

Whales On Wheels

Volume XXIV

Number2

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Your UltraVan on the Cover of WOW

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!!

PRES SEZ

Greetings to everyone. When you read this, Diane and I will be on our way East for the summer. We will be attending the Corsa International Convention in Carlisle PA. We will be having our Group UltraVan annual meeting on the evening of July 17 from 7:00-8:00 PM. We will leave there and wander around the East and South, then wandering up to Michigan, then to Pipestone, MN for the UVMCC National Convention.

So, hopefully, we will see you at Carlisle.

Bob

Editors Notes:

This second newsletter for me was a pleasure because of all the support and good wishes I received from the subscribers. We had all the content we needed and it made up a good sized newsletter with a good blend of different types of subjects, something for everyone. But we can always use more content. Send in those articles.

I am using a new publisher so the pictures are clearer. Maybe next time some color pictures inside. I wanted to start a feature this time that would present a picture and a bio of some of the members that have been with the UltraVan groups for a while. But I seem to be having a problem getting them go get over their bashfulness and send in a bio. Ken Wildman has sent me several wonderful pictures of some of you and now all I need are some bios to go with them. As soon as I get the bios there will be a new feature. If I have contacted you, please send me a bio so we can get this rolling. I promise, the pictures are great, Ken is a terrific photographer.

This issue starts a new feature in the "For Sale, trade or give away" page that I have added. Send in a listing on anything you want to get rid of that is related to RV ing and UltraVans. The listings are free to subscribers.

Anita Tefft

We regret to announce that Anita Tefft, the 23rd Charter Member of the Ultra Van Motor Coach Club passed away on October 18, 2002.

Anita and her friend Margaret Gray took delivery of their Ultra Van (#277) on June 2, 1967 at Hutchinson and were frequently seen in #277 at Ultra Van gatherings through 1987. After the coach was sold, Anita attended many rallies by car.

At the Lion Country Safari in January 1971 Anita was responsible for the Cannibal Stew that everyone raved about. She also organized the Pot Luck at that rally which turned out to be the largest ever held by the UVMCC with 66 Ultra Vans and 143 people.

Anita was also a very talented designer. In the early 1970s, when the club decided to change the name to Ultra Coach, Anita designed and made the new coach emblems. This design was adopted by David Peterson for the new 600 Series Coaches.

Anita Tefft will certainly be missed by all.

Mory Snyder

It is with a sad heart that I have to inform you of the passing of Mory Snyder of Antioch, CA. UVMCC MEMBER #489A. He passed on on Thursday, May 29, 2003. He had a severe stroke and never regained consciousness.

Mory was the club President in 1975. He and Esther attended many of the rallies and Nationals thru the years. He was very enthusiastic about the Ultra Van. He was 94. Marlene and I visited with them in mid May and Mory was still active in the stock market and checked the listing every Monday and Thursday. He kept his own books right up to the end. He was a very special man and loved to help a friend. Which he did lots of times. At the last visit with him, he wanted me to show him how to open up his email in order to write letters to friends. He did that and sent one letter to us recently. (AND AT AGE 94.)

Marlene and I as well as you will miss him a lot.

A lot of you never had the opportunity to meet Mory, but if you had ,I am sure you would have been impressed with him as we were.

Cards and greetings can be sent to;
Mrs Esther Snyder
100 West 5th St.
Antioch, CA. 94509
Telephone calls are not desired at this time.

THE FIRST 24 ULTRA VANS

By Graham Dell

"The First 24 Ultra Vans" first appeared in the fall issue 1992 of Wales on Wheels. It has been difficult to firmly establish the production order of these early Ultra Vans. Some were always know by their manufacturing sequence number so 5 was 105 and 15 was really 204.

It is clear that no coach has a number lower than 101. The first two 101 and 102 (200) are undisputable. Coach 103 has a Travalon VIN plate, as does 105, 107 and 111. Ray Page, an employee of Prescolite confirms that 111 was the last Travalon made and the doors closed 2/64. It is safe to assume that Dave Peterson did not produce any coaches while Prescolite was in production, so 103 - 111, nine coaches, were Travalons.

