

Whales on Wheels

Number 1

2021



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



ATTENTION **RALLY DATES** **HAVE CHANGED**

IT IS IMPERATIVE YOU RESUBMIT YOUR INTENT TO ATTEND!!



2021 Ultra Van Rally
August 1 - August 5, 2021

Starting after the CORSA Convention
SANTEE LAKES Campground
9310 Fanita Pkwy, Santee, CA 92071

Due to business and financial reasons, the dates had to change. The Rally will now start on Sunday, August 1st and wrap-up on Thursday, the 5th. The CORSA Convention runs July 27-31. **Since the dates have changed, IT IS IMPERATIVE YOU RESUBMIT YOUR INTENT TO ATTEND!!** Do this whether or not you are sure you'll attend. The website Events page has a simple form to complete and submit to indicate you're interested. Even if you indicated before, you **MUST** submit this information again to secure a place at the Rally. Click to access the website page with intent form, <https://ultravan.org/ultra-van-events/> or contact uvmcc_membership@yahoo.com

TIME SENSITIVE!!!! If you plan to come and stay any days before August 1, PLEASE read the bottom of page 2. Your timing is critical on this.

Let us know and thanks for your cooperation!!

Rally Hosts: Brian Goldin, Pat Jennings & Marisa Brunner

NOTE: the park will be checking for coach leaks, so do those needed repairs.

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NEWS FROM THE PREZ

Well, here we go again. We are starting a New Year and I hope this year is better than the last year. There have been some last-minute changes that had to happen with the dates of the Rally. Based on what we emailed about and discussed on a conference call there were two choices available: Option #1 - have the Rally before the Corsa Convention and Option #2 - have the Rally after the Corsa convention. With the time frame we were given for Option #1, it wouldn't work due to overlapping times with the Corsa convention which are not in line with the bylaws that state *consecutively not concurrently*. It was also a business decision because of the complete amount deposit required and their cancelation policy. Option #2 was the logical business decision. There would be less possible financial loss and a better chance of having spaces for everyone. Unfortunately, Beth and I will now not be able to attend since we have an Alaskan cruise booked for the dates of July 27 - Aug 3, which was made long before any talk of the new Rally dates.



As for club Rally business, I have received a couple of valid submissions for the Ernest Newhouse award and if anyone would like to submit others to me now is the time to do it. This has to be a written submission, either email or snail paper mail, and should not be just a suggestion on the ballot or any other place. Read the by-laws as there is a process to follow. As with anything, it should list the *Who, What, When and Where*, plus this list taken from the by-laws.

Also, if anyone has any other suggestions for special recognition please let me know. Finally, I think we also have some election nominations to submit.

See details in the "Attention All Members" on page 3.

TIME SENSITIVE—IF YOU INTEND ON STAYING AT THE PARK PRIOR TO THE START OF THE RALLY (8/1) IT IS IMPERATIVE YOU READ THE FOLLOWING PARK RULES AND RESERVATION PROCESS AND ACT BY 2/1.

This information is critical since parks in California fill up almost as soon as reservations are available. The club cannot change or help with any of these rules.

- ⇒ Any reservations outside the Rally dates (Aug 1-5) **must be made and paid for by the individual themselves at reservation time.** Only the reservations for August 1 – 5 will be made by the club.
- ⇒ Reservations are made on the 1st of the month that is ahead 6 months. (For example on February 1st you can make reservations for any dates in July. On March 1st you can make reservations for August, which will be when the club will reserve the Rally spaces)
- ⇒ **The minimum reservation is for two (2) days.** If you want to come in prior to August 1st, you cannot just reserve July 31st. You have to reserve July 30th and July 31st. Also, you need to make those reservations 6 months in advance (Feb 1 for phoned in reservations, Jan 31 for online—see below for details)

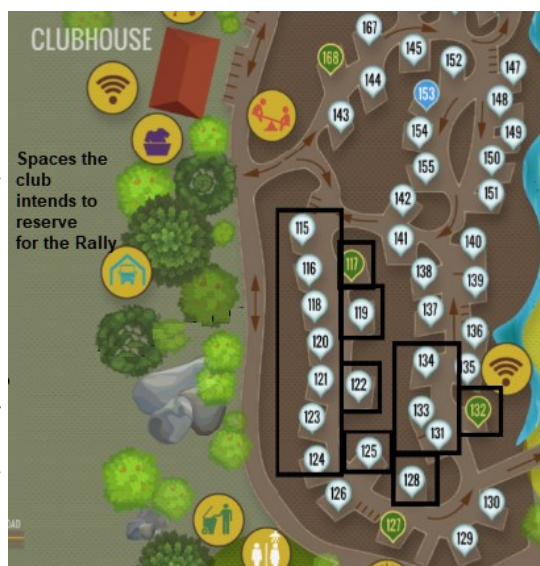
To reserve for Friday (July 30th) and Saturday (July 31st) you can either book online at the SANTEE LAKES WEBSITE,

<https://www.camplife.com/1019/reservation/step1> starting January 31st at 8:00 pm Pacific Standard Time or call the park at 619-596-3141 on February 1st starting at 8:00 am PST. You can request any of the highlighted standard back-in sites, but 119, 122, 125, 128, 131, 133,

and 134 are the nicest, which surround the grassy area. You will have to pay in full for any nights outside of August 1-5, and cancellation fees will apply to any nights outside our club reservation.

Please do not pre-book August 1-5 or we will not get a club rate.

For park related questions, call Marisa, club rally co-host, at 562-598-7345.



ATTENTION ALL MEMBERS!!

Getting Ready for 'Ultra Rally' Business

This is important for all members!!! Not just attendees.

Each year before the Rally, there are some business items that we all need to be involved in.

