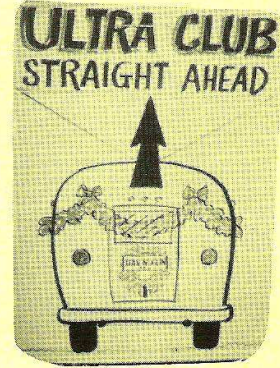


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Wickenburg Rally

Story and Photos By Jim Craig

The recent rally held Wickenburg, Arizona was a lot of fun . We had a good building to hold the meeting in and out of the cold weather. A couple of days the sun was out in full glory. We sat out and soaked that up. This was the smallest western rally I have attended. Eight Ultra's was all that showed up. One good thing about this was that it gave us plenty of time to fellowship together, get all the latest news, kick tires and relax, not worrying about preparing a big pot luck etc. Everyone I talked with told me they liked the small turnout.

We had two tech sessions, ladies crafts, coffee & snack time, hiking into town to sight see and eat out. One morning we visited a very fine Western museum on



Ultra Vans lined up in a row at the rally in Wickenburg in a warm February day.

Frontier Street. Don't miss this if you are ever in this town. Our evening out for dinner was at a local Mexican cafe. It was very good and everyone came away full and happy. In fact we sat around in the recreation building just letting the dinner settle, discussing the latest news about "Bill" and other subjects.

At our business meeting we discussed the January '99 Ultra rally and it was agreed that if possible it be a "Roving" rally. Dan Reinhardt and others would look into this and advise us later. Being that the 1999 Ultra National would have to be hosted by the western members of Ultra, it was discussed and agreed that the rally would be held in Ruidoso, New Mexico. A date was not confirmed, but it will be the later part of September.

A chairman is needed for this event.. It seems that everyone that was at this meeting had done their share of "hosting" and was not going to offer their services except to help the "chairman", who every that may turn out to be. So— we need some of you new members to step forward and volunteer if you want to have a 1999 National.

Also during this meeting the members agreed that the July 1998 Regional Rally would be changed from Squamish, BC, Canada to Portland, OR. It will held at the home of Evy Shepherd, 7260 SE Tenino St., Portland, OR. 97206, Tel. 503 775 4469. Dates; July 15 through 22, 1998. Hosts are; Evy Shepard, Gladys Bell and Edy Ryerson. Pass the word to all your friends and lets have a good turn out.

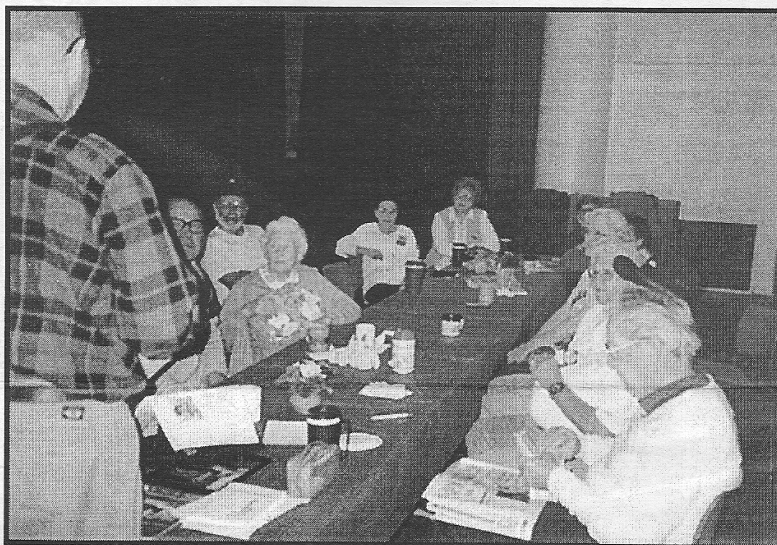
Also, the next #101 Restoration Rally will be : May 18 through 24th, 1998. There is a lot of things yet to do on the Restoration so plan to attend and have fun with us as we work. We will need ; mechanics, wood workers, electricians, plumbers and jack of all trades. Bring your own hand tools.

The event was closed with everyone saying their good byes and saying, "See ya at the Galli's." Which is the next western members rally at Bob & Diane Galli's home. Their rally replaces the rally of this time period that was originally scheduled to be in Tucson, Arizona.

Whales on Wheels



Ultra Vans in their parking area at sunset in Wickenburg Arizona.

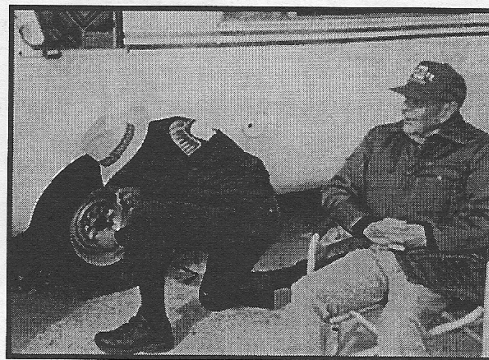


Business meeting.

