

Whales on Wheels

Number 1

2022



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



WHALES RALLY AGAIN!

**The Ultra Vans are
rallying again after
two idle years!**

The rally will be held at Twin Oaks RV Park July 6-11 in Elko, GA, which is just off of I-75.

With the bylaw changes, this will be the first National Rally held east of the Mississippi River, giving those in that area an easier chance to attend without going halfway across the country. The rally is also scheduled to conclude the day before the CORSA Convention begins and is only 110 miles away, so there can be a quick transition from Rally to Convention. Please see Page 2 for more information.

You do not need to have a coach to attend the fun and festivities. You can come for just one day or the entire time. We want you to enjoy the rally. There will be daily activities and door prizes, food, games, tech sessions and much more. Please come join us!!!



See What It's Like At Twin Oaks



CO-HOSTS

Molly Bacon/Chris Brown
Nona & Jim Cheek

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WHALES RALLY AGAIN!

July 6-11, 2022

New Location!!

Twin Oaks RV Park in Elko, GA

305 Georgia Hwy 26 East ~ Elko, Georgia 31025

From I-75, Get Off at Exit 127, go EAST 2/10 mile to Twin Oaks RV Park

CORSA Convention July 12 - 16, 2022, only 110 miles away!

- RV sites are \$36 a night for two people, each additional person is only \$2 a night.
- You must call Twin Oaks and tell them you are with the Ultra Van Club to get the discount.
Online reservations will not have the discounted rate.
- **Cancellation Policy:** Call anytime up to the day before by 5:30 p.m. with only a \$10 charge.
- Check in a day or more early, stay a day or more later, or just stay one day and still get the \$36 rate, but *one night must be during the event.*
- **No RV? Rent one!** Have it delivered to the RV Park, stay in luxury, and have more fun!
www.rvshare.com for reservations or you can find another company.
- Hotels around 5 miles away and day entry to the RV park is free for registrants.
- We have the clubhouse, with a full kitchen, for activities and meals.
- See the Ultra Van website for full RV Park information, www.ultravan.org/ultra-van-events

*Everyone is invited to attend the event, whether you have an
Ultra Van, RV, enjoy camping or just want to have fun!*

Join us for daily activities, door prizes as well as food, games, tech sessions and more.

IMPORTANT!!



478-987-9361

Call the RV Park by February 1, 2022,
in order to reserve your spot, we have sites
49-69 till then. You will still get the discount, but
may not be with the group after that date.

AMENITIES

- | | |
|---|----------------------------|
| • 30/50-amp sites with electric/water/sewer | • Propane available |
| • Free WIFI | • Hospital 5.2/29 miles |
| • Sites may have a RV and a tent | • Grocery Store 5-11 miles |
| • Gravel with picnic table and patio | • Fuel in town |
| • Bathhouses with hot showers | • Atlanta 116 miles |
| • Laundry facility | |

PET POLICY

May have 2 pets.

Animals must be always kept on a leash and may not be left unattended at campsite. Animals may not be tethered to utility fixtures, picnic tables, trees or fences without the owner present with them since this is illegal in Georgia. Dogs can run free in the fenced in dog run with your supervision. Animal waste must be picked up by the pet owner. Certain breeds of dogs are not to stay at the park due to the insurance restrictions. These include Breeds collectively known as Pit Bulls, Staffordshire Terriers, Presa Canarios, Wolf-hybrids, Cane Corsos, Rottweilers, Mastiffs, Dogos, Doberman Pinschers, and Akitas.

2021 Annual Membership Meeting

Minutes from the 2021 Membership Meeting on October 7, 2021

This meeting was virtual on the Zoom platform. In attendance were Molly Bacon, Chris Brown, Al Kidd, Joe Scalet, Owen Strawn, Joe Rindosh, Ken Hand, Jerry & Mary Lou Kramer, Dave Beck, Tom Bogardus, Eric Cole, Christy Barden, Ryan Weis.

Gale Pfueller, Larry Forman & Rosie Walker, Pat Jennings & Maris Brunner joined at the end of the meeting.

Ken Hand, UVMCC president, called the meeting to order at 9:10 EDT.

The attendees introduced themselves.

Ken checked to see if there were any questions before starting with election business.

After a short discussion about the vacated Vice President position, Joe Scalet volunteered to run for VP. Christy Barden seconded, and the majority voted Joe into office.

A couple of the attendees cast online ballots at the meeting and the totals were retabulated.

All unopposed positions, Secretary, Treasurer, Central Director, and Newsletter Editor were placed into office.

Ken announced that the voting for the Ernest Newhouse Award was very close, but Christy Barden was ultimately presented with the award. At that time, Ken Hand nominated Christy for a Lifetime membership award, which was approved by the attending Board of Directors. Finally, Molly Bacon, presented Christy with a longest continuous member award. Christy has been a member since 1972. Christy thanked everyone and talked about how he started with Ultra Vans.

