

# Whales on Wheels

Number 4

2022



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



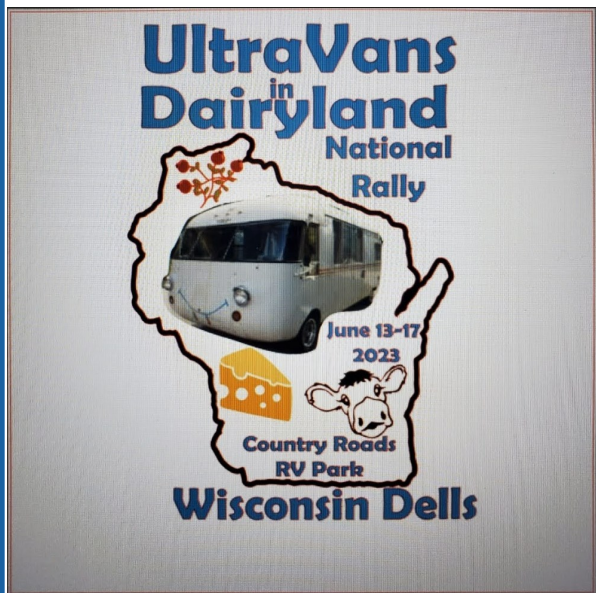
**2022**  
**Western Ultra Van Rally**  
**Aug 15-19**

**Turtle Rock RV Resort**  
**Gold Beach, OR**

**Coverage starting on [page 6](#)**



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**2023 Ultra Van National Rally**  
**June 13-17**  
**Country Roads**  
**Motor Home & RV Park**  
**1633 WI-23, Wisconsin Dells, WI 53940**

**More info on [page 3](#)**



### News From the Prez

Hello everyone!

We had a great trip to Oregon for the Western Rally in August. It was impressive to see old friends and meet some new ones. The Rally hosts did an excellent job of making all feel welcome, and the jet boat trip we all took was amazing.

The Rally trip was fairly uneventful (BY ULTRA VAN STANDARDS) for us. But unfortunately, two of the coaches in our caravan from California failed to make the journey due to mechanical issues.

Though we did have an issue with our drivers side front disc pads letting us know that they were down to metal as we pulled into the Rally. I got on the phone and ordered a set and had them shipped to the campground and replaced both sides in about an hour. Reminder to self, work on the UV in the driveway not on the road!

We had an UVMCC Board of Directors ZOOM meeting on September 21st and are going to diligently have monthly meetings to keep connected and to stay in front of important club matters.

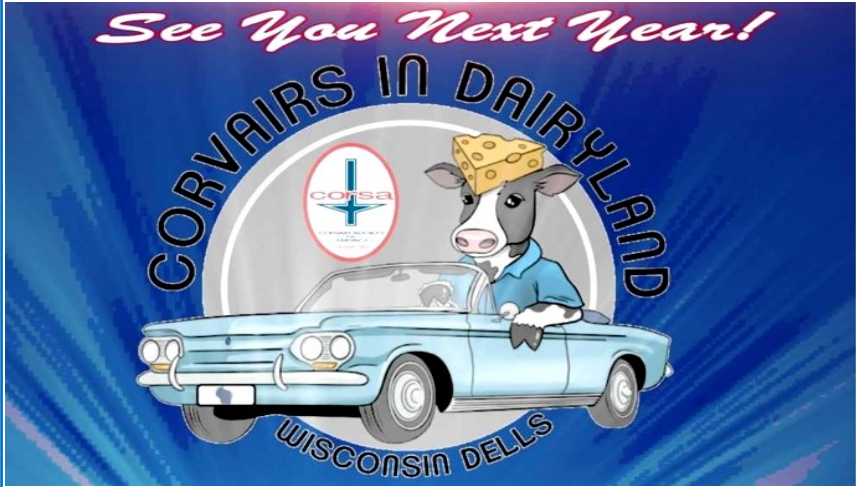
#### Windshield update

I've been in contact with a few windshield vendors that are willing to make the windshields for us. I have also reached out to the Step Van community to see if we can get some synergy with them on a larger order. I'll be sharing the details of the cost/ etc. with the Club once I get the data boiled down.

Ironically about 30 minutes into the drive home from the rally a truck basically threw a bucket load of rocks at the front of our coach as we went by each other in opposite directions and we took three hits to our windshield on the drivers side.

Marisa immediately jumped on her phone, found us a glass repair shop and we had the dings repaired within about an hour of the event!