The Galli's address is; 5000 Cascabel RD. , Atascadero, CA. 93422, Tel. 423 466 2737(New area code).

Adventuring in an Ultra Van With Bob and Diane Galli

Our trip started very uneventfully, as usual, we left late in the afternoon, Wednesday, Jan. 28, 1998; first for Laughlin, NV. That was for some R&R for us, gambling for me, movies for Bob. Then on to the Winter Rally in Wickenburg, AZ.



*Dan Reinhardt supervised by Warren Suckow
in the changing of a flat tire.*

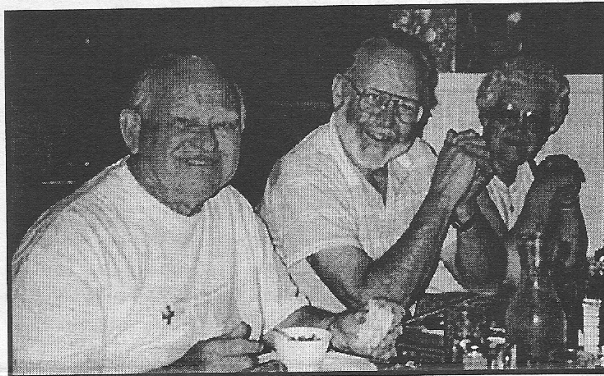
As Bobby Burns, the Scottish Poet said:
The best laid plans of mice and men aft



Technical Session.



Warren & Nobia Suckow with their son Randy at Wickenburg.



Dave Stattard, Ed Harrison & Harriet.



Nobia Suckow, Jane Harrison, Ina & Betty Reinhardt.

gang aglee. And boy did ours gang aglee!

There I was driving along minding my own business, going up the Tehachapi Mountains, had just come off a downhill, so was in coast mode, as we started back up hill, I started to apply a little gas, when there arose such a clatter, and I knew it wasn't Santa Claus, or the reindeer, something had gone drastically awry, as I had free wheeling in the transmission dept. Actually it sounded as if I had shifted into neutral, and I wasn't even applying enough pressure to down shift, then the clatter, and I pulled to the side of the road. so close to the guard rail that I de-burred the awning legs, Bob yelled, I pulled a bit farther away, but not much, as there wasn't that much room, or I would have been in the traffic lane. I was so close to the rail, that Bob couldn't open the door, and crawled out the window. He assessed the damage to the awning, none to speak of, and got back in. Went to the rear, raised the bed, took the cover off the diffy, and had me start up and put it in Drive, nada, reverse got a lot

Whales on Wheels

of grinding. So he was assured that the problem was as he was afraid of, the pinion gear had spun on the shaft.

Well I got on the cell phone and called 911; they in turn got me the CHP, gave them my location, and they got me in touch with the AAA dispatcher. He and I talked, I gave him my phone number, and he called me back with the news I could expect the hook in 20 minutes to 1/2 hour. It was closer to the 1/2 hour. They towed us to a vacant lot in the town of Keene, CA. I was 200 yds from the off ramp when we quit going. Our dear friends Walt Davison, and Christy Barden, had both told me I should take time to do the Tehachapi Loop; but not this way.

We were there Wednesday PM- Saturday AM; making the needed repairs. Bob had a



Arnold & Edna Steenburg.

spare ring and pinion and shaft, but on further perusal, it was ascertained as a tired part, had some slop in it, and we deemed it as not for long in the UV.

The weather co-operated, somewhat. Bob got the needed stuff unhooked between rain squalls Thursday, so he had Friday to put it back together. Got done by 6PM Friday, we relaxed for the rest of the night, and in the meantime, decided it was best to go home. I had already cancelled

our reservations in Laughlin, and called Reinhardts so they would know why we weren't going to make the Rally, I got 2 books read, while Bob toiled on the engine, kept the coffee hot, and cooked.

I had sent Walt a note from Keene, and Monday he was on the phone offering Bob a new pinion gear and shaft, and ring gear. That was above the call of duty, to let go an NOS part, that is friendship. Of course he will be compensated, but that is beside the point. Hope I haven't bored you too much, with the latest in Roadside Adventures, and that is exactly what I call them. I never know when we leave home in the UV what kind of a trip we will have, and a smooth one is a bonus.

Bye till the next one. Bob and Diane Galli #504

P.S. The spare was for the time we had to have the kids, next day air us a whole differential, in AZ. We were on our way to a Corsa Convention in Dallas I think. So he put the spare in then, but never thought to check it for a tight fit. We have made it a rule, one more check point, take the cover off, check for sloppy fit on the shaft. Man do we ever have the times in that machine, or as Bob likes to say, "mechanical contrivance". Enuff for now, my neck hurts from so much time on the putter. BYE. Diane

Test Driving the SafeGuard Ignition

By W. Christy Barden

In our last issue we discussed the history of the SafeGuard ignition retard system manufactured by J & S Electronics. Here is a road test report compiled by your editor.

