

Whales on Wheels

Number 3

2020



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



NEWS FROM THE PREZ

HEY EVERYONE, I HOPE ALL OF YOU ARE DOING WELL. I HAVEN'T HEARD OF TOO MUCH GOING ON THIS SUMMER; I KNOW BETH AND I HAVEN'T REALLY BEEN ANYWHERE. I ALSO DON'T HAVE A LOT TO REPORT AS MOST EVERYTHING HAD/HAS BEEN PUT ON HOLD. THIS YEAR'S NATIONAL RALLY HAS BEEN POSTPONED UNTIL 2021, LIKE THE CORSA CONVENTION. THERE HAVE BEEN MANY DIFFERENT SHOWS CANCELED SO FAR THIS SPRING, TOO MANY TO LIST. MOST CAMPGROUNDS HAVE BEEN OPEN BUT WITH RESTRICTIONS WITH NO EXTRA ACTIVITIES PRACTICING "SOCIAL DISTANCING". WITH EVERYTHING YOU CAN'T DO MAKES FOR A DULL TIME, I HAVE JUST AS MUCH FUN CAMPING IN MY BACKYARD! LOL



ON A DIFFERENT NOTE, I KNOW THERE HAVE BEEN A COUPLE MORE COACHES COME UP FOR SALE AND I ALSO KNOW THERE IS A FORMER OWNER OF MY COACH LOOKING TO PURCHASE ANOTHER COACH. I HOPE HE FINDS ONE AND THAT WILL ADD ANOTHER COACH IN MICHIGAN.

JUST SO EVERYONE KNOWS WE HAVE A NEW WEBSITE UP AND RUNNING AND IT IS LOOKING PRETTY GOOD, THANKS MOLLY. THE NEW WEBSITE COMES WITH THE NEW ADDRESS ([HTTPS://ULTRAVAN.ORG](https://ultravan.org)) THAT WAS GIFTED TO US BY CRAIG LAMOND. MOLLY PRETTY WELL HAS IT UP AND RUNNING NOW WITH NEW ADDITIONS ALL THE TIME, CHECK IT OUT.

Speaking of the website...

The latest addition is the list of Ultra Van "features." A few months back, we put out a survey so Ultra Van Owners could list specifics about their coach. Things like tires and sizes, engine, dash and gauges, brakes, interior and exterior modifications, and so on.

The roster shows there are 76 club members that own at least one coach, but information for only 27 coaches have been entered. That is not very good participation, folks. We would really like to capture as much coach information as possible to be available for everyone.

Here is a link to the survey (**no personal data is captured**):
<https://www.surveymonkey.com/r/LW52C6R>

Here is the link to view the information that has already been entered:
<https://ultravan.org/ultra-van-features>

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Welcome to our new members

Florida

David & Susan Knox

Maine

Ross Converse & Diane Shockley #380

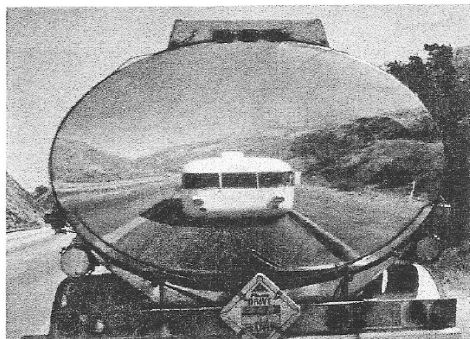
Washington

Tim Verschuyt #250

UVMCC currently has 109 members



Walt Davison in UV366



2000

Then and Now

2019

UV 328
Chris Brown
and Molly Bacon



NEW ULTRA VAN OWNERS



Hello, we are Dave and Gloria Beck from Brownsburg Indiana and first time UV coach owners with the purchase of Paul Piche's #389. As you know Paul passed away earlier this year after being very involved with the DACC. I met Paul only once at the Detroit Homecoming while his coach was parked out front of the hotel. At that time, he had a sign-up sheet for anyone interested in it's possible purchase in the future.

Gloria and I have been UV club members for 3 years or so and long enough to attend a rally in Palm Springs CA., Kearny Nebraska and once in Ohio so we had met several coach owners but only ridden in one once and never driven one but had seen what everyone had and was doing to their rigs. I had checked on several for sale in the past but when

the family made Paul's available, I knew it would be the best head start I would ever have on one. On Saturday, June 6, 2020, we drove to Michigan just east of Flint and met with Paul's daughter, Denise, and made the deal and started home but not before we were loaded with many of Paul's extra parts and notes which have proven to be very helpful to explain some of his modifications over the years. Paul had refurbished everything in the late 90's and driven over 97,000 miles since.



