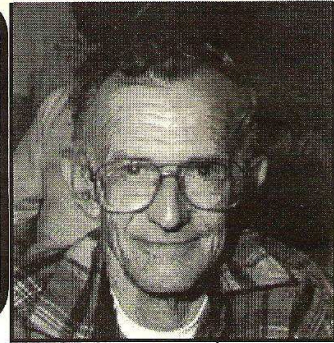


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Our new president.

Ultra Vans at Lake Placid

By Diane Galli

We started out quietly enough, the Ultra Van was running nice and cool, even through the hot desert. We had stopped in Winslow for groceries, drinking water, and ice, when as we were travelling along, I thought I heard a “plink, plink”, but Bob assured me it was the awning strap on the side of the coach. Then I smelled burning oil, and again he assured me it wasn’t us, but the electric plant off in the desert to our right, but he went back to raise the bed and check anyway. Yes indeed, the plink was ping, and the burning oil was us. So he told me to pull over, and as we were at an off ramp, I pulled off the highway.

We were very fortunate, there was an abandoned gas station there, surrounded by barbed wire and sporting no trespassing signs, while down the road about 1/4 mile, was a store, so Bob went down to see if we could stay at the deserted gas station while he worked on the UV, and the owner invited us to stay in their



Ultra Vans headed the display of over 150 Corvairs on the winter ice rink in Lake Placid.

parking lot. So Bob came back and we went on down. Put out the awning, got out the chairs and little table, and I got out a new book, while Bob went to work, trying to find out what was really wrong.

He thought at first it was a valve guide or seat, but no such luck. As soon as he got the head off, he saw the piston which was melted on one side! So he went to work, taking off the "stuff" on one side of the engine, then the oil pan etc. (I am not the mechanic here). Called Larry Shapiro, at Larry's Corvair Parts, and he being the good friend he is, said he would get a new piston and rings, hone a used cylinder, and assemble it all including the rod assembly and have it on UPS Next Day Air, that afternoon.

We had it the next morning, and were on our way by early afternoon the following day. We are talking, Monday for the breakdown, Tuesday the call to Larry, Wednesday we get the parts, and Thursday we were traveling again. The place where we stayed is called Jack Rabbit Trading Post, half way between Winslow and Holbrook AZ. Some very nice folks own it, so if you are ever near Jack Rabbit Road, stop in and tell them we sent you.

Stayed over night in Gallup NM, and got our laundry caught up, plus groceries, and were on our way to Lake Placid once more. We headed East and North via I-40, to Highway 54, to Wichita KS and I-35, to highway I-80 in Des Moines IA. Some of it was new territory for us, lots we had been to before. For instance, I pulled off I-80 in Granger IN, and as we were turning into the KOA, I said we'd been there before, and sure 'nuff we had. However the new owners have added an E-mail room, and had we had a laptop computer we could have gotten and send mail!!! There is a KOA in Pueblo, CO that has an E-mail room too, how neat!!!

Anyway, without further ado, we got to Lake Placid one day early, needing to replace two tires that had de-laminated between PA and New York. We rented a car so we could have something to drive other than the UV. Bob took the tires, and left the UV on the jack, til we could get the replacements.

The following Thursday, seemed we had a thing for Thursday about that time.... we took a side trip across Lake Champlain on the Ferry to Vermont to visit Bob's two 90+ year old cousins. That ferry ride was great, and so was the visit.

The convention kept us busy, meeting and

greeting all the friends we only get to see once a year, plus going to the tech sessions, vendors room, swap meet, and outside vendors. I did a lot of shopping. Lake Placid is a pretty compact place, and within walking distance of most stuff, even our RV park could have been in walking distance, though I just chose to drive!!! HA HA.

There were 4 Ultra Vans at the RV Park: Ken and Penny Wildman from Ada OH, Doug and Nancy Pratt from Pennsylvania Norm and Marion Helmkey from Canada and Florida, and ours. Pratts and Wildmans put their UVs in the Peoples Choice show, and Bob gave them some handouts and applications, for the people who came to look and admire our vehicles. They were gone in a flash.

At the Group Ultra Van meeting, Christy gave a tech session on the Safe Guard Knock Sensor, using our burned piston as an example of what can happen without it. Had we had one our troubles on the road might not have happened. In fact I feel sure it wouldn't have. Only time will tell, as the first thing Bob did when we got home was call Ray Sedman and order one; it should be here soon, hopefully in time to use on the trip to Durango. Bob got the Hard Luck Award at the CORSA banquet, and we were talking on the way home about taking the train or the plane to St. Louis MO next year.

We stopped off at our friend Dorothy Hansen's in West Chicago for a few days, and went to the Illinois Railway Museum with her; what a treat, a very good place to visit, if you like old trains, and Bob does.

Headed west once more, stopping at one of our favorite places, Minden NE, and the Pioneer Museum and RV Park; this is a great place to unwind after a day on the highway, battling head winds and side winds.

