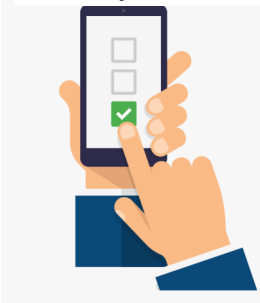
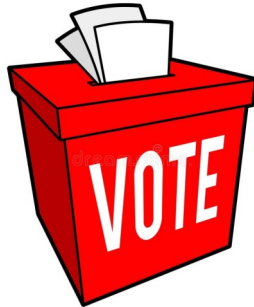


Whales on Wheels

Number 2



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



Ballot and electronic voting instructions on [Page 14](#)

2023

Ernest Newhouse Award Nominations (there were four separate ones for Molly Bacon)

- ◆ I would like to nominate Molly Bacon for the Ernie Award. I know that she has hosted the 2022 National Rally as well as the 2021 Central Rally. She has been a UVMCC member since 2014 and the Newsletter editor since 2017. That Newsletter Editor job is a HUGE effort and she has done an outstanding job with that. She has been the Secretary Treasurer since 2018. Due to the intense amount of effort and success she has shown the UVMCC, I believe she deserves the Ernie Award.
- ◆ Molly has performed duties above and beyond the required criteria for the Ernie Newhouse Award including multiple assists to members and nonmembers alike with acquiring and repair of coaches, helping with the history and tracking of coaches and is a "go to person" for the Ultra Van club for information. Her sponsorship of rallies and assistance with all events is always with great detail and with club interest in mind. Molly holds multiple offices including secretary, treasurer and newsletter editor and composes some of the finest and award-winning communications in the Ultra Van and Corvail community.
- ◆ I will nominate you Molly for being the voice of the club and keeping the association alive.
- ◆ I would like to nominate one, Molly Bacon, for the Ernie Award. She has served the Ultra Van community above and beyond. Therefore she is a perfect nominee!

INSIDE:

"2023 National Rally"
 "Rally Merchandise"
 "Ultra Van Sales"

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 "CORSA Convention"
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"Ultra Van Snow Disaster",
 "Miscellaneous"
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"About UVMCC"
 "Misc."

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"2023 Ballot"

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Time's awastin'

The National Rally is right around the corner. **Please make your campground reservations before May 1 or you might miss out on all the fun.** Remember, you don't have to have an Ultra Van to participate. You don't even have to stay at the campground. There are lots of accommodations within a few miles. **But, please let us know if you are staying offsite.** Don't miss out on all the fun, food, and camaraderie.



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

S1633 WI-23, Wisconsin Dells, WI 53965

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.



2023 ULTRA VAN NATIONAL RALLY AGENDA COUNTRY ROADS RV PARK, WISCONSIN DELLS, WI

Tuesday - June 13

Arrivals, Introductions and Socializing
6 P.M. - Host provided dinner



Wednesday - June 14

Coffee (k-cups), donuts & juice, waffle maker, and toaster
10 a.m. - Division meetings
Noon-ish - Club provided lunch
2 a.m. - Membership meetings
6 p.m. - Potluck dinner – Yankee Swap



Thursday - June 15

Coffee (k-cups), donuts & juice, waffle maker, and toaster
Noonish - Potluck leftovers
2 p.m. - Coach hopping
6 p.m. - Dinner on your own or order in pizza?
Bingo with prizes - Come and leave at any time



Friday - June 16

Coffee (k-cups), donuts & juice, waffle maker, and toaster
Sightseeing on your own or as a group - There are a lot of places to see and explore in the area including casinos.
6 p.m. - Banquet - Club provided meal
Awards & prizes



Saturday - June 17

Coffee (k-cups), donuts & juice, waffle maker, and toaster
Cleanup
Farewells





2023 National Rally merchandise

Order here: <https://www.cafepress.com/ultravan> **Not available at the Rally - order now!**