Under Description, the last know owner is shown. Information in "bold" indicates that a picture exists on the picture website <http://community.webshots.com/user/orca292>. Where the records disagree, a best guess has been used. If anyone can support a challenge to any of this information, please do so in interest of our history.

Mfg.	Reg.	Description	Mfg.	Reg.	Description
1	101	Craig	13	202	Morrison
2	102 (200)	destroyed	14	203	Kossow
3	103	destroyed	15	204	Morris
4	104	Street	16	205	Perlich
5	105	Galli, P.	17	206	Martin
6	106	Light	18	207	McDonald
7	107 (163)	Craig, R.	19	208	Sandel
8	108	Venable	20	209	Neal
9	109	Bolliar	21	210	Carini
10	110	Seattle Lighting Display	22	211	Rinta
11	111	Farrar	23	212	Higginston
12	201	Guider	24	213	Irwin

Sources:

Historical Record, UVMCC January 1987 "yellow pages"
Dave Peterson's royalty payment index cards
UVMCC Archive Reports 2/90, 11/90, 11/94 amended
First 24 Ultra Vans, fall 1992 Whales on Wheels
UVMCC 8/93
Interview with Ray Page, employee Prescolite Corporation



The Resurrection of #358

By Tom McDonald

I'm from Caseyville, Illinois, which is about 15 miles east of St. Louis, Mo. My UltraVan was purchased Aug. 2002 from a fellow in Troy, Illinois. This vehicle, though I had no idea at the time that it was Corvair powered, rested outdoors, I believe quietly on an empty lot for 4 or more years. I'd kept my eye on it for quite some time and finally one day worked up enough nerve to leave my business card at the front door of the residence. A very kind gentleman named David Horner and his father who owned the Ultravan contacted me and we negotiated a couple of days to finalize the transaction. It was a package deal where if I purchased the motor home I'd also have to take home the extra 110hp engine and transmission with it. Sounded fair to me.