By next newsletter (April) we need to have this information to be able to publish in that newsletter:

- Any proposals, especially those that will change the bylaws
- Nominations for officer elections. A ballot will be in the April newsletter
- Award nominations or special recognitions

Officer Elections

Officer positions are open to any member in good standing that is willing to fulfill the duties of the office as described in the bylaws. A copy of the bylaws is on the website [here](http://www.uvmcc.com) or can be obtained by contacting the Secretary (uvmcc_membership@yahoo.com). Most often, candidate discussion and nominations are part of the regional rally's business meeting, but anyone can nominate someone else or themselves by submitting their name and a short bio to the Secretary.

The following positions are open for election this year. Incumbents are listed, but there are no guarantees they will run.

- ♦ President - two year term - **not applicable** as this is only Ken's first of the two year term.
- ♦ Vice-President - one year term (no term limitations) - incumbent Brenda Standel
- ♦ Secretary - one year term (no term limitations) - incumbent Molly Bacon
- ♦ Treasurer- one year term (no term limitations) - incumbent Molly Bacon
- ♦ Newsletter Editor - one year term (no term limitations) - incumbent Molly Bacon
- ♦ Central Director - three year term—no incumbents, past Directors must wait a term to rerun
- ♦ Eastern & Western Director—**not applicable**—they are finishing their 3-year term.

If you know of anyone interested in running, you are encouraged to "throw their hat in the ring." Please **DO NOT** assume someone else will take care of these positions. **We need you!**

Ernest Newhouse Award



Each year the Ernest Newhouse Award has the opportunity of being presented. It is important that you read the criteria below for the award and even MORE important you read the criteria below for submitting a nomination. Please read everything below **CAREFULLY!**

The award recognizes an Ultra Member who has contributed in an outstanding manner to the progress, enjoyment and general success of the Club and its activities, and meets the qualifications as stated below. Basis for selection will be the individual's performance during the entire period of membership. Not just limited to the previous year or any other shorter time period.

To qualify for nomination of this award, the individual must have done four of the following six items:

1. Host at least one National Rally.
2. Hold a Chair position of a committee.
3. Hold at least one term as a club officer, Tech. or other Club position.
4. Be a member of the Club for a minimum of two years.
5. Host at least two regional Rallies, or a second National Rally.
6. Accomplish outstanding or superior services to the Club.

A **written, qualifying report** must be sent to the President for each nominee for verification. The President will forward each qualified report to the editor for inclusion on the Ballot. Members vote by ballot, preceding or during the National Rally. Presentation of the award occurs at the National Rally. A tie vote selects the individual of longest Club membership. An individual may receive the award only one time (see your Roster for past recipients)

Welcome to our new members

California

Taylor O'Sullivan #215

Missouri

John & Teresa Miller #509

UVMCC currently has 100 members



ULTRAVAN commandments

- I. Thou shalt not let its cuteness override mechanical concerns.
- II. Thou shalt own and study a Ryerson manual prior to purchasing.
- III. Thou shalt have read at least three years' worth of email on Ultra Yahoo groups.
- IV. Thou shalt not let a non-Corvair mechanic work on a Corvair motor.
- V. Thou shalt not expect uneventful road trips without a major investment in preventive maintenance.

- VI. Thou should expect to spend a lot of money to keep it running.
- VII. Thou shalt understand its mechanical system is unique in the automotive world.
- VIII. Thou shalt not expect to drive it under normal highway conditions like any other vehicles you have owned.
- IX. Thou shalt understand that 99% of mechanics encountered will do more damage than good if they work on it.
- X. Thou shalt understand that owning an Ultra is akin to having a disease with no known cure.

In Memorial

Gary Clinton Anderson

Gary owned coach #420

Age 75 passed away peacefully November 19, 2020, after a six-month battle with cancer. Up until the last, Gary was always actively engaging in life and pursuing his greatest hobby – vintage cars and pick-ups! His pride and joy were a 1955 Mercedes Benz 190 SL convertible and a 1954 Chevy 3/4-ton pick-up. Gary had a ‘passion’ for a good deal! He constantly bought, ‘enhanced’ and sold vehicles. Gary had an impressive collection of car parts and enjoyed nothing more than bartering and going to swap meets.

Gary had an uncanny ability to remember minutiae - especially when it came to automobiles, parts, and pricing. He knew where the “best” automotive museums were. When traveling, it wouldn’t be unusual for him to plan the route or timing so that he could attend a special car museum or automotive function.

Gary traveled the world – Europe, Africa, and the Far East. He took pride in having visited every state in the US. He hated seeing the same place twice. He would rather eat at a Ma & Pa diner or where the locals ate rather than at a fancy restaurant. He enjoyed road trips, but literally took the road roads less traveled where he would find local museums, historical markers, or buildings with interesting architecture to visit. If he was at a State Capital, he would visit the Capital Bldg. marveling at the architecture and artwork. He was not shy. He could (and would) engage anyone in conversation and find would out about where he should visit, fun local facts, and lore, to later share with others.

Gary and his wife enjoyed camping. He would rather camp than stay in a hotel. They traveled through and visited many of the National Parks. He and Olga were active in the ‘Ultra Van Motor Club (RV)’ and enjoyed attending the annual regional and national rallies which were always held at different locals.

An avid “grammar stickler” and speller, Gary was a phenomenal storyteller and writer. Friends and family always looked forward to, and collected, his Christmas letters. He had a unique way of turning a phrase, choosing words, or telling stories which would make everyone laugh. On occasion, he would enhance his letters with stick figure drawings.

Gary had a marvelous self-deprecating sense of humor which invariably brightened your day. He was selfless and generous with his time, knowledge, and resources (often to the detriment of his own projects). Gary would always find the good in people and situations. He believed in giving of one’s self rather than rather than “just” the buying or giving of a gift. He was a truly loving caring individual. He made the world a better place and knowing him made you a better person.

