



“Hi, My name is #324. What is yours?” “Hi there yourself, I sure like your shape! And My name is #460. Do you want to be my friend?”

Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2011

July Issue # 3

The Whales on Wheels is a quarterly publication of the Ultra Van Motor Coach Club, Inc. a CORSA Chapter and 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 \$10 annually. Please remit to the Treasurer, Lew Young. Make checks payable to Ultra Van Motor Coach Club. Send submissions to WOW by email to the Editor, Brenda Standal (Digital submissions are preferred, but even hand written are acceptable)

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A Special Note from Your Editor.....

At this National Rally in Sept. , we would like a pre-count of the number of people who wish to purchase a t shirt and their sizes. If you will either call or e mail me with this information, we can then order the exact amount or near it with maybe only a few extra. The cost is not known yet but should not be above \$15. We are trying to be a bit more economical and not have so many t shirts left over. Thank you all.

If there some of you out there who now have e mail and would like to receive your Whales on Wheels very fast (It takes 2 seconds to e mail it to you), please let me know and I will take you off of my Snail Mail list. You can e mail me at the address below.

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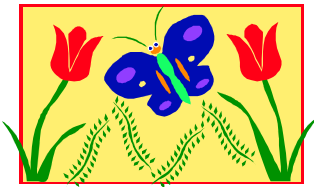




Prez Sez

Greetings! All of you fellow Ultra Vanners! Kaye and I are keeping very busy with the garden and lawn. Also a bit of renovation to our home.

I am still working on my brakes hoping to see you all at National in Dodge City. If you can, come join me in Kansas. Look on the Dodge City page in this newsletter for details. Reservations need to be made by August 1st to be with the UVMCC group, if made later than that, there will still be sites but maybe not with our group.



Your Friends in Ultra,
Clyde & Kaye Stanton
Ultra #392



CORSA NATIONAL CONVENTION

Dates:	July 26-30, 2011
Event:	CORSA International Convention in Denver CO
Hosted by:	Rocky Mountain CORSA
Description:	Host hotel is Doubletree Denver Tech Center, 7801 E. Orchard Rd., Greenwood Village CO 80111, 303/779-6161 or www.denvertch.doubletree.com . For special \$99 rate give group name "CORSA" and group code "CSA."

UV 411 and the Peters Family

From left to right: My wife Shannon, daughter Elizabeth, myself Deryk, son Robert, and son Jacob. We live in Dundee Or. Slowly fixing up our UV 411, lots to do.



Ultra Vans For Sale

#232 Ultra Van. This unit has about 1200 miles on a rebuilt 110 engine. I have invested over \$12,000 for renovation and upgrading. I had just returned from a 1,200 trip with my Ultra before taking it in for some body work and paint job. At that time, it was in great running condition before the wiring was removed. There is a brand new refrigerator, Onan generator, exterior body parts, and (2) windshields that are stored with the Ultra Van in Las Vegas. It also has a rebuilt transmission. Included are heavy duty brakes, new front suspension, air conditioner and swamp cooler. The exterior body is in fairly good shape. The wiring, interior paneling and carpet have been removed in a renovation attempt. Would consider the buyer using some bartering, or doing the mechanical work that needs to be completed. Ultra Van #232 has been relocated to the property of Chuck Hanson in Mesquite, Nevada. Chuck is our current Western Ultra Van Club Board Member. He intends to do some upgrades and improvements on Ultra Van #232. His cell phone number: (702) 346-1688. We can thank Chuck for saving another Ultra from the graveyard.



Darrell Woofter contact at 417-725-8088 or email me at woofcorvair@aol.com for questions. Please make offer.

#473 Ultra Van. 1969 Corvair Ultra Van in need of TOTAL RESTORATION! Right front damaged in accident. Needs total windshield replacement (windshields are still available). Newly rebuilt wolf carburetors. Engine has approx. 10,000 miles on it and needs tune-up. Has new Clark's transmission and 3.55 rear end brakes (need bleeding) Running gear in OK condition. Newer air conditioner and original type generator. Has a kitchen/LR area, a bathroom and a bed located in the rear, over the engine compartment. A challenging project for someone looking for a "diamond in the rough." **\$1500**

Will also consider a trade for a running Corvair car.

