

Whales on Wheels

Number 1

2020



**UVMCC was incorporated
in October 1967 for all who
are interested in Ultra Vans
CORSA Chapter #008**



FROM THE PREZ

Hi everyone.

I don't know why, but I do know how I got elected as Prez! I'll start right off with we had a very busy year with the by-law changes, I was on that committee. There were a lot of changes to bring us into the 21st century. I won't go into the details as you have access to download them from the website membership page at the bottom, I do suggest that you, at least, skim through them. One of the biggest changes is we now have 3 divisions; there is NO just east or west! I want to say this only once, we are one club, we may have differences of opinions, but it will not be us/them.



I don't have any details yet but I understand the National Rally will be the week following the Corsa convention allowed per our new by-laws. I haven't heard any details yet.

I would like to thank Brian Goldin for his time as Tech Coordinator. Taking his place will be Chris Brown. Chris will be a good addition to this position and if he needs any help there are a few of us around that probably have answers.



FYI, #398 got shipped home from Nebraska with a big shout out to Shade's Classic Cars. There was a snafu with the shipping container and my time frame went away. At least I got an engine finished! Now I need to build mine. Did I mention that these are 2.9L engines?

Other than that, there hasn't been a lot going on. By the time you read this the BoD will have had their first conference call. In doing that, we can keep in contact and also keep up to date with what is happening in the club in real time. We will probably do this 3-4 times a year. If you have something you think needs discussed let me or your director know and we can then talk about yo_ - I mean the subject. LOL

Happy Ultravanning
Ken Hand, UVMCC Prez

INSIDE:						
New Members/ Photos	Photos/ Cooking on the Go	<u>Congratula- tions/Short Reports</u>	Dave Peter- son/#001	Ultra Van Overview/ Mice	Transfer/ Thanks/In Memoriam/ Merchandise/ etc.	About UVMCC/ Classifieds/ etc.
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Welcome to our new members California

Robert Alonzo #359

Minnesota

Steve Rasmussen #445

New Hampshire

Allan Jones #339

Ohio

Dan Ratliff #449

**Wahoo!! We had 16 new members in 2019
Welcome All**

New member coach pictures



Steve Rasmussen #445



Dan Ratliff #449 "Tadpole"

New, but not quite as new, member's coaches

Jeff Stonesifer #20



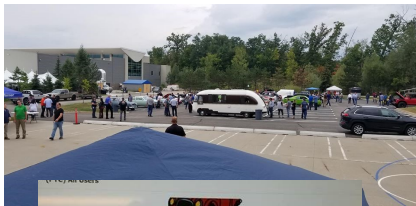
Jamie Cheek #346



Jon Robere #268 "Bubbie"



CAR SHOWS



Ken Hand's son, Chris took #398 to a show and won a couple of awards.



Pat Jennings #409



Owen Straw #500 at Cars & Coffee



Joseph and Phyllis Wilhelm #367 at the show at Clark's Corvair



The Whale 460 and Chuck & Cyndi Hanson at Modernism Week

#375 at Scottsdale when John Seaman still owned it



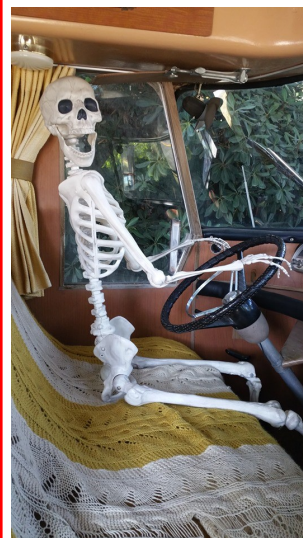
Members and Ultra Vans decked out for holidays



The Whale 460 and Chuck & Cyndi Hanson's place



No coach yet, but Dave and Gloria Beck giving out presents



Jon Robere #268 — Happy Halloween



No theme, just miscellaneous pictures



Mike &
Bonnie
Johnston
#290



Christy Barden #228



Jim Guider #201

Joel & Laura McGregor #285,
318, 435, 530, 532



William Panzer #538



Brian Goldin
#163



Kevin & Leslie
Sullivan #454

COOKING ON THE GO

BY LARRY FORMAN

I received this recipe this morning and it looked good so I made it for dinner tonight. It is SUPER easy and I made just a few changes. Since we had bags of four chicken thighs each that were browned, frozen, and sealed for possible travel and other uses, I used one of those bags. The browned thighs are bone-in, so I had to pull the bones out after about 7 hours of slow cooking. I had to also be sure that I removed any knuckles along with the bones. The texture of the pulled chicken was much better than chopped chicken. We only had mild chilies, so it could have used a bit of "heat" (since it had none), but even with that, Rosie said it was really good.