Born September 2, 1945, in Fargo, ND, Gary grew up near Lisbon, ND. He attended Lisbon High School and UND. Later, Gary graduated the U of M Carlson School of Business. Gary joined the Army in 1966. An accounting major, he worked for FDIC, TWA, Pan Am, DynCorp Int., Kahler Hospitality, and the U.S. Census.

Gary is survived by his wife, Olga Marie (Shian); sister, Mary Elizabeth Friedmann, Hamden CT; several nieces and nephews and Augie the cat! He was preceded in death by parents: Earl Henry and Leona Anna (Norling) Anderson; brothers: Donald Eugene and Lowell Thomas Anderson.

Gary donated his body to the Mayo Foundation for anatomical study and education. Memorials should be sent to the Mayo Palliative Care Program, Rochester, MN or to the Mayo Hospice Program, Rochester, MN. They provided the finest care imaginable. The family thanks them.



Tribute from Roy and Jim Davis

We first met Gary and Olga at a Spring EMU (Eastern Members of Ultra) rally. I believe it was at Manatee-Hamnoch County RV Park. When I found out he was very familiar with the area and knowing he was currently calling Minnesota home, I asked why? He said he was the medical facility manager for the Kennedy Space Center on the Cape for many years. His last workplace was the Mayo Clinic in Rochester, so that is where he lived. When I mentioned, I was currently restoring a few cars and farm tractors he said he was working restoring his Mercedes 190 SL convertible. Needless to say, we hit it off well. We were privileged to attend the EMU summer rally in Rochester, MN hosted by Gary and Olga where they arranged an all-day tour of the Mayo clinic. I think he and Olga attended every Ultra Week Rally and EMU from 2010 on. He was a great guy, and we will surely miss him. Rest in peace Gary.

Short Reports

Bits of information from our members

John Dilks & Leah Yancoskie #327 & #549

Leah and I picked up #549, now AKA Lily, in Michigan at the end of August and brought her east to her temporary home and workshop in New Jersey. Sadly, Lily didn't make the whole trip unassisted: she needed a piggy-



back most of the way. Now we're learning the joys of rehabbing an Ultra from the inside to the outside, front to back, top to bottom, and every other angle as well. She'll be getting a day or two of our attention per week for the foreseeable future, and we're excitedly (hopefully not too optimistically) looking forward to getting her out on the road for an adventure next Spring. Much thanks to the Ultra community on FB and elsewhere for guidance, assistance and brainstorming along the way.



#549 wrapped up in an old billboard skin. Much less expensive than a "real" cover.



#327 with Jeff Stonesifer's #20



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Short Reports (cont.)

(Continued from page 6)

Gary & Mary Baxter - #544

This Fall we decided that the only way to make progress over the winter was to move 544 inside a building. It seems like every time we cleaned it up, by the next time we went to do something it was back to needing cleaning before we could start. So after much measuring, plans were made to make one of the 8' doors tall enough for it to fit. The rafters were 9' 3" from the floor and 544 was 9' 1½" tall with no interior. There was no way to keep the overhead style door, since being a pole barn there was no room for the door rails on a taller door. After looking into different styles, it was decided I would have to make my own custom hinged doors.



So the end of the building was cut open above the door, lights moved and drawings made. Then came colder weather and we realized that we needed to get the van in and worry about doors later. The overhead door was taken apart and preparations made. Keep in mind 544 also only had front suspension and no drive train. At least it is lighter, right?

The rear bumper was put back on so there would be

something to attach a chain to and be able to lift it with the boom on the back of the tractor. Junk was moved out from under it and the tractor lifted the back. The only problem was that the steering was a bit light. Not a problem since tractors are designed so you can steer using the rear brakes separately. Turn the van wheels, lock the steering and we're off! The actual move was sort of anti-climatic and after getting it in place the door was reassembled.



Dave & Gloria Beck—#389

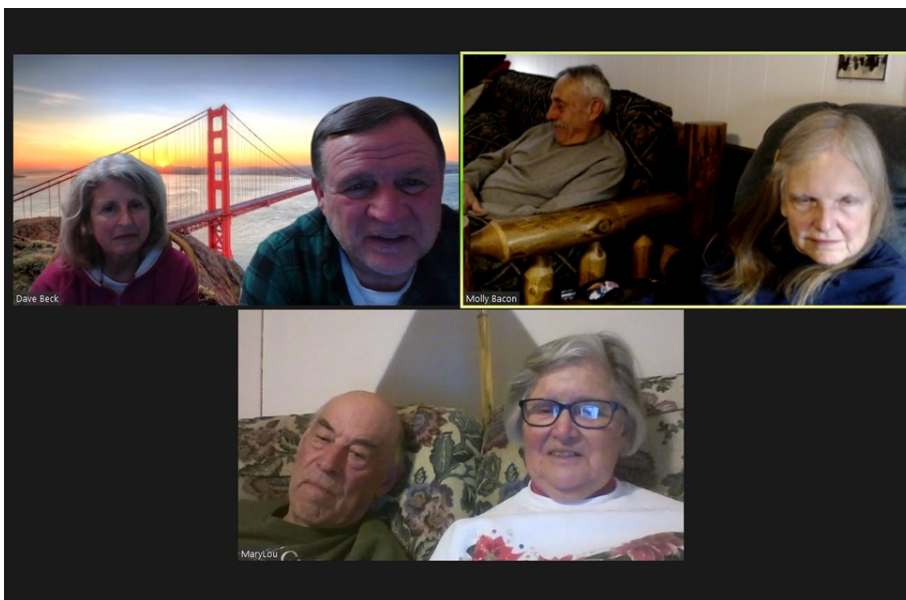
Chris Brown & Molly Bacon—#328

Jerry & Mary Lou Kramer—#424

Is this what you call a pandemic mini rally?

All thanks to Zoom.

