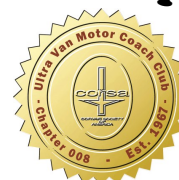




**UVMCC was incorporated  
in October 1967 for all who  
are interested in Ultra Vans  
CORSA Chapter #008**



## ATTENTION National Rally Canceled

**Two Division Rallies are being held**



**Cruise Route 66  
Central Rally  
May 14—May 19, 2021**

(before the CORSA Mini Convention)

**Double J Campground**

9683 Palm Rd (historic Route 66), Chatham, IL

**See [page 2](#) for more details**

**Western Rally  
August 1 - August 5, 2021**

**SANTEE LAKES Campground**

9310 Fanita Pkwy, Santee, CA 92071

**See [page 3](#) for more details**



INSIDE:							
"Regional Rally Details"	"News From the Prez"	"Welcome New Members"	"Short Reports"	"Taylor O'Sullivan's Insider.com Article"	"#339 Part 2"	"#290's Re-build"	"About UVMCC"
"Ultra Business Details"	"In Memorial"	"Ownership Transfers"	"Too Good to be True"	"Tech Tip 2021-01 Seats"	"Lubing Fan Bearing"	"#389 Winter Maintenance"	"Classifieds"
<a href="#">Page 2-3</a>	<a href="#">Pages 4-5</a>	<a href="#">Pages 6-7</a>	<a href="#">Pages 8-9</a>	<a href="#">Page 10-11</a>	<a href="#">Pages 12-13</a>	<a href="#">Pages 14-16</a>	<a href="#">Page 17-18</a>

## Cruise Route 66 - Central Rally - May 14-19, 2021

Planned in conjunction with the CORSA/CPF Mini Convention, May 18-23

**NOTE: Everything is dependent on changes in pandemic restrictions**



**Double J Campground** is a vintage-friendly family owned campground right on Route 66. Full hook-up sites with free Wi-Fi and cable TV. Short-term sites are pull-through's with fully-equipped, modern, safe hookups, including a fire ring, picnic table, 30/50 amp electric, water, sewer, and cable TV at every site. Leashed and attended pets are welcome. Registration/Welcome Center features a well-stocked convenience store for items you may need during your stay. In addition, the Double J has a propane fill station and a selection of RV parts and accessories for minor 'do-it-yourself' fixes!

**Special rate \$48 a night fee. No cancellation fees!!**

**IMPORTANT:** Make your reservations (call 217-483-9998) before April 13 to guarantee a space with the group. Tell them you're with the Ultra Van Group. Rows N & P reserved.

**You DON'T have to have an Ultra Van or even stay at the campground.**

**If you can't come all of the days, at least come for just one  
You're welcome anytime**

Hosted by Molly Bacon & Chris Brown

Email: [mollybacon@yahoo.com](mailto:mollybacon@yahoo.com)

Let us know if/when you're coming so we can plan for food, fun, etc.

### **Schedule (more activities may be planned)**

**Friday, May 14** - Arrival, Meet & Greet,

6PM - Host provided dinner (Taco Soup, Chips & Dip, Cornbread)

**Saturday, May 15** - Morning conversation/no-host breakfast, tech session

Lunch & dinner on your own

**Sunday, May 16** - Morning conversation/no-host breakfast, division business meeting

Lunch on your own

6 PM - Potluck dinner & Yankee swap

**Monday, May 17** - Morning conversation/no-host breakfast, discussion (Tips for camping at FREE places like Walmart, Flying J)

Lunch & dinner on your own

**Tuesday, May 18** - Morning conversation/no-host breakfast— coach hopping

Lunch on your own

6 PM - Pizza Dinner

**Wednesday, May 19** - Farewell good friends.



## 2021 Western Regional Rally San Diego - Santee Lake Campground

Pre-Rally July 30-31st (Fri-Sat)

Rally: Aug 1-5th (Sun-Thurs)

Hello Ultra Van Friends. This is a quick note to keep everyone up-to-date on the Western Regional Rally. Most importantly the rally is ON! We are starting with a Pre-Rally on Friday and Saturday night, then continuing the rally on Sunday through Thursday. While at the rally there will be plenty of time to tour coaches, beach caravan, happy hour, tech talks, BBQ, paddle boating, fishing and all kinds of other activities. We'll have a lot of coaches including new owners so please join us for as little or as much time as you have, regardless if you have an Ultra Van or not!