We stayed on I-80 through Wyoming, and visited my cousin in Cheyenne, then our married granddaughter, and another cousin of mine in Salt Lake City, back on the road again for home. What a trip, about 6700 miles on the old Ultra Van, with a road side adventure, two new tires, and now we are getting ready for Durango and the National Rally and more fun. We sure hope to see a lot of you there.

We also had a great visit with Christy here at our house. He can come again any time. After Durango, we get to look forward to the Rally at Craigs and the Great Western Fan Belt Toss and Swap Meet, which takes place the second weekend in November.



Francis Boydson 1921-1997

Francis E. Boydston 76, a 52-year Albuquerque resident, died of heart failure the first day of our National Rally held in Durango, (August 25th, 1997). He had been ill for some time. Francis and his wife Ruth were owners of Ultra Van #435 and was a familiar sight at Ultra Van gatherings. He always brought a cache of things to sell.

Born and raised in Ashland, Nebraska, Francis graduated from high school there in 1941. He attended the University of Nebraska for one year, then joined the Navy. An electronics mate, Francis was given a Purple Heart medal for injuries sustained in the Marshall Islands during World War II.

He was known as "Saint Francis of Corvair"

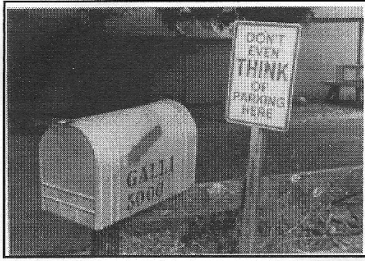
Francis married Ruth in 1945 and moved to Albuquerque. He owned the Valley Oil filling station and was a route driver for Coca-Cola before starting his insurance agency.

In 1951, Francis got his start as a modified-auto driver with racing legend: Bobby Unser, Wayne Miller and Al Demaree at Sandia Stadium in Albuquerque. He drove a 1932 Ford with a Chrysler engine.

Years later, after he retired as an insurance agent, he became one of the better known mechanics and collectors of restored Corvairs. He was proud of his nickname on the internet "St. Francis of Corvair", because of all the help he gave to others, asking nothing in return. Francis was one of the founders and a past president of Corvairs of New Mexico. He always seemed to have an answer on how to get a job done effectively. He had a big heart and was always ready to help.

He is survived by his wife, Ruth, two daughters, three grandchildren, and a brother and sister.

Thank-you Francis for all of the humor and help you gave others to get them along with their lives. We will miss your bright smiling face at those swap meets.



The Galli's mail box in Atascadero.

Bob Galli accepts Job of President

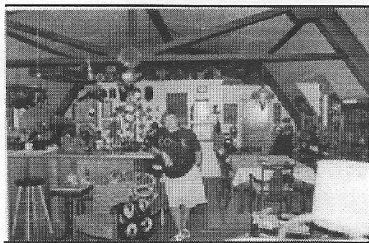
by W. Christy Barden

Bob Galli is the new president of Group Ultra Van. He lives in Atascadero, California with his wife Diane. They own #504 which they bought from the original owners, Milt and Gene Rayburn. They both went to Atascadero High School, like his mother and their youngest daughter and their grandchildren. He ran a machine shop in the Los Angeles area for many years, then moved back to Atascadero after he retired.

Bob & Diane live on the property his parents bought in the 1920's. It's one of those properties at the end of the road, next to the creek. Bob has built a new house next to the old one. It's my dream home: two-story barn-type construction, and downstairs is the shop and parking for five Corvairs, plus storage for parts and stuff. Upstairs is a huge living and kitchen area, with bedrooms and two baths. For a Corvair hobbist it is one of the best set-ups I've seen. I took many photos while I was there and have printed a few here.

The old house next door is used by the grandkids when the Galli's are baby sitting. Their four granddaughters have thier own house, with TV, kitchen, bath and bedroom. It's the best arrangement I've ever seen.

We welcome Bob to his new job and will support him in it.



Diane Galli "at home" in living room.

From the Internet

02 Sep 1997

To all (on Corvair internet list),

In response to others who talked of their holiday plans, I drove my 62 Spyder (accompanied by wife Ruth) to Durango this past weekend for the ULTRA RALLY. We were met at Poncha Pass by Garrie Fox from Colorado Springs in his 66 4dr that has one of Milt Binon's fuel injected engines and, he followed. The ULTRA RALLY was good, although there were only about 16 whales present along with a couple of other motor homes. Jim Craig and group did everything possible to make us welcome. Also showing up was John and Dee Gutske from Boulder on Saturday.

Along with the ULTRAS were a ton of HARLEY-DAVIDSON scooters in town for the annual IRON HORSE RALLY but they were well behaved and had great looking cycles.

Also driving a CORVAIR to Durango were John and Clair Hoffman (members of the ULTRA GROUP) but they were in their 64 Monza coupe. Also a local showed up with a 64 Spyder convert FOR SALE. If interested e-mail me privately for his phone number.

SO, there were CORVAIRS being driving in Colorado too. THANKS AGAIN TO GROUP ULTRA for their hospitality.

