



Whales on Wheels

2026

Number 1

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



Ultra Van National Rally 2026

We are still looking for hosts, but even helping out with a few key tasks would be greatly appreciated. Our most pressing needs include designing a Rally logo and creating an agenda. If you're interested in viewing logos from previous years, please visit the "Logos" section of our website, [HERE](#). For samples of past agendas or more information about hosting, feel free to contact us at uvmcc_membership@yahoo.com.

This year's rally will be held in conjunction with the CORSA Convention in Gettysburg, PA. We've secured a wonderful separate section (see the arrow on the map in [page 2](#)) at Granite Hill Camping Resort, 3340 Fairfield Rd, Gettysburg, PA 17325, and the staff is excited to welcome us. You can find more information about the campground by visiting their website, [HERE](#).

Arrival is scheduled for June 18, with departure on June 22. The campground is flexible with our dates and welcomes anyone who wants to arrive early or wishes to stay through the end of the Convention the next week, June 22 - 26.

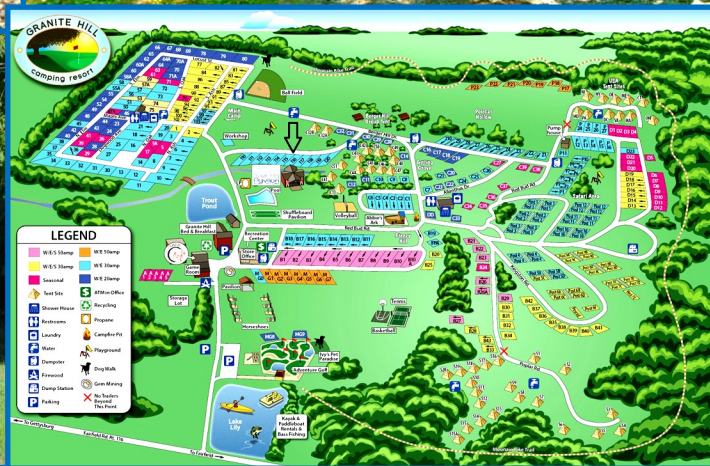
Although the campground is currently closed and final rates for 2026 are not yet set, last year's camping sites were approximately \$65 per night. Cabins are available, but they may already be reserved, so please inquire soon if interested. Hotels are close by.

Granite Hill Camping Resort offers a variety of amenities: pets are welcome with a dedicated dog walk area, campfires (firewood available on-site; please do not bring your own due to Pennsylvania law), a pool, paddleboat and kayak rentals, a trout fishing pond and bass lake (no state fishing license required), bait for sale, hayrides, basketball, shuffleboard, sand volleyball, horseshoes, a softball field, four playgrounds, a game room, snack bar, camp store, and even ghost tours.

The campground is conveniently located just 9.7 miles from the Convention hotel, making it easy to participate in all the convention activities if you wish to stay at the campground.

A few have sent in their intent to attend form. It can be found here online, [Intent Form](#). We want you to come join all the camaraderie, fun, and FOOD. Remember, you do NOT have to own nor even bring an Ultra Van, you can come for just a day or two. Some campground pictures on the [next page](#).





News From the Prez



Hi everyone, from the great white frozen north where we have to put our toys away for a while. For those of you in more temperate climates, I hope you are enjoying the Ultras the way they should be used.

I had asked Eric, our VP, to sort of take the reins for a while. Why? My wife, Beth, had a kidney transplant and I needed to concentrate on taking care of her for a while. A little back story on

this. My youngest son, Chris, was the donor! He is recovering very well and doing too much as we all seem to do. Beth is also doing well and getting stronger every day. Life is starting to get back to normal so I can write this, and I am starting to get back into the shop some.



On a lighter note, Molly Bacon and Steve Lemke have set up the rally dates and location for Gettysburg. More information on the [front page](#). Though Molly and Steve did host work, they are not the hosts. We still need a host(s). The tough work part is complete. There are several experienced ex-hosts to guide and help along the way. It would be nice if someone local could do that, but you don't have to be! Steve and Molly found campgrounds to review and select from several hundred miles away sitting in their armchairs. Developing a logo and an agenda - critical tasks - and a little other planning are also armchair tasks. If you want to volunteer, have questions, or need advice, etc. just reach out to the club secretary, uvmcc_membership@yahoo.com.

Another thing to think about is that we have elections coming up soon. I am term limited and it has been a long time for me in office. If you remember in 2020, due to the pandemic, we didn't have elections and all of the officers agreed to extend for that time period. Some of us are worn out.