Tech sessions, chit-chat, everything but the food together.



Short Reports (cont.)

(Continued from page 7)

Larry Forman —#545

Hi Everyone,

I have been going through all my Corvair and Ultra Van parts and found a unique spare wheel and tire for Toronado Ultra Vans. I had a custom wheel made from the center part of a skinny spare tire wheel that has TEN lug holes. These are set up for our Chevy II (regular Ultra Van wheel lugs) plus 5 x 5 (Toronado wheel lugs). This spare has the skinny spare tire mounted on it and has never been used. This would only be used for emergencies and limited speed and use, but is extremely light weight, especially compared to two normal spare tires for the different lug patterns.

I paid over \$200 for this custom wheel to be built and with the tire. I am willing to sell it for only \$100 plus any shipping costs involved. I have a photo of this wheel and tire combo and can supply to anyone interested.

You can either email me or call my cell number in the roster if interested.

Travel safe

Rosie Walker —#545

Maybe we'll have a story after our first time crabbing at Bodega Bay with our new kayak. It may rain throughout our stay and we won't have much fun. But the most important thing is that finally, R Thing is on the road again. Larry is building a hoist for the kayak to put it on the roof. Cosmetically it still has a long ways to go and R Thing still looks like the lead character in The Grapes of Wrath. We actually have the new counter and back splash for R Thing, but it won't be installed until after we return from Bodega.

Well, I have to go buy my chicken livers for bait.

John & Teresa Miller —new owners of #509

A word or two about #509 from some new members. We went last month to Cookeville, TN to pick up the 1969 Ultra Van. Albert Ramsey had taken quite good care of it through the years, but it was obvious some little things need to happen before it would be ready to drive the 530 miles back to SW Missouri. Had a very nice visit with the family and got the UV to the hotel where the fellows discovered it had no accelerator pumps in the carburetors at all. To the rescue was local Corvair guy Bill George, who brought two carburetor kits out to the hotel for us!

We (myself, husband John Miller and friend Greg King) left the morning of November 10 and did the entire trip that day. We helped the Ramsey family sell the 1965 4 door and picked it up at the same time, traveling home together. The gold 4 door will be going to friend Alan Almeida in California in December.

We had mostly nice weather, however, we did have a couple hours of rainy weather and some wind...We became accustomed to the driving and rolled on home, but were quite chilled by the time we got there. We'll be doing something about making the cab heat a little better, but more about our improvement plans later

We've had the chance to put another 100 miles or more on 509 now that we've been home and thoroughly enjoy driving it and getting all the looks and attention we were told that these rigs get from the public. Tucked away in the outbuilding, we probably won't do any more trips this winter, but have a selection of changes we'll be making. New wheels and tires, some more small adjustments like electric fuel pump, more carburetor work and a new starter are on the short list. I, Teresa, have some interior updates I'll be doing, including creating some window treatments, some different seat covers and perhaps a change in the carpeting. Overall, we're delighted with #509. We weren't interested in a total restoration project and that's exactly what we have....a GREAT, solid, clean Ultra Van that we can enjoy.

[JTVairs Corvair Rescue team](#)

Ray & Mary Lou Fuenzalida —#473

I have been sidetracked and am working on a 1928 Model A Ford so everything else has been put on the back burner. One day, hopefully next year. If we have a convention, I will come.

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Short Reports (cont.)

Denny Sharp —former owner of #481

You asked for a short story or article. Mine is not about Ultra Vans, it's about a dream come true. Yes, we also dreamed of owning an Ultra Van since seeing our first in Wisconsin or Michigan in around 1968-69, maybe even sooner. We lived in the middle of Illinois. That dream took years to come true when we retired and found ours only a dozen miles from our Florida home.

It was a decent original low mileage Ultra Van. Sadly I wore out before I got to do much with the Ultra Van. Yet we had it and are still happy the dream of owning it came true. If not for the Ultra Van we would have never joined and met so many great members.

But, Dollie and I also had a dream of buying a red Model A convertible for over 50 years. They called the Model T convertible a 'touring car'. A Model A coupe was a 'roadster' with several other sub names. But a Model A 2 or 4 dr convertible is called a 'Phaeton'. Model A Phaetons are rare. Model A 2dr Phaetons are even rarer. Red Model a Phaetons in decent shape, nearly impossible to even see. But that's been our dream for ever! The few times we found a Model A 2dr phaeton for sale it was on the other side of the USA, too expensive, or heavily modified. With a blue collar job, kids, other hobbies, and life, there was no way making our Model A dream come true.

Still just back in the Spring of 2020, Dollie and I decided to buy any decent Model A Ford driver to ride around our small town and go to cruise ins and local car events. Why? Well, only months after we married and I finally had a small garage, I made my childhood dream come true. We bought an old worn out 1931 project Model A coupe and drove it across town to our little home. It was on that Model A I learned to weld, do body work, wiring, paint, cuss, and waste time. My young wife learned what a monkey wrench, a pipe wrench, and a socket wrench were and where to find them! Dollie was also good at bringing a sammich and a cold drink!

I didn't pay or spend much on that first Model A. Another fool wanted my partially done project more than I did. I sold it and bought a Model T project! But our love for Model A's was strong. We owned several sedans. The family loved taking rides, buying Christmas trees, getting stuck in mud, snow, and sand, and just tinkering together on a Model A. So that dream of someday buying a red 1931 Model A phaeton lingered on. Basically we'd given up that dream long ago.

Dollie died Nov. 8, 2020. To take my mind off missing her, I started looking at ads for Model A's again. Three of our 4-kids have bought and sold RV's, bicycles, golf carts, and other junk off Facething Market place. I've never joined and don't want to. Yes, I miss all of the photos our kids post while on vacation keeping up with the Jones' and posts by old friends. But Facething and the other social medias are more than I care to look at.

