

# Whales on Wheels

Number 3

2021



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



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



**SANTEE LAKES Campground**  
9310 Fanita Pkwy, Santee, CA 92071

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



## INSIDE:

"Western  
Rally Update"

[Page 2](#)

"Welcome New  
Members"  
"Central Rally  
Report"

[Pages 3-6](#)

"News From  
the Prez",  
"Election Time"

[Pages 6-7](#)

"Random Ultra  
Van Photos"

[Pages 8-9](#)

"Short  
Reports"

[Page 10-11](#)

"Brake Light  
Fix",  
"Powerglide  
Diagnostics"

[Pages 12-13](#)

"About  
UVMCC"  
"Classifieds"  
"Misc."

[Pages 14-15](#)

"2021 Ballot"

[Page 16](#)



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

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

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

# 2021 Western Rally Update San Diego - Santee Lake Campground

**July 30-5th (Friday - Thursday)**

We currently have:

7 groups

6 coaches

15+ people

and some happy dogs attending the rally

If you're still interested there are sites available but you will have to reach out to the Santee Lakes campground directly at

(619) 596-3141 or

<https://www.santeelakes.com/>.

Be sure to look for a site close to the sites in the Willow Loop between sites 115-131.

**You don't have to have an Ultra Van or even stay at the campground to attend.**

We'll post the schedule soon!

Until then expect:

**A welcome reception**

**A host provided dinner**

**Lots of coach hopping and happy hours**

**Tech talks**

**Activities at the lake, etc.**

For questions call Brian 909-730-6698, Marisa 562-598-7345, or Pat 562-328-3769

**See you soon!**

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

# Welcome to our new members

## Indiana

Mike & Tracey Scott #396

## Missouri

Bruce & Barb Chiodini

## West Virginia

Martin Sellers

## Wisconsin

Scott Woiak #405 (rejoined from 2018)

UVMCC currently has 116 members





# Cruise Route 66

## Central Rally

### May 14—May 19, 2021

#### Double J Campground

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



We'll have a couple of accounts of the rally. I, Molly Bacon, who hosted the rally with my husband, Chris Brown, will start the story and then we'll move on to Jim Davis' account.

Chris and I drove 'Turkel' #328, to Dave and Gloria Beck's #389 to meet up, spend the night and caravanned the next day from just west of Indianapolis to the campground in Chatham, IL.

Here you see the two Ultra Vans and the Beck's Corvair Greenbrier hippy van ready to hit the road. In case you're wondering, Gloria drove the van. It was a nice 200-mile trip to the campground with a mid-trip rest stop.

We arrived at the campground and were directed to nice spacious, shady spaces. Unfortunately, we did not need the shade since it rained most of



the days we were there.

We chose to come a day early to make sure things were all organized before the others started to arrive.

We were eventually joined by John and Teresa Miller

#509, Mary Lou and Jerry Kramer #424, which made for a whale pod of 4 Ultras. There were also some others in non-Ultras, Jim and Roy Davis (former owners of #388), Allan and Judy Jones #339 and their Corvair-related friends, Bob and Agnes Brown. After a few days, we were also joined by members, Lindsay Sorenson and Betsy Swartz who have been looking at an Ultra Van for sale in Arizona. They had a cute canned ham-style trailer. Finally, there were a some additional people who stopped by for a few hours, Mike & Tracey Scott #396, Bruce & Barb Chiodini who were real interested in Ultra Vans; both of these couples joined while here plus, Richard & Tricia Shepard, former owners of #333 even before the Mellos. Finally, Ken Hand #398, who came in and out over a couple of days time.

Now that I've given the boring details, we'll move on to Jim's lively account.



(Continued on page 5)



(Continued from page 4)

After four days of travel, Roy and I arrived at the Double J RV park, to find Molly Bacon and Chris Brown already there setting up for the rally. We always plan to arrive a day early to allow for a weather or coach problem delay. It was a nice setup with an indoor meeting room and bathhouse just in front of our parking spots. These spots were among the farthest from the noisy Interstate. We spent the rest of the day setting up, cleaning the dirty coach, visiting with Molly and Chris, and the Beck's.