So, isn't it time for you to do something for the club? This is not hard work. Just 1-2 hours a month devoted to a Zoom Board of Directors meeting. The club also has a Zoom membership meeting once or twice a year and would like the officers in attendance. The President, of course, is urged to write something about the club and can also write something personally. Think about it.

Also, we don't just need a President, but all positions: VP, Secretary, Treasurer, Newsletter Editor, and one Director are up for grabs. See [page 4](#). Send those nominations to the club secretary, uvmcc_membership@yahoo.com or mail them to UVMCC, 5425 Morrow Rd., Gladwin, MI 48624. The ballot needs to be in the next edition (April).

Finally, don't forget about the Ernest Newhouse Award. Those nominations are required before the ballot is created for the next newsletter and MUST be accompanied by a qualifications letter. Don't let that scare you off. Contact either myself or Molly for help/ask questions/whatever to get those nominations in. Qualifications are on [page 4](#) in this newsletter and are always available in the Bylaws, Page 12, Appendix H, [HERE](#).

Ken Hand, Prez

vairmech@aol.com, Handy Car Care



UVMCC Officer Elections



Have you ever wondered what it takes to lead the Ultra Van Club? Now's your opportunity to step up! All officer positions are open for election this year. While some positions may have the incumbents run, if they choose to run again, others must welcome new faces. This year, we absolutely need a new president and one director. With three directors serving staggered terms, a different director is elected each year, and re-election for consecutive terms is not permitted.

For a detailed description of each position, be sure to check out 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 .

Musings from the VP:

This is my first article for the newsletter in many, many, many years.

The time is flying by. I want to thank everyone who has taken the time to contribute to our newsletters over the years. Communication is the life's blood of any origination. I also want to say thank you to those that are reading our newsletters. There wouldn't be any reason to have the newsletter without it being read.

We started something new last year, Zoom meetings. They were well attended. It was nice to be able to put a face to the names of our members. We will be continuing the Zoom meeting again this year again on Monday, March 9 at 8pm, ET. As a follow up to that, your Board meets monthly via Zoom. We are going to open these meetings up to the membership. Feel free to attend. Your ideas about the direction our Club should be heading are important to the Board. If interested contact uvmcc_membership@yahoo.com for date, agenda and Zoom link.

Club Elections are coming up fast. The actual election takes place at the National Rally. The Ballot needs to be set 30 Days prior to the Rally. The vote tally is based on Electronic, mailed in and ones cast at the Rally. Ballots will have a spot for write ins.

President, Vice President, Secretary, Treasurer, Newsletter Editor are up for election. We also need to elect a Division Director. The Division Director can be from any of the Divisions. Please consider running for one of these positions. If you do not want to run, feel free to nominate a fellow club member. Send nominations and/or questions to uvmcc_membership@yahoo.com.

Another item that we will be voting on is the Ernie Award. The Ernie is based on nominations only. No write-ins allowed. Please see the Bylaws or [page 4](#) for the criteria that makes one eligible to win the Ernie Award. If there is someone you would like to nominate but aren't sure if they meet all the criteria, you can contact a member of the board. We will help you figure it out.

There is no reason to reinvent the Whale. Please consider writing Tech Tips. Sharing is caring as the saying goes. I hear about some of the work going on to keep our behemoths on the road. One good idea can go along way.... but only if it's shared.

Unfortunately, I won't be able to attend this year's National Rally. I have always wanted to visit Gettysburg. It just isn't in the cards for me. If it is for you, please complete the online Intent form [HERE](#). Please consider volunteering to help with the Rally. As the saying goes, Many hands make light work. If you haven't had a chance to attend a National Rally, I highly recommend it. Lots of camaraderie. Getting a chance to see what others have done to their coaches. Good times.

I wish everyone a Happy and Prosperous New Year!!!!

Just Me, Eric Kirven, #345, #504

Dues Coming Due Through April

Dues are \$10 a year for an emailed newsletter and \$25 a year for mailed.