**We have plenty of extra spaces and you don't have to attend the entire rally. Please come for as little or as long as you can - with or without an Ultra Van**

### The details:

- ♦ **When:** Pre-Rally July 30-31st (Fri-Sat) / Rally: Aug.1-5th (Sun - Thurs)
- ♦ **Where:** [Santee Lakes campground](#)
- ♦ **Campsite availability :** We have a block of 20 campsites reserved for Sun-Thursday. If you want to join us on Friday/Saturday you will have to make your own reservation for those nights. If you wish to stay longer we will extend your reservation with sites that are already reserved - just let us know.
- ♦ **Cost:** \$ 280 for (Sunday-Thursday) or \$70/night. If you're coming on Fri/Sat you have to book your own reservation due to Santee Lakes cancellation policy.

### Important information:

- ♦ **How to view ALL current reservations :** Use this link [to view a map and roster including campsite numbers, confirmation, and payment status.](#)
- ♦ **Confirmation through Payment :** We won't be able to confirm that you are coming until you pay! If you have already paid Molly for the National Rally your money is being refunded and you have to repay for the Western Rally.  
Please send payment to Brian Goldin (be sure to include your full name and site #):
  - ♦ PayPal: <https://www.paypal.com/paypalme/frmmars>
  - ♦ Venmo: @Brian-Goldin
  - ♦ Check or Cash: Please text or call to make arrangements, 909-730-6698
- ♦ **How to register:** If you haven't already registered you can do so by sending payment (see above). We're looking forward to seeing you. If you have questions please feel free to contact one of your hosts:  
Brian: 909-730-6698 -- Marisa: 562-598-7345 -- Pat: 562-328-3769

**[Click here for additional information on Santee Lakes Campground](#)**

## NEWS FROM THE PREZ

Hey Everyone!

For those of us in the northern states it is time to dust off the Ultra's! I will find the time to install a 2.9l engine with my FC cam in #398. After I come back from Helen, Georgia's Springfest I will have 2 fuel injection systems. One will be going on #398 and after I get things sorted out the other one will be for sale. But on to Club business:



As you have probably already seen, the National Rally has been changed to a couple of Division Rallies. After having a meeting with the Board members there were several that were not going to attend as were several officers not able to attend. With that the decision was purely a financial one for The Club, along with the Corsa Convention being canceled then the time frame also went against the bylaws. The Board also talked about having a "virtual" member meeting on Zoom. We are looking into making an account to make it easier to do this sort of thing. I know there are some that don't have computers, but all you have to do is go visit someone with a computer and I'm sure they could help you out. Plus, I think there will also be call-in options so you can at least listen in and possibly participate, I'm not certain that ROTARY phones will work though. Along the same lines we can also do tech sessions and Board meetings. Maybe even after everything settles down this still can be a useful tool for The Club.

Another thing you need to know is elections are coming up. We are not going to extend another year. We will continue forward in whatever manner we can. If anyone has any suggestions or you yourself want to run send Molly a note with the nomination. It's that simple. DON'T be shy! (We know who you are anyway. LOL)

Last is about the Ernie Award. We have two, I think, current nominations that are valid. There are criteria that the people need to meet, and YOU also need to write the nomination stating the criteria you are nominating for. It will be double checked to make sure they qualify. See page 5 for detailed information. Keep in mind this nomination CANNOT be a write-in on the ballot! That is part of the criteria to be met. Paperwork, paperwork, paperwork! The job isn't completed until the paperwork is finished.

Have fun in your Ultra.

### As for elections:

**ATTENTION**—we must have nominations for a Central Director. There are no incumbents. The past Director cannot run again for another three years. Here is a link to a copy of the bylaws with the Director position description <https://ultravan.org/wp-content/uploads/2020/03/2019-Bylaws.pdf> Information is on page 10.

**Please send you nominations or volunteer yourself.**



# 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 (July) 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 July 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://uvmcc.membership@yahoo.com) or can be obtained by contacting the Secretary ([uvmcc.membership@yahoo.com](mailto: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