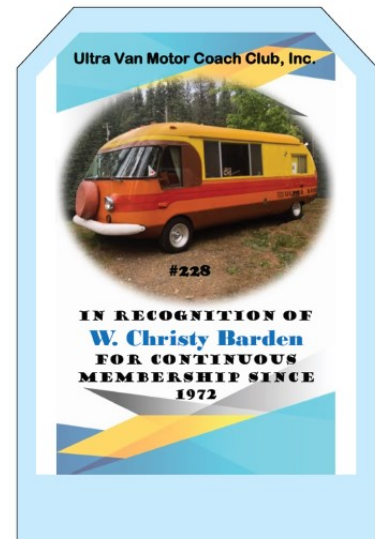


There was no old business

New business was a request for a host for the 2022 National Rally. The location and timing constraints were explained, and Molly stated

there is a "Host a Rally" procedure document available to help guide someone wishing to host a rally.

About this time, the remaining members joined the meeting and some others left the meeting. The meeting was adjourned at 10:05 EDT.



In Memorial

Jim Howell died Monday, November 8, 2021, at age 73.

This information was provided by his brother, John Howell, a current member and owner of coaches #417 and #489.

Jim had been dealing with Parkinsons' Disease for several years and his health became worse so he had moved into a Health Care Home early this year where he could get round-the-clock care.

Jim published the Ultra Van newsletter, 'Ultra Sounder', from 1999-2005 after which it transitioned back to being Whales on Wheels (WoW). In 2003, he was awarded Old Cars Weekly Golden Quill Award for editing the newsletter. In 2000, Jim was awarded the club's most prestigious honor, the Ernest Newhouse Award. He owned Ultra Van #216.

Jim was an Army veteran and was buried at the East Tennessee State Veterans' Cemetery. He also published the Knoxville Area Corvair Club newsletter for several years and the club gave him a nice plaque when he retired.



Welcome to our new members

California

Ken Mitchell & Heather Stone #503

Jon & Carol Peters

Florida

Welcome Back! from 2008 - Charles Jasmer, Jr. #458

Maryland

Marco Kathuria & Joyce MacDonald

New York

Carter Pure

North Carolina

Nathan Trautman #229

South Carolina

James & Nona Cheek #346

UVMCC currently has 111 members



News From the Prez

Hey everyone,

It is time for another newsletter and believe it or not some of your club members have been sort of busy. There was an NOS Ultra Van parts stash found near us and it was purchased along with an Ultra #218.



Many of you have seen this already; although the tanks, fiberglass, and other parts will not be available until warmer, less snowy weather. More next newsletter.



We have the National Rally coming up the week before the CORSA convention down in Elko, GA at Twin Oaks RV Park. Hmmm, I wonder if they have 2 identical oak trees? I'm sure there will be all the usual activities and with many hotels and RV rentals available there is no reason not to attend. I will be there, but I'm not sure if I will have the Ultra. Bringing parts to a convention doesn't work well with an Ultra.

Right now, many of us are caught in some cold weather and some places have snow where they normally do not have snow! That doesn't make for very good working conditions or even storage. You did winterize your Ultra, didn't you? If you didn't then you could have split and broken water lines and even ruined your water pump. Make sure you check things out before you leave on a trip.

Ken Hand, Ultra Prez



New Member Coaches

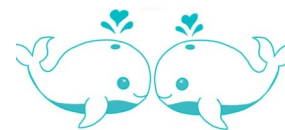


Jim & Nona Cheek #346 (owned by Jim's sister, Jamie - they all share Charlotte)



