

Whales on Wheels

Number 4

2020



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



SAVE THE DATES



2021 Ultra Van Rally
July 23 - July 26, 2021

SANTEE LAKES Campground
9310 Fanita Pkwy, Santee, CA 92071

We are excited to get together in beautiful San Diego, California. This year's event will start on Friday, July 23rd, and wrap-up on Monday, the 26th and then for those interested, you might continue your week by attending the CORSA Convention that runs July 27-31, just a few miles away.

So, are you interested in attending?? We want to know. This is **NOT** a commitment nor a reservation. You will NOT be held to anything later. For now, we just would like to know who might come so our planning can begin. The Events page on the website has a simple form you can complete and submit to indicate you're interested.

Click the this link to access the website page,
<https://ultravan.org/ultra-van-events/>
or contact uvmcc_membership@yahoo.com

We'll have more information coming soon!!

INSIDE:						
Welcome New Members/Dues Due	News from the Prez/Tech Tip Update/First Ultra Vans Update/In Memorial	Short Reports/Early MC Bracket Tech Tip/	New Hampshire Ultra Van #339	Headlight bucket Restoration	Refrigerator restore/Cube for Packing/Miscellaneous Photos	About UVMCC/etc. Classifieds
Page 2-3	Page 4-5	Page 6-10	Pages 11	Pages 12-13	Pages 14	Page 15-16

Welcome to our new members

California

Kurt Languirand #448

Andrew & Amy Tyson #215

Maryland

Tommy Ciangi

New York

Tom & Erin Koprevich #211

Pennsylvania

Jon Dilks & Leah Yancoskie #549

South Carolina

Mike & Cindy Callahan #452

The Netherlands

Tony Voorbij #T2038

UVMCC currently has 113 members



\$\$\$\$ Dues Are Due by the end of December \$\$\$\$

According to the club's bylaws, annual membership dues are due each year at the end of the year.

The website is set up for capturing your renewal information and also provides you a way to pay using either a check or money order sent to the Treasurer, a Credit Card, or a PayPal payment.

Just click the following link and scroll down and complete the online membership form, <https://ultravan.org/ultra-van-motor-coach-club/>. Completing the membership form helps keep the roster information current plus, this is the preferred way to renew. Payments links and mailing information are available on the checkout page.

Dues are still \$5 a year for an emailed newsletter and \$15 a year for a mailed newsletter.

You can avoid having to do this yearly by paying for more than just the coming year.

Attention recent new members: If you wonder why your name is on the list and you paid for just one year, you were only charged for the remainder of this year, half price (either \$2.50 or \$7.50). This allows synchronizing you with annual dues cycle expiring at the end of the year. From this point on, your membership period will be January through December.

These members dues will expire at the end of this year:

John & Jan Alabaster
Rob & Ashley Alonzo
Marisa Barnes
Phil & Margaret Bartholomew
Warren & Ann Bennett
Paul & Ramona Bergstrom
Bill Bikle
Tommy Ciangi
Phil Domser
Brian Goldin
Tosh & Annie Gregg
Jim & An Guider
Dean William Hansen
David & Susan Knox
Craig & Lea Lamond
Robert W. Langdon
Kurt Languirand
Damian Lee & Christine Tulk
Steve & Laura Lemke
Theodore & Pat Malo
Gary Moore
George & Lorna Murphy
Terry & Linda Porter & Caroline Tolby
Connor Powers
Jon & Nicole Robere
Vince & Julie Rohr
Joe & Janet Scalet
Leo & Betsy Senn
Greg Shaw
Pete Smith
Clyde & Kaye Stanton
Kevin & Leslie Sullivan
Tim Verschuyt
Dr Ron Zoutendam



NEWS FROM THE PREZ

HEY EVERYONE,

IF IT GETS PRINTED THIS MONTH (SEE [PAGE 12](#)) YOU WILL SEE I HAVE BEEN DOING A LITTLE UPGRADE TO #398. OTHER THAN THAT, I HAVE NOT REALLY BEEN ANYWHERE.

THERE IS NOT A LOT GOING ON IN THE CLUB OTHER THAN DAILY THINGS TO TAKE CARE OF. I WANT TO THANK OWEN FOR POSTING ABOUT THE FIRST ULTRA VANS, THAT IS INTERESTING READING. SEE [HTTPS://ULTRAVAN.ORG/THE-FIRST-ULTRA-VANS/](https://ultravan.org/the-first-ultra-vans/)

THE PLANS ARE BEING MADE FOR THE NATIONAL RALLY IN 2021 BUT I UNDERSTAND THAT IT IS HARD OR IMPOSSIBLE TO NAIL DOWN DATES MORE THAN 6 MONTHS AHEAD OF TIME, IT IS BEING WORKED ON. AS OF NOW I PLAN ON ATTENDING BUT AGAIN PROBABLY NOT WITH MY COACH.

EVERYONE STAY SAFE.



