

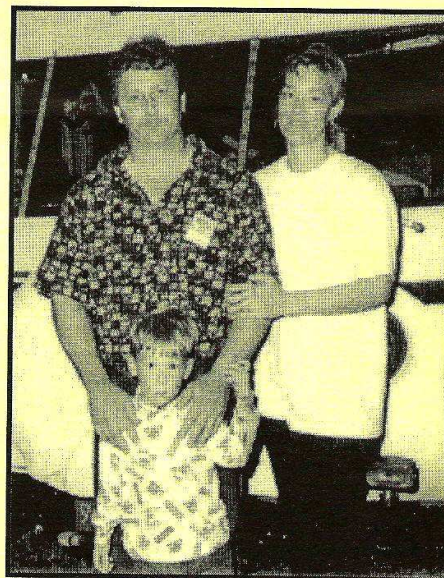
## Ed Gurr lives in two Ultra Vans 300 miles apart

By W. Christy Barden

Ed Gurr lives in Mariposa, California with his wife Pamela and son Sam. He works in Fremont California. This is about a 4 -5 hour drive. He runs a small machine shop that builds small dental x-ray film processors. He also has a company that does big screen T.V.'s.

He also has three Ultra Vans, #529 that he bought from Roy Muranaka through Jim Craig. # 545 that he drove to Hutchinson for his first Ultra Van rally in an Ultra Van. He had been to the Colorado rally in his Balboa, but sold it to buy #545. He lives in #529 in Fremont when he is there working and # 253 which he bought from Bill & Joann Duxbury who live around the corner from them in Mariposa.

#253 was covered outside the Duxbury's home for years and the cover kept the sun out, but kept the moisture in. There was quite a bit of corrosion. So when a 14 inch tree limb fell on it, it was not a horrible loss. He said he had planned to part it out any way. We thought you might enjoy seeing the adjoining photos of that job he did with Jim Craig.

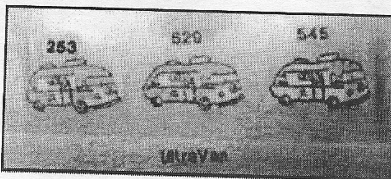


*Ed with wife Pamela and son Sam.*

Ed first saw an Ultra Van in a storage yard in Fremont in 1987. It took him a while to get a hold of the owner, but he didn't want to sell. But did gave Ed, Earnest Newhouse's name and Earnest put Ed in touch with Louis Griggs. That is how he came to find the club. They had bought #529 to fix up, but that will be a long range project, so he lives in at work in the mean time.

It was interesting to note that #545 that he bought from Richard Fess in Piedmont California had an Oldsmobile Tornado engine in the rear. He said that David Peterson helped Mr. Fess with that installation.

Members since 1992 they invited their parents to join them in their Cortez. George & Edna Gurr live in Tulsa. They are the original owners of their 1968 Clark Cortez. It has 110,000 miles on it and is on its third slant 6 engine. Ed's brother Karl did all the body work on it and it does look nice. Ed's parents enjoyed the Hutchinson rally and felt at home with all the Ultra people.

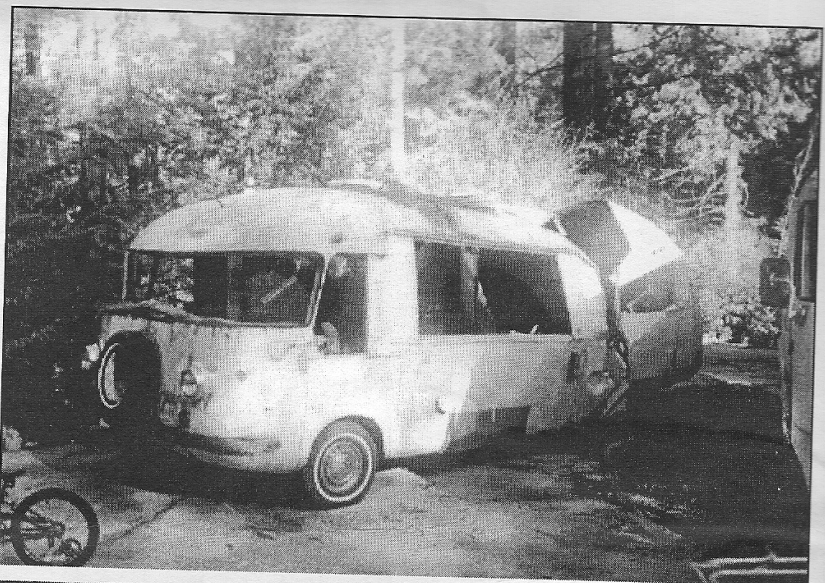


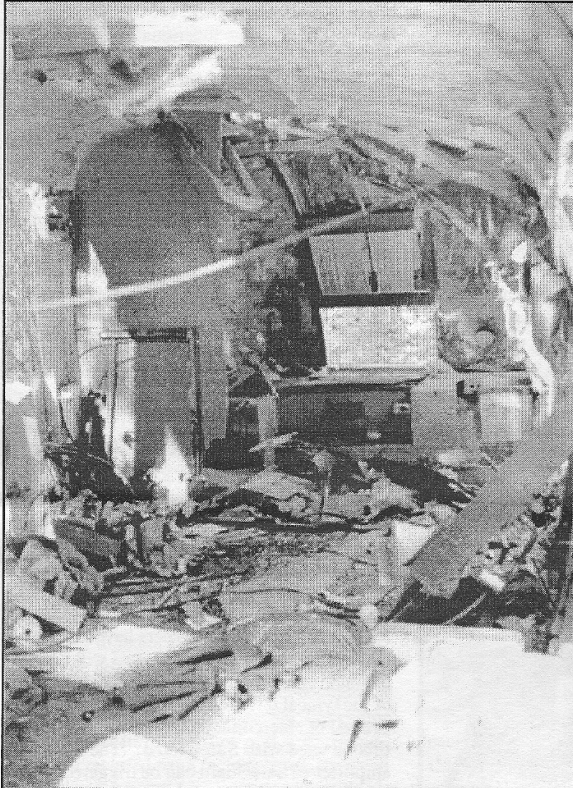
"T" Shirt made and worn by Pamela.



