



Whales on Wheels

2025

Number 4

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



Hosts are still needed!!

Ultra Van National Rally 2026



Any member or group of members can host a Rally. Only the location rotates with the divisions. 2026 is the Eastern Division. The states included in each division are listed in both the roster and the bylaws, <https://ultravan.org/wp-content/uploads/2022/07/2022-bylaws.pdf> starting on page 5.

There are two choices of dates and locations: either it can be held right before or right after the CORSA Convention (see **page 11**), which will be at Gettysburg, PA, June 22-26, 2026 (Eastern Division) and it must be within a day's drive (~200 miles). **OR**, if you chose not to follow those parameters, it still must be located in the corresponding CORSA region and can be located anywhere within that region. **BUT**, for dates it must not be earlier than August 15 nor later than October 10.

There are several experienced former Rally hosts who will gladly provide advice and answer questions, Plus the club has a detailed set of guidelines to use. It's not that hard. There are lots who will gladly chip in to help.

Keep in mind, according to the bylaws the dates and location must be published nine months before the start of the Rally. If the rally is coordinated with the CORSA Convention, then they need to be published around October 15. The earlier the better. Having a yearly rally is a requirement of both the bylaws and CORSA Chapter requirements.

If interested contact either President, Ken Hand, or Secretary, Molly Bacon.

UVMCC Officer Elections



Ever wondered what it takes to run the Ultra Van Club? Well, here is your chance.

All officer positions are open this year. Some positions could possibly be filled by the incumbent, if they even run, and some cannot.

We absolutely, positively need a new president and one director. There are three directors total with a different one having to run each year. They cannot run for a second term.

You can read about the positions in the club bylaws here, [BYLAWS](#).

Send your nominations or questions before March 15 (please don't wait that long) to the Club secretary at uvmcc_membership@yahoo.com or mail it to: UVMCC, 5425 Morrow Rd., Gladwin, MI 48624.

These positions MUST be filled.



Ernest Newhouse Award

The Ernest Newhouse Award was established in 1982 as a permanent tribute to the founding member, whose many contributions cover the total existence of the Organization.

The "Ernie Award" is the highest recognition that the Club offers. It is not an annual award and is only presented when merited.



The award recognizes an Ultra Member who has contributed in an outstanding manner to the progress, enjoyment and general success of the Club and its activities.

Basis for selection will be the individual's performance during the entire period of membership and is not limited to just the previous year or any other shorter time period.

To qualify for nomination for this award, the individual must have done four of the following six items:

1. Host at least one National Rally.
2. Hold a chair position of a committee.
3. Hold at least one term as a club officer, Tech., or other Club position.
4. Be a member of the Club for a minimum of two years.
5. Host at least two division Rallies, or a second National Rally.
6. Accomplish outstanding or superior services to the Club.

A written, qualifying report will be sent to the President for each nominee for verification. The candidate must have their qualifications in writing and presented in the newsletter. The President will forward each qualified report to the editor for inclusion on the Ballot. Nominations **MUST** be submitted before the election as there are **NO** write-ins for this award.

Important: We realize that not everyone knows all member details, so please feel free to contact either president or secretary for additional guidance with your selection and help writing the qualifications .



News From the Prez

Hey Everyone, I'll take the blame for the newsletter being later than expected. I've had lots going on as of late. I hope everyone has had a good summer. But with that we also need to start planning for next year's rally. If it is to be around Gettysburg, then the planning is already late to the table. Someone needs to step up and get going. Otherwise, the rally can be another time and not in conjunction with the Corsa convention. Anyone interested? We still need to get planning underway.



On another note, I think all the windshields have been delivered, but we are waiting for a couple of shipment payments from people to be totally finished with the project. I know I got a pair, and they seem to be just what our coaches needed. While I had a very small part in this, I really want to thank Molly Bacon and Chuck Hanson for all of the work they put into this project.

I'm sure there are other things that need to be mentioned but between my work and my wife's health issues I have been very busy taking care of family. I'm sure all of you know family comes first.