MORE COLORS AVAILABLE
2023 Rally Trucker Hat
\$11.00



2023 Rally Men's T-Shirt
\$22.00



2023 Rally Women's T-Shirt
\$15.00



MORE COLORS AVAILABLE
2023 Rally Men's Classic T-Shirt
\$26.00



MORE COLORS AVAILABLE
2023 Men's Long Sleeve T-Shirt
\$28.00



2023 Men's Polo Golf Shirt
\$23.00



2023 Women's T-Shirt
\$15.00



MORE COLORS AVAILABLE
2023 Rally Baseball Cap
\$15.00



2023 Rally 16 Oz Stainless Steel Travel Mug Mugs
\$22.00



MORE COLORS AVAILABLE
2023 Rally 15 Oz Ceramic Large Mug Mugs
\$15.00

2022 Ultra Sales compiled by Owen Strawn

- 602 - Richard Nelson estate to withheld - 10/3/22
- 257 - Mike Moreno to unknown - 8/18/21
- 353 - Ron Hinz estate to Edgar Perez - 7/14/22
- 367 - Phyllis Wilhelm to Brendan Guertin - 7/13/22
- 495 - Orlando Ramirez to Mark Husmann - 7/13/22
- 283 - Rueben Ezekiel to Mark Husmann - 6/30/22
- 514 - David McAlexander to Jay Reed - 6/26/22
- 006 - Harlan Olson to Gil Mangels - 5/21/22
- 315 - Howard Sproul to Chris Mance - 5/20/22
- 333 - Joe Scalet to Russell Nicolozakes - 5/1/22
- 537 - Norm Pheil to unknown - 3/21/22
- 309 - Pam Winings to Derek Farrell - 3/2/22
- 485 - Art Thompson to David Kraus - 2/20/22
- 201 - Jim Guider to Matt LaCoe & Sarah Cohen - 1/31/22
- 412 - Don Starr to Brandon Mundell - 1/24/22





News From the Prez

Spring is here!

Hopefully, it is warming up where you live. Here in California, we've had record breaking rain & snow. We have been working on #409 making it ready for the summer. I had to repair the left rear trailing arm turnbuckle that broke which was a bit involved. We are heading out today to the desert with #409 to do some camping and dirt biking with friends.

We have our National Rally coming up June 13th through the 17th and are really excited to get to meet members from the other side of the country.

Windshield update

Below is a quote we have received for new windshields. This is a \$24,550.00 project plus freight to get 20 windshield sets created and in crates. Individual sets in cartons.

5/16" Thick, clear annealed laminated safety glass, bent to customers irregular radius pattern, approximate block size: 48" x 22" + shape cut + seamed edges.

Activity	Qty	Rate	Total Amount
Molds Creation Fee	1	\$3250.00	\$ 3250.00
Glass pieces—one side	40	\$ 495.00	\$19800.00
Custom built crate	4	\$ 375.00	\$ 1500.00

Freight is on the buyer: The purchaser is responsible for any and all freight claims and freight charges.

Production time is 6-8 weeks. Rush is available.

If we order only 10 windshield sets, then the cost per piece goes from \$495.00 to \$619.00 per side. This quote is from a highly reputable company. Our next step is to decide how to fund this project, and where to locate the windshields and then ship them to those that need them.

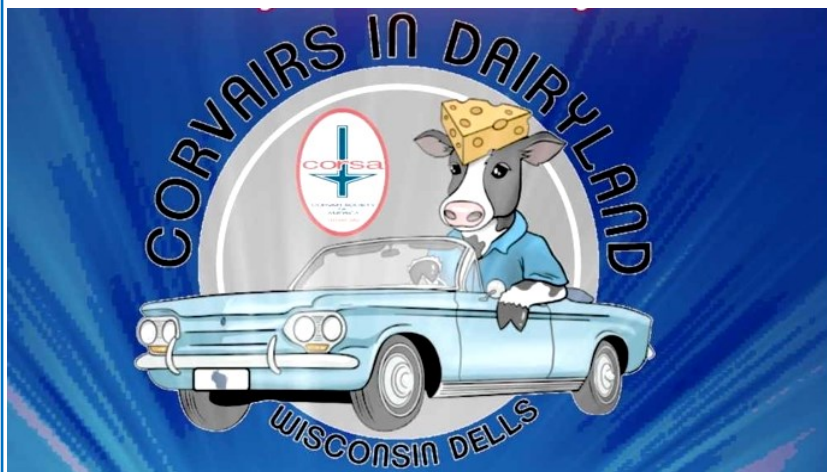
Suggestions??