Either renew online [HERE](#), or mail to UVMCC, 5425 Morrow Rd, Gladwin, MI 48624

Name	Expiration Date	Name	Expiration Date
Rick & Donna Lee Daley	January 2026	Jon Robere	March 2026
Paul Polster	February 2026	Bill Moeller & Amanda Schumack	March 2026
Bob & Agnes Brown	February 2026	Aaron Landy	March 2026
Phillip & Margaret Bartholomew	March 2026	Brian Goldin	March 2026
Gary & Mary Baxter	March 2026	Richard & Sue Carr	March 2026
Clifton P. Carpenter, Jr.	March 2026		

Welcome to our new members

Pennsylvania

MiLana Wright #20

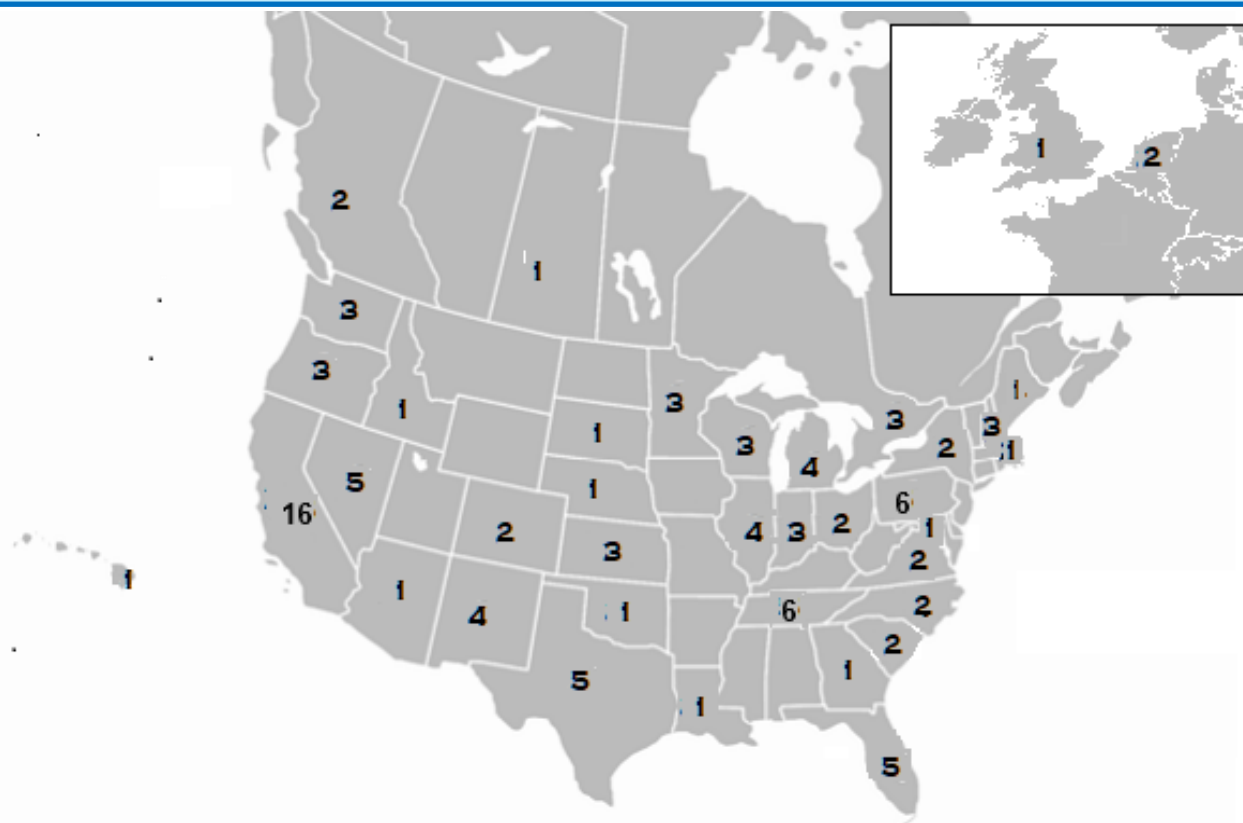
Tennessee

Richard & Sandra Sande #291

Ontario, Canada

Shawn Brittan #252

UVMCC currently has 108 members



Short Reports

Bits of information from our members



Dale Hanson #315

Ultra Van #315 is on the road. I purchased this from Pennsylvania. The engine was swapped, and the front brakes were removed. One of the previous owners was going to put the brakes off a donor car on the front; the same car the engine came from. I had looked at the vehicle for about 20 minutes while overnighing in Pittsburg with my tour business. My twin brother lives there so we looked at it together. I later took a deck over trailer and brought it home. The first step was the brakes. I ordered the long rubber hoses, put the original backing plates on, and replaced all the wheel cylinders and lines. I upgraded to a dual master cylinder. Then, the engine. I could not get it to run correctly. It has excessive blowby and stalled while running down the road several times. So, I took a look at the engine that came out. It was removed due to a bad ring gear on the torque converter. I had an extra, so I swapped it and ran the engine on the ground for several hours and it ran fantastically. On December 23 at 3 pm I took it out and was driving by 2 pm on the 24th. Now it runs great! I have been driving it locally for about 40 miles around town. It's hard to test drive when everyone wants to see it and talk about it at each stop while test driving. But of course, I share with no hesitation. The smiles and waves are worth the effort. I have added a modern electrical panel from a pop-up camper and secured all loose and unknown wires. All the lights work, including the road lights. I'm going to update the plumbing after the 1st and go to a year-round campground about 45 minutes away for the inaugural trip. I plan on using it and learning more. Thanks for letting me be a member. Happy New Year



Dale Hanson
Above All Charters

Tim Verschuyt #250

Some information about the Carter Engine Knock Eliminator, EKE, that I have installed in my Ultra Van #250:

This electronic ignition device sends a low amperage current through the stock distributor points, and electronically listens for ping to adjust the ignition timing as needed. However, it's important to note that the ballast resistor typically used for the ignition system's conventional operation should be bypassed. During stop-and-go driving on a hot day, the ballast resistor can cause the voltage to drop even further as the engine and resistor warm up. This can result in the Engine Knock Eliminator

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(Continued from page 7)