I tested the SafeGuard on my Corvair Greenbrier van last summer on a 1,500 mile trip in the heat and mountains of central California. The unit was installed using all the wiring harness that came with the SafeGuard. I installed the knock sensor on the head using one of the existing holes that holds the engine shroud to the block. I ran the wires up to

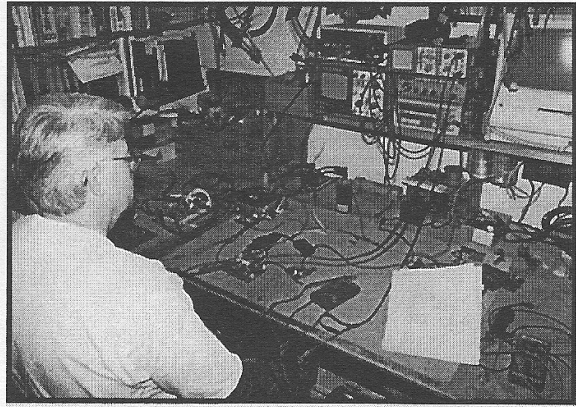
the front of the Greenbrier so I could set the unit on the front seat next to me.

This way I was able to change the sensitive setting as I drove to see what changes it made in performance and operations of the system. I also had the monitor display, which is an LED read out, that tells you how many degrees a cylinders ignition is being retarded as it is happening. I put this in the ash tray for easy viewing. I set the ignition timing at 16 degrees BTDC.

The engine had 2,000 miles on it, freshly built by Steve Goodman in Golden Colorado. I used 92 octane gasoline and just drove normally. I used standard points in the stock 1964 Forward Control engine and distributor, with a 4 speed transmission, a 3:55 differential. The tires were Michelin 185-14, new gas shocks all around.

Installation is easy, there are excellent Corvair specific instructions. The SafeGuard simply hooks up between the distributor and the coil. Then a good 12 volt source, a ground wire and a wire to the knock sensor. The SafeGuard wiring harness has a quick disconnect plug and a jumper plug is furnished which allows 'normal' operation without the SafeGuard. This plug jumps two wires in the ignition system so the car will operate normally, just as if the SafeGuard is not installed (maybe it is being used in one of your other vehicles).

My first impressions was I had more power, because I had the initial timing set so far Before Top Dead Center. It was fun watching the LED come on and move back and forth, knowing the system was working and how much work I was asking it to do. I noted while in level cruise at about 60 MPH the LED's would indicate they were retarding cylinders from 2 to 4 degrees. This was probably because the centrifugal advance was fully advanced, and the vacuum was near fully advanced. I can remember that without the SafeGuard I would get a little



John Pizzuto at his work bench.

detonation (pinging) in this condition and by accelerating slightly this would decrease the vacuum and thereby retard the ignition timing a few degrees, just enough to make it stop pinging. While using the Safe-Guard I NEVER had the engine detonate. I never heard a ping (Under 1800 RPM)!

While traveling in the hot San Joaquin valley (110 degrees) the system was working a lot to prevent knock. I could feel the unit was hot as I drove. The bottom of the SafeGuard is an aluminum plate which acts as a heat sink for the output electronics. I had the unit, just sitting on the seat next to me. Without the SafeGuard properly mounted against a metal surface there was less 'heat sink' available to dissipate heat. Even with the unit not properly mounted, it never missed a beat. The sensitivity knob was best in the 11 o'clock position for my engine. Each engine is different and it is a very simple matter to properly adjust the sensitivity for your engine. Once the sensitivity is set, you never have to adjust it again. By reducing sensitivity you could get some pinging, and increasing the sensitivity you could get to much too much retarding. You will notice the engine feels 'sluggish' if it is retarding too much. Too much retarding will cause your engine to run hot. This happened to me going up the mountains, there was at least one cylinder that was retarding 20 degrees or more and my over heat light came on. I changed the locations of the knock sensor, but this did not change anything. I'd never had that happen before but it was a hot day and I had my bottom heater shrouds installed. So I unplugged

the SafeGuard and set the timing back to 8 degrees BTDC and continued up the mountain. After thinking about it later, I might have had the sensitivity setting set up to far causing one cylinder to retard to much. I did this on the trip down the mountain, but still got one cylinder that would retard more than the others. It could be the harmonics in this particular engine, I would have to try the SafeGuard on another Corvair engine to bet a better sampling.