Ken Mitchell—#503

Welcome

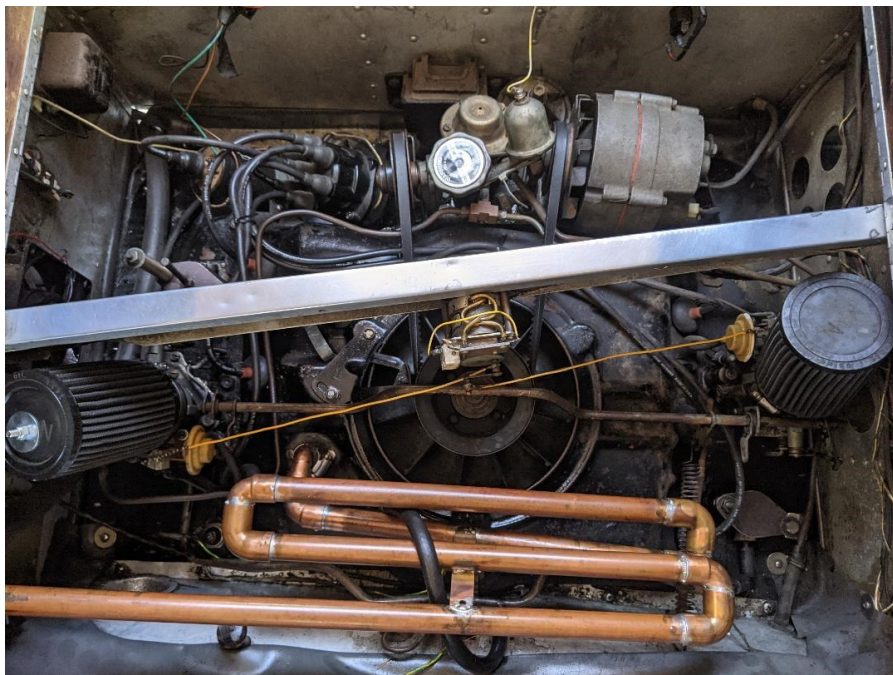


Nathan Trautman #229

Tim Verschuyf's engine tips #250 and a question, too.

My digital oil temp sending unit is in the side of the aluminum oil pan. Maybe that reads lower temps than other places. Same with trans temp. Trans fluid life is related to temp, with 175° ideal for long life. Mine exceeds that if I manually select low on a hill. Don't know why, but that shoots up oil temps quickly. I have just the standard 140 bigger oil cooler, and no trans oil cooler.

I think the smaller valve heads are less likely to lose a valve seat. And there are better ways than staking, which probably distorts the seat a little, so do a valve grind after. #250 has about 74,000 on the clocks (odometer just got hung up with speedo still working) with never a valve seat loose. Knock on wood. But it is not staked, and with big valve heads. I assume #250 has the 110 cam with the 140 heads, and I have removed the secondary carbs.



This is my 'condense the oil out if the blowby' recent system, that prevents an oily mess / fire danger, and allowed my recent trip. The yellow wires in the center are choke pull off. I found the Corvair choke to stay on to long. Its just a 9 volt geared motor switched at the dash.

Tim also has some ignition questions for all coach owners.

What electronic ignition do you have? How well does it work? What did it cost? Does it control vacuum and centrifugal advance (computer mapping) and detonation?

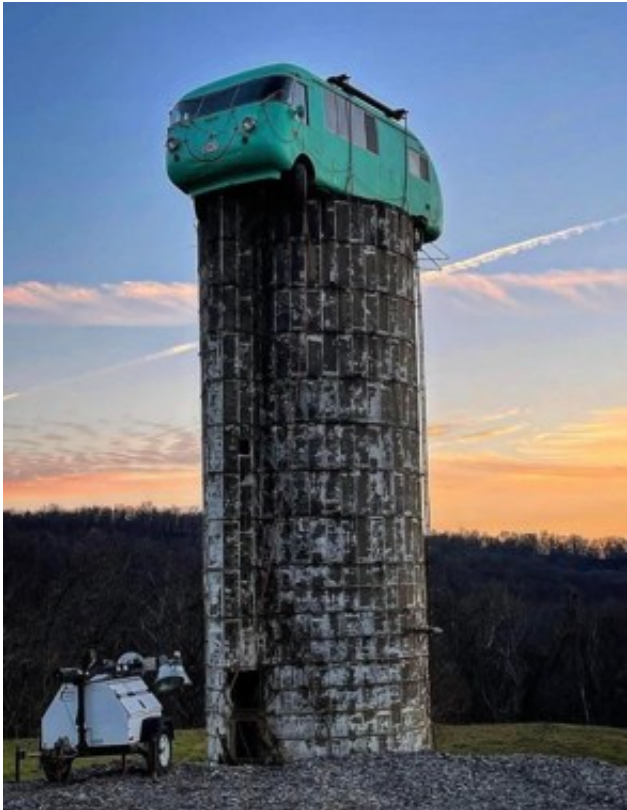
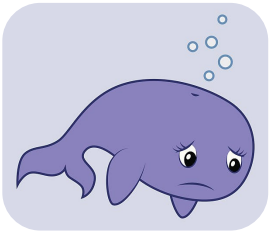
Here is what Tim has to say about his ignition:

#250 has a Carter EKE (engine knock eliminator) electronic ignition unit. It uses the standard Delco ignition points, but listens for ping, and adjusts timing instantly to decrease ping. It greatly reduces electrical flow thru the points, which makes them last a lot longer, but also doesn't burn off contaminants. The points need occasional cleaning. My knock sensor is mounted to the crankcase, at a forward cooling fan shroud bolt. It does not "map" timing changes. It merely listens and adjusts. I don't recall what it cost, or if it's still available. I continued to hear some ping, but not as much. I left initial timing at factory specs, ran on regular.

Overall, I'm "half" satisfied. Carefully removing exposed aluminum spark plug threads, equalizing each cylinders combustion chamber volume, and reducing deck clearance while maintaining compression ratio would all help reduce detonation.

