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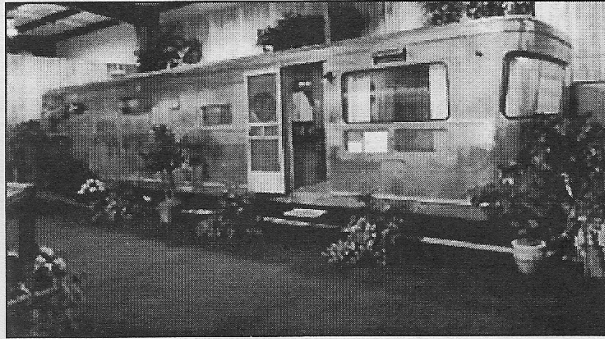


Ultra Vans parked at the Western Rally.

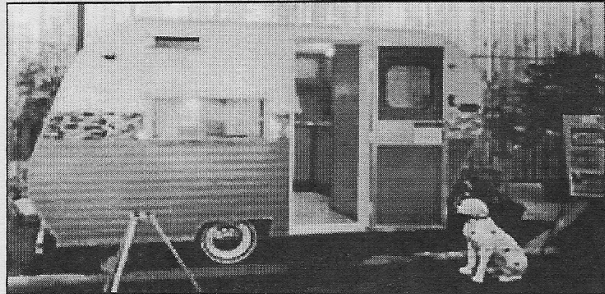
Exploring the RV/MH Heritage Foundation

The RV/MH Heritage Foundation was formed on March 22, 1972 by a group of trade and consumer magazine publishers attending the MHMA meeting in Washington D.C. The Foundation was charged with the responsibility of maintaining the national RV/MH Hall of Fame, recognizing industry pioneers and leaders, and perpetuating the heritage of the industry by proving a repository for archives and memorabilia. Today, the Foundation maintains in Elkhart, a 20,000 square foot headquarters, built in 1990, that houses the National Recreational Vehicle and Manufactured Housing Hall of Fame which presently honors over 180 pioneers and leaders of the industry. Shortly after the RV/MH Heritage Foundation was formed in March 1972, the Foundation honored the inaugural class of inductees into the RV/MH Hall of Fame. Since that time nearly 200 industry pioneers and leaders have joined the elite group. The

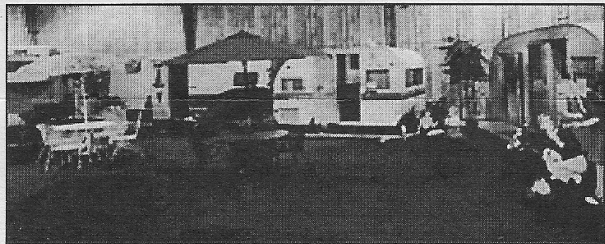




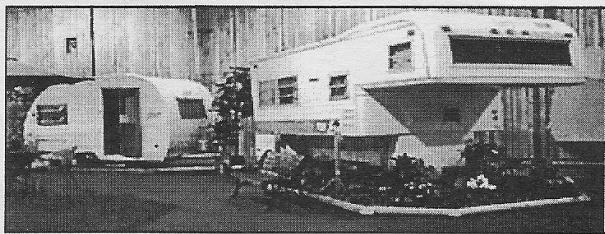
This is a 1954 Spartan Imperial Mansion display.



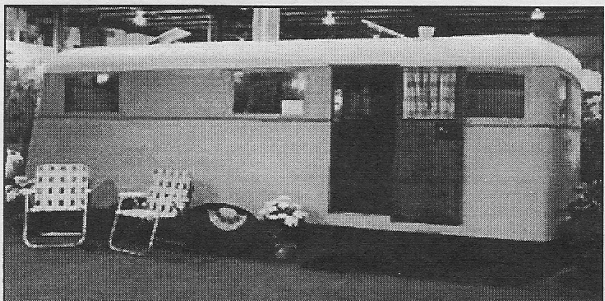
A small toy dog sits in front of a 1964 Coachmen Cadet.



This photo shown three 1950's model trailers.



This is a good example of the popular 60's Pick-Up bed campers.



Pictured above is the 1940 New Moon 8 x 23 travel trailer.

Foundation maintains the national RV/MH Hall of Fame at its headquarters in Elkhart, Indiana. Visitors are always welcome.

The RV/MH Museum displays trailers, photos, and memorabilia reaching back to the 1920's and 1930's and is open to the public from 9 a.m. to 4 p.m. weekdays throughout the year and weekends by appointment. The museum presents chronological and technological advancements in the industry from before WW I to the present.

Unit Inventory List.

Mini Model "T" And Trailer; 1913 "Earl" Travel Trailer And 1913 Ford Model "T" Runabout; 1928 Covered Wagon "Vaction Special"; 1930 Kozy Kamp Tent Trailer; 1934 Covered Wagon Tandem Axle 20'; 1934-37 Gilkie Tent Trailer; 1935 Covered Wagon 17'; 1935 Kumfort; 1939 Schult Nomad-Deluxe; 1940 New Moon 8 X 23; 1954 Spartan Imperial Mansion 8 X 41; 1954 Yellowstone; 1954 Holiday Rambler; 1954 Shasta; 1955 Ranger Fiberglass Pop-Up; 1957 Serro Scotty 10' Tear Drop; 1957 Serro Scotty 13'; 1959 Magic Carpet Pop-Up; 1962 Mallard 13'; 1964 Ford Mobile Home Toter; 1964 Coachmen Cadet 15'; 1966 Mustang (Westward Coach); 1967 Fan Luxury Liner; 1967 Winnebago 19' Motorhome; 1969 Holiday Rambler 11' Truck Camper

