

# Whales on Wheels

Number 3

2022



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



**2022 Ultra Van National Rally**

**July 6-11**

**Twin Oaks RV Park, Elko, GA**



**Rally coverage starting on page 2**

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## **Ultra Van National Rally Membership Meeting Minutes – July 8, 2022**



Central Director Jerry Kramer presided over the meeting as the President was not in attendance and the Vice President, though on the phone, was on the road driving and agreed to Jerry taking his place.

The meeting was called to order at 2:04pm

A conference line was used for members not in attendance.

Members on the phone:

Eric Kirven, Tom Bogardus, Christy Barden, Pat Jennings, Marisa Brunner, John Howell, Carl Jones, Joe Scalet, and Chuck Hanson

Members in the room:

Molly Bacon, Chris Brown, Mark Husmann, Jerry Kramer, Mary Lou Kramer, Allan Jones, Judy Jones, Bob Brown, Agnes Brown, Melissa Hasbrouck, Paul Hasbrouck, Dave Beck, Gloria Beck, Kevin Sullivan, Leslie Sullivan, Steve Lemke, Laura Lemke, David Knox, Susan Knox, Jim Cheek, Nona Cheek

For the elections, there were twenty-two online ballots, one emailed, and five mailed, two with two sets of votes. The results were:

President – Pat Jennings – 25, George Bryan – 4

Vice President – Joe Scalet – 30

Secretary – Molly Bacon – 30

Treasurer – Molly Bacon – 29

Eastern Director – Owen Strawn – 30, Ray Fuenzalida – 0

Newsletter Editor – Molly Bacon – 30

Ernest Newhouse Award – Owen Strawn – 30

Chris Brown moved the election results be accepted; Allan Jones seconded the motion, and it was unanimously accepted.

The revised bylaws were reviewed. Carl Jones made a motion to accept the bylaws, but with a change to Appendix I – Policies and Procedures to remove the phrase “...of the chapter...” from Paragraph 2. Chris Brown seconded the motion, and the bylaws as amended were unanimously approved.

The need for a source for windshields was discussed and it was decided that the new president would form a windshield committee.

Next year’s National Rally was discussed. Molly Bacon explained the bylaws allow it to be either immediately before or after within a day’s drive of the CORSA Convention, which will be in Wisconsin Dells in June, or it can be located anywhere, but must stay within the dates in the bylaws, which are between August 15<sup>th</sup> and October 10<sup>th</sup>. Pat Jennings said he would work with some of the membership to get hosts, a date and place.

Finally, all of the work done by both Owen Strawn and Molly Bacon was acknowledged. Both have been a benefit to the club.

The meeting was adjourned at 2:53pm





## **Congratulations!! 2022 Ernest Newhouse Award Owen Strawn**



This was the winning nomination:

I would like to nominate Owen Strawn for the Ernest Newhouse award. For many years Owen has been a very valuable asset, not only to the Ultra Van Motor Coach Club, but to everything pertaining to Ultra Van. Owen decided on his own to compile every piece of information that surfaces pertaining to Ultra Vans and the Club and provides this information willingly to anyone who asks.

### **Owen presenting the History of the Ultra Van at the Reno County Museum, Hutchinson, KS. 2016 Ultra Van National Rally**



Of the six qualifying criteria, Owen has fulfilled the following four:

1. Host at least one National Rally – 2017 – Hutchinson, KS
2. Hold at least one term as a club officer, technical, or other club position – Owen was Treasurer 2014-2017
3. Be a member of The Club for a minimum of two years – Owen has been a member since 2010
4. Accomplish outstanding or superior services to The Club – Please see the services mentioned above.

The Club and the Ultra Van world would be very incomplete without all that Owen has and currently provides.



**Owen's Ultra Van #500**



## News From the Prez

Hello everyone! The "New Prez" here. And thank you for the votes!

I'd like to say a big thank you to Ken Hand, the outgoing club President and all the officers for serving the club.

This week we are making sure that UV 409 is ready for the upcoming 1,600-mile round trip to Gold Beach Oregon for the Western Division 2022 Rally. The plan is to caravan with Taylor O'Sullivan (#215) from southern California up to central California. and meet up with Howard and Bonnie Joseph (#392) and Larry and Rosie Forman (#497) heading north from there.

