



Whales on Wheels

2025

Number 1

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



Member Recognition for 2024

Members for 30 years

Jerry & Mary Lou Kramer
Nancy Pratt

Members for 20 years

Eric Kirven
Vince & Julie Rohr

Members for 15 years

Randy and Cheryl Gilchrist
Robert Langdon

Members for 10 years

Chris Brown & Molly Bacon



Members for 5 years

Britton Harrison
Chuck Hoppe
Jon and Nicole Robere
Dave & Chris Bettini
Jeff Stonesifer
Marisa Brunner

Ted and Pat Malo
Steve Rasmussen
Allan & Judy Jones
Jamie Cheek
Michael McKeel

Don't forget to send in your nominations and bylaws suggestions!!

These items are needed by the end of March or sooner.

Bylaws

The Board is asking for suggestions for bylaws revisions. Find the bylaws document on the website, <https://ultravan.org/wp-content/uploads/2022/07/2022-bylaws.pdf>. Please send suggestions or comments to the Secretary at uvmcc_membership@yahoo.com. The suggested revisions will be published in the next newsletter and voted on at the National Rally membership meeting.

Ernest Newhouse Award

Nominations for the Ernest Newhouse Award **MUST** be submitted before the ballots go out in April. There are NO write-ins. Check the bylaws (see link above) for qualifications or contact either President Ken Hand, vairmech@aol.com, or Secretary Molly Bacon, uvmcc_membership@yahoo.com, with questions or even if you are thinking of someone to nominate but are unsure whether they qualify. We will gladly work with you.

Annual Elections

Nominations for Vice President, Secretary, Treasurer, Newsletter Editor, and Eastern Director also need to be submitted to go on the ballot. These positions can have write-ins. Submit any and all nominations or questions to uvmcc_membership@yahoo.com. A ballot will be in April's newsletter.

Any of these items can also be mailed to: UVMCC, 5425 Morrow Rd., Gladwin, MI 48624

NATIONAL RALLY~LATEST SCOOP

The 2025 National Rally will be held the furthest west it has ever been. In fact, before our bylaws were amended a few years back, it was not even possible. The location chosen for the Rally, Pismo State Beach Oceano Campground, covers miles of beach to walk or drive on and you will be able to do both during our time together as we are steps from walking trails and the beautiful Pacific Ocean. Plenty of time has been built into the agenda to take advantage of the amenities offered in this area, even enough time to explore beyond the beach, if you can drag yourself away from it.

Not far from our campground is Pismo Beach with its Monarch Butterfly Grove, Golf Course, Pismo Lake Ecological Preserve, and the Pismo Beach Premium Outlets to say nothing of the many restaurants are scattered throughout the three cities of Oceano, Grover Beach and Pismo Beach that surround us. Mid-May brings you almost 14 hours of daily sun so there should be plenty of time for you to see all the sites during the daytime hours.

If you choose to venture further afield from the three coastal towns around us you can take in the Avila Hot Springs on the way to Morro Bay, or the dozens of wineries between our location and Paso Robles, forty-seven miles to our northeast. Sample responsibly!

For you serious club members, there will also be the more formal part of our time together as you can see from the agenda. Our Regional and National Meetings will be held. We will have a welcome dinner, continental breakfasts, potlucks, tech talks and we will get to see and hear about two of the more "modern" Ultra Vans. Jerry and Patty Mello will be about and showing what they have done with the last Ultra Van built and Chuck and Cyndie Hanson will be showing off their converted Whale (a mid-engine Subaru under the bonnet and the completely upgraded rear suspension).

If you have not made your reservation, I would URGE YOU TO DO IT NOW!!!!!! There are very few sites available at our current campground and you may have to book two different sites during the week if you get one at all. Here is the website you must use to book your site; <https://www.reservecalifornia.com/Web/Default.aspx>. Feel free to call Carl Jones at 253-988-2275 and he can walk you through the website to help you book your site.