Friday was the rental car day. We had planned to tow the ramp-side, but Rampus had other ideas, and developed a fuel line leak in the 35-year-old rubber hose near the tank end under the seat. For those of you that are familiar with Corvair FCs know the tank has to come out to replace the hose, so that project was postponed until June. Fortunately, Enterprise was able to find me a cheap rental car for the 11 days.

When we got back from lunch, the arrivals began with Jerry and Mary Lou Kramer (#424) and John and Teresa Miller (#509). It was great to see #509 out and about. When we were trying to buy an Ultra Van in 1997, I approached Albert Ramsey about buying his coach (#509), but he was adamant that he was not selling it. I got to see it at the Convention in Knoxville. I think that was as far as Albert felt comfortable driving it. #509 is significant as it is the last Corvair powered Ultra Van built in Hutchinson. Teresa was following John in her bright red 66 Corsa convertible.

Chris & Molly had fixed taco soup, cornbread, chips & dip as a welcome feed and all sat around enjoying the company.

New to me were Lindsay and Betsy Swartz in a canned ham tagalong as well as Alan and Judy Jones all the way from New Hampshire. The Jones are restoring Ultra Van #339 and the Lindsay and Betsy are searching for "their" Ultra Van. The

Jones had invited Bob and Agnes Brown to the rally. They are local old friends of the Jones.

The group gathered for breakfast on Saturday morning and there was coffee, goodies, and door prizes. It has been a while for us to attend a rally of any sort. Creed, CO was the last Ultra Week Rally and The Kramer's hosted a Spring rally in Greenville, OH in 2019. We spend most of the morning catching up with Ultra friends. After lunch we had an ad hoc tech session about the differences and options through the years.

Sunday morning was similar to Saturday with the cool weather being the center of the conversation. We donated our second electric cube heater to the meeting room to help with the chill. With lows in the high thirties, we ran the propane furnace in the coach to supplement our little electric cube heater. We wouldn't want for our little Abby cats to get cold. They have traveled about 35,000 miles in two different RVs. Roy had debated whether or not to take the CORSA sweatshirts. I said take them, as we had room in the closet. I think we wore them for three days straight. Ken Hand soon arrived in his truck for the short business meeting which I skipped. We took lasagna to the evening potluck which was a hit. As usually, there was plenty of food left even after everyone



had their fill. The potluck was followed by the traditional "Yankee Swap" game; everyone getting their first or second choice. Together with the door prizes, we just had enough room in the basement compartment to lug the "treasures" home.

Monday breakfast went well. Molly seems to have a never-ending supply of cute door prizes. We invited the Beck's to join us for catfish at Harbells on the square. Good food, reasonable priced.

(Continued on page 6)

(Continued from page 5)

That afternoon there were more conversations about camping.

Tuesday was our last day together with several leaving for sightseeing after breakfast and the last of the door prizes. The weather was yucky, so we stayed close to the coach, but no one came to see the Hurricane during coach hopping. The evening pizza party was a hit. Those planning to get an early start said their goodbyes.

Wednesday we were up early to go to the Mini Convention, register and attend the concourse. We stayed at the Double J campground and commuted. Chris and Molly, the Millers, and the Becks all moved to the hotel.

You really missed a great Mini if you chose not to attend. The weather cooperated and since Springfield had hosted the 2016 CORSA National Convention. They simply repeated what had worked so well before. The highlight of the Mini was the rally to Shelbyville Airport where five Corvair-powered aircraft were waiting. With 41 Corvairs parked in between the five aircraft is made a great day. William Wynne (the 'Fly Corvair' guy) gave a 45-minute talk about flying Corvairs to those assembled there.



Bingo



Pizza farewell dinner



Corvair-powered aircraft

## NEWS FROM THE PREZ

Hi Everyone,

WOW, (pun intended), is it time for another newsletter? By the time you read this there will have been at least one regional rally completed and I did attend that one which was near Springfield, Il. but only for one day.