The Saga of the first Ultra Vans

The last newsletter carried four brief sketches on the First Four Ultra Vans that were originally posted in 2017 on Rick Milne's now-retired forum at ultravan.club.

After the newsletter came out, I decided to expand the sketches into more comprehensive articles, and have so far continued the series to include the fifth, sixth, and ninth Ultra Vans (nobody knows what became of the 7th & 8th). Unfortunately, these articles have become too long to actually include in the newsletter.

New articles are usually posted Sunday mornings on my blog at <https://ultravans.blogspot.com>, and Molly has also been transcribing them to a dedicated page on the Club website at <https://ultravan.org/the-first-ultra-vans>.

I really appreciate all the feedback I have been getting on this project! One nice thing about the blog format is I can revise the articles whenever I receive corrections or new information.

Thanks! Owen Strawn UV500.

Important Tech Tip UPDATE!

Thanks to Tom Koprevich (#211) for this critical update

TECH TIP NO. 94-08

UV MANUAL SECTION 09-10

SUBJECT Suspension Bushings (2)

AUTHOR Len Ryerson #513

Wanted to point out in this tip there is a **WRONG** part number for Clarks.

Ordered the part that is in the tip and it is for a 65+ upper A-arm

The part # that should be in there is **C1664** which is the correct part number for 60-64 - lower A arm.

Please note this correction so someone else does not order the wrong bushings.

In Memorial

William Dale Panzer

May 11, 1941-August 20, 2020

Taken from the Taos News

He grew up in a small Texas town. Each summer he traveled with his folks to Nebraska farms to harvest the wheat where he drove the tractor and prepared the sandwiches for lunch. Entering Texas Tech University he worked on diesel engines nights and weekends to pay the bills. After graduation he moved to Detroit with General Motors Diesel Division. Later in Houston he opened a successful framing business and later drove long-distance trucks. During these years he spent each summer in Europe exploring and photographing. Arriving in Taos in 1999 he rented an apartment and small gallery in the Ranchos Plaza where he sold his art. When the art market declined he closed the gallery but maintained the friends he made. Later he founded a small local newspaper, The Trad N Post distributed free. After a run, he shut down the paper. All the while he was active with Alcoholics Anonymous. Always he was proud of his thirty-five years plus sober. This man was William Panzer who died August 20 traveling the Colorado River Tribal Lands. He died peacefully doing what he loved—photographing the land and driving a vehicle south and west.

To plant a tree in memory of 1941-August William Dale Panzer May 11, 2 as a living tribute, please visit [Tribute Store](#).



Dollie J. Sharp

2/14/1941 - 9/8/2020

PEKIN ~ Dollie Jean Sharp, 79, of Pekin, passed away at 11:10 p.m. Tuesday, September 8, 2020 at Pekin Manor.

Born February 14, 1941 in Redwood Falls, Minnesota to Samuel and Edith Westerhouse, she married Dennis Sharp on October 13, 1958. He survives.

Also surviving are one daughter, Sherrie (Dave) Fulton of Pekin; three sons, Gene (Tracy) Sharp of Glasford, David (Sue) Sharp of Pekin, Steven Sharp of Florida; five grandchildren, Tyler, Haley, Grayson, Nichole, and Isabella; and two great-grandchildren, Sophie and Everett.

She also leaves behind several life-long friends, Donald DeGroot, and James and Phyllis Todd.

A homemaker, Dollie enjoyed baking and camping. She loved classic cars and attending car shows and motorcycle events with family. Dollie formerly lived in Florida for 22 years.

There will be no services and cremation will be accorded by Preston-Hanley Funeral Homes & Crematory in Pekin.



From Denny Sharp

Although we didn't attend many Ultra Meets or get involved with club functions, Dollie and I loved the group and our dreams of getting our Ultra Van on the road. Plans don't always go as planned. Dollie fell July 9th in her bedroom. Until then she was walking around the house and doing minor chores with no help. She spent her days watching old sitcoms on TV, talking to friends or me, as I played on my computer.

An early morning fall, she injured her head, sprained her right ankle, reinjured her damaged spine, dislocated her right shoulder, and broke her right hip while at home. After two stays at the local hospital, Dollie was isolated only one mile from home in a nursing home. Until the last week, visits were awkward and thru dark tinted windows. We couldn't speak or touch.

Our family saw her declining and she went peacefully, never in pain, never complaining. I got to kiss her goodbye on Monday Sept 7. She whispered, "I'll always love you," as we both said every evening and every morning for almost 62 years.

We had planned on bringing her home on Wednesday Sept. 8th. On the 7th we got a hospital bed, an oxygen machine, etc. Arrangements were made for the ambulance to bring her the one-mile home and the 1/8th mile down Memory Lane then to our house. In the 4-years we've been here, Dollie never got to walk down Memory Lane, the tiny street in front of our little house.

