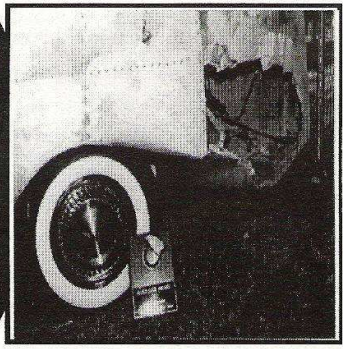


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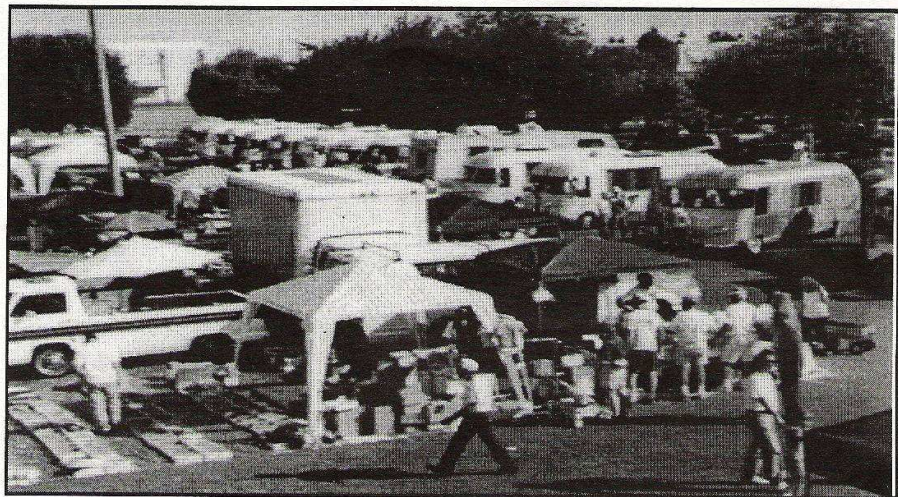
*#101 damage with hard luck trophy.*

## Ultra Vans in Palm Springs

By W. Christy Barden

This event just keeps getting bigger and better. Twenty years ago Lew Rishel from the San Diego Corvair Club came up with the idea. Our Jim Craig was very active in that club at the time and helped. With the energy of the San Diego club it became a reality. Choosing a place between Los Angeles and San Diego, Palm Springs won out over a coastal city. Which gives a warm climate and a beautiful vista in a luxurious community. The first one took place in Palm Springs in November 1977. It was a big undertaking, so it was spread around amongst four Corvair Clubs; San Diego; CORSA West; Vintage CORSA and Inland Impair Corvair Club. Between the four clubs there has been a wonderful happening every November in sunny Palm Springs.

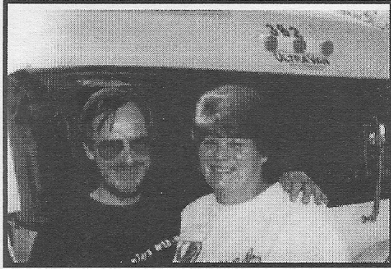
This year it was bigger than ever. Not recognised as an 'official' event



*Ultra Vans parked in a row. Notice that Ultra Van #101 is prominently displayed up front.*



**New Members:**



*Fred & Jean Bachrobt # 382 from Phoenix Arizona. Members of Chicagoland Corvair Enthusiasts.*

by the CORSA National it allows the laid back atmosphere that it is famous for. Every swap space was sold, sixty in all. In speaking with vendors and swapper's they all agreed that it was successful for them. This swap meet is now the biggest in the country, if you want to buy something Corvair, this is the place to buy it. There were several cars and trucks for sale, some of them changed owners. The biggest pleasure is to see all or your old friends and making new ones. I found I spent most of my time just visiting with people I've met and have known over the past twenty-five years.

The site itself is in the Angels baseball practice field, green grass, temperatures in the low 80's, clear skies and a slight breeze. There must have been about 400 people in and out over the week-end. Friday was a VERY busy day. People



*Sally, Kyle and Paul Reno in #499.*

were looking at parts as they were being unloaded. The car show had about 60 cars entered including the 12 Ultra Vans on the field. They had so many cars they had to put them in the isles. This was a peoples choice car show so the people ruled. There were some very well maintained Corvairs displayed. They also had a non-stop raffle going all week-end to give away hundreds of prizes. The on field refreshments were catered by the Inland Empire Corvair Club. It was the most unique hamburger and hot dog stand I had ever seen. They had taken an early Corvair four door sedan, put a beautiful red paint job on it. They had taken out the engine and drive train and in its place put in a charcoal grill for cooking the meats for the burgers. In the front was the trunk which was full of ice and the cold drinks (ice chest) that were available to go with the burgers. I had never seen anything like this before.



