throttle, at high rpm. I don't have the curves here, but I seem to recall that the 110 actually did a bit better than the 140 in low end torque (not sure). What else... Hmm. Ultra-Van = long range trips, right? Well, knowing 140's much greater proclivity to drop valve seats. If you're gonna tear up the engine anyhow, what you really need is more cubes. Think big bore cylinders!

Sensor spark retarder gizmos. That engine's gonna be under a lot of load. If you start venturing far from home (prob. in the summer heat) and have to take gas as you find it, the knock eliminator will keep you covered. Jim Burkhard

From: noodled@together.net

Jim. You're right, I need torque, but the real problem is when you're on a hill, and going about 60-65, and the engine just starts slowing down. Accelerator to the floor, and it just doesn't have enough sack. Would the 140 help in a situation like this? Seems you already have the high rpm and airflow. BTW, this engine runs really cool, probably around 300-350 in 65 degree weather. Probably because it's 1.5 feet off the ground, with lots of airflow underneath. In fact, you leave the bottom shrouds off, because it doesn't have a heater, and it seems to make a difference. Weird, I know. How much more power will big bore give me? Seems not a lot, since the displacement only goes up fractional. Thanks, Stu the tattoo

From: Ray Sedman <rsedman@earthlink.net>

Stu, <noodled@together.net> posted some questions about his new Ultra Van. 4200 lbs of GVW; sure the 110 would feel slightly under powered. A 140 will not feel much different. If you do this, you will have a 140. The only REAL difference between the 140 and the 110, is the heads, and exhaust system. For hard use, I suggest forged pistons; replace the factory cast pistons. They can be a weak link in engines that are used hard. If you are referring to a '110', then you will have the 'power' of a 140. If you are referring to a 140, you will not increase H.P. of the 140 by 15-25%. This is because you will have made your 110 into a 'stock' 140. Staking the valve seats will help, but will not prevent them from falling out under hard use of the U.V.. Properly prepared 110 type heads will get better fuel economy than the 140 under most road conditions; and with better low end torque. Add two additional carbs. to the prepared 110 heads, and you will have all the 'power' of a 140, better fuel economy, derivability and reliability. Hope this helps, Cheers! Ray

From: noodled@together.net

Ray. Thanks for the response. A little clarification is needed. As I understand it, the 140s came with slightly hotter cams, which gave the 140 it's powerband. The extra carbs pumped more gas in to match the hot cam. The distributor also kept things hotter. The main reason I want 140 heads is because of the extra carbs and the superior flow-through. I may even put in 140 heads and just use two carbs, although this seems a risk considering the dropped valve syndrome. When you say "properly prepared 110 heads", are you suggesting I mill the heads or something? How do I get on two additional carbs? What I want to do is just switch the 110 heads with 140s. Am I confused? Thanks, Stu the tattoo. The NoodleHead Network

From: "Cole, Steve" <Steve.Cole@Jacobs.com>

If I remember correctly, 110 and 140 made pretty much the same peak torque, just at different revs. Sounds like what you really want is the engine who's peak torque to occurs in the 60-65 mph range. So, what RPM are you turning at 60-65 mph? Hey, this sounds like a good application for that 4 degree advance crank gear from a PG-140! -Steve Cole

From: Rad Davis <rad@www.horizonco.com>

I know you're all just dying to read my \$.02 worth <insert appropriate sarcasm>. I *did* carefully read all the other replies to date before weighing in. You already know that our Dr. Wildman drive an Ultra Van. You're in good company. I, myself, have a not-terribly secret hankering for one of these leviathan Corvairs, which will have to wait until I have some place to park it at very least. 4200 lbs is a little more than the Corvair drivetrain was originally designed around...

Um, you've gone all the way. 110s come with a -91 cam. 140s come with a -91 cam (or a -307 cam, which is about the same, really). The distributor curves are different (140 is all in by 2000, 110 is more gentle). But the only real difference between the engines is the heads and associated plumbing. Now for the important point: If you stick with the 110 heads, your engine will make 160 lbs-ft of torque. On the other hand, if you put on the 140 heads, your engine will make 160 lbs-ft of torque. That's right, there's no difference in torque outputs between a 110 and a 140. What is different is the engine speed (and associated fuel consumption) at which this peak output occurs. On the 110, max torque is at 2800 rpm. On the 140 it's at 3600 rpm. Now I don't know about you, but most folks like to hear the Corvair engine below 3000 most of the time—they get pretty noisy above. Further, the fuel economy goes downhill fast because of parasitic losses to the fan at high crank rpm. You could put the 140 in, but to get the marginal benefits you'd have to regear to spend most of your time at or above the torque peak, which is noisy and rough on the hardware—Corvair engines were designed to live well below 3500 rpm sustained. What you're really seeking, I understand, is more grunt in climbing hills. For this, as