Regards, Steve Goodman, e-mail rearengine.steve@worldnet.att.net

Dear Christy,
We arrived in Antioch on Friday after visiting with Ruth Boydston and her sister, Mildred in the mountains near Santa Fe. Jim spent almost one full day running their back hoe and scraper remodeling their lot. The weather was great. Roberta and I used the chain saw and splitter to prepare their wood for heating. The road up to their cabins was horrible, but we finally made it.

Best wishes, Bob, Roberta, Jim & Marlene

Received on 10/13/97
From: Richard Sanger sanger@mbl.edu (512 is Back).

Dear Ken :
My name is Rick Sanger. My grandfather is Norman Plante. He owns Ultra van # 512. I have recently got 512 running again. It's been sitting since 1991. I am interested in joining the club and hope to bring 512 to a rally in the near future. Norman is the original owner and has just turned 90. His Ultra van has been one of his most treasured possessions. Please contact me with more information.

Thank you, Rick Sanger, phone 508 289 7248, e-mail rsanger@mbl.edu, P.O. Box 647, Woods Hole Ma. 02543

Dear Rick:
What welcome news! To the best of my knowledge, 512 had "disappeared". Its good to know that it still exists and is running. I'm forwarding your message to Norm Helmkey (Eastern Director of GroupUltra, and Archivist of the Ultra Van Motor Coach Club) and Christy Barden (Editor and Ultra Guru of the "Whales on Wheels"). They should be providing you with more information on the Ultra. In the meantime, have you seen the Ultra page at, <http://www.onu.edu/user/FS/kwildman/ultraVan.html>. Under the topic "organizations" is membership information for joining both clubs. UVMCC is the official owner club, while Group Ultra is a chapter of CORSA (Corvair Society of America). One question: Is 512 a Corvair powered unit or V-8?

Best wishes, Ken N. Wildman,

Letters to the Editor

Hi everyone,

I just wanted to let you know that we will not be able to make it to the rally in Durango, which is quite disappointing since we had thought that we would also be able to visit a sister, aunt, cousin and friends in the Denver area.

Last year at the National we understood that the rally would be moved to an earlier time of the year so families with children could attend. I thought this would be in the middle of August. In our area, as well as many areas of the country, school starts before Labor Day. A year ago we made a commitment to another club for this Labor Day. Looking at the calendar, there is no way that we can be at two places at the same time.

We enjoyed being at our first National last year and hope that all goes well this year. We'll be thinking of you out in Colorado.

Nancy & Doug Pratt #373

Greetings All,

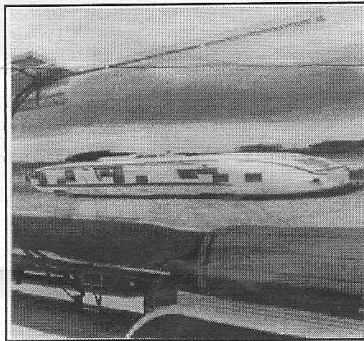
My wife and I would like to publicly thank the Ultravanners for their hospitality this past weekend when we encountered their group at their meet in Durango. They made us feel most welcome although we were travelling in our F.O.R.D. camper. What a sight to see those old coaches assembled for a campout! If they are ever in your area, you should take the time to check out the UV's. Speaking as an RV owner, I can attest to the ingenuity required to keep a portable house of that vintage on the road.

John Gustke, Boulder, Colorado

Christy,

If any Ultras come through the Springs, tell them to stop by my place. I'll "hook them up" or they can stay at my place. Nest is empty and it is 3,900 sq ft on 2.3 acres. They'll just have to put up with me, my bee hive hobby as well as a couple of great Corvairs which I don't mind other guests taking for a "tour".

Garrie Fox, 1921 Payton Circle, Colorado Springs CO 80915. 719-596-5051 or 800-373-3303



September 24, 1997

Dear Christy,

Inspired by the photographic creativity of Walt Davison and the shape-changing skills of Dick Granger I have completed the first steps in converting #338 to a "stretch" motorhome. A picture of the new exterior is enclosed.

The basic procedure involved placing two tanker trucks facing in opposite directions, one in front and one behind #338, attaching chains from the back of each truck to the Ultra, and having the tankers drive off. Critical to a smooth "stretch" was the extensive use of both interior and exterior heating.

Whales on Wheels

I'm still working on the interior details such as where to put the Jacuzzi and the Pool table. An unexpected challenge is the reduction in height that accompanied the increase in length. At this point in time I anticipate completion of the project by April 1st, 1998.

Regards, Ken Wildman #338

Hi Diane & Bob,

We just arrived home this morning at 4:00 am. It was 2,300 miles from Durango, 160 to I-25, I-70 to Columbus, OH and I-71/ I-271 to I-90 and Ontario 401 to home.

Made it over Wolf Creek OK, slowest point was on a hair pin at 20 mph in low. Vacuum gauge was down around the 3-4 inch mark. Trans temperature jumped over 80 degrees topping out at 202.