Dave, Gloria, and Denise



Loading up parts

The first stop was to meet Molly and Chris at a diner near Flint where we ordered lunch and due to COVID-19 took it to the coach for our first dining experience. We were really happy they could meet with us and be the first to celebrate. The club is so fortunate to have such an organized and helpful couple. I want to also mention and thank Ken Hand for his offer to meet and check things out for us but due to our timeline we chose not to but thank you very much Ken for that offer.



Chris, Molly, Dave, and Gloria

Anxious to head home we parted about 2:30 P.M. and headed home. The first stop was fuel as the gas gage was reported as inoperative. We made two more stops for fuel; each time taking several minutes, of course because of curious motorists. It was close to midnight when we arrived home, but it was a wonderful drive and great traveling weather.

I spent the next week or two getting more familiar with things and reading more of Paul's maintenance logs, very thankful for that and they were very detailed. In Indiana our DMV has just started nonscheduled title transfers so I got in a long line early morning and presented my paperwork to the very unfortunate clerk after three gals working and two phone calls to downtown along with a death certificate, police inspection and a slight disagreement between the police officer and the dispatcher who argued there was no such thing as a 3 digit VIN in her 28 years I was handed the paperwork that said I should receive a plate that reads 68-ULTRA I thanked everyone and the clerk smiled with sweat on her brow and said "We will see what downtown does with this paperwork"

Well that is it for now. Dave & Gloria



Short Reports

Bits of information from our members

Rick & Donna Lee Daley #T2004—Gary Anderson, Olga Anderson, my wife Donna Lee and our Tiara with a Stella "Toad" Gary helped me get. The picture was taken in Rochester MN in July 2019 at Gary and Olga's house. After the picture in Rochester, I drove the Tiara and Toad to Anacortes Washington via Glacier National Park. The Tiara and Stella are stored in Washington for the time being while we wait out the COVID era here on Kauai. No plans for travel any time soon.



Tim Verschuyt #250—Hi Ultravanners. I'm Tim Verschuyt from Oak Harbor, WA. I've owned #250 since about 1990. My wife and two sons and boxer dog used to spend 2 months every summer traveling in 250, mainly in the north-west and British Columbia. We used 250 as a base camp while kayaking, backpacking, climbing, touring museums, and visiting family. We were club members back then, and enjoyed the company of club members including at a rally at the Ryersons in BC.

A divorce changed it all. I moved from Palo Alto to Oak Harbor and began building here. I'm an architect. So #250 became home while building. She towed a small trailer and brought in many building materials. You can get a 20 footer inside!

So now 250 is getting a work over. She's going to be a traveler again. A new paint job. Hone out and rebuild master cylinder and wheel cylinders after a long sit. And I've rejoined the club!

250 was in a fire (space heater) two owners ago, so she will never be a looker. The sheet metal is no longer smooth. The fiberglass burned. But that left an opportunity to plan the interior differently. She holds a Honda 175 m/c and a sea kayak inside. There is a sleeping loft in the back. The closet door becomes a spacious up front dining table for four. NACA ducts feed the cooling air for the 140 hp (secondaries removed) Corvair. Photovoltaics on the roof. Everything is built light weight. I'm hoping to tour the Utah parks in October and November IF they ever reopen.

Well this is getting too long for a "short report." Next time I'll describe a meeting between my whale on wheels and an orca whale.

Stay healthy, Tim

Steve & Laura Lemke #247—Lots of progress on 247 recently! We have replaced the failed torque converter that prevented driving it down from WI.



My friend Kevin helped pull the powertrain to install the new converter and we can now accelerate going uphill!!! We had Dustin from Knox Stripping come to the house and remove all the old paint. Dustin did an outstanding job using crushed glass and water and was very reasonable. Not too many surprises under the old paint but will need lots of prep before

new paint. We've also tested all systems and have everything up and running except the tankless water heater. Will need some diagnosis on that to see why it's not working. That's all for now, trying to keep the forward progress rolling.

Gail & Gretchen Pfueller #437— This cool clock came with my Ultra Van 497 when I purchased it 11 years ago.
Anybody else have one?



Jerry & Mary Lou Kramer #424—When preparing Whitey for our annual trip to Florida this past February, I noticed a spot on the floor so I called a friend with a drive over pit so I could easily check the underside. It showed that the leak was transmission fluid that was coming from the back side of the torque converter. I then found that the transmission fluid was also getting into the transaxle which meant that Whitey would not be making her usual trip to Florida. We decided to use the A-liner instead which turned out to be a good thing because in the middle of March the Covid-19 pandemonium struck and we made a hasty retreat back to Ohio.

After checking the tech tips I determined that it most likely is the seals in the transaxle. Therefore with the help of our son, I have dropped the engine and drive train and likely will be ready to replace the seals soon. Hopefully I'll get it back together and we can do a few short trips before it is time for it's next trip to Florida.

