

The Magazine That Tells You MORE About Mobile Homes, Motor Homes, Trailers and Campers

# Trailer Life

50c

MARCH 1966



Testing FORD'S BRONCO



Livability Audit  
SANTA FE 12' CUB



Trailer-Testing  
'66 MERCURY



A Most Unusual Motorhome — Pg. 68





TL first published an article about Dave Peterson's pilot model back in July, 1961. Since that time the streamlined unit has found its way into these pages on several occasions. Recently a Kansas City, Missouri publishing firm purchased the company and has moved the factory to Hutchinson, Kansas. Peterson is president of the new company. Here is the first exclusive report on the distinctively unique motor-home.—Editor.

ULTRA VAN is 22 feet long and weighs under 3,000 pounds empty. It has 140 hp, rear-mounted Corvair air-cooled engine.

THE DRIVER and three passengers are shown comfortably seated in divan type seats equipped with safety belts.

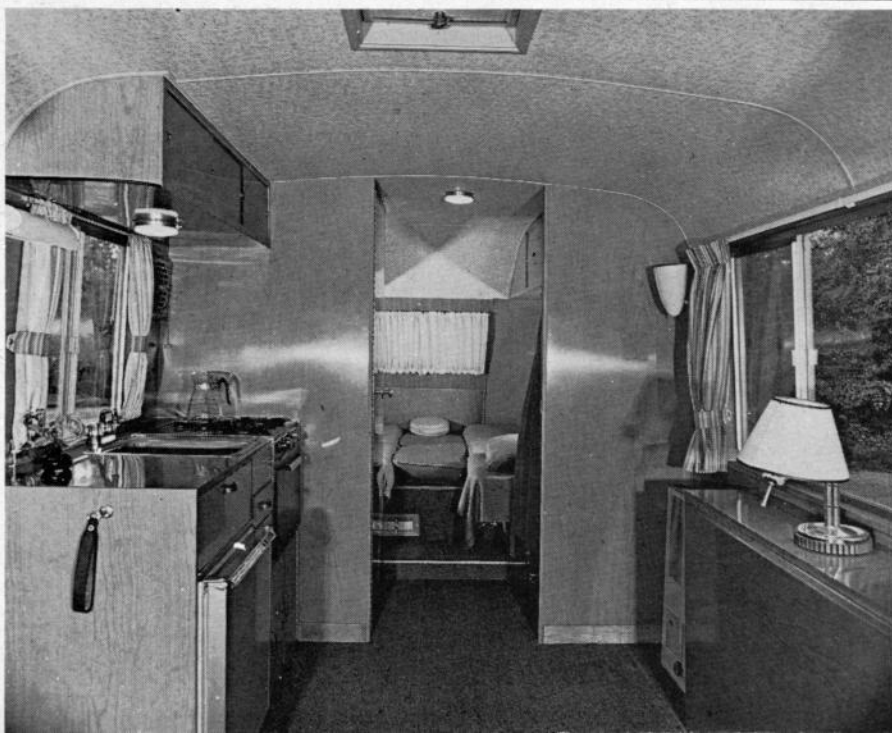


**S**OME OF YOU were probably around long enough ago to remember that popular old song of World War I. It ran something like this:

*"Paddy Mack drove a hack,  
Up and down Broadway,  
Anywhere from Harlem  
To the Jersey City pier.  
Oh joy! Oh boy!  
Where do we go from here?"*

Now that motor homes are available, the answer could be, "Go wherever your fancy leads you". "Follow the sun". Readers of *Trailer Life* hardly need a pep talk on the joys, conveniences or economy of traveling on wheels.

Travel trailers and campers are fine,



FAMILY of four has ample room to relax in forward compartment.

but a self-propelled vehicle with self-contained cooking, sleeping and sanitary facilities, in which the driver's seat is directly accessible from the living quarters in a standing position, is really the fourth

LOOKING AFT with galley area on left, bedroom in the rear. Ultra Van has all the modern conveniences and comforts of home.

dimension in traveling.

We've covered thousands of happy, carefree miles in the customary type of motor home. We stopped for the night wherever we happened to be, or spent several days in some places. Meeting other motor home travelers, we invariably found them equally jubilant. However, upon learning about and testing a new kind of motor home our enthusiasm knew no bounds.

Most manufacturers of motor homes use a conventional truck chassis and engine with a built-on body or enclosure.

It remained for an imaginative airplane pilot and engineer to break with tradition. He built a unit that was distinctly unique and practical. He had a boat and he also liked to ski. So he set about building himself an outfit that would be "home" wherever he happened to be.

He turned to what he knew best — airplanes. Today, nearly five years later and almost 50,000 miles, Dave Peterson is still using his vehicle as a second family car: running errands, going to the post office, bank, etc., as well as boating and skiing.

After seeing Dave's outfit, others wanted one like it, and he was in business. He called it the Ultra Van. "Ultra" according to Webster means "going be-

**DINING AREA** has wide view windows through which to enjoy the scenery. The motorhome reeks with luxurious appointments.



yond others", and that is just what he has done.