We used our 3 qt. Instant Pot Mini on low temp slow cook, and the recipe filled it nearly 3/4 full or a bit more. After several hours cooking, we drained about 1/3 to 1/2 of the liquid to use as soup for lunch. I would have cut down the chicken stock by about half to keep it from being excessively soupy. I did not add any salt since I was concerned that the chicken stock might already have plenty of salt in it. We did not have a lime or avocado for the topping but it was still very good. You certainly could use raw chicken thighs as per the recipe, but I suspect that browning them and leaving the bone in might have added some flavor.

I will definitely make this again, but will likely try either medium or hot chilies next time.

Highly recommended and Chungah, owner of <https://damndelicious.net> seems to live up to her web site's name. This would be an ideal dinner recipe for slow cooling at an RV park or while on the road if you have an inverter at around 750 watts or more.

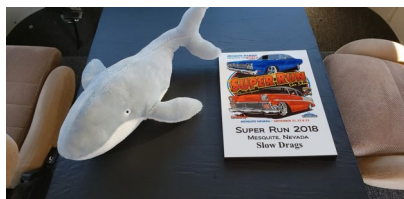


CONGRATULATIONS!!

TURKEL, UV #328, WAS AWARDED THE FIRST PLACE PEOPLE'S CHOICE ENGINEERING AWARD AT THE 2019 CORSA CONVENTION.

WHALE 460 JUST KEEPS RAKING IN THE AWARDS

This was the 3rd year for the Super Run Car Show in Mesquite, which attracts 400 to 500 vehicles from all over the place for 3 days of mayhem in late September. Among the other activities, the public is invited to vote for their favorites. This year was the 3rd consecutive time the Whale460 has won the Ladies' Choice award, and the \$100 prize! Oh and don't forget the Slow Drags, the Whale 460 finds it way to the top there, too.



Beatty Days parade and car show, Oct. 26, in Beatty, NV. The Whale took first place in the antique car category in the parade, and 2nd place special interest in the car show.

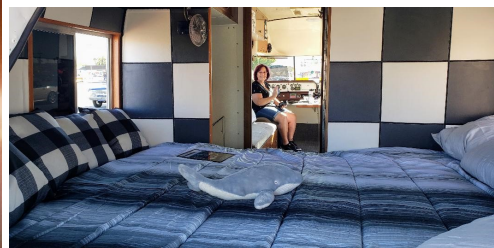
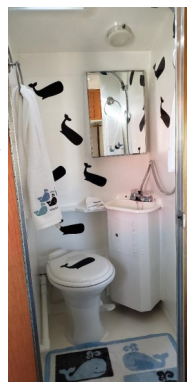


Overton NV Veterans Day Parade, flying the Stars and Stripes, and the USMC banner, in honor of Marine Master Gunnery Sergeant Phillip Kingery Hanson. My Dad began his service to his country at age 17 in Korea, and retired from the Corps when he drew his last breath on September 20, 2019.



Parade of lights award from Mesquite. 10,000 pounds of food donations went to the food bank from the parade, which isn't bad for a town of 20,000.

You can put a blown V8 in just about anything, but a whimsical bathroom and king sized bed is another matter.



Short Reports

Bits of information from our members



From your Secretary - I am preparing to compile the 2020 Membership Roster and if you think any of your information might have possibly changed since last year, please email it to me, uvmcc_membership@yahoo.com

Betsy Senn - The Ultra Van name list is lost and buried under the 10 feet of paperwork I had to move so the computer repairman could get to my computer so we're asking all Ultra Van owners to report their nickname to the WOW editor at uvmcc_membership@yahoo.com

Patty Mello—"Mini Mo" Ultra Van #333 has new owners. **Congratulations, Joe and Janet Scalet!** They will be picking her up in January! Happy Trails to you both! Can't wait to be on the road with you and hook up with you both! Welcome to the amazing UVMCC Family!!!