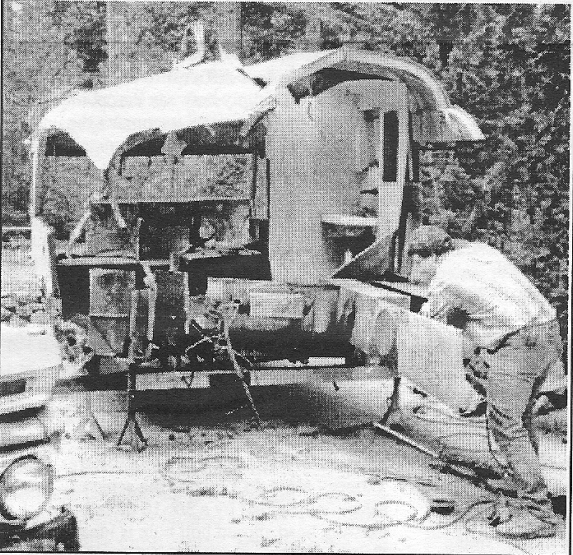
Ed's Parents George and Edna Gurr in front of their Clark Cortez at Hutchinson.

Photos on right were taken by Jim Craig. They show Jim Craig and Ed Gurr parting out Ultra Van #253 after a 14 inch tree limb fell on it.





Workers Standing in front of #484 the "My Girl" Van. L. to R. Arnold Steenberg, Lester Bell, Ed Harrison, Jim Craig, Warren Suckow, Dan Reinhardt and Dave Stoddard. Bob Franz taking the photo.



Glady Bell reading to others on the Craig's patio.

## Sixth 101 Rally Report

by  
Jim Craig



Marlene and myself.

Finishing up all the structural items on the exterior was the goal for this period. That was achieved except for a few days of body filling that needs to be done on the rear fiberglass panels. After that it will be ready for the exterior paint. I hope to have that done by the end of June.

During this rally the following items were completed: 1. Left rear fiberglass panel and structural angle was riveted in. 2. Body filled

many depressed areas of the left and right rear panel. 3. Straighten and body filled the rear, center structural rib. 4. Installed the 4" aluminum channels to raise the bed height above the engine compartment. 5. Install the C.B. antenna wiring and mount. 6. Replaced the roof vent fan. 7. Reconditioned the Dometic refrigerator and 3 burner stove (to be installed later). 8. Installed a new angle support for the shelf below the instrument panel. 9. Installed new reinforcement angles in the front center skin. 10. Installed new reinforcements angels in the front center skin. 11. Installed a new refrigerator upper vent and lower access door. 12. Body filled several holes and dents in the left and right rocker panels. 13. Installed new reinforcement angles to support the upper skins of the left and right rear wheelwells. 14. Installed a new tinted Lexan window in the rear. 15. Installed about eight angle in different areas to remove a canning effect in the exterior skins. 16. Sorted some miscellaneous hardware and rivets for later use. 17. Installed wooden strips to complete the ceiling structure.

Soooo as you can see the crew really accomplished a lot. Many thanks to all of you. I

wanted to get at least two panels of the vinyl ceiling material installed before the crew departed, but we just ran out of time. I am anxious to see what is looks like installed. This was the recommended way to do the ceiling, by David Peterson. He did the Ultra 600 series in this manner and it really looks good. So # 101 should look great also.

The girls fixed a lot of super dinners and lunches and fresh baked goods for coffee time. We had a Bar-b-que, went out to eat and in general had a great time for ten full days.

Warren Suckow came in with a sick Corvair engine. It was later discovered that part of the #4 piston had broken off and hammered the #2 and #6 pistons. A good used engine was test run from my spare stock and found to be in excellent condition. This was installed by Dan and Ed, then Warren reported back later that it was the strongest running Corvair engine he has had for a long time.

A few photos were taken, some of which are shown here. Our good photographer, Christy was not here to catch us in action. We didn't make it to Bob Ballew's for a tech session. The men just wanted to work instead. Bob and Grace did come over one day to see if we were doing everything OK. He commented, "I've never seen an Ultra Van with dual rear wheels. Can't be stock!" "Larry Claypool would approve it, Bob," I told him. Hmmmm?

Well, that is it for now. Oh, I just remembered, Jane Harrison found a Danish round table to go in #101, very similar to the original table that was lost. Thank-you Jane.

Our #7 rework rally will be October 27 - November 12. We will all attend the Corvair Fan Belt event in Palm Springs, November 7 - 9.

Thanks again to all of you that made #6 rework really a success.

## More on Engine Knock and its Cure

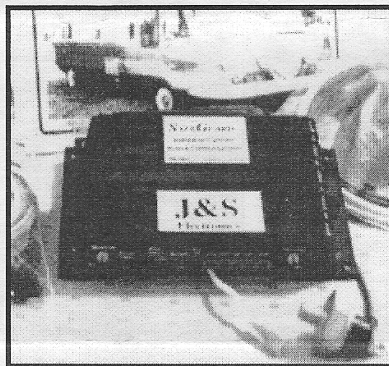
by Ray Sedman

*Ignition timing was set at 8° B.T.D.C. at the Ultra factory. This was done to prevent engine knock (pinging). Normal setting for the Corvair engine was about 16°. You can see it will run hotter and with less power and prone to poor gas mileage having the timing retarded ALL the time. David Peterson designed a small DC motor attached to the distributor with a switch on the dash. You could retard or advance the timing with it. I've had this on #228 for years. You needed to constantly adjust the timing by ear. If you didn't hear it, it could be pinging. That is why I was so enthusiastic about this unit. Our Ultra Vans and Corvair Forward Controls really have a need that is being met by the SafeGuard unit. Ed.*

Whales on Wheels

In the last issue of "Whales on Wheels" we discussed the causes and cures for engine knock (pinging). A few key notes discussed:

\* Knock is disastrous to an engine. It hammers pistons, rings and bearings. \* The pressure rise in the cylinder is twice the normal operating pressure. \* Knock is dependent on, at least 9, different factors. \* Depending on the amount and 'condition' of knock, there are some simple things to do to help control knock. In other cases more extensive measures are needed to eliminate knock. \* If the knock retard system used retards the timing to ALL cylinders the engine may produce, up to 12% less torque. This is very evident when you retard your timing. \* Current technology allows us to control knock by varying the amount of retard to each individual cylinder by two degree steps.