This trip will be the farthest we have taken our UV, and we all know there's a bit of stress every time we leave the driveway, especially out of state. Marisa and I use the UV 2-3 times a week

and have put 30,000 miles in 3 years, so I'm pretty in tune with it. I am sure we will be good! Our odometer will cross the 100,000-mile mark on this trip. And we will be pulling over to celebrate.

### National Rally 2023

The UVMCC Annual National Rally will be upon us before we know it! Therefore, we need to start planning next year's rally almost immediately after this year's rally to meet the requirements of announcing at least the rally date and location to the club at least 9 months in advance.

We need your help! If you would like to help our club by hosting the 2023 National Rally that would be great. Remember, you're not alone in this. There's a lot of experience in the club for hosting a rally and a rally committee will be formed to work through the process and planning. Marias and I co-hosted a rally and really enjoyed helping to making it happen.

From our clubs bylaws- The National Rally shall not begin earlier than August 15th nor later than October 10th of each year. These dates can be adjusted to run consecutively with the CORSA International Convention and will be either the week preceding or the week following the CORSA Convention and be within a day's drive of the CORSA Convention. (In this context a days drive should be about 200 miles or less of the Corsa Convention, 300 miles maximum)

Please reach out to me directly (see my contact info below) if you are interested in hosting or cohosting the 2023 UVMCC Rally with someone. There are detailed guidelines and checklist available.

### Windshields

This seem to be a never-ending topic with our club. Without a windshield supplier the future of our beloved Ultra Van is in jeopardy. Therefore, I am going to make finding a solid windshield supplier my #1 priority. I could use some help though. If you have done research in this area, I would like to hear from you directly.

Lastly, get out and enjoy your Ultra Van. I'm sure that's exactly what Dave Peterson had in mind when he created these marvelous machines.

Pat Jennings, email: [patjenningsdrums@gmail.com](mailto:patjenningsdrums@gmail.com), phone, 562-328-3769

## Farewell

Hi everyone. It has been an interesting 3 years. 3 years you say? If you remember, the board approved extending everything for a year because of the Covid situation with no National Rally and no elections. Yes, I could have run again, but with customer work and racing that has taken all my time I didn't feel I was being fair to the Ultra community. I am not leaving the ranks and will get back to camping soon. I am still available for consulting and keep in mind that I am the one keeping that stash of NOS parts here for the Ultras. Look for them on the website's Shop page here, <https://ultravan.org/ultra-van-club-merchandise-shop/>

I also have to say that Molly has really taken a load off me, and every club member had better appreciate what she does for the club. I sure do!

Ken Hand, Past Ultra Prez





## Ultra Vans



First, a special introduction for this man standing by the Beck's coach. He is Mark Husmann, who is Dave Peterson's grandson. Yes, THE Dave Peterson who designed and built the first of the vehicles we all love. Mark is a new club member and has recently purchased Ultra Vans #283 and #495. He is so fun to listen to with his memories of his grandfather and the House Car, which is what Dave called what we all know as the Ultra Van.

I heard a rumor he'll make every effort to be at the Western Rally in August.



Here is another frequent visitor to the rally. Stopping by sometimes during the day as seen here, sometimes at night, and unfortunately, often at both times.



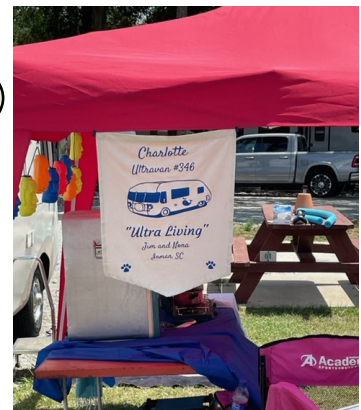
L-Kevin & Leslie Sullivan #474  
R-Dave & Gloria Beck #389



L-Jim & Nona Cheek #346  
R- Allan & Judy Jones #339



### #346 Jim & Nona Cheek







**#339**  
**Allan & Judy Jones**



**#474**  
**Kevin & Leslie Sullivan**



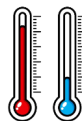
**#389 getting a surprise AC**



Allan Jones starting the installation.