Joe Scalet -We plan on picking up #333 from the Mello's (great name for an UV owner) the weekend of January 17th. When we make it home to Edgerton, KS (see more on this on page 12)

Steve and Laura Lemke - Not sure if you've heard but I brought #247 down to Tennessee. Laura and I moved down here a year ago June and had a new house built. We are just finishing the garage where we hope to complete the project. I brought a friend up to Hayward in September with the hope to drive the rig down. After several hundred miles of test driving it just was not making sufficient power to make it safely. Jim Davis was helpful, as always, in diagnosing a faulty torque converter. We decided to trailer it home and the trip went off without a hitch.

Chuck Hanson—Here's a hot rodding tip for the Corvair powered Ultra Van crowd;

The amazing Corvair engine is truly a V-8 crusher when paired with air suspension! Silence those skeptics at car shows with this simple upgrade!



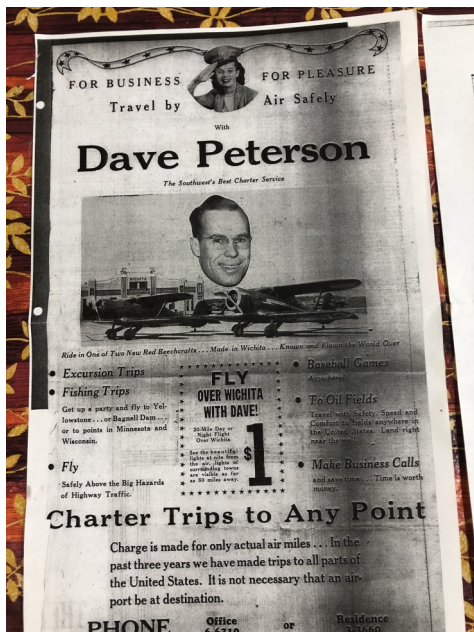
Gabriel Villagran—I've had so much work I have not been able to work on #366. Hopefully, in the next few months I would like to pull the engine and restore.

Craig Lamond - December 18, 2019 From left to right.. Carl and Fran. Lea and Craig....Patty and Jerry Doug and Meg At the Portland Airport Red Robin to swap junk, lies, and goodies!!



Craig Lamond - We have finally received the box of everything that the children of the Ultra Van creator, Dave Peterson could find about their dad!

What an impressive life he led! I am copying things that I find interesting and then want to send it on to one of you for maybe organizing and publishing a timeline leading up to the Ultra Van.... or an ongoing newsletter saga of Dave's life that everyone could enjoy?.....or what??



Please let me know where to send this priceless paperwork even though almost all of it is copies of copies of copies. (ed - Owen has excitedly accepted) BUT, at least we finally got information never before seen from their personal scrapbooks!!

Last minute magazine find.



To be continued.....

PERFECT ARMRESTS

CRAIG LAMOND SAYS THESE ARE FROM A CAMARO AND FIT PERFECTLY IF YOU ARE USING SEATS WITHOUT ARMRESTS .

THEY WORK FOR HAVING A COMFY PLACE FOR YOUR ARM AND HAND



More #001

Starting Reference—"The Story begins" WOW 2014-4, page 4
Craig and Lea Lamond here!



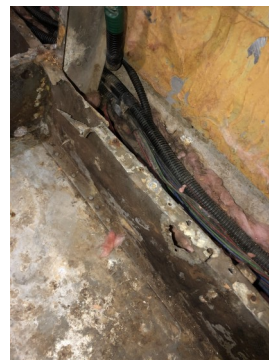
We are trying to get # 001 road worthy enough to make it to the 50th COR-SA convention in San Diego this summer! There's also going to be an Ultra Van Rally close by, so these are events that can REALLY increase the exposure of all our very special vehicles!

Sadly, we were forced to completely gut the interior of #001 due to water damage and musty moldy smell. From first opening the door on purchase day four years ago, up until yesterday, as the very last of the interior and insulation went away!

Original Interior



The good news is the smell is GONE!!



We are concentrating on the alignment of the suspensions as the new tires got scrubbed almost to the cords on it's voyage from Tennessee to Oregon (what a trip THAT was!)



Anyway, if the mechanicals can be fixed, we will be there!!

We will have a version of The Tin Tent, only totally bare to the ribs, so everyone can see what we are dealing with! We are putting together an extensive photo ledger of our findings from the first day of purchase until the convention in 2020 and that will be available for all to see, if all goes to plan.