This is a photo of the SafeGuard unit.

Let's discuss this technology that is now available to us. A little history first. An electronic 'wiz' at a major aerospace corporation was reading a technical article about the racing Porsche Turbos. The article mentioned that Porsche was developing a system to control engine knock at the individual cylinder level. What a neat idea he thought. His love of automobiles and the need for knock control prompted the design and development of the SafeGuard unit. It was his all consuming passion to design and build such a system. August, 1989 he started the design of the electronics. January 1990 the software [firmware] was finished. March 1991, the first SafeGuard unit was sold.

SafeGuard has been on the market for over 6 years and has received rave reviews. In the beginning, most of the units were installed in high powered, turbo charged engines where knock control is the difference between 'life and death' of the engine. Now, that the 'word' is getting out, and the fuel octane worsens, more typical owners are joining the rank of SafeGuard owners.

The SafeGuard system was/is years ahead of it's time. If you notice what the major automobile manufactures are going to now, in the way

of knock control, you will see that they are slowly following the functionality of the SafeGuard system.

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***The variables that contribute to knock are ever changing in a vehicle like a Ultra Van. An engine map can not track the octane rating of the fuel, outside temperature, air density, relative humidity or the ever changing rolling weight of the Ultra Van. The system needs to LISTEN to your engine and make the necessary corrective action.***

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A number of Ultra Van owners have contacted me regarding details of the unit. I will discuss the main points here in a hope to answer some of the typical questions. **Q: I have [whatever brand] of electronic points conversion; can this be used with SafeGuard?** The ignition amplifier of SafeGuard can be triggered by any 'ignition' system. Stock (points), magnetic, reductor, LED, etc. If needed, it can also drive any 'aftermarket' system, like MSD, Crane, CD's etc. **Q: Is it difficult to install?** Not at all. It installs simply between the 'points' and the coil. Only four wires to connect the unit: two grounds, one hot lead, the 'points' lead. One wire to connect the input from the knock sensor. That is it. A little of adjusting for sensitivity [10 - 20 minutes] and you are set. It could not be easier. You will love it. **Q: Once it is installed and adjusted, do I need to 'fiddle' with it?** Not at all. Once it is installed and adjusted no other adjustment or maintenance is required. **Q: How large is the unit. Where do I mount it?** The SafeGuard system is 6 x 5.5 x 1.5 inches and weighs less than one pound. You can mount it in any place you would install a micro-processor controlled electronic device. Keep it away from water and high temperatures. **Q: Where / How do I install the sensor?** The sensor is installed by a 3/8-16 thread. An existing head shroud bolt hole is ideal in your Corvair engine. **Q: The SafeGuard has the ability to retard individual cylinders, how many sensors does it require to do this?** Only one sensor is required. **Q: How does it know which cylinder to retard with only one sensor?** In very simple terms; the Motorola 68HC11 micro-processor is programmed to know that the cylinder that is knocking is the one that just made the spark. So, the computer counts off the remaining cylinders, retarding each one in turn, only if necessary. **Q: What comparable units are on the market?** None. The typical knock

control units fall in two categories 'open loop' and 'closed loop' systems. Open loop systems are 'dumb' systems which have no feed back to control the amount of retard. The MSD knock retard is typical of this type of system. When the engine reaches a pre-determined set point [either RPM or pressure] it retards the timing a set amount. If the amount of retard is not enough, your engine will knock. If the amount of retard is too much, you will lose torque and cause your engine to run hot, reduce fuel economy. Closed loop systems have feed back to regulate the amount of retard. The Carter / Caspro system is a good example. The system does not use any micro-processors and has no 'true' I.C.s. in its design. It will retard the timing on ALL cylinders regardless of which one is causing the knock. This can reduce your engine output by 12%. Only the SafeGuard is micro processor controlled and can selectively retard individual cylinders. **Q: I do not hear my engine knocking now, do I need a SafeGuard?** That is hard to say. If you KNOW it is not knocking and you have driven your coach on various trips, have the timing set to factory specification, then, you should be just fine without a SafeGuard. Many times you just can not hear the engine knocking, especially in a Ultra Van, the engine is just too far from 'ear shot'. If your timing has been retarded from factory stock, then you will gain torque and fuel economy by setting the timing 'back up' and controlling potential knock. **Q: I am thinking of building a new engine and installing a fuel injection system on it. Do I need the SafeGuard?** If you think your engine has the potential to knock, you would benefit by installing the SafeGuard. Even the premium quality Fuel Injection kits on the market now [HalTech, Electromotive] do not have knock retard. They have a very good engine/ignition map system, but there is no feed back to control knock. The variables that contribute to knock are ever changing in a vehicle like a Ultra Van. An engine map can not track the octane rating of the fuel, outside temperature, air density, relative humidity or the ever changing rolling weight of the Ultra Van. The system needs to LISTEN to your engine and make the necessary corrective action. **Q: What is the price of the unit?** The complete unit, including a high output ignition system [7 amps compared to G.M.'s H.E.I. 5 amps], active dwell control, soft touch rev. limiter and individual cylinder knock retard control is \$411.45. **Q: If I wanted to get the same functions as the SafeGuard with other systems what would it cost?** Individual cylinder control is not available in other systems, so, if you add up what you get with the SafeGuard in one package: Electronic Ignition system: \$90 to \$195. Rev. Limiter: \$75 to \$110 (some are not adjustable w/o added costs). Knock retard: \$150 to \$350 (other systems do not have cylinder control, and/or are not a closed loop micro-