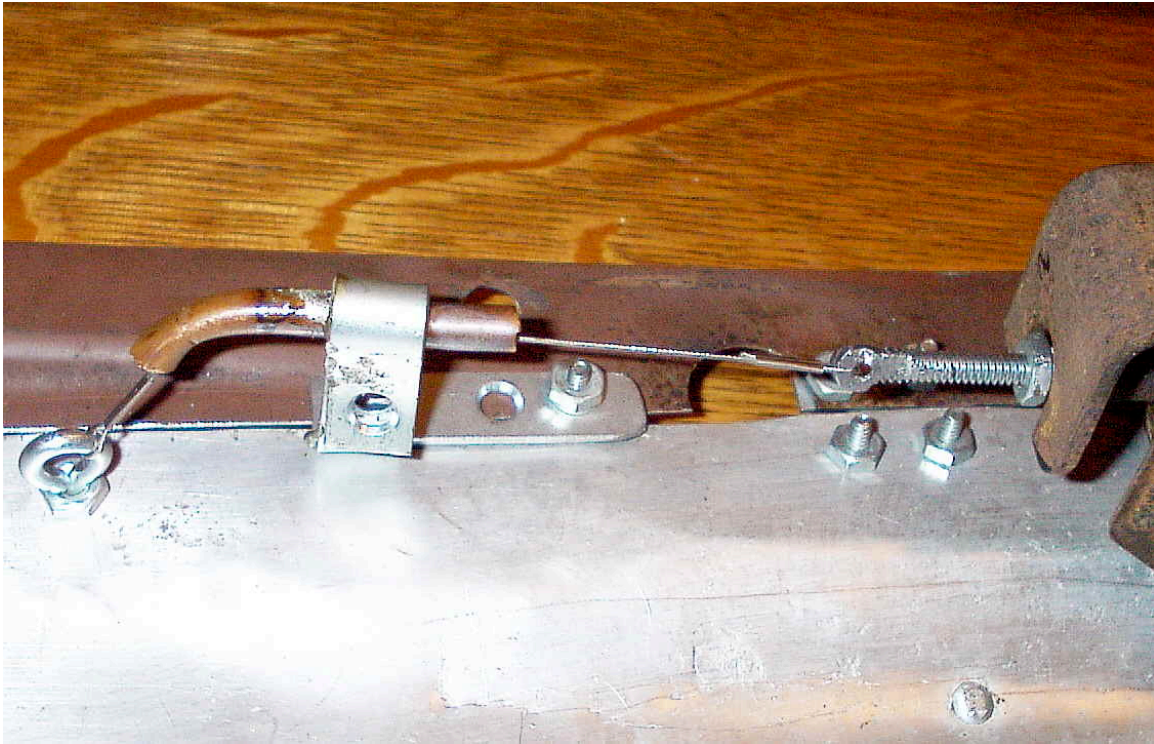
The unit is equipped with the 140hp 4-carb setup at the present time. Like anyone acquiring another vehicle, I was itching to get it home right away where I could begin the work needed. I enlisted a friend of mine to drive the motor home back to Caseyville, and I'd follow from behind in my minivan. A quick charge to the battery and jumping the starter solenoid we had it running with the alternator light remaining on continuously. As we pulled her from the bushes of the field, I was feeling as proud as a new Cadillac owner, though I believe the neighborhood was perhaps jumping for joy at the unsightly thing leaving on it's journey toward a new home. A few blocks away my friend noticed the transmission slipping and decided to pull into a service station and put in some transmission fluid. Solved that problem. Once again, we were back on the road and as soon as we got out on the highway I couldn't help but begin laughing out loud to myself at the sight of this vehicle cruising down the highway with about 15 feet of green vines trailing from the rear and front and rear wheels dragging along with weeds. It must have been

some kind of experience for the other drivers to see this event unfolding before their eyes too.

Came home and I began the rest of the day scrubbing with Ajax cleanser and a stiff scrub brush to get the green mildew and dirt from her. My friend now had been investigating the electrical system and was reporting that every single interior light was operating. He then decides to plug into the AC cord attached to the left side compartment. Didn't take me long on a ladder with garden hose and scrub brush to get the full jolt of that one. That's what friends are for. Luckily I didn't fall off the ladder after the shocking experience. It took another 8 hours cleaning the outside skin, and then she really didn't look at all too shabby. I've learned that the exhaust fans, pumps, lights, wall fans and marker lights do still operate. There was a broken taillight lens on the left rear and I was pondering just exactly where I could find something to replace it. I rummaged through tons of parts in the cabinets and came upon boxes and boxes of replacement parts, including a new taillight lens. What a stroke of luck! I had no idea those cabinets contained all this stuff, including oodles of 60's style camping accessories. I have removed the multi-colored curtains (identical to the curtains in the owner manual) and sent them off to be re-made. The van has about an 8 to 10 inch high stack of original papers from the factory including schematics and warranties on every appliance.

My luck being as good as it had been running except for the electrical incident. After purchasing the Ultravan in August 2002, I found the web site and National Rally being held Sept 9th in Hannibal, Mo. My friend Ron Whitt and I traveled to the rally but were skeptical about driving #358 that distance till we were safe on the road and without the 2-ply rated bias tires.

I now have acquired a Duo-Therm 13,000 roof air unit and new carpeting. The seats are being reupholstered. My granddaughter, Erica, helped so much with the removal, cleaning, and replacement of every cabinet door and hinge inside. The Formica came out just like knew again with Pledge spray wax. Can hardly wait for spring to come around so that I can take her out for a shake-down cruise. I did become a member of The Ultra Van Motor Coach Club at the Rally. My wife being in such poor health, I may have to wait for another nearby Rally this year to attend and be able to bring along #358. I have since enjoyed the Ultra Group Web Site and the fun of locating new friends, related pictures and articles about Ultravans.