the saying goes, there is no replacement for displacement. Fortunately, Kent Sullivan and his gearhead friends have come up with a way to put type IV Volkswagen cylinders and pistons on the Corvair engine. Their prototype car is 3.1 liters. Assuming similar volumetric efficiency, etc., you're likely to see a worthwhile improvement in output of the kind you can use. I will also note that a good move would be to put on either 140 exhaust logs (pointing backward, as Ken Wildman has done) or go to headers. Corvairs always benefit from exhaust improvements. I recommend carry a point plate with points around... There's not 20% more long term power there unless you redesign the cooling system and do some other things that I wouldn't recommend for a Corvair engine pulling 4200 lb. I will note as a personal aside that I just crossed the eastern continental divide with my '65 Greenbrier carrying three Corvair engines in the payload bay, plus camping equipment and two adults. For it I chose the exotic bone-stock 110 with reduced compression ratio. My vehicle weight was probably pretty close to yours, and I can say without hesitation that a 140 wouldn't have helped a bit. More displacement would've. BTW, I got 22-24 mpg the whole way, and drove at 65-75 everywhere but climbing the passes, where I was making 50-60, along with everybody else. This van is geared as is elsewhere suggested—cruise (65 mph in this case) is just above the 2800 rpm torque peak. Now with the larger frontal area and total drag of an ultra, as well as the greater weight, I would expect that you'd have to expect a nice, comfy, 60 mph cruise with a stock displacement Corvair engine (any heads). More displacement will get you more speed, but at a considerable fuel penalty. 140 heads, even if staked, etc., still have less fin area than small valve heads. Fin area is a very good thing in hot weather. I also recommend that you use either a folded-fin or external oil cooler. The folded fin is the most efficient stock Corvair oil cooler. And instrument the thing fully—oil press, temp, head temp, etc. Rad Davis: rad@www.horizonco.com

From: Sethracer@aol.com

Noodle - My 2 cents worth. To properly choose and prepare the engine for the Ultra Coach you need to re-look at your requirements. Exactly where do you want the torque peak of the motor. Torque is what will pull you up the hill. You might try plotting the RPM vs. the vehicle speed in gear with your differential and tires. The only problem with increasing the displacement is the increased heat load you will put on the cooling system. Despite your note of increased clearance around the motor, air flow into and away from the motor is a real concern in the Ultra. In the Corvair body, the lower part of the engine, lower shrouds installed or not, is sealed off from the air inlet side. Not necessarily so in the Ultra. If you can manage the air into or out of the engine, supplying cold air not recirculated from the motor OR moving the hot air out of the lower shrouds far away from the motor so it cannot be re-ingested, That will allow the cooling system to handle the

bigger heatload from the larger displacement. For cam and cylinder head selection look again at the required torque peak. The 110 HP head, with some smoothing of the intake flow, will work great to 4500 RPM. The exhaust side can use some help. I have seen people replace the 110 exhaust tubes with 140 tubes and manifolds. This will help. If you really don't want to turn the engine over 4500-5000 RPM, consider the **95HP cam**. It is a great low-end torque cam. The 95 to 110 HP rating was mainly due to compression changes due to different heads. Be very careful about compression. Your finished engine will be a premium fuel motor. Don't even think about regular gas. That is why you received the suggestion about the knock sensor. Keep us informed - Seth Emerson