processor controlled) Total: \$315 to \$665 (cost of other products to do what SafeGuard does) The SafeGuard is one integrated, fully designed package. You do not need a bunch of 'other' boxes hanging around your Ultra Van. And you do not have to worry about 'compatibility' of the boxes interfacing with each other. The SafeGuard does this all with less than 1 pound of electronics. **Q: Are other SafeGuard products available?** Yes. A monitor display is available for the SafeGuard. Two models are available. The standard knock monitor is a 10 segment LED display. Each LED represents 2 degrees of retard. This graphically shows when the SafeGuard is working and just how much. \$90. The dual monitor also incorporates an Air / Fuel LED display. It uses 10 LEDs also; 3 Red, 4 Yellow and 3 Green. Just hook it up to your standard oxygen sensor (found in newer cars). This is a priceless tool to effectively tune engines. It is a big help to run the engine, on the road, under load and see just what it is doing. You can then select the proper jet sizes for maximum engine performance and economy. \$150. Both units have an automatic brightness control - adjusts for the ambient light conditions. **Q: Can I fit other cars with this system?** Yes. Any engine can be fitted for a SafeGuard. All SafeGuard units are custom programmed for each application. **Q: Is there a guarantee on the system.** Absolutely. One year repair/replacement policy, 30 days 'free trial' satisfaction guarantee. **Q: How do I order one?** If you would like to order a SafeGuard unit the following information is needed to build and program the unit. Engine Type - (Corvair); Stroke of engine: (2.60" 'early' or 2.94" stock 'late' Corvair crankshaft); Bore of engine: List if it is stock bore or oversize: .010, .020, .030; Rev limit: If unknown, this will be set to 4,500 rpm which is a prudent number for most Ultra Vans powered by Corvair engines. Please add \$6.00 for UPS insured shipping. Contact: Ray Sedman 19111 Chase Street, Northridge, California, 91324 (818) 349-9508 rsedman@earthlink.net

## From the Internet

Subject: Whale-surfing the Web  
We all know how versatile the Ultra Van is. We know that nothing can stop the little coach with the big windows. Coaches have been to Alaska and to Mexico, to Canada and to Europe. Now we've entered a new frontier - Ultra Vanning in Cyberspace. Last year I constructed a Web page for the Ultra Van. The Web (World Wide Web) is a feature of the internet that allows one to send or receive words, sounds, and images in color. The "page" is like a long scroll which can be brought up on a computer screen and viewed. It is possible to have photos, sound tracks, and even short videos as part of the

"page".

A wonderful feature of the Web is that you can embed connections to other people's pages in your own page. These connections are called links. If you click the mouse button on a link, you are quickly connected to that page. Jumping from page to page, makes it possible to find all kinds of information and special interest groups. Our Ultra Van page is cross-linked with virtually all of the Corvair pages as well as a number of RV pages and classic car pages. For example, we are listed on the Hemmings Motor News page as well as the pages for a TV Car show. People viewing those pages have found the links to our page and have come to visit, and in some cases shown interest in buying a coach! In other cases UV owners have discovered or re-discovered the club through our page. The Landsbergs in Canada are an example of folks finding the clubs through our page. It is possible to build into a Web page a counter so that you can find out how many people have visited the page. Last night (May 1) the number of visits (in the month and a half that I've had the counter working) passed the 1000 mark! Over a thousand people have visited the Ultra Van Web Page! What they see when they get there is a large color picture of #338 (authorship has its privileges) with a caption "World's Largest Corvair", and a table of contents listing: 1. General Description of the Ultra Van (with floor plan and photos); 2. Organizations devoted to the Ultra Van (UVMCC and Group Ultra); 3. Specifications; 4. Cross-links; 4. 30th Anniversary Rally (with panoramic photo of the line-up as we left Cheney Park); 5. Coaches for sale. The listing of coaches for sale is very brief. Because the page is running on my employer's computer system I cannot list prices. The listing is just coach number, seller, and seller's phone number. I know that there have been some inquiries generated by the page. This is free advertising to a very large audience. If you have a coach for sale let either Christy or myself know and it will be included. If you sell a coach that is listed, let us know so that it can be removed. We currently list 21 coaches. If you don't have a computer you can probably get to see the page by checking with your local library or local school, or perhaps you have a friend with a computer and Web access. The address to reach the Ultra Van web-page (called a Universal Resource Locator, or URL) is: <http://www.onu.edu/user/FS/kwildman/ultraVan.html> Its very important that only the letters "F", "S", and "V" be capitalized and that all other letters be lower case. Hope you visit soon. Ken Wildman Group Ultra e-mail guy.

At 12:11 PM 5/15/97 -0600, you wrote:  
I thought liking Divco Milktrucks was a weird passion, those Ultra Vans are weirder. Could you send me a membership app?

Thanks, Michael Harrnacker, 2800 Highcliff Ct., #3, Missoula, MT 59802

Michael:

You have a truly discerning eye. Nothing is weirder (or better) than an Ultra Van. All you need to do to join Group Ultra (a chapter of Corvair Society of America) is to send a check for \$6.00 to the following: Whales on Wheels, c/o Louis C. Griggs, Treasurer, 626 Brookfield Ave., Cumberland, MD, 21502 The newsletter, Whales On Wheels is a quarterly (mostly) publication. The best automotive hobby newsletter bargain available. By the way, the Coach pictured on the Web page is mine, #338 (1968, 110hp, PowerGlide)

Ken Wildman

Ken,

I BELIEVE I saw an Ultra Van motorhome in the junkyard. It was almost 100 degrees in Sunland Tuesday and it was the third junkyard I went to and the place was a wealth of Motorhomes. I realized one of the was the Corvair powered van but I was suffering dehydration at the time. I remember it used 4 wheels rather than dually and each was an unusually large (maybe 16 by 8). The skin of the RV was metal, not wood like most class A's. There was a door in the back and I spotted the original operator's manual in a brown vinyl cover. It was oil soaked but still readable. I carefully placed it back in the vehicle. The manual referred more to operation of the interior devices and did not mention the Corvair power plant. Most of the vehicle was still there and I noted the use of standard name brand appliances. The engine and transmission were missing but it appeared it was a front engine. Is this possible with a Corvair engine? The dashboard looked like the Corvair dashboard. The color outside was two tone tan and brown.