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Short Reports (cont.)

Chuck & Cyndie Hanson #460—Whale460 Rescues Quarantine Orphan



There I was, minding my own business, when the call came: "The owner has had enough! Can't find an honest mechanic, and is gonna haul her off to the junkyard!"

So I headed off with Cyndie, AKA The Voice of Reason, and we ended up with The Tangerine, a 64 Greenbrier Deluxe, for less than the price of the paint job. A nice new drivetrain, and she's ready to go to work.

It was love at first sight for The Whale, who has promised to take very

good care of his new friend. Through the next few months, they will be working together on their new home, the attached garage on the west side of the house, and they are looking forward to a happy life together.



Cyndie breaking ground for a home for these two.

UPDATE ON #473

BY RAY_PILOT FUENZALIDA

Hello Everybody out there in Ultra Van land.

Figure I might as well give you an update as to where I am.

To start with, I just saw a video of where a guy got out a tape measure. Pulled it out to equal the average life expectancy of a man (or woman) and then marked where he was on the tape measure. Most of the tape was already gone. Only a little bit remained. Which is quite scary when you think about it. So, I have decided to get off my butt – stop thinking about “later” because I might not make it to “later” – and get this thing done.

Here's my baby

Looks a little rough, but she is under cover.

Engine runs. Worst problem is a transmission fluid leak but I am ready to work on that. And there was a famous movie line, “a man has to know his limitations”. Well, I know mine. I will never do it. I need help. In this particular case I have gotten a guy whose day job is RV



renovations to redo the interior of my Ultra Van. You can see from the photos that he is just starting.

I have an old boat that I never use and is literally in my way. He wants a boat. So we are trading for part of it. I'm buying the materials but he is supplying all the labor. Basically

a great deal for the both of us. I get someone to do what I cannot (or will not) do. He gives up some labor/skill. Saves me a ton of money and he gets a boat for very little money. It's what you call a win/win. We both think we're coming out ahead.



He is going to redo all of the walls, drawers, cabinets etc. She will look spiffy after that. Still a long way to go. Will need new flooring, some wiring and a new dashboard/instrument panel. But, the big thing is I have started. I am so looking forward to driving it somewhere, at least once. I'll submit additional photos in 6

months. Hopefully the change will be very noticeable.

TECH ARTICLE NUMBER: 2020-01**SUBJECT: Outside Rearview Mirrors for ULTRA VAN #500****UV MANUAL SECTION: 2****AUTHOR: Owen Strawn #500**

One of the most common Ultra Van modifications is replacement of the clunky original side-view mirrors. Many different arrangements exist, but I've always particularly admired Clyde Stanton's super-clean installation on #392 (also found on #326, #328, #453 & #503). The mirrors he used are aftermarket 1973-1991 Chevy truck replacements, very easy to find and relatively inexpensive. This mod for #500 was initiated by the Reno County Museum's need of a good set of OEM mirrors for their UV393 restoration project, and four weeks of Coronavirus-induced furlough time off work.

For this project I bought:

Two Dorman 955-1807 mirror kits from Summit Racing

Two 1/8" x 4" x 12" aluminum plates (6061-T76511) from 6061dude on eBay

One Storehouse #67582 rubber grommet set from Harbor Freight

Fifty CherryMax CR3213-4-3 structural pull rivets from Aircraft Spruce

Four each 5/16" diameter x 3/4" long bolts, flat washers, and self-locking nuts (not shown)

After examination of Howard Joseph's sketches of Clyde's installation, Chris Brown's photos of how he did it on #328, and several additional photos of #392, points were marked 1-3/8" directly below the center of the 8th rivet back from the windshield washer nozzles (on both sides), 1" diameter holes were drilled in the fiberglass, and rubber grommets (D=1", ID=11/16", OD=1-9/32", T=1/16") were installed in the holes. FWIW, these holes could have been located as much as a half inch higher, but I wouldn't recommend going any lower.



Next a cardboard template was created to fit inside the lower windshield support channels, and two 1/8" aluminum plates were cut out to match. I used a jigsaw to rough cut the plates to shape (add a little Marvel Mystery Oil to the cut or the blade will get gummed up); and a hacksaw, drill press mounted sanding drum, and hand drill mounted 3" Roloc sanding disk to clean up the cuts.



Following Chris Brown's lead, the Dorman mirror brackets were modified for use (instead of making new brackets from scratch). Unfortunately these brackets are designed to hold the mirror at an angle to the body, doesn't have the right offset, and are way too long to fit horizontally inside the UV framing - so they were cut down, the mounting tabs were pounded flat and re-bent to be parallel to the V-bend, and the V-bend angle was bent tighter to achieve the needed offset. Then the Dorman clamp plates were trimmed and re-bent to work with the new V-bend angle. I used a hacksaw and angle grinder to trim the brackets; a 3" Roloc sanding disk to deburr; and a claw hammer, short section of railroad tie, two large c-clamps, and two large crescent wrenches to bend them. Would have been easier with a proper vise or anvil though.