The RV/MH Library and archives houses thousands of volumes of periodicals, records, and photos and is frequently used for research by industry writers and university historians as well as by owners of historic units searching out the background of their unit. This is the only library dedicated entirely to the archives of the recreational vehicle and manufactured housing industries. They include: General Industry Periodicals; RV Industry Periodicals; RV Consumer Periodicals; Manufactured Housing Industry Periodicals; Manufactured Housing Consumer Periodicals. It also includes: Hundreds of national, state and regional association newsletters; Many manufacturers club newsletters; Company Histories of Winnebago Industries and Schult Homes (including 10 binders of photos; 1934-WWII) Guerdon Homes; Kit Manufacturing; Market reports and evaluation guides 1955 - Present; Hundreds of individual industry and consumer books published from 1925 to present; Two file cabinets of indexed product brochures; Much of the curricula of Dr. Carl Edwards Pioneering University course at Michigan State University on Mobile Home Construction 1954 - 1970 (degrees through PhD; Doctoral Dissertations of many industry pioneers; Hundreds of slides and photos of units, campgrounds, rallies, etc. from 1920's to present; Over 100 videos of industry tests and promotions from 1960's to present. The library is uncatalogued but is sorted and organized so that specific information can be easily located.

Their web site is: www.rv-mh-hall-of-fame.org, RV/MH Heritage Foundation, 801 Benham Ave. Elkhart, IN 46516. 800-378-8694, 219-293-2344, 219-293-3466 (Fax). e-mail: RVMHHALL@AOL.COM.

Thank-you to Dan Davis #468 for this information.

The Davison Report, Part two - Tires

by Walt Davison

Where do begin? Let's walk through the numbers on the sidewall. 185-75-SR-14. 18 is the width of the tire and related to the ground contact area. 75 is section height which is ground to wheel. In Corvair Powered ULTRAS, (CPU's) sizes section heights will from a low of 60 to a high of 78. The number 78 rarely appears on tires anymore but is the section height of the popular 185 SR 14. The overall industry trend is to larger wheels and smaller sections. Lower section height have their price however. A 185 SR 14 (78 section) max load is 1450 pounds. A 185 70 14 max load is 1235 pounds. A 185 60 14 max load is 1047 pounds. The letter "R" appears on most tires today, it of course means radial construction. Does anyone use anything but radial on a CPU. And if so, why? The letter "S" is often in conjunction with the "R". It's the speed rating, in code. S=112 MPH, H=130 MPH, V=150 MPH. (I just love all the codes, you know, keep the dummies dumb). There is a bit more to it than just speed, as you move "up scale" as in S to H you get better tires. Better in this case is not necessarily more miles per tire, it's more like more smiles per tire. On the price issue: Low end, Wal-Mart house brand 185-75-14 @ \$30. On the high end, Michelin MXV4 185-60-14 @ \$80. In my opinion both tires are probably fairly priced. On a cost per mile basis I'm sure the \$30 tire wins hands down. But on the smiles per mile thing....oh well...we get what we pay for...hopefully.

Back to the sidewall. Load..still printed in real numbers.. as Max load 1450# @ 36 PSI. Unprinted and little known is a thing called "design load". As you can imagine, it's of course less than max load..about fifteen percent less. Oh well. Another little known code (don't you just love it) is the date of manufacture. Refer back to the last issue (Whales on Wheels, Winter Spring 1999) for comments by Messrs' Helt and Muranaka on tire age. How do we tell tire age? That code thing..359..35th week in 1999..278..27th week in 1998..of course they could be a decade older. Another OH WELL. Those three numbers may also be the last three numbers in the ten/eleven DOT code. Also on the sidewall is the brand name. In this quick buck society I guess brand names is about all we have. No further comments from here.

Now lets look at a couple of more little known numbers. Tire Loaded Radius (LR) and tire Revs Per Mile (RPM). I think of these as twins, because as the radius decreased obviously the RPM goes up. These numbers are available from the manufacturer through his dealer. If your dealer can't or won't furnish them..maybe you need a new dealer. Before we start the next phase you might want to review the last issue (Whales on Wheels, Winter & Spring 1999) about the working radius of the stock CPU brakes. 4.75 inches..OK?

Now lets "play" a bit with all the these numbers. To set the scene..we have two mythical coaches..exact duplicates.. 110 Horse Power, Powerglide, 3.55 differential and 4,000 pounds. EXACTLY the same. but no tires or wheels. Now on coach

number one we put four 215-75-14 tires, LR=12.2..RPM=776. On coach number two we put four 185-60-14 tires LR=10.3..RPM 918. Now with two mythical drivers we have two mythical races. One from zero to sixty..one from sixty zero VROOM. „SQWEEL..races are over. Coach number two won both events easily. And if we had the drivers switch coaches and do it again.. both drivers would find it hard to believe the difference in two IDENTICAL coaches. (of course with different tires and wheels they are really not identical..are they). But why am I so sure of the outcome. Let's do stopping first..its easiest to explain. Number one had 4.75 inches of brakes VS 12.2 inches LR. Number two had the same 4.75 inches of brakes. but only 10.3 of LR to fight. Easy bet. The zero to 60 was just as easy a bet but a little more to explain. Now we have to have some sort of standard to compare compare with and we find a good one in the 61 Corvair Shop Manual. In the FC section it specifies tire PRM as 810. That was also probably very close to the original..Dunlop??..tries on the coaches. Whatever it will be our standard reference point. Now we're going to develop what I call EOGR..(effective o'all gear ratio). Number one has a 776 RPM tire..divide that by the reference 810 PRM=a factor of .96. Now .96 ties the gear ratio of 3.55 give us 3.41 for an EOGR. Number two has a 918 RPM tire so 918 divided by reference 810=1.13 factor times the same EOGR, all else the same, the quicker you are. Another easy bet. Now in steady state cruise..number one is "better" off than number two because at the same exact speed he's turning less rpm. In my Ultra #366 I' now running 195-60-14 tires RPM 887..do the numbers..my EOGR is 3.89. At my weight I don't think I need quite that much.. my next rear tires will be about 840 or 850 RPM. AN 840 tire will give me and EOGR of 3.69. I think I'll like that better. If I don't ..next time I'll change my EOGR again. Sure is easier than tearing apart a differential. at least for me it is. That's it..I hope this made sense to you.. Trust me it works?