Took only a couple of hours to go from 99 degrees inside to the low 70s.



Dave Beck showing the group the AC box and thanking the Brown's and Jones' for the generous donation and installation of an AC in their coach.

## Others in attendance



L -Bob & Agnes Brown R—Steve & Laura Lemke both with their "toads"



Jerry & Mary Lou Kramer in their "other" camper. #424 is safely at home.



Chris Brown & Molly Bacon in their quickie rental camper after #328 'Turkel' decided he wasn't coming.





Campground clubhouse—full kitchen, restroom, VERY cold AC, which was VERY necessary with 90-degree VERY humid rainy days.



Elegant tables décor provided by talented co-host Nona Cheek

**It all happened here**

**Welcome!**

**Wednesday  
Build Your  
Own  
Kabobs**



Chris Brown, master kabob griller



Welcome bag filled with goodies



Bag contents

**Thursday -Taco Bar**



Jerry Kramer buttering a yeast roll



Bob & Agnes Brown, Judy Jones, Leslie & Kevin Sullivan, Dave Beck, Allan Jones

**FOOD—if you went away hungry, it was your own fault!**



Chris Brown explaining the taco bar and what's in the warming containers

**Friday - Club Meeting's Cold Cuts**



Kevin & Leslie Sullivan, Allan Jones

**Friday - Pot Luck Dinner**



Jerry Kramer—coming back for seconds.



Laura Lemke, Jerry Kramer, Mary Lou Kramer

**More Leftovers**



**Sunday - Farewell Pizza Dinner**



Mary Lou & Jerry Kramer, Susan Knox, David Knox, Jim Cheek

There were no pictures from breakfast, but everyday there was a Keurig coffee maker with a huge variety of k-cups, a waffle maker, fresh-baked muffins, home-made cinnamon raisin bread, plus all the leftovers you might want to pick at.



## Games and Door Prizes

### What's in the Sock Game



Socks with items to be identified.



Co-host, Nona Cheek, revealing what's in the socks.

Door prizes were awarded at least once a day and everyone's ticket was drawn each time. There were new prizes put out before each drawing.

### Door Prizes



Bob Brown picking from the variety of items on the table.



Dave and Gloria Beck hamming it up with the whale-print microwave dish warmers as hats.

### Yankee Swap



Susan Knox deciding on which Yankee Swap gift to pick, opening it, and then showing it to the group.



Nona Cheek, with Zane and Harley, their dog, opening her Yankee Swap gift



Zane Cheek unwrapping his Yankee Swap gift selection.



Melissa (Missy) Hasbrouck unwrapping her Yankee Swap gift selection

The Yankee Swap had some gift stealing, but there were no gag gifts that anyone was stuck with.

Speaking of Melissa, she provided the club with a PowerPoint presentation of photos her parent's Ultra Van back when she was a child. It will be available on the website in the near future.



Conversation, etc.



Dave Beck reading the UVMCC Code Of Ethics



Steve Lemke, Chris Brown, Judy Jones, Kevin Sullivan, Leslie Sullivan, Zane Cheek, Jim Cheek



Melissa and Paul Hasbrouck, Dave Beck and Mark Husmann



Bob Brown, Allan & Judy Jones, Steve & Laura Lemke



Steve Lemke, Mark Husmann, Jerry Kramer



Dave & Gloria Beck, Judy & Allan Jones



Zane, Jim, Nona Cheek

Posted on Facebook during the Rally.

Kathy Ediger · 7h · 📷

I showed my dad, Lew, photos of the rally in progress and he was so thrilled at 90 years old to see people still excited about something he was a part of building so many years ago. He said he hopes that you all have a great time!



Paul & Melissa Hasbrouck, Jerry Kramer, Steve Lemke, Mary Lou Kramer, Laura Lemke

## How Many Fan Belts Do You Need for an Ultra Van Rally?

By Leslie Sullivan #474

Apparently, you need six! Let me explain. As Kevin checked over #474 in preparation for our short jaunt over to Elko GA, he noticed that our fan belt was looking a little worn. No problem since we had a spare and a spare for our spare, so we started with 3 fan belts. The decision was made that changing it out before leaving home was preferable to changing it in a hot engine bay on the side of the road in July somewhere between Florida and Georgia. Step 1 didn't go quite as planned as we discovered spare #1 was not the right belt and it wouldn't fit at all! So on to spare belt #2, which seemed less than ideal. Thus, the decision to revert to the original worn belt and mount spare #2 so that we wouldn't have to remove the remote oil pressure sender from the engine bay wall should we need it. We are up and running doing our drive checks around the neighborhood.