However my oldest son noticed I was spending more time hunting Model A's and less time thinking about Dollie. Actually it made me miss her more! Somehow he got Facething Marketplace and Model A's for sale on my computer. I spent weeks checking Model A's for sale. It was amazing how many decent affordable sedans, coupes, hot rods, and parts are listed, few phaetons. Not being a member, I don't get details or addresses. That's where my son and his smart phone comes in handy!

I had a reasonable price range and was looking for any body style in turn key driver condition. I also set my circle at 250 miles. At least half the decent Model A's were 150 miles or less away and within my budget.

My son and grand daughter were over for our regular Pizza Friday when he asked if I found my Model A. I showed him a few less than 50 miles away that I liked. His reply was, "I'll call them. we can go tomorrow!" Yet, that Model A phaeton dream lingered on! I clicked Facething marketplace once more!

Below is what happened! MY Model A just popped up. This is exactly how I bought this house back in the middle of Illinois off real estate sites. After giving up, they appeared!

I was the first to respond to the Model A ad and was willing to pay what he wanted without even actually seeing it or knowing how we'd get it home! We took a Class C motorhome and a very heavy flatbed trailer 400 miles north in winds from 20-30, gusting to 50 MPH, nearly to Lansing, Mich. What were we thinkin?

My poor little six yr. old grand daughter missed a day of kindergarten, she nearly starved while riding across the Indiana toll road at 100+ MPH (?) among a zillion semis as that cross winds continued to blow! We kept telling her, "Izzy when you see a McD's in a cornfield we'll stop!" We didn't feed her till we got south of Joliet, Ill on I 55. And that was only because her daddy and I were starved too! We'd left the middle of Illinois at 6AM. Got back from the middle of Michigan at 10PM, tired, wondering "why??, and happy!

Isabella took photos of my Model A and her own oral story to school. The kids and the teacher loved the reason little Izzy missed a day of school! The kids still talk about Isabella riding in grandpa's old red car!

I have a tiny tin silver urn with some of Dollie's ashes. Dollie rode 400 miles home in our new old red Model A. In fact Izzy and I named Henry's lady MissDollie. None of this helped me forget. But I feel that Dollie approves and is smiling down on our Model A. The moral of all of this----- never give up on your dreams!

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Short Reports (cont.)

Owen & Lori Strawn — #500

I haven't been very active with UV500 lately; I've been spending most of my free time writing (<https://ultravans.blogspot.com>). The projects are stacking up though since I bought a Firestone airbag controller to replace the schizophrenic Air Lift 72000, a Natika backup camera to replace the burned out Esky, a set of exhaust gaskets to finally try to install the custom headers that Mike Johnston removed from UV290, and a Speedway Motors front disk brake kit that I have wanted for ages.

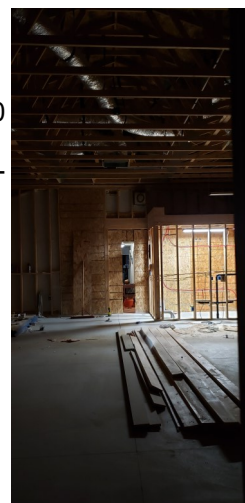
We have had a couple of nice visits from UV people recently though. Joe Scalet from Edgerton KS is planning to add a shower to UV333 so he thought examining UV500's shower pan (which is currently loose equipment) would be helpful. We had to reschedule from September since I picked up a mild case of the Covid, but finally managed a visit in October.

Don Horst from Newton KS wanted to check out an Ultra Van in person. He had previously restored a Piper Vagabond (?) and worked on a Lockheed Electra project; and was wondering whether an Ultra Van project would be a good fit for him. He had been talking to Gary Anderson about buying UV420, but Gary passed shortly before Don visited me, and I don't know whether he's been in contact with Olga since.

Chuck & Cyndi Hanson — #460

Just getting ready for the "Not a Parade" parade here in Mesquite. S.C. and the Whale460 is ready to go.

The Whale's new home is not going to be ready in time for Christmas, but it's getting closer!



5 Reasons You Should Switch To Portable Solar Power

There are many reasons why RVers prefer using solar panels instead of generators or campground hookups. It's not only more eco-friendly, but solar power enables us to boondock off the grid away from crowded RV parks. A large variety of solar panels are available for all budgets and power needs. Here's why we recommend using portable solar panels to power all of the essentials in your RV.

1. You won't need to run wires or drill holes in your roof. Portable solar panels are relatively easy to set up even if you don't have much experience. The popular brand Renogy makes suitcase-style folding solar panels with charge controllers that can connect to your deep cycle batteries within minutes. Acopower's portable solar panel also has USB outlets to charge electronics like your phone and laptop.

2. You can get power while you're parked in the shade. The last place you want to park on a hot day is a campsite with no shade. However, if you're relying on your rooftop solar panels for power, this is usually necessary in order to get enough sunlight. Portable solar panels can be simply taken out and set in direct sunlight while you're parked under some nice shady trees. Staying out of the sun will also help protect your RV from UV damage.

3. They don't take up a lot of space. Many smaller RVs like Class Bs and camper vans don't have a lot of space on the roof for a big solar panel setup. But chances are there is a place inside your RV that can fit a foldable solar panel. They can be stored anywhere from under the bed to inside cabinets when they're not in use. This will also open up your roof space for other gear like kayaks or surfboards.

4. Maintenance is almost effortless. If you have rooftop solar panels, you'll occasionally need to climb up and wipe off snow or dirt that's accumulated to keep them in good working condition. Portable solar panels are even easier to maintain and they do not require accessing the roof at all.

5. They can easily be moved to a new RV. When you get a new RV, there will be no hassle in moving your solar panels since they're already transportable. They're as simple to move out as the rest of your items.