Close Up of the “Trap Door” Actuating Cable

“Trap Door” Shrouds

By Jim Isbell

When I first got my UltraVan it had no shrouds at all and in my trip across the desert in November 2001 it ran fine but I had no idea what the temperatures were except that it was cool enough that the temperature warning light never came on. Later I added a head temperature and oil temperature gauge. Things changed when I had those. Now I could see that in the winter the engine was running way too cool and in the summer with 100 degree ambient it was fine. So I put some shrouds on it. Now in the winter it was just right, about 180-220 for the oil temp and 290-310 for the head temp but in the summer with 100F degree ambient it was 240 to 280 for the oil temp and 340 to 390 for the head temperature. Too hot in my book. The idea of changing the shrouds every spring and fall did not appeal to me so I designed the “Trap Door” shrouds. These shrouds use the stock thermostats in the stock location so the engine temperature is regulated just as the Corvair engineers designed it and at the temperatures they designed. The difference is that instead of opening and closing a small door at the back of the shroud they now open and close a larger door on the bottom of the shroud. This makes the winter temp end exactly the same as

stock, but allows the summer ambient to go much higher and the engine still stays cool. I have just finished a 3000 mile test of them and the result is that no matter what the terrain, flat or hilly, no matter the ambient, 32F to 100F the engine now maintains a head temperature between 290F and 330F and an oil temperature between 180F and 220F. The oil needs to be warm enough to boil off all the volatiles from unburned gasoline as well as the water. Water boils at 212F and with my sensor on the bottom of the oil pan I am measuring a relatively cool place so my oil temp is probably 25 degrees warmer at the hottest point which is hot enough and yet it is cool enough not to shorten its life.

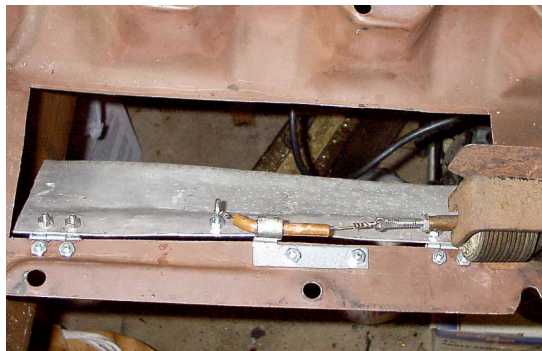
The “Trap Door” shrouds are easy to build. I did mine in an afternoon...not counting all the experimentation and design work which I have already done for you. Take a pair of stock shrouds and remove the back doors. If you are in a cold area you might want to seal off the back doors. I haven't tried that, it should work just fine, but you are in territory I haven't explored, so you are on your own there. The only danger I see here is if the doors got stuck the engine would overheat, but then that is what would happen if the rear doors got stuck, so its no real biggie. On mine the rear is fully open because I don't drive when temps are below 40 degrees. (That's when I

am at home drinking a hot toddy by the fireplace.) Then cut out an 11" x 3" trap door on the bottom, extending back to where the thermostat is mounted. Replace the steel that you take out with an aluminum door hinged at the inside. It is important that it hinges at the inside so if you are on a dirt road it won't blow dirt back into your engine.