AS ALWAYS...ALL THE BEST..WALT#366.

Whales on Wheels Wins a Golden Quill Award.

by W. Christy Barden

Group Ultra Van was honored again with a Golden Quill Award given by Old Cars Magazine. Out of literally hundreds of newsletters we were given an award in the category of National Clubs Publications in Black & White. Some of the other winning clubs in this category were: Chrysler 300 Club; Citroen Owners; Lincoln Owners's Club; Society of Automotive Historians; Thunderbird Club; Tucker Auto Club; Lincoln-Zephyrs Club and so on. It looks like we are in good company. Other categories were: National Club Publications with Color; Regional Club Publications; Street Rods; Museums, Associations.

The criteria for giving the award is as follow: 1) The Golden Quill Award salutes a the club and the editor. 2) The award considers several factors in the publication: professionalism, a widerange of articles, strong journalistic ability, good visual elements, creativity, and service to members, even on a tight budget.(our dues are only \$6 a year). 3) To receive the award in consecutive years, the publication must not only maintain or

surpass its previous year's achievement but must also meet the head-on competition from other publications, some of which have made vast improvements.

As editor I have received many excellent technical articles, Walt Davison, Bob Ballow and Norm Helmkey among them. The colorful rally reports by Diane Galli have given the publication a good down home feeling. I love photos, and I try to publish all that I receive. This does give the publication a good visual effect. And lastly I am honored, for I do spend an unordinate amount of time getting it all together and it is nice to see others recognize the time and effort that go into it. I've been a Ultra Van owner for 26 years now and Whales on Wheels editor for 19 years. The name of the publication came from member Craig Lamond for which we thank him. A special thanks for Leona Campbell who did all the typing in the early years. A big thanks to Louis Griggs for keeping track of all the memebers, mailing labels and money. With out all this help we would never get any award.

From the Editor

Dave Peterson (originator of the Ultra Van) was in the hospital again. He had a heart valve replaced on April 5. The anesthetic they gave him was very potent and it was 4 or 5 days before he started to get his bearings. He has a good prognosis. Heart is healthy otherwise and other vital signs are good. I called him at home and we had a nice chat. He seems in good spirits. I spoke with Lucille and she seems to think he is doing well. It sounds like it is all working out and he should be back to normal soon.

Since the last newsletter my friend Gail and I spent a month in China. It is a country a bit larger than the U.S., but with a population of 1.2 billion people. The amazing thing is they are able to feed all or their population. All the land is used. If there is not building a on the land, then there is food being grown on it. In traveling overland through the country side it is village after village with crops being grown all the land in between. In the larger cities many of the old building are being taken down. New high rise building are replacing them. Most of this is housing. All the old bricks, doors and windows and hardware are saved to be reused elsewhere. The construction of the older buildings did not appear safe. The newer buildings allow more people to live is



Christy and Gail, far top left enjoyed a day in the tea fields with this family. We picked tea, roasted it and had lunch at their home.

the same amount of land.

We started in Bejing, we were met at the airport by some friends of Gail and taken to our hotel. The weather was cold and overcast and heavily polluted. They still use a lot of coal for heating and cooking. So we flew to Kungming, in the south west. The weather was warmer and county more mountainous. This part of China is full of minorities. Many are indigenous and have been on the land for more than 5,000 years. Officially there are 79 minorities in China. The costume are colorful and the life is simple. They do have special privileges, such as being able to have two children when the rest of the population is restricted to a one child policy. I spoke with some people about this policy. They don't like it, but understand its implications. The penilities are pretty stiff for having more than one child, up to and including jail time.

They are gearing up for tourism in the south west. A small town of Dali has rebuild the wall around the city, restricted traffic in the old city and built an entire new tourist area with shops and have put in a chair lift to the temple at the top of the mountain.

Many middle class Chinese are traveling within China. Even people from Taiwan travel there, visiting their family members. We took several tours, were we were the only non-Chinese people. They speak only Chinese (of course) but it was not necessary to speak the language. We saw much and understood what we were seeing with out having to know the language. Traveling is China is easy. We relied on English speaking people at the hotel and travel agents and The Lonely Planet Guide to China. They realize that there is much business to be had from foreigners. English is the second language there. The children learn it in school. Many children were happy to "practice" their English on us. I met a tour guide in Shanghai who spoke with an American accent. I ask this young man if he had been in America, he said no, he had taken many Americans on tours and picked it up from them. Cable T.V. with English programs is reserved for the three star hotels or better, the general public does not have access to English programs.

Most of the dress is western. The young ladies are influenced by the latest western fashions. The men, usually coats and ties. Not many Mao Jackets were seen, mostly worn by the older population. More bicycles that I have ever seen, some electric. Everybody seems to have a cellular phone. When you are in a restaurant and hear one ringing, it seem that everybody in the places reached into their pocket thinking it is a call from them. This seem like a good idea, for then it is not necessary to put in an infrastructure for a phone system. The cars are built in China, Volkswagen and an old Russian one. Not many American cars. I saw a few Mercedes Benz and Cadillacs. Saw on motor home, build on a Mercedes truck chassis. It was parked in a hotel parking lot. Solar hot water heating is being put into the new buildings. In the farmlands there is a small vehicle with a pick-up bed for hauling produce, etc. It is a one cylinder diesel, cooled with a water jacket like the old Remely Pull one cylinder engines.