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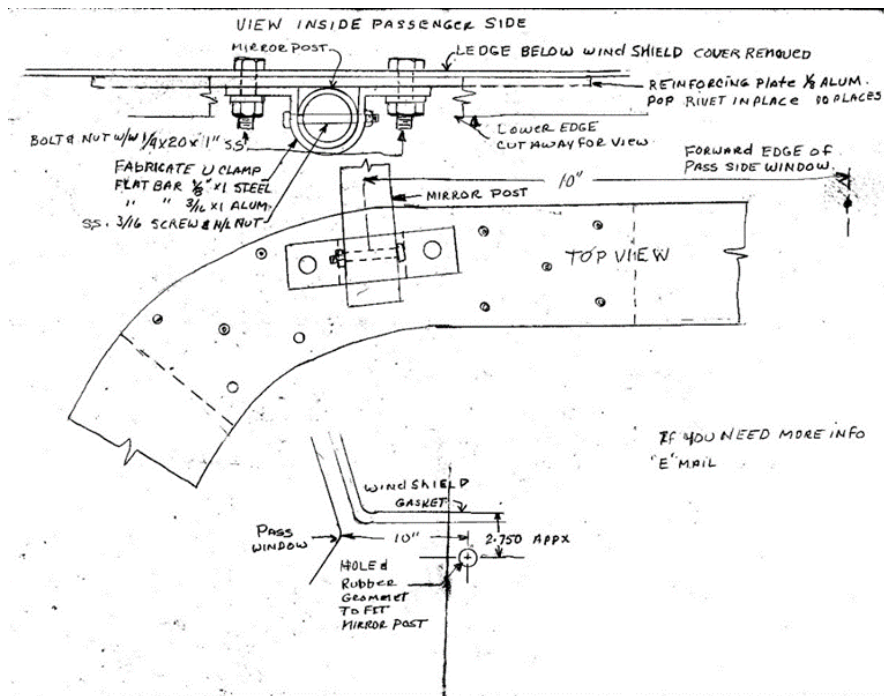
Thirteen rivet holes and two bolt holes were drilled to mount each reinforcing plate to the bottom side of the lower windshield support channel. Rivets were temporarily dropped into each hole progressively to maintain alignment, a Sharpie pen was used to transfer the bracket hole locations to bottom of the plate and the plate profile to the top of the channel, and all the holes were drilled out before everything was taken apart, deburred, reassembled, and riveted.



I used an angle drill, but still had to drill several of the rivet holes from the bottom side because of windshield overhang. The bolt holes had to be pilot drilled in each plate on a drill press, then back drilled from underneath into the channel, then the plate and channel separately drilled out to full size (the larger diameter drill bits were far too long to use from underneath). The holes for the 5/16" bolts were drilled out to 3/8" so that I could adjust the mirror position to align with the exact grommet center. FWIW, 1/4" bolts could also be used, then the holes should be drilled to 5/16" for adjustability.



- 1) Don't install the grommets until after you have trial fitted everything and got the mirror tubes properly centered on the holes. I had to do some more bracket bending and added spacers/shims between the brackets and the lower windshield support channel. I used some of the cutoff 1/8" aluminum to make the spacers (no need for oversized holes in the spacers though).
- 2) If you have to add spacers, you will want to use 1" long bolts instead of 3/4" long. Also, it's a good idea to have some non-locking nuts on hand so you don't ruin the locknuts during fitting. Probably should use 8 washers too instead of 4.
- 3) The Harbor Freight grommets aren't right. I used them anyway, but the "thickness" should be 1/8" instead of 1/16". (D=1", ID=11/16", T=1/8"). Not sure where I got the single one of these that I had, but apparently it wasn't the HF assortment.
- 4) I plan to add a stick-on fisheye mirror to the passenger side mirror. Maybe even the driver side as well.
- 5) My passenger side window was so badly jammed that it took about 20min of prying to open it. Fortunately, I had new "felts" (window channel weatherstripping) that were just waiting to be installed. I used two 96" long sticks of Y526 from Restoration Specialties, but there are lots of places you can get this stuff. The only trick is getting a clean cut on the end without ruining the beading. I found that using an angle grinder with a metal cutoff wheel worked best, then I used the Roloc sanding disks to clean up the cuts.