Short Reports

Bits of information from our members

Dave & Gloria Beck #389—First trip

We purchased #389 in June and spent a few weeks getting familiar with it driving to local parks and doing some maintenance items learning all we could. We finally decided to take a week and visit Jerry & Mary Lou Kramer #424 in Ft. Recovery, Ohio, Ken Hand #398 in Fowlerville Mi. and Chris and Molly #328 in Gladwin Mi. We left Brownsburg In. Sunday morning traveling north on I-69 and being in no hurry we had stopped to visit Jan, a friend from the Circle City Corvair Club to see his new 66 Corsa. Gloria had just finished asking me where we should stop for lunch. Our plan was to eat at rest stops and parks as she likes to cook and prepare meals. Suddenly a loud clicking noise from the rear and getting louder. If you have ever slammed an automatic transmission into park while still going forward at about 20 M.P.H. that was the sound. At 60 M.P.H. I put the flashers on and slowed some to pull onto the emergency lane of I-69 then a quick glance at the dash gages and that is when I saw the exit 219 one mile sign and decided to see if I could get off the interstate. At about 40 mph everything went silent, but the engine was still running "OK", so we headed for the McDonalds nearby. I wanted to believe it had repaired itself but knew better. I believe the Lord provided a huge empty parking lot for us to land in expecting to be taken home on a flatbed.

We were happy to be parked but pretty disappointed about not getting to finish our trip we so looked forward to and only 50 miles from home. I peeked underneath the coach and saw transmission fluid everywhere and the power glide's governor laying on some linkage completely out of the transmission with the tab that hold it in place broken into. I called AAA and prepared to be winched onto a flatbed by draining the water tank to lose some weight, I figured it couldn't hurt as I have seen what happens if a unit gets pulled too hard. The towing service spent an hour looking for the truck to do the job but called and said it would be the next morning around 10 a.m. At this point we made some calls, cancelled visits, and decided to spend the night in the coach there. Gloria and I sort of apologized to each other for thinking this whole trip would work in the first place but at our stage in life all was still good. I purchased two newspapers to read, Gloria had her gardening and word books and we settled in for the rest of the day. Now I was wishing I had the water that I drained so I could wash up some.



Then a text from Molly saying, "You know Mike McKeel is just 30 miles from you, maybe he can help". Good idea, so Mike calls back after leaving him a message saying he was in Detroit, but his new shop partner Brandon might be able to bring a governor if I wanted to try one. Since it would be easy enough to install I figured it was worth a try but Brandon was out with his girlfriend however 2 hours later Brandon and his girlfriend show up in a 67 Corvair convertible and hand off a brand new used one.

After a little conversation they go on their way and I am under the coach lying in 15 gallons of water mixed with transmission fluid, we were parked in a low spot. Once installed she was ready to try, maybe just around the lot as I didn't want to be stuck on the road and AAA had our location marked. Just as I was about to start the engine my CCC friend Jan drives up in his very nice 60 4 door Corvair and hands me a container of carrot cake and one of brownies, WOW! He said follow me and I will stay with you for a few miles so away we went. We took the back way to the interstate and all seemed well, so I waved him on, and the rest of the trip was without incident! PTL

We had a good visit and airplane ride with Jerry and Mary Lou, got to see Ken Hand's shop and get a lot of good information about Ultra's and 6 ears of corn from his garden and finally drove an air boat for the first time while visiting Chris and Molly. On the way home Gloria said this is quite a network of Ultra/Corvair friends we have, and I agreed.



I never did have time to finish reading the newspapers. We are ready for the next adventure maybe Minnesota. (ed-watch for their second trip in the next edition)

John Nickel former owner #452—Good-bye Marshmallow

"Marshmallow" UV 452 has left my herd and has been sold to Mike Callahan in Anderson, SC. She left on a rollback last Wednesday afternoon. I wasn't able to get any pic because I fell on Tuesday evening and got one hell of a bruise on my outer right thigh so walking was really limited to get out there. COPD has really slowed me down so I'm starting to reduce inventory.

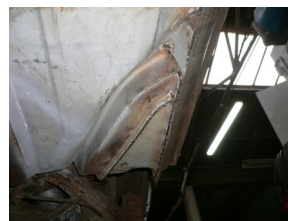
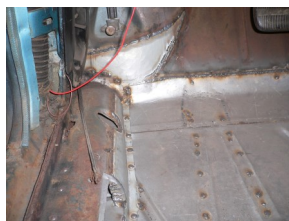
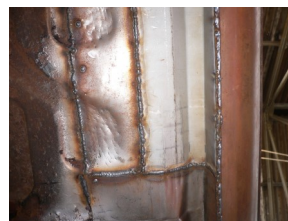
(Continued on page 7)

Short Reports (cont.)*(Continued from page 6)***Mike Callahan—new owner #452**

Glad to be a new Ultra van owner. Brought 452 home (110 miles) first of Sept. Lots of questions and lots of information from online members. Seems like the club members are about helping and very patient. I've been an avid Corvair collector and mechanic since 1979. Working on getting the windshield back in place after it tried to cave in when I hit 85 mph. Got good help from the FB forum. draining old gas, rewiring ignition circuit. Next will be installing the water lines someone removed and getting an A/C unit installed. 452 is running and moving on its own, seems to have good brakes. Some of the other forums have a few people that like to ridicule and make fun of posts, didn't see that here, so thanks. I have a lot of experience with Corvairs, I have 18 of them now, so if I can help with advice or parts, feel free to contact me. I'm in Anderson SC. I belong to Corsa SC Corvair club in Greenville SC and this is our club's 2nd Ultra Van.

