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Your UltraVan on the cover ?

Would you like to see a picture of your UltraVan on the cover of Whales on Wheels? Then send a photo with a short..or long..story. The photo should have some artistic value...or not..showing the UltraVan in a scenic location. Send your photos and story to the Editor and have your UltraVan be a star. Your 15 minutes of fame are now available right here in WOW!!

The Prez Sez!

Diane and I have just returned from the WESTERN RALLY at the Boso's in Apache Junction, AZ. Met with Ultra friends from all over, Washington, Oregon, and as far as Florida.

Some changes have taken place within Group UltraVan, Louie Griggs has stepped down as Treasurer after more than 20 years at the post. He has done a very good job in this position.

Diane has agreed to take over the position, she has been handling CORVANATICS treasury for 7 years, and has done a good job. All dues will be sent to her from now on, address in the Officers block in the Newsletter.

Speaking of dues, with the price of printing and postage, we have had to increase the dues to \$8.00 per year, beginning the first of this year. All dues are due and payable before the first of January each year.

Jim Isbell is doing this Newsletter, and if all goes well, and he can get enough material, will continue, so keep your articles coming to:

Jim Isbell

P.O. Box 783

Ingleside, TX. 78362-0783

Millenniumfalcon@cablone.net

Hoping to see you at the CORSA National at Carlyle, or the UltraVan National at Pipestone MN in September. For information on this event, contact me and it is on it's way.

Bob Galli

The Editors Notes:

As the PREZ sez, I will now be editing the Whales On Wheels. I will be bringing it into the 21st century by making it a "Computer Published" newsletter. It has always been a "Printer Published" newsletter and as such required "Camera Ready" material to make the editors life easier. By going to a computer publication I will be able to take material in ANY format, but "Camera Ready" actually is harder for me so don't bother trying to get it all gussied up. The easiest thing for me will be an E Mail of text and attached digital pictures. BUT....if you don't have a computer, please send the articles ANYWAY. I will input them to the computer. If you have a computer but no e-mail you can send me a diskette with ANY word processor file and any digital picture format. But .BMP or .JPG is the best picture format. Going to the computer format will allow for many extras while at the same time reducing the cost of publishing. One extra that I will be adding will be color pictures. On the mailed newsletter the color may be limited because of the cost of inks, but in the future I hope to initiate an Internet delivered version for those with Internet access who might elect to receive it that way.. This could also cut costs and as a bonus it could be ALL in color.

ED Jim Isbell

Eclectic Anachronism

By Don Reed Tucson, AZ

Just got my Whales on Wheels and saw the invitation to send in an article & pictures about the "Great White Whale". So I will give you a thumbnail sketch of what my rig has and hasnt.

When I bought it in 1986 it was one color and needed paint. My son does body and fender work so he responded to my need by putting some stripes on it and some paint repairs. This old rig had been owned by someone who had used it to tow his race car to the track and he used it mostly for this hobby. To make it do the job he installed headers (exhaust), and a 4 speed transmission and a 389 differential. This was probably the reason I bought it, I don't like

the two speed Power Glide because low is too high and high is too low. The exhaust headers were replaced several years ago and are still keeping the exhaust evacuated much better than the standard system and allegedly adds about 15 HP. I have driven it over 134,000 miles. To find out, I drove it 89 MPH, as fast as it would run. We cruise 60 to 65 MPH and sometimes a little faster.



A couple of years ago my son said he could repair the fiberglass corners, but he said, "Why not update it?" Well, the pictures show what he meant. The tail lights are out of a 2000 Chrysler Concord and the headlights are '96 Ford 150 truck. Inside is about the same except for the table I removed and put in a built-in 6' lounge that has a table top that

pulls out like a drawer to keep me from stumbling over table legs. It has a generator (Onan), the small one, and air horns with their own compressor. Our mileage runs 18 to 19 miles to the gallon and it weighs 4330 lbs.

I've never had so much fun with any vehicle as this old van. It is a celebration wherever we go. People are really taken by the paint job and lights front and rear. On the rear under the window, the name is Eclectic Anachronism, meaning "grouping of

better ideas", and "out of place in time". Under the rear tag a little sign says, "Hartbeat of America, with pacemaker". If anyone wants to know about the pacemaker, I am the pacemaker. A sign under the front tag says, "Still perfect after all these years," and if anyone disagrees, I can tell them, "the sign is about me."