Elections are coming up so please vote in whatever manner you are comfortable with. There really hasn't been a lot of club business to report which is good and bad. It either means things are going smoothly or we haven't done anything for a while!

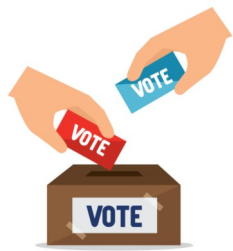
There is a point that I would like to make though, no one thinks about the Ernie award until ballot time and then you try to do write in's. There is a procedure that must be followed for someone to be nominated. The last time we had voting there were a couple of people mentioned that deserved the award but since the procedure was not followed, they could not be considered unfortunately. Just in case there are any questions, here is the by-laws outtake, condensed.

A. The award recognizes an Ultra Member who has contributed in an outstanding manner so please vote for one of our candidates. (Click [here](#) for the complete set of bylaws)

Nomination details are on the following page.







# It's Election Time Again

## Ballot on page 16



### Nomination information:

President is a two-year term and does not expire this year

Eastern and Western Directors are 3-year terms and are not due to expire this year.

Brenda Standal, Vice President, is running again.

Molly Bacon is running for the three positions she has held for a while now.  
(No worries, she's not burned out on any of them and is having fun working through their challenges)

## Central Director nomination information

### Jerry Kramer

Member of the Ultra Van Club since 1994 when we purchased Ultra Van #424. Previously served as president and director. We drove #424 to Florida each March for many years and have both attended and hosted rallies.



**As always, write-ins are allowed for all positions except the Newhouse Award**

## Ernest Newhouse Award Nominations

**Just a reminder that nominations must always be submitted to and qualified by the president before the ballot is posted. It is the only position that does NOT allow write-ins.**

Qualified nominations submitted by UVMCC members:

I would like to nominate **W. Christy Barden** for the Ernest Newhouse Award for 2020. Christy has been a member since 1972 when he purchased this first Ultra Van from the Newhouses. He still owns that Ultra Van, plus UV #603. He has hosted at least one national rally and quite a few regional rallies, plus assisting in the planning for other rallies. He was newsletter editor of Whales on Wheels for 20 years and won Old Cars Weekly's prestigious Golden Quill Award for three years, 1995, 1997, 1999. He promoted becoming a CORSA chapter back in the 1980's. He has written numerous articles to include articles on Dave Peterson, who was his personal friend, rally coverage and technical items. He still attends CORSA Conventions and holds a non-official "get-together" at his place every year. He is a wealth of Ultra Van and club knowledge and someone who should be honored with the prestigious "Ernie" award.

I would like to nominate **Jerry Mello** for the Ernest Newhouse award

He has co coasted a national rally in Cody Wyoming

He was a club president

He has belonged to the club for many years

He has held a chair position

He has been very helpful on tech questions , instructed seminars on Corvair carbs, come to the aid of stranded members etc.