**John Sargavy—Ultra Van Lover & Corvair Owner - Restoration/preservation Progress:
1964 Monza Convertible**

(ed—Though not an Ultra Van owner, John supports the owners and shares his restoration progress. Remember, John is in the UK)
Right underside work started:. New 'backbone' installed in the rocker - side metal being prepared

**Gale & Gretchen Pfueller - #497 - trip up the coast**

We could not let a Summer go by without a UV trip to the Oregon Coast. Our UV "Lips" ran great for all the 900-mile trip. Stops included Camp Casey State Park (2 nights) and Cape Disappointment State Park in Washington.

Next, we journeyed to Sea & Sand RV Park in Depot Bay Oregon, even getting an Ocean View site. On to the RV Resort in Cannon Beach and finally Circle Creek RV Park in Seaside Oregon. A high lite of the trip was a visit and dinner with Doug and Meg Bell (UV 404) who came out to the coast for a short vacation

**Gary & Mary Baxter - #544 - work update**

Work on 544 was suspended for a while as driveline options were explored. The original plan was to move the Chevy 350 to the front with an 4L80e transmission and driveshafts to the rear to connect to the Corvette differential. While this would give a great weight balance, after mounting, some issues became apparent, like having to climb over the engine to get to the seats and no

*(Continued on page 8)*

Short Reports (cont.)

(Continued from page 7)

reasonable way to connect steering to both wheels.

Plan two was to use a 3.8 Series II FWD mounted in the rear. This would give 205 HP and AOD. The problem with that is the need to lengthen the wheelbase, which would require extensive body modification. So since neither of these seemed to be ideal, or at least semi so, work halted.

With the pandemic the desire to travel motel free once again renewed interest in making some progress on 544. Looking at new options, the use of a Toronado transmission and differential mated to the Chevy 350 looked like it would require less body modification. Weight balance is slightly better than the Corvair setup in earlier coaches. The remnants of a Toronado were acquired and design work started.



The V-8 coaches originally higher than the Corvair ones, which is not good for handling or access. I removed the worn-out original shocks, which had radiator hose and coil over springs and replace shocks only. Next, I loaded the coach with blocks in the appropriate places to simulate a loaded condition so ride height could be determined. This was necessary to determine the mounting position of the Toronado system.



Parts have been ordered and design work started, although there are some delays as work is also progressing on using the 3.8 Series II in the rear of a '66 Corvair, since I have the engine and a junk body I can use to mock up the installation anyway.

Tim Verschuyt - #250 - still alive and running

At an Ultra Van rally in Canada at the Ryerson's decades ago, each participant was asked to tell a story related to their Ultra van, as a competition. Our story won first place hands down. Here it is:

My two teenage sons and I were kayaking between Vancouver Island and the mainland for 10 days (Broughton Archipelago). We left #250 at a timber processing facility on Vancouver Island, closed for the month of August. The lady at the office suggested that we park right at the Johnston's Strait water's edge for the view and convenience, which we did do. After 10 days of kayaking and seeing some 67 orca whales, with one 6 ft to either side of my kayak and a third underneath, we were finally back home in the comfortable bed of good old #250.



Fast asleep during the wee hours of the morning, I suddenly awoke to the unmistakable sound of a marine mammal breathing. That was very familiar to me after the 10-day kayaking experience we just had. So, I got up to look out the front windshield, and much to my surprise there was an orca whale coming up onto the beach to rub his belly on the gravels - theoretically to remove parasites. Seriously, we were nose-to-nose, 25 ft apart. This was a whale to whale encounter - whale on wheels to, not really a whale, a member of the dolphin family. I got my two boys up to enjoy the sights under the full moon. It was something I will never forget.

Beat that one storytellers! So true.

(ed—seeing the Ryerson's mentioned, I further questions Tim about the timing and here was his reply)

I think the Ryerson's rally we attended was later than 1984. My sons were born in 1976 and 1978, and they were older than 8 and 6 during our Broughton Archipelago paddle.

We have only attended a few rallies. My family used our UV as a basecamp for backpacking, climbing, and kayaking. We have passed many other "inferior" vehicles on the forest roads with our wide track and Positraction.

Networking / problem solving with other owners most appeals to me. That said, I've always enjoyed meeting others with a similar mechanical bent. Walt Davidson was my first UV exposure. I've always wanted to put a modern powerplant in my UV. Or at least fuel inject the 110 hp heads. Dream on. Now, for one-person use, #250 seems huge.