Email Molly (uvmcc_membership@yahoo.com) with your answers. She will compile them, get them to Tim, and publish them in the next newsletter.

Somewhat of an honor, but yet somewhat sad



#269. 2049 E National Pike, Scenery Hill, PA



Caframo



Ultimate 757

DC CABIN FAN
VENTILATEUR CABINE C.C.
ABANICO DE CABINA CC

Ultra Quiet
Ultrasilencieux
Ultrasilencioso

Superior Airflow
Circulation d'air supérieure
Alta circulación de aire

FingerSafe Blade
On peut le toucher sans danger
Total seguridad al contacto

Low Current Draw
Faible appel de courant
Bajo flujo de corriente

One Year Warranty
Garantie d'un an
Garantía de un año

ALSO AVAILABLE IN BLACK



Check top of box for fan colour and voltage

Suggested alternative to original fan

(ed-sorry I did not record where this came from to give credit)



Short Reports

Bits of information from our members



Chris Brown & Molly Bacon - #328

As most of you know, I (Molly) went into the hospital on Christmas Eve. I am recovering from my own personal Molly virus pneumonia (where did I find an uncatalogued virus?) and after three weeks, I was released to go home a few days ago, though on oxygen and needing lots of rehab. I've done my best to not let too many club things lag and quickly recover from my "egg on my face" moments where I missed something. As for Turkel, he's resting comfortably in the 'Turkel House' down the road as winter has settled in our part of the Great White North.

Martin Sellers - #461

"461, That's it?" That 'VIN' and "ULTR" as the make made the DMV clerk's day as she prepared my West Virginia title. The fun had already begun for me with a backroads trip through the Hocking Hills to check out 461, getting the coach from there to here, and continues uncovering what 461 was, is now, and what I hope she will be.

I believe 461 is one of the Ultra Coach Toronado powered conversions with structural modifications to accommodate the 455 power package. Unfortunately, 35 years outside storage in Ohio has taken its toll. While dealing with the growing list of repair/replace/improvement needs is not what I was originally looking for, I'm happy to work on getting 461 ready to travel.

My thanks to the UVMCC members who have already shared helpful information and recommendations and I look forward to hearing from others who may know something about her history, let me know their experiences with windshield and suspension upgrades, as well as lock/key replacement. Right, no keys and frozen locks.

Charles Jasmer, Jr. - #458

ed—Charles rejoined the club after a 14 year absence

This unit belonged to the second owners, Bob and Arlean Ackerman. I met them at my business, C. J. Engineering in Bradenton, Florida in 1976. I repair Corvairs and they had just bought the unit and needed some help. I became their only repairman and friend for over 40 years. The Ultra became mine before their passing. It was put in storage in 2001. I am now retiring at age 70 and working to put her back on the road. I have some interesting stories to tell.

Tony Voorbij - Tiara #2038

New windows



Chuck Hanson reporting for Jane Harrison - #324

Chuck and Cyndie Hanson paid a long overdue visit to Lifetime Member and good friend Jane Harrison at her home at Mesa Valley Estates here in Mesquite. She's doing fine, and was really glad to see us. COVID has put a damper on visiting at assisted living homes for a long while, but precautions are in place and things are almost back to normal. Now, I know better than to ask a lady her age, but Jane is not the average lady..... and, at her age, you can brag a little bit. She turned 99 on December 1st, and she is in perfect health; she will probably make it to 150, in my opinion. She has always been a ray of sunshine whenever we see her, and she certainly likes to entertain visitors, so if you're ever in the neighborhood, stop by and say hello.

Jane and her late husband Ed bought UV 324 back in 1972, and were among the first members of UVMCC. Her son Britton, who shares his time between Mesquite, Gunnison, CO, and South Dakota, is in the process of doing a fantastic and very thorough restoration of the 324 here in Mesquite. Among other things, he is adding rack and pinion steering, has fabricated and installed new tanks, replaced all the damaged ribs and bodywork, rebuilt and modified the air



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suspension system, widened the rear track, added fender skirts, and much more. It's now in primer and ready for paint and interior work. Brit is a top-notch innovator and finish carpenter, and I can't wait to see the final product!

I would like to suggest a regional rally for December 1 next year here in Mesquite, to pay tribute to one of the First Ladies of the Ultra Van world on her 100th birthday; I will get to work on this!



The Cheeks (Jim, Nona, & Jamie)- #345

Camping



Charlotte's future home



Larry Forman & Rosie Walker - #497

I underwent a rotator cuff surgery on my dominate right shoulder early in December. Now I have to wear a sling for 6 weeks and then physical therapy until my shoulder is totally healed, which takes a total of 5 months. Major bummer, so my work has nearly stopped for now.