Lastly, I'd like to say a big THANK YOU to Dave and Judy Fox #486 for stepping up to host our 2023 National Rally in June next year! Pat



**2023 CORSA International Convention**  
**June 19 -24**  
**Chula Vista Resort**  
**1000 Chula Vista Pkwy**  
**Wisconsin Dells, WI 53965**





### Campsite features and amenities

- Extra wide sites
- Pavilion available
- Kitchen & meeting room available
- FREE Wi-Fi internet access
- Propane tank filling
- Horseshoes
- Camp store
- On-Site laundry facilities—\$2 each washer & dryer
- Pets allowed—two exercise areas
- Fire rings with wood available for sale
- 100 campsites for RVs & trailers - no tents
- Beautiful & quiet campsites
- Electric hookups at campsites (50-30 amp)
- Water & sewer hookups at campsites
- Flush toilets & hot showers at the campground
- Pull-through sites available
- Free sanitary dump station
- Convenient location
  - Only 2 miles from WI Dells Strip (I-90/94 at Exit 89)
  - Close to shopping, attractions, casinos, shows & more
  - Casino shuttle available 24/7!
  - Across from Super Wal-Mart
- Children under the age of 18 are to be accompanied by an adult 100% of the time

More information and lots of pictures:

<https://ultravan.org/2023-rally-information/>

Our group spaces are close to the pavilion, restrooms and showers, store and laundry

\$51.89/night includes taxes—card will not be charged until you arrive

**Call (608) 253-2132 to reserve by May 1**

Hosts—Dave & Judy Fox #486

- Speed limit in the park is 10MPH.
- Please observe the one-way signs.
- Check-Out time is 12:00 Noon
- Quiet Time is 10:00PM to 8:00 AM
- Stay on the roads, do not drive through sites. Stay off the grass.
- Children must be attended by an adult at all times. A child is anyone under 18 years of age.
- Fires must be in the fire rings and attended until out.
- No clotheslines, ropes or chains allowed or attached to trees.
- Absolutely NO Fireworks.
- Pets must be on a leash. They are not allowed in buildings. You must clean up after your pets.

### GENERAL INFORMATION

- Wisconsin State Law prohibits the dumping of grey water (sink, shower, etc.) on the ground.
- Electric heaters will not be allowed
- Place all garbage in the dumpster on the north side of the store. Please do not leave your garbage behind, pick up service is not available.
- Sewer seals required.
- 1/4 mile to Super Walmart.
- Anyone driving a stake into the ground and not talking with owners and hitting anything will be charged for repairing whatever you hit.



# \$\$\$\$ Dues Are Due by the end of December \$\$\$\$

According to the club's bylaws, annual membership dues are due each year at the end of the year. Dues are \$10 a year for an emailed newsletter and \$25 a year for a mailed newsletter.

The website is configured for capturing your renewal information and also provides you ways to pay using either a check or money order sent to the Treasurer, or Credit Card or PayPal payment. Just click the following link, <https://ultravan.org/renew-online/> and complete the online membership form or you can download the membership form from the same page to mail with your dues payment. Completing the membership form helps keep the roster information current plus online is the preferred way to renew. Payments links and mailing information are available on the checkout page. Please complete the whole process regardless of how you plan to renew. You can also mail a check to: UVMCC, 5425 Morrow Rd., Gladwin, MI 48624

**You can avoid having to do this yearly by paying for more than just the coming year.**

**Attention recent new members:** If you wonder why your name is on the list and you recently paid, you were only charged for the remainder of 2022, which was half price. Doing it this way allows for synchronizing you with our annual dues cycle expiring at the end of the year. From this point on, your membership period will be January through December.

**These members' dues will expire at the end of this year:**

- Phil & Margaret Bartholomew
- Gary & Mary Baxter
- Preston & A.J. Beeler
- Doug & Margaret Bell
- Bill & Sharon Bikle
- Bob & Agnes Brown
- Rick Brummet
- Clifton P. Carpenter, Jr.
- James & Nona Cheek
- Snoopy Chrysler & Ken Burch
- Dave & Judy Fox
- Randy & Cheryl Gilchrist
- John & Bonnie Gray
- Tosh & Annie Gregg
- Jim & Ann Guider
- Chuck & Cyndie Hanson
- Marco Kathuria & Joyce McDonald
- David & Susan Knox
- Matt LaCoe
- Craig & Lea Lamond
- Robert W. Langdon
- Damian Lee & Christine Tulk
- Ed & June Lindsay
- Joel & Laura McGregor
- John & Teresa Miller
- Rick & Suzanne Milne
- Lisa Mitchell
- Gary Moore