Ken Hand, Handy Car Care, 248-613-8586



Dues Coming Due Through January

Name	Expiration Date
Warren & Ann Bennett	October 2025
Gabriel Villagran & Madeleine	November 2025
Joann Lemke	December 2025
Bud & Michaelle Seymour	December 2025
Joseph & Phyllis Willhelm	December 2025
Dave & Gloria Beck	January 2026
Rick & Donna Lee Daley	January 2026

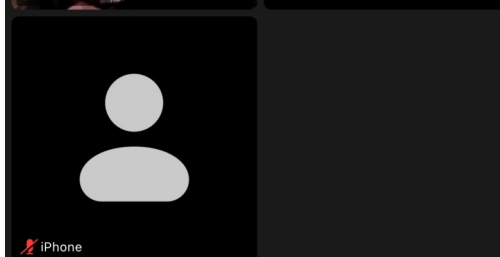
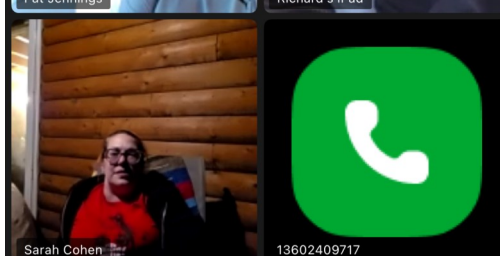
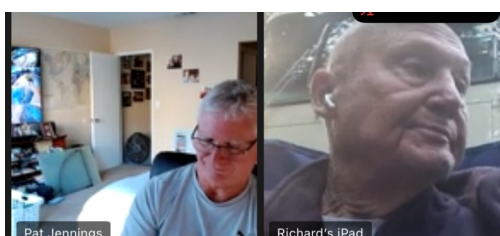
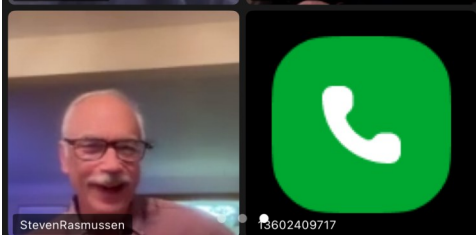
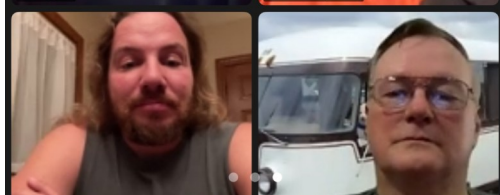
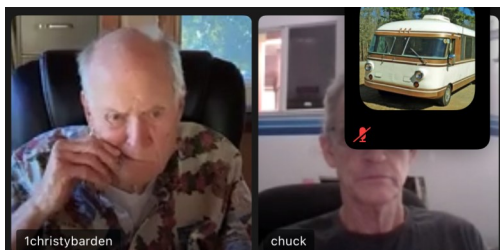
**Please Pay
NOW!!**

We did it again!! Member get together Zoom

What fun. Except for your host, Molly. My PC, which I work on all of the time and normally run

the Zoom from, decided its WIFI card would bite the dust right in time for the Zoom. I had to go to my iPhone and start the meeting.

Zoom is entirely different on a mobile device, especially for the host. So, sorry for my screen shots where the picture of our Ultra Van is in the middle of someone's face. Plus, I'm sure not everyone was included. And, for those who are skeptical on using Zoom, you can see a couple who only used their phones and just called in. So, it's no different than talking to your friend on



your phone.

We had a fair amount drop by for at least part of the Zoom. Everyone was able to introduce themselves and chat for a bit. It helps you to see and hear people you only read about in the newsletters.

The Board of Directors have planned another one for Spring 2026. A day will have been selected by the next newsletter in January.

Hope to see even more of you this spring. Don't be afraid of dealing with Zoom.



Welcome to our new members

North Carolina
Dale Hanson #315

UVMCC currently has 105 members



Short Reports

Bits of information from our members



Ray Fuenzalida #363, 379, 473

So, you can see my damaged Ultra. Some idiot on a forklift just ran into her. That is why I got #363, which was in very bad shape and had to be scrapped for parts.

One of the few good pieces was the tail end. You can see the damage where the tree had fallen on it and laid there for many years. The tail end has been cut off and is ready to be installed. I've been talking to my body guy, and they should start in the next 2 weeks. Which means it should be done by year end. Of course there will be more work needed, but after the bodywork it all becomes simple.

I will send a quick video when she finally runs on her own power.



Don & Sheri Proctor - #499

I am sending these pictures to go with our story of our trip to Sointula on Malcom Island. Everybody came over to us wherever we went, asking questions about the Ultra and asking if they could take photos. One guy brought us some smoked salmon while we were in the ferry line up, and another local brought us crab while we were in the campsite. (ed – wow, no one ever did that for us)

We did actually go on another adventure since I reported on our trip to Sointula. In August we went to Princeton and then to Penticton and then Oliver. #499 has a Corvair engine and it ran very well.