CONTACT INFO: Seller: Bob Brown

Location: Crystal River, FL

Phone: 352-794-6237

EMail: corvairbob@tampabay.rr.com \$1500



#479 Ultra Van. Ready and roadworthy...just move in and roll. Newly Restored Antique Motorhome. 1969 Ultravan #479 (Corvair Powered) 22' Newly painted: White with red pin striping. Highly coveted all white interior with white appliances

New carpet: tan and freshly made curtains. Ralph generator..Coleman 1300 Air conditioning unit. New rubber around windshields. Large rear window. Awning across entry side. Located in Apache Junction, Arizona. \$8,000 or best offer.

Contact Howard Boso Phone (480)288-2636 Cell (480) 518-4103 Email Hamboso@juno.com



#2019 Tiara This unit is for sale. It is in very good running condition. It has new air conditioner, rug, mattresses like the astronauts use, refrigerator with big freezer two doors. MANY OTHER ITEMS that I can't tell you about as I'm no mechanic. Asking \$15,000.00 or best offer. **Ruth Harvey, 7685 64th St., Pinellas Park, Florida tel. (727) 541-3433**



WEST COAST SUMMER ULTRA VAN RALLY
JULY 31 - AUGUST 4 2011
NEWPORT AND LINCOLN CITY, OREGON
Hosted by Gale and Gretchen Pfueller #497



Sun. July 31: Check in at Port of Newport Marina & RV Park

- Ultra Van Rally Registration (\$25)
- Welcome dinner provided by hosts

Mon. Aug. 1: Continental breakfast

- Tech session
- Lunch at nearby Rogue Brewery or Mo's in old town Newport
- Short walk: Hatfield Marine Science Center, Oregon Coast
- Aquarium and Rogue Brewery
- Free Blue Bus: Historic Old Town Bay Front, Nye Beach
- Ripley's Believe it or Not and Under Sea Garden
- Potluck Dinner and Yankee Swap Meet (exchange of fun gifts)

Tue. Aug.2: Continental Breakfast

- Travel up coast stopping at Yaquina Head Lighthouse, Otter Rock/
Devil's Punch Bowl, Otter Crest/Cape Foulweather, Depoe Bay
- Arrive Lincoln City, Logan Road RV Park (Chinook Winds Casino)
- Dinner Buffet Chinook Winds (free when registering for guest card)

Wed.Aug.3: Breakfast

- Beach walk, Casino, Outlet Mall, Coach Tours
- Dinner

Thu. Aug.4: Farewell breakfast/Check out

We have reserved sites. Please make all reservations through Gale and Gretchen (gpontrack@yahoo.com or 360-734-3953). If unable to bring your Ultra Van, trailers/5th wheels, etc. are welcome. Both cities have hotel/motel accommodations within walking distance of RV Sites.

**“2011 Ultra Van National Rally”
at Dodge City, Kansas
September 13 – September 17, 2011**



**This event will be hosted by:
Owen Strawn**

**Dennis and Linda Radford
Brenda Standal Call 239-656-3075 for any
questions**



Please reserve a site by August 1st under “Ultra Van Group” if you plan to attend. If reservation is made after that date, there will still be sites but maybe not with the group.

The cost of the site per night is \$31.

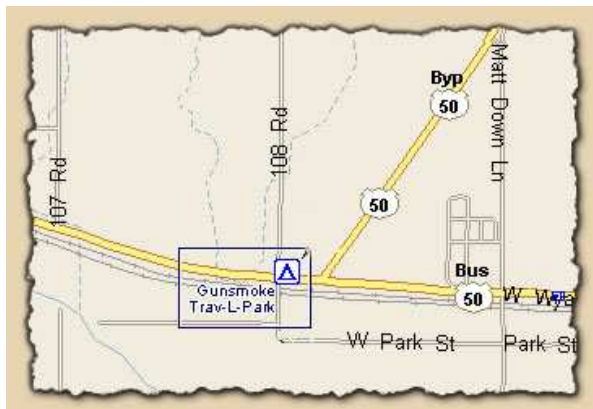
Phone: (620) 227-8247 Reservations: (800) 789-8247

Gunsmoke Trav-L-Park, your Quality Campground located in Dodge City, Kansas has been rated the # 1 Campground in the state of Kansas by Trailer Life ~ Good Sam.

Open 7 am to Midnight, seven days a week from March 1 to October 31. We are here, willing and ready, to serve you. We can make bookings at the shows in town and do our very best to help you in any way you need us.