# Colorado

# Eric Cole #397

# Illinois

## Clifton P. Carpenter Jr. #371 (rejoined from 2016)

# Maryland

## Richard & Sue Carr #426 (rejoined from 2016)

# France

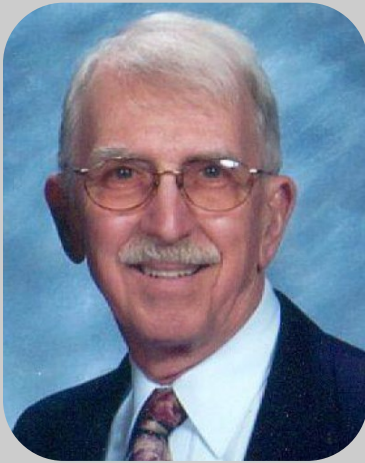
# Jean-François BROUSSAUD DEFAUX #268

# Netherlands

# Alexander van Wees & Simone la Brijn

## UVMCC currently has 111 members





## In Memorial

### Douglas Arthur 'Doug' Pratt, 78

**UVMCC President 2002-2003**

**Former owner of UV #373**

Doug Pratt, 78, passed away peacefully at home under Hospice care on Jan. 17, 2021 following complications of Parkinson's Disease, with his family by his side. He was the loving husband of Nancy (Fake) Pratt.

Doug was born on May 15, 1942 in Hanover, New Hampshire, the son of Howard and Elizabeth (Gilchrist) Pratt. He graduated from Sunapee High School in a class of 12, made up of six boys and six girls. He joined the Navy in 1960 and retired as a Cryptologic Technician Maintenance Senior Chief after serving 20 years. He was stationed overseas in Turkey, Panama and Japan, as well as several stateside locations. He served six months aboard the ship USS Georgetown. He received his associate degree at Florida Junior College at Jacksonville, Florida while serving in the Navy. He started and ended his naval career in Pensacola, Florida.

He is survived by his wife of 46 years, Nancy, and daughter, Marsha Pratt Davis (Bryan) of Catonsville, Maryland; and sister, Linda Pratt (Paulette Jerpe) of Denver, Colorado; two step-grandchildren and numerous nieces and nephews. He was predeceased by his parents and brother, Michael "Mike" Pratt.

Doug met his wife, Nancy, through Modern Western Square Dancing and they married on Valentine's Day in 1974 in Jacksonville, Florida and have spent 46 years happily square and round dancing ever since. They also enjoyed traveling to many states and interesting sites together in their unique 1968 Ultra Van camper. Two of their most memorable accomplishments were climbing Mt. Fuji together in 1975 and serving on a mission trip to Kodiak, Alaska in 2003. Doug, Nancy and Marsha moved to Coryland in 1980 after searching and finding their beautiful "Breezy Acres," also known as their "house with a view."

Doug was a 40-year member of the Grand Paraders Square Dance Club of Troy, Pennsylvania. He was a 39-year member of the Sylvania Lions Club, where he was treasurer for many years and received the Melvin Jones Award, the highest honor conferred to a Lion in recognition of humanitarian efforts. He was a 40-year member of Coryland Church, where he served in many various positions, including elder and treasurer.

Due to COVID concerns, a celebration of Doug's life will be held at a later date. In lieu of flowers memorials may be sent to the Sylvania Lions Club, Box 5, Sylvania, PA 16945.

Arrangements have been entrusted to Vickery Funeral & Cremation Services, Inc. in Troy, PA.

# Short Reports *(really short this time)*

Bits of information from our members

## Tony Voorbij - Tiara 2038

Windshields for the Tiara



## Craig & Lea Lamond - #001

Helllllllloooooooooo everyone!!

The very first Ultra Van # 001 is for sale, including all the period correct furnishings that were in it when Dave Peterson built it in 1960-61 AND the correct 1958 Dorrsett cabin cruiser AND the correct Evinrude outboard motor!

I have well over 25,000 dollars invested ( not counting labor) and asking only \$19,606.10. (1960/61)

We have sold our place in Oregon and are moving south. We probably won't have room or funds to fully restore Queen Honeybee.

(ed—see the For Sale ad on the website, [here](#))