*Louis & Shelly Young #497 from Manteca, California. Members of Central Valley Corvair.*

Ultra Vans were very much in presents there. In fact #101 Ultra Van, the prototype was on its first outing. It did not have a paint job as yet and the interior had to be finished, but it was there and drew quit a bit of attention. You will see a photo of it on the cover of the January CORSA Communiqué along with a story by Diane Galli. This would be a good issue to get and keep so don't throw yours away. There was a problem with #101 which manifested its self on the trip from Jim Craigs to Palm Springs. This prototype had duel wheels on the rear. This was done by David Peterson, the designer, for looks. He had used a stock 1960 engine and drive train and it had a lot of overhang. The wheels looked as if they were set to far inboard, so he put duels on it so it wouldn't look so funny.

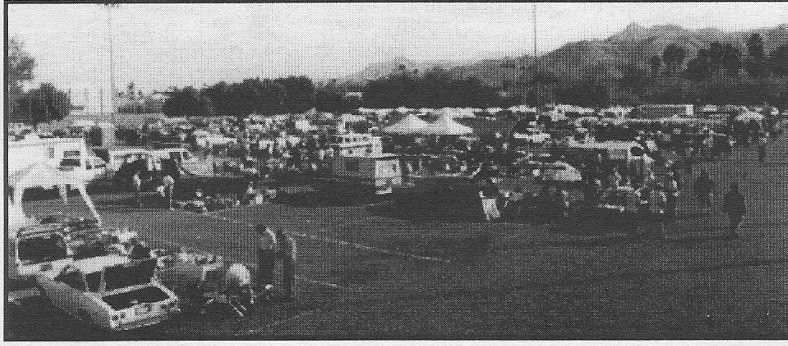
Several of the early Ultra Vans had this dual wheel arrangement. You all know the Corvair has a swing axle, there in lies the problem. The vehicle suspension allows the rear to move up and down. As it does this the inner rear tire is on the ground as the rear goes down and the outer tire is on the ground as the vehicle goes up. I am exaggerating here, but basically that is what is happening. What makes it worse is the outer wheel is attached to the inner



*The gang of Ultra Van owners enjoying the sun.*



*Art Eller greets Millie after her 'shopping' trip.*



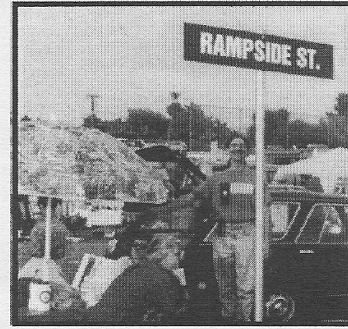
*This is an overall view of the Angels baseball field in Palm Springs.*

wheel. This puts a real strain on the axle and is not what it was designed to do. So as Jim was driving in Yucca Valley on the way to Palm Springs the rear left outer tire broke loose and left taking with it some of the fiberglass behind the wheel well. Its a shame, for this area had just been repaired from the same thing that had happened some time in the past. You will note a piece of cardboard covering that area on the cover photo in the Communiqué. Jim did a good job in getting #101 slowed and over to the side of the road and stopped. They looked for that outer tire and wheel (they were new), but never managed to find it. They took off the outer wheel of the other side, and repaired the left side and made to and back from Palm Springs just fine. Jim commented that it performed well coming up the grade from Palm Springs to Yucca Valley, a climb of about 2,500 feet. We have to remember that there was no interior installed which make the Ultra Van very light. I think it weighted about 2,000 pounds. I had the pleasure of being the first person to sleep in it since its restoration. I put my

sleeping bag down on he seat cushions that I had laid out on the floor. Worked fine for me!

On Saturday evening the Ultra Van group went to Elmer's Steak and Pancake House for dinner, while the awards banquet was being held at the Hilton hotel. We had a group of about 25 people, while at the Hilton they had about 275 people. The Inland Empire Corvair Club president presided at the Hilton Banquet. They had a continuous slide show going of previous G.W.F.B.T.&S.M.'s. During the awards section Ultra Van #101 won the Hard Luck Trophy because of the problems in getting it to Palm Springs. They also had awards, for cars, model cars, and of course the winners of the famous Fan Belt Toss. This is played like horse shoes, using Corvair fan belts instead.

We had some new Ultra Van owners present this year, and they had a great time with us older Ultra owners. If you have never been to this event, you are really missing a GREAT time. Maybe next year



*Ray Sedman wearing his Texas flag.*

you could plan a vacation around it/. Leave enough room in the Ultra VAN to bring back some parts.

## Ultra #101 Rallie

**By Diane Galli**

Oct 27 - November 9, 1997.

Bob and I got to the rally a few days late, and Reinhardtts, and Sukows, Steenburgs, and Bell's with Jim at the helm, had accomplished a whole lot of work. Hard on our heels was Robert Craig, Jim and Marlene's son, one terrific guy.