- Sherry Morrow
- George & Lorna Murphy
- Jon & Carol Peters
- Gretchen Pfueller
- Terry & Linda Porter & Caroline Tolby
- Connor Powers
- Nancy Pratt
- Dan Ratliff
- Joseph & Cheryl Rindosh
- Joe & Janet Scalet
- Martin Sellers
- Dennis Sharp
- Greg Shaw
- Joseph & Irina Shiller
- Tony & Marie Shipman
- Pete Smith
- Lindsey Sorenson & Betsy Swartz
- Clyde & Kay Stanton
- Jérôme Stevens
- Nathan Trautman
- Tim Verschuyf
- Ryan & Amanda Weis
- Dr. Ron Zoutendam







# Welcome to our new members

## Kansas

Reno County Museum/Curator David Reed #393

## New Mexico

Warren & Ann Bennett #451—rejoined after a 2-year absence

## New York

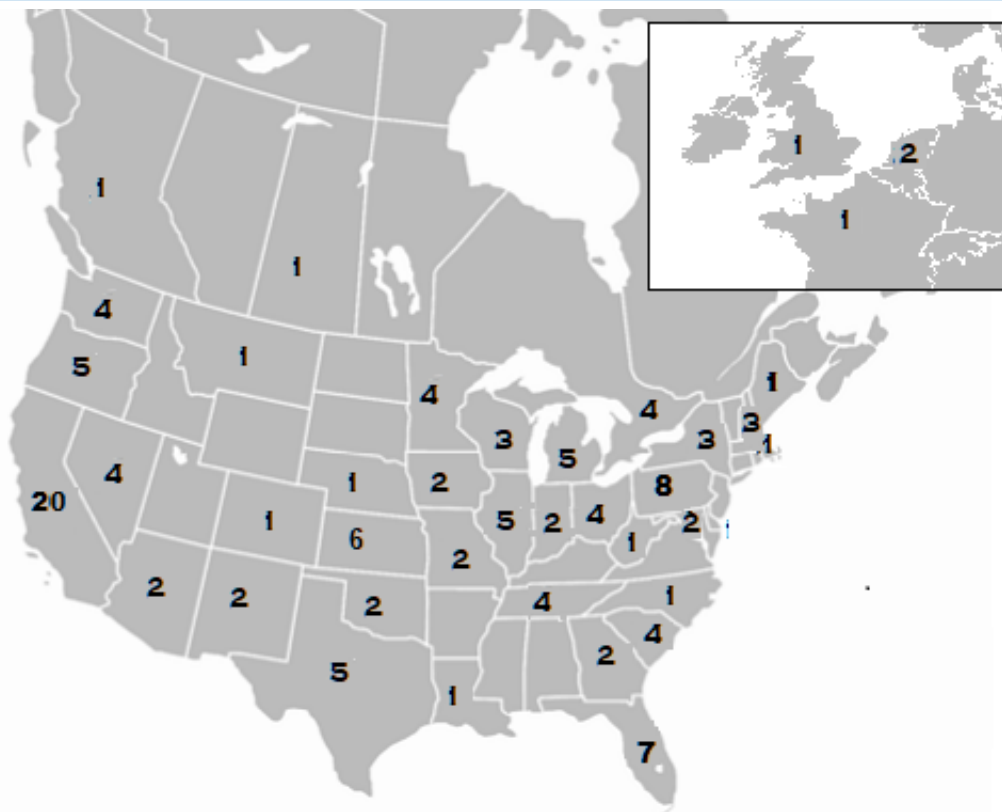
Kennie & Suzanne Campbell

## Washington

Snoopy Chrysler & Ken Burch

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**



# Western Rally



#409

## Ultra Vans



#404

Two other Ultra Vans started out, but never made it.



#392



#497



#215

# Rogue River Jet Boating







# Games and Welcome Gifts

Yankee Swap



Welcome







# Conversation, etc.







# Meals

Sunday night—  
Tortuga Mexican



Farewell Dinner







**Winding down**







## Getting Ultra Van #497 ready for Sacramento to Gold Beach, OR Western Rally

By Larry Forman

Rosie and I had planned on attending the Western Rally at Gold Beach, OR ever since we purchased UV #497. The main issue was that I wanted to do a TON of enhancements to get it ready for the trip. I had already built the bed mattress lift, so I had easy access to the engine, but needed to build 6 battery boxes for the 600 Ah LFP (Lithium Iron Phosphate) batteries, install the 3000-watt inverter charger and transfer switch, install the captain's chairs, install an 11.6 cu. ft. refrigerator, install 800 watts of solar, get the black water tank sealed, wire up the fresh water pump, replumb all the fresh water fittings, etc. I was working long hours in the hopes all would be okay. THEN three days before we were to leave, I found the Powerglide shift cable had become intermittent and was having difficulty in selecting the gears. Fortunately, Ken Hand had a NOS cable and overnighted it to me. With two friends it was a ten-hour process to get it properly installed. THEN (again) the brake master cylinder failed, and it was another rushed repair. Now I had missed our leave time on Saturday morning, August 13, to meet up with Howard and Bonnie Joseph. I got that installed at about 9 p.m. and found, to my horror, as we were all ready to leave, that I had NO headlights! So, after working on it a little, we went to bed, and I decided to start driving in the morning and see how far we got.