You can find quality portable solar panels made by Renogy, Acopower, and Eco-worthy. If you already own rooftop panels, check out this easy mod from Do It Yourself RV on how to make them portable.

Article shared by Rosie Walker

TECH ARTICLE NUMBER: 2020-13

SUBJECT: **Alternator Modifications**

UV MANUAL SECTION: 15-49

AUTHOR: **Tom Koprevich #211**

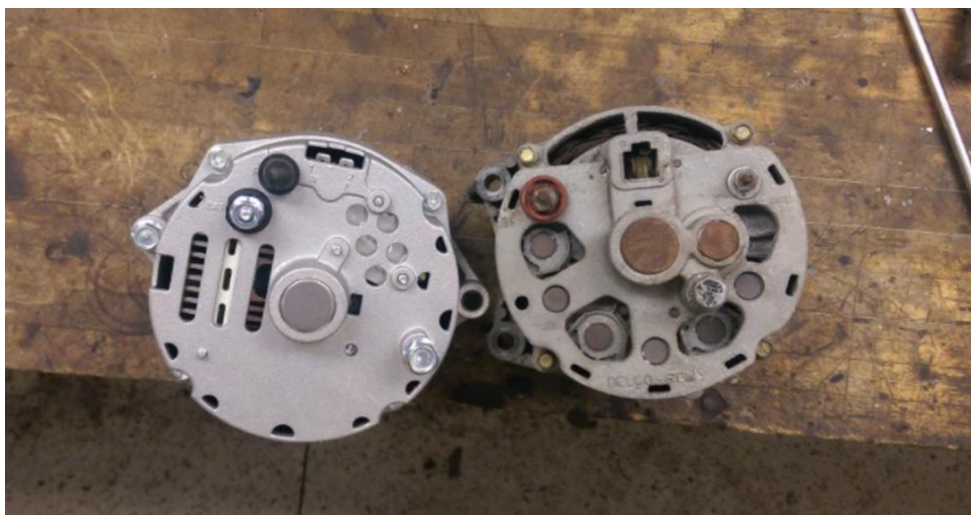
I chose to replace the alternator in UV211 with an internal regulated version, in part to clean up the wiring since I will be redoing all of it and it will eliminate the external voltage regulator. The second advantage is that it will increase the output of the charging system to 63 amps instead of the stock 37 amp or heavy duty that was 47 amp.

I did not invent any of the following information, it is just what I have learned reading various Corvair forums and tech guides.

I purchased a new alternator from Rock Auto, Remy 91751, which most v8 Chevy's used in the early 70's. At the time of purchase, it was \$32.79.

There is a slight difference in location of the support bolt on the back and battery bolt but it's not difficult to do a work around.

To perform the swap, you need to take off the front pulley from both the new and original.



The pulley/fan on the original must be reused for proper cooling.



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Next the cases are unbolted, and front covers removed, be careful to make sure the stator does not get pulled forward, otherwise you will need to reset the brushes and using a straightened paper clip hold them in place from the back.

I transferred the bearing and retainer from the new housing to the original, after cleaning the frame end.

I did have to enlarge the holes in the retainer a bit for it to fit the bolt pattern.

Then I reassembled and bolted it together. Then placed the original spacer ring on before the pulley and tightened the nut using a wrench and allen.



I will need to purchase a new connector PT68.

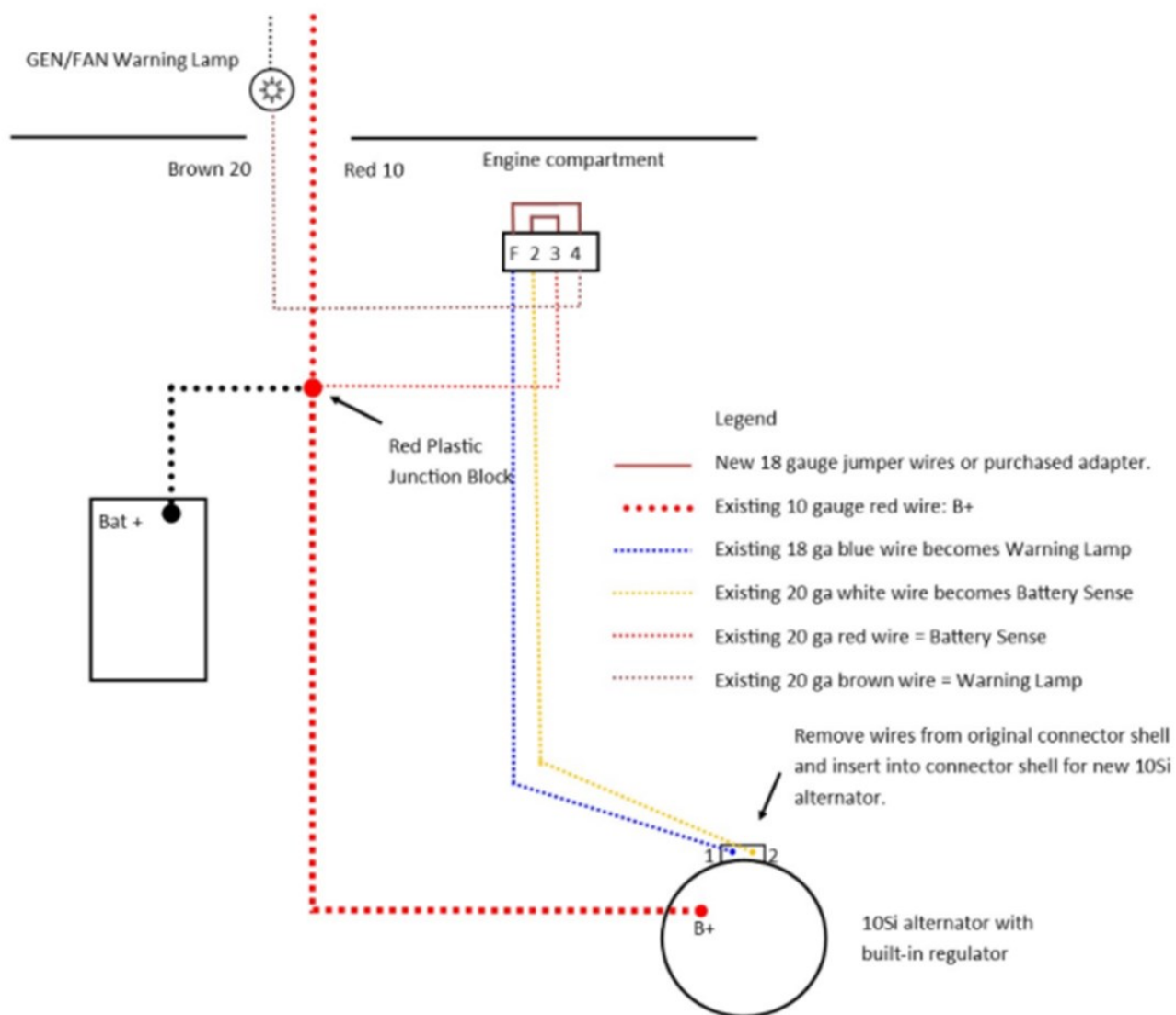
And either rewire like I am going to do or connect like in this diagram, I am not sure where I got the diagram to give credit.