The guys took part of Saturday to visit the Air Museum in Palm Springs, As was reported to me, it was one great trip. This was followed by a Bar-B-Que, and Ultra Bingo. Ballews and Binneys joined us for that.

The days following were filled with work

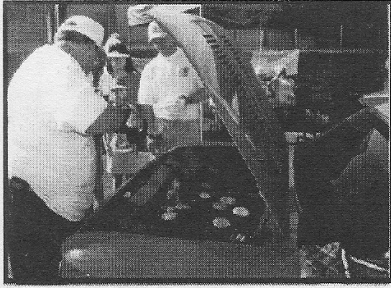


*President Bob & Diane Galli at the banquet at the Hilton hotel.*



*The Ultra Van dinner at Elmers Steak & Pancake House.*





*Hamburgers on the "Corvair" grill.*

and play, cards, and Fellowship. Evy Shephard from Portland, Oregon, and Ray Mitchell from Ohio flew in, and joined us. Ray is Corvanatics President and would like to own an Ultra Van someday, so he comes and works and looks and asks questions.

After a lot of work, we were finally ready for 101's big day!!! The trip to Palm Springs; Steenburgs and Bob and I left early, to be followed by the rest. Well things did not go as planned, as the poet put it: there's many a slip between cup and lip: and this was a big slip! The axle broke, and as I wasn't there can't tell you of the great driving Jim did, just to keep 101 upright, but I heard all about it. Jim will have to write about that. So it was back to basics, and a dual tire axle became a single tire axle, and they made it to Palm Springs without further ado. And back home too I might add.

The interior panelling, ceiling vinyl, floor, instrument panel, steering wheel, wiring, all lights work, clearance, etc. I

must say, "she" was an impressive sight, going down the road. Even with the hole, from the axle departing through the fiberglass. That is to be repaired, and then "she will once again be ready for paint. There is cupboards, refrigerator, stove, all the Et Ceteras, to go in yet, but by and large, it's a great big; Hip Hip Hooray to one and all, many years later!

So once again another rally has drawn to a close. We have some sick Ultra Van folks, and I hope they are improving, Warren Sukow, Bill Binney, to name two. Get Well Soon.



*Lining up to get a hamburger at the "Corvair" grill.*

## From the Editor

I'd like to start out by giving Jim Craig a big THANK-YOU for doing such a good job as president. He has put in so much effort into Ultra Vans over the years, that he has gained the title of Mr. Ultra Van. Even his e-mail address is UltraVan@aol.com, what better proof do we need. His enthusiasm for Ultra Vans started with his interest in Corvairs. I



*This is the "ice chest" in the front.*

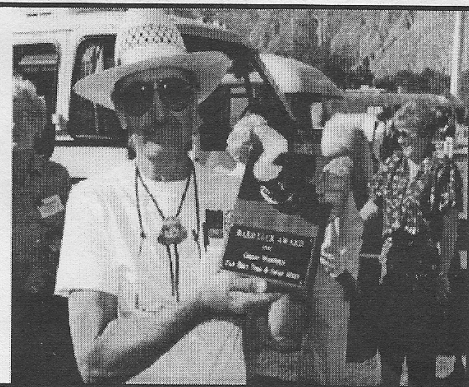
was very active with the San Diego Corvair Club in the past. As president of Group Ultra Van he has moved the club along and helped to continue the interest and has passed his enthusiasm on to other new owners. He is pictured here with his son Bob, who also owns an Ultra Van. Bob is on a trip around the world and hopes to meet up with is dad in Germany this summer. Jim hopes to go the international meet of DKW owners there. Jim's

interests are diverse when it comes to motor vehicles, if you have never been to is back yard and barn (or family room) you couldn't know how many different auto interest he has. I think that Ultra Vans are right up there on top, and we are happy to have someone with his talents and abilities involved in our Group. Thank-you Jim and to his lovely wife Marlene.

Out new president, Bob Galli and his wife Diane will be filling in where Jim Craig left off. That means that we have a