Pat

2023 Roster included with this newsletter.

A link to an electronic copy was included in the email for this newsletter. All mailed memberships had a printed copy included in the envelope with this newsletter.

If you want a printed copy of the 2023 Membership Roster it can be obtained for \$4.00 plus shipping from the website merchandise shop here, <https://ultravan.org/ultra-van-club-merchandise-shop/2023-membership-roster-booklet-only-available-to-current-members/>



2023 CORSA International Convention

Only 8 miles from the Rally

June 19-24

Chula Vista Resort

1000 Chula Vista Pkwy
Wisconsin Dells, WI 53965
(844) 240-4922 and use
booking code i79431



WELCOME TO OUR NEW MEMBERS

Normandy, France

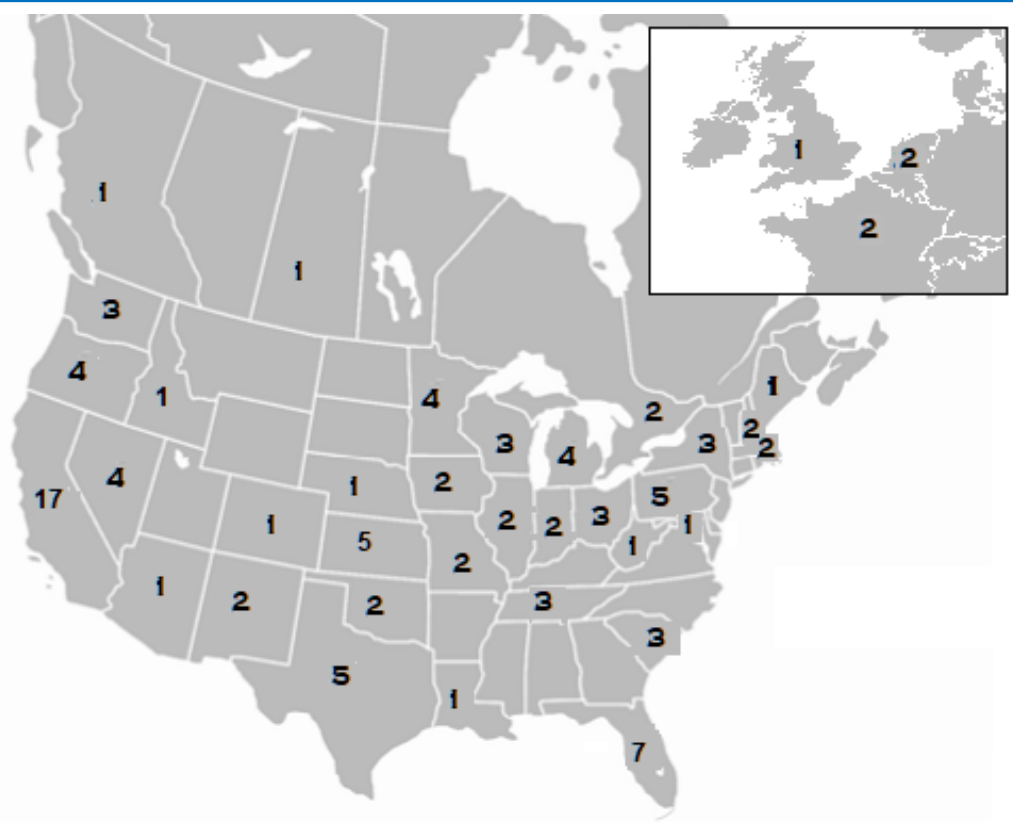
Thibault Grimaldi #374

WELCOME BACK SINCE 2006

Ohio

Michael Volz #343, #487

UVMCC currently has 108 members



Short Reports

Bits of information from our members



Chris Brown and Molly Bacon #328

Turkel is anxiously waiting for spring. But, just when it officially becomes spring and things seem good, we get this. I sure wish it was an April fool's joke. Now, to wait for these few inches to melt and then the soggy ground to dry before Turkel can stretch his legs (tires) and come up for his differential transplant.