# JUST SOME RANDOM ULTRA VAN PICTURES



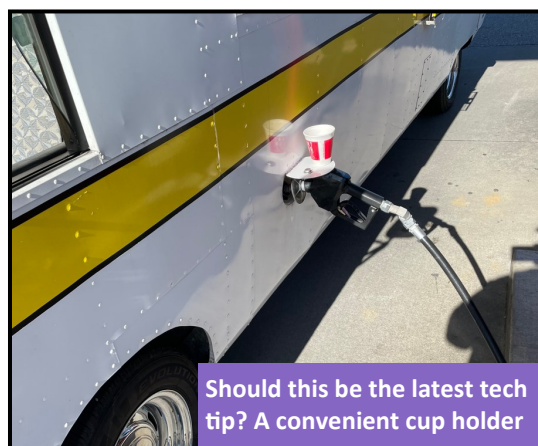
Andrew Kehn gets a peak at his #310



#001 on it's way to its new home



Charlotte #346 on display



Should this be the latest tech tip? A convenient cup holder



Eric Cole taking delivery of #397



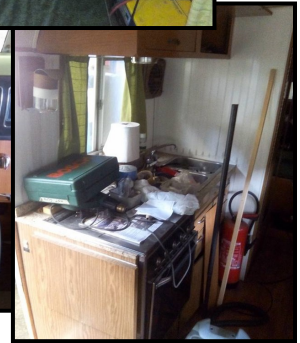
#555—the model for the mini to the left







A peek at Jérôme Stevens' #374



Tom Koprevich - engine for #211



Ed Lindsay bringing #407 home for the 2nd time



Joel & Laura McGregor - 3 of their 5 Ultra Vans

# Short Reports

Bits of information from our members

## Jon, Max, and Nicole Robere - formerly #268

Just a quick note to let you know #268 was sold to a fellow Corvair enthusiast who lives up the street from us.

While we only owned #268 for 3 years we did pull it out from its graveyard and we got her running. It was a dream fulfilled being able to drive a Ultra Van. The new owner has plans for a full restoration I believe. He was super happy to buy it even without the engine and transmission.

Also... our rampside camper was sold to a gentleman in Lake Tahoe who also owns a Ultra Van. Small world. :)

## John Howell - #417 & #489

I have no information to send. I have not had time to work on my Ultra Van in a few years, trying to finish remodeling our house so I can refinance to a lower interest rate and get my shop put up so that I will have a good place to work on #489 inside a dry building.

## Chris Brown & Molly Bacon - #328

You talk about scary!!!!

It's fortunate this was discovered at home in the driveway and not on the road to or from the Central Rally or especially not from a catastrophic failure. The angle that attaches the lower control arm is pulling on some of the rivets and tearing skin on the underside of the body. This repair will take a lot of research and planning.



## Jérôme Stevens - #374

Nothing really new here, I was quite busy before COVID, even busier during the pandemic, still too busy to work on the Ultra Van. (see some of #374's pictures on page 9)

Restoring an Ultra Van is really a retirement project

## Carl & Fran Jones - #400

You don't have to have a huge shop, a two car garage or even a carport to change out major components in your Ultra Van. Simply drop the drive train on a piece of plywood, pull the differential and transmission off the engine, move them out of the way and install a new set and reinstall them in the engine bay. It helps to have a narrow driveway with a fence on one side and your home on the other to hide your work but you can do it, I just did! So get out there and drop your.....

The problem I was solving was a leak of transmission fluid into the differential. I had the extra combo so I simply replaced the offending unit. I will now search out the problem and repair it in my shed at my leisure.



## Joe & Janet Scalet - #333

For those who hadn't heard, #333 clipped a road culvert marker (that extended over the pavement) about two days before I was to leave for the mini convention in Springfield, Il. The sign whipped the left side mirror around, cracked the passenger sliding window, and destroyed the mirror. I've just finished replacing the window and mirror so #333 is about ready to hit the road. The mirror was the most expensive part as it is heated and remote controlled. The mirror had to be painted and rewired. The laminated window was badly cracked, but still in one piece. I found a glass shop locally that still cuts automotive glass. The tinted glass cost \$140.00 which wasn't too bad. After reading the section in Ryerson on removing the glass I did it in a slightly different way so I would still have the old glass for a pattern. If anyone wants to know how I did it, please call me. Overall, an experience I don't want to repeat. I'm contemplating adding a dash cam with lane detect warning, but that would not have alerted me that the reflector itself was actually a foot into the roadway. Most of my time was spent locating a glass shop, finding the replacement mirror, and finding a shop to mix the correct color paint.

Be safe

(Continued on page 11)



(Continued from page 10)

## Gale & Gretchen Pfueller #497

Our first camping trip of the year was to Fort Casey State Park. Right on the water of Puget Sound

## John Sargavy (greetings from the UK)

Not much progress on the Monza. Having trouble finding professional help. Forced to take up the fabricating and welding. It's a slow learning process. Hope to have more to report next time.