In January of this year I did another trip in the Greenbrier. More or less in the same area as the trip last summer. In the meantime John had reprogrammed the SafeGuard. I also installed an "Ignitor" pointless ignition so I have 12 volts coming into the distributor. The unit didn't get near as hot as it did in the summer. Of course, it was cooler outside, but I didn't have the problem of one cylinder retarding to much either. In the new program, when you turn on the ignition key, the LED lights go through a cycle to let you know they are all working and the power is all hooked up OK. Kind of a nice touch.

Because the initial timing was set 8 degrees higher than normal (16 instead of 8), the mileage I experienced was a little better than I got with out the unit. You notice this on highway cruising. Maybe a mile or mile and a half more per gallon of gasoline.

I have spend so much time with my Corvair Powered Ultra Van fooling with the timing (as most of us have) that I consider the SafeGuard unit a god send. It does everything that I ever wanted and even more. It has a high output ignition system built in with active dwell control. This it gives you a full dwell at low RPM (where you need it) and also helps you get a touch more 'punch' during acceleration. It has instant response when detonation is detected - this happens before you actually hear detonation. The SafeGuard will control the timing to individual cylinders for a significant gain in torque compared to units that retard all the cylinders. It also includes a full digital, velvet touch REV limiter. You can set the engine revolution limits easily and change it with a simple turn of a knob. So for my money (about \$400 w/o the monitor) its the best engine 'add on' I have installed on

my Ultra Van.

I never could get that water injection system to work the way I wanted it to on my Ultra van, and now I do not have to, or even worry about filling it with water and keeping the jets clean. I will now have a Safe-Guard unit in place and my Ultra Van will NEVER TO PING AGAIN!

For more information on the SafeGuard system contact: Ray Sedman 19111 Chase Street, Northridge, California, 91324 (818) 349-9508 e-mail: rsedman@earthlink.net

Corvair towing trailer vs. Ultra Van.

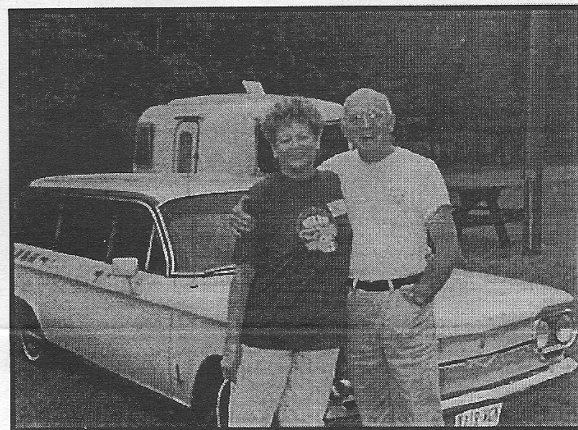
by W. Christy Barden

While at the campgrounds with the Ultra Van people at Lake Placid (National CORSA Convention) I noted other CORSA members in different types of R.V.'s. One that caught my eye was a small 15 foot trailer pulled by a 1962 Monza Lakewood station wagon. They were both painted a matching beige color and looked in proportion to each other. I spoke with the owners, Hurbert "Smitty" & Ellen Smith, from Virginia Beach, Virginia.

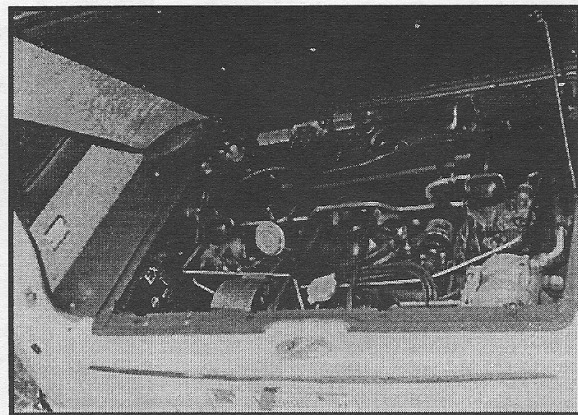
The trailer was called the Love Bug. They were built in Indiana in 1972 -1973



Corvair and Love Bug Trailer.



Smitty and Ellen Smith



A really clean engine compartment.

until the factory burned down. Smitty didn't know how many were built. They are all fiberglass with a 3/4 inch marine plywood floor sitting on a full steel frame

and weight 1,100 pounds fully equipped, but not loaded. It has a 3 way refrigerator, stove with oven, sink, microwave, T.V. everything except a toilet. It sleeps two in the back and two in the front. Smitty said it had everything you need. He fashioned a mini-class A trailer equalizing hitch for this small trailer. After running the rig for a while he added electric brakes on the trailer wheels. It was just too much for the brakes on the Lakewood to handle the trailer as well.