Co-hosts: Carl & Fran Jones, Pat Jennings & Marisa Brunner, Jerry & Patty Mello

UVMCC National Rally

May 12 - May 16, 2025

Tentative Agenda

Monday, May 12	Arrival Day	Socializing and Hosted Dinner
Tuesday, May 13	8:30 AM	West Coast Continental Breakfast
	10:00 AM	Coach Tour and Tech Talks of "New Ultra Vans"
	Noon	Lunch on your own
	1:30 PM	Games, board but not boring!
	3:30 PM	Beach walking, unguided and on your own
	5:00 PM	Potluck Dinner
	6:00 PM	Games with prizes
Wednesday, May 14	8:30 AM	West Coast Continental Breakfast
	10:00 AM	Regional Meetings
	11:00 AM	National Membership Meeting
	Noon	Potluck leftovers
	1:00 PM	On your own to explore the area
Thursday, May 15	8:30 AM	West Coast Continental Breakfast
	10:00 AM	Tech talks and Coach hopping
	Noon	On your own
	5:00 PM	Club Hosted Dinner on the Beach
Friday, May 16	8:30 AM	West Coast Continental Breakfast and Goodbyes

Attention New Location—San Luis Obispo



2025 CORSA INTERNATIONAL CONVENTION
MAY 20-23, 2025 — SAN LUIS OBISPO, CA

Hosted by Central Coast CORSA



Participating Chapters



2025 CORSA International Convention

Embassy Suites Hotel, 333 Madonna Rd., San Luis Obispo, CA

Begins the Tuesday, May 20 after the National Rally ends on Friday, May 16. Located less than 30 miles from the Rally campground.

Convention hosts prepared RV and camping information, https://668ea555-e6ab-484b-a334-b5a4443fdc65.filesusr.com/ugd/dd2bae_da197030f2704534aaa1aed128c2a8dd.pdf



Ultra Van National Rally 2026

Even though you think it's early, it's definitely time to think about the 2026 National Rally.

Anyone or group can host a Rally. But, the location rotates and coordinates with the Corsa Division where the CORSA Convention is being held. (The included states are listed in the bylaws, <https://ultravan.org/wp-content/uploads/2022/07/2022-bylaws.pdf> starting on page 5)

For location and dates, there are two choices: it can be held either within a day's drive (~200 miles) and right before or right after the CORSA Convention, which will be at Gettysburg, PA, June 22-26, 2026 (Eastern Division). Or, if you chose not to follow those parameters, it still must be located in the corresponding CORSA region (but anywhere), BUT must not be earlier than August 15 nor later than October 10.

There are several experienced former Rally hosts to provide advice and answer questions, plus a detailed set of guidelines to use.

Keep in mind, the dates and location must be published nine months before the start of the Rally.

News From the Prez

Hi Everyone,

All of us in the frozen North have all our play toys put away until warmer weather. And then -----

WINDSHIELDS ARE IN PRODUCTION NOW! More on them below.

The National Rally out in California is rapidly going forward and hopefully you have your reservation in. Check with Carl Jones for last minute possible spots! There is more on the Rally on [page 2](#).

Other than that, not a lot extra has been happening on the management side of the club. We do have two Ernie nominees, but we are always looking for more who are qualified. If you aren't sure, just send it along and either Molly or I will work with you.

We also need people to run for director. If you have any inclination that you want to get involved and help, please put your name in the hat, so to speak. You can send it either to me or Molly directly. If you want more information about what that entails, give me a call or email.

Don't forget—hosts and planning are needed for the 2026 National Rally, see [page 3](#).

Ken Hand – UV #398 – vairmech@aol.com

Prez of the Ultra Whales!!!



Windshield Update

They are in production!!!

It's been almost a year now since we took orders and now the moment is almost here. Thanks for everyone being so patient.

I hope everyone has provided up-to-date shipping information to the club. I know I asked for it not too long ago, but it never hurts to check again. When I have ETA's back, I'll let you know. They are doing them in weekly small batches.

The club will be charged for and will pay the shipping initially to make sure nothing gets delayed. There is a spreadsheet of what everyone paid and the actual costs after some additional discounts were given. Those will be credited towards your shipping costs. Finally, you will either be invoiced for a balance or be sent a check for your overage. Both will have an itemized statement included.

Please read on [page 5](#) for Chuck Hanson's Tech Tip on windshield installation.

