

Will consider a trade for a very late model regular Van and will pay-up.

Stan Bartlett
151 Coral Circle
So. Daytona, Florida 32019
(904) 767-4200
No collect calls, please

#558 ULTRA Van - built in 1970, 307 Chev. V8 original, engine rebuilt, new brakes and "U" joints, good tires, powerglide transmission, swamp cooler, TV antenna, trailer hitch, AM/FM stereo cassette, CB, no heating problems and runs fine, new curtains. \$6,000 or part trade-will negotiate.

Burt Syverson
(509) 487-7619
In Spokane, Washington Area

#524 ULTRA VAN - made in 1969, is 22' long, no miles on rebuilt 305 Chev. V8, upgraded rear suspension, radials, new brakes, new paint, clean. Most up-grading in manual completed. Total miles 40,000. \$6,500 including manual.

Les Voshell
941 N.E. 111 Ave.
Portland, OR 97220
(503) 255-4333

1969 ULTRA VAN #465 Corvair powered. Recent beige Imron paint, 3:89 Differential, equipped with roof air conditioner and 2.5KW generator: \$8000.

Pete Koehler
27446 Beacon Square
Farmington Hills, MI 48018
(313) 478-0906.

ULTRA VAN #422 . Original. In storage for a few years. 140 H.P. Corvair powered: \$7000 (negotiable).

Francis Loretero
(702) 454-3360 (Las Vegas)

Son: Harold Loretero
2060 E. Sutter Place
Oxnard, Calif.
(805) 986-3522.

The ULTRA VAN is in storage in Riverside, Calif.



WHALES ON WHEELS

5537 Pioneer Road

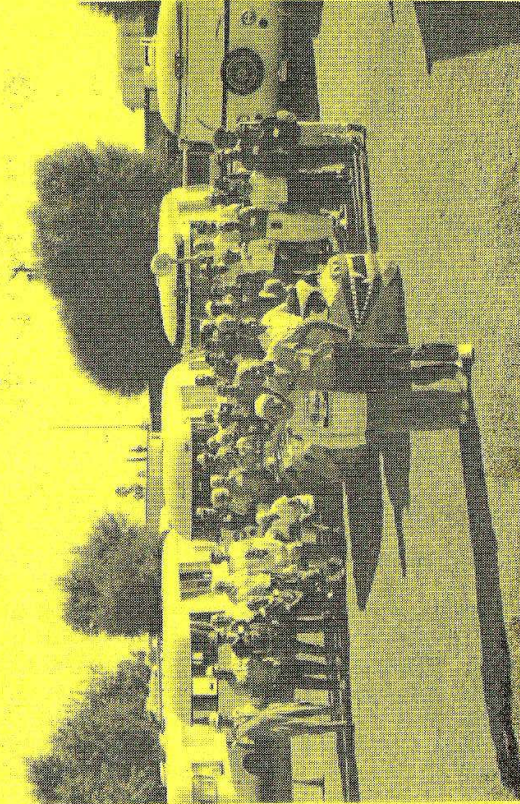
Boulder, Colorado

80301

FIRST CLASS

A PUBLICATION OF:

**GROUP
ULTRA VAN**



FALL 1989

NUMBER 4

WHALES ON WHEELS IS A QUARTERLY PUBLICATION OF GROUP
ULTRA VAN, A CORSA CHAPTER

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Typed and assembled under the supervision of
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Group ULTRA VAN is a CHAPTER OF CORVAIR SOCIETY OF
AMERICA (CORSA). Dues are \$4.00 annually. Submit
all technical information to the Editor.

GROUP ULTRA VAN is dedicated to the preservation and
use of ULTRA Vans. This 22 foot unique motor home was
designed by David Peterson and built in Kansas until
1970. About 360 units were built.