## Ultra Van ownership transfers

- 356 - Vince Murray to Brian van Trigt - 11/8/20
- 509 - Albert Ramsey estate to John Miller - 10/29/20
- 215 - Andrew Tyson to Taylor O'Sullivan - 10/28/20
- 386 - Tom Allison to Dave Beck - 10/26/20
- 466 - Jaye Hersh to Stefan unknown (in Ojai) - 10/21/20
- 538 - William Panzer estate to David Knox - 10/18/20
- 396 - Gary Cole to Mike Scott - 10/17/20
- 327 - Tom Roarty to Jon Dilks - 10/10/20
- 327 - Casidy Gecas to Tom Roarty - 9/29/20
- 382 - Richard Bell to Duane Falls - 9/12/20
- 549 - Kristy Nowland to Jon Dilks - 8/27/20
- 510 - Vince Murray to Russell Nicolozakes - 8/12/20
- 211 - Fred Marsh to Tom Koprevich - 8/12/20
- 351 - Luke Kline (nephew of owner) to unknown - 8/11/20
- 452 - John Nickel to Mike Callahan - 8/1/20
- 215 - Rick Burner to Andrew Tyson - 7/26/20
- 556 - Paul Cicchetti estate to unknown - 7/19/20 (abandoned storage auction)
- T2038 - Perry van den Eertwegh to Tony Voorbij
- 406 - Lou Dinsmore to Brian Fleming - 6/29/20
- 389 - Paul Piche estate to Dave Beck - 6/6/20
- 604 - Paul Fryer to Vincent Krauwer - 9/4/19



# TOO GOOD TO BE TRUE!

By Jon Dilks

There was a post to the Ultra Van group on Facebook one-night last October. An account, with a fake-sounding name, no profile photo, and only two friends, asked: "Does anyone want a free Ultra Van? Located near Philadelphia." In any other context this would have seemed like a scam, but who'd scam the Ultra group? Airstreams perhaps, but Ultras? There are so few of us! And what could the con be? Leah and I talked about it for only a moment before deciding to proceed cautiously: we're in Philly, and we'd take a free Ultra as long as it wasn't complete scrap (or even then, depending...).

Our mysterious stranger got back to me the following morning to let me know his Ultra was at the Corvair Ranch - and by "free" he really did mean free, no strings attached. I did what any responsible Ultra fan would do: I called in late to work and hopped in the car. Once at the Ranch, I met with Jeff and learned a few of the details: after purchasing and shipping #327 sight-unseen, the buyer realized he was in over his head as soon as he laid eyes on it. Extensive engine issues, air ride leaking, carpentry and metalwork needed, and other problems TBD. Not one to fall prey to the sunk cost fallacy, it seems he immediately put up that Facebook post and began trying to extricate himself from all involvement.

Within a week, the title had arrived in the mail and any suspicion of a scam was long gone. Jeff was kind enough to let it stay parked at the Ranch through Winter, but when warmer weather hit at the beginning of March, it was time to arrange transport. And so, it was that we found ourselves pushing Rory (formerly #327) off the back of a Big Tex trailer in an industrial area just outside Philly this past Wednesday. He'll be joined by younger sister Lily (#549) as soon as possible.

Notes for connoisseurs: Rory's internals are unique. The galley is on the driver side, and someone took advantage of this gained space by installing an additional passenger-side bucket seat just behind the door. The bathroom is oriented "backwards" and there's a narrow storage closet to the rear of it. I'm sure we'll find many more wonders as we delve in deeper.



## A woman is driving around the country in a retro 1960s camper van that's a mid-century time capsule on wheels

Monica Humphries Feb 2, 2021, 6:55 PM - Reprinted with the author's permission from [Insider.com](https://www.thesun.com/news/monica-humphries-2021-02-02)



- In the fall of 2020, Taylor O'Sullivan purchased a 1966 vintage Corvair Ultra Van.
- The 175-square-foot van features many of its original mid-century furnishings.
- O'Sullivan has taken weekend trips in California and plans to see more of the West Coast this year.

By the time Taylor O'Sullivan has finished a drive in her vintage Corvair Ultra Van, her cheeks hurt.

Taylor O'Sullivan named the bus her Ultra Happy Camper van.

When the 30-year-old is driving along the roads of California, she spends most of the drive smiling and waving at strangers.



Taylor O'Sullivan in front of the bus. Tim Sekiguchi

Whether it's the retro rainbow painted on the side or the smiling face on the front, O'Sullivan's van catches everyone's attention.

"It's hard to be in a bad mood when you're driving the bus," she told Insider.



In the fall of 2020, O'Sullivan purchased one of the few remaining 1966 Corvair Ultra Vans and named it her Ultra Happy Camper Van.

This year, she plans to put smiles on people's faces as she drives across the US.

### The van was an unexpected pandemic purchase for Taylor O'Sullivan

While O'Sullivan has always been curious about van life, it wasn't something she seriously considered.

As a documentary filmmaker and photographer, O'Sullivan often traveled around the world, so having a stable home base in California was important, she said.



So far, the owner has taken the bus on a handful of micro trips.