At this point, I had NO time to even take #497 out for a short drive to ensure all was okay. This was a huge risk. When I pulled the dash out to trouble shoot the headlights, I had forgotten to reinstall the speedo cable. So, without any mph readings, off we went. As we were climbing to go around Clear Lake, it just seemed we were going very slowly uphill. Remember that it had been years since I had driven a Corvair powered Ultra Van and only then just a few times. All my recent experience was with Ultra Van #545 which had a 400 hp Olds Toronado engine and plenty of power for climbing hills. We experienced several other hill climbs for the trip, and it always seemed like we were way too slow. The trip was seeming to take forever.

I was able to repair the headlights just after dark Sunday night and we wound up arriving around 2:30 a.m. at Gold Beach, VERY tired after the very long drive, but at least we arrived early Monday morning the day the rally was to start.

Only later after watching Pat and Marissa pass us up as we both headed home, did I conclude that possibly the accelerator cable was not fully actuating the carburetor throttles. When we got to Fort Bragg, I finally was able to raise the rear wheel and check the throttle for full carburetor actuation. At that point, I found that I was getting about 30% when the accelerator pedal was floored. It only took a few minutes to get it working a LOT better. The rest of the trip home was much improved.

We were very fortunate that #497 performed as well as it did without any major issues for the round trip to Gold Beach from Sacramento. The rally was very informative, and I left with several cool projects to work on. More on those later.

TECH ARTICLE NUMBER: 2022-05

SUBJECT: **Rear Axle Hubs for Late Corvair Rear Suspension**

UV MANUAL SECTION: 9-71

AUTHOR: Larry Forman #497

With our recent purchase of Ultra Van 497, aka Heaven Sent, we started enhancing it for our style of Ultra Van camping, as well as performing some preventative maintenance. One significant item to maintain is the rear axle hubs for Ultra Vans with late model Corvair rear suspension. We selected the hub rebuild to Steve Goodman of Rear Engine Specialists of Golden, CO, (303) 278-4889 and email: rearengine.steve@gmail.com. I have known Steve for roughly 20 years and know from several Ultra Van owners that he does an excellent job of the tricky rebuilding and correctly setting up the rear hub bearing preload. We received the rebuilt hubs in pristine condition all painted and ready for installation. When we removed one of the two hubs, the bearing was quite loose and wobbly. It did not make any squeaking sound or make itself noticeable at all.

After replacing the rear hubs, I started looking at the rear hubs on my 1965 Monza, which has the same setup. I raised one rear wheel off the ground and found that if I held the tire with both hands at the 6 and 12 o'clock positions there was some movement in and out at the top of the wheel. I called Steve Goodman and asked him if this was an indication of a failed rear hub bearing. Somewhat to my surprise, he said, "No, not typically." He said that the rear axles have some end play typically in the differential and the usual test is to hold the rear wheel (when off the ground) with your hands at the 3 and 9 o'clock positions and check for bearing play. If there is wheel wobble, then the rear hub bearing is in need of servicing. It does not have to be making any noise when rolling down the road to have this failure mode.

Note that these rear axle hubs are under pretty severe service in an Ultra Van, and it is recommended to check them prior to any long-distance travel. Checking the rear U-joints for excess play is also recommended. Usually, good practice is to carry a spare hub with an extra drilled hole for the parking brake cable, so the spare hub could be used on either side. Carrying an extra heavy-duty U-joint is also recommended.



# Short Reports



Bits of information from our members

## Chris Brown and Molly Bacon - #328

Turkel is still resting in the Turkel house. For the first time, he was bumped on the work priority list for Molly's Corvair Rampside that has been waiting for a 'heart' (engine) transplant for a few years now. Chris felt it would be easier to rebuild the differential in the winter than work on the Rampside. Hopefully, there will be some updates in January.

## Reno County Museum #393/David Reed – curator

Ultra Van #393 was purchased by the Reno County Museum in Hutchinson, KS in 2017. Since then, it has been undergoing restoration at the Collins Bus Corporation. The exterior has been restored and repainted. The interior has undergone a major transformation, with all new upholstery. Although we don't have a firm completion date, the museum is looking at constructing a building to create a permanent exhibit for #393.



## Tony Voorbij T2038

Greetings from Holland. I am working on my Tiara and this is a picture of the floor heating being installed. Next February we have our first trip, for 2 months, to Spain.