COVER PHOTO:

THE GATHERING OF THE CLAN WITH MEL AND MILLIE
DINESEN STANDING IN FRONT OF BOB BALLEW'S "DRAGON"



BILL and RACHAEL

BILL HELANDER'S FORD V8 CONVERSION

By W. Christy Barden

Bill Helander passed away this summer at the age of 84. I had a chance to interview Bill at the 1986 G.W.F.B.T. (Great Western Fan Belt Toss and Swap Meet). He and his wife, Rachael, were honored at that meet with a grand trophy for being the oldest couple to drive to the meet. I thought this would be a good time to share our interview, centering around the work he had done on his ULTRA Van.

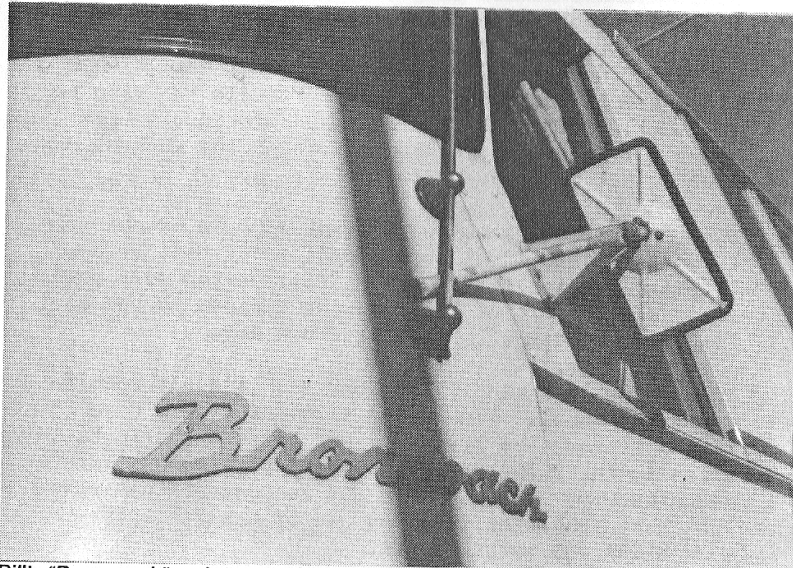
Bill and Rachael took delivery of #459 in Hutchinson Kansas, in 1969, just about the time of Bill's retirement. After miles of use, Bill wanted more power. After quite a bit of figuring, he decided to use a Ford Bronco setup, (he's a Ford man anyway).

The engine is a mid 1970's Ford V8. I don't recall the exact model. The engine is mounted on a Ford Bronco frame. The frame was cut to suit the installation in the ULTRA VAN. The rear motor mounts were moved back 9½ inches. This was because of the transfer case. Shims allowed the use of the stock forward ULTRA VAN motor mounts.

The transfer case is from a Ford Bronco four wheel drive. Capping off the drive shaft that usually goes to the rear tires. So the transfer case sits in what is usually the rear storage compartment in the Corvair models. Then the drive shaft goes forward to the rear axle. The rear axle is out of a Ford Econoline Van 200 series. Bill stated he used a pre-1975 axle because the differential was not centered and matched the offset caused by the transfer case. Also, using the 200 series Ford Econoline axle gave larger bearings and brakes. He tried the 100 series Econoline series axle but had problems and went to the 200 series axle.

The trailing arms that trail to the rear of the rear axle, are from a $\frac{1}{2}$ tone Chevrolet truck. These are used to stabilize the rear axle. Standard type coil springs are used, sitting on top of the rear axle.

For cooling, Bill used a 1966 Oldsmobile Delta 88 radiator up front. A 15 inch semi flex Ford fan is used to move air across the radiator. He also installed a heat exchanger on the water line to the radiator to heat the water for domestic use in the ULTRA VAN.



Bill's "Broncoach" script.