In the mornings in every park across the country you will find older people practicing, Tai Chi, Qigong or couple dancing. They all seem to have their own music which makes for a lot of

conflicting noise. We studied Qigong in Hanghou near Shanghai. This is a healing moving meditation, far removed from its marshall arts history.

Shanghai is a city of 7.5 million people. The old city along the river has a port for ocean going vessels. It has a large number of art deco buildings built in the late 20's and early 30's by the foreign population who had controlling interest of the city at that time. Just across the river are all the new and modern buildings. We stayed in the old Cathy Hotel (now the Peace Hotel) which was THE place to stay at an earlier time for writers, poets and politicians. President Clinton stayed there on this China visit last year. This is the hotel that has a 30's style jazz band of older Chinese musicians playing nightly in the lounge. The former mayor of Shanghai, now Premier Zhu Rongji when touring this country made reference to this Jazz band when stating his knowledge and love for jazz music.

One thing that took place while we were there that did not make much news. There was a rewrite of the business law concerning contracts, penalties and legal recourse. We in this country are accustomed to laws stemming from the British Common Law. There was no laws, as we know it, which caused much difficulty with foreign companies doing business there. Realizing that business was necessary, this law makes, what to expect when doing business there, much more understandable and enforceable.

The culture goes back 3,000 years or more. It is not uncommon to visit a temple or garden that is over 1,000 years old. Make us feel kind of young. In contrast to that you find KFC, Pizza Hut and McDonalds there as well.

I'm going to drive the Suburban to the CORSA National Convention in Lake Tahoe in California. I'll be pulling a trailer with a Corvair Rampside Pick-up truck on it. It belongs to Dick Lanning and he will be putting it in the Concourse there. So I will not be driving an Ultra Van, but as I hear it from Diane Galli there will quite a few Ultra Van there. They have gone all out to accommodate us with special parking, a room for meetings and showering. This should give us a high profile opportunity to expand our Ultra Van world to others and maybe get some new members. The official Group Ultra Van meeting will be held on Wednesday, June 16 from 2 - 3 PM. See you all there.

#101 Restoration Rally

by Diane Galli

Bob and I didn't get to Jim and Marlene's for the start of the work rally, but Gladys and Lester Bell, with Evelyn Shephard did. Followed by Bob and Roberta Franz. We got there Friday AM, in time for Coffee Break! Isn't that when you arrive to go to work? Dave Stoddart was there as well, with his travelling "companion", a blue point Siamese cat. Bell's in #546, Dave in #352, converted to a V8. So after we got old #504 set up, DSS dish and all, Bob changed clothes and went to work with a will. So did I; up to the house to do what we do best, when we aren't cooking, play progressive rummy.

Evy had to go home Saturday to Portland, OR, so Saturday was a

play day for us gals. Off to Palm Springs we went, for a fun day of shopping, lunch, gambling at the Casino in downtown Palm Springs, and Evy to the airport in time, which we managed to do.

Sunday we all went to 29 Palms to visit Bob and Grace Ballew, Bob had a great tech session with his, transmission testing engine. We Gals sat on the back "veranda" and watched all the different birds and the 2 kinds of ground squirrels that inhabit their place. Grace had the screws and plate(s) removed from her shattered wrist the week before, and the cast a few days before we got there, so she was doing fine, albeit in a wheel chair, due to a "sciatic" nerve problem, that is improving, so much so that we hope she will be out of the wheel chair soon.. Then it was off to lunch for all of us, and Gwen Allen, a close friend of Bob and Grace's, and ours too, joined us.

Arnold and Edna Steenburg came in on Monday, for a few days, in their latest mode of transportation, a VW bus. Their UV# 507 is for sale. Edna kept us all in line with the cards, "no hanky panky", no waiting till everyone gets on the board! Oh well, we needed her for that as well as her nice company. They stayed for a few days, but had to go home Wednesday, as Arnold is (was) expecting a call from a Doctor about a scheduled surgery on his eye lids, I think that is what it is. Anyway, he has an excess to be removed, as it is impeding his ability to see.

Wednesday we all went to Denny's for dinner, Bob and Grace, and Gwen, back home to find Bob Reinhardt in his UV#525, and friends from Yucca Valley, Tom and Maria waiting to be let in. Then we all played cards, visited, and had dessert. Sure good to see Bob. Dan and Betty Reinhardt couldn't make it as Dan's pulse and /or BP were low, too low to travel anyway. We missed them, they are an asset to any group. From then on it was work, work, work!

WEIII, Thursday we took time out to go to Palm Springs shopping, and Friday we went to Maria's to have lunch and play. We went in Gwen's car, and the brakes were so bad Tom came, and rescued us and I drove his Chrysler van, and he drove Gwen's car to his house, where he checked it out, and then took it to a neighbor who know's brakes, and got it fixed so we could go home. Now I call that luck. Dave Stoddart and "friend" left us Friday to head for Santa Cruz. Bob Reinhardt got a call that his wife Ina was ill, so he went home too. Sure hope In is Ok now. So Saturday and Sunday when we had to come home, we were a small group. Saturday we got a call from Dave, he was broke down, just West of the town of Arvin, he had "lost" the rear spindle, so Jim got one ready, and Bob and I took it to him on our way home.