(Continued on page 13)

(Continued from page 12)

LM Alternator conversion to internal regulator 10Si. Plan "B": Uses existing wires. Easily reversible.



Green Machine (Brian Goldin #163) camping in the desert



PART 2 ADJUSTING THE MATTRESS IN #545

by Larry Forman

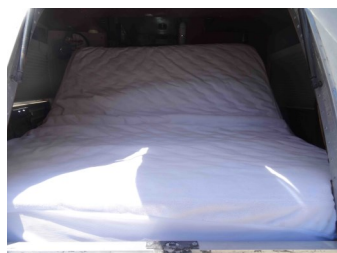
I am about done with lowering the mattress height over the Olds 455 engine in UV 545 and have modified Jerry Mello's mattress lifting system to lift the front and rear access to the engine and rear radiator. This is dif-



ferent from Jerry's mattress lifting system since our queen-sized mattress is oriented with our heads at the rear so the mattress is longer front to back. With that orientation, the mattress front is right behind the restroom/shower and closet. I had to lift the front part of the mattress for engine access



and to create space for the mattress to move forward and allow lifting at the curved back of the Ultra Van. This meant the foam mattress forms a "V" shape when lifted, and that is perfectly OK for that mattress.



Larry's modifications came after his fire renovations. Here is a list of all he's completed:

2014 Ultra Van Post fire tasks

- Add fire suppression systems to engine compartment and refrigerator
- Redo exterior aluminum skins and swap rear side window
- Add spars between ribs when replacing skins
- Paint exterior
- Add larger rear window and larger rear door
- For microwave add accessible fuse
- Drop gas tank and swap for Craig's larger gas tank
 - Clean tank interior and seal with POR-15 gas tank sealer
- Modify and remount slide out step
- Remove interior accessories to prepare for installing Alamacore floor
- Order second Alamacore sheet
- Order additional aluminum 0.040" skins.
- Order more Olympic Bulbtite rivets.
- Mount TV antenna on roof.
- Mount new large window awning.
- Order stainless steel sheet for top of galley surface.
- Order new oven and range.
- Redo hot and cold water plumbing with Pex.
- Add one way valve for fresh water inlet.
- Move cable TV input into water inlet opening.
- Purchase more brass quick water disconnects.

#211 STORY



Tom Koprevich brought home his new Corvair, an Ultravan! Number 211 an early production model having some unique differences than the later versions. As far as I know Tom is the first NFCC member to own an Ultra. Looks to be a full trailer!

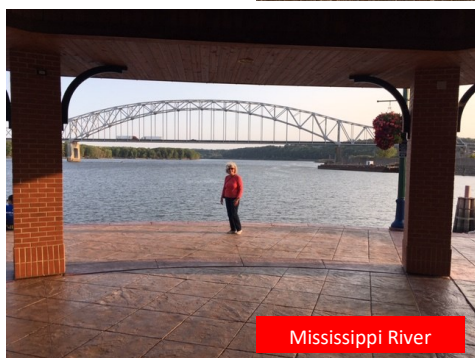
OUR SECOND TRIP THIS YEAR IN #389 DAVE & GLORIA BECK

The second trip was to Door County, Wisconsin, Wisconsin Dells, the Cranberry 50-mile Harvest Farm Tour starting in Warrens, WI and Dubuque, IA area from Brownsburg IN. We camped mostly in KOA and State Parks with the exception being one night at Galena, IL in the Walmart parking lot. Every camping experience we saw many new to camping as people were anxious to get out after being cooped up from Covid19. It was interesting seeing people who have never owned an RV of any kind setting up and draining tanks, etc. It made for great entertainment including us.

We heard 2 new names for the Ultra Van we never heard previously. One was "Bullet" and 2 people thought it was a "food truck". The great thing was that traffic was light since it was after Labor Day and before fall break. Although festivals were cancelled, we were still able to get private tours and see museums just fine. It was really kind of nice. The town of Warrens, WI is a small town and home of the Cranberry Festival. The festival usually gets around 140,000 visitors and it was us and maybe 20 more people that day! Ocean Spray processing facilities were dotted everywhere. It was near the Mississippi River.