A safety note from Walt Davison :

From Walt Davison: (ED: verbatim with only spelling corrections)

At approximately 1930 MT in the vicinity of Benson AZ, while traveling eastbound in I-10, at approximately 65/70 mph in a posted 75 mph zone...#366 was struck from behind. The impact started abeam the tail light (tail light lens was not broken) and proceeded down the drivers side and left a smear of paint on the drivers side headlight bezel. Yes, things were interesting for a few seconds. The attacking vehicle...a 95 KIA Sportage...ended up in the median...after rolling. The three occupants were all transported to the hospital. All were released the next day. The 18 year old driver was charged with DUI/possession of drugs. I was uninjured. I was wearing my seat belt. If I had not been strapped in the outcome would have been much different I'm sure. BAD different. #366 ended up parked on the right side and well clear of the roadway.

Thats what happened. Now what can we learn?

As many know #366 is not a stock coach. As many also know I have a "thing" about the location of the large propane bottle/batteries aft of the drivers side rear wheel well. (I use nothing but one lb bottles..my in use battery is in the step area...where you kneel to check the engine.) The area of the original battery/propane tank received major blow/damage. The ex propane compartment on #366 is now an air inlet...much like the drivers side (Ed: I think he meant passenger side). It shows a wonderful example of metal crumpling and absorbing/dispersing energy. When the dust all settled...so to speak...it took approximately five minutes work with a long handled adze to free the metal from the rear tire. The vehicle was then driveable.

All of the above is factual. Now lets see/imagine/conjecture as to what the outcome would have been if #366 was a stock coach. To add to the excitement lets say I had not had my belt on. The initial impact I'm sure would have thrown me from the seat. Of course, in leaving I would have given the steering wheel a good jerk...your guess is as good as mine as to what effect that would have had. Now to the impact area. First the batteries would have been dislodged and almost for sure we would have sparks all over everything. Almost simultaneously the propane bottle would have had its regulator knocked off releasing the contents. If you travel with the bottle turned off you may/may not avoid this part. Next the steel..read strong..propane bottle transfers the energy into the engine compartment. Its reasonable to conjecture that the drivers side carb is struck/broken/dumps its gas/creates a huge vacuum leak that kills the engine. So now you are stopped..unable to move with the mixture of sparky propane/gasoline playing out their game. Its this scenario that was probably the one that ended #456s life...and almost the life of Chance/Margaret Fitzgerald in the fall of 1979.

Some will say I was lucky...I have no problem with that...I'll take all the GOOD luck I can get. But I would suggest that at least some of the "luck" was self generated by the changes I have made to my coach. Every member must assess his/her level of risk acceptance. I hope my writing this will influence some to reassess their position.

Editors note: Moving those batteries forward, way forward, has another benefit as well. Moving them forward will reduce the weight on the rear axle and help to equalize the forward and rear weights on the coach which will in turn improve the handling. And as Walt says, it gets rid of an ignition source. If you change the weights, you may also have to adjust the tire pressures to get the improved handling. As to the danger of fire, it depends on how you are set up. #257 has a bottle with a steel ring that protects the valve, but not the regulator. However, if you run with the valve closed (law in some states and a good idea in ANY state), as Walt suggests, even if the regulator is knocked off the propane cannot escape. And, if you have a steel bottle, any crash that would rupture the bottle or knock off the protected valve would likely cause a greater fire danger from spilled gasoline from a ruptured fuel line. Gasoline flows under and around things. Propane just squirts out like a flame thrower from one spot. Personally, I like the convenience of a 10 gallon tank. I would have propane for engine fuel, for safety reasons, if the tank were not so awkward. It's a much easier fire to control than a gasoline fire.

Hi,

Just received this from Lew Young. He asked me to foreword it to everyone, and get it inserted into our newsletters. I also wanted to tell you, Diane and I will be attending both events, then traveling to Oregon to visit friends after the French Camp Meet. Bring your UltraVan, RV, or whatever car you are driving nowadays. We hope to see all of you there.