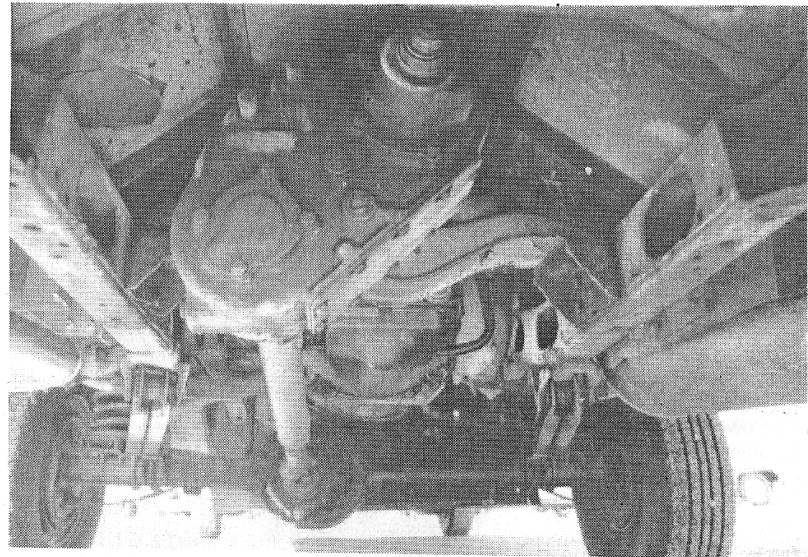
An early Ford Mustang shifter was used. The cable goes behind the motor and enters from the back or the shifter would be backwards. A friend in the Fire Department gave Bill the cable.

The emergency (parking) brake lever is out of a Volkswagon. It uses a 4 inch radius instead of a 2 inch radius. This gives up to a 5 to 1 ratio instead of a 2 to 1 ratio. The original ULTRA VAN brake had a 1 to 1 ratio.

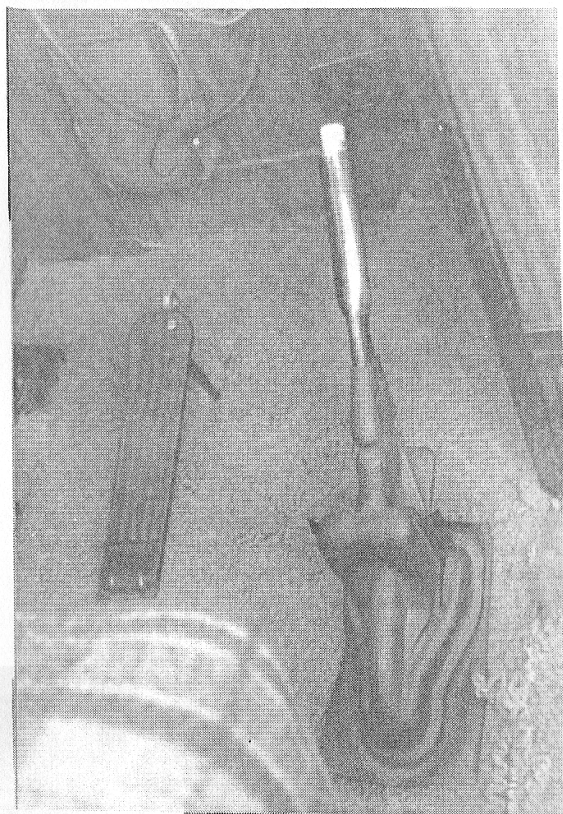
Bill was happy with his conversion. It did just about everything he wanted. It does down the road weighing about 5300 pounds and gets 12 miles per gallon of gas.

This ULTRA Van #459 is for sale by his wife Rachael. See our classified section for more details.