## Joseph Hofmann #268

We have #268 running again with a rebuilt motor and transaxle. The plan was to take it to Monterey for car week this year, but it still isn't ready so hopefully we can take it on some weekend trips to Palm Springs this winter. It is still mostly original inside and I'm planning to get it repainted next year and sort out all the little things it needs. Hopefully it will make it to Monterey next year.

## Ken Hand #398

I hope to get time next spring to get the new engine in #398. I will start it on carbs and do the break in miles that way, but I plan on putting the Ted Brown FI system in the new 2.9L engine. This is a highly modified engine as I have done extensive head work on 95 HP heads and machined for 140 exhaust stacks. The 2.9 pistons have also been machined for an octane cut so I can still use 87 octane fuel! I also have my FC cam installed so there should be no problem with low end power. I have lots going on since my son purchased a race car, so I want to be on track with him as long as I can race! I hope to use the Ultra to camp in on race weekends .

## Jay & Peggy Reed #514

A friend of ours, David, had the Ultra Van sitting in his driveway in Altadena, CA for 9 years. He had so many other cars in the driveway and yard I could never really look inside or get a good look at the vehicle, but I always thought it looked cool. I knew nothing about an Ultra Van.



We moved from So. California to Ottawa, IL a year ago. A few months ago, my wife heard that David was going to sell the Ultra Van. I am an artist and paint large canvasses and was considering buying a used Amazon or Fed Ex van to hold paintings to deliver to galleries, shows, etc. The idea popped into my head that maybe I could fix up the Ultra Van and use it as a camper and delivery vehicle. I asked David what he wanted for it, and

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he made me an offer I couldn't refuse. I had it hauled to Illinois on a trailer. David told me the engine was good (Chevy 307 V8), but that it needs a lot of other work (all this info yet unveiled).

I plan to do the interior renovation mostly myself but am looking for the right mechanic to help me get it running. I am also planning to contact other Ultra Van owners and start learning about my new "Magic Bus" and things I could do to get it operational and functional.

If any of you reading this would like to speak, I'd love to hear from you. Call me at 626-340-9661 or email: jayreedart@gmail.com Thanks



## Escorting Ultra Van 339 to Elko, Georgia and the National Rally

By Bob Brown

From July 3rd to the 17th Agnes and I had the pleasure of traveling to Elko, Georgia in company with Allan and Judy Jones and their dog Rocky in their beautiful, restored Corvair Powered Ultra Van to attend the National Ultra Van Rally (6-11 July). That was followed by a one-day stop in Peachtree City (just south of Atlanta, GA) to attend the first day of the 2022 CORSA Convention (12-16 July).

On our first day out, we were a few miles west of Hartford, CT on I-84 when Allan's Ultra gave up its fan belt. Allan stopped alongside a very busy highway as he used his only spare belt to get back on the road. With no spare belt and a thousand plus miles to go, Allan made a point of checking the new belt at every stop. Having lost about 45 minutes for the belt change we hit our first traffic jam 55 minutes later. That set us back another half hour. As late afternoon approached, Judy informed me, on the radio, that all campgrounds along our route were filled to capacity; strike three. So, our first night was spent at a rest area alongside 18-wheelers. Not the best start at only 255 total miles, but we refused to let it get us down.

Day 2 was much improved as it was less mountainous with light traffic which enabled us to reach and camp at The Dixie Caverns on I-81 for a day's total of 339 miles.

By the end of Day 3 we had passed Knoxville, TN and were headed south on I-75. Judy had found us a couple of campsites in a pristine state park that was well off the beaten path, with wildlife and beautiful scenery.

Day 4 (July 6th) should have found us in Elko, GA at the Twin Oaks Campground, where the Ultra Van rally was held by noon or shortly thereafter. But our trip was again fraught with difficulties such as a tree that fell across I-75 southbound lanes moments before we arrived, brutal traffic conditions in Atlanta, and a one-hour traffic jam (with temperatures hovering at 98 degrees and humidity above 90). All of this delayed our arrival to 5:00 pm. On the plus side dinner was being served at the Clubhouse which was a big relief for the girls.

The Clubhouse, which was reserved exclusively for the Ultra Van Club, was air conditioned with kitchen and restroom. The Twin Oaks Campground was meticulously maintained with lots of excellent amenities. The main building, which incorporated the office, featured a cafe, laundry, and community room – all air conditioned!



Bob and Aggie's campsite at Twin Oaks surrounded by Ultra Vans.

Were it not for the invasion of virtually every camper and Ultra Van, by an army of small red ants, affectionately referred to by the locals as "PISS ANTS," our five-day stay would have been perfect. Unfortunately, some ants were transported back to New Hampshire.

It was great to once again meet up with some of the folks we had met last year at the Ultra Van rally in Springfield, IL, and to meet other members for the first time. Each had their own unique stories to tell.