Jay & Peggy Reed #514

I received the new shift cable and will install it at the end of May when we can work on the Ultra Van outside as I don't have a protected garage available. Also, I plan to change out hoses and belts and work on interior renovation. There are problems to deal with including the front tires rubbing plus getting the Ultra Van registered in Illinois from California. The current title says SALVAGED and that has been a problem. Good news- it is running, and I have taken it on a short test drive. I doubt I will have it ready for the June Rally, but I do plan to come and meet everyone.

Ken Mitchell #503

I am about to start my restoration of #503 next week.

Steve & Laura Lemke #409

We have been making good progress on #247 and we started ramping up the project shortly after the rally.

Dad was trying to save weight, so he decided to use thin laminate panels to cover the walls, but this proved to be a poor idea as they started to warp and crack. I searched for a lightweight alternative and found 1/8 underlayment panels at Home Depot which looked pretty good with just a coat of polyurethane and were flexible enough to even make the curves under the dash.



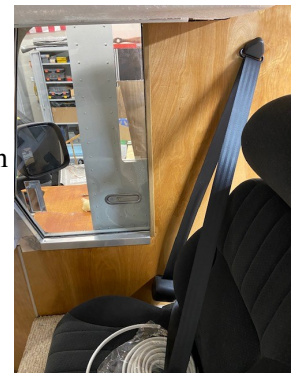
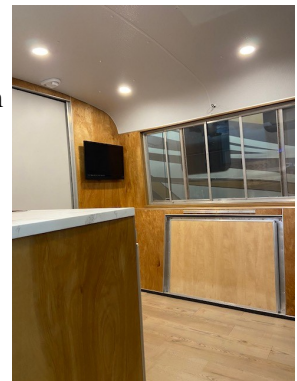
I reinforced the walls near the seats and have added 3-point seat belts for safety.

We installed a magnetic pickup for the speedometer but had problems with the signal dropping out due to misalignment of the rear control arm and half shaft during suspension travel. The fix was a GPS speedometer drive from Autometer.

The hydraulic throttle actuator we installed was problematic at best and I never trusted it and fixing it on the side of the road would have been difficult, so we went back to a throttle cable and a surface mount accelerator pedal from JEGS.

Since the coach was going to have hand controls, we installed an electric over hydraulic power brake system. After two master cylinder failures I've decided to scrap it and have gone back to a manual brake system with front disc brakes.

Dave Beck and I were talking about a warning system if the cooling fan stops turning which seems like a really good idea, so I have installed a pressure sensor in the fan



(Continued on page 8)



(Continued from page 7)

shroud with a warning light/buzzer in the dash if that happens.

Now the fun really starts. We got all of the modifications completed, I started the coach up to take a test drive and had a lifter clacking, which I have never heard before. Shortly after that it began to misfire and started making some really awful noises. Further inspection revealed a dropped valve seat on #2 intake valve. I knew I wouldn't have time to repair the motor and finish the inside in time for the rally so Michael LeVeque to the rescue. New valve seats, polished the crank and some fresh bearings and we we're back in business, or so I thought. I was getting ready to reassemble the driveline and noticed the torque converter bushing was shot as was the shaft on the differential. Clarks did not have the shaft in stock, but Michael did! Well, as long as we are in there, we are going to install a set of 3.89 gears in hopes of being able to climb the Tennessee hills a little better. I decided the 57-year-old transmission might as well go too so I have ordered a replacement from Clarks.



Laura and I are still planning on having the coach at the rally in June. The inside should be mostly complete, and we are hoping to at least have the outside in primer. We have already made reservations and the worst case is that we will be there with an SOB (some other brand)!