Cranberry Bogs



Mississippi River

er area when we first experienced some major elevation changes on the state roads we were traveling. We could see for miles from either side of the road as combines were harvesting beans and corn. While it was a great view to drive high on the ridge, almost mountain like to me, there were a lot of ups and downs that challenged the 110 H.P. Powerglide powertrain going up and the 4 drum brakes going

down. I had checked the weight when we left home on the CAT scales and we were at 5080#. I had found a leaking RF wheel cylinder after our first trip and replaced both fronts and all the brake linings were good but I was a little hesitant to go much faster than 70 mph downhill in hopes of staying above 35 mph going uphill because of farm equipment pulling out on unfamiliar roads, etc. To make matters worse the headwinds were really blowing. It is quite impressive what the Corvair drivetrain will do and we had to go in low just a couple of times. I had no idea what the coach was capable of but I found out when I made a wrong turn and had to detour only to find I was committed to climbing the "mother of all hills." I could not even see the crest and it was just as steep going down. I think our speed was 25 mph and slowing when we started back down through a winding residential area with a stop sign at the bottom!

Gloria seemed to take everything in stride even when we stopped for gas and I hadn't set the parking brake firmly enough at a very busy gas station. I filled the tank and went for a cup of coffee and she was warming some zucchini bread with butter and a cup of hot tea in the microwave when she noticed the gas pumps going by. As I walked out, a lady said, "Is that your RV?" and I said, "yes, but it isn't supposed to be moving." She said, "Well your wife is in it right?" and I said, "yes but she doesn't drive it!" Amazingly it missed everything and everyone only to stop about six inches short of hitting the curb and going over. When I opened the door, she looked like a baseball player sliding into home plate with one foot on the brake. The tea spilled, butter and bread on the floor. I could only say "GOOD JOB." It was silent for a while when we both decided to count our blessings and go with that. Just part of the adventure of traveling in an older vehicle with older occupants. We now have a rule to place wheel chocks when we stop. Our last night was in Rochester, IL to visit our son and his family then safely home. Thank you, Lord.



Fish Boil

We ran mostly 55-65 mph and averaged 15-18 mpg over the 1600 miles. We have been given a great country, freedom to travel, and really a lot of very nice people along the way. What is more fun than pushing yourself and an old vehicle to see the sites! Whether in an Ultra Van, Corvair or anything else it does put a smile on peoples' faces

ULTRA VAN #386 ADVENTURE #3

Dave & Gloria Beck

It was October 18, 2020 and the weather was starting to cool but we figured one more week of travel and camping in the Ultra Van was in order. COVID-19 was still the concern but little did we know that by the time you read this it would be much more of an issue. This would be our 3rd and final trip for the year since we bought #389 in June. We wound up doing a drive south along the Ohio River with a short dip into Kentucky with a total of 600 miles and 4 different state parks.

The first stop was Metamora, a place where no doubt many of you have been in the past during the fall. It looked much different this time with only a few people and closed shops. Sadly some maybe for good. Halloween décor everywhere but it looked very depressed to us.



Closed Museum

Next on to Milan, home of the 1954 H.S. basketball champs and focus of the movie "Hoosiers". You gotta love Gene Hackman as coach. This town also did not seem to capitalize on anything more than a small, closed museum and looked a little deserted. We camped at Clifty Falls State Park and woke to lots of rain, but still great fall colors and lots of campers enjoying the out-

doors.

After a walk around Madison and visiting several antique shops we decided to cross the river into Kentucky. That is where the warning signs started which began to concern me while driving an old RV. They read: "Road Narrows, RV's and Trucks be aware of sharp turns", "Trucks use lower gears", and one that said, "Sharp turn and stop at bottom of hill". I told Gloria I think we will just head back. Well, as hard as the little Powerglide and 110 hp engine worked going up, it worked just as hard slowing us down in the opposite direction. We started down with the vacuum gage pegged and engine trying to slow us down and applying as much braking as I could without overheating the drums. I was also concerned about throwing a belt from the engine being pushed so hard.

Ultra Vans have a very wide brake pedal from a Chrysler of some kind. It reaches from one side of the steering column to the other for good reason, since you can use both feet at the same time. I started to think about plan B. Plan B was told to me by Jim Craig, who has worked on many Ultra Vans, as a true story about two lady's driving an Ultra Van in California and started go-

ing too fast down a long mountain grade. Their coach had a vacuum booster added for power brakes and the more they pumped them the less effective the brakes became as they depleted the vacuum. Finally, the only recourse was to slowly graze the side of the mountain to slow themselves down, which they did, but also destroying their Ultra Van in the process. I did not express this idea to Gloria as that would have been her side of the coach. I acted like all was well, which it turned out to be.

Next on to Corydon, home of former Governor Frank O'Bannon. We parked and walked around town, which again was quiet except for a long line of voters at the



Dave's New Haircut



Frank O'Bannon Statue

courthouse wearing masks (remember the election?) I decided it was time for a haircut and found a nice one-man shop on Main Street. You always get a lot of valuable information from these shops and I listened to his life story. He finished by

saying "I know you like your hair this way but I'm going to cut and comb it this way", so I didn't argue.

On to Leavenworth to the Overlook restaurant for lunch. If you have been there, you know the food and view of the river is very nice. The river traffic was almost nonexistent. We camped at Lincoln State Park for the night and then Tell City and spent the final evening at the New Harmony area.

During this trip, we discovered that Halloween is very much celebrated in campgrounds with more lighted decorations than we have ever seen. We were able to visit all these places without being in great crowds and the traffic was light. Indiana has a lot to offer and great places to hike or take long walks. Hopefully, we as a group will be able to visit some off-the-road places this new year!

We stopped and I made an offer to buy this Budweiser stunt plane but did not



Budweiser Stunt Plane

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Call or e-mail either of us.

Better yet come shop at the next rally!

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Item	Price
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Profit and Loss

Ultra Fiscal Year 2021

Quarter 2 - Oct 1—Dec 31

Income—\$586.95

Expenses—\$684.52

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.

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