**Doors partially open air blows to side
Mufflers being lower protect the doors**

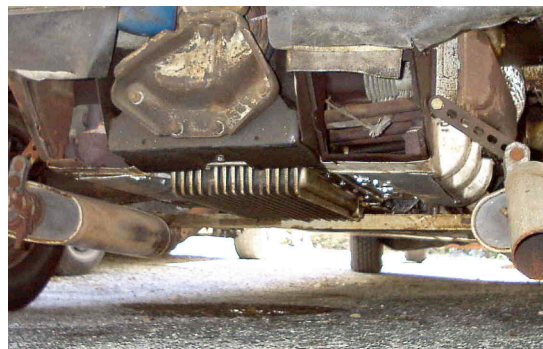
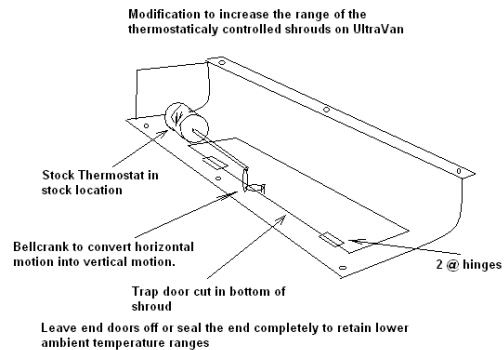
Now look at the pictures and you will see how I ran a piece of stainless steel fishing leader through a curved piece of copper tube soldered to a bracket to a small eye bolt on the door. The eyebolt needs to be placed only a short distance from the hinge to insure that you have enough cable (it only moves about 3/4 to 1") to control the trap door from 45 degrees open (that is fully open thermostat) to fully closed. screw in an eyebolt where the old thermostat control rod used to go. Now with some fishing leader crimping pliers and ferrules connect a wire from the thermostat to the door. When it is cold the door should be held tightly closed. It will not be so tight that you cannot open it with slight finger pressure however. If it doesn't start to open within a few minutes of operation then you may have it too tight. You can check it on the bench with a propane torch to LIGHTLY heat the thermostat.



Trap Door open to 45 degrees on bench

The doors only have to open to 45 degrees as this actually opens a much greater area than the 11x3 cut out in the shroud and by only opening to 45 degrees it makes the air blow to the side and not straight down to stir up dirt. In my installation the dual mufflers are lower than the doors so they are protected from damage. Replace them on the engine and test it. Then test it again. I suggest that you only do this mod if you have a head temperature gauge and an oil temperature gauge so you will know if it's NOT working. The fail safe on this is that if the cable breaks...mine did due to a faulty crimp...the engine gets maximum cooling so you are not in danger of damaging it. Air pressure from the fan will blow the door open if the cable fails.

Another method of actuating the trap door would be a "bellcrank" This would provide a more positive method of actuation, but after using the cable operated doors I see no need to change mine....yet... But if you feel you need a positive push open rather than relying on air pressure and the weight of the door, here is a sketch of what I had originally planed before I devised the cable method.



Trap Doors fully closed

Tech Tips From Jim Craig

1. Joint Seal- Prior to Repainting:

Prior to applying the final paint finish to the Ultra Van, apply the following sealer to all metal and fiberglass joints; 3M Heavy Drip Check Sealer, part #08531. This sealer comes in a squeeze tube and with a little experience on the roof joints you can apply it like a professional. It has to be applied in one operation and not be touched. It shrinks about 50 %. Stays rubbery forever and it is paintable after drying. It is available at auto paint suppliers. Price about \$8.00.

2. Ultra Van Fuel Tanks:

In case you ever wondered, there were four different fuel tanks through the years of production.

A. Tank has solid rivets securing ends and the bulkheads. It is sloshed sealed with 3M #777. Outer areas of joints are sealed with a rubber type sealant. Filler pipe is on top. l/h area. Has "reserved" section. Flat bottom.

B. Formed and all joints are welded. No slosh sealant. Has "reserve" section. Filler pipe on top l/h area. Flat bottom.

C. Formed and all joints welded. No "reserve" section. Bottom tapered to the center. Filler pipe on top l/h area.

D. Formed and all joints welded. No "reserve" section. Bottom tapered to the center. No slosh sealant. Filler pipe on forward vertical , l/h corner.