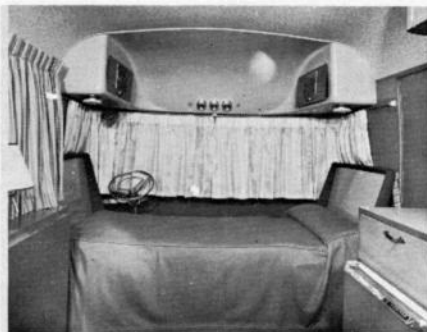
The body or shell is of monocoque construction like an airplane fuselage; riveted aluminum panels and bulkheads. By using airplane type aluminum, one can get twice the tensile strength of auto frame steel, yet it weighs only one third as much.

Inside the aluminum skin comes insulation of two inches of fiberglass. On the edges of the bulkheads is a half inch of polyfoam, leaving a dead air space. The ceiling is vinyl coated aluminum, and the walls, as well as the counter and table tops are of formica.

As you will note from the pictures, the Ultra Van is aerodynamically streamlined, which helps to get the 15 to 16 miles per gallon. Most states license this as a passenger vehicle.

The Ultra Van is 22 feet long. Since

**THE CUSHIONS** in the driving compartment make down into an extra bed.



**THE ULTRA VAN** has solved the problem of trying to locate a holding tank dumping station. Bathroom is well equipped.

**THE BODY** or shell is of monocoque construction like an airplane fuselage; riveted aluminum panels and bulkheads.

**DIVAN TYPE SEATS** in driving compartment turned to face each other. Note wall-to-wall carpeting.

*A most unusual  
motorhome . . .*

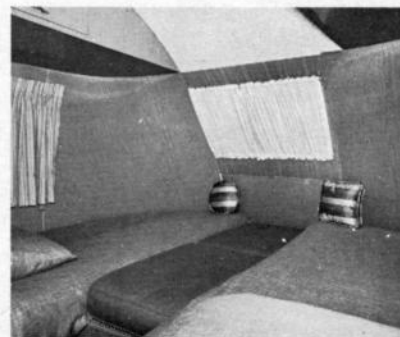
# Ultra Van

by JACK EDWARDS

the inside front wheel will turn at a 50-degree angle, the unit can be parked in most spaces the same as a car. It is less than eight feet tall, (74-inches head-room), and 96-inches wide, including mirrors.

There are the usual turning, clearance, backup and map lights. A fresh water gauge shows on the dash. Lights, the bathroom vent fan over range, and defrosting fan all run from the pair of 12-

**POLYFOAM** mattresses in the bedroom can be twins 30-inches wide or a double one 54-inches by 75-inches long.



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volt, 550-watt batteries. Both automatically charge when the engine is running.

While the low, streamlined design of the Ultra Van makes it especially attractive, one is in for a very pleasant surprise when they step inside.

There is wall to wall carpeting and many overhead storage compartments. The driver and three passengers are comfortably seated in divan type seats equipped with safety belts. Seats may be turned toward the living area, or the cushions make down into an extra bed.

The refrigerator, the 15,000 BTU thermostatically controlled room heater, the three burner stove with oven, and the 35,000 BTU instant hot water heater all run from LP gas. The bathroom is equipped with medicine cabinet, mirror, and shower head with a flexible tube. The door to the bathroom can be swung around dividing living and bedroom into two separate compartments. The poly-foam mattresses in the bedroom can be twins 30-inches wide or a double one 54-inches by 75-inches long.

To the uninitiated it is hard to realize

at first that the complete unit when empty weighs under 3,000 pounds. The 140-horsepower, rear-mounted Corvair air-cooled engine gives passenger car speed. This is one horsepower for only 21.4 pounds of weight. Other motor homes using truck chassis run 40 to nearly 60 pounds for each horsepower.

There are four 35-gallon epoxy lined tanks that form the floor. The added weight of the water and gas, plus the 80-inch tread, gives an extremely low center of gravity.

One of the tanks of course is for gasoline. The next one for fresh water. Waste matter from the sink and lavatory drains into a third tank. This is used for flushing the toilet. In the bottom of the stool is a pump with blades where all waste is emulsified and drains into tank number four.

Most people don't say much about the problem of finding a suitable emptying station for the various units. Let's face it. This is a problem. There are some 2,200 stations available, and more being built, but, you don't find them where

and when you need them.

The Ultra Van has solved this problem. In a compartment on the left hand side is a pump with 50-feet of garden hose. When getting gas, the station will let you (we haven't been refused yet), run one end of this hose into the regular toilet. Flip the switch on the pump and your tank is drained. Run a bit of water through to rinse and the job is done. You flush the toilet, place the cap on the end, and replace the hose.

While there are many exclusive features of the Ultra Van, this one practical convenience makes it doubly outstanding over anything else in the field. One of the popular news magazines recently had an article on the well known artist, Thomas Hart Benton. He was quoted as saying that women always said they wanted to see the beautiful wilderness, but the first thing they demanded was a flush toilet.

Well, here it is, with an Ultra Van, anyone can "rough it" with all the modern conveniences and comforts of home.