Whether you would like to stay up front close to the showers, laundry, swimming pool, game room, office and bunkhouse, or go to the back of our park away from everything, we have a great place for you to stay!

Please adhere to the Pet Rules with your pets.



We have scheduled coffee each morning, two tech sessions, potluck, banquet, meetings, Yankee swap, tours, variety show, coach hopping, shopping, also available is a casino, more shopping, lunching. Restaurants abound in Dodge City. (ALL KINDS)

Also for this rally, we would like a head count of those wishing to purchase rally t-shirts. We will only be ordering for those who want to purchase them. We have had too many left over in the past and are now trying to be more economical.

The cost per person for the Banquet, Boot Hill Museum Tour, and Long Branch Saloon Variety Show is \$26.00 per person. T Shirts are approximately \$15 each.

RIDE TECH'S AIR RIDE SUSPENSION FOR THE ULTRAVAN

by Jim Davis

Air Ride Division of Ride Tech sells many different air springs and control heads that are suitable for most Ultra Vans. In the rear simple bag type air springs fit relatively easily allowing use of stock shock absorbers in the conventional location. This is my account of installing Ride Tech's Air Ride suspension system on Ultra Van #388(Beau). Ride Tech is located in Jasper, Indiana. Jasper is only 200 miles from Murray so I made a trip to Jasper in 2003 to check out what they had for My Ultra Van.

The front air springs pose a problem as the shock should go in the center of the air spring to work well. Moving the shock to the edge of the lower control arm would allow conventional air springs but cause another set of problems. The best solution is to use Air Ride's "Shock Wave". This is an integral air spring and shock absorber. The shock waves are available in three series (different designs), four different shock absorber designs and five different shock lengths.

Shock Wave selection depends on coach weight and the amount of ride height you prefer. Assuming you have a coach weighing about 2,200 lbs on the front (traveling weight), this eliminates the largest and the smallest of the Shock Waves. This leaves the 1000 series and the 104 series. The weight carrying ability is similar but the air spring design is different. The 1000 series uses a double convoluted design (think two inter tubes stacked one on another). The 104 series uses a 104mm rolling sleeve air spring. The difference is in how the air spring reacts to height changes. The rolling sleeve is linear while the double convoluted is progressive.

In selecting a Shock Wave, ride height and total length are most important. On my coach I measured 17" from the lower control arm, spring seat location to the upper carrying beam. This will vary depending on where the lower shock eye is located. Shock movement are available from 2" to 5". Generally longer is better. Top eyes on the Shock Wave are available from 3/4" to 2" to allow more customization to the installation.

Finally there are four series of shock absorbers in the Shock Waves - Black, Master, Select and Titanium.

Black - a simple, twin tube, steel, non-adjustable shock. Master - aluminum mono tube design with either single or double adjustment of stiffness. Select - aluminum mono tube design with electronic remote selection of stiffness.

Titanium - aluminum mono tube with double adjustment of stiffness and a remote fluid/air reservoir.

Next there is the selection control system and air pump. Cheapest would be a manual system with the limited duty air pump. Manual means the control valves are located near or on the dash with pressure gauges monitoring the air spring pressure. The next step up is the automatic air pressure system with remote air control valves and a larger air pump and 3 gallon air storage tank. Once the vehicles proper height is determined by manually adjusting the individual air spring pressures these pressure are memorized by the controller. Simply touching a button on the control panel will return the system to the previously set pressures. You can store up to three different sets of pressures. The top controller (e3 system) adds ride height sensors at each air spring.

This means the system can compensate for changes in weight and will return to the preselected ride high at the touch of a button.

So what did I choose: On the front 104 rolling sleeve Shock Waves with 4.1" movement and 1.5" top extension eyes. These Shock Waves can support over 2,000 lbs @ 100 psi pressure. I ordered these in the Master series(single adjustable) with internal ride height sensors. ability, increasing the load on the lower control arm pivot points and increasing the lifting height.

Following their recommendation I purchased the following:

2 — type 104 Shockwaves in the Master series with internal ride height sensors – these are available in height strokes from 2.6" to 5.0" – I chose 4.1" stroke with 1.5" extensions – total length 16.75" fully extended.

2 — Air springs - #90009100 tapered rolling sleeve (6" dia.)

1 — Air Pod Ride Pro e3

2 — Corvette C-4 mount brackets

75' — 1/4" air line

2 — 1/4" air line Tee's

2 — 1/4" air line to 1/4" pipe thread adapters

2 — external ride height sensors

Total cost including shipping was just over \$4,000.