The Western Spring Rally and other tales

by Jim Isbell

The trip to the Western Spring Rally was a revelation to me. As some of you know, I attended my first rally in Palm Springs in November or 2001 at the Great Western Fan Belt Toss just 6 months after purchasing my UltraVan and have not been able to get to another IN THE ULTRA since. After the Fan Belt Toss we drove #257 1600 trouble free miles to south Texas. We tried in February of 2002 to go to the Winter rally at Howard Boso's in Apache Junction and on the way dumped diesel fuel into the engine and had to give it up. Then we drove another 1600 miles to visit with Richard Finch in New Mexico with out a problem. Then came the National at Hannibal and we blew the axle seals on the differential just 300 miles out of Corpus Christi so finished the trip in the Caddy and had the smallest motor home at Hannibal. Following that we had an uneventful (well if loosing reverse can be called uneventful) 3000 mile trip to Wisconsin.

It always seemed that Moby Dick didn't want to be around other UltraVans. As long as we were

going to be alone, everything went well, but if there were going to be other UltraVans around Moby would call it quits. Martha suggested that maybe he/she (we don't know how to tell on a motor home) was embarrassed by the poor (still original) paint job and that we should paint it. So we did. We gave the coach the 16-16-16 paint job. That's a \$16 sander from Kmart, 16 cans of silver spray paint, and it looks fine from 16 feet away.

It worked and we were off on a 5,000 mile odyssey to French Camp by way of Joshua Tree National Monument (just in time to be there the day they fished a guy out of a crack in the rocks where he had been while they looked for him for 5 days), Sequoia National Forest (where there was two feet of snow still on the ground) and Yosemite National Park (where there was still more snow).

We had an interesting trek across Arizona and New Mexico in 40 to 50 mile an hour headwinds blowing great quantities of sand. So after about 6 hours of fighting these headwinds we decided to make a detour to the south to get the winds on our quarter rather than straight on the bow. We headed south to Bissbee, Arizona to a place we had heard of called "The Shady Dell RV park" Its a place where time has stood still since the 1950s.

In the park are a bunch of restored antique trailers, a motor home made from a Flxible Buss and a Chris Craft motor yacht, all restored and set up for rentals to the tourist.



The Flxible at Shady Dell

The arrival of Moby Dick was an “event”. The owner of the park came buy and specifically asked us to stop by the office on the way out as he needed to get some pictures for his scrapbook. The diner at the Shady Dell is a restored diner from the 50s. Seating is on a stool at the counter, no tables. The real surprise is that the food, while not actually 50s prices was very reasonable, well below what you would expect and quite good as well. The place is 75 miles south of Tucson AZ and is well worth the detour south to spend a night there. The elevation is high so its cool at night and the drive out and back is pleasant with little traffic on good two lane roads through scenic desert and mountain terrain. None of the grades are excessively steep for an UltraVan.

Our next stop of note was at the “Biker Camp From Hell”, as we affectionately named it. From the road it looked fine and the price was \$14 a night, sort of middle of the road price. We drove in and made plans to stay. I should have been warned by the office which included a pool table with 5 small urchins in rags playing pool and threatening each other with up raised pool cues. But I paid the money and was directed to my parking space. It wasn’t out front out by the small lake in the shade of the trees, it was in the back by the dumpster where several other ragamuffins were plinking with a 22 cal. rifle at tin cans. We drove up to the dumpster as we had been told, being careful not to run over the several old mattresses on the ground (sleeping quarters or trash, we wondered?) and up to the hookups. The other motor homes in the area had their wheels off and were up on stacks of bricks. We didn't know if we were supposed to do that or not, but elected

against it. Several old pickups were parked nearby with their hoods open and no engines inside. Martha said, “Just hook up the electric, we can drive off and leave the cord behind if we have to leave in a hurry.” We connected up the electric and locked ourselves in for the night while we listened to the sounds of dog fights, drag races and God knows what else was happening outside the coach. I was just hoping that when I left in the morning there would not be any children in front of me that I would have to run over to make my escape. The whole place reminded me of the “Exxon Valdez” in the movie “Water World”. We left early the next morning while everyone was still nursing their hangovers from the nights partying.