(Continued on page 9)

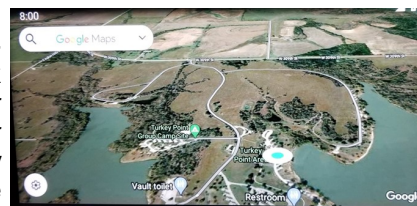
Short Reports (cont.)*(Continued from page 8)***Joe Scalet - #333- after the ownership transfer**

After picking up #333 (MiniMo) from Jerry and Patti Mello in February, driving it 1900 miles in winter weather to get it home to Kansas and recuperating from the trip (after 5 days on the road it took a week before I could focus on anything closer than the horizon), Janet and I started planning our first summer's excursions. The pandemic quickly ruled out most of the trips we were hoping to make. Janet is a



horse trainer and breeder, so we made several trips to mid Missouri to trail rides, but we made no "just us" trips. The parks across Kansas and Missouri were booked full with the new RV generation so we waited until after Labor Day and have now begun an effort to camp the 17 Corps of Engineer lakes in Kansas that are within a 3 hour drive by UV. As we are both now retired, we have decided to do Tuesday, Wednesday, Thursday trips. So far, we have done Hillsdale (actually extends to our back pasture), and Melvern (Eisenhower State Park). Attached are some images of the Melvern trip. Next is Lake Perry near Lawrence Ks to be followed by Pomona near Ottawa Ks. Most trips will involve an excursion to an out of the way restaurant. We hope to continue this into the winter and do one every three to four weeks. We usually will take one or two of our three dogs. The agenda is to park as close to the water as possible, read, eat, relax, walk and just be together.

We have added an Android based radio to MiniMo that keeps us entertained and informed as to any MiniMo issues. In the near future is a modification to allow for forced air heating using the existing Corvair heat ducts to take the edge off of winter in a UV. Attached are some images from the Melvern trip. The water was still warm from the 90-degree temperatures we have had. A cold front came through the first night and created some really neat fog formations on the lake. Brownie, one of our rescue dogs, can be seen enjoying the heated seat that Jerry installed.

**Chris Brown & Molly Bacon - #328- water locked**

I never found the space last newsletter to mention what happened to 'Turkel.' In May, we had 7" of rain in 24 hours. We live on a small lake and Turkel is stored down the road from our house on a lot at the edge of the lake. It's much lower than where the house is and that 7" raised the lake level enough to flood part of the lot and make everything else mushy, mucky. It didn't evaporate and "go away" until late July. So, during all this time, at home pandemic time, Chris couldn't bring Turkel to the house to do his planned maintenance work for this year until just a few weeks ago. But now, Turkel has new front upper and lower ball joints and a new set of tires. Chris says it drives much better. On one of our test drives, we took Turkel to the local engineering marvel for a photoshoot. This is a real functioning weathervane with a full-sized antique tractor pulling a farm implement mounted up there.

**Gary & Olga Anderson - #420- Ultra Van For Sale**

Health forces sale of UV #420 before completion. Fresh professionally-built engine with heads and cam by Ken Hand, Safeguard system, rebuilt carbs, Roger Parent-built carburetor linkage, rebuilt Powerglide plumbed for external cooler, factory-installed fiberglass water and waste water tanks, new dual master cylinder and wheel cylinders, new hard and soft brake lines, new windshields included. Most parts/materials to finish. Price negotiable.

Gary Anderson. (507) 289-2084, ganderson8@juno.com or anderson1rochester@gmail.com

*(Continued on page 10)*

Short Reports (cont.)

(Continued from page 9)

Tom Koprevich - #211 - new owner

Hello, Just picked up our Ultra Van 211. It was one of the last assembled in Oakland and interior done in Kansas. I do not think it has been on the road since 02. We purchased ours from Fred Marsh in Painted Post NY.

Good o'l Corvair engine ran after not starting in years and was able to get on trailer. It needs total resto, and the journey begins.

Unfortunately, the interior of UV211 was not in good shape and there were numerous places of water intrusion. Erin and I decided to strip everything down and make it our own. Here are some shots from today. Also, couldn't leave the rear brake line and power wire running down the middle of the floor!



Several were interested in the rare "reverse" rear suspension in UV211. I took some pictures to document. I have indicated Front or Rear in each just to

keep perspective.

The first picture is the passenger side still mounted. The remainder is the driver's side.

New addition for Violet, Master cylinder was shot so I used the tech tips to get me in the right direction, thanks all that helped me!

I have an early production, so the sizes did not match the tech tips, I only have 4.5" between the supports so all of my dimensions were different.

Also, I didn't want to pivot the brake on just the bolt so I made a bronze busing that pivots in a tube like the original master cylinder/ with a grease fitting. I also had to make a new pivot block that connects to the pedal because of where I had to mount the assembly, so it was centered.