Day 1 of the rally we got a late start at 0530. In discussing where we should stop to check the hub temperatures neither of us could remember where the infrared thermometer was. Nor did either of us remember putting it in the coach. This is the point at which I said, "I'm not going without it!" Guess I have heard too many horror stories over the years, plus, I'm a big believer in leading indicators. We pulled off just before crossing Pensacola Bay, a mere 13 miles from home. We looked everywhere. No joy ☐ At least we are close to home and we both know exactly on which counter we left it. We said, "Let's turn around since we are at least close to home." This is the point when 474 gave us the "you didn't quite tighten me up enough" squeal. Kevin tightened the belt; we turned around and made the 12-mile trek back to retrieve the thermometer.

I would like to say we found the thermometer right where we thought we left it. NO! Eventually it was found and of course it was in the coach. We checked hub temps and each was within a few degrees of the others. The time for departure #2 has come and we are feeling good. We have everything we need, 474 is behaving nicely and it is only 0630. We're off.

Rest stop #1 at MM 60 on I-10. It was a nice stop...walk around, stretch, load back up and we are off again. Well almost. We did make it to the merge lane before we were "squealed" again. Time to install spare #2, a toothed belt which looked unused but was of unknown age. Good to go and we continue. Lovely drive especially once we left the freeway. Was a bit hot so we were quite happy to pull in at Twin Oaks RV Park and be greeted by two other Ultra Vans.

I ordered 2 belts from Clark's but couldn't stomach the additional cost to have them arrive at the campground before our planned departure date (\$130 extra for overnight).

We had a wet and wonderful rally. It was a great time with lots of new-to-us faces. Due to the rain, we decided it might be better to leave a day earlier than planned to primarily give Kevin a break before going back to work. We anticipated the rain would slow us down a bit and make for a longer day of driving in the heat. Well, that was an underthought (like an understatement only worse) and there was no rain involved.

We pulled out about 0930 and had smooth sailing until we got about 25 miles on I-10 which was a good three hours into our approximately 5-hour drive. An easy two more hours straight west to Pensacola or so we thought. About 4 miles shy of Bonifay, Florida, 474 lost power and the alternator light came on. Kevin skillfully managed her off the freeway, avoiding the rumble strip so we didn't slow too quickly because there was an overpass just ahead and the shade looked really good at 1230 in July. He did a great job! I should note that in the future we will also anticipate that the sun goes down in the west and the shade moves with the sun.

Hmmm, as expected, we have a shredded fan belt with its teeth all over the place. This is where the story of the next three belts begins. First Kevin starts with what was left of the original belt. But it has now been worn down so far that it can't be tightened enough and on further inspection it was rounded off such that it was not making the 90-degree turn onto the blower pulley and had been running on its side. So, let's try the one that really doesn't fit so we can at least limp up to the next exit which is only 4 miles up the road. Nope, no can do. It **really** doesn't fit. So, what to do? We would really hate going home on a flatbed truck—especially 120 miles worth.

Aha, son is delivering grandchild to Tallahassee today. Tallahassee is east of where we are, and he is coming from Pensacola which is west of our current location. Actually, it is our destination. We caught him ☐ and things are looking up. We looked up what belt we needed, found a location for him to pick it up and he will deliver it to us. It will take some time, but we will be back in business. A mere two hours later and 97 degrees. We have had our picnic lunch and are ready to go.

They arrive with two big bottles of cold water along with belts #4 and #5 in hand. The fellow at the store told him there is an alternate so he brought one of those as well. The granddaughter comments "it's hot in here." Yup, sure is. Bet you're glad you have air conditioning!