From: Ray Sedman <rsedman@earthlink.net>

Actually the cams were the same for the 110 and the 140. When you get into PG's or 'smog' engines GM did change the cams around in the latter years. ('67-69) The 140 dist. was 'hotter' because the 140 needed more advance at the lower R.P.M.'s to make up for the lack of port velocity that the big valve heads had at lower engine R.P.M.s. The superior air flow of a 140 head is only a issue above 4,000+ R.P.M. The air flow gains added HP, but the torque of both engines are close to the same output. The 110 will have a broader (and flatter) torque curve than the 140. The 140 peak torque is at a higher R.P.M than the 110; not what you want in a 'heavy' vehicle like a truck or a 4,200 lb. U.V. If you run a 140 w/o the 'other' two carbs, you will have an engine which will be SLOWER than a 110. This is because the secondary carbs on a 140 take advantage of the big valves/air flow at higher engine R.P.M; you get something back for the loss of low end torque. When you remove the secondary carbs, you are removing the added fuel/air necessary to make a 140 'breath' at the higher R.P.M where it delivers it rated H.P. and torque. Sorry for the confusion. Kits are available which you allow you to add two 'secondary' carbs to a 110 based head. The kits include adapter castings that serve a 'jigs' to locate the boring of the secondary hole in the head. Carb linkage is also included. As for "properly prepared 110 heads".....**I consider these to be: ported on the intakes, you do not need much there, porting on the exhaust; this is where you will get the most benefit.** The addition of 140 exhaust tubes help 'a bunch' but it is not an 'easy' job for someone (a machinist) to do if they do not know the tricks. Run 140 exhaust manifolds and good dual mufflers. Naturally you can mill the heads and do a chamber shape and C.C. the heads. Now you are getting into the 'esoteric' stuff...it is nice, but you may not want to spend you money there. I would install silicon Bronze valve guides all the way around, if budget permits. If not, in the exhaust and leave the cast iron guides in the intake. Oh yes, a good valve job goes without saying. PLEASE trust your heads to someone that works on Corvair heads! Get real references of other work that they did. Do not take them to

a 'can do' machine shop; you will have a great potential for being unsatisfied. Cheers! Ray

From: Rad Davis <rad@www.horizonco.com>
You didn't really address me here, but I'll pitch in anyway... Valve size is matched by port size on both sides. There's no way you could hog out the intake side of a 110 head to be as big cross sectionally as a 140. You can come close with the exhaust side... There's a harshly practical reason why the Rochester H is the size it is—it's just the right size for the normal Corvair head. Airflow into the engine at full throttle is determined by RPM if you assume no breathing problems. If you plug in 164 ci and 4400 rpm, assuming perfect volumetric efficiency (which doesn't obtain, so the actual flow figure is more like 80% of this value) you get 208.8 cfm total flow into the engine. Which is met neatly by the ~100 cfm rating of the stock carb (remember—two carbs per engine). There's no way you could use more carburetor (can't exceed 100% VE without a compressor of some kind) without turning the engine faster. We've already been down the reasoning path why turning the engine faster isn't a good idea. Down at the torque peak where you want to be spending all your time (2800rpm), two stock carbs are as good as anything but fuel injection. Rad Davis: rad@www.horizonco.com

From: Ray Sedman <rsedman@earthlink.net>

Stu <noodlhed@together.net> is sorting out what to do with his Ultra Van engine...

Stu, Rad, myself and others are basically saying the same thing. Your above 'synopsis' of information is taken a bit out of context. There is a fair amount of information/caveats that was supplied before the above information was posted by all the authors. I understand it is a 'challenge' to 'make sense' of all the great info that has been forwarded to you. I will try to sum up what has been said on all fronts. The below points are *thumbnail sketches only* and certain details are left out for clarity.

1. Because of the valve/port size of a 140 head it will have less torque than a 110 head at engine speeds where you are going to drive the U.V.
2. Torque is what you need, not so much h.p. An over simplification: Torque will move your U.V. down the road; h.p. will give you a 'higher' top speed.
3. Adding additional carbs to a 110 type head will not 'improve' your torque output. Removing the secondary carbs on a 140 head will not improve your torque output.
4. Stated: 4 carbs on a good set of PREPARED 110 type heads. Please review the info on what is considered a PREPARED 110 head. The head should be modified to handle the additional air flow. The 4 carb setup on a 110 head is 'progressive'. For example, cruising is on 2 carbs until 2/3 throttle opening.
- 4 b. Cruising speeds, using 2 carbs only. 4 carbs are only for 'passing' situations; this is where your secondary carbs kick in.
5. At cruising speeds and wide open throttle (WOT), there is no fundamental advantage to 2,

4, 6 carbs or F.I. As long as the engine obtains properly metered fuel/air, it will develop the same power output.

6. The way to extract more torque from an engine is to increase the relative displacement of the engine. Either by boring/stroking or turbocharging/supercharging.

7. The U.V. weighs over 4,000 lbs and has a large frontal area to boot. This requires torque to move it down the road. The choice is made for either a 'stock' displacement engine or a 'modified' displacement engine. Stock displacement would use 'stock' cylinders; may be bored. A modified displacement would use custom piston/cylinders; this will allow 3+ liters of displacement.

8. Good torque requires good port velocity. To keep your port velocity up (at the speeds you will be cursing) consider 110 type heads-prepared or not. This is independent to your displacement. Have a great Halloween, Cheers! Ray and the V.V. group.