Dave and Gloria Beck #389

The first drive of the year for our Ultra Van #389 was March 15, 2023, which was a sunny dry day here in central Indiana. This would be the first 220 miles we would drive following our tow home from Tennessee last October after dropping the #5 intake valve seat. It would also serve as a celebration, of sorts, for our 49th anniversary the following day. It is always a breath of fresh air to get out and do something a little different long about this time of year while waiting for true Spring weather and this day trip was no exception with many smiles, picture taking and thumbs up from passersby. We also had some interesting Corvair stories from people as we stopped at Amish meat markets, diners, and gas stations. We chose a route through southern



Indiana which had some rolling uphill roads, some interstate, and some county roads in preparation for the trip in June to the Wisconsin Dells Ultra Van National Rally and following CORSA Convention.



Amish twinkie - fantastic!

The newly refreshed engine, differential and power glide all seemed up to the task as before, however, as usual there was an unusual happening with the right front shock absorber becoming disconnected from the upper mount. This caused the need to drive slower and some harsh sounds with every dip in the road. The good thing was repair could wait until we got home but requires removing the front seat for access, not the end of the world and fortunately no damage to the shock which would require removing the coil spring if the shock needed replaced.

I have never had a cylinder head temperature gage before so I installed a dual instrument with thermocouples on each head, one in the #1 area and the other #6 area where the factory sensor would normally be. The "J" type thermocouples were meant to go under spark plugs but mount well with a bolt holding them in place. It has been quite interesting to see just how fast that temperature changes going up at highway speeds and quickly down in city driving. Thanks to my friend Chris Brown #328 for the idea and providing the thermocouples.



Safe Travels,

Dave & Gloria Beck, Brownsburg, In.



ULTRA VAN PART IV

by Allan Jones #339

The late winter and spring of 2022 I worked many hours preparing the Ultra Van for paint. I replaced the panel in front of the driver's side bedroom window because it was dented



and had a hole in it. I stripped all the paint off the top down to the belt line with airplane paint stripper. It was a nasty job, but it saved me from sanding around the rivet heads which I did a lot of front and rear. On a lot of the lower body, I used the stripper on the rows of rivets. The most time was spent on the four fiberglass corners of the body. The rear was the worst and took the most time

sanding and filling. It seemed like a week on each one and I should have spent more

time for sure., I had a little near disaster when I had the local welding shop try to patch a hole in the rocker panel outside the bathroom. He didn't notice that a piece of foam rubber had dropped down from the wall, and it caught on fire. Fortunately, he had a hose handy and put it out right away but not before it warped the panel and did paint damage in the already completed bathroom. Thanks to my wife, she got the bathroom cleaned up and repainted while I continued prepping the body for paint. The fire happened 5/24/22 and we were leaving for the Ultra Van Rally on 7/3/22. I only had nights and weekends to get it painted until I started my vacation in the middle of



June. By the last week of June, it was in primer and ready to paint. On Saturday afternoon, the 25th I brought the Gene telehandler home from work. My good friend Roland Martel, who was a body shop manager at Grappone's Ford in Concord, NH for years plus he worked at Knoxland Equipment painting for us, had volunteered to help me paint it on Sunday morning. It was supposed to be a nice cloudy day in the 70's. I asked him if he wanted to paint the roof or run the handler. He said he would paint and let me run the handler. So, we started after 10 am with me mixing the paint and running the lift while he did 90% of the painting. I painted mostly the lower parts laying on the ground. Unfortunately, when we started painting the roof the sun came out and it was too hot to paint. So, I backed the Ultra Van under the trees in the shade. Then the wind came up and blew stuff out of the trees, but considering everything it came out well.

So, I had one week to get it back together to make the trip to Elko, GA by Wednesday. It was ready for the trip minus the two Minnesota Mining Gold Stripes. We let the paint dry while Judy, Rocky and I went to the Nest & Rest Campground in Thetford, VT for a trial run camping before we headed for Elko, GA. It went great! We headed back home. I put the stripes on and loaded things for Elko. We left out early Sunday morning with the Browns in chase with their 23" Class C Camper, towing a Chevy HHR.