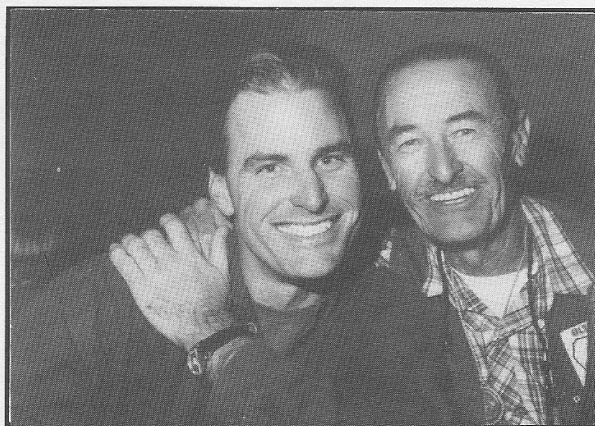


*Jim & Marlene Craig relax in front of #101, the worlds oldest Ultra Van.*



*Jim Craig displaying his "Hard Luck" Trophy, with Marlene in the background.*



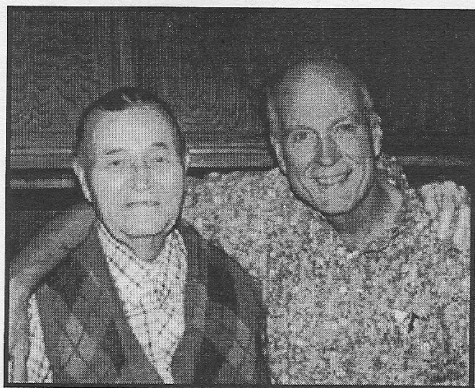


Father and son team, Bob and Jim Craig.

vacancy for our Western Directors office. If anyone wishes to fill this office please contact Bob and Diane.

The current CORSA Communiqué (January) has a cover photo of Ultra Van #101 taken in Palm Springs on its first outing since Jim Craig and the crew started restoration. Diane Galli wrote an article to go along with the photo. Be sure to get a copy of this Ultra Van issue, it is jam packed with technical articles including one by our own Bob Ballew 'Leakproofing Powerglide Cables' must reading for all Ultra Van owners. I have always encouraged all of our members to join CORSA, you can do this by contacting our Secretary-Treasurer or phoning CORSA at 630/257-6530.

**Annual Group Ultra Van dues are now due. If you have a '97 after your name on the address label of this newsletter,**



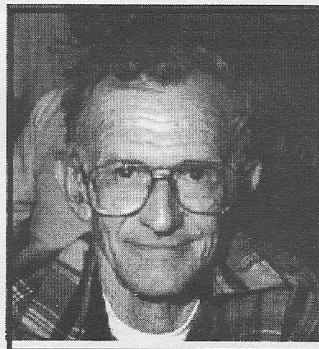
Ernest Newhouse and Christy Barden

Whales on Wheels

**you will find enclosed a convenient form to sent in with a check for \$6.00 to pay you up through 1998.**

While I was in Palm Springs this fall I met Dick Kaneshiro, he has a web site called 'Corvair Center'. He has listing of event, cars and parts for sale and other interesting information on Corvairs. Check him out at <http://www.lop.com/~yujisilva/>, he seemed like a nice fellow.

Before the Fan Belt Toss in Palm Springs I had an opportunity to spend a day with Ernest Newhouse. He is a retired entrepreneur who was into automotive aftermarket speed items and investments. He is 86 years old now and still is going strong. He was active in promoting Ultra Vans in the 1960's after he had purchased his #228 from Hutchinson. He had a fall earlier this year which resulted in a broken hip. They put a new hip ball in and now he is recovering. He doesn't move as fast, but his determination to walk again under his own power has come true. He is getting along much better now. We had a nice visit and I spent the evening. As some of your may know I purchased both of my Ultra Vans from him, #228 and #603. So as you can see he is an important person in my life. He spends his time running his investments and being visited by friends, he has always been active in the church.



President Bob Galli

I just finished reading the February 1998 issue of Special Interest Autos (SIA #163). On page 28 they have a fine article on the 1964 Airstream Globe Trotter trailer. The author M. Park Hunter also gives a nice quick history of Wally Byam and his Airstreams.

## From the President

Diane and I would like to take this opportunity to wish everyone a very Merry Christmas and a Happy New Year, and we will see you out on the road again, in the future. We were at Jim and Marlene Craig's for the 101 Rally in November, as were quite a few folks. We will be attending the winter rally in Wickenburg, AZ, and the Spring rally will be here at our place. In the meantime for those who live too far from the Western regions, we try to keep in touch by mail and e-mail, and phone.

Ultra Van folks are the Top of the Line.

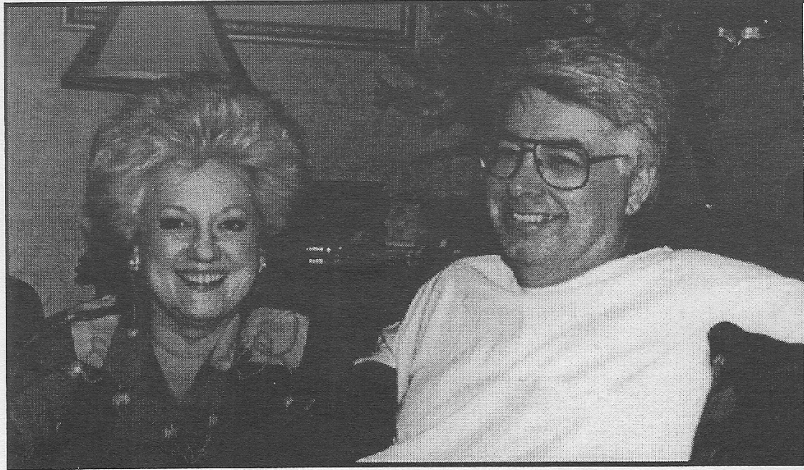
As ever, Bob Galli

## Electronic Ignition History of SafeGuard

In previous issues of 'Whales on Wheels', we published two articles on 'knock' and discussed the J & S SafeGuard knock retard ignition control system. Now we find out how it all came about. J & S Electronics designs and manufactures electronic engine control systems. Based in the Los Angeles area I had an opportunity to interview the owners, John and Shirley Pizzuto just before the G.W.F.B.T. & S.M. in Palm Springs. Their story follows.