Everyone will receive a new UVMCC window sticker for your new windshields.



Not sure how many members visit our website, <https://ultravan.org/>, but here are some stats on it's usage for Dec 15-Jan 13 compared to the previous month.

704 sessions - down 1%, 1370 page views – down 1%, 1minute 19seconds - average session length –up 6%, 97% are new visitors, most popular day – Monday, most popular time – 8pm, 62% mobile use

Top pages for this period: [Ultra Vans for Sale](#), [Ultra Van Brief History](#), and [Home](#)

TECH TIP NUMBER: 2025-02

SUBJECT : Windshield Installation (CGC windshields)

UV MANUAL SECTION: 01-05

AUTHOR : Chuck Hanson #460

The key to a good windshield installation is finding an installer with experience in curved gasketed glass. Newer windshields are simply set in adhesive, and less experienced installers will have difficulty with Ultra Van windshields, so be sure and pick a company with a skilled installer.

If you choose to do the job yourself, we have a couple of good Tech Tips, the most recent by Norm and Brenda Standal, Tech Tip number 2015-07, detailing their procedure on UV480.

Remember, if doing this yourself, patience, planning and 6 hands if you have them will make it a success.

Norm's installation used the uncut full length all corners curved glass using a narrow center piece set in silicone.

Originally, the factory took the full-sized Step Van style of windshield and cut them down from to be used with an approximately 26-1/2" x 22" tall center piece. This was held in place vertically with an assembly of rubber and stainless-steel strips, held in place with machine screws and nuts. I believe many Ultra Vans are still using this technique. Quite a few cracked after replacement, as the glass must not lay up against the screws as this will crack the glass panels.

The best advice for these new style windshields is to get the curved side panels installed in their permanent position in the perimeter gasket, then measure the center space allowing for clearance from the screws. Note: Each install will be slightly different, so the center glass does not always fit back in perfectly. Fortunately, it's flat glass and can easily be made to order by your glass installer.



I had issues with my windshields trying to dislodge themselves at high speeds many years ago, due to some irregularities in my coach. So, I devised another option. I took some 1/4" x 1/4" glass gasket, CRLaurence part number AS-1488, and installed it in place of the metal strips and put screws at the two vertical joints. I then cut some 1/2" x 3/4" x 1/2" 1/8" thick aluminum C channel, painted it flat black, and put the two pieces in place behind the rubber, inside the coach, and attached them to the structure top and bottom with small brackets.

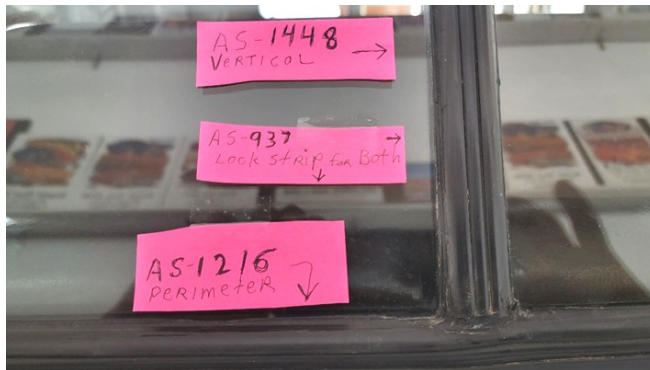
I did this many years ago and have had no problems since.

Here are the part numbers for the recommended gasketing, which is made by CRLaurence Co. and is available at DKHardware.com , RestorationSpecialties.com and others.

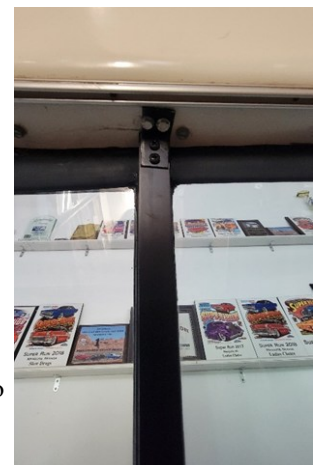
Perimeter: AS-1216

Lock strip: AS-937

Optional one-piece perimeter: AS-1522



All come in 50-foot rolls, which will do two complete windshield perimeters. The center gasket requires six feet of part# AS-1488 per Coach and the same locking strip. You may be able to buy smaller quantities.