TECH ARTICLE NUMBER: 2020-02

SUBJECT: Brake line electrolysis

UV MANUAL SECTION: 11-20

AUTHOR: **Tim Verschuyt #250**

Electrolysis with the brake lines and fuel lines: UV framing "studs" have rubber grommets where wires and fuel / brake lines pass thru. But #250 found a way in 55 years, to corrode some holes in brake and gas, steel, and aluminum lines. Sure, the grommets did a pretty good job, but brake line touching fuel line is the same problem.

When my brakes just wouldn't bleed, I removed driver's side interior paneling and found a nice mess. My clue...brake fluid wetting 250's belly. Both fuel and brake lines had nice holes at dissimilar metal contact points.

The fix involves cutting out the old line, carefully preparing for the double inverted flare connection, and producing the flare in tight quarters. I'm not so flexible as 30 years ago! A square brake line cut, and carefully filing an outside bevel is required. I practiced a few flares on the piece removed and learned how to do it right. Pretty small stuff - bring a magnifying glass!

A flaring tool could be rented in town (but required fixing), and 3/16" od brake lines can be locally bought in 12, 18, 24, 30" and more lengths. These premade lines come in "inverted flared", or "bubble head" flares, in metric or American threads. I bought inverted flared with 3/8" x 24 "nuts" to go with the 30" - 3/16" brake line. Because I could only form inverted double flared ends, not bubble ends. And two appropriate unions to join the old brake line to the new piece. Cost about \$15.

It's good to check the emergency brake mount too. While moving 250 without brakes, the e-brake came off in my hand. It cantilevers up from its mount below the floor (look for four carriage bolts outside low, left front). I re-brazed the connection to the mount and will build an upper level wall support later.

Back in business. Brakes matter! NO room for errors. Nice to keep 250 rolling, but nicer yet to be able to stop. Age matters. Tell me about it!

Coronavirus was good to the Green Machine

These past several years have gone by “fast and furious” through juggling between work, family, and friends all made even more complicated by regular work commutes from California to Washington DC and events that often keep me out late. Hunkering down at home was not only welcome but it finally gave me time to regroup spending time with my family and also much needed time to work on the Green Machine. I’ve had the coach #163 for 16 years since purchasing it from Robert Craig, Jim Craig’s son. Over the years it’s had plenty of repairs, some upgrades and attention but as everyone knows, there are always projects to be done.



For the coach, the pressing issue was the engine. The motor was a little tired and could have used some attention but the main issue occurred when a torn fan belt, along with my lack of attention to the idiot light, meant that I let it overheat - I’m not talking a little but a lot. This was the final nail in the coffin - and yes, something that could have been avoided. But it was the start to a fun project with lots of sweat and some hard-earned money spent.

Getting the engine out, a transmission surprise and ordering parts

I pulled the engine quickly with the help of my stepson Bennett and Eli, a family friend. The engine looked good from initial inspection, so my plan was to take the heads to Engine Machine Services in Los Angeles and order rings and other parts from Clarks. Luckily, after splitting the diff and trans from the

motor I took the time to pull the transmission pan to take a look, and low and behold I saw chunks of my clutches in the bottom of the pan just sitting there staring at me. With an “oh crap” I added a rebuild kit to my list. Clarks was closed due to COVID - and it was probably best as my short list of parts was already getting bigger. On the way to the machine shop in LA I dropped the torque converter off at a Sierra Torque Converters - a hole in the wall shop that does amazing work.

I should mention that this project started in late April with the goal of finishing the first week of June for a camping trip that we were planning at Jalama Beach. No sweat, right?

Attention to the interior and other tidbits

With the drivetrain waiting for parts and a report from the machine shop on how bad the heads were, I turned my attention to amenities that have had little or no attention since I’ve owned the coach. The improvement that I was looking forward to the most was a new refrigerator. The original Norcold has never been reliable and with 57 years of innovation behind us I figured there had to be a better way. With some research I decided to go with a Dometic 12v compressor that has the cooling power that can turn it into a deep freezer. I’m all for improvements but for anything visible I try to keep it looking as original as possible. The refrigerator, while new, has a stainless-steel front and I saved the original Norcold emblem so that I can attach it to the door as homage to the original.



