



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



## 2019 WESTERN ULTRA VAN RALLY

By Brian Goldin, Pat Jennings and Marisa Barnes

Palm Springs Ultra Van Rally in Mid-March!

When Jerry Mello and Carl Jones reached out with a TXT message to Pat Jennings, Marisa Barnes and myself to see if we'd be willing to host a rally "to get some of the western Ultra folks off their "butts"", it didn't take much convincing. What we lacked in experience in attending club events (none of us had ever participated in an event) we made up for in enthusiasm, and with Jerry and Carl as mentors we were off to a good start.

Our first decision was to pick the venue and we thought the Catalina Spa RV Resort was a perfect location. The park had plenty of room, was easy to work with, and was only a few minutes from downtown Palm Springs. With the San Jacinto Mountains as a backdrop, it would be a stunning setting. With a few meetings and Marisa on the phone to help build attendance, we were ready to go.

*(Continued on page 2)*

### PREZ SEZ

As I am writing this, Patty and I are still returning home from a great UV rally in southern California. The hosts managed to get 25 people to attend and I think all of them had a good time. I know that Patty and I did. It was good to see new younger people excited about their coaches and eager to make improvements. The excitement was infectious. Everyone was inspecting the other coaches looking for anything that would help them enjoy their own coach more. One of the most discussed topics was safety. Make sure that your 50 year old propane appliances are safe to operate. Make sure that the wheel bearings and brakes are in good shape before you start off on a trip.



The roads near Palm Springs have been hit hard by the weather this winter and the resulting potholes damaged the rear vertical section of MiniMo's right rear wheel well. Just one more thing to work on when I get home. We had some good tail winds on this trip so for the first 1520 miles our UV has averaged 20.9 mph and that was with the coach tipping the scales at 6100 lbs. rolling down the road. I guess I shouldn't expect that to happen on every trip but it sure was fun to see.

I'm excited to see everyone in Nebraska this September.

**INSIDE:**  
Western Rally Coverage (cont.)  
[Page 2-3](#)

Getting Ready for Ultra Week Business/Rally Agenda  
[Pages 4-5](#)

Cooking on the Go/Events/Welcome / CORSA Convention  
[Pages 6-7](#)

Short Reports/Return of the Tin Tent #366  
[Pages 8-9](#)

Mrs. Smiley UV #367  
[Page 10-11](#)

Nash Fan/Tri-State Corvair Meetin/Call fo Ultra Nicknames  
[Pages 12-13](#)

About UVMCC/Classifieds/Merchandise/Unfortunate Oversight  
[Pages 14-15](#)

Eastern Rally information  
[Page 16](#)

(Continued from page 1)

**Wednesday, Thursday and Friday – Arrivals and a welcome reception**

We had a few people roll in on Wednesday and Thursday to get settled and take advantage of the beautiful weather. On Friday, we kicked off things by greeting old friends and meeting new ones. Patty Mello made everyone feel at home with nice welcome gift bags. In the afternoon, there was plenty of coach hopping and lots of fun conversation pointing out factory differences and customizations on each coach. We then moved over to a bocce ball court where we played a friendly group game by rotating each other in and out every few throws. No need to keep score, just smiles and friendly banter.



A game of bocce ball



James Craig

After bocce, we retired back to the coaches for more conversation and then finally migrated to the park clubhouse where Pat, Marisa and I hosted a BBQ where everyone could relax over dinner after a long drive. During dinner there was more story swapping and then we were treated to a presentation by James Craig where he discussed the history of the Ultra Van from the first coach all the way up through the last rig.



The Flemings

Reflecting on the first day of the rally, it was clear that we had a special group. It was particularly nice to see the veteran Ultra Vanners catch up with each other and share their knowledge with the new members. Brian Fleming (#227) and Jon and Max Robere (#268), the newest owners, were like sponges soaking up all of the information. I have to say that I think their enthusiasm was contagious across the entire group. There was certainly a spring in everyone's step and I'm sure there are some new maintenance projects planned or trips organized after the weekend comes to an end.



Jon & Max Robere

**Saturday - Parade through Palm Springs, lunch and a flash-car show**

On Saturday we woke to a beautiful day in the desert with a carpet of wild flowers from the heavy spring rains that have been passing through Southern California. The morning was full of coffee, conversation and more coach hopping. At around 10:30, we warmed up the Ultras and set out on a caravan into Palm Springs. En route we stopped at a large gravel pull-out in front of a number of towering windmills with beautiful Mount San Jacinto in the background. The desert landscape and sleek windmills made for a perfect place to take photos of our modern marvels. The coaches truly looked like they were built in the past but made for the future.



163, 460, 333, 409, 227, 392

After the windmill stop, we began our parade through Palm Springs. It was easy to keep all six of the coaches together and as you might imagine old and young alike were stopping whatever they were doing as the coaches rolled by. The whales were putting big smiles on everyone's faces as we meandered through town. Finally, after our loop, we stopped in a large open parking lot (the same space used for the Palm Springs Modernism Week Vintage Trailer Show) where we had plenty of room to line the coaches up for display. Since it was such a beautiful Saturday afternoon there were plenty of people out and about and no one was bashful in coming up to see the coaches. We then took a group walk where we enjoyed a slow relaxing lunch on the patio of a nearby restaurant and then after, stretched our legs with some window shopping as we worked our way back to the coaches.

**Saturday Afternoon Tech talks, a Potluck Dinner and gift exchange**



Chuck Hanson

Once we returned back to the Catalina Spa RV Resort, we all caught our breath and then regrouped for some tech talks and more conversation. Pat Jennings gave us a great presentation on his new windshields and Chuck Hanson gave us a tour of his hot water heater plus some suspension tips. The conversation was lively and after only a day or so it was starting to feel like our old and new friends were quickly becoming family.



Pat Jennings



Dinner

As the light was starting to fade we organized some tables over by the green machine where we had a twilight picnic potluck. The food was fabulous, with dinner and desert transforming into a white elephant gift exchange.



Gift Exchange

### Sunday coffee and goodbyes

Sunday morning was another beautiful day starting with coffee and conversation coach side which evolved into packing up and goodbyes.