If you would like more info call me at (213) 724-1240. It was seen in U Pick Parts self service junkyard. Sunland California. This last Tuesday.

Dave Fruit, Old RV and car enthusiast

Dave,

What you describe sounds very much like a 21 foot Clark Cortez. It was a front wheel drive, engine at the front and of course only a solid axle in the rear. It had an all steel body. There were two door options, side (most popular) and rear entrance. It ran on just four quite large wheels. I believe the rims were 16.5 and an 8 inch tire would be about right. These are very rare, being all steel, the bodies rusted out very quickly if not looked after. Clark stood by these vehicles very well. The original front wheel drive (Clark's own) design gave a lot of trouble. To Clark's credit, they changed many over to the Olds Toronado and all the later models were built with that drive train.

Regards, Norm

Helmkay <nhelmkay@digital.net> or <corvair@fan.net> or <ultravan@bigfoot.com>

At 02:28 PM 5/29/97 -0400, you wrote:

Hope you do not mind but I was so impressed by your Ultra Van Site I have featured a link to your site on my site at [www.vintage-auto.com](http://www.vintage-auto.com). If this bothers you please let me know and I will remove it.

ScottM.Thorfinnson [www.thorf.com](http://www.thorf.com) [www.vintage-auto.com](http://www.vintage-auto.com)

Thanks for the compliment. We appreciate the linkage and have added a cross-link to your site.

Ken Wildman

Julius Bruggeman sent the following e-mail quarry to Ken Wildman, our e-mail guy.

"Now much weight is to much? Where all Ultra vans made the same weight .Where all of them made the same length. How many miles does the typical motor last between major overhauls. Thanks for your help"

Ken's reply:

1. I don't believe that the factory ever determined max. weight, but I would guess that you need to be concerned if a Corvair powered Ultra exceeds 6200lbs. The Corvair powered Ultras had 14 inch tires, so tire weight capacity is a big issue.

2. The Corvair Ultras were about 1000 lbs lighter than the 50 or so V-8s. Of course, factory installed options can make a big difference in weight. The generator, for example, certainly added over a hundred pounds.

3. Almost all Ultras were 22 feet, but there were a few 24 footers.

4. As the ads say: "your mileage may vary". Depending on weight, driving style, maintenance, etc. You should expect at least 100,000 miles - the same as any automotive engine. I'm forwarding your message to some UltraVan gurus, who may add their own comments.

BTW, do you currently own an Ultra? If so, what is the Coach number?

Regards, Ken Wildman, #338

Norm Helmkey's reply:

Official dry weight from the factory 3,420 lbs. Coaches up to #411 were about that weight give or take a few pounds depending on the extras like the forced air furnace was 80 extra pounds, the air conditioner was 120 lbs. etc. Can't remember the weight of the Ralph generator, but it was heavy. Insulation in the earlier coaches was dry fiberglass which was lighter than the foam insulated units after 411. Beginning with #412, there were a number of changes, bigger bathroom, heavier aluminum suspension, 3 tanks instead of 4, etc. Newer coaches are about 3,700 lbs dry.

Most were 22 feet, a few (5) were 23 and at

least one was 26 feet.

Walt Davison has run as much as 170,000 miles between ring & valve jobs, but as hard as it is to believe, he has pared down the weight of his Ultra to 2,800 lbs dry.

I run a heavy coach that typically runs 5,000 to 5,200 lbs and so far, I have never run over 70,000 without some type of engine work, burned valve, bad cam, blown head gasket, etc. My coach has never been out of service for more than a week, even when I had to replace all the rear end seals.

I run Sears Light Truck tires (195 X 75 X14) which are 6 ply rated and so far have run over 50,000 on a set. First of the set separated at 50,400, the last developed a sidewall bulge at 58,000. One of that first set of four is now my spare.

Factory quoted 4,600 as the GVW for use in commercial service, which by coincidence is the GVW of the Forward Control Corvair units like the Rampside, Corvan, Greenbrier, etc. Extra weight of the V-8 power unit and separate transmission, boat V-drive and Corvette rear axle setup plus the steel cradle to support all this, ended up with a dry weight of 4,940. It runs on 15" wheels and gross weights of over 7,000 are not uncommon.

On my Corvair Ultras, I've averaged 15.6 mpg over the last 64,000 miles.

My V-8, (which I have not driven much in the last 4 years) used to run 13-14 mpg.

From Bob Galli:

Anyway, for my 2 cents worth. All the questions have been answered pretty well. Now, for my experiences. We got our Ultra in '91. It had 103K on it. The original owner had had it rebuilt at about 78K. We took it to the Corvair National in D.C. that year, went almost 10K by the time we wandered up to Idaho, Montana, Nashville, D.C. Maine, well, you get the picture. We averaged 16 1/2 MPG for the trip. The trip we took to Virginia in '94, our mileage dropped to 14 1/2, as I had changed gear ratios from 3.55 to 3.89 for better hill climbing ability. Those gears were short lived as we spun the pinion in Arizona the following year. I went back to the 3.55 gears. The engine was still running strong, but was beginning to use and lose oil. It was not smoking. It failed California smog test at the end of '95. Time for a new engine. 134K total miles. I built a new engine, put it in Diane's '65, to break it in, about 3,000 mi. Put it into the Ultra, got a very good smog report, next trip (Hutchinson) 16 MPG, 1800 mi to a qt. of oil.

I have no idea how much our Ultra weighs, we don't have generators, air conditioners, etc, but we are not stripped down like some people I know. We don't have a big black dog, either, like some others I know. We are running 185R14C tires both front and rear. The front tires are Goodyears with a C load rating of

1735 lbs @ 52 psi. the rears are some Japanese brand with a D load rating of 1830 @ 62 psi. I carry 45 psi in the front, and 52 psi in the rear. I can hardly wait for them to wear out, as they are too hard riding, but they look like they will wear forever. That's about it for now.  
Bob Galli, "CORVAIRS FOREVER"

To: jius14@webtv.net (Julius Bruggeman)  
From: Ken Wildman <k-wildman@onu.edu>  
Ultra for sale and wish to trouble you once again for some information. Are there certain important things to look out for or that I should be checking before buying? So that I avoid regret. Thank you again for your trouble! Once again I am going to forward your note to some other Ultra owners for their added input.