The SafeGuard got its name because the unit automatically changes the ignition





*John & Shirley Pizzuto, proprietors of J & S Electronics at home in Los Angeles.*

timing to prevent detonation (pinging, knock) which would cause engine damage, anywhere from broken piston rings to a hole burned in the piston. Because of this, the name 'SafeGuard' was thought to be the most descriptive. Being a pragmatic electronic engineer, John agreed that the name does not have the marketing pizzazz that some other name might have, but "that is what it does" so the name has stayed. John laughed and stated that he has been kidded about the name being like "Safe-Guard" brand bath soap.

It all started while reading a Road & Track auto magazine back in 1978. The Saab Turbo was just released and John went to the car show to see it. At the show a Saab salesman opened the hood of the car and showed John the turbo. John had no idea of what a turbo was, let alone, looked like.

At that time John was working for Hughes Aircraft Company with Tom Keosabian. Tom is the guy that set a land speed record at Bonneville with a turbo powered Corvair coupe - it is the world's fastest Corvair. Tom was helpful to John in getting to know what a turbo was and what it did for automotive performance. At that time, John owned a 1976 Fiat 131 and had tried different ways to soup it up, but nothing seemed to give him the

power he wanted from the little Fiat.

Tom sold him a new Rajay turbo for \$250. John took it home and showed it to his wife, and he said "here is your anniversary present honey." "What is it" she said. "Its a Turbo!" "What is a Turbo?" she replied. "It will make our Fiat 131 go really fast."

The next couple of weeks he would come home from work and go straight out to the garage. He would just hold this thing (turbo) in different places down by the exhaust pipe in the engine compartment of the Fiat. After finally deciding where the turbo should be placed he bought another Fiat exhaust manifold and went to a machine shop to have it cut at what he figured would be the proper angle for the new turbo. During his spare time at Hughes Aircraft he designed and made a flange for the turbo, and had it welded to the modified Fiat exhaust manifold. He came home that evening and mated the turbo to the modified exhaust manifold. Not waiting another second, he and Shirley went out for a test drive without a muffler or tail pipe installed.

They only went about a mile and the car stopped - the heat from the turbo had caused the nylon base for the ignition points to melt and stuck the points together. So they walked back to the house. After some 'trial and error' he got

the turbo running well and liked the performance, but the Fiat blew a head gasket every week! At that time someone suggested that he "O" ring the head, which he did. With the head gasket issue resolved, this led to other issues. He started breaking pistons. This was because of detonation (knock/pinging). John was disappointed that, with all of his work of installing a turbo so he could go faster he wasn't gaining much at all because of all the other problems. He knew that there must be a way to get 2, 5 or 10 pounds of boost without destructive detonation.

Then someone at Ak Millers (a well known Los Angeles speed shop) suggested that since he was an electronic engineer why didn't he just build a device that would control ignition timing to prevent destructive detonation. Easier said than done is the old saying.

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## It all started while reading a Road & Track auto magazine back in 1978.

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With that little 'push' he devoted all his free time to design a system that would prevent or control detonation (pinging). In 1980 he came up with an analog circuit that, with a knob, could retard ignition timing. Then he hooked up a pressure transducer using the guts of a gauge. A little Bouden tube, a device that springs open with a gear train hooked up to a needle. He took all that stuff off and hooked up and LED with a photo-transistor to it. This device made a rather crude pressure transducer that could monitor vacuum and boost electronically. John made about 30 of those and sold them to interested parties. The device worked OK, but the heat and stress of placing a fragile electronic device like this in the engine compartment had its drawbacks. A good lesson learned in the design of systems for harsh automotive environments.

All of this development was before MSD or anyone else had a pressure retard system available for the aftermarket arena. A couple of years later



Carter released their knock retard system, which really caught John by surprise.

John had faith in his ability to come up with a good system and hoped to make it available to others that needed a system like that. So back to the drawing board it was.

In 1986 Road & Track magazine published an article on the Porsche 944 turbo with individual cylinder knock retard. This really sparked a fire in John and he started thinking about the design of a system like this. He knew little about microprocessors and digital electronics control, but knew that was the way to do it. Leaving Hughes in 1989, he worked full time in the design and development of this project.