The Lakewood Station Wagon was well equipped with, Air Conditioning, remote oil cooler, remote mirrors, transmission cooler, cruise control, full instrumentation for the engine and transmission. He even has and inside outside temperature gauge. The engine was very clean, good enough for a show car. It was a Corvair 95 horse power with powerglide. Smitty likes the powerglide in town for stop and go driving. It works fine on the open highway, but is a bit slow going up the hills. Just as it is with the Ultra Vans. He like the 95 horse power engine over the 110 horse power. Its smoother, gives less problems and gets 16-18 miles per gallon of gas at speeds of 65 miles per hour. I ask how it towed? Smitty said it was the best towing trailer ever. He could even put it in an auto cross and do well. The only changes to the suspension was a 1964 transverse leaf spring and big gas shocks all around.

The Lakewood weighs about 2,400 pounds, the Love Bug about 1,100 pounds. So the empty weight with both is about 3,500 pounds. The early Ultra Vans like mine (#228) weighted empty about 3,650 pounds. So you can see there is similar empty weights. My guess that they can't put as much "stuff" in their small Love Bug as we can in our larger Ultra Vans. So they probably go down the road weighting about 4,100 pounds (with 2 people) which would still be a bit lighter that one of our Ultra Vans going down the road at about 5,000 pounds with two people and "stuff". His mileage at 16 MPG is equal to our Ultra Vans. His oil temperature is about 220F, transmission temperature is about 160F.

This was the first opportunity I've had to compare our Ultra Vans with a comparable car and trailer combination. As it looks, they are about equal in many ways. We

always have the argument of having something to drive when you get there as opposed to having to drive your Ultra all over as well. This is an individual thing, and different circumstances dictate different preferences. Smitty has done a nice job with this combination and it fits for he and his wife's life style. He also has room in the station wagon to carry more "stuff".

From the Internet

From: Ken Wildman,
Date: Sun, Jan 11, .
RE: Ultra website Count

Just reached 7200 "hits" on our Ultra Van website. Will be revising the "For sale" section this week.

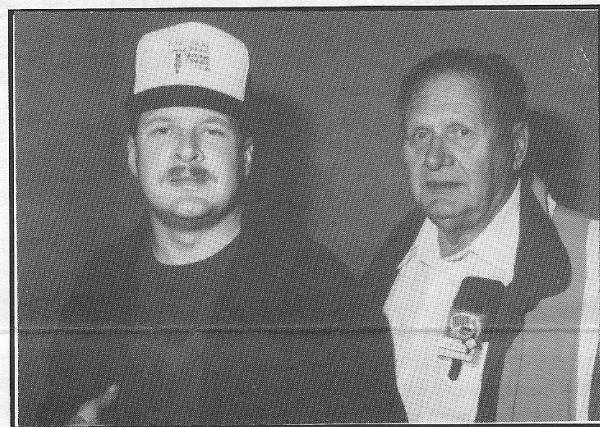
Please send any coach numbers that should be added or removed from the list. Otherwise I

will go with the current listings in WOW and the UVMCC newsletter.

I managed to roll my dodge van a few weeks ago. It went over sideways, did a 360 and ended up on its wheels. We were both belted in and Wally (the dog) was loose. No one was hurt, but I have a sore shoulder from the seat belt and the van was totaled. Wally thought it was a neat way to meet all the "rescuers."

Just judged my first professional boxing show on my brand new Ohio license. Being a judge gives you the best seats in the house and you get paid!

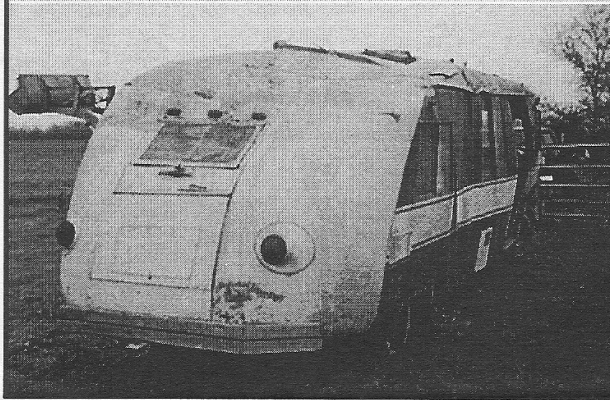
Lots of fun. Ken.



Another father and son set of Ultra Van fans and Model T Ford owners. Jerry (from Hays KS) and John Hoffman.



Ken Wildman unpacks his "DELUXREST CHAIR", for his wife on the right. He said it was very sturdy and light weight, made for an Ultra Van.



Ultra Van #213 tornado damage.

Ultra Van #213 Saves Other Cars In Barn

by Jack Irwin

This story started in the summer of 1996. I drove my 1964 Rampside (U UGLY2) to Albuquerque NM for the CORSA National convention. My brother-in-law rode shotgun. While there Jim (brother-in-law) saw an add on the bulletin board for an Ultra Van for sale in Indiana and suggested we should look into it. I said thanks, but no thanks!!