As the Fatman Lower "A" arms had been designed to accommodate the shockwaves using the C-4 Corvette brackets, the installation was simple. I had to fab the upper bracket as the upper cast support beam is hollow and I was afraid a point load would crack the beam. I fabricated the bracket out of 3/16" steel plate 6" long and 3 inches wide. Holes were drilled at the same distance as the Ultra spring ear-bolts allowing the bracket to bolt in using 5/16" x 1" cap screws. Ears were welded on the plate to accommodate the 5/8" x 2" upper bolt to mount the

Shockwave. The lower bolt is a 1/2" x 2". No washers are needed as the upper eye mounts of the Shockwaves are bearings. A piece of 2" water hose was split and used as a pad between the bracket and upper beam to lessen the road noise. The C-4 mounts would work on the top but would load the carrying beam in a small area. I fabbed a custom mount the width of the beam and made it 6.5" long using the spring ear's tapped holes in the beam to hold the mount. The lower C-4 mount was located in the exact position of the center of the original spring seat. This is an important decision. Moving the mount out toward the wheel decreases the leverage making the Shock Wave more effective in lifting the coach but decreasing its lifting height. Similarly moving the mount to the center of the coach will increase the leverage; thereby, decreasing the lifting

The rear was a bit more complicated. I learned that with 245/45-17 tires on 17x8" rims, it was necessary to offset the air spring 3/4" from the standard spring location. The top bracket is a 5" x 8" drop center with holes to accommodate the two 5/16" x 3/4" mounting cap screws and the air line fitting. The bracket was bolted to the upper "I" beam using 4 each - 1/4" x 1.5" cap screws, nuts and tapered spacers as per the Ryerson. The brackets mounting position is directly above the lower mount.

The lower mount is a piece of 3/16" x 3" plate welded to the top of the original spring locate. A piece of 3" dia x 3" high 0.095" pipe was welded to the plate to locate the air springs lower mount. The trailing arm and the plate were drilled to accommodate a 3/8" x 4.5" bolt which holds the lower air spring to the mount. It is important when using a rolling sleeve to ensure the limits of the bag on compression and extension are not exceeded. Bump stops must be installed. Fortunately the rear shocks on my coach serve this function.

With the air springs installed, I made brackets out of 18 ga. steel to hold the ride height sensors. The sensors need to move through 90 degrees to achieve their maximum sensitivity. I mounted them just forward of the upper shock mount in the inside of the "I" beam and the articulating rod was mounted to the trailing arm at the brake fitting. The supplied rod was cut to length with the ride height sensor just clearing the wheel-well top and the trailing arm fully compressing the shocks.

Air lines, ride height sensors and electrical cables were run through a 1" PVC chase in the left wall up to the back of the front wheel-wells and then up through the right floor compartment between the front wheel-wells

They were then run across the back of the copilots floor compartment into the right wheel-well. The air line and ride height cable from the left wheel well was run through the rear of all the floor compartments with the brake lines.

The two electrical wires were run from under the coffee bar auxiliary fuse panel to the Air Pod and the final cable to the control panel located in the top center of the coffee bar was in the same chase to the Air Pod.

Original measuring showed the entire Air Pod would fit in the right wheel-well. Not so. Not only is it too wide but too deep also. I removed the air tank and cut 2" of the bottom of the mounting board to make it fit. A piece of aluminum channel 24" long was riveted just above the right bell crank on the inner wheel well to take the weight of the Air Pod. Four self tapping 1/4" x 2" sheet metal screws hold the board to the wheel well. The screws and holes were filled with RTV to prevent them from vibrating out. All the Air Pod's electrical connectors are screw on water tight connections and the air lines are 1/4" DOT approved push in connections so connection the Air Pod is easy.

The air tank is temporarily located on the lower shelf of the book case where it functions perfectly. Plugging the air out hole in the tank and using a tee fitting in the line from the pump to the air valves run save some plumbing.. The remote pressure sensor in the tank is still used but the three wires had to be extended. I had to buy 10' of 3- 16ga multi-strand cable for the extension.