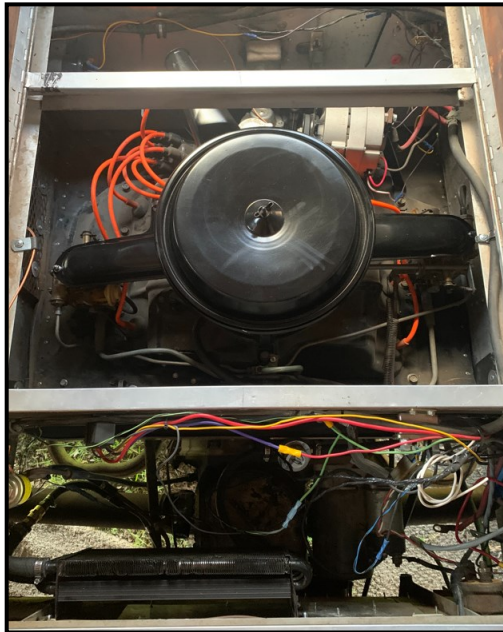
Best regards

## Brian Goldin #163

Green Machine has seen a few trips in Southern California since the last newsletter from the Lake Hemet, Joshua Tree and the Mojave Desert and over to Santa Barbara. It also received some repairs and upgrades including a new master cylinder and brake lines as well as an outdoor shower upgrade that is plumbed into the hot and cold water supply.

## Damian Lee/Christine Tulk #337

We are pleased to announce the mechanical resurrection of 337! Our journey began nearly a decade ago when we spotted a strange looking object between two buildings in the small town of Miami, AZ. The front of this strange object resembled the face of a cat we had at the time, Willard. We made the mistake of naming a vehicle we did not own, thus setting in motion this long, arduous, but rewarding, journey.



We set off to search for the owner, asking the townsfolk if anyone knew who that would be. After a pint at the local watering hole, The Javelina, we were directed to ask for Don at Julie's Sewing Corner (Julie being Don's wife). After a brief introduction, we learned about the history of 337 and asked if he would be interested in selling. It took several months of stopping in and chatting with Don, to finally arrive at a purchase agreement, which graciously included a payment installment plan. Christine and I were living in an apartment at the time and had no idea how this would unfold. We just knew we had to restore this amazing, historical time capsule.

Long story short, and 3 mechanics later, we are delighted to present a drivable Ultra! Our amazing mechanic (with an extensive background in Corvair restoration) removed and rebuilt the entire engine, renovated the engine compartment, addressed major brake issues and, most recently, has been rewiring the unit. We have had Willy at our home for a few weeks now and are in the process of breaking the engine in, which can be a challenge this time of year in Phoenix. We will move on to some major front-end issues soon and then, hopefully, will get to the "fun" stuff, including paint and interior work, not to mention, restoration of all the appliances.

Hopefully, we will meet some of you at a Rally in the near future!

## Brake light fix

After a long sit and brake rebuild, I found that my brake lights didn't work. Of course, I first checked the bulbs, and cleaned the sockets and debris from inside the taillight lenses. They will be better sealed later. Fuses were all ok. I didn't know where the switch was located. Usually, that's a mechanical switch actuated by the physical movement of the brake pedal. But not with my #250. It's an AC Delco U855 normally open switch, with a 1/8" pipe male thread that senses hydraulic pressure when you apply the brake. My local Napa had one on stock for \$12. You could also order one thru Walmart for \$14. I tried to clean mine. I applied air pressure off and on many times. I could feel the diaphragm inside moving just fine. But the normally open switch never closed to provide continuity between the two electrical connections. Time for a new one.



This switch is located under the front floorboards, just to the passenger side of the master cylinder. It connects into a brake line distribution block. Mine was covered by aluminum sheet metal; pop riveted in place. But that looked like it had not been done by the factory. It was probably done to keep the mice out.

I wanted to take my old one off to try to make it work, but didn't want to drain brake fluid, or allow air into the system. So, I had a 1/8" pipe plug at the ready to replace the switch. The new switch, sealed with plumbers goop (careful not to overdo the goop to get it into the brake line), replaced the plug

just as quickly. Only a drop or two of brake fluid dropped out. Good time to check that none of the brake lines are touching aluminum, to avoid electrolysis.