We left bright and early Sunday, as we were coming down Hwy 58 from Tehachapi, I ran over something, and it sliced the inside side wall on the right rear tire, so after putting on the spare, we went to rendezvous with Dave. Left him the spindle and continued on our way home. Can't think of any more of the "high lights" of the rally, or in some cases the "low lights" for some. Our "new" converter on the transmission ran really cool, around 140 to 160 degrees of temp. So Bob has deduced from this that our overheating problem was indeed the converter. The trip to Joshua Tree was a good shake down cruise.



Milt and Gene Reyburn sitting with Bob Galli in front of his Ultra



From left to right, Edna Steenburg, Lester Bell, Dan Reinhardt and Betty Reinhardt.

Western Rally in Atascadero, CA.

By Diane Galli

There were 6 Ultra's, 1 VW bus, 1 AmeriCruiser, and 1 Jayco tent trailer, one by car, 20 attending. Dan and Betty Reinhardt had to leave the day after they arrived, due to unforeseen circumstances. The attendee's came from as far away as Canada (2), Oregon (3), and Arizona (4), the rest of us were from California. We cooked and ate, played cards, talked tech stuff, the usual stuff. Had a grand time.

The first day was visiting and renewing, catching up on gossip. The first to arrive were Gladys and Lester Bell with Evelyn Shephard, followed by, Steenburgs, (Arnold and Edna), all this happened about 15 minutes after I had left for a day at the bingo tables. When I got home about 9:30 PM, don't you know I was a surprised person to see a VW bus and a UV in the yard!

Then the next day Forrest Gist from Newburg, Oregon, Bob and Roberta Franz, Robert Craig, Jim and Marlene Craig, and Dave Stoddard, Howard and Marsha Boso showed up.

Gladys put in a request for Chinese food at one of the local restaurants. We had been there last year. One night we went to the Melodrama, it was, "EGAD, What A Cad" and "Poor Old Jim" followed by the Vaudeville show. What a fun night we had.

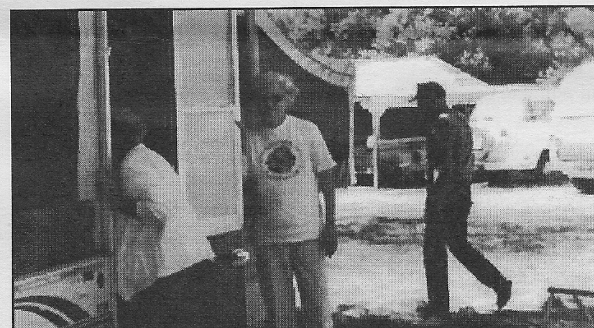
Richard and Gayle Finch were going to drive up everyday, but Bob prevailed upon them to spend the night in the house. They live in Santa Barbara, and I know it is only 2 hrs' away, but with gas prices being what they are, it made right good sense to us for them to stay here.

We had 2 Sheriff's, Howard Boso was the first, but he and Marsha had to leave early, so Bob prevailed on Gladys to finish the rally as sheriff. Between them they got \$4.75. Now they were really on the ball wouldn't you say?

On Saturday Robert Craig and Jim (DAD), left for the Bay Area, with Robert's coach and car, Jim came back Monday by train.



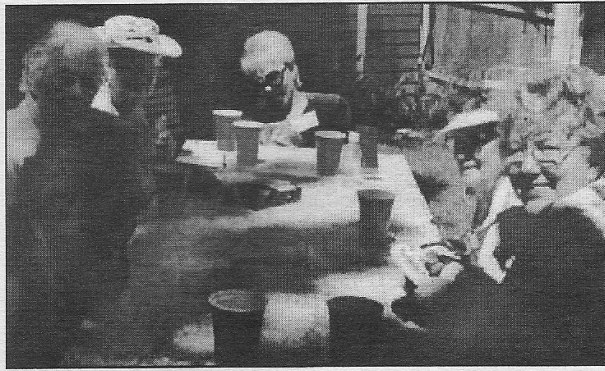
Bob Galli directing traffic in front of his storage shed. Note the Steengurgs Volkswagen camper in the background.



Bob and Roberta Franz had many members inspecting their new pop up camper. Not as comfortable as their Ultra Van.



Left to right Bob Galli, Forrest Gist, and Howard Boso. This was taken during one of the technical sessions held in front of another one of Bob Galli's storage buildings.



A sunny lunch at the table outside. The girls had fun as well.

Tuesday the rally was officially on, even tho' some couldn't get here till Wednesday, or even Thursday. I cooked a turkey and ham Tuesday, everyone jumped in and made the rest of the trimmings. WE had fresh strawberries and whipped cream for dessert. Had that for many days, as Edna had brought 3 boxes, and I had gotten a flat of the blighters! We had a few new recruits for our card game, Marsha and Gayle. Both good sports to get involved with these "card sharks".

Sunday the few who remained went over to visit with Milt and Gene Reyburn, the original owners of our coach. the upshot of that visit was that I would go get them Tuesday to come over to our place for lunch and the day. What a grand time they both had, Gene got to visit with the gals and play cards once again, and Milt got to sit and visit while Bob and Jim worked on projects for their UV's. I got them home just in time for dinner at the Christian Home, where they have a very lovely 2 room apartment, all meals are furnished.