We were bucking west winds all the way to Durango and looked forward to tail winds going home. It was not to be. South east winds all through Kansas and Missouri. North-east winds through Illinois, Indiana and Ohio. Had to park the Ultra on two of the days because of high winds. In Kansas, 40 mile gale with 60 mile gusts, we stopped 6 hours early because my arms were aching. In Illinois there were 35 to 55 mph gusts

with tornado warnings, so we parked at noon.

Bit of bad luck in Ohio: I holed #2 piston (the SafeGuard is looking better), but made it home the last 400 miles on 4 gallons of oil. It looked like a smoke screen.

Just after we crossed the border at Niagara Falls, I stopped to add oil and when I started up, the oil pressure gauge jumped to 80. This blew the side out of the oil filter. I had another filter and put in my last 3 quarts of oil.

The new filter also blew, then I realized the oil pressure regulator valve must be stuck. It took a couple of hours to free up the regulator. When I got it out, there were traces of the crap that came from the valve seat problem prior to Lake Placid. Guess I did not get everything out. Without another filter, I had to remove the filter/alternator/idler body and plug the two holes to the filter. This little problem consumed another half day. While I worked on the problem, Marion went looking for oil.

Other than that, with our excursion out to Utah, it was a great 5,400 mile round trip.

Regards, Norm
Helmkay <corvair@fan.net>

Axle & Differentials available next day service

I will keep a rear wheel bearing assembly (Corvair) on the shelf that can be shipped immediately with tolerances of .002 or less, and lubed with high temperature grease. The cost is \$95, plus your old core and shipping costs.

I will ship anywhere by the easiest or fastest means if you are broken down somewhere. My promise to ULTRA owners is that I will keep one rear assembly set up to ULTRA specs on the shelf and separate from the normal car assembly. This is reserved for ULTRA owners only. In the next few weeks I will get an automatic differential finished with 3:55 gears finished. That will go into the same ULTRA parts bin, the purpose is to help get any ULTRA owner going quickly. I realize the 3:55 is not optimum but is probably the best I can do. The price for the differential will be \$250.00 plus \$50.00 core plus shipping.

Steve Goodman, Rear Engine Specialists, Inc., 16010 W. 5th Ave., Golden, Co. 80401 (303) 278-4889. e-mail, Internet:rearengine.steve@worldnet.att.net
Steve is a long time member of Group Ultra Van and has run a Corvair shop in Denver for over 30 years. Ed.

Durango Rally

by Diane Galli

We started coming in to the Fairgrounds on Sunday, though most of us got there on Monday. The official start of the Rally was Tuesday, at 9AM for coffee up in the La Plata room, in the exhibit hall. Registration was taken at that time, also door prizes, and announcements of the day's events.

Claire Hoffman was our craft leader on Tuesday, she had two nifty crafts; one was a "neck cooler," made from a strip of cloth, and filled with polymer beads, that when wet, swell and keep your neck cool. Works very well in our UVs that aren't air conditioned. Maybel Griggs did all the machine sewing for us on those, Thanks Maybel. After we made the coolers, Claire had another project, copying on muslin, and coloring with crayons, pillow tops, holiday tops, and all occasion tops. The ones I saw were very well done.

LATE MODEL CORVAIR REAR WHEEL BEARINGS

The rear wheel bearing assembly used on the 65-69 CORVAIR and ULTRA VAN have been a source of failure. Most failures can be attributed to one or more of the following: (1) lack of proper maintenance (2) lack of proper rebuilding techniques (3) inferior parts (4) the additional load of the ULTRA VAN. Unfortunately GENERAL MOTORS did not publish a maintenance schedule as has been done for front wheel bearings. The closest that I have found is the 63-67 CORVETTE which was suggested every 40,000 miles.

The difficulty for the owner of a late CORVAIR or ULTRA VAN is the degree of difficulty of packing the rear wheel bearings at regular intervals. It has been tried through the years to ease the labor by turning down the spindle on a lathe in order to disassemble as a front wheel bearing system. Sadly that idea did not work in most cases. The inner race must be pressed onto the spindle to make the bearing work properly. Likewise the end play tolerance must be watched more closely. The end play must be very tight (.001), the reason is that the rollers must make the maximum 'footprint' or the area of contact with the bearing race to have the longest life and carry the load.

The use of a grease fitting installed in the spindle support has been touted by many. The truth is that filling up the cavity with grease **does not** guarantee that the bearings have grease in them. What will happen is that which ever seal is the weakest will allow the grease to pop out first leaving the other bearing with a lessor amount of grease at the seal. Even having the grease come out of the seal **does not** guarantee that the bearing has enough. **Plus--where has the old grease gone??** The answer is NOWHERE--it is still in the cavity and now you are leaking grease onto your brakes.