The plug on electrical connections were cleaned, the protective sheet metal pop riveted back in place, floorboards back on. The brake lights now work! Not only is #250 now legal, but also safer from tailgaters.

By the way, the space under the front floorboards is substantial, and is ideally low and up front for weight distribution. I think this space is used for a generator or a heater on some Ultras, but not in #250. It was just empty. I made a doggie door for my boxer to come and go on a lead when I can't take her with me on National Park trails, and storage for heavy stuff for the other spaces. I lined each space with 1/4" closed cell foam (old floating pool cover). I cut round or oval holes with glued-on wood perimeter support under the opening to support the very plug cut out for the opening. Finger hole cut for removal. The under-floor storage extends all the way to the rear of the wheel wells, with seven openings. I use the space for canned good, tools, spare parts - heavy stuff. Just pull back the carpet for access.



**Tim Verschuyt UV#250 "FREEDOM"**

**Oak Harbor, WA**





# The Corvair Powerglide Diagnosis Guide

taken from March 2014

VairCor, Author Mike Dawson

THIS IS A VERY GOOD GUIDE FOR FINDING "POWERSLIDE" PROBLEMS print it out, save it in your repair manual for future reference. Submitted by Dave Steigauf

The first thing to check in case of a transmission malfunction is the fluid level.

## No drive in any gear:

1. Low fluid.
2. Front pump drive tips worn out or stripped splines.
3. Loose valve body or blown out valve body gasket at the pickup passage.
4. Snap rings holding front pump drive broken or off of the shaft. (Shaft hit on the end before assembly to differential.)
5. End broken off of shifter cable while selector was in neutral. (Bad battery ground to engine can burn it off.)

## Slow going into both low and reverse:

1. Manual valve out of adjustment because of stretched cable – engine speed will also flare on up shifts.
2. Loose valve body or leaking valve body gasket.
3. All of the lip seals are hardened – use TransX.

## Slow going into reverse only, or no reverse only:

1. Rear pump bolts loose.
2. Reverse piston lip seals hardened.
3. Reverse piston broken around the center.

## Quick upshifts:

1. Incorrect throttle valve (linkage) adjustment.
2. Broken (missing) E-clip on throttle valve and the valve jammed to the rear.
3. The throttle valve lever was broken off and welded back on at the

wrong angle.

4. Defective governor – broken internal parts (rare), or frozen valve inside the shaft.

## Late upshifts:

1. Incorrect throttle valve (linkage) adjustment.
2. Badly worn governor outer shaft surface.
3. The throttle valve lever was broken off and welded back on at the wrong angle.

## No upshifts:

1. Broken/worn out governor driven gear or a badly worn shaft.
2. Spool valve frozen in governor from sitting for years.
3. Broken (missing) E-clip on throttle valve – a piece of the clip may be lodged in the low drive shift valve.
4. Hardened or broken lip seals in the high clutch.
5. Broken drive legs in the rear pump.

## Slips on upshift:

1. Low fluid.
2. Worn out high clutch plates.
3. Hardened lip seals in the high clutch piston.
4. Low band way out of adjustment.
5. Manual valve out of adjustment.

## Hard upshifting:

1. Broken hoses on vacuum modulator line.
2. Hole in steel modulator line at rear shroud.
3. Stuck modulator valve (inactive a long time).
4. Blown out valve body gasket at pressure regulator.
5. Hard reverse only: Harden reverse piston lip seals or a broken reverse piston.

## Hard down shifting:

1. Idle speed too high.
2. Vacuum modulator bad.
3. Leak in vacuum modulator line or hoses.

## Jumps out of gear under a load in low:

1. Low fluid level.
2. Worn out low band or out of

adjustment.