Things looked promising, but there was one problem. There was no software available to run the microprocessor chip which was necessary to drive a system as complex as what he was designing. Not to let a 'little' issue like that stop him, he spent the next 6 months locked up in a room writing assembly language code for the chip.

Later in 1990 they tried the unit in their car and it actually worked. He had the ignition timing cranked up to 20 degrees before top dead center, and used low octane gas. No knock, no blown engine. Things looked very promising. The next year or so was consumed with firmware (software) changes to improve the programming. Then time with Ak Miller testing the Fiat. They also put a unit on Ak's car and tested it near his Whittier speed shop. More software changes and improvements and the SafeGuard was taking on a 'life' by its self.

The marketing of the SafeGuard by J & S Electronics officially started in March of 1991. One of the first big customers was Steve Dynan in Mountain View California. Dynan Engineering makes turbo kits for BMW. Dynan was selling the SafeGuard installed in customers' cars for \$900. BMW come out with their Original Equipment (O.E.) knock sensor in 1992 and thus Dynan did not have the

large demand for the SafeGuard as in previous years. Dynan still purchases SafeGuards and installs them on older BMW turbo cars. J & S Electronics had a write up in Trailer Life Magazine in 1994 which generated a good response from the motorhome market. The SafeGuard as been reviewed by almost every major high performance automobile publication. It always receives rave reviews and the testers really enjoy it's features.

All SafeGuard units are hand built. The internals of the system contain proprietary information and design - this is a closely held information. The SafeGuard use a Motorola microprocessor and I watched as one unit was programmed via a Performa Macintosh computer. In watching John work at his bench with these units I realized that this was his whole life. He knew everything about this unit, if something wasn't right he knew just what to do to find the problem. Is was as if this unit was part of him. I found this to be true, he and the SafeGuard are one in the same. He and his wife Shirley have done what it would take a large corporation and a staff of dedicated engineers to duplicate. And to this date, no one has duplicated the SafeGuard system. There are ones out there that look like they act the same, but no other aftermarket knock control system has the ability to control individual cylinders or include the other features embedded in the SafeGuard. I was impressed with John & Shirley's determination to make this the best programmed ignition retard system on the market. And it is!

For more information on the SafeGuard system contact: Ray Sedman 19111 Chase Street, Northridge, California, 91324 (818) 349-9508 e-mail: rsedman@earthlink.net In the next issue of WOW I will give a drivers report on the SafeGuard unit at tested in my Grenbriar on a 1,500 mile journey.

## From the Internet

From: Ken Wildman  
(k-wildman@onu.edu)  
Subject: Web page #s

Currently the counter shows just under 5250 "visits" to our Ultra Website. In 7 months we are averaging more than 700 hits a month!

Regards, Ken

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At 02:08 AM 11/9/97 -0500

Hi Ken,

I am interested in locating an Ultra Van in reasonable condition. I don't mind putting a little work into it but body should be in good shape. I live in Maryland but would be willing to travel for the right unit. Any ideas?

Thanks, Ben Wood (Bwood@alternates.com)

Ben:

There are always several UVs for sale. I would suggest checking the CORSA Communique, and the Ultra Van Web page. The web page is located at: <http://www.onu.edu/user/FS/kwildman/ultraVan.html> There is a section devoted to Ultras for sale. There is also a link to another page which was produced by a member in Florida with a very nice Ultra for sale. I would suggest joining Group Ultra for the quarterly newsletter. Information on the web page.

Good luck Ken

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December 31, 1997

Dear Christy,

Thanks for the concern Christy, everything is OK. The tornado hit about 2 miles south of us. We sustained no damage in our park.

So far we have had 15" of rain this December, with 4" of it coming in the three hours just before and just after the tornado. This is 8 times the average precip for December and twice as much as has ever been recorded before, but it seems to be over and tomorrow starts a new month.

Have a Happy New Year, Regards



Norm Helmkey <corvair@fan.net>

*Norm is our Eastern director and lives in Haines City Florida. We heard of the reports of a tornado going through a mobile home park there and were concerned about Norm and Marion. They were going to buy in that park that got destroyed, but liked their present place better. This seemed a fortunate decision. Ed.*

From: Ultra Van <UltraVan@aol.com>  
Date: Sat, 3 Jan 1998 00:25:16 EST  
To: ChristyBarden@compuserve.com  
Subject: Re: Communique

Hello Christy

It looks great, there on the front page. #101, DOUBLE "WOW"! An a good photo at that. Thank you and also to all the people that have made it a reality. I just got my Communique today, so I haven't read it all yet. I will let Ballew know what you want.

Good for the Helmkey's. That was close.

Will you be at Wickenburg?

In case you didn't know, Warren Suckow has been advised by his doctor that there is not anything more they can do for him. He may only have a few more months. The family has been advised.