I had Steve Goodman of Rear Engine Specialists in Golden, CO, rebuild a pair of rear hubs and have purchased a complete set of matrix ceramic brake shoes to improve the braking performance for 497. The existing rear shoes have cracked brake linings, which explains the lack of proper stopping distance. I have a measurement tool that tells me the 60 to 0 stopping distance, so once I have the shoes replaced and bedded in I will be able to accurately assess braking performance. I have a Corvair buddy that is going to help replace the rear shoes and hubs until I am able to return to working on the Ultravan. I might replace the front shoes also until I have time to install a dual master cylinder and Wilwood 12 inch disk brakes for the front wheels.

I have figured out a way to make a new mattress lifting system that will first raise the front part of the mattress and then allow the rear of the mattress to be raised. I have built the mattress support from Alumacorr sheets and now need to install the lifting struts either with help or after the sling comes off.

I have raised the galley cabinet with sink by five inches to allow additional storage for needed galley items and have purchased a 6 and 1/2 gallon plastic fresh water tank to install along the wall under the galley window. Howard Joseph has supplied a slick stainless steel fresh water pump for the small tank. Rosie and I purchased a small-refrigerator for under the sink, but then decided to go back to a larger refrigerator/freezer like we had in UV 545. We now have an 11 cubic foot refrigerator/freezer that needs installation in front of the closet. I am planning on building a drawer under the refrigerator for storing canned food.

We bought a table saw so I can construct all the drawers and woodwork I need to build. I want to replicate pantry storage under the sink like we had in UV 545. By doing it myself I can use the proper lightweight materials that a cabinet maker would probably not use.

We purchased a 3,000 watt pure sinewave inverter and have removed the propane tank so we will have 100 percent electric appliances. We are still waiting for the two 310 Amp-Hour Lithium Iron Phosphate batteries to power everything. We will not have any need for a generator once I install the 800 watts of solar panels we now have in our living room along with everything else like the side view mirrors and rear and side view cameras. The new quiet heat pump A/C is installed but not yet tested until I have time to run all the wiring for each circuit. I will modify a circuit breaker subpanel so I have the necessary breakers for all the appliances. It is actually pretty easy and inexpensive to modify a 100 amp circuit breaker panel and then build a much smaller housing to mount in the closet area.

I have the new two burner induction cooktop and very slick 4 in 1 convection microwave mounted where the former oven and range were located. We have a new 7 gallon electric water heater that needs installation where the former stock water heater was located.

I have lots of work to do to get everything working. I am eager to get back to work after the shoulder has healed.

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Tim Verschuyt - #250

In early October #250 traveled from the Seattle area to southern Utah to see the parks. It was a disappointing trip because Arches and Zion were very busy - closed, "full" by 9am. Parking was packed at all trailheads, and winter arrived early. 17° night temps and 20" of snow at Bryce. No heat in #250, so I froze. 7600' high pass on the return home. Snow beside the road. But good old #250 made the 2300 mile round trip, even with extreme blow by and getting 18.5 mpg. Time for at least a ring job.

#250 carries a 175cc Honda, which makes trailhead parking easy.



Delicate Arch, Arches National Park. 150 people at this one place!

Mike Callahan - #452

Finally made some time to get working on #452 "Marshmellow" again. started the motor up on a pallet that I rebuilt in the summer. Forgot to plug the back of the trans where the cooler hoses attach and blew trans fluid all over the garage and the convertible that was beside it. The motor is .040 oversized pistons and cylinder. I used Ken Hand's special grind cam and 95 heads. I have one carb that is not working just right so I want to get that straightened out before I install the engine. I am going to pull the axles and replace the u-joints and make sure they extend and contract smoothly. Once I get some time on the engine I am installing Ted Brown's EFI system. The pickup disc for timing attaches to the harmonic balancer, so I will install it now before I put the engine back in. I hope to see all of you in Atlanta in July, I'll be running the Vendor spaces along with Richard Payne.

Chuck & Cyndie Hanson - #460

The Whale460 is finally in the new Laboratory, ready for the first known transformation of it's kind. The plan is to remove the powertrain from the 2009 Subaru Tribeca and install as a mid-engine, facing forward with the 3.6 liter engine forward of the 5 speed automatic transaxle. The 3.6 Subaru 6 cylinder Boxer, which is very similar in design to the Corvair, develops 260 hp on regular gas, and was used from 2007 to 2020 in Tribecas and Outbacks. It provides impressive performance in the 4200 pound Tribeca, without turbocharging. This will be a lot of work, but I believe it will be more than worth it in the long run.

Let me apologize in advance to the deep pool of talent in the group, as I intend to draw from your knowledge extensively during the project.



John Sargavy (greetings from the UK)

ed—In case you've missed it in the past, John is an avid Ultra Van member, but his only project is an early Corvair. We can't leave him out just because he doesn't have an Ultra Van.

Corvair Monza Convertible is being prepped and will soon be painted a mildly-metallic teal, I hope. This is the start of the fourth year of its preservation.