3. Broken ear on the low band at the strut.

## Drives in neutral:

1. Shifter cable was not installed into the transmission correctly. (See instructions in shop manual).
2. Gray fluid and a hissing noise in low gear.
  - Bad torque converter.

## Blows fluid out of the vent after an hour at high speed:

1. Overheated cheap transmission fluid – switch to synthetic.
2. Bad sprag in torque converter.

Corvairs may be push-started since they have both a front and rear pump. Begin in neutral, when speed reaches 20 mph, turn on key and shift into low.

Corvairs may be flat towed at lower speeds for short distances up to 50 miles without running since they have both a front and rear pump. The fluid must be at the correct level for proper lubrication. Watch for fluid loss or possible engine rotation if the cable is out of adjustment.

## Contact Information

### President

Ken Hand #398 248-613-8586  
1896 South Gregory Road  
Fowlerville, MI 48836  
[vairmech@aol.com](mailto:vairmech@aol.com)

### Vice President

Brenda Standal #480A 239-656-3075  
1285 Driftwood Drive  
North Ft. Myers, FL 33903  
[brennorm@aol.com](mailto:brennorm@aol.com)

### Secretary

Molly Bacon #328 989-246-8046  
5425 Morrow Rd  
Gladwin, MI 48624  
[uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com)

### Treasurer

Molly Bacon #328 989-246-8046  
5425 Morrow Rd  
Gladwin, MI 48624  
[uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com)

### Newsletter Editor

Molly Bacon #328 989-246-8046  
5425 Morrow Rd  
Gladwin, MI 48624  
[uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com)

### Eastern Director

Rick Milne '22 610-269-1754

### Central Director

Dave Fox '21 715-615-0869

### Western Directors

Doug Bell '21 503-658-2627  
Larry Forman '23 916-421-2130

### Technical Coordinator

Chris Brown #328 989-578-0665  
5425 Morrow Rd  
Gladwin, MI 48624  
[funvairs@gmail.com](mailto:funvairs@gmail.com)

### Webmaster

Molly Bacon #328 989-246-8046  
5425 Morrow Rd  
Gladwin, MI 48624  
[uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com)

# 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!

Molly Bacon, 989-246-8046, [mollybacon@yahoo.com](mailto:mollybacon@yahoo.com)

Patty Mello, 541-926-2631, [nanapatty1951@hotmail.com](mailto:nanapatty1951@hotmail.com)



Item	Price
Club badges	1st one <i>free</i> at a rally or \$5.00 for a replacement
Miniature Cloisonné Ultra pins	5.00
Cloisonné Ultra earring set (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
Hand-made Specialty Whale items (keychains, bookmarks, fan pulls, lanyards, etc.)	Various prices
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 2020 Quarter 4 - Apr 1—Jun 30

Income—\$354.93, Expenses—\$376.64

### Entire 2020 year

Income—\$1843.53, Expenses—\$2303.88

## 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 make 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/>

### Awards

Golden Quill Award - 2003, 1999, 1997, & 1995

Tony Fiore Memorial CORSA Chapter Newsletter Award ,-2019 - 3rd place & 2014 - 3rd place.

### 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](mailto:Ultravan345@Yahoo.com)

# 2021 UVMCC Ballot

Ballot is for both members of a household

Write-ins welcome (except the Ernie Award)

**Vice President (1 year term):**

Brenda Standal (incumbent)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Secretary (1 year term):**

Molly Bacon (incumbent)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Treasurer (1 year term):**

Molly Bacon (incumbent)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Central Director (3 year term):**

Jerry Kramer

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Newsletter Editor (1 year term):**

Molly Bacon (incumbent)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Ernest Newhouse Award** (no write-ins allowed)

W. Christy Barden

\_\_\_\_\_

Jerry Mello

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**For anonymous electronic voting, use the online ballot system through the Ultra Van website.**

**Go to <https://ultravan.org/2021-ballot/>**

**or**

**mail this ballot to UVMCC, 5425 Morrow Rd, Gladwin, MI 48624**

**(Please mark "ballot" on the envelope)**

**Mailed ballots must be received before October 1st**