Sadly, only a few of us old farts are still around that would have any photos or VHS tapes of #001 in earlier times as we are slowly restoring Queen Honeybee to her original 1960 configuration. Soooooo, ANY fotos, recordings or information is badly needed and greatly appreciated!!

Contact OWEN STRAWN to share your information so it can be put in the archives.

A Quick Ultra Van Overview

David Peterson built a coach in the last three months of 1960. People who saw it liked it so much that he soon built a similar production prototype and two commissions. Prescolite took over in Spring 1963 and built 7 more (two of these have not been identified), but shut down on February 27 1964. The first two coaches didn't originally have sequential serial numbers. The third is now registered as 103 and the fourth was originally registered as #4. Prescolite coach serials are odd: S63 104 (5); S163006 (6); 163102 (9?); 163103? (10?); 264105 (11).

Peterson started over in 1964 with a lot of changes, and restarted the serial numbering with #201. There are a few unexplained (so far) oddities in the sequence up thru #209, but otherwise the sequence was uninterrupted until the Hutchinson factory closed with #556 in June 1970. The last three uncompleted Hutchinson coaches currently show serial numbers TU-100, 558, and 559.

In 1972 Peterson built a prototype for an all-new design that he called #601. #602 was sold as parts or a kit and never completed (still owned by original owner though). #603 & 604 were commissioned builds that were eventually finished by the short-lived Sonoma factory. #605 was left unfinished when Sonoma closed in 1973 and though the second owner eventually installed a drivetrain the coach remains incomplete today.

Peterson built another design called #700 that he tinkered with from 1982-1998. It was also never completed.

So our best estimate is there were 376 Ultra Vans built (not including the two known homebuilt coaches): 1-11, 201-559, 601-605, & 700.

346 were built at the Kansas factory (211-556 or 214-559 depending on how you count them)

Note: 211-213 were built in Oakland and shipped to Hutchinson for finishing. 214 was apparently assembled in Hutchinson from Oakland-made parts & subassemblies. 215 was the first built entirely in Hutchinson. 557-559 were built in Hutchinson and shipped back to Oakland for finishing.

Four have never yet been completed (559, 602, 605, 700).

320 were Corvair powered (1-11, 201-509)

49 were 307 CID Chevy V8 powered (510-556, 558-559)

1 was 455 CID Olds V8 powered (TU-100)

3 were 350 CID Olds V8 powered (601, 603, 604)

1 was 1.6 liter Chevette inline-4 powered (700)

2 were unpowered (602, 605)

357 were 22' long (6/163006, 202-411, 413-559)

3 were 23' long (601, 602, 605)

12 were 24' long (1/101/001, 2/200, 3/103, 4, 5/63104, 7?, 8?, 9/163102, 10/163103, 11/264105, 201, 412)

2 were 26' long (603, 604)

2 were 27' long (208/108, 700)

Note, #700 has alternately been reported at 20' long. #221, 267, 430, 445, and 559 have since been stretched to 23'; #602 has since been stretched to 25'.

All but #700 use the Union City Chevy/GMC round front Step Van windshields.

This webpage shows an overview of the 1960-1965 Oakland-built Ultra Vans:

<http://www.corvair.org/chapters/ultravan/OaklandUVs.html>

This website shows 271 different Ultra Vans, every one that I have ever found a picture of:

<https://www.flickr.com/photos/8769347@N03/albums/72157648650666687/>

Safe travels,

OWEN STRAWN, LVMCC HISTORIAN, LUV500

MICE !!

SUBMITTED BY ROSIE WALKER

As you clean up the chewed up wads of paper, droppings, and shavings from gnawed-through particle board, you wonder to yourself how on earth you can get rid of these unwanted "guests" without putting your family and/or pets at risk by setting out poisoned bait. The last time such a "guest" showed up, the trap you put out did its job.

However, because you drove your RV back home a short while after putting down the trap, it relocated itself to an area that was out-of-sight and out-of-mind. You know you need a different solution this time because you don't want a repeat of the smell you encountered the following week when you were loading up for your next adventure.

The best laid plans...

Your initial thought was that by cleaning up crumbs and ensuring that all human and pet food remained sealed, your RV would be blissfully mouse-free. Where did you go wrong? That strategy seems to have worked fine at home.