Things to check:

1. Corrosion, especially underneath, in the skin, etc.
  2. The heavy aluminum casting at the top of the front wheel well for any signs of cracking.
  3. Tightness of the steering.
  4. ALL camping systems operating and explained.
  5. Tanks - check for leaks.
- Ken

4/11/97

Hi, Mr. Ken Wildman

We are interesting in buy a motorhome, we are locate in Mexico, and we are 5 members in the family.

I appreciate if you could send us a catalog of your differents models of motorhomes their characteristics, technical specifications and prices.

Our adress is: Carr. Huimilpan #115 Loc 7 Col. Loma linda, Queretaro, Qro, Mexico 76080

Thanks, sincerely, Elizabeth Aguilar

Dear Ms. Aguilar.

I am sorry but I am not a dealer of Motor Homes. The Ultra Van is an antique vehicle that was only made from 1965 to 1970. The only Ultra Vans available are used models from individual owners. You would need to contact specific owners to purchase them.

My web-page is just a hobby and a contribution to our owners-club. I would say that due to its small size, the Ultra Van is more appropriate for a smaller family.

Good luck in finding a nice motor home, Ken Wildman

At 09:15 PM 5/1/97 -0700, you wrote:  
Ken,

Is it possible to get a sample of the Ultravan newsletter? The vehicle really strikes my fancy and your list of possible vehicles for sale on your page sparks my curiosity. While I know it can't sleep all of my family (5 kids and 2 large dogs), I'm embarking on a voyage into Corvair mania.

Karl Greenhill 311 Carriage Drive Cheyenne, WY 82009

Karl:

You might be surprized at how many people could be accomodated. The front seats can make up into a very small double - enough space for two small kids, and the back bed is 7ft by 7 ft so it could take a child in addition to you and your wife. Or a sleeping bag on the floor might be appealing to an older child. I don't know how big your dogs are, but my 140 lb Newfoundland loves the coach. We take a collapsible cage for him to sleep in at night and can still move around. I'll forward your note to Christy Barden, our newsletter editor and all-around Ultra Guru. I'm sure he can provide you with some samples.

Ken

## Letters to Editor

Hi Christy,

Have many thanks for mailing us our copy of the Newsletter. We are truly impressed and thankful for the wonderful article you wrote on "Black Beauty" (actually her name is VERA) our #252. You captured the essence of our experience(s) with great flavor and representation. We always treasure the fine time spent with the special folk who own Ultra's and look forward to getting away from our hectic pace of daily living - just not sure when we will have some of that extra time to travel. Our Ultra is coming out of the snowbank soon - the fiberglass cheeks front and rear have suffered from the temperature extremes. I will mail a photocopy of the article to my dad who is now in Switzerland - I know he will be thrilled! Keep well and we look forward to meeting you again. :-)

Karen & Steve Landsberg; torbay@onlink.net; <http://www.city.north-bay.on.ca/torbay.htm>; <http://www.trillium.net/torbay/index.htm>; <http://www.cottagelink.com/cottlink/ontario/on2/on20001.html>

Ray Sedman (SafeGuard),

Read your article in "WHEELS" and I don't know, for the life of me, how I missed it on the first reading. I certainly wish I had seen it, it would be on my Ultra now, ready for the trip east (to the CORSA Convention).

The only thing lacking in your article was where to buy, and how much. It sounds simple to install. Do you know of anyone who has this on their Ultra?

We are a "Corvair Only" family. Besides the Ultra, we have a '65 4dr PG, a '61 PG Greenbrier, and soon to have a '64 PG Rampside. WE have no other cars except a '70 1/2 ton GMC PU. Corvairs are not toys to us. I would be pleased to incorporate the latest ignition technology into all our cars. This could

change my whole ideas on compression ratios, combustion chamber design, etc, having to deal with todays gas, and smog laws.  
Bob Galli, "CORVAIRS FOREVER"

Date: Fri, 06 Jun 1997 01:01:20 EDT

Greetings from a wannabe, and a veteran of one restoration rally at Jim Craig's. This message may not be read for a few days, since you may be on your way to Chattanooga, but since I just got a computer worthy of receiving e-mail, I thought I'd drop you a line to check/advise you of my new address. old: Greg Czopek 3401 Gaviota Apt. A Long Beach, CA 90807. I moved last June, and maybe I never told you....: please correct my address to 3709 Walnut Ave. Long Beach, CA 90807. I was also going to inquire whether my dues were due, but I think I'll just send Mr. Griggs a check....

Will probably see you in Palm Springs..

Greg Czopek.

From: Norm Helmkey

<corvair@fan.net>, Subject: Ultra Van Tech Tips Online

Christy,

Thought I'd bring you up to date on an advance in bringing the UV tech tips online.

Cris Estanislao has been working on a proposal for CORSA to make all CORSA technical information available on a CD. This would put the whole tech library of CORSA on the finger-tips of anyone who has a computer and will buy the CD.

To do this, even for a demo meant a huge input effort would be necessary to get all the data that is presently in print into Computer Readable Files (CRF). Much of this can be done with a scanner, etc., but for demonstration purposes, to show what could be done, Cris needed existing CRF data.

When I heard of the project, I suggested to Cris, that he could use data that I had already re-constructed for the tech-tip reprint I did back in 1992. I had about 450K in five files, including the two indexes.

At the present time, the CORSA demo database using the Ultra Tech-Tipfiles is about a third done. I was not able to scan the drawings and pictures that were used in the tech-tip reprint (I cut and pasted them onto the masters when we had them printed). Another CORSA member (whose name I've forgotten) agreed to scan the pictures and soon they will be added.