The ride height sensor cables supplied are 20' long. It so happens that if the right front cable is shortened to 8" and the remaining 19' 4" spliced into the right rear sensor cable. It fits with 8" to spare. In the same way the left front sensor cable was cut to 8' 6" and the remaining 11' 6" spliced into the left rear cable. The USB cable from control center the Air Pod is 12' long. The excess is coiled behind the control center. Would you believe everything worked perfectly the first time? Well, it did.

I fabricated an aluminum cover for the lower part of the Air Pod as the factory cover is much too big. It had to be bent in two pieces to go behind the upper "A" arm. All the cables and air lines were tied at 6" intervals and where the cables and hoses pass through aluminum there are grommets and the hole was potted with RTV.

Some observations: The Shock Waves have adjustability. There are 13 stages of adjustment. Recommended adjustment for rebound is one click from soft for every 10 psi of pressure. This seems a little harsh. I started with 8 clicks but am happier with 4 clicks. The rebound on the Shockwave is easily adjusted with the wheel on the coach. Just raise the coach to its max in front and turn the wheel to the right to adjust the right front and to the left for the left. The knob at the top of the shock is easily seen. Normal ride pressure in the front is 83 psi both sides. This is with the lower location bracket in the same position as the coil spring perch. Full down is 48psi and full up is 100 psi. That is with 2,480 lbs on the front wheels.

The ability to tilt the coach to the side really aids in dumping the holding tanks at a dump station or when using the overboard pump. If there is a crosswind, dropping the front Shockwave air pressure by a few pounds does away with steering wheel pull. Changing tires becomes much easier. Just raise the coach all the way up. Put the jack where you need it. You only need to raise the coach another couple inches to get the tire off the ground. Of course, the ability to level the coach when parking is really a plus. I plan to put a tee in the tank airline with a shut-off valve. This will allow me to use the onboard compressor to air up the tires.

Why did I wait so long to make this mod?

Ultra Class Ads:

This is it; the last windshields available, only a couple left, while they last. Please call Tony at 613-258-1088 or email me at:
ultravanman248@yahoo.com

For Sale:

Complete front and rear suspension (modified with additional air shocks) from #518. Also the Walters V drive, turbo 350 trans, fuel water and waste tanks. **Mike Babinetz e mail me at: babzway@tampabay.rr.com 727-364-7897 Location is New Port Richey, Florida**

FOR SALE:

Parts scrapped out from #365 - Coleman forced air furnace for motor home, \$50
Ultra Van steering box and steering wheel, \$40
Ultra Van 2 lower A frames \$50
Ultra Van 2 upper A frames \$40
Ultra Van 2 beams cast for front upper suspension \$40 each
Ultra Van two spindles \$15 each, one is drilled for speedometer cable
Misc. brake drums and Misc. Corvair parts. Call for items. All parts are located in N. Palm Beach, Fla. 33408. **Jean McMasters at 561-352-6158**

WANTED: Hoping to buy or barter out a very good conditioned Corvair-110 engine. It must have less than 25,000 miles on it, or has been recently rebuilt. I plan to have it installed in my Ultra Van #358. Please contact me: Darrell: woofcorvair@aol.com or telephone: (417) 725-8088.

For Sale: Reprinted Ryerson Ultra Van Manual

I now have the Ryerson Ultra Van Service/Repair manual and a CD version of it available.

Prices: Manual only \$50.ea. (Mailed in USA.)

Manual only \$70.ea. (Mailed to Canada.)

CD only \$17. (Mailed in USA.)

CD only \$22. (Mailed to Canada.)

CD mailed with manual \$15. (To all.)

Make check to: Eric Kirven.

Mail to: 3585 Cerritos Ave., Long Beach, CA 90807



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We Should Have Stayed Home!