Our first day from home. Dry-camping in a truck stop



Clubhouse

(Continued on page 14)





(Continued from page 13)



**Door prize table - Note the emphasis on whales.**

Molly Bacon and Chris Brown and James and Nona Cheek (the hosts) made sure that all who came to breakfast and dinner were well fed. Due to the abundance of door prize gifts that kept appearing daily, drawings were held several times each day. The main theme, of course, were items relative to “Whales,” the unofficial nickname for the Ultra Vans. Where does Molly find all this stuff?

Thunderstorms were a daily threat in the afternoon or early evening hours. Heavy rain and high winds on the evening of the 8th of July caused Allan to pull down his canvas awning due to water pocketing and hold down lines being pulled from the ground.



**Elko, GA. Allan and Judy's campsite at Twin Oaks Campground with guard dog Rocky.**

Previously that afternoon Molly Bacon had held a club meeting and under “New Business” she reported that there is money in the treasury to have windshield molds made at an estimated cost of \$5,000. This is a critical subject for Ultra owners due to the unique design and shape of the windshield and the complete lack of replacements.

A number of fun and interesting events were planned for our final day. The “RV Crawl” is much like any car show where Ultras are viewed inside and out and voted by everyone for “Best of Show”. The afternoon included a tech session, ladies' events and a “scavenger hunt.”



**Two Ultra Vans at the Rally at Twin Oaks.**

Later, following dinner, Molly conducted a brief awards event for the “Best of Show” Ultra, Longest Distance Driven (by Ultra Van and non-Ultra Van), Hard Luck, and Oldest Member. The Browns' and Jones' both won Longest Distance, each category, and Bob won the Oldest Member (not really his most favorite award).

On the morning of July 11th, we left the campground and proceeded north to Newnan, GA, and The Chattahoochee Bend State Park. This was the only time, on the trip down and back, that I got into trouble at a Pilot Service Center and found it impossible to make the turn to exit the gas pump. This necessitated unloading the dingy car from its dolly, repositioning the RV and dolly, and reloading the car at a cost of about 45 minutes.

The State Park was beautiful and allowed us ample time to relax and prepare for the morning of July 12th when we would cover the remaining 32 miles to Peachtree City and attend the first day of the International Corvair Convention at the Crown Plaza Host Hotel.

The Hotel parking lot was small and shaded. But spaces were reserved for vendors, con-course participants and there was even an area for Ultra Vans. Sadly, there was only one, and it drew a steady string of spectators hosted by either Judy or Allan. Agnes spent much of the day with Molly Bacon at the downstairs vendor room in the main building. As an officer of the Corvanatics Club, Molly would remain there until the 16th selling club related paraphernalia.

By noon, the four of us were experiencing hunger pangs so we piled into the HHR and found a nice restaurant right down the main drag from the hotel exit. After returning, Bob and Allan took a walking tour of all the parking areas to check out the participating Corvairs that had checked in.



**Shaded parking at the CORSA Convention**

The following morning, we were on the road at 8:00 am. By traveling on more rural highways away from I-75, we were able to bypass Chattanooga and Atlanta to the east and ended the day in Lenoir City which is just south of Knoxville. A good run.

The remainder of our trip home was much more enjoyable with cooler, bright days, beautiful scenery and even included a rendezvous with Bob and Aggie's daughter Robin and her husband Jay at their vacation condo at Bryce Ski Resort in Basye, VA, where we dry-camped overnight in a beautifully maintained abandoned park belonging to the condo association. Though there were no obvious amenities such as power, Allan took notice of a small cement building housing “electricity” that we were able to tap into and enjoy electricity to power our air conditioners, etc. Thank you to the Association for a wonderful and pleasant stay.

Our final travel day (July 17th) began in Bristol, CT. We were looking forward to reaching home, but the Ultra Van had one last trick up its sleeve. On route 10, in Northfield, MA (a two-lane road with no apron or place to pull over) its engine suddenly died. With 4-way flashers going, I followed as the Ultra would start, run a ways and stall. Eventually, Allan determined that intermittent failure of the electric fuel pump was caused by a faulty switch under his instrument panel. By manipulating that switch, Allan was able to complete the 2,500-mile trip. Was it good to be back home? Oh, yea it was! Would I escort them again? Agnes and I aren't so old yet that we don't enjoy a good adventure.





**Index of Tech Tips published after the 2015 Tech Tips document**

31 tech tips have been published since 2015. Work is being done to create a new updated comprehensive document. Until that time, you can use this index to supplement. The newsletter volume listed will be a link to that newsletter on the website.