Corvair Monza Convertible with 1 one Epoxy primer and 3 coats of 2k primer.



Observations on the installation of a Microair Easy Start in #333

by Joe Scalet

Before you go to the expense of adding a soft start system to the air-conditioning unit of your Ultra Van you might ask yourself why you need it. There is an often-quoted aphorism, "If it isn't broke, don't fix it!" One of the reasons we purchased #333 is for off grid camping. This summer I discovered that neither the built-in generator, nor our Harbor Freight 3500 would reliably start the A/C on a 90+ degree day. The units would always start the A/C when it had been setting for a while, but when the unit cycled after the initial on period, the generator breakers would trip. If your camping will always be at an RV park with electrical power, you may not need a soft start system. If you are attempting to power from a battery powered inverter backed up by solar power, or from a generator then you may well need a soft start system.

A word about generator ratings:

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Almost all consumer/homeowner/RV generators are advertised with a “starting power rating.” In the fine print you will find the “running watts power rating.” You may also see generators advertised as “dual fuel,” usually gasoline or propane. There are four things you need to know about these ratings:

- 1: The starting power rating is pretty much a useless number for running an A/C. The circuit breakers on a small generator are fast acting. My Colman Mach 8 Heat Pump pulls 33 amps at startup when the A/C has been running. That is 3,960 watts. My 3500 starting watt inverter generator will trip its breakers every time.
- 2: The “running watts” is usually buried in the specifications. If you do a search for 2,200-watt generators you will see physically identical units (in different colors) from different manufacturers advertised as 2,200 starting watts with the running watts anywhere from 1,600 watts to 2,000 watts. Often these have the same displacement engine so buyers beware; there may not be any actual difference in these units.
- 3: A dual fuel generator will not put out the same power on propane as it will on gasoline. Usually, the manufacturer will state the power output from either fuel. The built-in generator in #333 is rated 4,400 starting and 3,500 watts running. On propane the generator only puts out 105 volts and struggles to start the A/C. On gasoline it has no problem maintaining 120 volts and starting the A/C. With the Easystart installed it starts reliably on both fuels.
- 4: Also, please note that the wonderfully quiet inverter generators may not be able to run the A/C in the “economy” mode. This mode allows the generator to idle down when the load decreases and then go to full power on demand saving fuel and lowering noise. The problem is that they can’t power up fast enough to maintain the load on a hard start system. This puts a strain on the compressor, can lead to a failure, and usually trips the breakers. I have yet to try the “economy mode” now that I have installed the Easystart, more on this later.

Installing the Microair Easystart:

I selected the Microair Easystart system because of the Bluetooth diagnostic app and the fact that the system has a clear cover, and you can see the diagnostic LED’s. This particular soft start system comes in two sizes both with and without Bluetooth. I selected the Bluetooth version although it costs more. A current check online shows the system selling for about \$300 +/- . I would rate installation difficulty at about 8 out of 10, 10 being the most difficult. The actual hardware installation is easy, but you must pay attention, check, and recheck the wiring. The hard part is that you have to do it from on top of the UltraVan. I purchased an anti-fatigue floor mat from the local Harbor Freight and placed it over heavy cardboard on top of the coach to distribute the load of working on the roof. Please tape the pad and cardboard to the roof so they don’t slide off. Your experience may vary. If you have problems, you must submit a request to Microair online. My system did not look like any of the images in their library, so I contacted online support and had an answer in about 30 minutes. Microair supplies plenty of images to ease the install process. You can download these online ahead of time. You can also have the system installed by an RV dealer however I have no idea what a dealer would charge.

After installation, the system worked as advertised. Please note that the Bluetooth link only works when the A/C unit is actually running. The phone app allows you to see the most recent start and run currents. The system “learns” at each startup for the first 5 starts. On the first start my unit started with a current draw of 33 amps. The next start was down to 17 amps and after that it settled down to about 13.5 amps. The system prevents the compressor from cycling in less than 3 minutes to ease the starting load. The system individually starts the evaporator and condenser fans separately, and then starts the compressor.

Is a soft start system worth it?

For us and #333 it definitely was worth it. The Easystart is much quieter on start up. Please note that the start and run current total to just over 1,600 watts so you really should have a generator with at least 2,200 watts running current if you’re going to run anything else at the same time. We are fortunate in that Jerry Mello built the onboard battery/inverter system in #333 so that it can run the microwave and refrigerator without shore or standby power.

If the system fails, can I go back to the OEM hard start system?

Yes, if you back out the wiring changes and reconnect the start capacitor connections. Not easy because you have to get on top of the coach, but doable. Just remember, a soft start system only affects the A/C system to which it is connected so if it fails, don’t use the A/C until you can get it repaired. The Bluetooth app can help you diagnose problems with the system.