Then the pandemic hit, and O'Sullivan couldn't travel internationally.

But, one day in August, O'Sullivan's friend sent her a link to a rare 1966 Corvair Ultra Van that was for sale. The Ultra Van was one of the few remaining models on the market; just 373 of these camper vans were manufactured in the 1960s.

The van's mid-century design immediately caught O'Sullivan's interest, and a few days later she purchased the 175-square-foot vehicle, which has a small bedroom, bathroom, kitchenette, table, and two swivel chairs.

"I've always joked that I was born in the wrong era," O'Sullivan said. "I happen to be a millennial living in 2021, but I feel like internally I am a person from the 1960s."

**O'Sullivan has made minor changes to the van while keeping its original features**

O'Sullivan is the eighth owner of this particular bus — which she calls "a mid-century home on wheels" — and said that it's in great condition.



O'Sullivan told Insider she's committed to preserving the bus' original furnishings.

(Continued on page 11)



(Continued from page 10)

Since purchasing the camper van, O'Sullivan has taken weekend trips around southern California.

She's also made a handful of renovations, like reupholstering the front seats and dashboard, but with such a rare vehicle, O'Sullivan said she's focused on preserving the camper van's original features.

"All of the original interior, the decor, everything of that era is still intact," she said. "It's a beautiful bus."

"It's been very important to me that while I make these upgrades, I'm still maintaining the integrity of the era," she added.



O'Sullivan has worked with a mechanic to learn the inner functions of her camper van.

For the reupholstery, she picked patterns, colors, and fabrics that would've been popular in the 1960s. Her other renovations have focused on fixing issues with the van and replacing items like an old mattress.

### It's a constant learning process

With no prior experience, O'Sullivan has quickly built an understanding of how her Ultra Van works by learning from a mechanic who specializes in vintage cars.

This understanding is even more important with a van that's so rare, O'Sullivan said, since she needs to be able to troubleshoot when things go wrong.

"One day you're driving and everything is working and then all of the sudden something just stops working," she said.

Her mechanic, Mike, has taught her everything from how to change the van's oil to how to replace a fan belt.

### O'Sullivan has ambitious plans for the bus



O'Sullivan says she feels like she was born in the wrong era. Taylor O'Sullivan/Tim Sekiguchi

When O'Sullivan purchased the camper van, the previous owners warned her that strangers would have a lot of questions and comments about the vintage vehicle.

While she was aware people would be curious, O'Sullivan said she couldn't have imagined the response from people eager to learn about the van.

"I have never spent more time talking with 70-year-old dudes about old engines," she said.

This year, O'Sullivan plans to have more of these conversations as she explores the continental US while living on the bus full-time.

On top of her travels, she plans to rent out the bus for photo shoots, films, and potentially list it on Airbnb.

In the meantime, O'Sullivan is taking micro trips on the West Coast. She also hosted Thanksgiving dinner with her family in the camper van, and has spent weekends at local beaches and in Joshua Tree.

"It has probably been the most uplifting pandemic project I could have ever fathomed," she said.



The van has a mid-century interior.



O'Sullivan told Insider the bus makes people smile. Becca Millard

# New Hampshire Ultra Van #339 Saga-- Part 2

(part 1 in [WoW—2020 No. 4](#))

by Allan & Judy Jones

Last winter I got the engine ready to assemble, the cylinders bored .030 thousands over sized, new Clarkes forged pistons, new crank shaft bearings (std.), and new forward control exhaust system for 140 HP. I resealed the '66 Monza Power Glide transmission.

I went back to work in the middle of March. Not much got done then but, started again while on vacation in the middle of June, which gave me time to finish assembly of the engine and power train by the end of July. I installed the drive train the first of July and had it running but no brakes. Just before I installed the engine I had sand blasted and painted the rear suspension. By the end of July I had totally replaced all the brakes with new everything, lines, master cylinder – the works except the lines running from the master cylinder to the rear brakes. Those blew out when trying to bleed the brakes so then I only had front brakes, which were marginal, but I could then drive it around the driveway. I then backed into one of the lower garage work bays. I was a little happier because it was finally under cover. Before this point all the work was done outside. Now I had to get started on a 30' x 30' pole barn where I planned to store the Ultra Van. Other than head scratching on how to replace the brake line going to the rear, the Ultra Van was on the back burner.



By Christmas I had all my outside work done, the pole barn finished and full, and all my winter wood packed in the cellar, and lumber sawed out for the pole barn's doors and drying under cover for next year's project.