Well I guess, "that's all folks" till the next one. Diane Galli #504

Diary of a Resurrection Adventure - #302 (Part two)

by Glenn Plymate

For the first two weeks in July, had I tried in vain to locate new 33" front brake hoses. Asked for help on the internet and got some good advice from Norm Helmkey and Christy Barden. By July 16, there was one possibility left to check: Marlene Craig might know if Jim had any (he was in Europe at the time). But, I was in Portland and stopped by the Ultra Van rally at Evy Shepard's to see what was going on. There were two Ultra Vans there and one of them was Walt Davison's. He was showing me his coach and giving me some ideas for the restoration of #302, when I spied a pair of brake hoses in his spares box. I told him of my frustrating search, and good old Walt let me have the ones he was carrying; said he had another pair back in Florida. For \$75 the hoses were now mine and will be soon installed in 302. If it

weren't for Walt, I'd still be looking. We had a good time visiting with the Ultra Van folks and hope to meet more of them in the future.

In early August, it was time to get #302 licensed. It had never been registered before. Dave had received #302 in 1967 and driven it with dealer plates all the time it was in operation. He had the original Certificate of Origin as issued by Ultra, Inc. as his only proof of ownership. But, there was a problem there; the engine serial number had been put on the vehicle i.d. line and the engine number had been put on the line where 302 should have been. We filled out numerous documents, had the serial number verified by a police officer, and marched off to DMV with all the papers including a fresh bill of sale.

After two days of hassling with DMV over registering #302, the local office couldn't deal with a VIN less than 15 digits long so they sent all paperwork to Sacramento for handling by the higher ups. At least they gave me a temporary operating permit. Then I went to my insurance agent. They said I couldn't add a motorhome to my auto policy; would have to write a separate policy. They shopped insurance all day and found a company that would consider it but would have to be submitted for approval, which would probably take a week... due to "the age of the vehicle". Rate seemed OK; \$208/yr for 100K liability only (no higher limit available). But waiting a week to bind it would further delay getting #302 out of Dave and Lucille's yard. By the oddest coincidence, I was at Dave Peterson's house and he showed me a solicitation he had just received in the mail from National General Insurance, St. Louis, MO. We talked about insurance, the problem I was having on obtaining a policy, and what Dave's premiums are for #601... MUCH LESS than what I was quoted for #302, and he has substantially higher coverage. National General is a part of General Motors Insurance Group and, according to them, rated A+. They also have special RV coverage, and claim to insure over 160,000 RV's. So.... I called them, was given a quote over the phone, and ended up binding a policy with them. There was absolutely no hassle; the contact was very positive and very pleasant. I asked for liability only. 250/500K was \$70 for 6 months. 100/300K was also available; it was \$68. Obviously, the higher coverage was a better deal. California apparently enjoys relatively low vehicle insurance rates, since a quote for Oregon was more than double for the same coverage. Could Prop. 103 have something to do with it? I can make no recommendation, but in case anyone is interested, National General can be reached at 800-847-2886.

August 23 - Stuck the temporary operating permit on the windshield and got set to move #302. Pumped up the air bags, started the engine and headed up the first hill for a quick test run around the block. Had to abort when a radiator hose blew off and showered the whole interior and driver (me) with hot, rusty coolant. Turned out the hose had not been properly clamped on the inlet to the engine. It was time to give up for the day. I used the overnight interim to craft a new plan for getting the Ultra down the hill safely, not having to rely too heavily on brakes which hadn't been used for 25 years.

The next day marked a MAJOR milestone in the resurrection of #302. The day would see it finally moved from Dave Peterson's

house, under its own power, down the steep hill on Redwood Road and 35th Street to my place in Alameda, a distance of about 12 miles. First, the inlet hose was clamped tight and the radiator was filled with water. I then backed out into the street; set the parking brake and chocked the wheels; then, with the engine running, disconnected the Corvair shift lever from underneath and manually locked the shift lever of the Toronado transmission into first gear. This was intended to give me engine braking going down the steep grade. It worked. I never got over 20 mph, and the 4 wheel brakes hardly got used at all. After getting past the steep part of the route, I stopped and reconnected the Corvair shift lever, and resumed driving to Alameda in "Drive". The engine worked well, but the ride was terrible. I attribute that mostly to the worn out mismatched tires... and mismatched wheels. Some are 14" x 6", and some 14" x 7" (I just discovered this yesterday). It'll give me something else to look forward to. Once all the wheels are the same and we have a decent set of tires, the ride should be a lot different. Getting #302 this far has been a MAJOR accomplishment, at least for me. And, I'm still just in the beginning phase! Meditation is needed.

October 22 - A day for finalizing a decision of MAJOR proportions. It seemed the restoration of #302 was taking much more than I had originally counted on. Had a very philosophical phone discussion with Walt Davison, and after listening to his advice, concluded that I would be doing myself a favor to give up restoring #302, and find a usable Ultra van, one that we could enjoy camping in and not be a slave to a "forever" project. In short order, we learned about Craig Miller's coach, #499, and went to Sacramento to see it. We ended up making a deal and were scheduled to pick it up on Sunday, November 15. But, #302 was in our driveway, and we had to make room for #499. On the Friday before — November 13 — we found a storage space close by at the old Alameda Naval Air Station, and planned to move #302 there the next day.

November 14 - A friend of ours, an airline captain, called and said he had a layover in Oakland; and his flight out would not depart till Sunday. We invited him to spend the night but told him I would have to take time out to move the Ultra Van to storage that afternoon. He had never seen an Ultra van so agreed enthusiastically to ride with me to the storage yard.

We got in; I primed the carburetor and got #302 started o.k., then started backing slowly out into the street, with John, our friend, sitting wide-eyed in the passenger seat, amazed that #302 even ran at all. We got about halfway into the street when a LOUD BANG was heard. It came from somewhere behind us. John asked quizzingly, "What'd we hit?" I was pretty sure we hadn't hit anything so I shouted, "Nothing! Let's go!", as I shoved the gear selector into "drive". At that instant, another BANG! and the engine ran wild. We must have hit at least 6,000 rpm. John was amazed, again, at how calmly I reached for the ignition switch and turned the engine off.