Pat, Marisa and I want to thank everyone for coming out and making it such a special weekend. We really couldn't have done it without Carl and Jerry's help and encouragement. We also appreciated the opportunity to have the western rally close to the coast. As many of you know, work often gets in the way of long road trips. I know that some of our members (with new and unproven coaches) felt a relief they didn't have to travel a long distance and over big mountains to meet up with fellow Ultra Vanners.



The Rally gang

### Coaches in attendance

#163 – Brian Goldin in the green machine (Redlands, CA)

#227 – Brian and Maryellen Fleming - recently purchased and their first trip in the Ultra (Temecula, CA)

#333 – Jerry and Patty Mello (Albany, OR)

#392 – Howard and Bonnie Joseph (Suttercreek, CA)

#409 – Pat Barnes and Marisa Jennings (Los Alamitos, CA)

#460 – Chuck and Cyndie Hanson (Mesquite, NV)

### Attendees (sans coach at western rally)

#268 – Jon and Max Robere (La Mesa, CA)

#383 – Dan Berlant (Long Beach, CA)

#404 – Doug and Meg Bell (Boring, OR)

#420 – Gary and Olga Anderson (Rochester, MN)

#497 – Gale and Gretchen Pfueller (Bellingham, WA)

#2011 – Terry and Linda Porter (Pearce, AZ)

#604A - James Craig (Joshua Tree, CA)

David and Gloria Beck (Brownsburg, IN)



"Whale Tails"

### Clips from other attendees

**Jim Craig** - It was such a treat to attend the Rally and meet new members and visit with old friends. The new blood that we need in the club is really growing and that is a good thing. Yes, everyone was very cordial and respectful of my senior age. (Not sure about the other part) (Big Grin. :) I think everyone enjoyed my talk on Ultra Van history, at least no one got up and walked out. :) Fun, Fun, Fun.

**Chuck Hanson** - Among the highlights of the Western Rally in Palm Springs, we took all six Ultra Vans on a cruise into Palm Springs, and had a Guerilla Car Show in a vacant lot downtown. We all headed out for lunch while the curious milled about taking pictures. When Cyndie and I returned after lunch, we found Melissa Hanson, supermodel, and her husband/photographer looking for good backdrops. They found the Whale460 provided some unique shots. Melissa is seen here relaxing at the back door, while supermodel Cyndie Hanson is looking quite stunning at the front.



Cyndie Hanson



Supermodel

**Gary Anderson** - The really early birds came in on Wednesday which were the Andersons, Pfuellers, and Porters. Also, after the rally a number of people made the trek to Jim Craig's place to see #604.



#604

**Marissa Barnes**—We had a blast co-hosting at the Western Ultra Van Rally. We didn't know what to expect and it exceeded all of our expectations and more. The people are all first class and just a pleasure to be around. The Tech Talks were great!

**Editor** - See the website to view lots more pictures of the rally.

# ATTENTION ALL MEMBERS!!

## Getting Ready for 'Ultra Week' Business

**This is important for all members!!! Not just attendees.**

As we lead up to the Rally, there are some business items that we all need to be involved in.

By next newsletter (July) we need to have this information to be able to publish in the newsletter:

- Any proposals, especially those that will change the bylaws.
- Nominations for officer elections. A ballot will be in the July newsletter.
- Award nominations

### Officer Elections

Officer positions are open to any member in good standing that is willing to fulfill the duties of the office as described in the bylaws. A copy of the bylaws was included in [WOW 2018-4](#) or can be obtained by contacting the Secretary. Most often, candidate discussion and nominations are part of the regional rally's business meeting. But, anyone can nominate someone else or themselves by submitting their name and a short bio to the Secretary.

The following positions are open for election this year. Incumbents are listed, but no guarantees they will run.

- ◆ President - two year term - no incumbent - the president can only serve for two terms every six years.
  - ◆ Vice-President - one year term (no term limitations) - incumbent Howard Joseph
  - ◆ Secretary - one year term (no term limitations) - incumbent Molly Bacon
  - ◆ Treasurer- one year term (no term limitations) - incumbent Molly Bacon
  - ◆ Newsletter Editor - one year term (no term limitations) - incumbent Molly Bacon
  - ◆ 2 Directors for both the East and the West - three year term—no incumbents, must wait a term to rerun
- Each division has two additional Directors which still have time on their terms  
 Eastern - Dave Fox and Rick Milne, Western - Doug Bell and Larry Forman

Anyone interested in running is encouraged to "throw their hat in the ring." Please **DO NOT** assume someone else will take care of these positions. We need you!

### Awards

#### Ernest Newhouse Award

Each year the Ernest Newhouse Award has the opportunity of being presented. It is important that you read the criteria below for the award and even MORE important you read the criteria below for submitting a nomination. Last year there were several names submitted, but no one followed the nomination rules of written a qualifying report, consequently, no one was selected. Please read everything below **CAREFULLY!**



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, and meets the qualifications as stated below. Basis for selection will be the individual's performance during the entire period of membership. Not just limited to the previous year or any other shorter time period.

To qualify for nomination of 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 regional Rallies, or a second National Rally.
6. Accomplish outstanding or superior services to the Club.

A **written, qualifying report** must be sent to the President for each nominee for verification. The President will forward each qualified report to the editor for inclusion on the Ballot. Members vote by ballot, preceding or during the National Rally. Presentation of the award occurs at the National Rally. A tie vote selects the individual of longest Club membership. An individual may receive the award only one time (see your Roster for past recipients)

## 2019 Ultra Van Motor Coach Club National Rally Agenda (tentative)

### Sunday, 9/15/19

Arrival in Kearney RV Park and Campground, Kearney, NE  
 Welcome – Introductions – Registration – Socializing  
 6:00pm - Evening meal provided by hostess & friends



### Monday, 9/16/19

Breakfast - Provided at the clubhouse: coffee, rolls, cereal, milk & juice  
 Rally attendees coach hopping  
 Lunch – TBD  
 Tech Session – Round table – bring your problems or solutions to share with everyone else  
 The Ladies – Tour of downtown Kearney “The Bricks” from MONA at 24<sup>th</sup> & Central to Railroad Street  
 Supper – Potluck dinner at the clubhouse (bring your very best dish) Fresh homemade bread provided  
 Entertainment Plus – Bingo night with prizes