By Roy & Jim Davis, with assistance from Beau

We left on the 13th of May heading to Victoria Island, BC but it was not to be. We loaded Beau in the cold (55degrees) and heavy rain. We could not follow our usual river road to St Louis as part of the route was underwater due to river flooding. Heading into the blowing rain we struck out. We made good time and after lunch decided to fight the construction on I-270 around St Louis. Good decision as there was only a 30 minute delay, the rain stopped and the temps hit a warm 60 degrees. It was not to last; as we approached Columbia, MO, dark storm clouds were gathering. Arriving at Cottonwoods RVP just before the rains, we found there was a Missouri Travelers RV Rally as well as graduation for MU at the RVP. We were wedged into the last spot available as the rains came. Two inches plus of rain in 30 minutes with much thunder and wind. During the worst of the storm, the cell phone rang. It was the RVP manager inviting us into the game room, as we were under a tornado warning. Thankfully none touched down. The coach was in about eight inches of flowing water. The rest of the night was without incident. The next morning was foggy with drizzle and a cold some 49degrees. No engine heat as the ride along mechanic had left the oil filler cap off the engine the day before. As the day progressed, the fog lifted to find us in a 30 mph cross wind out of the northwest. Beau was able to maintain 50 mph without any problems. Turning north at Kansas City the wind slowed us to 40-45 mph. The wind is now 40 mph off the nose and the temperature now 46 degrees. We started the genset and turned the A/C on heat to warm the coach to a comfortable 70 degrees. We made it to Grand Island KOA as the skies again turned black. Another evening of tornado warnings, heavy rains and winds. Sunday morning but cold, 34 degrees. We had to plug in the small electric heater to help the A/C keep the coach warm. No rain, only wind 30 gusting to 40 mph out of the northwest. We arrived at the Warren "FamCamp" (a RVP on a USAF base) in Cheyenne, WY to find they had had freezing weather all month so the water wasn't on. Fortunately the bathhouse was heated and water was available in the laundry. We were advised to leave early Monday as a major freeze and snow storm was due Wednesday. We checked the I-80 road conditions Monday morning and found the Interstate was open to Warmsutter, WY. The temperature was 29 degrees as we headed west into relentless wind. Beau made it up Sherman Hill in the dry and just outside Laramie, it started to snow. Fortunately the temperature had warmed to 35 degrees so some of the snow melted and the roads were slick but passable. Since 45 mph was about as fast a Beau could go, we felt relatively safe. We stopped in Rawlins for a great Thai food meal and discussed if we should turn back. Roy was ready to return home, but I overruled her and we pressed on. Note to self: I've got to listen to my wife's intuition, one of these days. I decided to stop in Green River and look for an air filter as Beau seemed to be struggling in the wind and hills. I figured the oil had clogged the paper filter.

Leaving Green River the differential began to howl, pleading for lubrication. The master mechanic, I am, thought it was possibly low transmission fluid. I stopped along the Interstate to find the transmission was 1.5quarts low and the differential was overfull. Strangely the diff fluid wasn't red. By the time we got to Little America, I knew Beau was severely wounded and we decided to spend the night. Little America allows only dry camping and no pets in the hotel. It was snowing again and the temperature was 35 degrees. Pressing on hopefully, we found a KOA in Lyman that was open. The owner, Mark Anderson, welcomed us like we were family. The next morning found that the differential did indeed have red fluid as well as 9" of wet snow everywhere and 29 degrees. No way I am going to change a ring and pinion in this mess. We will just have to wait for better weather and that may be a while. Another major snow storm Tuesday night. I talked to Mark Anderson about repairing the coach in the water and snow filled gravel parking spot and he offered to let me use his shop. I greatly accepted.

Further investigation showed a very loose pinion gear (my fourth in Beau). Thanks to Bob Galli's fine instruction, I carry all the tools, gaskets, seals and a spare ring and pinion with bearings and shims set up for Beau's differential case. About noon, we cleaned the snow off of Beau and backed him into the dry shop out of the wind. Even though the shop is not heated and has no water, it does have a dry, level concrete floor. It was so much better place than the parking spot, I was not about to complain. I had the coach jacked up and the carrier and pinion shaft on the trailer top by 4 pm when the wind picked up, the temperature dropped and it started sleeting with pea sized size hail. It is good to be inside. It was just too cold to work outside so I quit for the night. High of 41 and a low of 32. Wonderful weather!

The next morning in the cold (34 degrees). The Andersons invited Roy to go into town shopping with them in the morning. She brought back: differential fluid, paper towels, bananas. I finished up the repair by lunch time and we moved back into the parking spot. When it started hailing again, Roy commented that we should have stayed in Mark's shop. The next morning was 31 degrees with about 4" of snow on the ground. The Interstate was wet and slick to Laramie and closed beyond, heading east. The predicted major snow storm had hit. We waited until about 10 am hoping some of the snow would melt before we head home. No trucks on the Interstate heading west so, indeed, the Interstate was closed somewhere ahead. At Warmsutter, we met the trucks heading west; two long lines about six miles long, so

we knew the highway to Cheyenne was now open. Temperature is 37 degrees. As we made it down Sherman Hill we could see the remains of 16" of fresh snow that had fallen early this morning. At Cheyenne, it hit a balmy 38 degrees and started to rain fairly heavily. Pressing on we stopped at Cabella's in Sidney NE. Thankfully the rains stopped about 20 miles west of Sidney. The lady at the desk warned us to head the coach east and they were under a tornado watch. So what else is new? As soon as I hooked up, it began to rain with thunder. More rain and wind all night but no tornados. Three more inches of rain to add to our trip total.