Next up was hot water. Frankly, our hot water never worked, and I never thought it was really needed but I would soon be proven just how wrong I was. I found a super small tankless propane for next to nothing that fit my space well. With some bracket fabrication and plumbing adjustments, I had the heater in and working so well that I about burned my hands at the kitchen sink. With hot water it was time to tackle the shower, while the shower has always worked the drain went straight to the ground below the camper. Since we never used the shower it wasn’t a big deal but now, in these COVID times, and as a loving husband I wanted to give Kris a place to shower that wasn’t in a public bathroom. This is where a call to Chuck Hanson came into play. Since my shower plumbing was gone - I reached out to check to see how his was routed. The plumbing was simple enough but what got my attention was his macerator. My coach just empties out to the normal 3-inch hose fitting. I loved the idea of getting rid of that big hose and leaky valve for a high-pressure garden hose outlet. So, I pulled all of the wastewater plumbing out to redo it with support for the shower, the macerator, new gate valve, and an extra ball valve where I’ll hook up the hose to drain the system. Needless to say, I took a few extra trips to the

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hardware store than planned and have plenty of extra fittings if anyone needs them. I swear - I have a mini Home Depot and AutoZone worth of parts in my garage. I forgot to mention that while picking up a special gate valve at the local Camping World for the plumbing, I noticed that they had toilets on sale. Yup, I went for it. Frankly, ours worked but the seat and pedal has been broken for a while. The new one is nice; it looks super clean in the bathroom and I was happy to show it to Kris. Later she let me know that it has a little wobble when sitting on it. I wanted to say that's because the floor is hardly flat but instead, I said - thanks honey, I'll fix that right away... (I'll figure this one out later).

A fancy gauge

As I mentioned before, I let the engine get too hot when the belt broke. Yes, I should have a buzzer attached to the idiot light, but I didn't. This is where I reached out to Pat Jennings. I remembered that Pat purchased a fancy digital gauge with probes for left and right head temperatures along with oil and transmission temperatures. I picked up the same system including spending a small fortune on special wire for the fancy system. I pulled out my machine shop skills to tap a hole into the low-profile Otto oil pan. If you know, there is little room to put a sensor in the pan. I then turned my attention to the transmission pan where I welded a metal bung to the pan. They both went in nicely and thank goodness neither leaked.... Lastly, once the gauge was installed, I wired up an alarm. In jumping forward I should mention that with the fancy gauge I now know that my right cylinder head runs about 40 degrees hotter than the other meaning that I have some carburetor work that gets added to my list.



At this point we were getting to the last couple weeks of May and the machine shop still hadn't looked at my heads and Clarks hadn't opened to accept parts orders. I started bugging the shop and they came back with bad news, saying that the valve seats had sank pretty far into the heads. They were repairable but it would have been a lot of work, so they asked if I had a different set. This leads me to my good friend Mike Moreno, my savior with his huge collection of parts. Mike hooked me up with 2 sets of 140 heads which I rushed out to the machine shop and where Bruce, my new friend, picked the two best. With the heads underway Clarks reopened and I placed my small list that became a big order with quick shipping split between sending parts to the machine shop and my house in Redlands.

Once the parts came in, I drove up to Mike's place to rebuild the Powerglide. First of all, Mike has the knowhow, he also has a press and most importantly I missed hanging out with him. Our goal was to finish the Powerglide in 3 hours, but I think I ruined those plans when halfway through I opened a couple beers that led to a couple more and plenty joking around.

We didn't make the deadline, but we got it done including a good cleaning, some new paint and a good time.

From receiving the parts from Clarks and finally getting the heads back I now only had 4 days to get humpty dumpty back together again. Probably not a big deal for a mechanic but I have my day job and I don't do this all the time so I'm a little slow. In the final push, the engine assembly went well. Simply pulled the pistons, re-ringed them and inserted them into the newly cross hatched cylinders. I hate putting the metal surrounds back on the engine and with the help of Eli and a friend we finally got it into the coach. No problems with the first start (yes, I was a little stressed). I had one more day before we left for our trip, so I spent it driving around the neighborhood trying to work out any kinks.

In the end we made it up to Lake Cachuma in Santa Barbara (Jalama beach was still closed for COVID) without any issue and once again the Green Machine was taking care of us on the drive and a hit at the campground. To follow our adventures follow me on Instagram at @set_on_stun



THE FIRST ULTRA VAN:

Dave Peterson started construction of the first Ultra Van on September 1, 1960, in a rented garage in Alameda California. Four months later on January 2, 1961, he drove it to the Department of Motor Vehicles office and received a license for his "1960 housecar".

The coach was designed around the remains of a wrecked 1960 Corvair sedan that Peterson had acquired, using both the front and rear suspension as well as the 80-horsepower engine, Powerglide automatic transmission, and many other bits and pieces. Without the interior furnishings it weighed less than 1,800 lbs. empty - "Five times the cube of the VW Van and 400 lbs. lighter", or "one-half the weight of a Greenbrier and over twice the space". Even after the finished interior was installed it still weighed under 3,000 lbs.

Peterson (David L.) and his son (David G.) operated the coach until at least 1973, then for one and a half dozen years the coach passed out of all knowledge into history and legend. Eventually rumors of a mysterious lost Ultra Van came to Jim Craig via his friend Mory Snyder, and together they tracked down the prototype rotting away in a grape field near Oroville, California. Recovery was accomplished by April 1990, and a Club restoration project was organized with many donations of time, labor, parts, and even cash.