Rest Regards, Jim Craig

## Letters to the Editor

Christy,

You may not have heard of my little episode on leaving the G.W.F.B.T.&S.M. I had a foreign object get into cylinder number 1. I don't know how it got there, it was a small round piece of metal (like a donut) with insulation in it. It sounded like a valve seat had come loose. It happened as I was making a gentle right turn. I shut the engine off and coasted to the side of the road. I was only 50 miles from Palm Springs and had the Ultra Van loaded on a flatbed and taken to Jim Craigs. I wound up replacing the piston

and smoothing out the marks is made in the cylinder head. In the process I pulled a stud on the upper row out of the block. Thank-you to Bob Ballew for the long helicoil tool he lent me to do the stud repair. Thanks also to all those that helped; advised; talked, etc. Thanks also to Sir James (Jim Craig) for the lovely concrete pad to work on, very nice. The trip home was uneventful until Florida. I had a lifter nose twice, now number 4 is down to fifty PSI. I wanted to take the engine apart again anyhow, yeah sure!

You may not have heard, this just in from Atascadero. The Galli's pet pigeon was murdered, probably by a cat. I wonder if the police are on this? It was a neat pigeon though.

Hope the upcoming holidays finds you all OK. All the Best

Walt Davison

## Your Ultra Van on the Cover of WOW

Would you like to see your Ultra Van on the cover of Whales on Wheels? Then send in a photo, with a short story. The photo should have some artistic value featuring the Ultra Van in a good location. Send your photos and stories to the Editor and have your Ultra Van be a star!

## 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 \$4,995. 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.

**1967 Ultra Van #304**, 110 H.P. Corvair, Powerglide. Good white paint and Cherry wood interior. Microwave, small safe. Good tires w/hub caps. Bumper front and rear. In estate sale. \$3,995. Video & Photos, \$8 ppd. Contact: 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 #318**, 110 H.P. Corvair, Powerglide. Roof air, mostly original condition, Bill Burleson, Roanoke VA, (540) 427-4151. \$3,200.

**1968 Ultra Van #375**, 140 H.P. Corvair, Powerglide. New electronic inition; dual master cylinder; 2.8 KW Onan generator; new tires; new dash assembly; new porcelain commode; AM/FM radio w/cassette player. \$7,900 OBO. Earl Dunn (407) 636-8778.

**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 make in this year 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 #452**, 110 H.P. Corvair, powerglide. A/C, new engine. (no price) Seller: Jean McMasters 916 Lighthouse Drive, N. Palm Beach Fl 33408. (407) 626-0388.

**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

**1969 Ultra Van # 503**, 110 H.P. Corvair, Powerglide. excellent aesthetic & mechanically condition, Airstream windows, always garaged. 3240 magnetic converter. \$12,000. Ronald Hodges, 5577 Kenowa Ave.SW, Grandville MI49418. (616) 534-6179.

**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.

**1969 Ultra Van #524**, Chev. 305 V/8, 3 speed Auto. Body good; paint fair; wipers don't work; tires ok. Cherrywood interior; roof air. Bed & gaucho in poor shape, but foam OK. No furnace, but has heater. Center windshield cracked, some fog around edges. \$3,500 OBO by Jan 1 1998. Ron Clark (503) 647-2349, P.O. Box 787, N. Plains, OR 97133.

**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

**1971 Tiara #T2020**. All standard equipment

*Whales on Wheels*

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

#### **1962 Corvair Rampside.**

Has a walk in mounted camper. Stove, ice box, bed & etc. 95hp engine w/4sp. & 3.27 gears. Paint is excel. (Adobe Biege) w/ white stripe. Overall in excel condition. Ready to travel. Price; W/camper, \$3295. W/O \$2795. obo Video & photos avail. \$8. PPD ,Jim Craig 760 366 9104 or jrcraig1@juno.com

## Cover Photo of Extra Long Ultra Van

### W. Christy Barden

No, it is not an illusion. This photo was taken in 1964 in front of the Oakland assemble area used by Mr. Peterson. I can remember being in this long Ultra Van back in the mid 70's. It was owned then by Mr. Sandel. It is 26 feet long, the extra four foot section was added in the bath and bedroom. Mr. Peterson (the designer) said that it was originally built in Oakland for a man that had a wife and a girlfriend and they all wanted to travel together. I'm not sure just what the arrangement was, but I don't think it worked, for he sold it a short time later. I don't remember the Van number, but I do know it was built in Oakland in that first group, you can see it has a swing axle.

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*Lon & Linda Wall are owners of Ultra Van #420.*

*They have owned Corvair Underground for 25 years.*

## Rallies

### February 1-5, 1998, Wickenburg, Arizona.

Wickenburg Community Center. \$58.00 per unit includes water and electric hookups. No sewer 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.