Your editor agrees with the idea of careful head work, exhaust and intake ports AND a 95 cam with a 4° advance. This worked for Christy. In California big bore Volkswagen cylinder sets can be purchased from Bob Stuccliffe's Corvair Racing Products (909) 593-4497.

November 13, 1996 Greetings! So happy to locate sources of info re corvairs & ultravans on the internet....I am acquiring a 1969 model (#493?) in storage @ Detroit last 12 years & originally purchased new by my grandfather, "Bert". We are probably at least a year from being back on the road...any correspondence or encouragement greatly appreciated....best regards....Rick & (daughter) Jenna Hartom

Rick: Glad you found us! Its remarkable that you were able to locate your grandfather's Ultra. Members in the Ultra clubs range from original purchasers to 4th or 5th owners. Please consider joining the clubs, attending Rallies (even without a running Ultra) and talking to other owners. This is a fine group of people from all walks of life, all sharing a common interest in our unique vehicles. Do you have a Ryerson Manual. It is a 500 page owners manual written by Len and Edy Ryerson several years ago. Its a price-less source of information for restoring and maintaining an Ultra. Best wishes, Ken.

Classified

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.

1967 Ultra Van #295. Buick fuel injected V/6 3.8 Ltr, 3 speed lockup Trans. New tires, carpet, drapes, optima batteries. Good paint, 3 solar panels. Viedo & Photos and detailed list \$7.00. See "Whales on Wheels", VOL.XIV,#1, Winter of '95. Bill Binney owner, \$8,995. Sold by Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104

1966 Ultra Van #318, 110 H.P. Corvair,

powerglide. Roof air, mostly original condition. Bill Burleson, Roanake, VA, (540) 427-4151. \$3,200.

1968 Ultra Van #380, 110 H.P. Corvair, powerglide. New exterior paint, curtains, carpet and upholstery. Ken Woiaak, 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, 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., Oklahoma City, OK 73118. (405) 842-2879.

1968 Ultra Van #412, 110 H.P., Corvair, Powerglide. Unique 24 foot model, only one make in this year 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. \$13,000, Allen Driggers owner. Sold by Jean McMasters 916 Lighthouse Drive, N. Palm Beach, FL 33408. (407) 626-0388.

1968 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. Paint is 3 years old w/paint stripes put on last year. Evap. cooler on roof. Comes with new rebuilt auto trans. & dozens of other parts. \$8995 Becky Moen owner. Video & photos avail. \$5 refundable. Sold by Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104

1968 Ultra Van #435, 110 H.P. Corvair, powerglide. Air Conditioning. Francis Boydston owner, \$6,000. Sold by Jean McMasters 916 Lighthouse Drive, N. Palm Beach, FL 33408. (407) 626-0388.

1968 Ultra Van #444, 110 H.P. Corvair, powerglide. Extra engine included. (No price stated) Joe Allen, 239 Plantation Ave., Taremier, FL 33070 (305) 852-5641

1969 Ultra Van # 466, 140 H.P. Corvair, powerglide. 3:89 gears (w/4 gear spiders.) 9,000 miles on complete engine overhaul. New batteries & Tries. Cruise Control. Video & Photos available \$6.00. Jim Bents owner, \$7,995. Sold by Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104

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 # 482, 110 H.P. Corvair,

powerglide. Air Conditioning. Owned by Lain Guthrie. Sold by Jean McMasters 916 Lighthouse Drive, N. Palm Beach, FL 33408. (407) 626-0388.

1969 Ultra Van #487, 110 H. P. Corvair, Powerglide. Air Conditionng. Owned by Richard Badstibner, \$7,000. Sold by Jean McMasters 916 Lighthouse Drive, N. Palm Beach, FL 33408. (407) 626-0388.

1969 Ultra Van # 489, 110 H.P. Corvair, powerglide. Recent top overhaul, 3:55 gears. Pressure water system. Recent tires and paint. Video & Photos - \$6.00. Owner Mary Snyder, \$7,995. Sold by Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104

1969 Ultra Van #492, 110 H.P. Corvair, powerglide. Lots of extras. Clean in and out. \$10.00 refundable video. \$7,975 Hal Honer, 6136 Simms St. #1, Arvada, CO 80004. (303) 940-6804 (Located at Christy Bardens in Boulder CO).