We got 20 miles to the imperial gallon (20% larger than a US gallon so 20 miles imperial = 24.019 US). This was better than the last trip, so I don't know if that can be attributed to the changing of the exhaust or not since I eliminated the u-pipes and changed exhaust logs left to right and piped the exhaust straight out the back.



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Carl & Fran Jones #400

The intrepid Ultra Vanners of Oregon and Washington found a week of good weather in mid-September that made a good enough excuse to pack up the Ultra Vans and head for the Oregon coast and Nehalem Bay State Park for one last camping trip together for 2025.

Doug & Meg Bell, Jerry & Patty Mello, Eddie, Ericka & Iris Perez all spent a wonderful few days at this great park and enjoyed a group dinner at the Offshore Grill, which had great food and drinks!

Many hours were spent talking about Ultra Vans, how good life is, what the future holds, fixing a few glitches in our coaches and taking some wonderful walks along the oceanfront and around the park! What a fun time with great friends!



Jeff Stonesifer #20

Beautiful day in Columbia, PA for an antique motorhome show!! The Ultra Van is always a winner to us!!



Chuck & Cyndi Hanson #460

Progress has been maddeningly slow on the Whale 460's mid-engine Subaru drivetrain project, but there is light at the end of the tunnel.



I now have the Subaru 3.6-liter H-6 and 5 speed automatic installed, with all accessories and peripherals ready to run. The bedroom floor is re-done with access panels for batteries, computers, circuit breakers, engine, transmission and radiator maintenance.

The Subie H-6 profile, 180° opposed 6-cylinder, is similar to the Corvair, and as a result, everything fits in the original footprint of the engine bay without having to raise the bedroom floor.

The radiator took a great deal of thought, and I used the expertise of Motor Mission in Las Vegas, who specialize in custom cooling systems for everything from off road racing to heavy mining equipment. They produced a 3-row cross

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flow brass radiator to fit aft of the engine at an angle of 42° from vertical, located in the generator bay. Cooling area is 25" high, 26" wide and 2-1/2" thick.

This is just big enough to install four 12" diameter Spal 30102038 puller fans, which will pull 6,560 total CFM down and out to the rear, through custom sheet metal by Chuck at the Glue Factory Garage. (He's a bit slow but works for food and means well).

Other stumbling blocks, including installing the electronic push button shifter wiring and mechanism, and the E-Stopp electric parking brake have been handled as well.

I'm done insulating, and all the wiring



is pulled to the front and ready to terminate at the dashboard, as soon as I get the new Formica #8914 Weathered Fiberwood siding and the new coffee bar and instrument panel installed.

Here are a few pictures of the progress.

I hope to be doing road tests by December!



Jim & Roy Davis - former owner of #388

Reminiscing with Beau

07/20/2013 Hickory Corners, MI - odometer reading 170,252 miles. The first two owners put 43,659 miles on Beau. Roy kept a full diary, and I kept the maintenance log and to do list.

We had a good venue at The Gilmore, under the trees, parked beside a Greenbrier with a camper kit. It is nice to have the comparison available. This was Beau's (Ultra Van #388) fifth CORSA convention car show appearance. We washed the windows, vacuumed the floor, deflated the air springs, put out the entry rug, wiped the rear down and removed the center bed cushion so I could open the engine compartment in preparation for the show. It took longer than usual as we had quite a few early on lookers.

A flood of the usual questions followed: What year? 1968. Who made it? Ultra Inc. of Hutchinson, KS (now Collins Bus Corporation). Did you make it yourself? No, it is the first massed produced class "A" motor coach built in the US. What makes it a class "A"? Full bathroom, kitchen and bedroom with the

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ability to walk unimpeded for the driver's compartment to the bedroom (no steps up or down and without stooping). How many were made? about 315 Corvair powered, 52 V-8s and one four cylinder. What do you tow it with? It is Corvair powered - self-propelled. It is our biggest and roomiest Corvair. What kind of gas mileage? 15 to 16 mpg. Do you ever travel in it? Yes 167,000 miles in 14 years. We spend about 80 days a year on the road. What your longest trip? 2005 Portland Convention (via Olympic Peninsula, Washington and Oregon coast, BC) 7,600 miles in 37 days. Have you ever broken down? Yes, seven times, but Beau was able to make it home on his own power after repairs. What did you pay for it? \$3,750. Where did you find it? Lincolnton, NC. Where are the cats? We board the cats if we show the coach. What frame is it on? No frame. It is semi-monocoque construction like an aircraft fuselage. How much does it weigh? 3,500 lbs. empty - 5,100 lbs. ready to travel with us and the cats aboard. How does it do in the mountains? I was asked that question when we were parked at the Silver Summit RVP in Silverton, CO, elevation 9,300. I really couldn't think of an answer. What do you like best about traveling in Beau? Well, when you break down and are traveling in a Corvair, you will breakdown but at least you know where you are going to spend the night. It is your bathroom, your food, your bedroom, your DirecTV and no schlepping luggage every night. The Grandson sure likes the four abreast seating where he has a great view out the eight-foot-wide windshield.