### Potluck Dinner



### Tuesday, 9/17/19

Breakfast - Provided at the clubhouse: coffee, rolls, cereal, milk & juice  
 Tour of the Great Platte River Road Archway  
 Lunch – TBD  
 Afternoon – Tech Session – Shades Classic Corner from Hastings, NE (Chris Shade – Owner “Corvair” Restoration & Resale and Mike “The Mechanic”)  
 The Ladies – Paint Paradise <https://www.paintparadisepottery.com/> – Glass Fusion, Canvas or Pottery – create whatever you choose  
 Supper – TBD  
 Entertainment Plus – Casino night with play money and prizes



### Wednesday, 9/20/19

Breakfast - Provided at the clubhouse: coffee, rolls, cereal, milk & juice  
 Membership and Board meetings – in the clubhouse  
 Lunch – TBD  
 Afternoon - Coaches on display downtown Central Avenue on “The Bricks” – Open to the public  
 Supper - on “The Bricks”  
 Movie – at the downtown “Renovated World Theater”



### Thursday, 9/21/19

Breakfast - Provided at the clubhouse: coffee, rolls, cereal, milk & juice  
 Tour of Blue Print Engines manufacturing plant <https://blueprintengines.com/>  
 Ladies – Tour of Ktown Cakery  
 Lunch – Pot luck at the clubhouse - leftovers  
 Afternoon - 4:00pm – tour of Kearney’s “Classic Car Collection” - Banquet & Awards to follow



### Friday, 9/22/19

Breakfast & Good-byes - Provided at the clubhouse: Coffee, rolls, cereal, milk & juice  
 Farewells to old & new friends



Now, with all these fun activities you may wonder, do I have to pack up and drive my Ultra Van each day? Only if you want to. When we run out of volunteers with space in their cars willing to do some chauffeuring, there will be available six Corvair convertibles, a '92 Olds and a '94 Suburban, which can also be used.

For those not camping, you will have no trouble finding accommodations to suit your liking as Kearney is the second biggest convention city outside of Omaha. There are lots and lots of hotels and motels, everything from Motel 6 to Holiday Inn; pretty much across-the-board. The campground will be within 1-2 miles of probably 95% of hotels and motels. Make your reservation soon though.

**A more detailed & updated schedule plus the registration & t-shirt order forms will be in the next (July) newsletter.**

# COOKING ON THE GO

BY ROSIE WALKER

*ED—This has prompted me to see if we can start a regular cooking recipe column, something like “Cooking with the Whale”. Thoughts?? Submit you on-the-go recipes.*



Want a quick dinner after a long drive late at night? But you find there's usually nothing open except a greasy spoon and you don't want to cook or do dishes. I have a collection of recipes that I make ahead, freeze using a vacuum sealer and then thaw in a few minutes in the microwave or in boiling water. Fortunately, I have a large freezer since I like variation. Recently my good friend, Bonnie Joseph, put an idea in my head. Bonnie uses the crockpot (*ed - latest update, now an Instapot—see a writeup on the Instapot next edition*) quite often when they are camping for the day. So, I asked Larry if I could use the crockpot while they were driving. He said, "Sure, if you use an inverter."

Being able to use the crockpot while we are driving, if you have an inverter, really opens up another avenue of variation. We can cook on the road meals like pot roast, stew, chunky clam chowder, pork chops, turkey breast, meatballs in marinara sauce over pasta, or almost any crockpot recipe you can find. With a crockpot, you feel like someone cooked your dinner for you. And then, lunch the next day can be leftovers done "somehow".

Put a small crockpot in the sink and wrap it securely with bath towels so it doesn't wiggle. Dump your ingredients in the crockpot, and put the lid on, plug it in, turn it on low and away you go; either down the road using power with an inverter or on shore power while you're camping but out for the day. For those UV owners who do not have an inverter, maybe think about installing one. An inverter can be used to operate the microwave for quick lunches at rest stops plus a few other things that need instant electric.

## Crockpot Plain Ole Pot Roast - Good for Hot or Cold Sandwiches Next Day

2 1/2 - 3 lb. chuck roast

4 red potatoes (or turnips for the no carb people)

8 carrots, peeled, or scrubbed, cut into 3-4 inch chunks

1 onion quartered or equivalent dried onions or even sprinkle on top Lipton Onion Soup Mix

1 can condensed cream of mushroom soup thinned with a 1/3 can of water

2 Tbsp Worcestershire Sauce

1 Tbsp Dijon mustard

2 - 3 bay leaves

2 tsp Italian seasoning (or some thyme, rosemary, basil, and oregano)

1 tsp granulated garlic

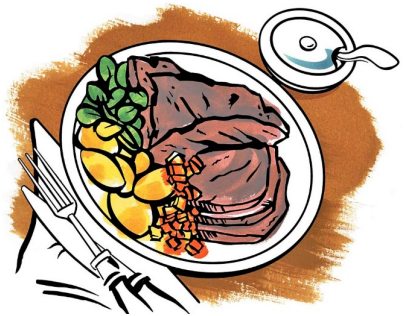
1 tsp salt, (do not add if Lipton Onion Soup Mix is used)

1 tsp black pepper

Optional: (Carb and gluten free people this is a NO NO (*except see ed note below*))

Near or halfway to the end, remove about a cup of the meat/vegetable broth and add about 3 - 4 Tbsp of flour to thicken (depends on how much liquid you have) *ed note - no-carb or gluten-free people can use xanthan gum to thicken. Use 2 Tbsp xanthan gum with 1 Tbsp hot water, for every 1 cup of juices*

Whisk flour (xanthan gum) into cup of broth, raise the crockpot heat to high and pour the thickening mixture into the crockpot and cook until blended and done.



## Beef Stroganoff (variation of above)

Omit potatoes (turnips) and carrots

Possibly substitute stew meat for the chick roast

Prior to serving, whip in 2 cups of sour cream, and a package of Lipton Onion Soup Mix, if not added it in the beginning. Do not let it boil. Let cook while noodles are cooking. Boil egg noodles separately or cook in microwave, (I have a plastic container that cooks pasta in the microwave). Pour stroganoff over cooked egg noodles, or rice. You can also make ahead and freeze.