RV's are non-traditional living spaces that require non-traditional solutions for pests. Despite your best efforts, cleanliness only goes so far. There will always be critters looking for a free ride by shacking up with you in your RV.

Fortunately, RV'ers are among the most resourceful folks on the planet and they have tons of suggestions for mouse problems, ranging from the plainly obvious to the downright strange. Not all tips are created equally, so let's examine commonly suggested solutions for maintaining a "Mouse-Free Zone" to help you figure out the best solution for your situation.

Using scent and sound as deterrents

Using various scents to keep mice at bay is usually the first thing RV'ers try to correct the problem. Commonly recommended deterrents include peppermint oil, mothballs, pine needle spray, dryer sheets, and, oddly enough, [Irish Spring bar soap](#).

While mice may not like these smells, mice are extremely persistent. That means if you put out a scented deterrent, it is merely a delay mechanism rather than a solution to the problem. Mice will keep coming back until the deterrent has worn off, or they will find a place where the deterring smell doesn't reach well and is less irritating to them.

Another suggestion is to use ultrasonic devices that repel mice. While they may work right next to where the device is plugged in, that doesn't help much in areas where the mice actually enter and dwell in your RV—typically where there are no plugins. Professional pest control services routinely state that the level of ultrasonic sound waves emitted by these devices is too small to have much effect throughout even a small living space.

Create physical barriers

Hands down the best way to combat mice is to prevent them from entering your RV by creating impassable physical barriers. One popular quick fix people try is using canned [spray foam](#) to plug up holes where the mice chewed through the floor or wall.

While foam is a fantastic way to stop air from flowing through open cracks, it won't stand the test of time against mice. It is simply not a match for their teeth, so give it a pass. The same thing goes for caulking.

Caulk is great to help prevent drafts from coming in. It also helps keep smells of food you have in the RV from seeping out and acting like a beacon to area mice. However, if you are dealing with known mouse entry points, you need to consider other options because they can chew right through caulk.

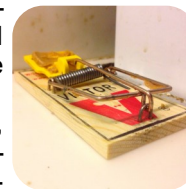
The best method? Steel wool!

One tried and true barrier material for plugging up mouse holes is [steel wool](#). Mice will not chew through it. You can get it in any hardware store or place with a paint department. Be sure to get the kind without soap in it. You want the stuff that's used for stripping wood, not cleaning pans.

Simply take a wad of steel wool and stuff it back into the hole where you know mice have entered, then seal up the hole. Next, go around to the outside/underside of your RV and try to figure out what path a mouse might take to get up to where you found the hole. If there are nooks and crannies where you can stick some steel wool, do so.

One other very clever idea is to place tall metal rings (about 8-10" high) around tires and jack stands to create a slick physical barrier that mice cannot climb. You can make these from sheet metal rolls available at hardware stores. This idea may not work well for folks on the road who have limited space, but it may be great for people who store their RVs.

Of course, there's nothing wrong with using a combination of these methods. Every RV setup is unique, so even the best solutions may require tweaking. Now that you know a little about getting rid of the small, furry, four-legged variety of unwanted RV guests, you can work on ways to get rid of Aunt Marge and Uncle Jimmy the next time they show up at your RV unannounced on a four-day weekend.



TRANSFER OF OWNERSHIP

Jerry & Patty Mello sold #333 "Mini Mo" to Joe & Janet Scalet of Egerton, KS

Patty provided some historical pictures of #333



THANKS FROM MARILYN & ARTHUR MOORE

(FORMER OWNERS UV 222)

Having now reached my 80th year, and Marilyn and I are no longer able to get any type of health insurance to be able enter the USA, we must reluctantly give up our membership in the Ultra Van Club. We have always paid 5 years ahead, and believe it was and still is the best value around, we no longer can participate because of the insurance issue, plus failing health.

It has been many, many years since we attended a rally. However, we always read all about these occurrences, and look at the many photo's supplied in the rally reports, and maintain our interest in the club, and it's activities. Over the years, we have seen where many people we knew from the past have been diminishing because of old age and death. We are happy to see that our previous coach, UV 222 is still being used, and roadworthy. I don't see it's attendance at any past rally's, but know it is still rolling along.

It has been our good fortune over these years to meet some wonderful people and share in their lives, as well as their Ultra travels, but sadly that has to now come to an end. Thank you to you all, current members, as well as past members to allowing us this shared enjoyment and privilege.