To provide a demo platform, the Ultra Tech Tips will be available on the internet so people can test out the concept and changes can be made to refine the process before CORSA will be able to make the decision to fund the CD project. In the meanwhile, we Ultra Vanners benefit as the tech-tips from 1966 to 1990 will be available, initially from Cris's own web site and later from the Virtual Vair web site, or perhaps even from an Ultra Van site if we can find a host with the storage capacity.

Also, part of Cris's proposal to CORSA will be that the Ultra Tips should be included in any CD that CORSA funds.

I'll let you know when the first draft is available for viewing from the net. For the test, you will be able to download a zipped file, unzip it and view the pages with Adobe Reader Release 3.0 (a free download). The tips will be available for both PC and Mac.

Regards, Norm Helmky,  
<nhelmky@digital.net> or <corvair@fan.net>

## On the Perch

By Ken Wildman #338

When work was to begin on the conversion of the steering on #338, the coach was jacked-up and the exterior parts of the steering examined. Mike, the mechanic slid out from under the right side wheel-well and offered me his "creeper" and suggested I look at the top of the front spring. I was shocked to see that one of the bolts holding the spring in place had sheared off! The spring was being held in place by one bolt and the shock absorber. I don't know how many thousands of miles had been driven this way. The bolt that had sheared was a grade 8 bolt, much stronger than the original Ultra Van supplied part. It had been replaced two years ago when new shocks and new springs were installed.

After kicking ideas around, we believe that the Ultra Van practice of welding short tabs to the top coil of the spring and then bolting through those tabs was the culprit. The problem is two-fold. First, the possibility of the approximately one inch long tab breaking off is fairly high. Second, the compression of the spring could be introducing rotational force to the spring which probably caused the bolt to shear.

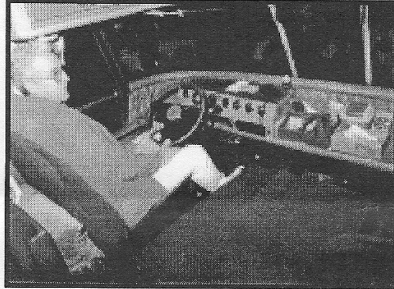
The Ryerson manual suggests fabricating a steel ring or cup to hold the top coil of the spring. Our solution was somewhat simpler. The shop had several Bronco chassis laying around for parts. The spring perches (or top mounts) were cut off and modified to fit the Ultra Van. Two holes were drilled to bolt the perches to the aluminum support and a strap utilized to hold the spring in place during rebound. Now I know that my springs will stay on their assigned perches!

## #453 Swaps Ends on Engine Placement

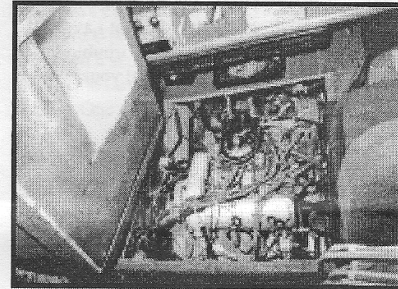
Howard Boso's's #453 is now a front wheel drive Ultra Van. In the Winter 1992 (Vol XI, No 1) issue of Whale on Wheels we did a write up on the installation of his Buick 3.8 liter V-6 engine in place of his Corvair engine in the rear. Well he just

took it out of the back and put a newer 1992 3.8 Buick V-6 in the front with a T-4 automatic transmission with overdrive. He put some steel plates up front so he would have some structure to attach the motor mounts to. Made longer axles and used the Buick front hubs, using rack and pinion steering. It required three u-joints and carrier bearing because the rack was put behind the engine. He used the same radiator that he had before, the water just

dosen't have to go as far. He says it runs cooler. It has factory air conditioning, hydraulic power brakes and power steering. He's happier with the handling of #453 now. It works better in the x-winds, more stable and handles better with the weight up front. He uses Winnabego 205CXA75-R14C Michelin truck tires with a load range of 2270 pounds at 65 P.S.I. He is getting about 16.5 M.P.G. on the flat with no wind at 70 M.P.H.



Baso behind the wheel next to his engine.



View of engine looking forward.



The Boso's stand in front of #453 at the national Rally in Hutchinson Kansas.

**Help preserve the heritage of the Corvair engine. Support the Corvair Society of America (CORSA) by joining the organization.**

**P.O. Box 607  
Lemont, Illinois 60439  
(708) 257-6530**

## Classified

1963 Ultra Van #200, 110 H.P. Corvair, Powerglide. Second Ultra Van built by David Peterson, 24 feet long, 3:89 gears. Solar Panel, large electric refrig. Alum. wheels, new tires. All white exterior, light brown interior. Ready to travel. Video & Photos \$8. Mel Dineson owner \$5995. Seller; Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104, FAX (619) 366-9104 or e-mail



jrcraig1@juno.com.

**1967 Ultra Van #278.** 110 H.P. Corvaire (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.** Reduced price! Buick fuel injected V6 fuel injected, 3.8 Lt., 3 speed lockup Trans. New tires, carpet, drapes, Optima batteries. Good paint, 3 solar panels. Video & Photos and detailed list \$8.00.

Excellent, ready to travel. See "Whales on Wheels", VOL. XIV, #1, Winter of '95. Bill Binney owner, \$7,995 OBO. Serious to sell. Seller; Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104, FAX (619) 366-9104 or e-mail jrcraig1@juno.com.

**1966 Ultra Van #318,** 110 H.P. Corvaire, powerglide. Roof air, mostly original condition, Bill Burleson, Roanoke, VA, (540) 427-4151. \$3,200.

**1968 Ultra Van #348,** 110 H.P. Corvaire, powerglide. Cherrywood interior, Duo-Therm factory Air, Furnace with blower. Bint-in Vacuum. Gas refrig. New set of Styrofoam Bumpers. Coach needs rug inside, paint outside. \$3,500 OBO. Howard D. Sproul, 2846 Washington Blvd., McKeesport, PA 15133 (412) 678-2594.