When we got to the campground in Piedra, CA just 150 miles south of our destination we elected to stay two nights, we had earned it, we felt. The campground is up a fairly steep and winding road into the foot hills. Its not too much for an UltraVan, but it was enough to make me wonder just how much further we had to go. Once there you are glad you went. Its on the side of a lake, cool, quiet and secluded. The people are wonderful, and we parked within a stones throw of a 1953 Spartan trailer resided in by one of the parks permanent residents. There were a couple of old Air Streams as well. We later found out that we were only 60 miles from the Sequoia National Forest, so of course we had to make that trip. Up till then I had been somewhat skeptical of the climbing prowess of the UltraVan and its 95 HP engine. But I am happy to say, that little engine made the trip without a squawk to 6,700 feet.



The Great Sequoia Hill Climb

When we did pull to the side on three occasions to let someone pass, they were not going much faster than we were. I will never again fear grades of any size when in the UltraVan. I think they are way underrated when it comes to hill climbing.

When we got to the parking lot at the General Grant tree there were tourists everywhere climbing up the path to see the largest tree in Sequoia National Forest. We parked next to a tour buss full of French speaking Canadians and tried to disembark to go see the tree. But the Canadians wanted to see our motor home. They had an interpreter who would relay what ever I said to the tourists and back again. I speak some French but not Canadian French and not fast, so it was a slow process. I wanted to see the tree and they didn't want me to leave because they wanted to talk. I took a picture of the group gathered around Moby Dick as we escaped up the hill to see General Grant. It has a rather unreal sense to it.



The UltraVan drawing tourists like flies

Two days later we arrived at Freedom (French) Camp where we found Bob and Diane Galli, Graham Dell, Howard and Marsha Boso, Lew and Shelly Young, Forrest and Sally Gist, Jim and Marlene Craig, Robert Craig, Dan and Betty Reinhardt and some friends of Lew and Shelly to round out the required minimum customer base. Robert Craig had to leave early but the rest of us managed to attend most of the activities which included a Mexican Dinner a trip to a winery with the obligatory tasting and a great trip to Yosemite chauffeured by Lew. Forrest and I shared the duties of putting our feet through the floor in the area that we wished there was a brake pedal while Lew drove on blissfully unaware of our concern for his driving on the mountain roads. That's what comes of being a "local" who has done it many times.

Lew and Shelly were perfect hosts and kept the breakfast table well stocked and the day full of adventures and the evenings full of great choices for dinner.

After four days at Freedom Camp we left for my sisters place in Vista where this grand adventure really started back in the summer of

2001 when I sent her out to Placentia CA to fetch the weird motor home that I had just purchased on the internet.

We spent two days there and then had to skedaddle back to Texas in order to be there for my daughters installation as Minister of Music at Trinity Lutheran Church in Tyler, Texas. The trip back was fast and on the last day we spent 13.5 hours on the road covering 605 miles. I don't think I will do that again. I am retired and should not have to meet any deadlines!!!

Over all it was a great trip. We cured the differential oil leak when we replaced the cover gasket for the second time and cured the ATF loss when we figured out to run it on "empty". We had a great time with all the UVMCC people at Freedom Camp and visited with my Sister. And we proved the "Trap Door" shrouds with a full test in all kinds of weather and terrain. We covered just over 5,000 miles in three weeks, a little too fast for me but we proved it could be done in a 95 HP UltraVan.



Half Dome, Yosemite



UltraVan in the Fog, Sequoia



UVMCC NATIONAL CONVENTION Pipestone, Minnesota September 8-13, 2003

Welcome to the UVMCC National Convention information packet. I have included some points of interest in the area some you may want to see while you are here. We may plan to do some tours as a group, I have nothing cast in concrete yet. Testing the waters, so to speak.

Diane and I will be leaving early, sometime in late June. Our first committed event is the CORSA Convention in late July, hope to see some of you there in Carlisle, PA. Where we go from there is yet to be determined. Any mail we get will be forwarded to us by our daughter, Roberta. We will still be available via email at rdgalli@pocketmail.com

In looking at the enclosed brochures, you will see one for Lake Benton. This looks like an interesting town. We are planning to stay at the county park located in that city a few days before going to Pipestone. Maybe you could meet us there.