All new brake components, turned drums, put in new strut rod bushings, and new universal joints



TECH ARTICLE NUMBER: 2020-10

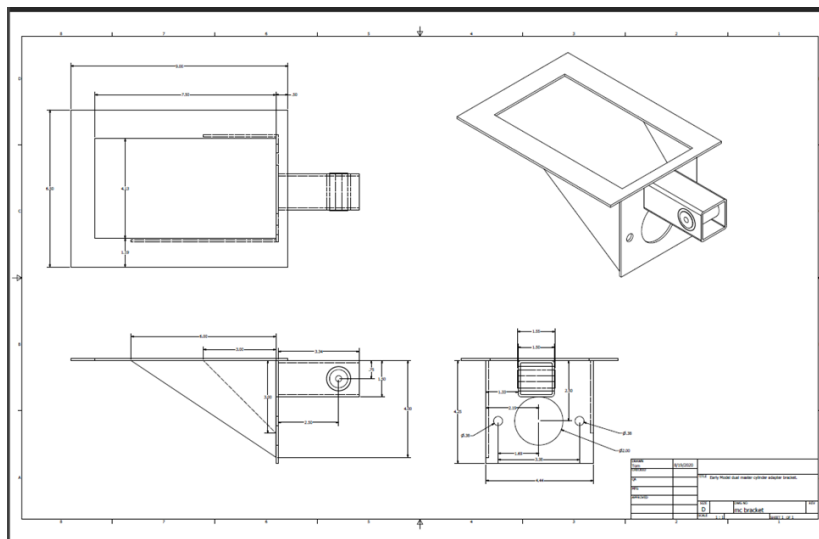
SUBJECT :Early Dual Master Cylinder Bracket

UV MANUAL SECTION: 11-15

AUTHOR : Tom Koprevich #211

It seems that the bracket I adapted from the tech tips is going to work.

The dimensions for the early MC area are smaller than the later coaches, so I had to adapt to fit. Attached is a pdf of the drawing I used in its construction. I used a master cylinder Cardone 10-1505 which is a popular MC for 4 drum cars of the late 60's and early 70's. Novas, Corvairs etc.



NEW HAMPSHIRE ULTRA VAN #339

By Allan Jones

When I was shopping for a Class A Motor Home 25 feet or shorter on Craigs list last fall I saw an ad for a “rough” looking Ultra Van in Jericho, VT. The ad was just a single side view of the right side with snow on the roof. I thought the price was too high and I didn't know where Jericho, VT was so I just printed the ad and didn't give it another thought.

I did keep looking for a 90's Class A to replace my 1986 Class C which we use each summer and enjoy very much. I did find a 25' 1996 Fleetwood in Colchester Vt, just above Burlington, that sounded perfect. So, I called the owner and arranged to meet her on Thursday, November 14, 2019 to look it over to possibly purchase. It was a three-hour drive, so we wanted to leave early. Just on a whim I looked at a map to find out where Jericho, Vt was and it was just east of Burlington, VT. So, I went on Craigslist to see if the ad was still there. It was with no phone number or address but when I blew up the little map it gave me street names.

We went off to Colchester to look at the Class A Fleetwood, which we both thought was laid out very poorly inside with a small bathroom, narrow hallway and not nearly as open and roomy as our Nu-Wa 23' Class C. So, off we went in search of the Ultra Van which, with the GPS, we found less than 10 miles out of the way.

It turned out to be on a dead-end dirt road, but it wasn't in sight of the road. There was one long driveway that went behind other houses, but I could see buildings and



vehicles across the field, so I drove up the driveway and found the wife at home. She said that the Ultra Van was there and that I could look at it and call her husband after he got home from work. I looked at the Van – the outside didn't impress me but the inside was all original and complete, which is what I had not seen in others that I had looked at in the past to buy. So, I



took pictures of the outside of the Van to show the roof covered with snow. Then I took pictures of the interior which was just the way the previous owner had left it after their last camping trip – even paper towels still in the holder. I called the owner two nights later. He claimed he bought it to restore 10 years ago in Long Island, NY but hadn't got to it! That was too bad because I would bet that it has been outside for at least 20 years. Fortunately, he had decided to sell it. I called him back a couple of days later and negotiated a cash deal with him.



I left work early that next Saturday, November 23, 2019, with a friend and a rollback to pick it up. It took three hours to load as all tires were flat and frozen in the ice. We jacked each corner up and put boards under the tires and pulled it out with a mini excavator to get it lined up with the rollback truck and to winch it on.



He said the engine was missing but the trans axle was also missing. He had an engine for it that had been setting outside for years and was junk, so I didn't bother to take it. I got the Van tied down and payed for and headed out. We made it home about 8:00 pm. The next day I unloaded it and covered it with a 50' x 30' tarp for the winter.

Since getting the Ultra Van home I have started rebuilding a 140 HP engine out of a 1965 Corsa with a Ken Hand Cam and have also pulled out a 1966 Power Glide Trans axle with 3:55 gear ratio for the Van. The next big step will be the brake system (total rebuild).