By 2001 interest had waned (only one couple showed up to the final Restoration Rally). In 2003 the coach found a new home at the Lane Motor Museum in Nashville Tennessee (profits from the sale were returned to the Club). Lane displayed the coach until early 2014, when it was purchased by Craig & Lea Lamond and driven to Portland Oregon. The Lamonds plan to return it to its original configuration.

Many photos of #001 are here: <https://www.flickr.com/photos/8769347@N03/sets/72157644794709346/>

April 1990 discovery and recovery: <http://imgur.com/a/dUqUt>

April 1994 Restoration Rally: <http://imgur.com/a/87mvG>

November 1994 Restoration Rally: <http://imgur.com/a/UQRyc>

May 1995 Restoration Rally: <http://imgur.com/a/A3jtX>

More restoration photos: <http://imgur.com/a/zJ2pX>

THE SECOND ULTRA VAN:

Although Dave Peterson built the original Ultra Van for his own personal use, he received so much attention and interest whenever he took it out that very soon, he started working towards production. By late August 1961 he was showing renderings of a proposed "Conestoga Motorized Home" to potential investors in "The Ultra Van Manufacturing Company". The new concept was much modified, perhaps addressing lessons learned in the construction and early use of the prototype.

He set up shop in a wooden warehouse at 366 8th Avenue in Oakland (which he would continue to use thru 1973), hired some local high school & tech school students, and started building "the Demo Van" (which would later be known as #200). There are no known recorded dates for the construction or completion of this coach, but we do know that the "Go-Home" flyer (which featured a photo of the completed #200) was published in the 1963 Chevrolet Silver

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Book (late 1962 or very early 1963), and that the coach itself was displayed to the public at the 1963 San Francisco National Sports and Boat Show (at the Cow Palace, February 1-10). However, it was last registered as a 1963 model.

At this time Peterson reported the coach as weighing 1,815 lbs. empty and 2,710 lbs. complete with all furnishings.

Some photos of Ultra Van #200 are here: <https://www.flickr.com/photos/8769347@N03/sets/72157650166747825>

It is not known when Peterson sold #200, though there are pictures of it outside the Oakland shop as late as 1964. Three owners in Maryland are listed in the Club archives (Harold N Zastrow, Oren E Hines, and Henry & Pauline Wills), then in 1975 Mel Dinesen of Bakersfield California retrieved the coach from Florida. Mel extensively restored the coach and along with his wife Millie showed it at many rallies until 1997.

#200 was acquired by a prominent performance artist in 1998. Rirkrit Tiravanija intended to drive it across the USA with five Thai art students as an art project sponsored by the Philadelphia Museum: "Untitled 1998 (on the road with Jiew Jeaw Jieb Sri and Moo)" <http://www.philamuseum.org/exhibitions/1998/7.html> (a book/CD-ROM/Exhibition Catalog that was published in conjunction with the project is available).

Unfortunately the coach was wrecked early in the project, but after its completion Tiravanija retrieved the coach from Arizona and displayed part of it in his exhibition "Untitled 1999 (reading from right to left)" at the Wexner Center For The Arts in Columbus Ohio (Jan-Apr 1999). It is not known what became of the remains of the coach after the show.

THE THIRD ULTRA VAN:

Ultra Van #103 was the first one that was built for sale to a customer. The customer was Dr. Standish Watson of Walnut Creek, CA. No contemporary records showing the date of manufacture or sale have been located, but it is believed to have been delivered in the summer of 1962 (the coach is currently registered as a 1934 model).

Photos in the UVMCC Archive show #103 at Death Valley & Donner Pass in 1967 (owner(?) J.R. Wells), and at the January 1971 Lion Country Safari rally (the largest UV rally ever with 66 coaches in attendance) (owners Charles & Florence Harris). <https://www.flickr.com/photos/8769347@N03/albums/72157659720250291>

#103 was one of the very first Ultra Vans to be converted to V8 power. At the January 1973 Tecopa Hot Springs rally, owners Aubrey & Wanda Jackson showed off the conversion, featuring a reverse-turning Chevy 283 V8 engine mated to the original Corvair transmission & drivetrain (#361 and #374 were later converted to the same configuration).

Don & Marilyn Beatty were the longest lasting owners of record, from 1975-1998; eventually selling to Eddie Davidson for \$100. Eddie sold to the current owner Nick Riepe after only a few months. Nick lived in the coach for about three years, during which time the coach was used in the filming of the 1999 movie "Five Aces" starring Charlie Sheen. <http://www.imdb.com/title/tt0203503/>

Nick and his wife Shonna currently hope to restore the coach.