We got out to see what had happened, and John saw it first. The left transaxle had separated from the transmission and was hanging down under the coach. No wonder we hadn't gone anywhere. Worse, the axle was laying on the throttle cable. At least, that explained the runaway engine. Fortunately, #302 is

light and shoves easily. We pushed it back over the sidewalk and into the driveway, and retrieved a couple of bolts that were out in the middle of the street. On examination, I found that only 3 of 6 bolt holes had been used in the transaxle's connection plate. I checked the other side and it, too, had only 3 bolts where 6 are needed.

The next morning, we dropped John off at the airport for his trip and headed for Sacramento to pick up #499. Getting it home is another story, but suffice to say, at the end of the day we now had TWO Ultra vans in our driveway. The neighbors must have thought we were spawning aluminum whales.

The next day, I put new bolts in the transaxles — this time, 6 in each side— and adjusted the throttle cable to get it working again. Then, another surprise: I saw the shift cable had broken at the transmission and I would not even be able to get #302 out of my driveway, let alone drive it to the storage yard.

November 24 - I had stewed for several days about what to do about the broken shift cable, and finally decided I could devise a temporary shift lever that could be operated from the front seat. I got an old ham radio antenna and made a lever about 4 feet long to go down to the transmission shift lever past the engine, and made a loose clamp to act as a fulcrum about halfway up the lever on the side of the engine compartment. I then attached a 12 foot long aluminum rod to the lever so I could shift between "reverse" and "drive" from the driver's seat. The idea worked, so I pumped up the air bag suspension as high as it would go and started up again. I backed out and headed for the old Naval Air Station, less than a mile away, with my wife following in our Honda in case there was more trouble. The ride was terrible. Banging, clanking, and loping. All kinds of noises, like it was an old threshing machine. We made it to the street in front of the office at the storage yard, but the inside of #302 was filled with steam. The radiator was boiling. I couldn't move, besides. My aluminum shift lever had broken; it was too light.

We had to leave #302 where it sat and go find water and a stronger shift lever. This time, I found a piece of conduit, made a new lever and started to gather all the containers we had for water. The best thing we found was our porta-potty; it would carry 6 gallons. We got back to the storage yard, poured water from the porta-potty into a bucket, and scooped it from there into the side mounted radiator... inside the Ultra van. What a job! When I slipped under the Ultra to connect the shift rod, I discovered what had caused a lot of the clanking and shuddering: The transaxle was at such a steep angle from the air bags being so high, the steel axle had rubbed into the aluminum cone for the air bag, and had cut a groove almost an inch deep. So, some air was let out of the bags; the grooved cone was working o.k., and it was into the storage yard we headed. Our assigned space was a little tight, and required several forward and back movements to get #302 into position. I finally got it where I wanted it and reached to shut off the ignition. At that same instant, there was a huge explosion back at the engine and rusty steam was pouring everywhere. No injuries yet, so I went back to see what had happened.

A radiator hose had burst. Now, we had to go back for more

water AND a new hose. It turned out not to be just a simple hose. I needed 1 1/2" on one end and 2" on the other. \$26, two adapters and a length of 2" hose later, we were back at #302 to have another go at getting it running again. But, first all the rusty water had to be cleaned up from the storage area. By this time, it didn't matter what kind of job I had to take on; I just wanted to get #302 settled into its spot. We put the new hose on, repeated the watering procedure and started #302 once again for "fine tuning" its precise location in the spot.

After only a few minutes, I looked back and saw steam coming from the freshly watered radiator. I gave up! We shut #302 off, shoved it the final few feet into its spot, locked it up, and left the next morning to head for Oregon, and away from Ultra van headaches for a couple of weeks.

As I was driving north the next day, thinking about the sudden heating problem with #302, it suddenly occurred to me that the long serpentine belt that drives the radiator fan might have broken. That could have been one of the many noises I heard. But, I was so engrossed with all the other problems, I didn't think to check on that. You can bet one of the first things I'll do when I get back to Alameda is head for the storage yard and see if #302 still has her serpentine belt. My bet is that she doesn't. Stay tuned.

Classified

1963 Travalon #104, 102 HP, powerglide. Body complete, but needs some TLC. Interior paneling removed. Good project. \$1,000 firm. Contact Robert of Jim Craig, (760) 366-9104 Video \$8, e-mail gorobert@hotmail.com

1997 Ultra Van # 267, 110 H.P., Corviar, Powerglide. 4 KW generator, AC, good tires. Stripped to bare metal to repaint 3 years ago. Used as model for movie, *My Girl*. Modified rear allows for extra storage, and step in Back door. \$7,000, Contact Dick Granger, 2795 Tropical Trail, Merritt Island FL 32952 (407) 453-4094.