Unfortunately, neither belts #4 or #5 will work. They are both way too short. Ugghh, now what? Our son-in-law has an auto repair shop, so we call him for advice. Great advice too and I'm not sure who is the adult here. "Do they have a parts store in Bonifay?" Why, yes, yes, they do! We pile into the son's jeep taking along all of our piece parts and head to O'Reilly's in Bonifay with a backup option of AutoZone. Did I mention it is Sunday in a small-town rural Florida?

*(Continued on page 11)*



(Continued from page 10)

The computer provided options that wouldn't work. No way, no how. Kind of like belts #4 and #5 per the computer. A shout out to O'Reilly's. Mike went in the back and looked for what he had that might work for us. He brought us a 7560 (15560) 3/8" X 56 V-Belt and Kevin thought it would work. He was right! Belt #6 is acquired. Pile back into Jeep, back out on the freeway – it's still hot in here even though the engine has cooled to air temperature by now.

Kevin installs belt #6 and we are off. Yay! We decided to stay off the freeway even though it cost us an extra hour to meander along Hwy 90. We don't have to push as hard. There are many little towns to stop in if we get stuck. It's pretty and did I mention, there is shade. We made it home right at the 12-hour point from our departure that morning. Not too bad for a 300-mile Ultra Van adventure. The icing on the cake was that the two belts we had ordered from Clark's were in the mailbox so my son could have actually brought us those.

So, "How many fan belts do you need for an Ultra Van Rally?" Well, 6 of course!



## CORSA Convention Ultra Van Coverage



The Ultra Van Club had a table set up in the indoor vending area where people could either sign up or purchase merchandise.

Below are the couple of Ultras Jamie Cheek #346 entered in the Model Car judging. The results are not yet published, but I believe she won at least one category.

Though there are no pictures, there was an Ultra Van meeting on Wednesday evening. I, Molly, presented a version of Owen's recorded history presentation from the Hutchinson Rally. There were both members and non members present.



# Welcome to our new members

## Illinois

Jay & Peggy Reed #514

## Nevada

Mark Husmann #283, #495

## Ohio

Russ Nicolozakes #001, #5/63104, #104, #105, #333, #510, #522, #552, #601, #701

## Pennsylvania

Christopher & Jen Mance #315

A printed copy of the **2022 Membership Roster** can be obtained for \$4.00 plus shipping from the website merchandise shop here, <https://ultravan.org/ultra-van-club-merchandise-shop/2022-membership-roster-booklet-only-available-to-current-members/>

**UVMCC currently has 128 members**

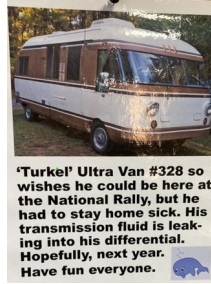


# Short Reports

Bits of information from our members

## Chris Brown and Molly Bacon - #328

Our rally poster says it all.



## Ray Fuenzalida - #473

Okay, just an update from the New Orleans area. #473 is safely tucked in a warehouse until I can get enough free time to make her roadworthy again. With a full-time job and other projects, you just run out of time.

Missed the Rally but made the Corsa convention. Nothing gets you excited and re-motivated like a convention. It was great. If you haven't been, go.

I am now actively working on my Rampside project. I Need to get that done first. When that is completed, I will start on my Ultra Van. My goal is to have her roadworthy before 2025.

## Chuck & Cyndie Hanson - #460

Work on the Whale 460 Subaru drivetrain swap is progressing, although at a snail's pace. The 5-speed automatic is in New Jersey. "Bulletproof" rebuild with high stall torque converter, and modifications to eliminate the rear output are nearly complete.

The wiring harnesses, computers, etc. are in Australia, being modified and consolidated into an efficient package for 'stand-alone' operation in the Whale.

Here in the Cave, I have been working on getting power from the transaxle to the wheels. I wanted to modernize as much as possible, and utilize modern bearings, CV joint axles, and disc brakes, and to that end I have modified the Subaru rear wheel mounting assembly, welding the bearing mount to the Corvair trailing arms and re-drilled the trailing arms to accept the Subie bearing, CV axles, disc brakes and emergency brake.

I am using a pair of unmolested, stock trailing arms for this and will be fabricating a new outrigger once I can start test fitting the drivetrain.