# Event Calendar

**35th Tri-State Corvair Meet** - 05/17/2019 - 05/19/2019, Alamosa, CO, Best Western Alamosa, Hosts: Pikes Peak Corvair Club, [www.corvair.org/chapters/chapter809](http://www.corvair.org/chapters/chapter809) (see page 9 for more details)

**Eastern Rally**, 06/03/2019—06/08/2019, Greenville, OH, Darke Country Fairgrounds—Hosts: Jerry & Mary Lou Kramer (see [page10](#) for details)

**CORSA International Convention**, 07/23/2019—07/29/2019, St. Charles, IL, Pheasant Run Resort, [https://www.corvair.org/index.php?option=com\\_civicrm&task=civicrm/event/info&Itemid=445&id=300&reset=1](https://www.corvair.org/index.php?option=com_civicrm&task=civicrm/event/info&Itemid=445&id=300&reset=1) (see below)

**UVMCC National Rally**, 09/16/2019—09/20/2019, Kearney, NE, Kearney RV Park and Campground—Host: Sherry Morrow (see [page 12](#), plus [WOW 2018, #4](#), page 12 for more details)

## Welcome to our new members

### California

Jon & Nicole Robere #268

Brian Goldin #163 rejoined

Dave & Chris Bettini rejoined

Marisa Barnes #409

### Kansas

Joseph Scalet

### Pennsylvania

Jeff Stonesifer #20



Robere



Goldin



Stonesifer



Barnes

## START PLANNING NOW!!!

### 2019 INTERNATIONAL CORSA CONVENTION

St. Charles, IL, July 23, 2019 through July 27, 2019

**Our meeting is Wednesday evening 7:30 - 8:30**



I HAVE BEEN ASKED BY ONE OF THE CO-DIRECTORS IF WE COULD PROVIDE THEM WITH HOW MANY ULTRA VANS PLAN TO BE AT THE CONVENTION. THEY ARE MARKING OUT A SPECIAL PARKING AREA AND NEED AN IDEA OF HOW LARGE TO MAKE IT. PLEASE LET ME KNOW AT [UVMCC\\_MEMBERSHIP@YAHOO.COM](mailto:UVMCC_MEMBERSHIP@YAHOO.COM)

KEEP IN MIND THERE IS NO CAMPING ON THE HOTEL PROPERTY.

- Hosted by Chicagoland Corvair Enthusiasts
- Held at Pheasant Run Resort, 4051 E Main Street, St. Charles, IL 630-584-6300
- Click here to make a reservation with the group rate <http://corvair.org/2019hotelreg.html>
- Hotel website: [www.pheasantrun.com](http://www.pheasantrun.com)





## Short Reports

### Bits of information from our members

**Rick Milne**—Not much to report here. No time to work on the coach, just accumulating parts for the build. Some "skunkworks" going on though... will bring to light when it all comes together. *Ed—Rick has coach #436*

**Craig & Lea Lamond** - Hi everyone 🙋🏻

Craig and Lea Lamond here, owners of the very first Ultra Van

After years of chasing the missing boxes of early ultra van information that the kids of Dave supposedly had stored "somewhere", it looks as though our persistence has paid off, 😊 well almost 🙋🏻

We had contacted both kids years ago to seek any missing photos or paperwork, ANYTHING related to the ultra van history.

When we purchased the 001 van from the Lane Museum it came with boxes of photos and stuff that the Club had never seen along with a few parts for 001. (Although we have receipts 📄 for donations of a ton of NOS parts for 001 prior to 001 being sold to the Lane Museum) 😞

Our son lives really close to the daughter in Los Angeles and around thanksgiving last year arrangements were made for us to meet up with them, but sadly they weren't feeling well so they cancelled with us as well as Patty and Jerry Mello 😞

The great news is that they decided to mail the Mystery Box 📦 of Ultra Goodies to either the Mello's or us 😊

Nevertheless when it gets here in Oregon all will gather around for the Ultra Unboxing, cameras 📷 rolling!!



Craig and Lea Lamond. Owners of the first Ultra (Conestoga Camper) #001

**Ken Hand** - Hi Everyone, It has been a busy winter for me as I have a project going, which is building two 2.9 Corvair engines, one for Gary Cole and the other for me; coach #'s **396 & 398** respectively. I am just about ready to start assembling them and I hope to have mine at the Eastern rally. Both engines will be fuel injected, but I'm not sure I can have that installed before the rally. The FI will be from Ted Brown and will be the new system he has using Corvair carb bases.

As an Eastern Director I don't really have anything to report for the club.

On a side note I have a table that needs to get to Craig Lamond in Oregon, is anyone coming to the Eastern rally? The table can be leap frogged across the country so it doesn't have to be just one person. Let's talk!

**Going Up For Sale? - Ron Adams** - I am considering selling #499, which has a newly rebuilt 140 motor and is in pretty nice shape. I'm in Mexico until April 30 and can't provide any pictures (*ed - pic from the Western Rally last year*), but anyone interested can contact me at [raon61@gmail.com](mailto:raon61@gmail.com). The price will be about \$12,000.



**John Sargavy** - Not sure this is noteworthy, but I made some progress on the 1964 Monza Convertible. The left side rocker backbone is welded in and the front floor pan is fitted. Decided to do a 'preservation' instead of a restoration since everything above the floor pans is complete and in good, original, unmolested condition.



**Rosie Walker** - We have an extra roll of rock wool, which I would like to get out of my garage, pronto. Make Larry (Larry Forman, [larry@forman.net](mailto:larry@forman.net)) an offer, and it is yours. I know it was expensive..

**Doug Bell** - First of all I wish to thank all of my fellow Ultra Vanners who offered their advice on what I should do. Since I was preparing to drive 80 miles to Albany to Jerry Mello's home. I was hoping I could disable #5 and drive on down. It has been done by some who responded.



Instead, I decided not to cause any more damage and stay home. Jerry drove up and we dropped the engine in my driveway. On the first day the weather was cold, but sunny and bright. We pulled the motor into my garage to get out of the cold temps. We pulled the passenger side head (1,3,5) because the driver side was perfectly dry. After removing all the sheet metal, alternator, carbs, etc., we got to the naked

(Continued on page 9)



*ed—Gabriel joined in October 2017, but has recently acquired #366, so let's welcome him a new Ultra Van owner.*

## Part 1 – “The Return of the Tin Tent” #366

by Gabriel Villagran

I'm retired from a career in mechanical aerospace engineering, with a natural affinity for engines and classic cars. I started out in the U.S. Army, was honorably discharged and worked for the D.O.D. for 30 years at Kelly AFB, San Antonio. I do remember my starting salary as \$2.02 – a downgrade as I needed a job after the service and had worked for Animal Control, in layman's terms a 'dog catcher' (I did my best to get family and friends to adopt to save their lives.) For myself, and a few clients, I currently restore predominantly early German cars; air cooled all the way!