1967 Ultra Van #278, 231 V-6 Buick engine (rear) Radiator in front. Runs great and cool. White with aluminum bumpers. A/C & Evaporative cooler on roof For more details call Howard E. Baso, 1536 W. Roundup St., Apache Junction AZ, 85220. Mon. - Thur. 8 - 5 PM, (602) 288-8166. \$10,000

1967 Ultra Van #302. Restoration project. David Peterson's personal coach; used as proof-of-concept for the 455 Toronado engine conversions. Propane fire caused damage in 1973, repairs were begun, coach not used since. Licenced and driven in 1998. \$2,000. Contact Glenn Plymate, (510) 522-8829 or (503) 838-6653. Gplymate@aol.com

1967 Ultra Van #321, 110 H.P. Corviar, Powerglide. Roof Air, Good straight body. \$6,000. Contact Jean McMasters, 916 Lighthouse Drive, North palm Beach FL 33408, (561) 626-0388

1968 Ultra Van #331, 110/4, 3.89 gears, Excel. cond. & REALLY clean. Solar pnl., dash air cond., TV/shortwave ant., alum. oil pan & valve covers. 10K mi. recent re-ring, bearing & valves R&R. Cherry wood interior. 4 sp. 18-20 mpg. Video & photos \$8. ppd. Price; \$7,495.OBO. Jim Craig, (760) 366-

9104 or jrcraig1@juno.com

1968 Ultra Van #412, 110 HP, Corviar, Powerglide. Special 24 foot length, factory built. 6,000 miles on new rebuilt engine. Roof Air, Onan 2.8 KW Generator, large refrigerator freezer, 10 gallon hot water heater. Awnings all around, extra engine, heads, etc. \$8,500 or best offer or trade. Contact, All Driggers, 1671 Point of Pines, Guntersville, AL 35976, (256) 505-0304

1969 Ultra Van #472, 110/auto, 4.11 gears, Excel. cond. thru out. White interior with light blue seat trim and drapes, new matching carpet and new refrig. Metallic front and rear brakes, radial tires. Recently installed Factory eng. out of the crate. Less than 500 mi since installation. Excellent paint, light beige w/ choc. brn trim. tinted glass. Price \$11,495.OBO. Video & photos avail., \$8.ppd. Jim Craig (760) 366-9104, jrcraig1@juno.com

1969 Ultra Van #503, 110 H.P. Corviar, Powerglide. excellent aesthetic & mechanically condition, Airstream windows, always garaged. 3240 magnetic converter. \$11,750. Ronald Hodges, 5577 Kenowa Ave.SW, Grandville MI49418. (616) 534-6179

1969 Ultra Van #507, V/6 3.6 L. 3SP/Trans, Excel. cond. Solar pnl., disk brakes/frt. 10k on V/6 conv Cat. & hotwater heaters, Walnut interior. 12-15mpg. No cooling problems. New seat uphost.and curtains. Late style refrig., lgr. table, Dual bats., builtin leveling suprts. Video & photos \$8.ppd. Price; \$7995.OBO. Jim Craig (760) 366-9104 or jrcraig1@juno.com

1970 Ultra Van #547, Chevy V-8, Automatic. Many upgrades. Needs paint, \$6,900 Contact Jeff Stonesifer at the Corviar Ranch, (717) 624-2805.

1974 Ultra Van #604, (26 foot side mounted mid engine, only 2 built) Olds 350 V-8, 350 Hydromatic, 4 wheel disc brakes, recently upholstery. Custom cooling system, runs COOL. 35,000 miles. Need space to finish Ultra #605. \$18,500. Contact, Roy Muranaka, 11119 Salt Lake Ave., Northridge CA 91326. (818) 366-9602

1982 Ultra Van #700. The last Ultra built by David Peterson. Smaller in height but longer by five feet. Drivable but not licensed. Interior 80% complete. Air bags in the rear and springs w/air shocks in front. \$7,995 OBO. Video & photos avail., \$8.ppd. Jim Craig (760) 366-9104, jrcraig1@juno.com

1961 Corviar Rampside. Has a walk in mounted camper. Stove, ice box, bed & etc. 110hp engine w/4sp. Paint is excel. White w/red stripe. New interior in cab and camper. John Hoffman, 3760 S. Huron St., Englewood, CO 80110, (303) 781-8617. \$4,200

Literature For Sale Ultra Van Service/ Repair Manual. New & three hole punched. This is referred to as the Ryerson manual. It is the official manual for the Ultra Van. It cover all aspects of the Ultra Vans, including the late model V/8 units. Price; \$56. ppd. Make a complete package and order the Tech Tip Booklets for an additional \$16. Total \$72.ppd. Jim Craig, (760) 366-9104, jrcraig1@juno.com

Parts For Sale Recently found NOS parts. List is avail. Email/ fax/snail mail. Other RARE & unusal parts. I have most any Ultra Van part that you need. Separate Ultra list avail. Jim Craig 760 366 9104 or jrcraig1@juno.com or fax;760 366 3026. 701 Sunny Vista Rd., Joshua Tree,CA. 92252

Ultra Van Rear Hubs (late model Corviar) Rebuilt to near zero tolerances for Ultra Vans. \$90 plus exchange and shipping. Contact: Rear Engine Specialists, Inc. 16010 W. 5th Ave., Golden, CO 80401. (303) 278-4889 FAX (303) 936-7420.

Rallies

June 10 - 13 1999, Eastern Summer Rally, Carryville, Tennessee. Cove Lake State Park. Contact: Jim & Rosemary Howell #216 (423) 687-2292; Jim & Ann Guider #201 (706) 866-1158; Albert Ramsey #509 (931) 526-5120.

June 15 - 19, CORSA National Convention, Lake Tahoe, NV. The Horizon Casion Resort is host hotel. (800) 322-7723. Classic Corvairs of River City contact: Ed DeGennaro (530) 677-3997. Group Ultra Van meeting at 2 PM, Wednesday, June 16th.

September 21 - 26 1999, National Ultra Van Rally, Ruidosa, New Mexico. Circle B Ranch RV Park. \$14 a night w/full hookups and cable TV. Hosts: Bob and Diane Galli, 5000 Cascabel Rd., Atascadero, CA 93422. (805) 466-2737. e-mail: rdgalli@tcsn.net Caravan to Albuquerque for the Balloon Festival afterwards.

Welcome to the CORSA National Convention in Lake Tahoe

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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