Like most everything we purchase, it is only as good as the materials inside. In this case the bearings and races are the parts in question. There are many brands and qualities of bearings. I believe that a better quality bearing is made in the USA, not in countries like India. I am not being prejudicial here, I just think we have better techniques and materials at our disposal. The same goes for the grease. The old stringy grease that we associated as 'wheel bearing grease' is no longer the lubricant of choice. That old grease has a drop point of 200 degrees and water resistance is poor. The new black moly grease has a drop point of 450 degrees and excellent water resistance.

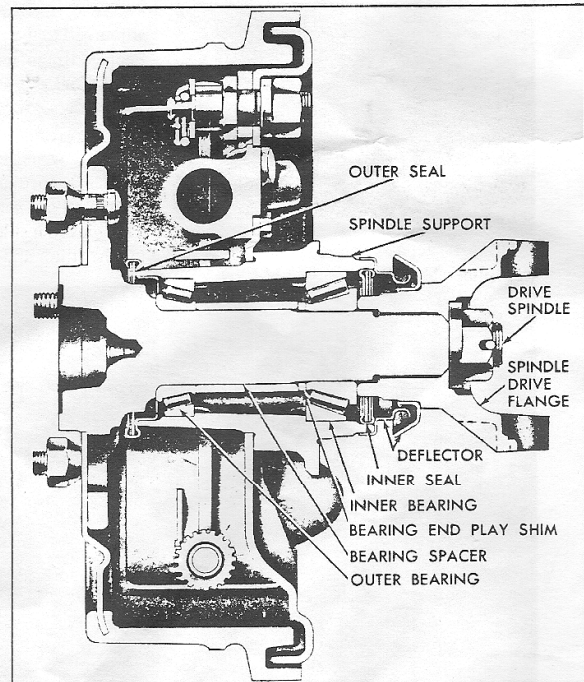
Please note that the above is my opinions and experiences that I have learned through the years. I do not mean to conclude that any other idea or procedure is wrong. The above is what works best for me and my shop.

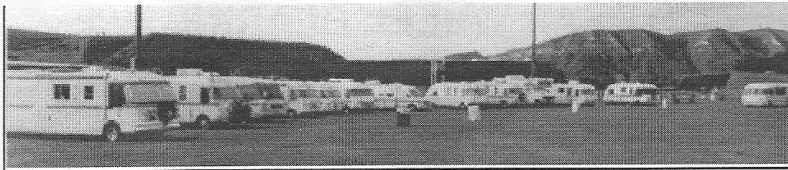
THANK YOU for your interest in CORVAIRS and CORVAIR related automobiles. I appreciate the opportunity to help and be a part of the CORVAIR community.

REAR ENGINE SPECIALISTS, INC.

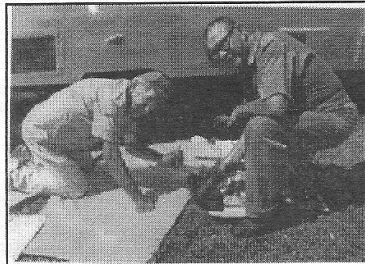
16010 W. 5TH Ave. Golden, Co. 80401
Phone (303) 278-4889 Fax (303) 936-7420
e-mail rearengine.steve@worldnet.att.net

MEMBER **CORSA**
ROCKY MOUNTAIN CORSA
PIKES PEAK CORVAIR CLUB
GROUP ULTRA VAN
MANX OWNERS CLUB





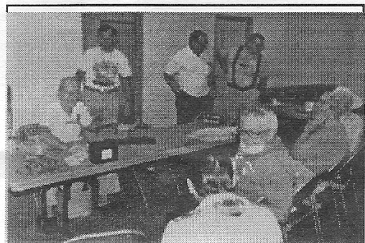
Ultra Vans on the infield. in Durango.



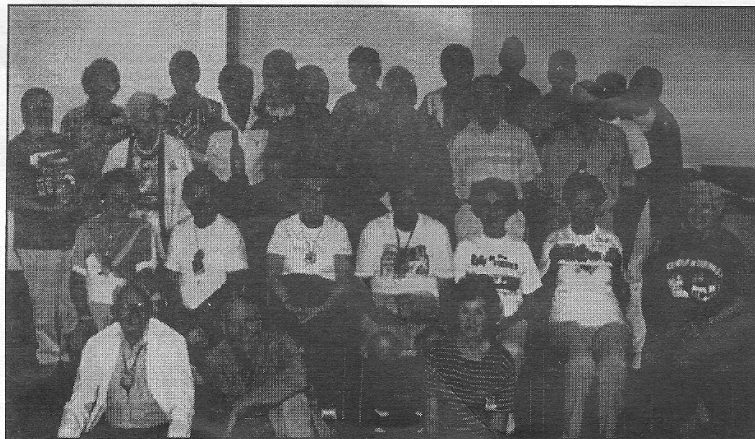
Bob Franz gets help from Dan Reinhardt.



Walt Davison directing Bob & Diane Galli, as Enda Steenburg looks on.



"Ultra Wrench" tech session.



After potluck dinner in the Club house at the Fairgrounds.

While we were doing that, the men were in another room having a tech session on distributors, Pertronix "Ignitor", and the effects of a pointless ignition. Jim Craig and Bob Galli were the presenters.