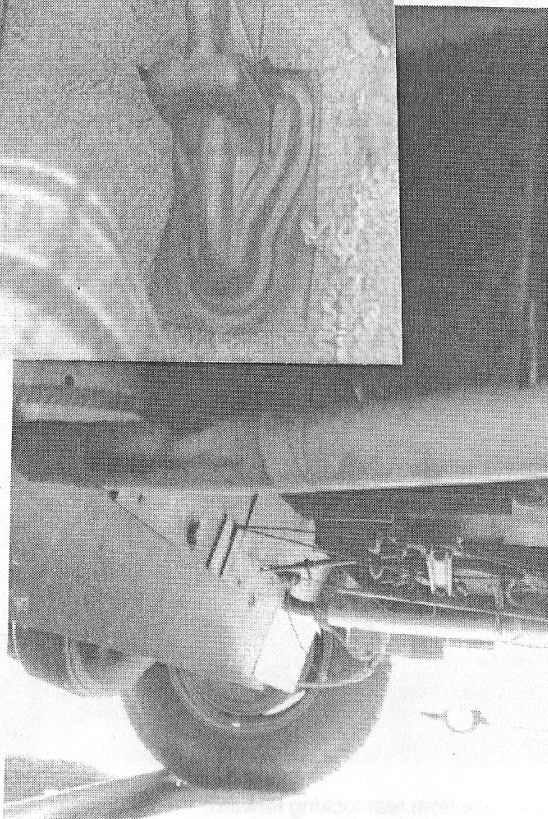
We'll miss you Bill!



Transfer case from rear looking forward.



Parking
Brake from
Volkswagon



Beefed up rear
box section.
Water lines
going forward.

Note:
Powerglide
shifting cable
still installed.



GROUP ULTRA VAN RALLY

By President Bob Franz

Through the hospitality of Jim and Marlene Craig, tech and fun sessions were held at their high desert home, Rancho Sunny Vista, at Joshua Tree, Ca., Nov. 6-10th and Nov. 13-18th, there being a break to attend the big Great Western Fan Belt Toss & Swap meet at Palm Springs, about 45 miles away. The weather was great, being in the mid 80's and touching 96 at Palm Springs! There were 18 units present at the first sessions and 10 the second.

During each session, there were excursions to nearby points of interest, a picnic at Joshua Tree National Monument, dune buggy rides through the hospitality of Bob and Grace Ballew, who also led short runs to feed the "chippers" who are friendly desert chipmunks that will sit in a lap and await food. They come running at the sound of a horn. There were numerous great pot-lucks on Jim and Marlene's patio and in the evening the unique Bunco Bingo game put on by that sleight-of-hand artist Bob Ballew.

The women enjoyed brisk early morning walks in the desert air and kept up with their personal projects. The first and second tech sessions were held at the Ballew's in Twenty Nine Palms and consisted of first, the discussion led by him on valves, valve seats, guides and the associated problems. The second, which I missed, was on weird tools, (or weird "Bob's tools" (his words) e.g., appropriating the wife's postage scale to calibrate small springs.

All in all, much fun and learning about the mechanics of our prize coaches. Let's all try to migrate west next year from the ULTRA Van National in Texas to the Great Western Fan Belt Toss & Swap Meet.

At this time, Group Ultra Van's new President, Jean McMasters, will be taking charge and we'll appreciate your continued co-operation.