My hat goes off to "The Unsinkable Molly Bacon", who has taken on the huge task of arranging all the financial and shipping transactions on this journey, and thanks to all who ordered 111 pieces of glass, which made the whole thing worthwhile.

HAPPY GLAZING!!!

Welcome to our new members

Georgia

Bud & Michaelle Seymour #540

A printed copy of the **2024 Membership Roster** can be obtained for \$4.00 plus shipping from the web-site merchandise shop here, <https://ultravan.org/ultra-van-club-merchandise-shop/2024-membership-roster-booklet-only-available-to-current-members/>

UVMCC currently has 92 members



Short Reports

Bits of information from our members



Anonymous

Here is an encouragement letter to all so they will join us in May, with or without a coach.

[ed. There is no requirement that you have to have a finished or running coach, or even own a coach at all, to attend any Ultra Van or vintage trailer event. Come, you'll have fun and get lots of advice, ideas, and maybe even some motivation!!]

There are a lot of guys who have started projects on their UV's and got burned out. So, they just sit, and often don't enjoy rallies or camping tours with others.

Suggestions:

1. Make a list of what you must do to make your UV drivable and safe. That is all that counts to start.
2. It also helps you mentally if you clean it up, at least some.
3. Do you need anything, both advice and/or parts? Put your requests to the club. Join either/both Facebook groups, Ultravan Tech Talk or Ultravan Owners, or email the club office, uvmcc_membership@yahoo.com.
4. If you need to order parts, do it now.
5. Get the UV ready for the parts you are expecting. Don't waste time.
6. When the parts arrive, go to work, and don't stop until that phase is finished.
7. Once you start, keep going. Again, the key is drivable and safe. Put the cosmetic things on last.
8. If possible, divide the work with someone. Example, one could concentrate on the galley or cosmetic work while the other works on something mechanical.
9. After it is drivable and safe, make sure you have a comfortable bed. That seems to kill a lot of owners' love for their coach when they don't have a comfortable place to lay their body, especially after a long drive. Nothing else much matters. Bring or buy some nice comforters, soft sheets, and good pillows. A new mattress or even just a thick mattress topper can make all the difference (experience speaking now).
10. Quit talking about all the work you have to do and get in there and start it.

And when it's complete, you'll enjoy all the compliments and thumbs up you get from strangers on the road. We're looking forward to seeing you in May!!

Charles Jasmer #458

Forty-five years and counting.



Larry Forman & Rosie Walker - #497

Hi Everyone,

I just was sent this killer deal on a Lithium Iron Phosphate battery 100 AH and only 22 lbs. AND 10-year warranty. I am considering purchasing one for the Ultra Van engine starter battery to save weight and for the long

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(Continued from page 7)

warranty. Complete with over and under temperature protection. Group 31 battery case. Maximum discharge 100A continuous. Maximum charge current 50 Amps, 20 Amps optimum.

Here is the link:

https://hqsolarpower.com/12v-100ah-lifepo4-lithium-iron-phosphate-battery/?mc_cid=6870598c71&mc_eid=9637688c4e

Larry sent this a couple days later:

I decided this was just too good an offer to not take advantage of. My HQST 100AH 22 lb. battery only cost me \$164.24 including a 10-year warranty. They let me know that I can share my link that will save anyone 5% or ordering from them with that link. Note that they do not charge for shipping these batteries. Please let me know if you are thinking of purchasing something from them, as they have several solar items on sale. If you do use my link, I get 4% for referring you.

Then a couple more days later from Jerry Mello:

This looks like a great deal for house batteries, but it doesn't look like it was meant to be used as a starter battery or to be recharged from an automotive alternator.

(Tech Editor note) Not all LiFe (lithium iron) batteries are suitable as automotive cranking batteries. Be sure to check with battery supplier.