Madeleine and I met 20 years ago at the gym in a “Boot Camp” class. She still goes to the gym, but it makes me tired just thinking about it. She learned to drive on her brother's '56 Chevy, manual shift in the column, and drove a Corvair stick in the 60's to college. She has an affinity for small cars previously owning a BMW 2002 and Alfa Romeo Spyder. The Alfa had to be sold when she was pregnant with her now-grown daughter and couldn't squeeze in behind the steering wheel – I kid with the daughter and tell her that I can still see the crease on her forehead.

Needing a vacation in 2018, we decided to take two of our restored vehicles to the Scottsdale, Barrett

Jackson auction where she sold her 64 Karmann Ghia plus a VW Thing; with T.V. coverage. I always have a few orphaned vehicles for restoration, including a 1962 Corvair rampside pickup with dealer-installed camper, 3 Volkswagen Things, VW Single cab pickup, '65 Chevy panel truck, and a few VW Karmann Ghias. Madeleine is not far behind with a drivable '63 Corvair convertible, plus projects of a Corvair Fitch Sprint, 914 Porsche, and a '61 F-100 unibody pickup. As you know, there are always more projects than time and

our friends tell us it is time for an intervention. Somewhere during our air-cooled hunts, we 'discovered' Ultra Vans and found that #366, known as The Tin Tent was available. The Tent had remained as Walt Davidson kept it; modified to eliminate any extra weight to win a land speed record. So far, it has only had a good scrubbing. I plan to bring it back with a few modifications for RV'ing. Does anyone have a good solution for the accelerator pedal? I would definitely like to change to a cable conduit system (advice welcome!) I hope I can get to the next National Meet!

... To be continued

## Short Reports (cont.)

(Continued from page 8)

head. Nothing looked unusual after the valve cover was removed. We then removed 1 and 3 valve train and head nuts. The cylinder piston and valve area was obviously carboned up. When we began pulling the head we immediately saw the culprit. The wrist pin had wiggled part way out of the piston and gouged the cylinder wall.

**Brian Goldin** - One of my favorite things about the dualies on the Green Machine is I have two spare tires. Had a blowout heading home from Death Valley this weekend.



## MRS. SMILEY - CORVAIR ULTRA VAN #367

I run with dogs. That's why my husband and I bought our 1967 Corvaire Ultra Van (#367) when we retired. I run my golden retrievers in Canine Performance Events agility trials. I have two champions and another puppy just beginning his training. One of my dogs also has titles in the National Association of Canine Scent Work. We live in Western Massachusetts and I travel around New England, New York, and Pennsylvania for the competitions, but I decided it would be great to have an RV and maybe go further afield. I had camped out of my Toyota Sienna which was okay, but an RV would fill the bill.

I also spent a good part of my working life renovating old houses, mostly one, two, or three-family houses which date back to the 1700's and 1800's. For 25 years, I had a construction supervisor license but I actually only worked for myself or with a partner. My husband, Joe, was a lawyer in taxes and real estate and he was always willing to live in a ripped up house, but was clueless when it came to construction or mechanics. So besides running with dogs, we came to own an Ultra Van because we love old stuff, I wanted to preserve one more "house, in spite of the fact that we both know nothing about cars, engines, or RV's. We did, however, experience college in the 60's and the Corvaire Ultra Van is really cool. We just fell for it. It is definitely not boring!

So, I was in agility training class one evening when my friend Chester Matys, who was training his Australian cattle dog, mentioned the Ultra Van. Never heard of it. Of course, I had to look it up Ultra Van on the internet. Omigosh! An old house on wheels! And although it's not long, the "whale" looked like it would be big enough for the two of us and the three big dogs. After convincing Joe we needed it (didn't really take much convincing), I expressed interest to Chester and for several weeks I followed what he was doing to get it ready to sell. I had not seen it in person when one night in class he told me to watch a rerun of American Pickers that week. I did, and in the next week's class, I remarked, "Wow, that upholstery is really ugly - does yours look like that?" He laughed and said, "That IS the upholstery. That IS the Ultra Van I've got." It had been owned by James and Lisa Porter of Westmoreland NH. We went to see it that week and sure enough, the upholstery was just as ugly as it looked on TV. Pickers Mike and Frank (Season 13, Episode 22, From Coupe to Nuts) passed it up and we got a better deal. We thought - there's a huge Corvaire parts dealer in Shelburne Falls, MA, only about 20 miles from us. Surely that was a good sign. We told Chester that for us to buy it, it had to pass inspection and be able to be registered. He had done some engine work, found a place in New York State that

had a replacement windshield, and installed some rear-view mirrors perfect for us. He did find a large snakeskin under the dashboard. When it passed inspection, we bought it, minus the snakeskin. We named her Mrs. Smiley. She came with all the original and subsequent manuals, and lots of notes and info gathered and recorded by the previous owners.

I did the decorating and clean-up inside. She was in good condition under the dirt and she has a mostly original interior. I had some 60's items in storage and some I bought on e-bay or at flea markets. I thought I would paint the outside, but I got to thinking about how pretty she could be if it were done by a professional. After being turned down by several body work



(Continued on page 11)

(Continued from page 10)

companies and getting some quotes from others, I found Specialty Restoration in Westfield, MA, and they did a great job. Of course, we had to have the smiley face. The guys were really helpful and less expensive than other places. They even took her for inspection the second year. I



BEFORE



AFTER

think they had fun driving her around. A teenager working there even added a special nameplate on the door – “Mrs. Smiley” in curlicue print. When we first put her on the road, Mrs. Smiley was really quirky. She’d been around the block a few times. In the beginning we found that if we drove and then stopped for lunch,



BEFORE



AFTER

we had to spend an hour eating in order to let her cool down. Then she would start right up, but if we turned her off for only 15 minutes, she wouldn’t start when warm. Made stopping for gas a challenge. On the other hand, when we stopped for gas, it sometimes took an hour because everyone and their mothers’ cousins came running to take pictures and visit. Our local old-timer mechanic showed us how to blow out the carburetor and she’s not had problems since (fingers crossed). Unfortunately

just before she went into storage this past October, her windshield wipers failed. We could drive her, but we had to check the weather report first to be sure. So far, our travels haven’t extended very far because we have some mistrust, maybe unnecessarily. She’s a lot of fun though and great for the more local agility trials. I love riding on the back roads of Western Mass with the big expansive windshield to see out all around. We may take her to some of the local car shows this coming year.