Then we were free for the rest of the day, either to do more crafts, or get ready for the potluck, Cowboy Stew that evening. That was well attended and very good.

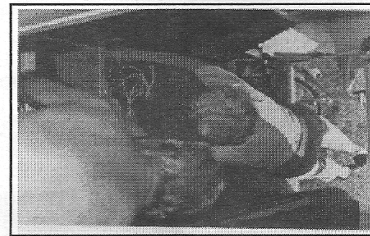
Wednesday: 9 AM coffee, door prizes, and daily announcements. Beverly Shattuck was the craft teacher, while the Ultra Wrench tech session was again held across the hall. Then 2 - 4 pm was the General Business meeting, over seen by President Gordon Harvey. From 6 - 7:30 pm was the pot luck Banquet, a dress-up affair. It was also Installation of Officers, and the presentation of the Ernie Award (a closely guarded secret.) Much to our surprise and delight was awarded to Marlene Craig. I don't think there was a dry eye in the house. A richly deserved, well-earned award. Congratulations, Marlene.

Following the banquet, some of us adjourned to the meeting room, and played Peoples Bingo, a lot of fun was had, and a lot of "funky" gifts were won.

Thursday from 9-10 am, Coffee time, door prizes, announcements, then it was Crafts over seen by Claire Hoffman; this time it was Fall place mats, done on fringed muslin and ironed on Fall Maple leaves, very



What is going on here?



It's Roberta helping Robert Franz replace his rebuilt carburetors.



Norm Helmkey points out a familiar windshild wiper motor on the rail tour.



Men looking over large lathe used in machine shop.



On back of the "ladies of the night" Rail Road Car at the RR Museum.

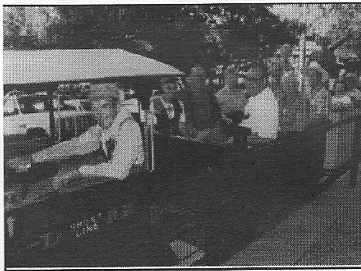
pretty. I personally want to take the time to say, Thanks Claire and Beverly for all the time and talent you put into your craft sessions. The Ultra Wrench tech session was on the SafeGuard (knock sensor device), and this was over seen by W. Christy Barden. Louis Griggs also did a tech session on a spring retainer for the suspension springs. Lunch was OUT, and all those that wanted to met at the Train Depot for a tour of the D&RG RR yard, museum, and rolling stock, a very interesting tour. At 6 pm all of us who were going left in Ultras and I took seven in my rented mini van, to the BarD Ranch Chuckwagon, bar-b-que and show. The entertainment was great, as was the food. Some even rode the Corvair powered train.

Friday was a free day, and a lot of folks booked the train ride to Silverton. Some of us stayed home and got caught up, took naps, etc. Steve and Ruth Goodman and Gary Fox drove down from Denver, while Howard and Marcia Boso arrived for the weekend in their Ultra. A couple from Boulder, Colorado in a camper came down and camped with us, they were very interested in an Ultra Van. The Yankee swap was this evening, lots of nice items were swapped, after that; Jim had us each recount our day's experiences, that was fun, hearing all about the differing accounts of the train ride, and some telling about taking naps. Christy and I told about our trip out to see the BIG motor homes at another RV Park up the road. Not sure I want to drive something that big, but if I had one, I would, or stay home, and I don't want to do that. As we were leaving the building, some of us saw 3/4 of a sheet cake in the trash, so did a little "dumpster diving". Very good cake, and almost all in the trash.

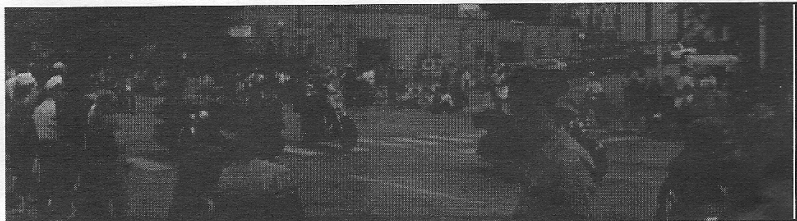
Saturday: coffee and door prizes, and Jim called tickets till all the door prizes were gone. The Ultra Wrench session was over seen by Steve Goodman, on rear spindles and bearings. The ladies finished up any



Group before dinner at the BarD ranch just before eating a pile of good food.



Members take a ride on a Corvair powered mini-train at the Bar-D. The train used a Powerglide.



Your editor Christy Barden watching the motorcycle parade downtown.



Lounging on a warm summer day.



Ultra Van members entertain our guests from Boulder, Colorado.

unfinished craft projects. The afternoon was free to get ready for the last pot luck of the rally, which had very good food. Beverly Shattuck had donated an afghan to be raffled; Roberta Franz sold tickets every morning, and the raffle was held after dinner Saturday. Edna Steenburg was the lucky recipient of the afghan, and the club's treasury was the lucky recipient of the \$106 that Roberta took in on the raffle. Good job, Roberta! After dinner and the cleanup, some of us played cards while the rest visited.