All I could think about was the Ultra Van. I had spent hours on scheming how to get the brake line to the rear without removing the floor. What I had learned from other Ultra Van owners was that the line was in the rocker panel area behind the bookcase. I had removed the book case a few weeks before Christmas and had cut the brake line thinking I could pull the line through to the front. What I did was take the new line and a piece of brazing rod 2" or 3" long and sweat soldered it to the old original line hoping to pull it through because it was all the same diameter hoping to pull the new line through but it wouldn't hardly move. The next step was to try pulling it through from the front, which didn't work at first. Late Christmas afternoon my son Mike discovered a right angle bend out of the rocker panel towards the passenger side. I drilled a 2" hole in the floor where it made the



bend. With Mike pulling with the vise grips I took a long screwdriver and pried the line back and then let up on the screwdriver and the line went a few inches. Then we figured the line came from the front, to the right of the seat base and then made another right angle just behind the seat base to go to the rocker panel. I drilled a hole there and did the same trick and pried to get slack and with Mike pulling hard and me prying both places, we got the new line through. The next day I did the same to the rear line, sweat soldered the new line on the old one and with me pushing and my wife pulling, within 15 minutes we had pulled the new line to join with the front new line installed. The next morning I got all the flaring and coupling done and it was time to bleed the brakes. My friend Brian and his wife Wendy came and he helped me bleed the brakes. Then we took it for its first 2 to 3 mile trip. It went great!!! It had excellent power, the transmission shifted great, it rode really well and the brakes worked fine. I can't wait to get it ready for inspection and on the road next spring. I will clean up the interior and put it back together but not get things workable because it needs tanks repaired, etc. by next season (2022). I hope to get the exterior done and painted, but that will be a whole new chapter in the Ultra Van #339 Saga.





## TECH ARTICLE NUMBER: 2021-01

## SUBJECT: Front Seats Upgrade

## UV MANUAL SECTION: 3-7

AUTHOR: Carl Jones #400

The dual front seats in the Ultra Vans are great for carrying two adults and a couple of kids, but they are usually not secured to the wheel well and a single seat belt holding two people is not too safe. Also, sitting in those seats for thousands of miles isn't terribly comfortable. Is isbearable yes, but not comfortable for the long haul. So, we decided to bite the bullet and switch out our sweet looking dual seats for Captain's seats and shoulder harness (three point) seat belts.

We first purchased the seats from a friend and the swivel seat bases from Northern Tools at [www.northerntool.com](http://www.northerntool.com) ([K & M Swivel Pro Seat Swivel, Model# 5006](#)) and then proceeded to secure the seats to the base and then the base to the wheel well. I attached the swivel base to the seat first because I had to slightly tilt the seat backwards (with a spacer) for more comfort. Once attached to the seat I then attached the seats to the wheel well with bracing underneath to ensure the seats would remain attached to the wheel well in case of a sudden stop and a connection to something in front of me, i.e., a car, bus, train, mountainside, or stray moose. I have included some pictures below with captions to show the process.

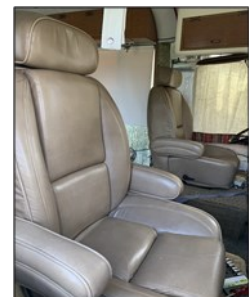
This was a relatively simple process and can be completed in half a day. Removing the tires and wheels was helpful in getting into the wheel well to secure the braces. This was facilitated by lifting the front of RC (The Righteous Coach) off the ground and securing with jack stands for the duration of working under the coach.



Sweet dual seats we love but not practical.



New seats attached to wheel well.



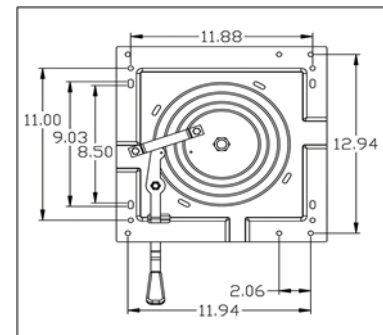
New comfy Captains seats



New swivel base bottom



New 360-degree swivel base top



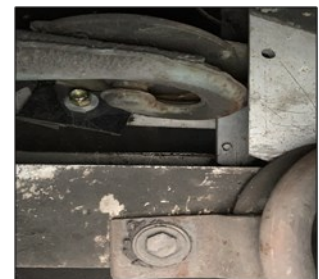
Base dimensions



Marked the passenger wheel well before placing seat on it.