When it is rolling under its own power, I will write another update.

TECH ARTICLE NUMBER: 2020-12

SUBJECT: Headlight Bucket Restoration or How to install Led headlights

UV MANUAL SECTION: 15-12

AUTHOR: Ken Hand

#398

My Ultra headlights were very anemic at best even with Halogen bulbs installed. Part of the reason is the wires were too small to carry the load. Whomever designed the wiring harness did not account for the length of the wires, that is called line loss. How do you fix that? You can put a larger electrical supply line in or use something that does not use as much power, such as LED headlights.

I purchased a pair of 7" LED headlights and the power requirements are about 1/3 of the halogen headlights. The LED headlights are just a little longer than a stock headlight because they have a fan cooled heat sink. The first thing I did was remove the complete headlight bucket; they were not sealed to the coach body! I also found out that the headlight buckets are Ford parts, the part number is clearly shown in the pictures.

The only modification I had to make to the bucket was to pound out the dimple on the backside to clear the heat sink of the LED headlight. On the first bucket I removed the spring tab but found out on the second one that I did not have to do that. All I needed to do was round out the dimple in the back of the bucket, the spring tab could stay in place.

Of course, you cannot take things apart and not make them look good, even though no one will ever see it! I bead blasted and painted the bucket assemblies. I had new adjuster screws and in order to make things slide on the paint I used a small patch of aluminum tape and a little dab of grease on the little nubs the inner bucket slides on. Why did I do that? The paint was not very slippery! I could not use the same spring that makes the tension for the adjuster screws as it got in the way of the heat sink so I had to find a different spring and re-bend it to clear the heat sink, it was pretty easy to do. When I installed the buckets, I used stainless steel screws and a little bead of RTV to seal the bucket to the coach. You can use any sealant you want but the RTV was easily put down and will conform easily, a very small bead is all it takes.



Of course, the wiring is the issue for the change and one of the issues was the inferior headlight connector and contacts. FYI, I do not use wire nuts and crimped on butt splices, I solder every connection, even the connectors. If I must splice a wire, I will solder the two ends and use heat shrink to cover the area. If the area is exposed to the elements, I use a heat shrink that has a glue in it to seal to the wire casing. Back to the other issues, the headlight connector that is used is too small for the headlights and it bends the pins. I could not get it to even go on the ridged connector for the LED light. I checked my

Corvair stock and I had GM housings and connectors and the slid right on so I changed that, you can see the slight difference in the pictures. You can also see the difference in the metal contacts, what was in the coach you could go the home section in a hardware store and get. I used actual replacement connectors, a big difference in quality.

The next issue was where the wires go through the bucket. The wires went through a grommet, but it did not seal anything. Air can get through along with water if you drive in rain. I had to enlarge the hole to $\frac{3}{4}$ " and I used a Corvair grommet for the Thermistor wire. It sealed very nicely around the three wires going through it. On the other end I used sealed GM Metri-pack connectors. I show you the differences of what

*(Continued on page 13)*

(Continued from page 12)
was there and what I used.

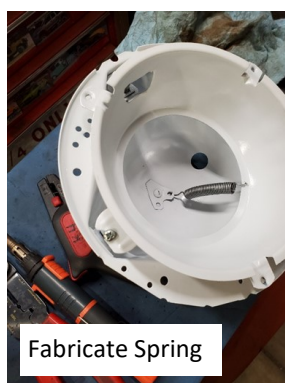
The last hurdle is the LED reflectors themselves; the locating tabs are not in the correct position. They put the light at an angle, not straight up and down. I will gently cut the tabs off and locate the lights properly and secure them from rotating by using a little RTV in 2-3 spots when I put the trim ring on. I have not had the time to put the headlights on the coach yet to finish the project. I have no doubts that everything will work the way it should..