Bob and Diane Galli #504

Classics of the 60's - SPRING FLING (Corvairs and Camaros)

April 25th thru April 27th

Where: Sacramento Marriott Hotel

When: April 25th thru April 27th.

Host: Classic Corvairs of River City

Co-Host: Camaro Generations

Contact: Carleen or Ed Degennaro (530) 677-3997

edwarddegennaro@aol.com

(SEE THE FLYER ON THE NEXT PAGE FOR MORE DETAILS)

ULTRA VAN WESTERN SPRING RALLY (UltraVans)

April 28 thru May 1st

Where: French Camp RV Park Resort & Golf Course, French Camp, CA.

When: April 28, 2003 thru May 1, 2003.

Hosts: Shelley & Lew Young

1280 Michaeltin CT.

Manteca, CA 95336

(209) 823-6293

lew111@earthlink.net

What you get: nice well-kept park—full hook ups, dedicated club house, fully equipped restrooms, discount golf and a good restaurant. Local transportation furnished by Young's fleet and Corvairs and a Ford Van. Within striking distance of San Francisco and Yosemite. Tours of Hershey Chocolate Factory and an Olive Oil Plant.

What it costs: \$110.00. Includes 3 nights camping, continental breakfast and a main course on the last night.

We have reserved 12 spots—make your reservations early!

French Camp is 60 miles South of Sacramento on US 99.

Send check to Shelley & Lew before 4/10/03 to reserve your site. More details will be sent to those who make reservations.

Classics of the 60's - Spring Fling

A Corvair and Camaro Event

Host	Classic Corvairs of River City
Co-Host	Camaro Generations
When	April 25 - 27, 2003
Where	Sacramento Marriott Hotel Hwy. 50 at 11211 Point East Drive Rancho Cordova, CA 95642
Room Rate	\$79.00 per night (includes continental breakfast) Phone: (916) 638-1100 for room reservations
Contact	Carleen or Ed DeGennaro at (530) 677-3997 or edwarddegennaro@aol.com for more information
Planned events	Friday evening Ice cream Social Welcome Party Saturday day Car Show Swap Meet (indoor& outdoor) Raffle and Games Tour of Historic Sutter Street in Folsom Saturday evening Awards Banquet
The Hotel	The Marriott has 262 newly renovated 4 diamond rooms Newly decorated meeting and banquet rooms On site restaurant and lounge Large pool area and patio Ample parking for car show, swappers and Ultra Vans Room for indoor swappers and hospitality room
New	There's a new twist to this event! Both Corvairs and Camaros of the 60's will be on display. Cousins within the Chevrolet family! While we will have shared activities for most of this event there will be separate awards presentations. More information will be coming to your local car club soon.

Interesting Coaches

By Graham Dell

Among the over 400 vehicles built under the name of Ultra Van, Travalon and Tiara, there were some very interesting coaches. One 27 feet in length, some with double wall aluminum construction, entry doors in the middle, a school vehicle and even one with Dodge car windshields.

Ultra Van 244 was produced in 1966 as a commercial unit. It came equipped from the factory with bookcases, removable cover over the sink and stove, and fluorescent ceiling lamps. The large living area window on the driver's side was omitted.

The coach was originally delivered to a customer in Portland, Oregon. Some time later the side window was installed and the coach converted to a typical camping unit.

It was recently discovered in Bellevue, Washington. The deceased owner had always intended to put it in running condition but it sat for 15 years being used for storage.

The new owner was asked to tow it off the property. After a day of cleaning up, fresh gas was added and UV244 was driven to it's new home under its own power. A lot of elbow grease and another Ultra Van saved.



The port side of #244 showing the lack of a Bay Window in the original coach.



This is the way #244 was found before recovery



The original interior of #244 as a sales vehicle



UltraVan #244 after recovery and clean up by its new owner, Christenson

GROUP ULTRA VAN

A Chapter of the Corvair Society of America

A history of where we came from.

The idea for Group Ultra Van (GUV) was hatched at the 1980 Corvair Society of America (CORSAs) convention in Denver, Colorado. The master of ceremonies, Christy Barden (UV228, 603), called out the Chapters from the podium including two special interest groups, Corvanatics and Lakewoods. Why not a special interest group for Ultra Vans?