Sunday: Bob Franz supervised us in

fellowship, singing and prayer. Louis Griggs read three verses from Timothy, Dan Reinhardt led the prayer, and after church we all helped to clean the meeting room. Looked pretty spotless to me.

Overall we had a total of 13 Ultras, 2 Associates, 1 motel, and the couple from Boulder, CO, who joined too. Alan and Beverly Shattuck could only be there for a very few days, as they had a family commitment in Kentucky to attend as well. But Howard and Marcia Boso took their spot in the line of Ultras. Little by little we all went our separate ways. Bob and I went to the United Campground just up the road, not far at all.

Marlene Craig had to be admitted to the local hospital with acute back strain on Saturday AM before the rally. She bent over to put on her shoes, and it was "Katie bar the door", her back went out... that evening it was apparent she needed the hospital, so off she went in the ambulance, Jim following in the car. She was there for four days, just getting out in time for the Ernie Award to be presented to her that night at dinner. So she took it easy for the rest of the rally.

There were some others who couldn't make it to the rally: Bonnie Grainger, I heard was sick on the way, so Dick went home. Hope you are feeling better, Bonnie. Also, Alan Shattuck reported that John Shattuck couldn't attend as planned, because he put his back out. Hope all is well with John to. Bob and I made it home without a hitch. We enjoyed the rally and hope everyone who attended did also.

Thus endeth the Rally Report.

Diane and Bob Galli

#101 Restoration Rally #7, Starting Date is Moved Up to October 27th

Date: October 27th. through November 9th., 1997

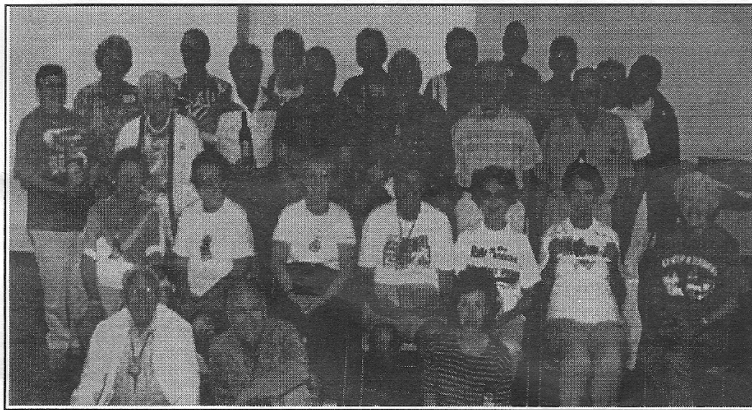
Location: Desert Rendezvous Ranch, 7011 Sunny Vista Rd., Joshua Tree CA. 92252
Host: Jim & Marlene Craig (619) 366 9104 Sponsored by Group Ultra Van.

***Registration/Rally Fee: \$7.00, \$5.00 of that will be a donation to the #101 Project Fund. Camp fee: \$1.00 per day per person.

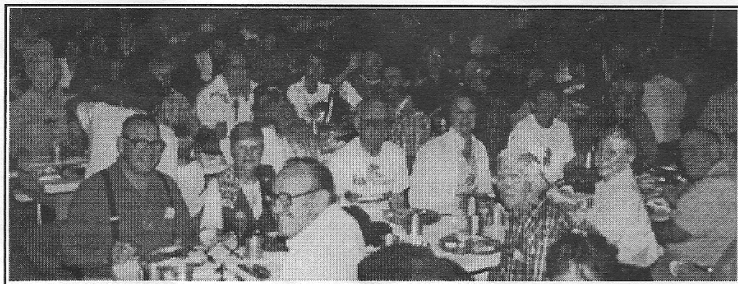
Details: We thought that the previous work rally would be possibly our last one, but I have not been able to work on it because of other commitments. I am as interested as you in seeing the project finished, so it appears that we may have more than just this one.



L. to R. Steve & Ruth Goodman Jim and Marlene Craig at potluck.



Group photo taken just after the annual business meeting.



Everyone seated eating the BarD Bar-B-Que.

On Saturday November 1st we will take that day off and visit the new Palm Springs Aircraft Museum. The aircraft museum is full of restored flyable planes and is excellent. There will be a surprise aircraft flown in to be on display on Saturday, and maybe more than one.

The usual pot lucks, bar-b-ques, games will take place. If we have any spare time left, I hope we can get some work done on #101. Ya Ya.

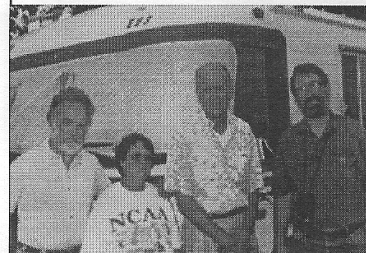
Jobs to be completed: mount C. B. antenna & wire to dash. Install remainder of insulation, ceiling vinyl, wood paneling, new glass on instrument panel, dual wheels, tail light assemblies, w/ shield supports, dash shelf, carpet, install cabinets, mount fuel pump, oil pressure and cylinder head temperature senders and (if time allows) some exterior painting.