On behalf on Marilyn and I, we wish you all safe travels, good health and many, many happy years ahead.

Sincere Regards.....

In Memoriam

Patsy Husmann—Dave Peterson's daughter—passed on September 30

She is survived by her husband Ron, three sons, Mark, Andrew, Gregory, and brother, David Peterson.

From Craig and Lea Lamond. UV 001

"I have talked to Patsy and Ron several times over the years and she fulfilled her promise to me of putting together any remaining paperwork related to her dad and the Ultravan.

She was such a kind and loving soul and will be missed by all who knew her."

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ULTRA MERCHANDISE



Call or e-mail either of us to shop or better yet come join us at the next rally!

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Patty Mello, 541-926-2631, nanapatty1951@hotmail.com

ATTENTION!! MORE NEW MERCHANDISE



Ultra Van
Magnets
3" x 1 1/2"
\$1.00



Ultra Van
Embroidered
Ball Caps
\$15.00
Royal, Red, Khaki,
Black, Gray

Item	Price
Club badges	1st one free at a rally or \$5.00 for a replacement
Miniature Cloisonné Ultra pins	5.00
Cloisonné Ultra earring set	\$7.00
Cloisonné Ultra pendants (chain not included)	\$3.50
Ultra Van Coffee Mugs	\$10.00
"Corvaire Powered" bumper stickers	\$3.00 or 2 for \$5.00
VIN # plates (blank)	\$3.50
Ultra Van Magnets	\$1.00
Ultra Van embroidered Ball Caps	\$15.00
3 1/2" X 4 1/2" Stitched patches w/ Ultra on US map & flag	\$3.00
Tech tips 1960-2015 PDF on CD	\$5.00
Club Roster (printed)	\$5.00
Window decals UVMCC with Ultra	\$1.00
100,000 Miles Club plaque (Awarded at rally)	Award
Postcards and note cards	Various prices
Hand-made Specialty Whale items (keychains, bookmarks, fan pulls, lanyards, etc.)	Various prices
Available while supply lasts:	Big Sale
Prior Rally t-shirts	\$5.00
Tombstone Rally magnets	\$.50

CLASSIFIED ADS**Available:****Ryerson Manual**

The Ryerson is available in two forms, Printed and on a searchable CD.

Printed Manual \$60 plus shipping

Printed Manual and CD \$70 plus shipping.

CD \$17 postage paid to the contiguous U. S.

Shipping is based on your choice of shipping options.

Please send me your address and I will let you know what postage will be.

Eric Kirven, 3585 Cerritos Ave., Long Beach, CA 90807 Ultravan345@Yahoo.com

UVMCC Membership

E Mail for the Treasurer is at:

uvmcc_membership@yahoo.com

Join Today!

Web Site:

<http://www.ultravan.club>

Whales on Wheels (WOW) is the quarterly publication of the Ultra Van Motor Coach Club, Inc., (UVMCC) a chartered chapter (#008) of the Corvair Society of America (CORSA). Incorporated in 1967, UVMCC is dedicated to the preservation, enjoyment, and use of the Ultra Van, a 22 foot, unique, motor home, which was designed by David Peterson and built in Kansas until 1970. About 365 units were built.

UVMCC is open to anyone with an interest in Ultra Vans. Annual dues are \$5 for an emailed newsletter and \$15 for a mailed newsletter. Application and payment can either be made online with PayPal at <http://www.ultravan.club> or make checks payable to Ultra Van Motor Coach Club and mail to the treasurer at:

UVMCC, 5425 Morrow Rd., Gladwin, MI 48624

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor by the 15th of March, June, Sept, and Dec. Send newsletter submissions to WOW by email to the Editor, Molly Bacon, uvmcc_membership@yahoo.com

Digital submissions are preferred, but even hand written are acceptable. Mail to: UVMCC, 5425 Morrow Road, Gladwin, MI 48624

Authors are asked to submit at least a photograph of themselves for the article with any other relevant photos.

Technical material will be sent to the Technical Coordinator for review.



Founded in 1969, **CORSA** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair.

CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

UVMCC encourages membership in CORSA.

Visit their website, www.corvair.org

THANKS FOR THE DONATION

ROBERT LANGDON

\$10

Profit and Loss for Quarter 2 - Oct 1—Dec 31, 2019

Income—\$381.00

Expenses—\$126.91