Jon Dilks & Leah Yancoskie #327, #549

After we rehabbed much of her exterior with fresh aluminum and considerably less lumpy fiberglass repair, #549 (Lily) is now in the hands of a professional for some engine and electrical work. We made a connection with a guy who was thirsty for some older tech: none of today's digital stuff. We told him we had a big tin can with a V8 in it, if he'd like to take a look. He's on the job, results pending. Bonus: fresh windshield on the way! Got a call from Jeff at the Corvair Ranch - literally as we were driving along with the flatbed to drop Lily off - to coordinate bulk shipping on our orders. Go team Ultra!



Dave & Judy Fox #486

Steering: I have been fighting it and wondering about it for a couple of years now. I've been under it trying to find something loose or worn but didn't find anything. I did find a couple of shocks leaking so this spring I replaced all shocks but that didn't help. So, I went to the manual again. I removed the floorboards that were over the steering gear box and could see the gear box was twisting a little. So back to the manual. I found there were a couple of fixes in there. I came up with



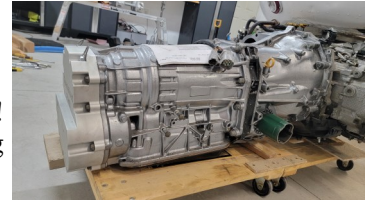
an idea to put a piece of aluminum angle and 2" exhaust clamp on the right side of the gear box housing where the shaft comes out to stop the twisting. Now everything is good.

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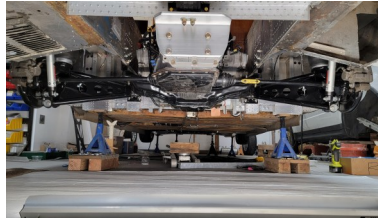
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Chuck & Cyndie Hanson #460

The work on The Whale #460 drivetrain swap is finally starting to come together! The structural revisions are complete. The suspension, including modified trailing arms with Subaru brakes and wheel bearing assemblies are in. Modified Subaru



the
are



I just got the adaptors for the brake lines and fuel lines made up today by the Parker Hose guys, so the low- and high-pressure pumps are ready to install, as well as the new brake lines, including line lock for the fronts....

Next steps are the radiator, which will be a custom build by Motor Mission in Las Vegas, and the rebuilt wiring system and computer controls, by AGT ENGINEERING in Australia, which are all here and ready to go.

Then, a thousand other details, and I expect to make it to the National Rally in Pismo Beach in May!

Mark Husmann #283, #495

I found these items while spending the holidays with my Dad.

(Remember, Mark is Dave Peterson's grandson.)



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 Sales Office Phone No. 333-662-0889
 1250 N. 17th St., Box 1700
 Tampa, FL 33613

Send complete literature on:
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 TARA ☐

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We have been introduced to the
 ULTRA and TARA and give a demonstration to
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ULTRA, INC.
 Sales & Service
 181 West 100 Street
 Hutchinson, Kansas 67501

QUICK ACTION RETURN CARD

To the President
The ULTRA-VAN Corporation

Date _____


☐ Yes, I would like a brochure which provides more information about the new model ULTRA VAN motorhome.

☐ I would like to see and drive the ULTRA VAN.

☐ I would like to know the procedure for making a Reservation Deposit for an ULTRA VAN.

☐ I'm not interested at this time but please keep my name on your mailing list.

Comments _____



The **ULTRA VAN** Corporation
14745 Eighth Street East
Snohomish, C.A. 98065

Know the difference.



TECH TIP NUMBER: **2025-01**

SUBJECT : **Ultra Van Tow Bar Subframe**

UV MANUAL SECTION: **19-04**

AUTHOR : **Mike Callahan #452**

I read the tech article about building a subframe to tow my Ultra Van in case of a breakdown.

It was not detailed enough for me to build one, and no list of materials was the first problem. I made two attempts to get someone from the Ultra Van FB page to send me some details of their design.

I got one response, and it was from the Facebook page. It did not have a list of materials, and the person had built only part of it and had not tried to tow with it.

So, I decided to design and make my own using the information that I could gather from the sources listed above.

First, I made a template from 2"x4"s of the length and angle that I needed. Then I measured the width that I needed. Then I went to the scrap metal salvage yard and found some material that I was sure would take the weight, tension, and sideways pressures that it would be experiencing.