After returning to Huntington WV, I decided to attend the mini-convention in Columbus Ohio. While there I met Ken Wildman and Norm Helmky, they had their Ultra Vans parked in back of the hotel. They advised me that John Ackerman was parked in front of the hotel with a motor home built on a Greenbrier chassis and he had an Ultra Van he was trying to sell. They thought I might be interested in making a trade.

After talking to John Ackerman and his son, they mentioned they might be willing to trade for a Rampside. Since I owned more Rampside's than a person ought to (four) we made a deal. I traded a 1961 Rampside that was last licensed in 1969 for an Ultra Van #213 that had not been on the road for the last ten years. It was parked in a barn without an engine in northern Indiana. This was the same Ultra Van advertised at the National Convention. John had purchased it from John Fitzgerald in 1986 and it had broken down on the way home from Florida.

When I first saw #213 it was in the barn in Indiana. I contracted with a hauler I located in Hemming News to deliver it to me in West Virginia. He never delivered. By the time I realized he was not going to fulfill his contract, winter was upon us. So I decided to leave it there, at least it was out of the weather and I would try again in the spring. Unfortunately I had no luck getting it moved so I decided I would go

to Indiana with a used engine and drive it home.

The first week of May was chosen, but first I "had" to attend a Church Golf weekend. That Sunday night I received a call from John Ackerman advising me we had a problem. It seems a tornado had touched down in northern Indiana and destroyed the barn where #213 sat. As a matter of fact Ultra Van #213 was holding up what was left of a well built 100 year old two story barn. It kept five other cars from being destroyed. A tribute to the construction of Ultra Van's.

Ultra Van #213 now resides in Huntington West Virginia awaiting her fate. Maybe someday she will roll again, but that will be another story.

Jack Irwin, 5962 Pea Ridge Road,
Huntington WV 25705 (304) 736-2340

From the Editor

You might notice that this issue is more or less on time. That's because I'm going to be gone for 2 1/2 months and if I didn't get it down now, it would REALLY be late. I'm leaving for Nepal on March 3rd. About 10 friends from the Colorado dance community are going to do some trekking around Mount Annapurna. We will be going up to base camp, but NOT climbing the mountain. We are walking around the mountain, "because it is there". We will be at altitudes up to 15,000 feet. So I'm dressing warm. One of the group is taking her fiddle, so we plan to do some dancing for the locals. When the group goes home on April 30th, I'm going into Tibet. A place of special power for centuries. Then east into China and visiting most of the places between there and Hong Kong. Down the Yangtse-Kiang River by boat, then bus, maybe walk some and see the country. I plan on being back the first part of May. So I'll write in the June newsletter some of the highlights.

I was in Los Angeles in January finishing up settling my Aunts affairs. I had another opportunity to visit with Earnest Newhouse. He is doing much better. He gets around by himself now, and is back driving the car. We had a nice visit. I had mentioned his age in the last newsletter as 86. I was wrong, he is 89. I believe that David Peterson is about the same age (designer of the Ultra Van) and he is doing quiet well also.

I received a nice phone call from Harold Washmuth in Crescent City, California. He said that they have been deluged by rain and it is still coming down. He still has #326 and is thinking about doing some serious work on it. He had bought a Bonanza airplane about 10 years ago and had plenty of fun working on it and is now thinking of selling the airplane. Now his full time fun will be his Ultra Van again. He is going to paint it, re due the engine and modify some of he things that need being done. Hope to see he and Joanne at a rally soon.

Out treasurer, Louis Griggs reports that as of February 9th, 1998 our balance is \$1,015.83. This is about right, for is costs just about that to print and mail the newsletters four times a year. Thank-you Louis for your continuing good service to the Group.

Annual Group Ultra Van dues are now due. If you have a '97 after your name on the address label of this newsletter, you will find enclosed a convenient form to sent in with a check for \$6.00 to pay you up through 1998.

Classified

1963 Ultra Van #200. 110 eng. w/ auto, 3.89 gears, 24' long, second Ultra built, ready to travel, \$4500. obo. Video & photos avail. \$8.00. Jim Craig, 7011 Sunny Vista Road, Joshua Tree, Calif. 92250 (750)366-9104 or Internet:UltraVan@aol.com

1967 Ultra Van #278, 110 H.P. Corvaair (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. V/6 eng.3.8 lt., 3 spd. lock up., Excellent thru out. ready to travel., Was asking \$6295. All offers considered. Serious to sale. Video & photos avail. \$8.00. Jim Craig, 7011 Sunny Vista Road, Joshua Tree, Calif. 92250 (750)366-9104 or Internet:UltraVan@aol.com

1967 Ultra Van #304. 110 eng. w/auto 3.55 gears, Good paint and interior, daily driver, ready to travel. Video & photos \$8,00. \$3500. obo. Jim Craig, 7011 Sunny Vista Road, Joshua Tree, Calif. 92250 (750)366-9104 or Internet:UltraVan@aol.com

1967 Ultra Van #318, 110 H.P. Corvaair, Powerglide. Roof air, mostly original condition, Bill Burleson, Roanake VA, (540) 427-4151. \$3,200.