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. 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, 1045 Green Springs Ave., Birmingham AL 35205. (205) 324-3995. \$7,000

1970 Ultra Van # 549. Chevy 307 V-8. 157,000 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.

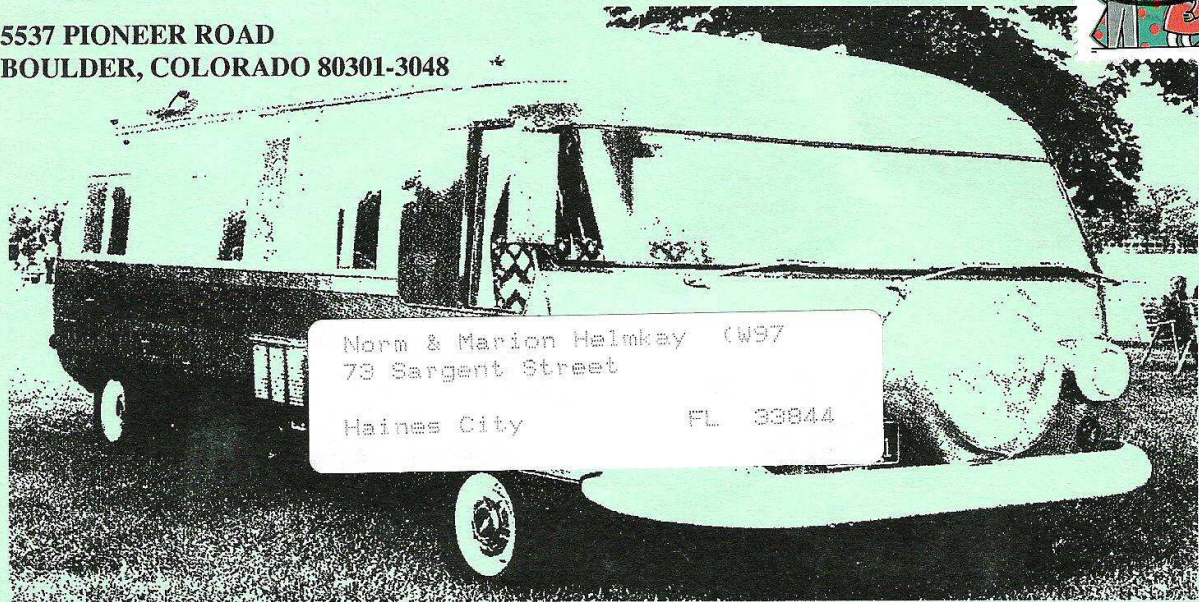
1970 Ultra Van # 556, Chevy 307 V-8. No specific information or price. Contact: Charles Hunter, 132 Holly Drive, Rio Grande NJ 08242 (609) 889-0879

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.

Correction to Last Issue: Dick Granger's #430 was listed as #403. Sorry Dick, but I am dyslexic.

GROUP ULTRA VAN

5537 PIONEER ROAD
BOULDER, COLORADO 80301-3048



FIRST CLASS MAIL

Rallies

January 16 - 19, 1997, Black Canyon City Arizona. Filthy Five Community Park. (602) 374-5262 (Emergency). Exit 242 on I-70 north of Phoenix. No hookups. Hosts: Dan & Betty Reinhardt, 5201 W. Camelback A255, Phoenix AZ, 85031 (602) 84-6920; Warren & Nabia Suckow, 3129 W. Hayward Ave., Phoenix, AZ (602) 841-0911; Threasa Vandersteeg, 9716 Loma Blanca Drive, Sun City, AZ 85351 (602) 977-4358.

March 20 - April 4, 1997, Florida Rally at Sebastian. Church of Christ parking lot at Main Street & US Hwy #1, Sebastian, Florida Emergency Phone (561)388-5876. Hosts Jean & Betty Mc Masters 916 Lighthouse Drive, N. Palm Beach, FL 33408 (407) 626-03

April 13 - 15, Eller Transmission Clinic, Los Angeles, CA. Bring your automatic Transmission and rebuild it under the supervision of Art Eller#422 (he has rebuilt over 170 of them). Parking will be down the hill at the Breakfast Club. Host is Art & Millie Eller, 3873 Shannon Rd., Los Angeles, CA 90027 (213) 660-3883. Make reservation to help Art in planning.

April 16 - 20, Lake Cahuilla County Park, Indio, CA. Emergency phone(619) 564-4712. Host: Jim & MarleleCraig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252 (619) 366

June 12 - 15, 1997, Eastern Summer Rally, Chattanooga, TN. Shipp's RV Park and Campground. 1 mile From TN-GA state line on I-70. Hosts: JimHowell, P.O. Box 5942, Knoxville, TN 37928 (615) 687-2292; Jim & Ann Guider, P.O. Box 9182, Chattanooga, TN (432)499-4078; Jean & Betty Mc Masters 916 Lighthouse Drive, N. Palm Beach, FL 33408 (407) 626-0388.

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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