I found a 2"x2"x1/4" angle iron and 2"x2"x1/4" square box iron. I measured and cut the pieces, and stick welded them together and installed them. Now I'm going to find a bumper to bolt to the front that can be easily removed when needed.

Details:

(2) 2"x2"x1/4" angle iron 46" each to bolt to the front axle

(4) 2"x2"x1/4" angle iron 2" each to weld to the rear of the 2"x2" tubing to bolt to the rear angle iron.

(4) 2"x2"x1/4" angle iron 2" each to weld to front square tubing to attach the hitch

(2) 2"x2"x1/4" square tubing 33" each cut at an angle to make the subframe

(2) 2"x2"x1/4" square tubing 26" each cut at an angle to extend and raise the subframe to clear the front and raise it to the recommended height of a standard hitch

(1) 2"x2"x1/4" cut 46" to weld to the front of the subframe that will be the point to attach the towbar

Step 1: measure, cut and drill the two angles 46" each with 9/16-inch holes 36" on center. They will attach to the cross members. There are two pieces of aluminum angle iron that are bolted to the front cross member. Remove the nuts and washers, the bolts are 36" on center and 9/16" diameter. Measure the distance from the top of the aluminum angle to the center of the bolt and use that measurement to drill the hole in the iron angle. Install and attach using the nuts you removed.

Step 2: Make a template to get the length and angle for the subframe pieces that come forward.

Step 3: Use the template to cut the 2"x2" square tubing to length and the correct angle to raise the subframe up to the level needed and come close to the body. My pieces were 33" cut at an angle and 26" cut at the same angle and rotated 180 degrees to mate. Then I welded them together.

You should have the two angle irons bolted in place and the forward-looking pieces welded at an angle. I used a floor jack to hold each piece in place and marked the area that I would drill holes to bolt these pieces to the angle iron. Remove and drill three-eighths inch holes in square tubing and 4 matching holes in the angle iron. Reinstall and bolt them together. The forward pieces should be close, but not touching the body of the Ultra Van.

Step 4: Measure the angle you need to trim the fronts of the forward pieces you just bolted to be perpendicular with the ground and at a comfortable distance from the coach body. The final piece of square 2"x2" tubing with the brackets will be welded here.

Step 5: Cut four pieces of 2"x2" angle iron two inches each and weld them to the front tubing that will be attached to the coach's front and used to attach the removable towbar. The distance apart and the distance between them will depend on your tow bar. Cut four more pieces of the angle iron to be welded to the square tubing and then bolt to the rear most angle iron.

Step 6: Remove and weld it and reinstall.

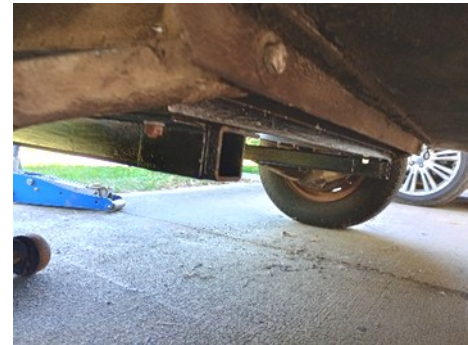


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I did not want to remove the bolts in the cross member and just the nuts. I figured it would be difficult to reinstall them and mine were long enough to have more than a nuts width of threads.

My coach has bolts facing forward on the back and rearward on the front cross member, so I welded the forward pieces to the front angle and bolted it to the back angle so I could install it and remove it without welding under the vehicle. I used four more pieces of the 2"x2" angle welded to the forward pieces, then drilled a three-eighths inch hole in each and bolted them to the rear angle as stated in second half of Step 5.



NOTE: These were the dimensions and layout for MY Ultra Van #452. Yours may be different. Use these measurements as a guide. Make your own template and measure your own vehicle.

Unfortunately someone on YouTube thinks the Ultra Van fits into the category of the Ugliest RV. Watch and see what you think.