The axles themselves will need to be lengthened, and the plan is to use the inboard end of the front axles to fit the transaxle, with the outboard end of the rear axles, to fit the rear bearing/ brake assembly. I will have a professional handle that once I know the exact length.

The mid-engine configuration I'm doing will give the Whale a more even front/rear weight distribution, so I am replacing my 235-45-17 xl front, and 245-45-17 xl rear Michelin Pilot tires and 17x8 wheels with a set of Yokohama Avid Ascend GT 225-55-16 xl tires; 99 load range or 1709 lbs. rated load. They are mounted on 16 x 7 American Racing wheels. When I get the drivetrain back together, I will be able to do the final modifications to the front and rear mounts.

Another big task will be lengthening the wheelbase, probably around 6 inches, to avoid having the front of the engine in the bathroom. Since I won't have to alter the two main structural shear panels, which run front to back 34" apart, this shouldn't be too much of a problem, as the engine fits nicely in that width.

Of course, there are still numerous other things to sort out, like where to mount the radiator(s), for example, but I'm confident the answers will present themselves. Eventually.

I have been asked, "why a Subaru H-6, and not something a little more normal?"

Well, aside from the drivetrain being 60 years newer, and therefore more powerful, reliable, and efficient (260 hp on regular gas), I guess I just can't get too far away from the concept of the 180° opposed 6-cylinder Corvair, that I have been driving since 1974.

The Subaru 3.6 H6 is what I would have expected the Corvair to evolve into, had it stayed in production.

And I just don't do "normal" very well. (See photos on the next page)





Modified bearing/ brake mount



The modified part welded to the Corvair trailing arms.



The bearing and brake mounting plate in place.



Trailing arm assembly with the 12.5" disc. These will pair nicely with the 12.2" Wilwood discs I have in front.



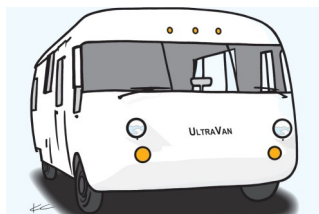
Top is the front axle; bottom is the rear. I will be using the right side of the top one welded to the left side of the bottom one.



2009 Subie 3.6R H6 engine. 4 cam, 260 hp



Everything fits inside the 16x7" wheels.



# 2022 Western Division Rally

**August 15-19, 2022**

Hosted by

Doug & Meg Bell, Carl & Fran Jones, Jerry & Patty Mello



The 2022 Western Division Rally scheduled for August 15-19, 2022, at the [Turtle Rock RV Resort](https://www.turtlerockrvresort.com/) located at 28788 Hunter Creek Loop, Gold Beach, OR 97444.

Eleven West Coast Ultra Vans will be converging on Turtle Rock RV Resort in Gold Beach, OR from August 15-19 to participate in the Western Division Rally for 2022. Fun and games will abound including, a jet boat trip up the Rogue River, a dinner at Spinners Seafood Restaurant where fresh caught seafood from the Pacific ocean will be consumed, a non-gag gift Yankee Swap Meet will be held, many outdoor food activities and weather that will be outstanding on the Pacific Ocean. Also, chances to swim in the ocean every day of the Rally. Coaches will be coming from Southern California, Oregon, Washington and British Columbia to enjoy the fun activities. There's still time for you to jump in your coach and head for the beach. Come join us!

## Contact Information

### President

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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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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
"Corvaire Powered" bumper stickers	\$3.00 or 2 for \$5.00
VIN # plates (blank)	\$3.50
Ultra Van Magnets	\$1.00
Ultra Van embroidered Ball Caps	\$15.00
3 ½" X 4 ½" Stitched patches w/ Ultra on US map & flag	\$3.00
Tech tips 1960-2015 PDF on CD	\$5.00
Club Roster (printed)	\$3.50
Window decals UVMCC with Ultra	\$1.00
100,000 Miles Club plaque (Awarded at a 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 2021

#### Quarter 4 - Apr 1 – Jun 30

Income—\$198.64, Expenses—\$619.44

#### Total Ultra Fiscal Year 2021

Income—\$2209.80, Expenses—\$3654.36

## 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 - 2021, 2003, 1999, 1997, & 1995

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

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