Ultra Van Part V

When I retired on December 31, 2022, I had two semi major jobs left to do on the Ultra Van. When we drove it to GA last summer, I found out it needed front shocks. I had bought them last fall, which were easy to get since they are the same as the Chevy II or Nova. I dreaded starting the project because the shocks are inside the coil springs which are bolted along with the upper shock mounts to an aluminum housing that's part of the unibody and not removable. But to my surprise when I got my courage up in February to tackle the project, I jacked the front of the Ultra Van up, borrowed Bob Brown's spring compressors and took the passenger side apart and I was amazed! The 4 bolts on the spring and shock came out like they were put in the day before; the treads were perfect. The lower mount for the spring

(Continued on page 10)



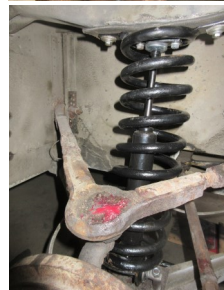
(Continued from page 9)



and shock had a rubber bushing in it and being 56 years old I got to thinking that I should replace it while I had it apart. I ordered the new spring mount with new bushing from a speed shop in CA which they claimed was in stock, but it took the best part of a month to get. This gave me time to tackle my next project on the Ultra Van refrigerator which will be in my next article. So, by the time the new spring mounts arrived I had all the components blasted and repainted that I had taken out. I was ready for assembly, and it went quite well.



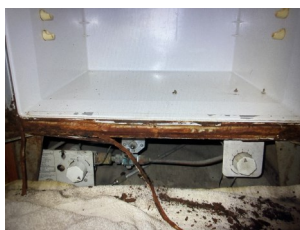
After that side was finished, I went to the driver's side. That side was a different story only one of the bolts came out almost as easily as the passenger side. Two of the next three came out after lots of heating and PB Blaster penetrating oil and one had a piece of aluminum thread on it, which was not good. The third bolt broke off, but it was through a 1" spacer so I removed the spring and shock assembly. Then I could get at the bolt much better with heat, so I heated it up cherry red, let it totally cool and used my stud remover and it came out



with an aluminum thread also. I ran a tape through the three holes in the aluminum to clean them out. I installed a new bolt which seemed loose to me, but I decided to use Red Loctite on those three bolts. Of course, I used new grade 5 bolts on both sides, torqued to specs, so the ones with the red permanent Loctite will have to be heated to remove. I haven't driven the van since, but it should be fine.

The Refrigerator Project (While I was waiting for front end parts)

The front sill that the bottom of the door seals against was totally rusted out. I had used Gorilla duct tape against the foam insulation on the trip to GA and it seemed to work fine. But to finish the restoration I knew it needed to be finished in steel like the original. Before I started on the shocks, I analyzed how I could weld a new piece in to make it like new and I really got discouraged because of two things.



One was that I would have to remove the original carpet to remove the refrigerator and, I would have to remove the plastic lining of the refrigerator before I did the welding. So, I decided to fix it in place with new metal and my old friend JB Weld. With a Dremel tool small cut off wheel I proceeded to remove all the rusted parts of the refrigerator's front frame. I then took measurements and the small, rusted pieces to Mike at Merrimack Sheet metal. He made me a new sill frame piece and short pieces of the side frame out of galvanized while I waited. When I got the pieces to fit the frame that weren't rusty, I welded the short piece of the side frame to the bottom sill. I had taken two pieces of sheet metal and made 2 strips about 3" long to fit inside the frame channel. I used the Dremel to grind the inside of the original frame and used the JB Weld on the two strips plus I used a good amount of high-quality



(Continued on page 11)



(Continued from page 10)



silicone between the insulation and the frame. I used the door to clamp the frame in place. I waited 16 hours. The next day I opened the door, and everything was solid.

I skim coated the joints with body filler, sanded it, then primed and painted it. Also, the bottom shelf was missing so I made a new one for it. I found one in an old refrigerator which I was able to narrow and shorten to make it fit.



By then the parts had come in for the shock and spring mounts, so my attention shifted back to the Ultra Van.



ultravan201 Last week's late season storm dropped over 38" here in 24 hours. Before we could get out to get the snow off of her, UltraVan 201 had a collapse! We have to wait a bit longer to be able to get to her and assess how bad the final damage is. We're hoping the glass is still intact under there and we're preparing ourselves to have to have new ribs and walls fabricated.