Christy submitted an application for a new chapter of CORSA on December 17, 1981. President Bob Helt approved the Chapter on January 22, 1982. The initial membership list reads like a "who's who" of early Ultra Van owners. There was Jim Wood (UV396) as Vice-President and Murray Fisher (UV104) as Secretary/Treasurer as well as notable members, Walter Davison (UV366), Mel Dinesen (UV200), Art Eller (UV364), Jean McMasters (UV330) and Bob Franz (UV472). Louis Griggs (UV334) served as Secretary/Treasurer from 1985 till 2002.

The by-laws allowed any person interested in Ultra Vans to join the membership. Annual meetings were to be held at CORSA's National Convention and provision for a newsletter was made to be sent to all "current members and to such other persons or organizations as the officers shall approve". Whales on Wheels (WOW) was published for twenty years by editor, Christy Barden, who almost single-handedly supplied on going information on technical subjects as

well as interesting historical facts. Old Cars Magazine named WOW a winner of the Golden Quill Award on three occasions, recognizing the quality of his work. Recent editors have been noted author Richard Finch (UV443), much traveled Walt Davison (UV366) and our current President, Bob Galli (UV504).

The January 82 issue of CORSA communique shows UV435 for sale as well as over six pages of corvairs. GUV first appeared under the Chapter Listings in the March 82 issue. In the May 82 issue there were listings for upcoming Ultra Van Rallies in Blanchards Island, Ill. and Knoxville, TN. June 82 had a report on the Cactus Corvair Clubs Phoenix Mini convention where an Ultra Van won in the concours event.

In the CORSA communique 10/82 Christy explained "GUV was formed to make an official connection with CORSA since it's my feeling that most of these vehicles will wind up in the hands of CORSA people. We are mainly a technical organization, exchanging ideas that help to keep them running."

GUV meetings have been held on a regular basis at CORSA National Conventions. Provisions were made at the 1982 convention in Syracuse, NY, for self contained campers to stay in the parking area of the convention facility. Ultra Vans are encouraged to attend all CORSA events as part of the family.

GUV continues with its objective to keep them running. Whales on Wheels is published four times a year, now under the direction of editor Jim Isbell

From the office of the new Treasurer

A short hello to all members of Group Ultra Van, I am as some of you already know, the new Treasurer for Group Ultra Van.

Due to the high cost of printing and the USPS rising cost of stamps it has been necessary to raise dues from \$6 to \$8, I know you will all understand,

While starting the new checking account I was told by the bank's representative, to make it clear that all checks be made out to Group Ultra Van, NOT to WOW which is the name of the newsletter.

Hope to see a lot of you at the next CORSA convention in Carlisle, PA.

Diane Galli

Winter Rally at Bosos

February 11-15, 2003

Bob and I left home Friday and as we were driving up the Tehachapi Mountains, a pickup towing a Hi Lo trailer passed us, in it were Forrest and Sally Gist. Forrest pulled over and we metted and greeted there at the side of the road. We both went on to Mojave and stayed the night in an RV Park, had a nice visit and dinner. Saturday we traveled part way, we went on to Quartzsite, AZ, and they went to camp in the Joshua Tree National Park.

We got to Howard and Marshas Monday AM, and there to greet us was, Ruth and Gordon Harvey, from Florida. Was sure good to have them come out for our rally , also Rich and Trish Shepherd had flown in from Oregon. Jim Craig wasnt far behind us Monday, minus Marlene, as she had some doctoring to do during the rally so couldnt come. She was missed.

Tuesday saw the rest drive in, Dan and Betty Reinhardt, in their new Rialto, Threasa Vandersteeg had flown out from Indiana, and brought Nobie Suckow, Claire and John Hoffman from Colorado, Ed and Jane Harrison from South Dakota and Arizona, Kevin and Leslie Sullivan, Lew and Shelly young, who will be hosting the Spring Rally at French Camp RV Resort, in April. Graham and Nancy Dell from Washington flew down for a day of visiting, and mostly visiting family in the area, we were pleased to have them for a short period.

The usual visiting, and crafts for those who were so inclined, mechaniking, as Kevin came in on 5 cylinders, so Howard did a quick valve job and replaced the head on his coach. A tech session or two for the men, and any ladies who were interested.