ceasing to function properly. While the engine may start momentarily due to receiving a full 12 volts during the bypass startup cycle, it won't continue to run on the significantly lower voltage regulated by the now hotter and more restrictive ballast resistor. In cases where the engine does run under these marginal conditions, it may experience excessive pinging, potentially leading to issues like cracked rings and increased oil consumption. If you are using a Carter Engine Knock Eliminator or any other electronic ignition aftermarket system, it's advisable to ensure that they are receiving the full 12-volt unresisted current for optimal performance. The EKE installation instructions offered no such warning.

Dave & Gloria Beck - #389

We have removed both front seats which were last reconfigured and covered by previous owner Paul Piche in the 90's. They resemble the original seats but without the aluminum buckets. We decided to stay with the same size and shape but with new covering, foam and some stretch webbing under the foam. Hopefully this will give a lot more comfort for the long travel days. The upholstery shop is intrigued with the job but mostly with how an Ultra Van can actually travel long distances with a Corvair engine. I had purchased bucket seats from a 2005 Chevy Cruze which are nice but just decided not to use them. Otherwise, general maintenance on the coach with trips planned on June 26 for a Michigan Vintage trailer rally and the Ultra/Corsa convention in Pennsylvania. This past year involved a few short trips in Indiana with our electric bikes to ride trails for a day or two here and there. We both turned 74 this year and trying hard to stay younger than that! We hope to see many of you in June. If you are traveling anywhere near the Indianapolis area, feel free to stop by for repairs or a visit. We are about 10 miles west of Indy off I-74 and have a shop with a lift capable of raising your coach.

Arne Dahlberg #451

I am attempting to bring #451 back to a running state, but progress has been slow. It had been sitting for over 10 years. Chuck Hanson was nice enough to pay a visit. He thought the coach was in a decent "unmolested" condition.

I drained the fuel tank and there were hardly any particulates. I had Steve Goodman of Rear Engine Specialists rebuild the carburetors. Per Steve, I purchased a cylinder fogger and changed the oil with 5/20 to cycle through and lubricate the engine before I started it. I went to crank the motor, and would you believe the starter failed? That's where I left it. Unfortunately, I have work obligations. My looming concern is the rear end trailing arms and rear alignment. The turnbuckles haven't broken (yet), but I understand it's inevitable. I would very much like to hear about what others have done to address this. I have a few responses on FB Tech Tips but would like a few more ideas before I take it apart to replace those large bushings, as Chuck had suggested. I must thank everyone for the most wonderful sense of camaraderie!!!

Steve & Laura Lemke #247

Well, we've unzipped the engine from #247 again. Those that were at the Dayton Rally know that we had oil delivery problems to the left side of the motor causing the rocker arms to overheat and die an untimely death. Thanks to Jerry Kramer and Chris Brown who brought enough spares to get us home! We all scratched our heads trying to figure out why there was a lack of oil. I talked to Ken Hand at the convention, and he was convinced it was the lifters. I pulled the lifters out, disassembled them, and found stuff inside plugging them up. Not sure what it was but replaced them with some I bought from Ken, and we have oil to the rockers now! I will pull the oil pan to check and cut the filter open for any clues. We will have it back together in plenty of time for the rally in Gettysburg.