It is accessible here, <https://ultravan.org/wp-content/uploads/2022/10/Tech-Tips-unpublished-index.pdf>

**Editor’s sincere apologies for failing to publish earlier the following helpful tech tips from Tom Koprevich #211.**

TECH ARTICLE NUMBER: 2020-08      SUBJECT: **Front Spring Reference for early coaches**  
 UV MANUAL SECTION: 9-10              AUTHOR: Tom Koprevich #211

In Tech Tips 80-17 there is a reference to the rear springs, and I figured I would share what I found on #211.

The tag was still there and 3764408 was visible. I searched GM parts wiki and found all cars with these springs. Not that it really matters but figured I would share. Here are all the vehicles that this spring fits. It would be front springs.

- 60 Pass. (P.G. w/C.A.C.)  
(348) ..... 3764408 2 (gray and purple) (3019 lbs.) .....
- 58 Taxi, SDL., w/H.D. (6 cyl.),
- 59-61 Conv. w/P.G. (6 cyl.) (exc. C.A.C., Cool Pack),
- 59 Sedan w/P.G. (348) (exc. C.A.C.),
- 59 Kingswood (1st design) (exc. 348, C.A.C.),
- 59 Kingswood (348) (1st design) (exc. P.G., C.A.C.),
- 59 Sedan, Spr. Cpe., Sta. Wag. w/3-Spd. (283) (2nd design) (exc. C.A.C.),
- 59-62 Sedan, Spt. Cpe., Sta. Wag., w/3-Spd. (283) (2nd design) (exc. C.A.C.),
- 59-62 Conv. (8 cyl.) (2nd design) (exc. A.T., C.A.C., Cool Pack, 283),



TECH ARTICLE NUMBER: 2020-09      SUBJECT : **Front Shock Spring Perch**  
 UV MANUAL SECTION: 9-10              AUTHOR: Tom Koprevich #211

The front shock mounts on a spring perch has bushings that wear out. It is the same as the upper spring perch for a 62-67 Chevy II. Current part # is Dynacorn 1625U Coil Spring Perch Assembly Bracket, 1962-67 Chevy II