We went to Barleens Arizona Opry for a very nice lunch theatre on Valentines Day.

Saturday was Flea Market day, and yard sailing for some of us.

Sunday was going home for most, Ruth and Harve left after we did Monday towing a Corvair Pondwood back home to Florida. For those who have never seen a Pondwood, it is a shortened Lakewood.

This was the maiden voyage for our new engine, and all went well. I drove, 1425 miles round trip, door to door you might say. Never let it be said I take the short way, I take the scenic way. I am sure if I had wanted I could have gone interstate all the way.

Well thus endeth our trip and the Rally notes.

Diane and Bob Galli #504

Nearly 4,000 miles in 18 days!

In an UltraVan at that !!

By Richard Finch

I am getting older ! My bones don't cooperate as well as they did 40 years ago. On our way home from the UVMCC National Rally in Hannibal, MO in September, our UltraVan differential began singing to us, but not in a tune we liked, just a high pitched whine. It got louder and louder of course, and I decided that if we did make it home without a differential change, I would change it before our annual trip to Palm Springs for the CORSA Fan Belt Toss in November.

Just as any good Corvair part should do, the differential got us home ok, and in October I started changing out the differential and Powerglide transmission. I had purchased a good differential in Albuquerque and a recently re-built Powerglide from Hal Pickering here in Tularosa, NM.

But, as had happened to me several times since I started taking anti-cholesterol medicine, my muscles began aching so much that I could only work 30 minutes a day, and then I was forced to go put my feet up and rest until the aching subsided. Therefore, it took me nearly a month to r & r the differential and transmission. (Our original Powerglide had developed the failure symptom of not wanting to back up !) Finally, on Friday afternoon the day the Fan Belt Toss started, we drove off toward Palm Springs, an 800 + mile trip.

I drove to the New Mexico state line that night and when we stopped in the nice NM Rest Stop and took a 2 hour nap. Then we drove on again and made it to a Waffle House parking lot just west of Tucson, AZ. After about 2 hours of sleep, daylight dawned gloriously and we staggered into the Waffle House for a waffle, (what else?). After breakfast we drove to the airport at Gila Bend, AZ and I parked under the shade of a tree and I took another short nap so I would not go to sleep on the

highway.

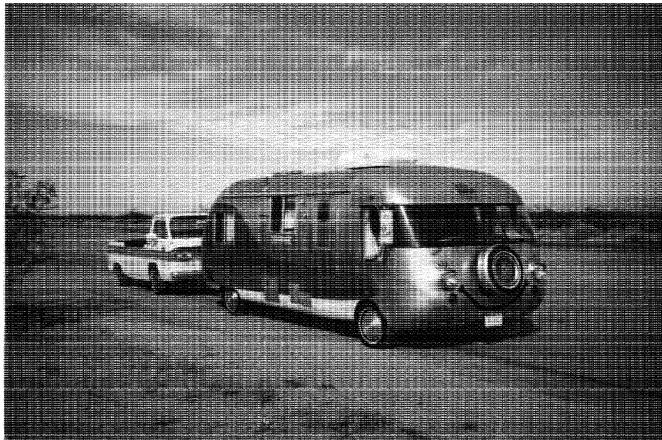
From there we drove happily to Blythe, CA by dark, and were planning to drive on to Palm Springs, just a mere 2 1/2 hours ahead, planning to get to the CORSA event and sleep in the Park an Angles Field with all the other Corvair people. We would have arrived at about 10:30 Saturday night, a day and a half late, but in time to visit with all the Corvair people there at the event. But NO! At Blythe, yellow lights were flashing and the sign said that a bad sandstorm was ahead on the desert. Not wanting to sandblast about \$1,500 worth of UltraVan windshields, we opted (decided) to rent a spot at the really neat Riverside RV Park, which is coincidentally beside the Colorado River and a really neat RV park.

Sure enough by daylight the next morning (Sunday, the last HALF-DAY of the Fan Belt Toss, the wind had died down and we rushed toward Palm Springs. Just as we got to Palm Springs, we encountered a sandstorm that lasted for about 2 miles, then into the city, the weather was much calmer.