ULTRA VANS INVADE THE 12th ANNUAL G.W.F.B.T.&SM AT PALM SPRINGS CALIFORNIA

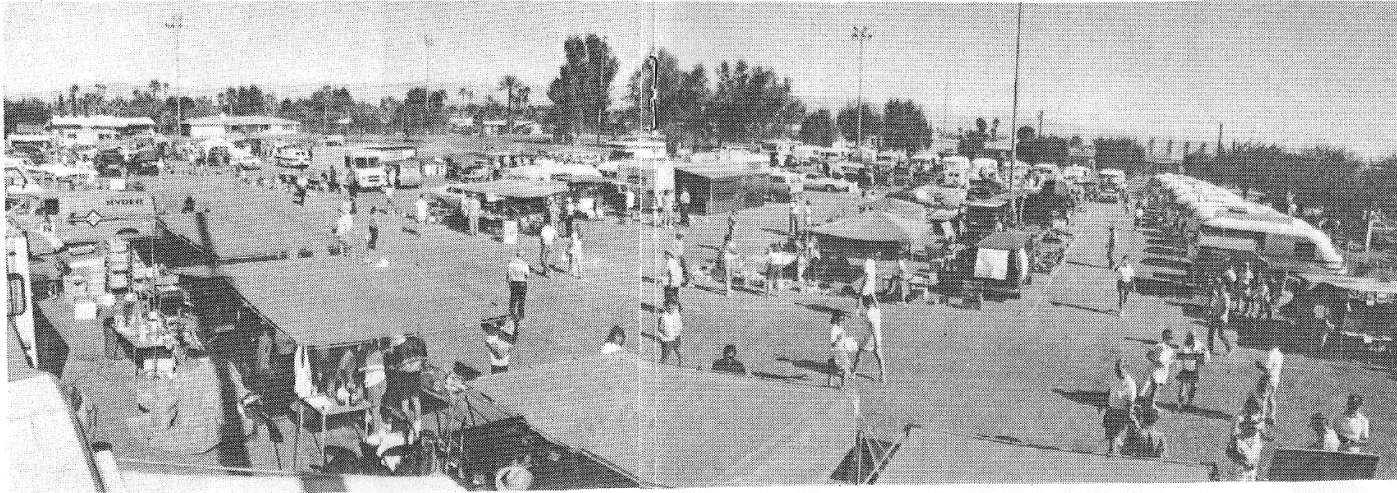


PHOTO SHOWS THE CROWDED FIELD OF VENDORS, AUTOS, RV'S, AND ULTRA VANS AT ANGEL STADIUM IN PALM SPRINGS

Thirty ULTRA VANS dominated most of the RV parking at the G.W.F.B.T.&S.M. (Great Western Fan Belt Toss and Swap Meet). Over four hundred registered attendees plus 130 people paid an admission to see the ULTRAS, Corvairs and gobs of parts.

Spirits were high as buying and selling of parts took place. There were so many vendors, they spilled over to outside the park because no more selling spaces were left. The on going raffle of over 150 prizes donated for the occasion. A circus atmosphere was present. There were so many beautiful cars and Vans. Also the practice of a Japanese baseball team next door hosted by greats such as Don Drysdale, Claude Osteen, Ron Fairly etc. helped with the excitement.

Many old cars were in town for the Concours and Vintage auto races that were going to be held the following weekend. So we kicked off the festive auto week in that desert city.

Our own Lou Laslo won a trophy for being the oldest (84) person to drive to the meet. Also, member Walter Davison received a plaque for coming the greatest distance (Florida).

A wonderful banquet was held with over 350 people attending. Different prizes were given for People's choice. Al Polas won for the nicest ULTRA Van present. The evening wrapped up with a square dancing demonstration and regular dancing to a live Western band. The Inland Empire Corvair Club did a fine job in hosting the meet.



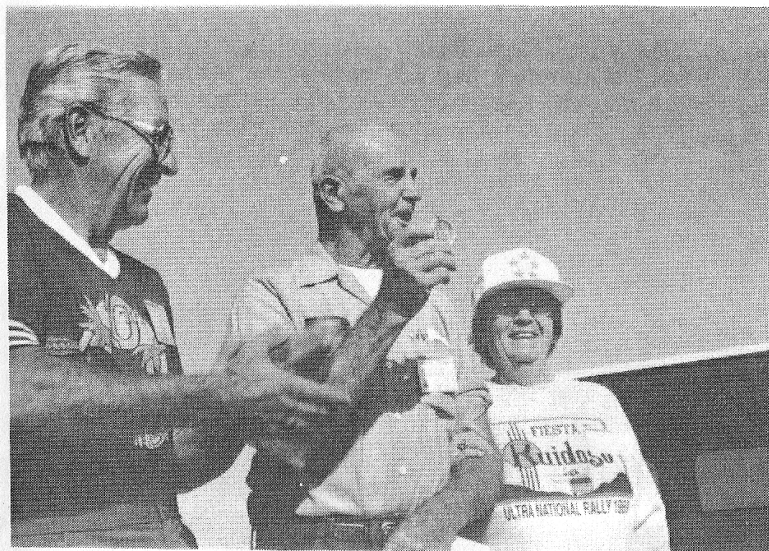
LOU AND HELEN LASLO, LOU RECEIVED THE TROPHY FOR BEING THE OLDEST (84) TO DRIVE TO THE G.W.F.B.T.&SM

SILVER MEDAL AWARD WON BY MEL DINESEN

BY W. CHRISTY BARDEN

The 1989 Silver Medal Award (formerly the Ernest Newhouse Award) was won by Mel Dinesen at Bakersfield California.