1968 Ultra Van #375, 140 H.P. Corvaair, 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. Corvaair, 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. Corvaair, 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., Corvaair, 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. Corvaair, 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. Corvaair, 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. Corvaair, 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. Corvaair, 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. Corvaair, 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. The "My Girl" Ultra. 110 eng. w/auto, 3.55 gears, very good paint, interior, curtains, tires, new brakes, master & wheel cyls. Ready to travel. \$3995. Obo.

Video & photos \$8.00. Jim Craig, 7011 Sunny Vista Road, Joshua Tree, Calif. 92250 (750)366-9104 or Internet:UltraVan@aol.com

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

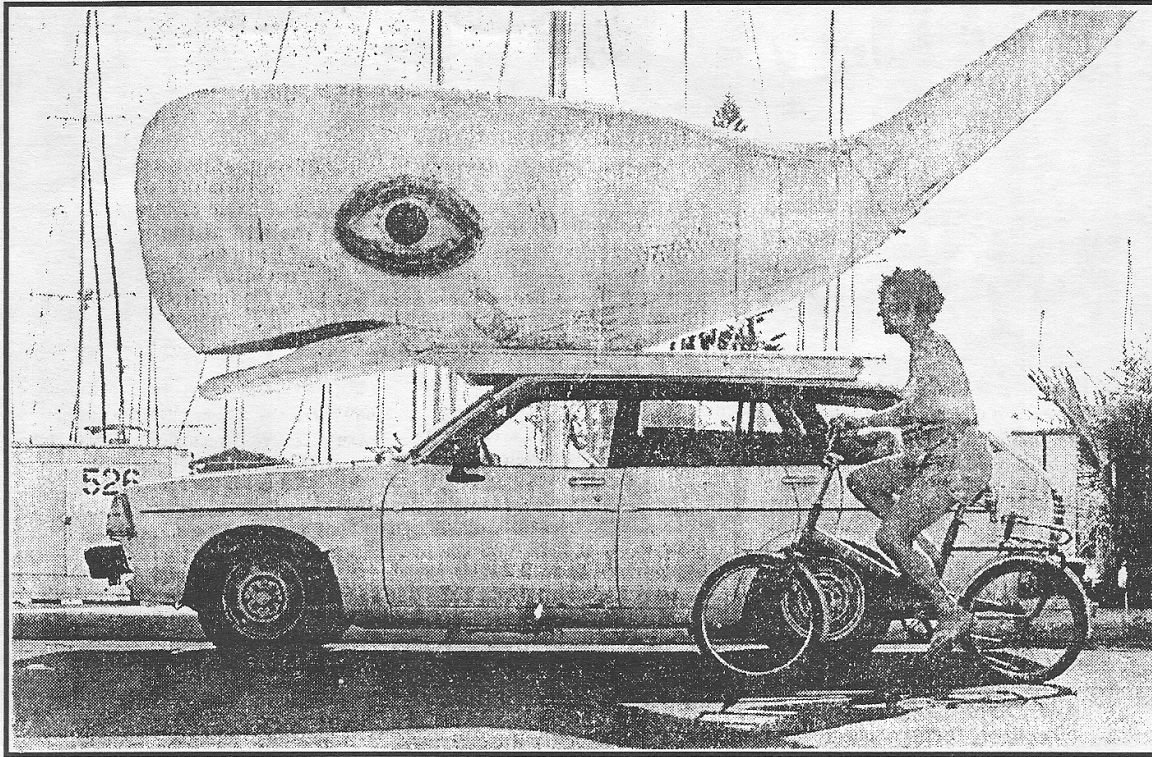
1969 Ultra Van #492, 110 H.P. Corvaair, Powerglide. Lots of extras. Clean in and out. \$10.00 refundable video. \$7,975 Hal Honer, 6136 Simms St. #1, Arvada CO 80004. (303) 940-6804

1969 Ultra Van # 503, 110 H.P. Corvaair, 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.

Ahoy - a whale on wheels!

From the Honolulu Advertiser March 19, 1997



Thank-you to Tom Foster, San Diego, CA

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 & gauchio 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 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, 95hp eng. w/4sp.