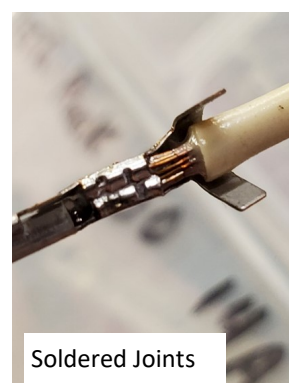
Blasted Clean



Cleaned Up and Reassembled

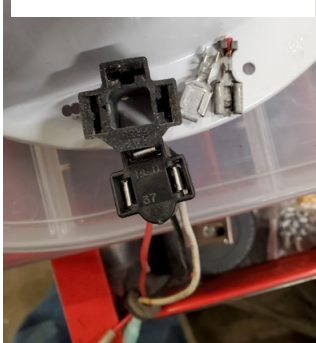


Fabricate Spring



Soldered Joints

Difference in Headlight Connectors

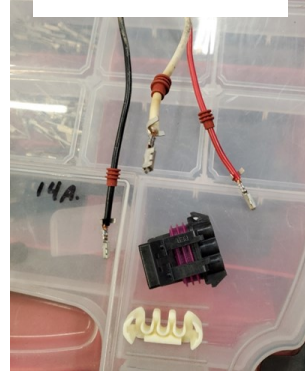


Better Sealing Wire Grommet



Existing Wire Connectors

Sealed GM Metr-Pack



Partially Assembled GM Metr-Pack Connector



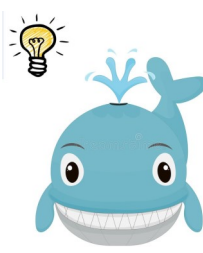
Fully Assembled GM Metr-Pack Connector



Fitting the Bulb Holder



Assembled Business End



KBI Mobile RV Repair, LLC.

TECH ARTICLE NUMBER: 2020-03

SUBJECT: Original Refrigerator Restore/Rebuilt Information

UV MANUAL SECTION: 4-12

AUTHOR: Doug Bell #404

For those who are originality enthusiasts.

Anyone interested in a 3-way Dometic RM 360? It finally gave up the ghost this summer. I did not try the upside-down trick on the unit, instead opting for the all AC Frigidaire unit and running it off the 2 house deep cycle batteries and a 5KW pure sine inverter.

These can be restored. There is a US company who makes a complete new updated cooling kit as well as a refurbished one for these units. Manual and parts diagram included.

<https://rvcoolingunit.com/RM360-Dometic-Cooling-Unit--P10976.aspx>

CUBES FOR COMPACT PACKING

BY ROSIE WALKER

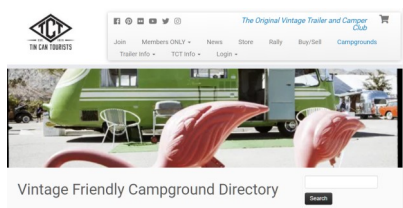
Last October we went to Portugal for over 3 weeks. We knew we would be hopping the Azores islands, etc., so we packed light. We weighed everything. I thought some of our ways of packing light, would be adaptable to packing the Ultra Van of our personal stuff. I think we could have a total of about 14 or 16 pounds on the Portugal airline, so I weighed everything. I packed bikini panties because they weighed less and put them in their cube. I took light weight and fast drying towels.



Previously, I use to put everything in plastic, zip lock bag. Now, I use the "Cubes", The ones that you can really smash down. Then, I put them in our personal plastic bins that I keep in the UV. When I need something, I just grab the cube, and take it out, and toss the cube right back into the bin. Everything is in order, and sorted out, so you don't have a big mess in your personal bin.

This link lists a wide variety of companies offering cube packing: https://www.amazon.com/s?k=packing+cubes&i=fashion-luggage&crd=FS8EE9ZX06KV&srefix=packing+cubes%2Caps%2C218&ref=nb_sb_ss_c_2_13 (Note: from this info, your editor purchased a set from e-Bags)

MISCELLANEOUS PHOTOS



#163 'The Green Machine' on Tin Can Tourist's website



#290 'Bonnie Johnston taking a spin

Mona—Mike & Bonnie Johnston's 'other' coach.



#604 Work being done



One of Tony's many coaches.

Contact Information

President

Ken Hand #398 248-613-8586
1896 South Gregory Road
Fowlerville, MI 48836
vairmech@aol.com

Vice President

Brenda Standal #392 239-656-3075
1285 Driftwood Drive
North Ft. Myers, FL 33903
brennorm@aol.com

Secretary

Molly Bacon #328 989-246-8046
5425 Morrow Rd
Gladwin, MI 48624
uvmcc_membership@yahoo.com

Treasurer

Molly Bacon #328 989-246-8046
5425 Morrow Rd
Gladwin, MI 48624
uvmcc_membership@yahoo.com

Newsletter Editor

Molly Bacon #328 989-246-8046
5425 Morrow Rd
Gladwin, MI 48624
uvmcc_membership@yahoo.com

Eastern Director

Rick Milne '21 610-269-1754

Central Director

Dave Fox '20 715-615-0869

Western Directors

Doug Bell '20 503-658-2627
Larry Forman '21 916-421-2130

Technical Coordinator

Chris Brown #328 989-578-0665
5425 Morrow Rd
Gladwin, MI 48624
funvairs@gmail.com

Webmaster

Molly Bacon #328 989-246-8046
5425 Morrow Rd
Gladwin, MI 48624
uvmcc_membership@yahoo.com



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

NEW ITEM - COASTERS
\$1.00 EACH
2 DESIGNS



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
Ultra Van Coasters—2 designs	\$1.00
"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)	\$3.50
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	\$5.00

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 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.

Website: <https://ultravan.org/>

Available:

Ryerson Manual (Ultra Coach Owner's 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

Profit and Loss Ultra Fiscal Year 2021 Quarter 1 - July 1—Sept 30

Income—\$538.20

Expenses—\$217.39