There are two versions

<https://www.youtube.com/watch?v=yhUBkhL5eCQ>

https://www.youtube.com/watch?v=6VShfl_4vRI



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>

Simple RV Spring Cleaning Tips To Get You Ready For The Road

By Amanda Watson - DIY, Living, Quick Tips, RV Guides
shared by Rosie Walker UV #497

Get your RV ready to hit the open road this travel season with these simple RV spring cleaning tips. Ready, set, clean!

Throw open the windows, put on some tunes, and let's get cleaning!

Start by gathering your materials. There's no need to use harsh chemicals or a different product for every surface. I find that a few simple cleaning supplies are all I need for my RV spring cleaning.



RV Spring Cleaning

All-Purpose Cleaner. My favorite brand is Mrs. Meyer's Clean Day. It comes as a concentrate or pre-mixed in a spray bottle. I use this to clean everything from the vinyl ceiling to the wood floor.

Seventh Generation Dish Soap. You would be surprised by how many things you can clean with a simple bowl of dish soap and hot water.

Seventh Generation Powerful Cleaner. This product is perfect for cutting grease and grime in the kitchen. It's great for cleaning the stove and microwave.

Vinegar based glass cleaner for streak-free windows. You can make your own, or buy a product such as Seventh Generation Glass & Surface Natural Cleaner.

Baking soda and water. A simple paste of baking soda and water works wonders when it comes to removing tough stains from your stove, oven, or sink.

Microfiber cloths, sponges, clean cloth towels, and paper towels – for all your wiping, scrubbing and drying needs.

Okay...we've gathered our cleaning helpers, let's get down to business!

Clean ceiling fans and wipe down ceilings

Ceiling vents and fans collect an amazing amount of dirt! We have two MaxxAir Fans in our RV with one in the bedroom, and one in the living room.

We use these fans nearly every day to move air around and cool us down in the warmer months. All of this use results in a lot of dirt and dust build-up on both the blades and the screens.

Here's my process for cleaning the ceiling fans. If you have a different brand fan in your RV, or ceiling vents with no fans, you may need to alter this method slightly.

Remove the screens by lining up the plastic tabs and pulling the screen down.

Clean the screens in the sink by gently running a sponge over them with warm, soapy water.

Remove the plastic fan blades. The MaxxAir has a nut in the middle of the blade that holds the blade in place. Simply remove the nut with a wrench and the blade slips off.

Clean the blades with warm, soapy water.

Now that the screen and blades are out of the way, you can clean the fan housing using an all-purpose spray and a microfiber cloth.

Replace the blades and the screen, step back and admire your handiwork.

To clean the ceiling, I use a multi-purpose spray and microfiber cloth. Look for dust and dirt in the corners, above window coverings, and around overhead cabinets.

Wash windowsills, screens, panes, curtains, and/or blinds

Next, I like to tackle the windows. Like the ceiling fans, RV windows tend to get a lot of use and collect a lot of dust. Sometimes I feel like I could wash the windows daily and still not keep up with the dirt!

I usually wash my RV windows on a monthly schedule, but every six months or so I like to do a deep cleaning that involves removing all the screens and washing the entire window inside and out. It's amazing how much



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(Continued from page 12)

brighter it feels inside the RV when the windows and screens are clean.

Remove the window screens and wash gently with warm soapy water. I find the best place to do this is in the shower. Wipe them dry with a clean towel.

Clean the inside of the window casing and the windowsill with multi-purpose spray.

Spray and wipe the windowpanes with a glass cleaner both inside and out.

Clean the window coverings. If you have cloth curtains, remove and either wash by hand or have them dry cleaned. If you have mini-blinds wipe them with a microfiber cloth or microfiber duster.



Clean fridge and defrost freezer

Now we move onto the kitchen. Even though it's small, this area of my RV gets a ton of use. I do clean in there daily, but occasionally, it needs a deep clean.



When you have too many items packed tightly in your RV fridge, it doesn't run efficiently. It also makes it easy for things to get shoved behind other things and potentially get lost. (Even in a small RV fridge this happens to me all the time.)

I try to keep the clutter to a minimum and wipe down any big spills with a soapy sponge or disinfecting wipes weekly. But for RV spring cleaning I intensify the process by removing everything from the fridge and giving it a thorough cleaning. Pro tip: try not to do this when the fridge is close to empty.