Shocks for #389

Dave & Gloria Beck Brownsburg, IN.

For the last two years we have been driving coach #389 on 4 flat air shocks. Only the RR shock would hold air for any length of time. The coach really did ride and drive fine to me and I had plans to replace the shocks at the end of this season, however when the left front shock sheared off at the bottom mount there was no more waiting. I have never been a fan of air shocks and decided to simply replace with the stock 1967 Chevy 11 shocks. They looked like toothpicks compared to the large air shocks but in the end, they seem to be quite adequate. The previous owner had made and installed steel upper and lower control arms and beefed up the upper shock/coil spring mounts after breaking the left front aluminum lower control arm but the procedure to replace the shocks on most coaches are the same as follows.

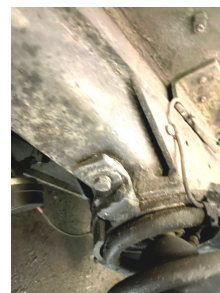
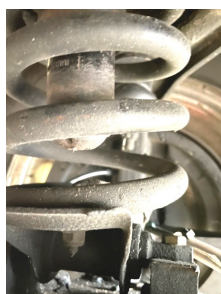
Disconnect the tie rod from the bell crank to allow the lower control arm to drop. Jack up the coach on both sides, and add support just behind the wheel well. Put a jack under the lower control arm to keep the coil spring compressed to some degree. After removing the wheel, I chose to compress the coil spring with an external coil spring compressor which is not completely necessary, but makes removal a little easier. Disconnect the lower ball joint. I chose to remove the bolts rather than separate the joint from the control arm with a fork. To remove the lower shock mount bolts and the upper mount bolt, required removal of the front seat to access the upper shock bolt through a 2" hole that was drilled through the wheel well. Some coaches may have access to the upper shock bolt from under the coach wheel well.

At this point lowering the jack will allow the coil spring and shock to come out somewhat together. In my case I cut the upper shock rubber bushing in half with half on the bottom and half on the top so I could catch the threads of the shock rod when installing the new shocks. Since my upper shock mount was beefed up it just barely would reach through and have enough thread to catch the nut.

After about 1,400 miles we are still happy with the result.

Front Shocks: Monroe 5756 from Napa \$26 each

My front coil springs are 1969 Ford Galaxy, LTD, Falcon: ID 3.875"--Rod size .625"--Load Height 11"--Coils 9.7-- Load Capacity 1932#



Ultra Van to Elvis

It was the end of September and time for another Ultra Van excursion in #389. The goal was to drive south from Indianapolis to Nashville, TN and travel the Natchez Trace Parkway as far at time allowed and then back home. The 444-mile-long scenic Trace was built by the Federal government in the 50's to follow a historic trail used by the Kaintuck Indians, European settlers, slave traders and soldiers. A relaxing drive through Tennessee, Alabama, and Mississippi with a maximum speed limit of 50 mph and very little to see but wild turkeys, historical landmarks, waterfalls, and such. We started at the "end" of the Trace mile marker #444 at the famous Loveless Café and headed towards Natchez, MS, mile marker #1. Stopping to read the historical markers we met the very few travelers and motorcyclist that were also wanting to take a road less traveled. During one stop we met a couple who had a nearby farm and talked of riding their bicycles as kids to watch the parkway being built and how exciting it was to see all the construction when all they had ever seen before was an occasional road grader on their gravel road. The old guy told of his dad driving a Corvair to work in the winter and how great it did in the snow. I learned that Hellen Keller's birthplace was near mile marker #320 in Alabama. Another tourist told us that stink bugs arrived from China in a shipping crate and spread north. They damage apple and other fruit trees and have no predators. I can believe that. It's strange what you find to talk about with strangers. Most people were just wanting to unwind from world events and conversations lasted awhile.



There are really no services or homes on the parkway, so we got off to camp at the Meriwether Lewis campground and learned he was the leader of the Louis & Clark expedition and also the Governor of Louisiana by the age of 37. I did not inherit my father's sense of direction, unfortunately, so we got a little turned around. The GPS reception was poor, and Gloria made the decision to go one way and unfortunately, I did not take her advice. About 3 hrs. and some interesting roads later we got back to where we started and headed south again. No telling how many miles that added to the 1,200 total we traveled, but it was scenic to say the least. Another campground was full of 60 plus couples from several states with tandem bicycles and riding suites, carbon fiber bikes with belt drives instead of chain etc. Very pricey, I'm sure.

Tupelo, MS was a great stop to visit the birthplace of Elvis and the still operating hardware where he got his first guitar. A couple of nice things happened there. One was I got a hair



cut from Mike McBunch, the only barber examiner in Mississippi. If you had a had a license to cut hair in that state, you had to go through Mike. You always learn so much from a local barber. The other thing was that Gloria and I got "remarried" and kissed in the one room church of the Presley family.