TECH ARTICLE NUMBER: 2020-11

SUBJECT: Tow Bar Brackets

UV MANUAL SECTION: 19-04

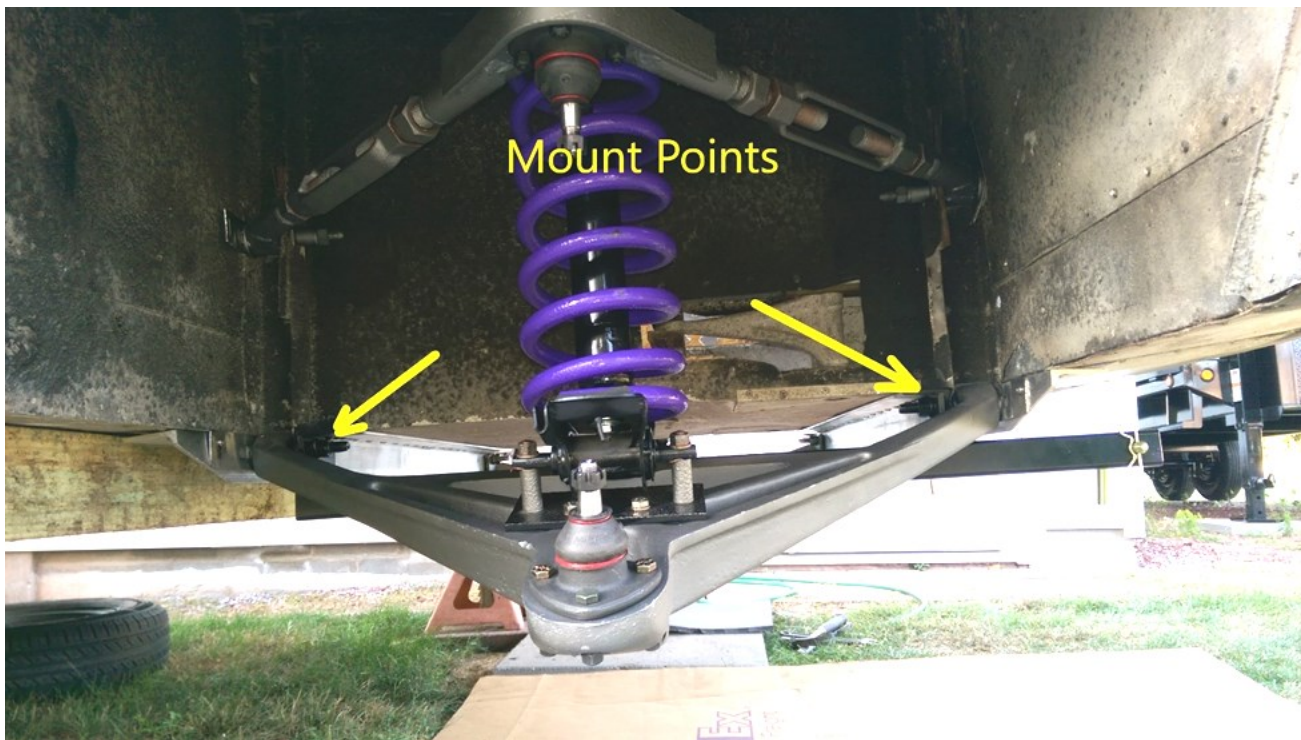
AUTHOR: Tom Koprevich #211

The tow bar I made is roughly based on Jim's towbar on #388 (2009-01 Ultra Van Two Bar). Mine is a bit different, I chose to pick up the inner points of the lower A-arms because it is a rigid point to pull from. When the bolts are tightened, it becomes a structural point in the suspension and allows a full binding of the inner toothed tube in the bushing, preventing it from rotating.

I used 3' long 1.5"x1/8" square tubing with 2" angle iron welded to the tube that bolts to the mount point. In the front of the tube, I put a reinforcing bushing welded in place to support the 1/2" thru hole. The rear bracket is 1/4" past flush to give a welding surface but keeps the full range of the lower A-arm. I found that I had to trim the outer edge of the bracket some to clear the A-arm.



To create the weldment, the springs must be removed from the suspension. I marked and drilled 1/2" holes in the angle iron and loosely bolted them in place. Next, I put the tubing in place using a jack to keep everything aligned before tack welding



(Continued on page 17)



(Continued from page 16)

them together. For the full welding, I removed it. I also placed a washer between the angle iron and the mounting surface so the brackets place all of its contact on the mount bolt area. There are rivets behind where the angle iron touches, and the washers keep the bracket from resting on the rivets and angling the bracket.



I will be fabricating the front part of the tow bar at a later time. My plan is to use a slip fit over the mounted bar with an a-frame design that I can disseminate and store under the UV.

### Remembering Ultra Van #395

By Don Pinnick – neighbors to the Casselman's in Fort Wayne, IN and friends with Dave and Gloria Beck #389

Ken and Treva Casselman bought the van about 1971. Ken subsequently built a storage shed on the back part of their property to house the van. He took great care of it the entire time he owned it up until, sadly, he passed away from cancer in 1985. Sometime after that, Treva found a new owner for the Ultra Van, and I then lost track of it.

Ken and Treva really seemed to enjoy their Ultra Van. As I recall they made several trips to Florida for example. One time, they took my folks and me for a ride, and I remember thinking to myself that it felt like we were riding on a cloud. Or at least that's what I thought riding on a cloud would feel like! Now granted, our trip was mostly traveling on a smooth, straight, level stretch of Indiana State Road 14 heading due west out of Fort Wayne. Nevertheless, the ride quality was superb.

I recall that Ken once told me that the Ultra Van manufacturer planned to come out with a 'successor model' that was to be powered by the Olds Toronado engine and drivetrain. I think it was to be called 'Tiara.' The big Olds engine was to provide much more power than the Corvair engine, of course. But I don't remember seeing or hearing more about the Tiara. I also seem to recall that there was talk at one time of re-engineering the Ultra Van with a small block Chevy engine, but I never heard any more about that idea.





**Miscellaneous Photo Gallery**

**#409 - Car shows, awards, dinner on the beach**



**#20 - Car show and an award**



**#509 - A stay at a museum**



**#222**



**#283 - A proud new owner**







**Contact Information**

**President**  
 Pat Jennings #409 562-328-3769  
 11142 Ranger Dr.  
 Los Alamitos, CA 90720  
[patjenningsdrums@gmail.com](mailto:patjenningsdrums@gmail.com)

**Vice President**  
 Joe Scalet 913-963-9754  
 36287 West 231 St  
 Edgerton, KS 66121  
[joe.scalet@gmail.com](mailto:joe.scalet@gmail.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**  
 Owen Strawn '25 316-208-4885

**Central Director**  
 Jerry Kramer '24 419-852-5720

**Western Directors**  
 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)

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**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
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Cloisonné Ultra earring set (post & wire)	\$7.00
Cloisonné Ultra charm	\$3.50
Ultra Van Coasters—2 designs	\$1.00
"Corvaire Powered" bumper stickers	\$3.00 or 2 for \$5.00
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Ultra Van Magnets (multiple styles)	\$1.00
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**Join Today!**

# 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.

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 2022 Quarter 1 - Jul 1 - Sep 30

Income—\$986.45, Expenses—\$472.53

### 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)