On the road at 7:30, the sun was blinding but the wind had shifted, instead of being out of the west- northwest, it is now out of south-southeast at 30 mph. Beau is happy at 55 mph and it is getting warm. For the first time in awhile, we turn the genset off and crack the rear windows as the temperature tops 55 degrees. The black clouds are forming over Lincoln. As the sky turns that yellow-gray that means high winds, we dash into the Grand Island KOA and wait for the worst. Again we were invited into the office to wait out the storm, but the weather radar (WIFI is nice) showed the worst was east of us. It was all over by eight o'clock and we slept well. Saturday the weather was clear and we were only 700 miles from home; Beau is behaving perfectly and the differential fluid is clear. As we cross the Missouri River at Nebraska City, the water is only 4" below the roadbed on the approach. NE-2 will be closed in a day or two because of high water. The wind has picked up and we plod toward home at 40 mph heading into a 40-50 mph head wind. At least it is warm. The foot vents are open for the first time. We decide to stop in Odessa, MO so we can spend the next day at Powell Gardens near Kansas City. Country Garden RVP has nice concrete pads with full hookups. Their store has all sorts of Amish foods including a huge cheese display. We managed to find \$90 worth of food we could not do without.

Powell Gardens was well beyond what we had been led to expect. Five hours was not nearly enough. Their restaurant features products grown in the gardens and ranched on property. As thunderstorms were predicted for the late afternoon, we left for Cottonwoods RVP in early afternoon. We pulled into Cottonwoods as it began to drizzle, under a tornado watch. The computer showed that we were under a tornado warning and tornados were on the ground 150 miles to the southwest near Joplin, MO moving northeast. About three hours later the storm hit. I thought it was going to turn the coach over. The only thing that saved us was we were behind the office and headed into the wind. Several fifth-wheel trailers did fare so well

Bright and sunny the next morning; the last day on the road hopefully. A check of the highway showed IL-3 (the river road) was open as was the US 60-62 bridge across the Ohio River. Of course US-60 across the Mississippi River is closed as the road used to run across the Bird's Point Levy which the Army Corps of Engineers destroyed last month. The trip was uneventful until about noon when storm clouds showed in the west; we pressed on, hoping to outrun them. The storms hit us about Peavey, MO. Even at 25 mph I couldn't keep the coach on the road in the 70 mph gusts. It was raining so hard we could not see to drive so we ducked into a QT truck stop to wait out the storm. We parked between two tractor trailers to protect us from the nickel size hail. After two hours, the storm blew over and we once again headed home. We didn't see much flood damage until Thebes, IL where those campgrounds and resorts along the river were washed away. The town survived because it is on a bluff. Olive Branch was not so lucky. Nearly every house had a pile of flood damaged material out by the highway. Sand bags were everywhere even in the road. So sad to see so much damage. We arrive home safe and sound with Beau running great and in the rain, again. The three cats are stir-crazy as they have not been out of the 22' x 8' coach in 11 days. Thunder storms predicted for tomorrow so we put Beau in the barn. Three and one half inches of rain that night and the next morning.

Roy figured 26" of snow and 16 inches of rain fell on Beau in the 11 day trip. The engine ran fine; the coach handled well in the wind; the new ring and pinion made no noise and the diff fluid is clear. Some months it's best to stay home. I ordered a new ring and pinion from the Corvair Ranch today and all the replacement parts I need from Clark's. We should be ready to roll about the end of June. I used to tell the Westerners that we don't go west before the 15th of May or after the 30th of October. Be advised all those in the west ---- No trips across the Rockies until the 10th of June or after the 15th of October. Better safe than sorry, again.



Ultravan tail lights, Trail Lite No. 99, lens \$16.99, backing plate \$39.99, complete tail light assembly \$49.99 plus shipping. Can be ordered on line at vintagetrailersupply.com .

Other vintage trailer parts can also be found on this site. Phil Domser #526 Utica NY.