Mel and Millie Dinesen have owned their #200 since 1977. He has been club President, Vice President and Wagon Master of many rallies. He and Millie have also hosted many rallies. His efforts to promote the ULTRA VAN and help others keep theirs going has been tireless.



President, Bob Franz (L) presenting The Silver Medal to Mel Dinesen with Millie Dinesen watching.

Mel, a quiet spoken person, has lived in Bakersfield for some time. He and Millie ran a motorcycle business there for years. He sold and repaired motorbikes. He also spent many weekends sponsoring motorcycle racing around the country. He has quite a bit of experience with air cooled engines. He loves old machines as well. He has had a beautiful old Indian motorcycle under his car port for years. Millie owns and drives a 1966 Corvair convertible that has air conditioning. They bought the car new in 1966. Mel, drives a 1964 rampside Corvair truck. It has over 450,000 miles on it, all driven by Mel. The truck is on it's fourth engine. He put many miles on it going to Los Angeles (south of Bakersfield) to pick up new motorcycles to sell in his shop. I know this is a record for that type of vehicle, as confirmed by the Corvair Society of America.

I first met Mel in 1977. I was working on my ULTRA Van in Ed Martins back yard in Los Angeles. Mel had just purchased #200 in Florida and was driving



MEL'S 24 FOOTER #200. NOTE THE STRIP THAT RUNS DOWN THE FORWARD WHEEL WELL TO THE REAR. ALSO THE EARLY FORD ECONOLINE HEADLITE BEZELS

it home to Bakersfield. He wanted Ed to look at it. Well, I looked at it also and it was really in sad shape. I don't know how he got it to the West Coast. Ed and I were not to encouraging. there was so much to be done . But, Mel was not detered. He drove it home and spent a LOT of time working on it. After he left, Ed and I just shook our heads, thinking, poor fellow. Little did we know what kind of a determined fellow this Mel Dinesen was. This was the second ULTRA Van built by David Peterson in Oakland California, which means the water and gas tanks were layed inside the Van. So to get them out, everything had to come out of the Van. Yes, everything! Kitchen, bathroom, closet, etc. That was just the start. The suspension had to be completely redone

and modified. Engine, drive train, interior, wiring, body work, and paint all had to be done. Well, his investment in time has paid off. He and Millie have enjoyed over 100,000 miles of traveling in this Van. Also, Mel has saved a very important vehicle. This was the van that David Peterson used as a demo van (the one thats on the Post card photo taken at Lake Tahoe California). I remember talking to David Peterson about the extra piece of triangular aluminum that ran from the forward wheel well to the rear. I thought it might be some kind of reinforcement, but he admitted it was to conceal a wire harness, which was an after thought. The later ULTRA VANS do not have this strip.

Mel has a large shop behind his house, the envy of many guys like us. He spends many hours in the shop on different projects. His latest fancy is sailing. He keeps a sail boat in the Oxnard Marina and spends a lot of time working on it and sailing the blue Pacific.

Mel is a well deserving recipient of the award and I want you all to join me in congratulating him on a job well done!

UP-COMING RALLIES FOR 1990

January 27 and 28th, Miami Florida. Hosted by Walter and Marilyn Davison. Call them at (305) 444-1937 for details.