So come in your UltraVan, RV, or whatever you are driving these days and join us at:

Pipestone RV Campground

919 North Hiawatha Avenue
Pipestone, MN. 56164
507-825-2455
Email rvcmpgrd@rconnect.com
www.pipestonervcampground.com

AREA MOTELS

Arrow Motel
600 8th Ave. NE
507-825-3331

Super 8 Motel
605 8th Ave. SE
507-825-4217



#267



#544



#601

For Sale or Trade, Parts and Coaches

UltraVan for sale: # 267 has all new plumbing, all new wiring, I have done a lot of work to it. Just got back from Arizona with it in Dec. it did great all but a flat tire on the rear. It runs great drives great But I would like to have a V8 Ultra. so I am selling it to buy one. Its been to Hannibal, its been to Newport Ind. Bass Lake Ind. Chersteron Ind. Chicago 2 times and Arizona In December 2002. I would like to have \$7000.00 or best offer or I would be willing to trade for a V8 of equal value. John at 217-345-5559 c_vair30@hotmail.com

UltraVan for sale: #544, mileage is 25K. 1970, vdrive, with a turbo 3 spd. auto transmission. It has a 350 V8 in it, and a corvette rear-end, w/ 68 corvette rally wheels, w/ new radials. The body is straight, interior is original, and ok shape for being 30+ years old. Pictures encl. (Everything in the van is original. However, the rear "hatch" type door latch is broken, although handle is in place. Missing spare tire on front. As with other vans this age, the original paint is dry "crackling" in spots, and there is pitting in the area behind the tires, not rusted out, but it is spotting) Asking \$4,000 For more exterior or interior pictures, email me, and I will send the two zip files I have. Yahoo wouldn't let me send them all at this time. For other information, or to see the van, please call Steve at 253.862.3959 home or 253.740.0248 mobile.(Van is parked in Kent, 16 mi. south of Seattle.) Email at jgue@windcap.com

UltraVan for sale: #601 is for sale in order to start a business venture in Mariposa. For those of you that don't know the history on this coach it was Dave Peterson's personal coach. Is anyone out there interested or know someone that might be? It is running and moveable but has not been driven in over 5 years (needs a full restoration inside and out). It comes with a lot of spare parts such as extrusions, glass windows, 2024 aluminum sheets for body repairs, sinks, bell cranks, tooling for A-arms, 307 Chevy V8, 283 Chevy V8, power glide transmission, extra assembled front body structure and rear body structure, stove, and many more items. Please call or e-mail if interested. Thanks Ed Gurr at 510-909-3435 or 209-742-7469 edg@runco.com

Parts For Sale: As of May 1st, 2003, I am no longer selling the Ultra Van spare parts. The parts that you will see on any future list of mine, is my own property. To reduce the space needed for such advertisement, you can request complete list of the parts I have for sale, by letter or by email.

1. Windshield wiper motors, Bosch Type WWF. 1 7/8"long shaft. \$60. ea.
2. Propane tanks, `10 gal. Horiz. \$25.ea.
3. Gas tanks, early and late. 30 gal alum. \$90. ea.
4. Springs front and rear, \$15.ea.
5. Front lower "A" arms, early style, \$70. ea.
6. Exhaust manifolds, 110, \$15.ea. and 140, \$35.ea.

Inquire for many more items.

Jim Craig, 7011 Sunny Vista Rd, Joshua Tree, CA. 92252 or email at ultravan604@tcsn.net

Group UltraVan



#358

Owned By Tom
McDonald

of Caseyville, Ill

This is the AFTER
picture
The BEFORE
picture is on pg 5

GROUP ULTRAVAN

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FIRST CLASS Mail

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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 handwritten are acceptable)

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