It has been quite an experience riding around in her. It’s a wonder she doesn’t cause accidents. People literally rush out of their houses to take pictures. We stay in the right lane on I-91 and other cars slow down beside us and wave and stare. At my first overnight dog trial, at least 100 people must have gone through her to check her out. My friends tell me she shows up out of the blue on Facebook pages of people I’ve never met. Children think she’s an ice cream truck.



BEFORE



AFTER

Mrs. Smiley has definitely been an adventure in retirement. If you see a Magic Bus travelling down the road with three golden retrievers peering out the windows, that’s us.

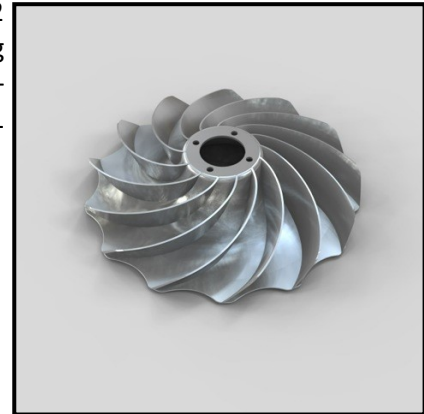
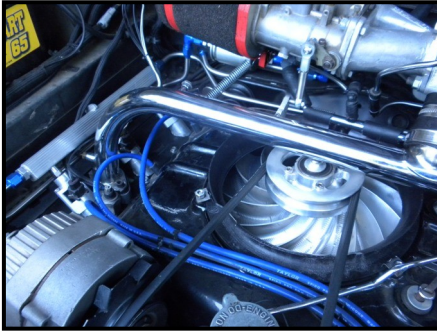
Phyllis Wilhelm,  
Joe Wilhelm  
and the golden boys,  
Henry, George and  
Richard II



# Nash Fan

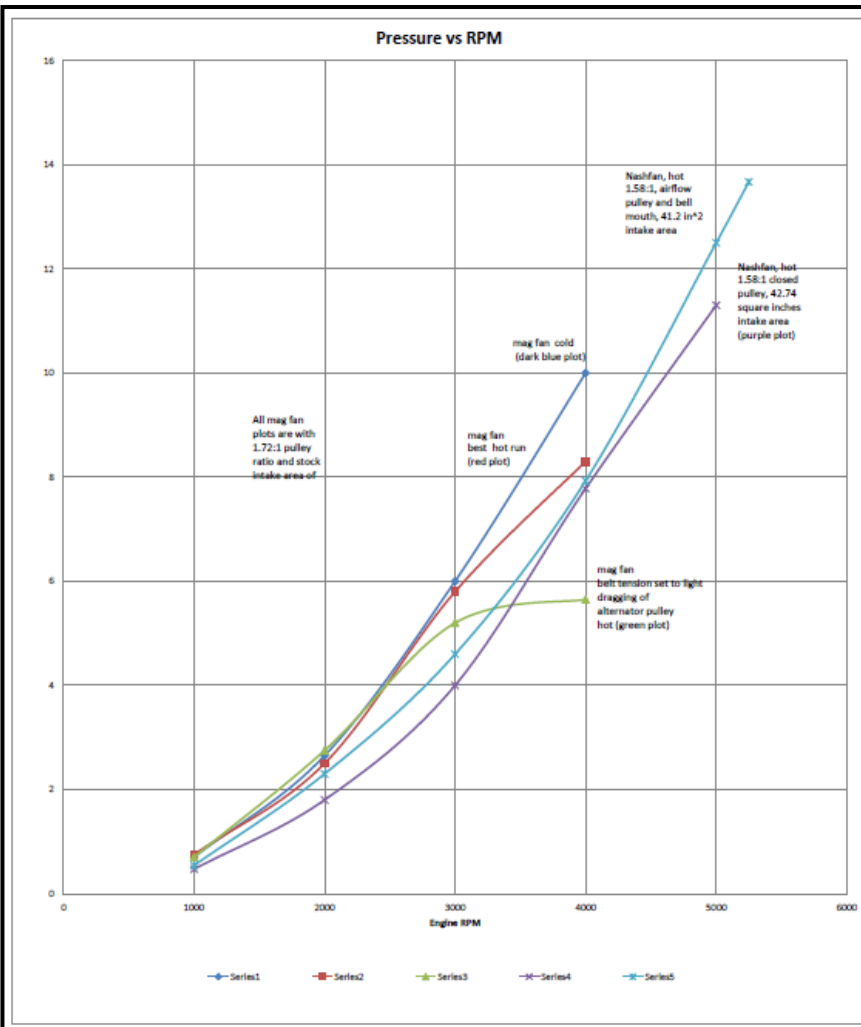
submitted by Chuck Hansen

Here are some pictures of my fan installed in my engine, complete with the mods for the maximum pressure test. The far right picture is a rendering of the fan. I've also included 2 charts below, one is a efficiency comparison between my fan and the mag fan and '61-'63 fan. The other chart shows how my fan compares output-wise against my old mag fan with a pulley that was speeded up to 1.72:1



for 2 tested configurations- one with the intake modifications pictured and the other without the bell mouth and special airflow pulley, but with a much larger intake area. The peak pressure recorded was 13.7", and this corresponds with roughly 1830 cfm. This is with the lower shrouds on, and is, of course, a very restrictive system this way. It is quite conceivable that this same intake with the lower shrouds off could be flowing almost 3000 cfm at the same pressure, so that gives you an idea as to what the potential of the fan is and the need for some bold brave early adopters willing to try!! It is expected that the efficiency of the fan actually improves when set-up like this. The "hot" pressure graph for the stock mag fan is a bit misleading as the heads were not hot enough for the lower shroud doors to open on their own. I had to block them open for that test. In the real world, an engine hot enough for those doors to open, 6-7" at 4000 is much more realistic. Fan belt slippage does not seem to play a role in that. I went ahead and tightened the belt guitar string tight to check the 4k pressure when hot... it stayed the same. The mag fan test that is labeled "light alternator pulley dragging" is what belt slippage really