If your RV has been stored for the winter it will already be empty so you can skip the first step, but after months of use, I'm sure it could benefit from a good cleaning.



Remove all items from the fridge.

Take out the shelves and drawers and wash them in the sink with warm, soapy water.

Wash the inside of the fridge with warm, soapy water and a sponge. Dry with a microfiber cloth.

Don't forget to clean the door seals. If you live in a humid climate, these are susceptible to developing mold and mildew.

Discard expired or old items. Wipe down any sticky or dirty jars and containers.

Put everything back in a neat and organized manner.

Now we come to the freezer. Not only do RV freezers need to be cleaned and organized on a regular basis, but they also need to be defrosted. Don't despair! It might sound intimidating but defrosting an RV freezer is a relatively simple process.



Turn off the fridge and freezer power. This will speed up the process of cooling the freezer down and melting the ice build-up. It should only take 30 minutes or less and in that time if you keep the fridge door closed it will stay plenty cold.

Remove all items from the freezer and put into a cooler (I like to use a collapsible soft-sided cooler).

If you have a blow dryer simply blow the heat on the ice and mop up with a sponge as it melts.

If you're like me and don't travel with a blow dryer, then leave the door

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open and let the ice melt on its own. Depending on how much ice build-up you have, it should begin to soften in 30 minutes.

Remove the ice and wipe down the inside of the freezer.

Discard any expired or old items and replace everything in a neat and organized manner.

Clean and organize cabinets

Other areas of the kitchen that accumulate dirt and dust at an alarming rate are the inside of cabinets, drawers, and the food pantry. They also tend to get messy and disorganized.

The best way to both clean and organize your cabinets is to remove everything, give them a good wipe down, and replace everything in a more organized fashion.

Consider using clear plastic containers to store loose food items like rice, crackers, flour, beans, and cereal.

Self-sticking shelf paper is a great way to spruce up old or dirty cabinets and drawers. It also creates a smoother surface that is easier to clean.



Deep clean the stove

I finish up my kitchen cleaning with the stove. My RV has a propane range with three burners and an oven. It gets a lot of use since most days I use it to make three meals a day.

So, it gets dirty, and it needs to be cleaned often. Normally I just spray the top with my Seventh Generation Powerful Cleaner, wipe it down, and call it a day. But for my RV spring cleaning, I wanted to go deeper.

Remove the knobs and soak them in a bowl filled with warm soapy water.

Remove the grates and wash them with soapy water. Spray with a degreaser if needed.

Give the stovetop a good scrubbing. Use a powerful cleaner spray and a mixture of baking soda and water for stubborn areas.

Remember that RV ovens do NOT have a self-cleaning function.

Clean or sweep up any crumbs from inside the oven.

Pull out the racks and wash them in hot, soapy water.

Spray a microfiber cloth with a powerful cleaner and wipe down the inside of the oven.

For tough stains, make a paste out of baking soda and water and scrub the inside of the oven. Clean off really well with a wet rag.



Clean the floor

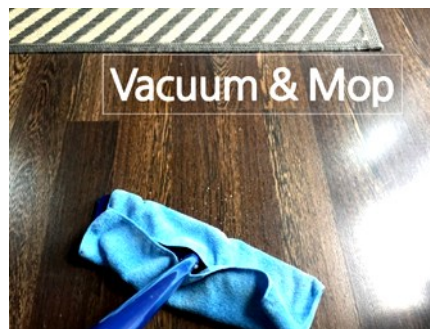
The final step of my RV spring cleaning is the floor. I always save this part for last. If you have carpet in your RV, this would be a good time to steam clean it.

Vacuum the floor and under all furniture.

Lift up the mattress and vacuum under and around.

Use the vacuum crevice tool to get in all the small spaces and tight corners.

If you have tile, wood, or laminate, mop the floor until shiny.



Congratulations! Your RV is now spick and span and ready for adventure. Oh...except you still need to clean the outside. I say save that for another day

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Fiscal Year 2025 - Qtr. 2 - Oct 1 - Dec 31

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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

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.

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CORSA Chapter Newsletter Award - 2019 - 3rd place & 2014 - 3rd place.

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