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>

CLARK'S 50TH ANNIVERSARY

Thanks to the support of 1,000's of Corvair owners over the last 50 years. We continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year - Joan & Cal Clark



SPECIAL SALES EVERY MONTH - we'll send a list by email (if you have signed up) or check our website sale section

FREE 50th MEMENTO GIFTS with your first order in 2023

LIST YOUR CORVAIR OR SPARES FOR SALE
For all of 2023 we will list it on our website at **NO CHARGE**- check website (Corvairs For Sale)

CLARKS CAR SHOW & PARTS SALES - See our 2023 supplement or website for more details. Tours including the Upholstery Dept and a slide show by Cal. Parts on sale!
SEPT 16, 2023 - rain or shine

2023 SUPPLEMENT- On our website or as a hard copy - many new repros & updates.

INTERNATIONAL CORSA CONVENTION
Wisconsin- June 19 - June 24

We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello.

CATALOG-over 450 pages, \$8 postpaid USA, free with an order
Clark's Corvair Parts®, 400 Mohawk Tr, Sherburne, MA 01370
413-625-9776, Fax: 413-625-8498

www.corvair.com email: clarks@corvair.com



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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!

Molly Bacon, 989-246-8046, mollybacon@yahoo.com

Patty Mello, 541-926-2631, nanapatty1951@hotmail.com



Item	Price
Club badges	1st one <i>free</i> at a rally or \$2.00 for a replacement
Miniature Cloisonné Ultra pins	\$5.00
Cloisonné Ultra earring set (post & wire)	\$7.00
Cloisonné Ultra charm	\$3.50
Ultra Van Coasters—2 designs	\$1.00
"Corvaire Powered" bumper stickers	\$3.00 or 2 for \$5.00
VIN # plates (blank)	\$3.50
Ultra Van Magnets (multiple styles)	\$1.00
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)	\$4.00
Window decals UVMCC with Ultra	\$1.00
100,000 Miles Club plaque	<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: Prior Rally t-shirts Tombstone Rally magnets	Big Sale \$5.00 \$.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

Join Today!

Founded in 1969, **CORSA** is a 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 2022 Quarter 3 - Jan 1 – Mar 31

Income—\$600.00, Expenses—\$552.02

Whales on Wheels (WOW)



is the quarterly publication of the Ultra Van Motor Coach Club, Inc. (UVMCC), a chartered chapter (#008) of the Corvair Society of America (CORSA). Incorporated in 1967, UVMCC is dedicated to the preservation, enjoyment, and use of the Ultra Van, a 22 foot, unique motor home, which was designed by David

Peterson and built in Kansas until 1970. About 365 units were built.

UVMCC is open to anyone with an interest in Ultra Vans. Annual dues are \$5 for an emailed newsletter and \$15 for a mailed newsletter. Application and payment can either be made online with PayPal at <https://ultravan.org/ultra-van-motor-coach-club/> or make checks payable to Ultra Van Motor Coach Club and mail to the treasurer at:

UVMCC, 5425 Morrow Rd., Gladwin, MI 48624

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor by the 15th of March, June, Sept, and Dec. Send newsletter submissions to WOW by email to the Editor, Molly Bacon, uvmcc_membership@yahoo.com

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

Ultravan345@Yahoo.com



2023 UVMCC Ballot

Ballot is for both members of a household

Write-ins welcome (except the Ernie Award)

President is a two-year term and not up for election until 2024

Vice President (1 year term):

Joe Scalet (incumbent) _____

Secretary (1 year term):

Molly Bacon (incumbent) _____

Treasurer (1 year term):

Molly Bacon (incumbent) _____

Western Director (3 year term):

Chuck Hanson _____

Newsletter Editor (1 year term):

Molly Bacon (incumbent) _____

Ernest Newhouse Award (no write-ins allowed) Nomination details on [page 1](#)

Molly Bacon _____

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

Go to <https://ultravan.org/2023-ballot/>

or

mail this ballot to UVMCC, 5425 Morrow Rd, Gladwin, MI 48624 (Please mark “ ballot” on the envelope)

Mailed ballots must be received before June 1st

Ballots can also be turned in at the Rally, but no blank ballots will be available.