3.55 gears. Walk in camper installed. all in excellent cond. Ready to travel. \$3000. w/ camper, \$2500. w/o. video & photos avail. Jim Craig, 7011 Sunny Vista Road, Joshua Tree, Calif. 92250 (750)366-9104 or Internet:UltraVan@aol.com

Ultra Van Replacement Parts. Many new items now avail. Send or call for a updated parts list. I have any part that you may need for your Ultra. Jim Craig, 7011 Sunny Vista Road, Joshua Tree, Calif. 92250 (750)366-9104 or Internet:UltraVan@aol.com

Cover Photo, # 285

Ultra Van #285 belongs to Robert Craig. The photo was taken at the Wickenburg rally in February 1998. I was being used by Roberts parents since he is touring in Australia now. If things go as planned #285 may be shipped to Europe and could be the traveling unit for Jim and Robert Craig when they meet up this summer in Germany. *Boy, I want the exclusive on that story! Ed.*

Rallies

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.

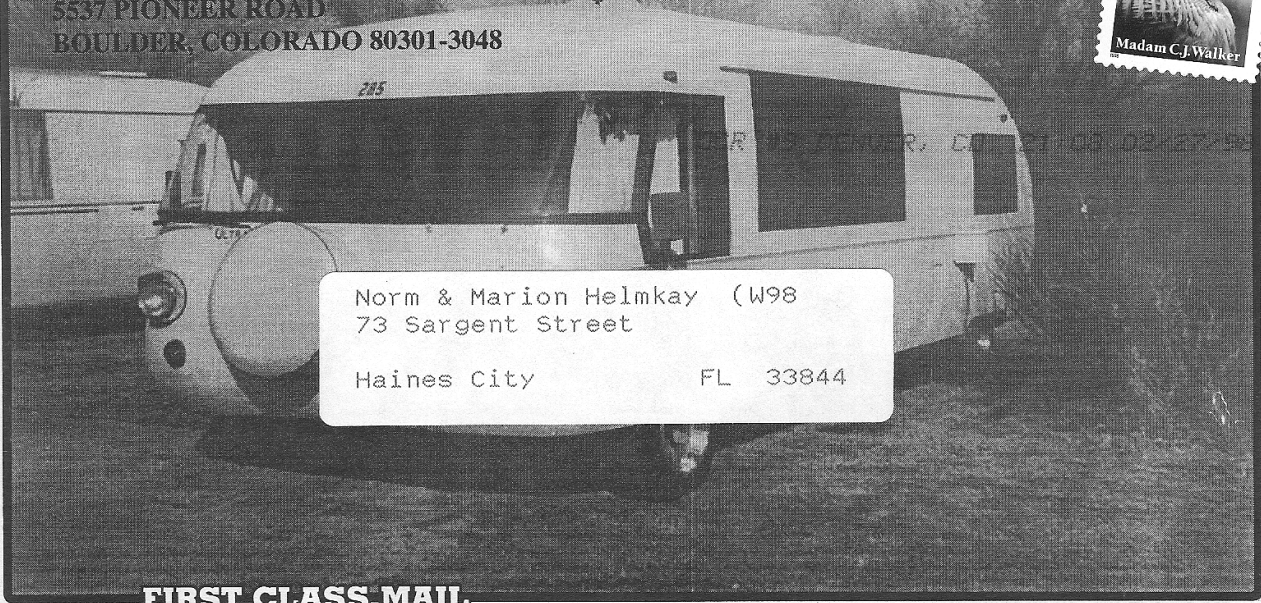
April 16 - 19, 1998. Atascadero, CA. Hosts: Bob & Diane Galli, 5000 Cascabel Rd., Atascadero, CA 93422-2302. (805) 466-2737.

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.

May 18 - 24 1998, Ultra #101 Restoration Rally, Desert Rendezvous Ranch, Joshua Tree, CA. Help is needed wiring gauges, fitting cabinets, plumbing for water and propane, finishing headliner, fiberglass repairs, insulation etc. BBQ, potlucks, desert bingo, night slide shows under the stars, and Corvair off-road trips. Contact Jim & Marlene Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (760) 366-9104 or UltraVan@aol.com.

Group Ultra Van

5537 PIONEER ROAD
BOULDER, COLORADO 80301-3048

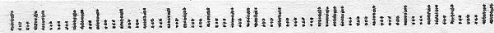


Norm & Marion Helmkey (W98)
73 Sargent Street

Haines City FL 33844

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Rallies -Con't

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 15 - 27, 1998, Portland OR. 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; Site will be at Evelyn Shepherd's, 7260 SE Tenino St., Portland OR 97206 (503) 775-4469. Evy says their will be pot lucks, a night out, tech sessions and crafts. Come with an empty holding tank.

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.

August 9, 1998, Ninth Annual Front Range Corvair BBQ and Swap Meet, Boulder CO. Rocky Mountain CORSA does it again at Christy Barden's place in Boulder. Biggest Corvair swap meet in the state, BBQ etc. you please bring a pot luck dish to share. Contact: Christy Barden, 5537 Pioneer Rd, Boulder, CO (303) 530-1288.

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.

September 1999, National Ultra Van Rally, Ruidosa, New Mexico. Rally coordinators yet to be appointed.

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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