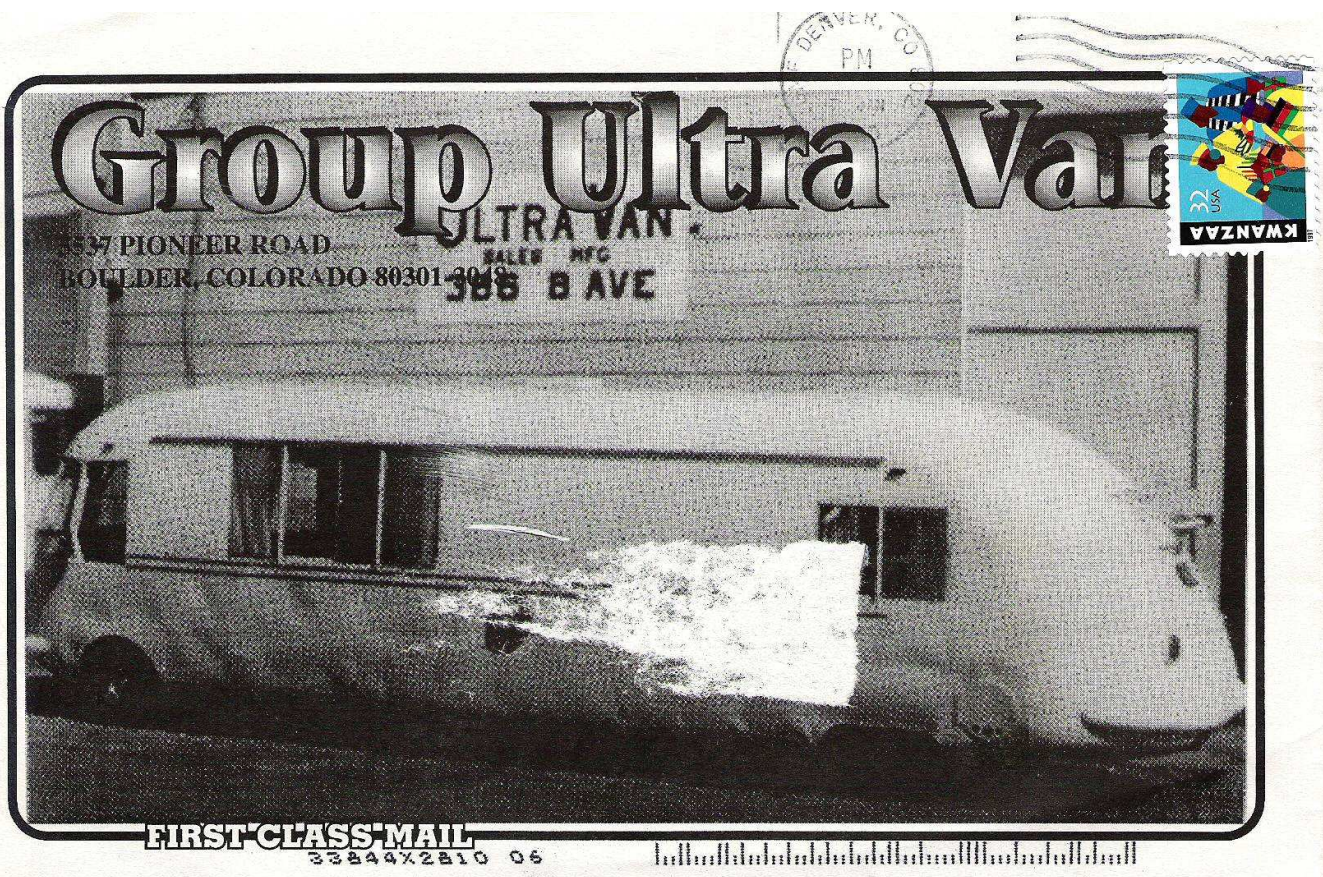
### March 6 - 8, 1998, Myrtle Beach, SC.

**Spring Warm up, Central Carolina CORSA. Ultra Vans are welcome.** St. John's Inn, 6803 N. Ocean Blvd., Myrtle Beach, S.C. Contact Carol Mullen, 11 Crosswell, Sumter, S.C. 29150 (803) 773-8789. Internet:well@sumter.net.

### March 16 - 19, 1998, Springhill, Florida.

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





**Rallies**

**April 16 - 19, 1998, Atascadero, CA.** Hosts: Bob & Diane Galli, 5000 Cascabel Rd., Atascadero, CA 93422-2302. (805) 466-2737. At the Galli's spacious spread in Atascadero. Pot Luck, Tech Sessions and cards. Electricity and water available, but come with empty holding tanks. This is in place of the rally scheduled for Tucson that was cancelled because of the Shattucks moving to Kentucky. *(Bob has a great facility that will be worth visiting and working in, Ed.)* Call for directons when you get to Atascadero.

**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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