We also need someone to sort and store our hardware. There are many other small jobs. So load up that Ultra or the car, and join us for some good fun times. We have extra sleeping spaces if you bring your bed roll or bedding. Call in advance to reserve your sleeping spaces. See you soon.

I plan to drive #101 to the Corvair Palm Springs event and have it on display there for that weekend. SOOO come and help as much as you can.

Jim & Marlene Craig

Chance meeting of Ultra Van owners in Kansas



While in Winfield Kansas at the Walnut Valley Music Festival Ultra Vanners get together. L. to R. Lawrence & Lynne Bodle #214, Christy Barden #603, Tom Bogardus former owner of #343.

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. 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. Reduced price! Buick fuel-injected V/6, 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, \$6,295 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. Corvair, Powerglide. Roof air, mostly original condition. Bill Burleson, Roanoke VA, (540) 427-4151. \$3,200.

1968 Ultra Van #348, 110 H.P. Corvair, Powerglide. Cherrywood interior, Duo-Therm factory Air, furnace with blower. built-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. Corvair, Powerglide. New exterior paint, curtains, carpet and upholstery. Ken Woiak, 4551 W. Abbott Ave., Milwaukee WI 53220. (414) 421-3972. \$6,000 negotiable.

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 made in this year of production. New engine, transmission, Onan 2.8 Generator, 6 cu. 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. Corvair, 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. 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. Reduced Price! Corvair, Powerglide. 3:89 gears (w/4 gear spiders.) 9,000 miles on complete engine overhaul. New batteries & tires. 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. 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 the Guthrie's. Seller: Jean McMasters 916 Lighthouse Drive, N. Palm Beach FL 33408. (407) 626-0388. (no price given)

1969 Ultra Van #484, 110 H.P. Corvair, Powerglide, 3:89 Gears. Jamie Lee Curtis drove this one in the movie, "My Girl". New tires and exterior paint (White w/ brn strips.) All glass good. New light tan paneling and side dinette. New bumpers front and rear. Own a piece of history, \$4995. 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. Corvair, 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 #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

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 Xplora, 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,

1966 Monza Coupe. 140 H.P. Corvair, 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.

Rallies

October 27-November 9, 1997, #101

Restoration Rally #7. Joshua Tree, CA. Registration Rally fee, \$7.00 (\$5 of that will go to #101 fund). Camp fee, \$1.00 a day per person. Hosts: Jim & Marlene Craig, #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

February 1-5, 1998, Wickenburg, Arizona. Wickenburg Community Center. \$58.00 per unit includes water and electric hookups. No sewer

Group Ultra Van

5537 PIONEER ROAD
BOULDER, COLORADO 80301-3048

Norm & Marion Helmkey (W98)
73 Sargent Street

Haines City FL 33844



FIRST CLASS MAIL

Rallies

dumps in Wickenburg (use Ultra Pumps). Emergency Phone (520) 684-7656. Hosts: Dan & Betty Reinhardt, 5201 W. Camelback A255, Phoenix AZ 85031, (602) 846-6920; Warren & Nobia Suckow (602) 841-0911; Ed & Jane Harrison (602) 974-6371; Bob Reinhardt (702) 870-6187; Theresa Vandersteeg (602) 977-4358.

March 16 - 19, 1998. Springhill, Florida. Hosts: Gordon & Ruth Harvey, Box 53, Smoke Run PA 16681. (814) 378-5363 Summer, (813) 541-3433 Winter.

April 16 - 19, 1998. Sheppards Rest, Tucson, Arizona. Hosts: Alan & Beverly Shattuck, 6275 South Arrow, Tucson AZ 85746 (520) 908-8755.

June 8 - 11, 1998, Laurel Hill State Park, Rockwood, PA. Hosts: Louis & Mabel Griggs, 626 Brookfield Ave., Cumberland MD 21502 (301) 722-2991; James & Mary Foust, RFD #2, Rockwood PA 15557 (814) 352-7435.

July, 1998, Squamish, BC, Canada. Hosts: Gladys Bell, 117 W. 17th, Apt. 201 N, Vancouver BC V7M 1V5, Canada; Edy Ryerson, 18618 Rayen St, Northridge CA 91324 (818) 349-5058; Evelyn Shepherd, 7260 SE Tenino St., Portland OR 97206 (503) 775-4469

July 28 - August 1, 1998, CORSA International Convention, St. Louis, Mo. Host hotel is Holiday Inn 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, (Anadarko) OK. Randlett Park, phone number (405) 247-2481. The campground was selected by Don and Micky Richards, 5303 Wilkerson Lane, Waynesville OH 45068 (513) 897-6546. Hosts: Gordon & Ruth Harvey, Box 53, Smoke Run PA 16681. (814) 378-5363 Summer, (813) 541-3433 Winter.

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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