**1968 Ultra Van #380,** 110 H.P. Corvaire, 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. Corvaire, 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., Corvaire, 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. Seller; Jean McMasters 916 Lighthouse Drive, N. Palm Beach, FL 33408. (407) 626-0388.

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

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

**1969 Ultra Van # 466,** 140 H.P. Reduced Price! Corvaire, powerglide. 3:89 gears (w/4 gear spiders.) 9,000 miles on complete engine overhaul. New batteries & Tries. Cruise

Control. Video & Photos available \$8.00. Jim Bents owner, \$6,995 OBO. Real serious about selling. Seller; Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104

**1969 Ultra Van # 468,** 110 H.P. Corvaire, 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. Corvaire, powerglide. Air Conditioning. Owned by The Guthrie's. Seller; Jean McMasters 916 Lighthouse Drive, N. Palm Beach, FL 33408. (407) 626-0388.

**1969 Ultra Van #484,** 110 H.P. Corvaire, powerglide, 3:89 Gears. Jamie Lee Curtis drove this one in the movie, "My Girl". New tries and exterior paint (White w/ brn strips.) All glass good. New paneling of a light tan color and a side dinette. New bumpers front and rear. Own a piece of history. Seller; Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104, FAX (619) 366-9104 or e-mail jrcraig1@juno.com.

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

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

**1969 Ultra Van #492,** 110 H.P. Corvaire, 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

**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 #550.** New Chevy 307 V-8. White ash interior, new suspension, tires, roof air, three way refrigerator, color TV and

battery. Clean inside & out. Engine has 3,000 miles on recent rebuild. Ready to travel. Joseph P. Alvarez, 6628 Puerta de Lomas, Fallbrook, CA 92028. Phone & FAX (619) 945-4451. Seller; Jim Craig, 7011 Sunny Vista Rd., CA 92252. (619) 366-9104.

**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.

**Other Makes.** 1991 Xplorer, Extra-Van model #603A. Dodge 250 V-8, 27,368 miles. 20 feet long, 7 feet wide. Fully self contained motorhome. Easy to drive. This unit has extras and additions that would fill this newsletter. It has been well cared for and garaged all its life. Age and health are the reason for selling. New price was \$49,500, all reasonable offers will be considered. Contact Earnest Newhouse, 15239 Soneto Dr., Whittier, CA 90605-1646. (562) 698-1740,

**1964 Rampside.** 110 P.H. Corvaire, 4sp. trans. Has cab high camper shell. Alum. wheels w/ 185-14 radials. Runs and drives excellent. Rare model, only 871 made. Owner Mel Dineson (original owner). \$1295. Seller; Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104, FAX (619) 366-9104 or e-mail jrcraig1@juno.com.

**1966 Monza Coupe.** 140 H.P. Corvaire, powerglide, fac. air, tinted glass. Blk interior, new radial tires. Excel orig. Aztec Bronze paint. 3:55 gears. Always garaged. All orig. chr. & trim, excel. A real beauty. Near concourse cond. Owner Mel Dineson (original owner). \$6995. Seller; Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104, FAX (619) 366-9104 or e-mail jrcraig1@juno.com.

**For Sale.** Adapter to install the original Corvaire "thermister", cyl. head temp. sending unit in your 110 or 96 H.Ph. engine. \$15 PPD. Ultra steel bell crank assy. Consist of 2 cranks, 2 bolts & bearings. \$175. New parts source! "The Source", David Herrin, (619) 259-1520 or FAX (619) 259-3843. He has several parts avail. for Ultras. Inquire and he will send you his flyers and price sheet. Donation for the 101 restoration; Re bored engine cylinders. Fits all '65-69 engine s & cylinder head assy's. .030 o/s, cleaned & painted flat black. (Bored by famous motorcycle tuner, Mel Dineson). \$29.95 w/o core, each. Or \$25. ea. plus \$10. core. Ship me your cores for inspection first. Core deposit returned for allgood cylinders. All plus shipping. Call with your ZIP code for UPS shipping costs. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA. (619) 366-9104, FAX (619) 366-9104 or e-mail jrcraig1@juno.com.

# Group Ultra Van

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BOULDER, COLORADO 80301-5548

Norm & Marion HelmKay (S)97  
Route #1

Carrying Place ON KOKILO

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## Rallies

### June 12 - 15, 1997, Eastern Summer Rally, Chattanooga, TN.

Holiday Trav-I-Park, 1709 Mack Smith Rjoad, Chattanooga, TN 37412. Emergency Phone (706) 891-9766. 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.

**June 17 - 21, 1997, CORSA International Convention, Lake Placid, New York.** The Lake Placid Hilton Hotel will be the site of the convention. The visitor's bureau has other information (800) 447-5224.

**August 26 - 31, 1997 National Ultra Van Rally, Durango, Colorado.** La PLata County Fairgrounds. (Downtown Durango) Emergency Phone (970) 247-2308. Hosts: Jim & Marlene Creag #163, 7011 Sunny Vista Rd., Joshua Tree, CA 92252 (619) 366-9104.

**October 27 - November 12, 1997, #101 Restoration Rally #7. Joshua Tree, CA.** Hosts: Jim & Marlene Creag #163, 7011 Sunny Vista Rd., Joshua Tree, CA 92252 (619) 366-9104.

**November 7 - 9, 1997, G.W.F.B.T.&S.M. (Great Western Fan Belt Toss & Swap Meet), Palm Springs CA.** The 20th time this has been held. The Inland Empire Corvair Club is host. Host Hotel is the Hilton. Information contact call Eugene at (909) 780-7880 or e-mail eugene1938@aol.com.

**March (early)1998, Florida rally.**

**July 28 - August 1, 1998, CORSA International Convention, St. Louis, Mo.** Host hotel is Holiday Inn/Collinsville in Collinsville, IL. Reservations call (800) 551-5133. Information contact Robert Landers (618) 692-6741 or Tom Leith (314) 481-2512.

**September 23 - 29, 1998, National Ultra Van Rally, Indian City, OK.** A campground was selected by Don and Micky Richards, 5303 Wilkerson Lane, Waynesville, OH 45068 (513) 897-6546.

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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