Marked the passenger wheel well before placing seat on it.



Marked the passenger wheel well before placing seat on it.

## Hello fellow Ultravaners!

Mike and Bonnie here from North of the border. We are deep into the rebuild of Ultra Van 290. Last year's COVID challenges slowed us down, but we now have 290 in our new garage and are back at the restoration project. Pictured below is 290 in her new home. At this point we have most of the VW TDI conversion complete with power assisted drum brakes installed, a full air ride, and power rack and pinion steering. Fiberglass and body work on the front corners are also complete.



First thing in the new location was figuring out how we wanted to handle the new windshield installation. We decided we did not want to cut them and preferred they were glued in. UV290 was sagging in the front, so a whole new front end was built to lift her up. This included reworking the fiberglass and constructing a new frame for the windshields. The new framework for the windshields changed the front end slightly as we needed to adjust to the form of the windshields curve. The fiberglass above the windshield was redone and still needs one more layer. We decided

it was better to do this last layer after the sides and roof were removed.

The pictures below are the new front end and framing for the windshields.



This is the point where we begin the stretch. We want to lengthen 290 from 22' to 24'. New ribs are made from 2024 T3 0.050 aluminum and corner pieces from 5052 0.063. We have created dies and will be able to reproduce

the ribs and corners and are in the process of creating dies for a large rear hatch door. There has been some interest from other UV owners about wanting to purchase some. If interested contact Mike 1-306-750-6044. We will be fabricating new tanks as well. We also have a FB page "**Mike and Bonnie's Ultra Van Rebuild Project**" and Instagram site



#290 waiting for her new sides and roof

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**@ultravan290.** If you want to see all the progress you are welcome to follow them. We are posting pictures and info daily.

Unfortunately, we won't make any rallies this year. Hopefully we will see you all in 2022. Make sure to post lots of rally pictures. We'll be watching for them.

**Mike and Bonnie Johnston**

**UV290 (and Mona)**

## **WHEN DID YOU LAST LUBE YOUR FAN BEARING?**

By Larry Forman

While I don't have a Corvair engine in our Ultra Van, I do have a daily driver 65 Monza convertible. Recently my Corvair started to make an odd sound that varied with engine rpms. It sounded like an "woosh" or "whoop" when I accelerated from a stop. I listened to the engine as I moved my ear around the top of the engine and it sure seemed like it might be the fan bearing. I had lubed it maybe 10k miles ago and decided to check it.

I have individual air cleaners so I did not need to remove them. I removed the six Philips screws holding the cross-shaft brackets and moved the shaft so I could mount the fan bearing lubing tool. I used my bent wrench to easily loosen the fan pulley and remove the fan belt from the fan pulley. I

spun the fan by hand and sure enough it spun like a top with no lubrication to slow it down.

Most Corvair clubs or members will have a fan bearing lubing tool to loan out and it might not be necessary to purchase your own tool.

I bolted the fan bearing lubing tool and used maybe six pulls to fill the area under the tool and above the fan bearing. Another four pulls and I thought I might be done. I spun the fan again and sure enough there was some lubrication friction to slow the fan down.

It should not be expected to feel a lot of lubrication to slow down the fan. Once as a test, I lubed the fan bearing and spun the fan until it spun fairly freely and lubed it again. I repeated this process maybe three or four times until I finally blew out the bottom bearing seal. So I decided not to repeat that mistake. Since it only takes maybe ten or fifteen minutes to lube and replace everything, going slow seems to work best.





## #389 WINTER MAINTENANCE

After acquiring our well-maintained coach in June of last year and putting on about 5000 fairly trouble-free miles, Gloria and I thought it prudent to take advantage of the winter months to do some preventative maintenance. I had no particular suspect problems, but after reading the Ryerson manual and several past newsletters and tech tips I knew there would be things best checked and I am glad I did. First the universal joints which felt good and had been regularly greased all had trunnions that showed signs of wear and were turning dark from heat I suppose. I replaced all 4 with ones that had grease fittings located on the cups that make them really easy to lube. While the drive axles were out, I had a shop check the phase and balance which were fairly good. Since the rear spindles were now free it was easy to spin and feel them for play. One was smooth and quiet and one was a little tight and made a rough noise not heard while driving. After taking that one apart I could see the outer bearing had a raceway that was discolored and had some imperfections. A new bearing kit from Clarks and an additional .004" of shim spacing was added to that side. Thanks to advice from Ken Hand and help from my Circle City Corvair Club member Dan Brizendine I now feel confident to check and repack or replace the rear bearing spindles, something I hadn't been into before. The rear brake linings were heat cracked (maybe from the time I drove away with the emergency brake on), so I replaced them along with a new set of wheel cylinders. I did find the bottom brake springs installed backwards preventing the self-adjusters from working. The front wheel cylinders were replaced last summer after a small leak was found. The front 24" rubber brake hoses had some wear spots from where the tires rubbed in a tight turn, so they were replaced with newly made lines from a local off-road shop that specializes in making whatever you need. I opted for slightly longer lines and then routed them a little differently.