It was time to find another campground for the evening so just a few miles south of Tupelo in the backroads we found one that was full of Christian Bikers who had the complete park. There were no empty sites, so we parked in the lot and joined them for services that evening and also the next day. They fed us biscuits and venison gravy, coffee, and the word of God. We certainly were in the bible belt! Tragically one of the guys was hit and killed after the 10 pm service by a teenage hit and run driver. The teen's parents later brought the boy back to the scene. The biker's new wife was on her own motorcycle and witnessed the incident. This was the second traffic fatality during our trip with the first one being on I-65 south of Louisville.



Our last night was spent at the 1,450-acre Loretta Lynne Dude Ranch campground. To get there we drove late in the afternoon through roads with more deer than bugs on our windshield, but it was an enjoyable stay. That area had over 17 inches of rain in a short period recently and flooded several feet killing one of the ranch employees and destroyed a lot of roads.

We did not see any Corvair's anywhere, but did stop at the Corvette plant where I worked in the

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mid 80's and saw no less than 400 Corvettes out back wrapped in white plastic waiting to be either shipped or maybe a computer chip??

The Ultra Van behaved herself well and didn't complain going up and down the southern roads, sometimes in heavy rain and 65 mph on a cool day. I suggest you get your favorite Corvair out some of these fall days and put a smile on someone's face and maybe listen to a story they have as they decompress. One couple who worked at a local hospital had only had one day off this year. **God Bless, Dave & Gloria Beck**



#389 and the Ozarks

The end of the 2021 travel season in the #389 Ultra Van was the 1st week of November and spent in the southern Missouri Ozark area. Traveling from Brownsburg IN, our major stops were the Baker Creek Heirloom Seed farm and Laura Ingalls Wilder Historic Home which were near Mansfield MO and lastly the Branson area. Our first stop though was in the small town of St. James MO where Gloria spotted a local barber shop that was perfect for me to get a haircut and learn all about the local area. The barber, Dusty Snelson, was a young farmer, high school football legend, avid deer hunter and gave up a nursing career to open his own barber shop. He said prices of land were escalating and now over \$2,500 per acre. I didn't discuss the prices in our area. Interestingly his father worked for Chrysler in St. Louis, but was laid off and commuted weekly to the Kokomo IN plant for his last 3 years just across SR 31 where I was working at the GM Delco Electronics plant. One fellow waiting for a haircut remembered driving his Corvair in the winter and how well it went in the snow until it slid like a sled up on top of a deep drift and got stuck.



If you are a gardener, the Baker Creek Seed Farm is for you with thousands



of heirloom seeds for flowers and vegetables from all over the world and a small town like setting with acres of plants and displays all around so you can see what you are buying after the seeds grow. Just 5 miles from there is the Laura Ingalls Wilder homestead and museum. This very worthy stop tells her life's story. She of course wrote many books including the one that the "Little House on the Prairie" TV series was based. Branson was just 90 miles farther and we soon realized it has grown a lot since we were there some 25 years ago. It was veterans' celebration week and we saw a Vietnam era helicopter in front of the VA Museum that a friend of ours said he likely flew as it was from his unit. Of the 12,000 choppers that were involved during the war this one survived and no one was reported killed in it although our friend did lose a leg.

Just outside of Branson is Johnny Morris's "Top of the Rock", 2,600-acre mountain and resort area. Johnny is founder and CEO of 4 golf courses, Bass Pro Shops, and Cabela's among several other things and is an advocate for conservation of all things. A well-preserved cave, waterfall and wildlife area can be viewed from an hour-long golf cart ride that zig zags past waterfalls, through caves and around the mountain. A 40,000-sf. basement museum displays Native American artifacts and prehistoric animal skeletons from the area along with weapons from the past. Recently a sink hole in one of the golf course sand traps turned into a huge 400' deep sink hole that is being excavated and soon to be opened for tourists. Like a cave with the roof removed they have removed 1.5 million tons of dirt to expose the treasure of what lies beneath.



We camped just south of Branson in a county that was known to have a large population of wild horses and they did visit about 2 A.M. rubbing up against tents and turning over a few things in the camp sites. They are born a dark brown and turn a majestic white color when mature and were quite a sight against the clear black night sky and bright stars.

The Ultra Van did a great job navigating the roads and the 50 degree daytime temperatures helped keep the 110 cool as we climbed several grades in low gear at 3000- rpm and 30 mph. It gave us another 1,300 trouble free miles in the 6 days on the road.

Dave & Gloria Beck

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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
"Corvaire Powered" bumper stickers	\$3.00 or 2 for \$5.00
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UVMCC Membership

Go to the website membership page:
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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



Profit and Loss

Ultra Fiscal Year 2021

Quarter 2 - Oct 1—Dec 31

Income—\$1260.65, Expenses—\$2376.94

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 (CORSIA). 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

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.

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