February 5th to 8th, Quartsite Arizona. Host Paul Rowland (614) 286-2266

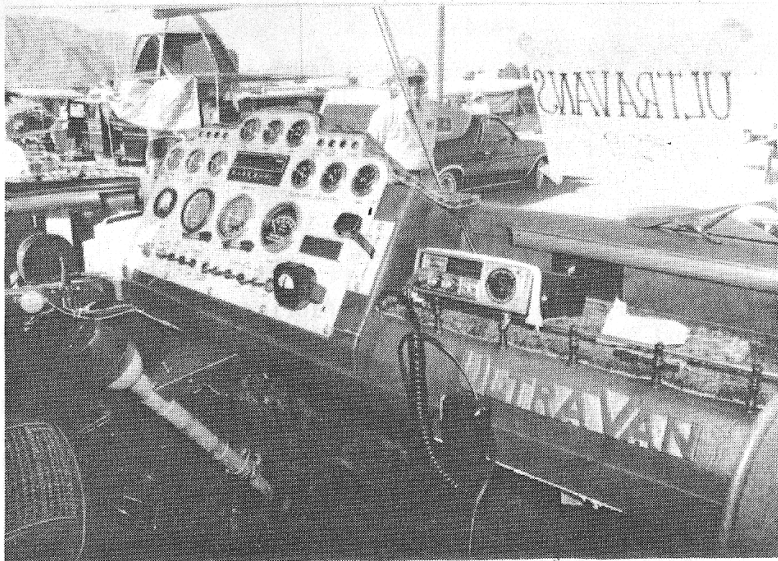
March 25 to April 7th. Lake Vales Florida. Hosts will be Pete and Rose Schyler (516) 368-3578 and Norris and Charlene Houck (813) 283-2629.

April 17 to 22nd at Matatara Campground near Alpine California. Hosts are Al and Katherine Polus (619) 469-2378 P.W. and Evelyn Donaldson (619) 277-0527

June 18th to 24th, Cottonwood Lakes Versailles Ohio. Hosts are George and Ruth Whiteside (219) 468-2651, Howard and Marietta Walther (513) 293-4985, Gus and Neva Brining (513) 274-2234 or (512) 729-6511

July 20 to 22nd at South Jetty Eureka California, Hosts are Jim and Marlene Craig (619) 366-9104, Bob and Roberta Franz (415) 757-3557, Mory and Esther Snyder (415) 757-3092

Sept. 30th to Oct. 7th National UVMCC rally at Franklin Texas. Hostess, Marion Grootenhaar (616) 846-8630



Is one gauge really enough? Al Polus doesn't think so!

CLASSIFIED

FOR SALE:

#459 ULTRA VAN, excellent condition, Ford Bronco V8 conversion in rear, (conversion done by owner) no trouble after many thousands of miles. New power brake conversion, evap cooler, good radial tires and exterior paint, all glass good, stored inside. \$10,000 firm.

Mrs Rachael Helander
1565 N. Cloister Dr.
La Habra Heights, Ca. 90631
(213) 691-1353

#466 ULTRA VAN 1969, excellent condition. Low mileage on rebuilt 140 HP (Corvair truck cam installed). Strong runner and 15 plus MPG at 65 MPH. Automatic transmission recently completely overhauled. Rear axle recently rebuilt and 3:89 gears installed. Trans. and engine oil coolers. Just completed trouble free round trip to Chicago, Ill. from San Jose, Ca. Paint is very good condition and has stylish striping on sides. Van has numerous gauges, cruise control, computer, leveling jacks controlled from drivers seat area (hydraulic type), reupholstered, interior paneling and etc. in excellent condition. All new tires. Overall coach looks very nice and modern. Normally, I wouldn't sell it, because it runs so well, but I got hooked on a FMC Coach. Need serious buyer to appreciate this great ULTRA VAN. \$10,500.

Jim Bents
6571 Springpath Lane
San Jose, Ca. 95120
(408) 997-7438

#487 ULTRA VAN - was purchased direct from Hutchinson in August of 1969. It has 55,558 miles on it and is in reasonably good condition. Engine excellent, no body damage, has air (roof), generator, extra glass, engine, transmission etc. Reason for selling, very little time to service the unit or time to use it. Asking \$6,500 and feel this an excellent opportunity for someone with a little mechanical knowledge and available time to re-paint (Imron) or whatever and join your many rallies.