(Continued on page 13)

(Continued from page 12)

THE FOURTH ULTRA VAN:

Ultra Van #104 was specially built for use as a mobile showroom for the Prescolite lighting fixture company. Prescolite took over Ultra Van production immediately afterwards, but according to Dave Peterson's notes this coach was built before their management.

#104 originally had 13" wheels and a 1962 80 hp Corvair engine, with "the lowest gear ratio available" (3.89:1?) - which resulted in excellent performance. It was registered as a 1963 model with "4" as the entire serial number. This is the only known coach with riveted aluminum interior wall panels.

#104 was extensively modified by owner Murray Fisher, who removed an engine driven split air conditioner, installed large windows in the entry door, the bathroom, and above the trunk, and replaced the large kitchen window with a smaller one. Murray also installed a custom-fitted fiberglass fuel tank (under the driver seat), a (late model) Corvair Corsa dashboard, high-back Mustang bucket seats, spray foam insulation, a flat front floor, and a hollow subfloor with integral wiring and heating ducts. Later, Phil Street replaced the original motor with a new one.

Photos of #104 from 2013 are here: <http://imgur.com/a/JIQVA/all>

The list of owners noted in Peterson's and the Club's records include:

Homer Gray, Mill Valley CA (Prescolite)

James Pearson, Modesto CA (Prescolite)

Larry Bennett, Santa Rosa CA (1st owner?)

Albert Brown, Red Bluff CA

Murray & Bettye Fisher, Walla Walla WA 1973-1985. Bought from dentist?

William & Henrietta Reed, Post Falls ID 1987

Phil & Yvonne Street, Pendleton OR 1988-2013

Craig & Lea Lamond, Portland OR 2013-2016

The current owners are Tim & Loyce Ericson of Gaston OR. Tim recently indicated his intent to sell #104.

COMPACT CAMPING CHAIRS

BY ROSIE WALKER

Someone asked me where I got the canvas chairs that fold up that fit in a thermos size container. I'm sorry, but I can't remember who asked me, so I'm sending this out to some of my Met and UV friends who may have asked me. Below is the site I ordered them from. Just click on it.



Weight and size traveling in our Ultra Van is very important, so these are replacing the bulky ones that we had under our sofa. I have the cheaper ones. They hardly take up any room so now Larry will have more room for his tools, unless I squeeze in extra blankets, the laundry bag or something. Tell you later on who wins the space. Right now, he's still working on raising the bed, so the UV is all cluttered up, and I can't even get to the sofa. They would also be good for the Mets, or any tiny vehicle in which weight and size are important.

<https://www.coolthings.com/treo-camping-chair/>

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**ULTRA MERCHANDISE**

Purchase at the club website merchandise shop,
<https://ultravan.org/ultra-van-club-merchandise-shop/>
or call or e-mail either of us to shop
or better yet come join us at the next rally!

Molly Bacon, 989-246-8046, mollybacon@yahoo.com

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



Item	Price
Club badges	1st one <i>free</i> 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 ½" X 4 ½" 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)	<i>Award</i>
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

UVMCC Membership

Go to the website membership page:

<https://ultravan.org/ultra-van-motor-coach-club/>

or

email the Treasurer at:

uvmcc_membership@yahoo.com

Join Today!

Founded in 1969, **CORSA** is a 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



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 <https://ultravan.org/ultra-van-motor-coach-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.

Profit and Loss for Ultra Fiscal Year Quarter 4 - Apr 1—Jun 30

Income—\$115.50
Expenses—\$586.07

Profit and Loss for Ultra Fiscal Year Jul 1, 2019—Jun 30, 2020

Income—\$3098.60
Expenses—\$3339.19

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

I am carefully and slowly trying to return to selling Corvair parts. I collapsed in 2006. I used to sell Ultra Brake Hoses - braided stainless steel DOT approved for Ultra Coaches. I have a few in stock and will produce more if interested. Same for Ultra Series Street Kevlar and Black & Gold Kevlar; new steel shoes with rivet linings. Advise me at thesourceparts@gmail.com Telephone: 858 668 9006, Address:13975 Mira Montana Dr., Del Mar, CA 92014-3113 Hours ? say 2-7pm
David Herrin aka The Source (thesourceparts@hotmail.com)

ULTRA VAN BENCH SEATS FOR SALE

Darrell Woofter, 417-725-8088

Two (2) Ultra Van bench seats located in Nixa, MO. The color is tan (light brown) and upholstered in a durable fabric. Both seats have a zipper enclosure which allows for removing the inside padding to be able to wash or dry clean. Each seat recently vacuumed and fabric shampooed. They are in especially good condition with no observed stains, blemishes, burn marks, holes, or damaged areas on either seat. asking \$75 each or \$150 for both.