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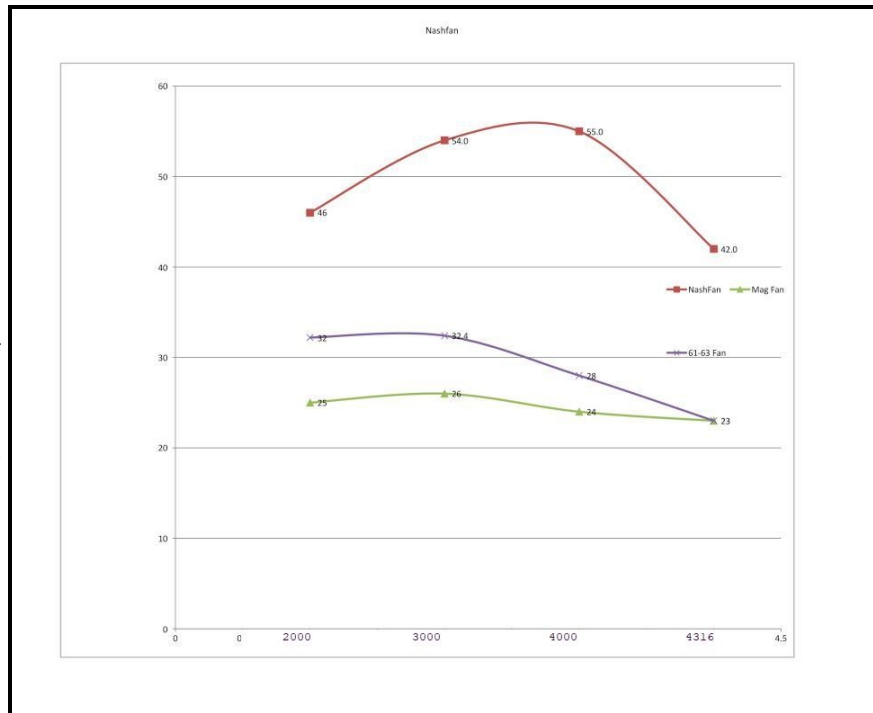
looks like when checking pressure and rpm.

Two points of interest with my fan... at 4000 engine rpm, it is using 3.08 hp vs 8 for the stock fan, and at 5000 rpm, my fan is only using 6hp vs 15 for the stock fan. The output for both the mag fan and my fan are reduced by an enormous amount because of the restrictive lower shrouding. If the stock fan is run this way, the already high hp usage goes MUCH higher. For my fan, there's a point where the hp usage is expected to begin falling, and this is a characteristic of backward curved fans that radials and forward curved fans do not have. The limited testing that I have done with this on my test fixture shows me that

even for fairly slight changes in flow, my fan might use only 2% more power and the mag fan would use 22% more power. I'm fairly certain that these differences in usage only get bigger when the lower shrouds are off and the intake is made larger. My fan recovers this intake energy to help spin the fan along and the mag fan basically just gets bogged down more.

It's going to take some brave testers like you and others to test these things, and really demonstrate what my fan can really do!

Kevin Nash  
wrokit@hotmail.com



**35<sup>th</sup> Tri-State Corvair Meet**  
May 17 – 19, 2019  
Alamosa, Colorado

Host Hotel is the "Best Western Alamosa"  
2005 Main Street Alamosa, CO 81101  
Make reservations today @ 719-589-2567  
Book before 4/16 and mention "Corvair"  
for \$110.99 per night special rate, while  
rooms are available.



Hotel is pet friendly, has plenty of on-site parking, is 100% smoke free, has free Wi-Fi, is air-conditioned, has both a swimming pool & hot tub, and is ADA accessible/compliant.

**Schedule of Events**

- Friday Registration and Welcome Party at the Host hotel
- Saturday "Show 'n Shine" car show in downtown Alamosa
- Buffet banquet and Awards Presentation Saturday evening
- Sunday, visit The Great Sand Dunes National Park on your way home

Hosted by Pikes Peak Corvair Club, Colorado Springs, Colorado

For more information and to register, visit the PPCC website @ [www.corvair.org/chapters/chapter809](http://www.corvair.org/chapters/chapter809) and be sure to join in the conversation on our "2019 Tri-State Corvair Meet" Facebook event page



Ed Halprin has extended a personal invitation to any Ultra Vanners who might be in the Alamosa, CO area to attend the 35th Tri-State Corvair Meet the weekend of May 17-19

## Attention Call for Ultra Nicknames

Betsy Senn, who is the keeper of the Ultra Van nickname list, is hoping to get her nickname list up-to-date. With all of the trading around and resurrecting of Ultra Vans, it must need some changes. The request started on Facebook a few weeks ago, but there are those who aren't on Facebook or maybe missed the post, so we hope you will contact Betsy, 928-565-1298 or email her, [sennasylum@npgcable.com](mailto:sennasylum@npgcable.com).

Thanks!

UV #328 'Turkel'

## CLASSIFIED ADS

### Available:

#### Ryerson Manual

The Ryerson is available in two forms, Printed and on a searchable CD.

Printed Manual \$60 plus shipping

Printed Manual and CD \$70 plus shipping.

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

Shipping is based on your choice of shipping options.

Please send me your address and I will let you know what postage will be.

Eric Kirven, 3585 Cerritos Ave., Long Beach, CA 90807 [Ultravan345@Yahoo.com](mailto:Ultravan345@Yahoo.com)

## UVMCC Membership

E Mail for the Treasurer is at:

[uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com)

**Join Today!**

Web Site:

<http://www.ultravan.club>

**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 <http://www.ultravan.club> or make checks payable to Ultra Van Motor Coach Club and mail to the treasurer at:

UVMCC, 5425 Morrow Rd., Gladwin, MI 48624

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

Digital submissions are preferred, but even hand written are acceptable. Mail to: UVMCC, 5425 Morrow Road, Gladwin, MI 48624

Authors are asked to submit at least a photograph of themselves for the article with any other relevant photos.