On to the engine bay for new spark plugs and fuel filters, Amsoil z-rod synthetic 10w40 oil, the distributor has a fire ball ignition so all good there. I removed the non-working cruise control and the water injection system I didn't ever plan to use. Using an abandon wire from the cruise I installed a small 0-8000 rpm tach that I always wanted. I thought using that along with the oil temp and vacuum gage I could keep a good eye on the engine. I had previously installed a pressure-controlled fan belt alarm purchased from Ken Hand which activates a dash light and buzzer anytime pressure is lost from the roaster pan indicating that the fan is not spinning. Listening to the idler belt pulley and alternator bearings with a stethoscope I though is best to replace them. Clarks sells the idler pulley bearings but warns the shafts are .001" smaller in diameter than before so they send lock tight to apply during installation. I'm not sure how that works because it seems to scrape it off as you press in the new bearing. Anyway 100 miles and so far, so good. I installed two additional copper ground straps from the engine to the body for good measure.

3M sells a RV rubber seal lube and penetrant. I think it is made for slide outs, but I like spraying that on all the rubber and nylon suspension bushings and hopefully it prevents some wear and tear and I know it quiets squeaks. There are a lot of grease fittings up front and suspension parts to check for play and cracks all good there. A slight toe adjustment to align the steering wheel and then a new set of Cooper 215/65/15 tires to replace the 6-year-old Coopers that seemed to work well. They have a 1565# rating and 2 ply sidewalls. The odd thing was that my "new tires were dated with an April 2019 date code (almost two years old) that I didn't notice until I got them home to put on. The tire shop had mounted and balanced them for me.

The 2000W inverter that was about 15 years old quit working on our last trip and maybe because we used it to run the microwave which runs about 10 amps. So I got a deal on a new 3000W and installed new heavier supply cables from 6 gauge to 1 gauge (still a little undersize) from the batteries. There had not been an inline fuse so a 300w fuse was installed on the positive feed line. All seems ok so far. Gloria likes to fix most of our food from our coach so that is important to us. I have two 140-amp hour batteries which pull down to about 11 volts and power the microwave/roaster oven ok for a short time. Really the only other thing it needs to power is the pump for our air mattress and running the engine during heavy use takes care of any low voltage condition when not on a 110v landline at a camp site.

Our goal this year is to travel more, carry fewer spare parts and tools and avoid any foreseeable problems. It has been a blessing to spend a lot of time bonding with the coach during this time of isolation during the pandemic. I hope your projects are progressing and we hope to see some of you at the gatherings in Illinois in May. Feel free to stop for a visit or repairs here in central Indiana anytime.

Dave and Gloria Beck #389, Brownsburg, In.



Measuring for proper spacing like shown on YouTube using a set of 1-2-3 blocks to get the proper spacing



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## ULTRA MERCHANDISE

Purchase at the club website  
merchandise shop,

<https://ultravan.org/ultra-van-club-merchandise-shop/>


Call or e-mail either of us.

Better yet come shop at the next rally!

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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 (post & wire)	\$7.00
Cloisonné Ultra charm	\$3.50
Ultra Van Coffee Mugs	\$10.00
Ultra Van Coasters—2 designs	\$1.00
"Corvair 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
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samples	
Available while supply lasts:	<b>Big Sale</b>
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](mailto: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](http://www.corvair.org)



### Profit and Loss Ultra Fiscal Year 2021 Quarter 3 - Jan 1—Mar 31

Income—\$379.59  
 Expenses—\$1051.85 (\$826.00 refunded Rally deposits)

## 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](mailto: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/>

1995, 1997, 1999 & 2003 - Golden Quill Award  
 2014 & 2019 - 3rd place - Tony Fiore Memorial CORSA Chapter Newsletter Award

### 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.

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