Finally starting the overhead cabinets and hope to have those done as well.

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ed—Apologies to Tom for missing his submittal now for several months.

Tom & Erin Koprevich #211

Replacing the tanks in #211

The tanks in #211 were a mess and needed to be replaced. I decided to purchase some from the club. I picked up one water tank and 3 waste tanks.

211 was a 4-tank unit and the tanks that I picked up were for the later 3-tank units. I wanted to keep a separate black and gray water tank. So, to get things to fit I would need to section the tanks to reduce their size, and I would also have to weld shut some of the unused openings.

You can see in this picture the old gas tank and how it was already patched. Here is a stack of the newer tanks.

The gas tank was created from one of the newer waste tanks and fitted with a side mount sender. This was a Smith's unit used in Euro applications and the Ohm reading were reversed from that of US senders. I installed it upside down so that the lower ohm reading is when low and larger ohm reading when full. I will be using a MeterMatch unit to get it to sync with the fuel gage when gages are fitted. <https://www.tanksinc.com/.../product.../mode=prod/prd748.htm>

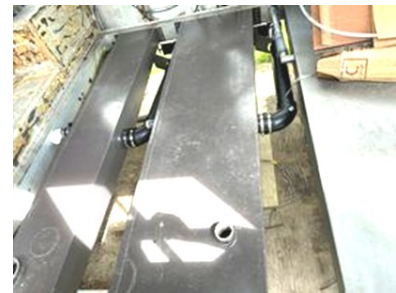


The water tank I installed as is and will provide plenty of water due to its increased size. As for the gas/gray and black they were all sectioned in a similar fashion to the following pictures. About 1 inch was left on one side of the tank and the center section removed and rewelded to give the tank size that would fit.

Here is a picture of the mockup of the welded tanks. I painted them for a bit more corrosion protection.

As you can see the black tank is the smallest, however, for a weekend trip it should be plenty. The combined amount of the new gray and black is still more than the single tank would have held.

Also, one other thing is that the new tanks fill through the side so there will be a bit more floor space.



Chuck & Cyndi Hanson #460

It's the last day of 2025, and I expected to be driving The Whale #460 by this time last year. Things don't always work out the way you plan, but at this point I am dangerously close to starting road tests.

Subie 3.6-liter H6 /5 speed automatic drivetrain is in, ready to go.

Radiator and fans are in and ready to go as soon as I install the cabin heater and fill the system.

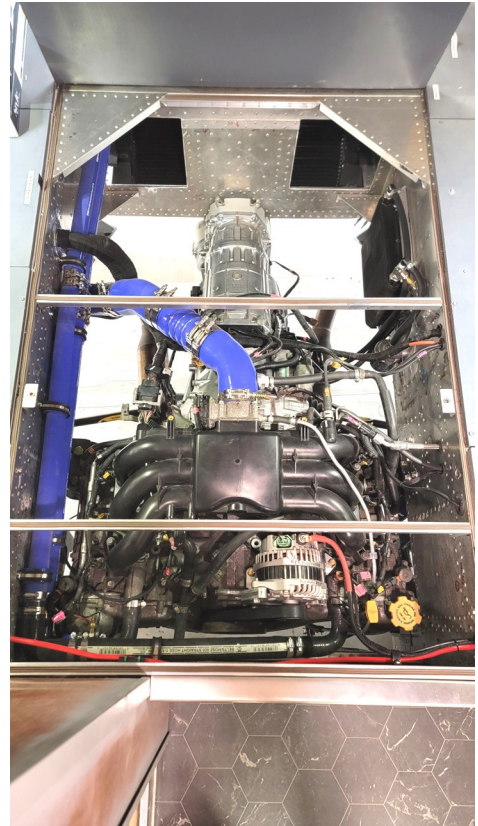
Air suspension is in and ready to go. Just needs final adjustments when I put the wheels on the ground.

Wiring is ready to go, end to end, including an electronic push button shifter and all electronics.

Carpeting, flooring, cockpit area paneling and trim, new coffee bar, new instrument panel, ready to go, including the most important modern feature, Cup Holders!

I still have a lot to do with paneling, rebuilding the galley cabinet, and some minor body panel fabrication, among other things, but I should be doing road testing within 10 days or so. Photos on [page 10](#).

#460



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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. 2 - Oct 1 –Dec 31

Income—\$2974.47, Expenses—\$6021.10
 (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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