The visitors to Beau really seem to be happy with his appearance and he came home with another trophy.



An organization suggestion

Hook-type hangars and small binder clips



TECH TIP NUMBER: 2025-01
UV MANUAL SECTION: 15-12

SUBJECT: LED Headlights
AUTHOR: Larry Forman #497

I recently found this awesome glass LED headlight set on eBay. It works extremely well. It is almost perfect for our Ultra Vans. It does require a minor modification of the dished metal mounting piece so that the headlight can be rotated about 15 or 20 degrees and be perfectly horizontal. It takes a few minutes of a Dremel tool and cutting disk (plus eye protection) to make the required cuts and I used a small torpedo hand-level, so the installation is correct and perfectly horizontal. The rear rubber seal around the back of the headlight cannot be used OR it would require a slit so it can slip over the headlight fan exhaust portion of the headlight. The three headlight terminals fit perfectly on the headlight connector without need for any extension cable.

I installed one and left the halogen headlight I had for the other headlight for comparison. The brightness of the LED headlights is very impressive. I think many Ultra Vanners will find this as an ideal and relatively inexpensive upgrade. They are warranted for five years. There are other LED headlights with plastic front lenses, but these are glass and do not have a funky outer LED ring like some people like for reasons that escape me. This one is about as close to the stock-appearing headlights you will likely find. The glass only has "H4" on the front. Note: I could find no DOT marking on it, but I am OK with this LED headlight and how well it illuminates the road over the stock or even halogen headlights.

Click here to find it on eBay, [7 Inch LED Glass Headlight Round, ORIGINAL CLASSIC LOOK Conversion Chrome pair | eBay](#). Free shipping and relatively fast from Denver, Colorado.

Highly recommended.

There is a slight difference in that the Halogen bulbs (right) are more curved on the front surface than the H4 (LED) bulbs (left), which are flatter on the front surface. It is not very noticeable to the casual observer.



Shows the headlight not level without modification of the mounting metal receptacle.



Shows the Dremel cutting disk modification of one of the 3 recesses to allow clockwise rotation of the headlight.



Using a torpedo level to make sure headlight is level and three mounting tabs go into metal cup when level.



Shows finished modification to metal mounting cup that allows clockwise rotation of headlight so when mounted it is level.



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ULTRA MERCHANDISE

Purchase at the club website merchandise shop,
<https://ultravan.org/ultra-van-club-merchandise-shop/>



New merchandise

Cute 7" x 4" *If you don't own one sticker.*

\$3.00



SAVE THE DATE!



The 2026 CORSAs Convention is being presented by four clubs:

- Mid-Maryland Corvair Club
- Central Pennsylvania Corvair Club
- Group Corvair
- Northern Virginia Corvairs

We hope that you will join us for what is gearing up to be the biggest and best convention to be held on the East Coast! Come join in the fun and the history of Gettysburg- tour the battlefields, take a ghost tour, and dine at historic restaurants!

You can even visit wineries, tour car museums, and even spend time at the world-famous Hershey chocolate factory and the fun-filled HersheyPark.

Like the country life? Gettysburg is a short hour drive from the heart of the Amish communities in Lancaster PA where you'll find fantastic dining and shopping.

What's the schedule of events? Take a look at what we have planned:

- Monday, June 22nd: Welcome Party
- Tuesday, June 23rd: Concourse
- Wednesday, June 24th: Road Rally
- Thursday, June 25th: Autocross
- Friday, June 26th: Econo-Run
- Friday, June 26th: Banquet and Awards

Tours, technical sessions, and other fun and exciting activities and events are in the works!

Mark your calendars and start planning to

"See You There in Your 'Vair!"



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 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



Fiscal Year 2025 - Qtr. 1 - Jul 1 –Sep 30

Income—\$6527.33, Expenses—\$8413.89
 (more windshield income and expenses)

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.

Website: <https://ultravan.org/>

Awards

Golden Quill Award - 2024, 2022, 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 \$70 plus shipping

Printed Manual and CD \$80 plus shipping.

CD \$17 postage paid to the contiguous U. S.

Shipping is based on your choice of shipping options. Please send me your address and I will let you know what postage will be.

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