As we drove our UltraVan into the park, we saw a nice looking Rampside with a for sale sign on it. And

better than that it was owned by Howard and Marsha Boso, UltraVan people. So, while I talked with Mark Aksamint of Southwest Corvair Salvage, Gayle talked Howard into letting her road test the Rampside around the park. She bought it !! Then we told Howard and Marsha to tow it back home to Apache Junction, AZ and that we would pick it up on our way back from Oregon.

The Fan Belt Toss, a must-see event, starts exactly at noon on Friday and ends at almost exactly noon on Sunday. If you readers have not been there yet, you simply must go next year or the year after. So at noon we headed towards Santa Barbara, CA and our annual doctor check ups there. I hate the Los Angeles traffic in a big vehicle like the UltraVan and this year I vowed that



I will not drive the UltraVan through L.A. Ever again. The 10 and 12 lane wide 75 MPH traffic could give me heart problems!

Our visit with several friends in Santa Barbara was all too short, and next we made a stop in Santa Maria, CA to visit my youngest son who lives there. Then the next morning we trundled up the Pacific Ocean Highway and up the Questa Grade to see the Gallis in Atascadero, CA. It was a short visit with them, but every visit with Bob and Diane is a quality visit. As long as they will allow us to stop by their house and their Corvair restoration garage under their house, we will surely do so. After leaving the Gallis home, I always re-play the pleasant visit in my mind for many miles up the highway.

That day, we made it to a small RV park about 50 miles north of Sacramento. The next morning we headed for Medford, Oregon and I left our hand-made and hand-lettered and decorated step in the RV park for someone else to use. I still kick myself for not doing a proper walk-around before driving off that morning.

The trip to Medford took us through the Shasta Lake area and a bunch of hills/mountains all of you who live east of the Mississippi River. During that leg of the trip, the new-used Powerglide transmission began acting like a hot rod transmission. It would see a hill coming, and it would downshift at 50 mph and we would really scoot up the hill. I really liked that mode of operation. I would like a 50 mph part throttle downshift and a 50 mph part throttle up-shift. But later that became a problem.

We spent a very good 3 days and 3 nights visiting my brother Phil #294, who had just been diagnosed and operated on for the Lance Armstrong cancer. We pray for his full recovery. His kids, in-laws and grandkids came over for dinner one evening. Gayle and I had never see his grand son and grand daughter and that was a special visit with them.

Then we headed back down the hill to California and stopped at the RV park where I had left our step stool, but the manager was gone, so we could not ask for our step back. Then we stayed in another RV park north of Sacramento one night, with friends in San Jose one night and with friends in Turlock one night. And then back to Santa Maria to visit with my son again. Then back to Santa Barbara again for more doctor tests. All this time we were excited about stopping by the Boso's in Apache Junction and picking up Gayles New Rampside.

As we were driving down the beautiful Pacific Ocean South-East of Santa Barbara our Powerglide shifted us into low at 60 MPH while going down hill ! That was

not good at all. As we passed through the dreaded Los Angeles Frwy, but at 30 to 40 mph and stopped still a lot, our Powerglide wanted to stay in low. It did not act like a broken e-clip because it would shift into drive above 50 mph.



We stayed at the Riverside RV park in Blythe again that

night and then planning to get to the Boso's by noon, we headed down the 80 mph freeway toward Phoenix. And then while doing 75 mph so as to keep from getting rear-ended by the 85-90 mph trucks going by us, our Powerglide shifted into low again and would not shift up. And the fan belt jumped off at likely 7,000 rpm and the engine started ping-pong and the cht went up to 430 degrees. So I pulled off the highway as far as I could safely do without hitting Sagebrush and getting stuck in the sand.

For the UltraVan people who know our Siamese cat, Baby Cat, she MUST always sit on my shoulder while I work on a car engine. And this time, the heat was so much that I feared she would get heat stroke, so I took her and Gayle to a small ravine about 200 feet from the UltraVan and the 90 mph trucks flying by. UltraVan people Clyde and Kay Stanton have a 12 volt electric auxiliary fan to help cool their Corvair engine in cases like this and I was sure wishing I had one while sitting there waiting for the engine to cool down so I could put

a new fan belt on.

Fortunately, the traffic was bumper to bumper from the Phoenix city limits, and we were able to creep to the Boso's at 40 mph in low gear. Howard loaned me a good used governor and it only took about 10 minutes to install it. That so far has cured the high-speed downshifts.

We spent the night in Howard and Marsha's back 40 and in the morning we hooked up the 1961 Rampside to the UltraVan and drove around the block to test the hook up. Our UltraVan #443 said, "let's go to New Mexico", and at about mid-morning we said good-bye to the Boso's and headed for our home. The first night we made it to Benson AZ and pulled into the shopping center to buy groceries, at which time we were surrounded by about 25 curious people. When you flat tow a classic 1961 Rampside behind a classic 1967 UltraVan, people want to know all about it.

There must have been 200 or more pictures taken of us in 1 hour. We stayed in a really neat RV park, the Benson I-10 RV park.

On Sunday morning we headed home. The UltraVan towed the Rampside up the Texas Canyon pass at about 40 mph with a couple of slower sections, but it made the pass easily. On the level roads from Benson to Las Cruces, NM, we cruise the pair of Corvairs at 55

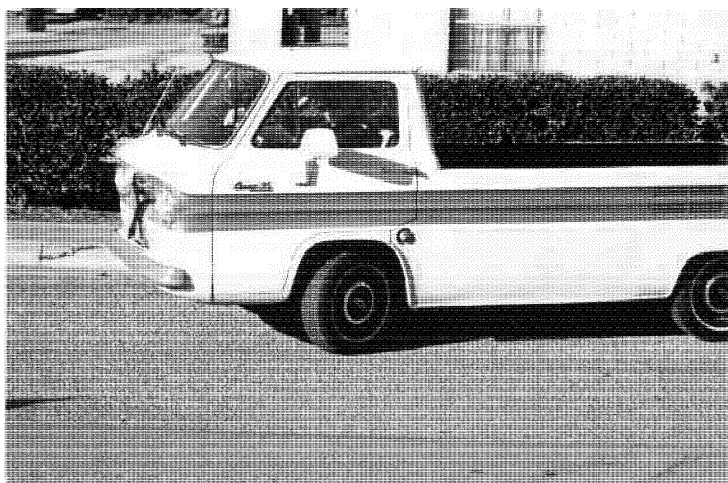
to 65 mph and got 15 mpg. The San Augustin Pass just east of Las Cruces and just before White Sands Proving Grounds is the steepest mountain between Daytona Beach, FL and the Pacific ocean at Malibu, CA.....So, half way up the pass I had Gayle get in the Rampside and warm up the engine, and then with walkie talkies, we put both vehicles in drive range and just sailed up the hill...er, mountain. We sounded like a twin-engine airplane with the engines not in sync. But we made it up and over the pass without a single problem.

For the UltraVan people who do not think that Corvairs

make good tow vehicles, I will suggest that towing with the Corvair will surely keep the carbon burned out of your cylinder heads. (Editors note: Richard, I think they were clean already after that 80 mph run in low gear across the desert...#8-) A Corvair just driven around town will carbon up and will not run as long as a

Corvair that is driven hard and hot. In the past 43 years, I have used my Corvairs to tow things with and it only seemed to make the engines run better and use less oil.

Anyway, we made it home just fine with our 95 HP Corvair powered UltraVan pulling our 3,000 pound Rampside for the last 500 miles of the nearly 4,000 mile round trip. And, yes, we are having a ball with the Rampside that we bought from Howard and Marsha.



**Dont forget to save some space in your schedule for the National Meet in Pipestone
September 8th through September 13th, 2003**

Next issue there will be a full brochure on the UltraVan National Convention to be held in Pipestone, Minnesota on September 8th through the 13th, 2003. If you need information earlier, contact Bob Galli, 5000 Cascabel Rd., Atascadero, CA 93422 or you can allso reach him by e-mial at rdgalli@tcsn.net.

Group UltraVan



Eclectic Anachronism

UltraVan # 275

Owned by Don & Vickie Reed
of Tucson, Arizona.

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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 \$8.00 annually, please remit to the Treasurer, Diane Galli. Make checks payable to Group UltraVan. Send submissions to WOW by Email to the Editor, Jim Isbell (digital submissions are preferred but even hand written will be accepted).

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