Technical material will be sent to the Technical Coordinator for review.



## An unfortunate oversight

It appears that during the 2016 National Rally in Tombstone, Jim Craig was nominated for lifetime membership, which passed unanimously. But, the information never filtered out so Jim could be recognized. It came up by chance on a Facebook post recently promoting the Western Rally. Since this has been overlooked for over two years now, your editor, who is also Secretary and Treasurer, has sent a personal written apology to Jim. Below is his response:

*“Thank you for your observation of the missing information regarding my “Lifetime” award. I had heard thru the grapevine that I had received the consideration for the award, but did not want to request an acknowledgement from the Club Board. I really appreciate the members voting for me. It is hard for me to explain the Love I have for the club and all members. Marlene and I met so many great people during the thirty years that we attended the many rally’s. Some of those became our closest friends and almost like our family.*

*Now in the senior years we have slowed down a lot. No more cross country trips, more like 500 miles or less. We still welcome any Ultra travelers to visit our Desert home and rest for a few days.*

*Best Regards to All*

*Jim & Marlene”*

Thank you, Jim and Marlene, for all you’ve given to the club.



**Contact Information****President**

Jerry Mello #333 541-926-2631  
34831 Riverside Dr. SW  
Albany, OR 87321  
[corvairjerr65@comcast.net](mailto:corvairjerr65@comcast.net)

**Vice President**

Howard Joseph #392 209-296-4836  
19255 Laurel Canyon Road  
Sutter Creek, CA 95685  
[bj48360@volcano.net](mailto:bj48360@volcano.net)

**Secretary**

Molly Bacon #328 989-246-8046  
5425 Morrow Road  
Gladwin, MI 48624  
[uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com)

**Treasurer**

Molly Bacon #328 989-246-8046  
5425 Morrow Road  
Gladwin, MI 48624  
[uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com)

**Technical Coordinator**

Brian Goldin #163 909-730-6698  
618 East Sunset Drive North  
Redlands, CA 92373  
[briandgoldin@gmail.com](mailto:briandgoldin@gmail.com)

**Newsletter Editor**

Molly Bacon #328 989-246-8046  
5425 Morrow Road  
Gladwin, MI 48624  
[uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com)

**Eastern Directors**

Ken Hand '19 248-613-8586  
Dave Fox '20 715-615-0869  
Rick Milne '21 610-269-1754

**Western Directors**

Ron Adams '19  
Doug Bell '20 503-658-2627  
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**ULTRA MERCHANDISE**

Call or e-mail either of us to shop or better yet come join us at the next rally!

West

Patty Mello, 541-926-2631, [nanapatty1951@hotmail.com](mailto:nanapatty1951@hotmail.com)

East

Molly Bacon, 989-246-8046, [mollybacon@yahoo.com](mailto:mollybacon@yahoo.com)

**ATTENTION!****1960-2015 TECH TIPS ON CD NOW AVAILABLE**

A complete compilation of tech tips, 1960-2015 (over 1000 pages), on PDF indexed and linked for easy use on a nice labeled CD with paper sleeve for safe keeping.

Also looking to add more tech tips. Forward to the Tech Coordinator

Item	Price
Club badges	1st one <i>free</i> at a rally or \$5.00 for a replacement
Miniature Cloisonné Ultra pins	5.00
Cloisonné Ultra earring set	\$7.00
Cloisonné Ultra pendants (chain not included)	\$3.50
"NEW colors" Ultra Van Coffee Mugs	\$10.00
"Corvair Powered" bumper stickers	\$3.00 or 2 for \$5.00
VIN # plates (blank)	\$3.00
Booklet "From Covered Wagon to Ultra Van" (limited supply)	\$5.00
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)	\$5.00
Window decals UVMCC with Ultra	\$1.00
100,000 Miles Club plaque (Awarded at rally)	<b>FREE</b>
Postcards and note cards	Various prices
Hand-made Specialty Whale items (keychains, bookmarks, fan pulls, lanyards, etc.)	Various prices
<b>Available while supply lasts:</b> Tombstone Rally t-shirts Tombstone Rally magnets	\$15.00

## Spring into Summer—Eastern Rally-June 3-8, 2019

### Darke County Fairgrounds, 800 Schweitzer St., Greenville, OH 45331

The Fairgrounds is a 185-acre facility that is largely wooded, with restroom and shower facilities available. Approximately 600 RV / Camper Hook-ups available; 200 sites with water, electric (20 & 30 amp) and sewer services. The remaining sites offer water and electric only. There are two dump stations on grounds. The facility has a self registration system in place. Reservations are not required or accepted. Camp fires are permitted providing they are in a fire ring, off the ground and contained. We will have a fenced area to camp, with a meeting room and our own handicapped shower & toilet. However, they do not have a kitchen, only some electric outlets in the room. There is also a covered area outside where we can gather if the weather is not nice. Camping costs: \$25/night or \$150/week

**MONDAY, June 3-** Arrival, Meet & Greet, coach hopping,  
Host provided dinner: soup, homemade bread & cold cuts.

**TUESDAY, June 4-** Morning coffee, tech session with Ken Hand  
Lunch at Maid Rite  
Tour of Garst Museum (Annie Oakley, Lowell Thomas, Indian artifacts)



**WEDNESDAY, June 5**  
Morning coffee & discussion (favorite camping spot)  
12:30 - Tour of KitchenAid Factory  
6 PM - Potluck dinner &  
Yankee swap



Door prizes every day!

**THURSDAY, June 6**  
Morning coffee & discussion  
(Tips for camping at FREE places like Walmart, Flying J)  
Tour of FRAM (oil filters)  
Downtown Greenville Day - 1874 Courthouse, KitchenAid Store, many shops & lunch places



**FRIDAY, June 7**  
Morning coffee  
Tour of Bears Mill (water powered grist mill)  
PM car show downtown



**SATURDAY, June 8**  
Farewell good friends



**NOTE:** If planning to stay at a motel, choose one of the National chains. Others are not very nice.

Quality Inn, 1190 E. Russ Road, Greenville, 937-316-5252  
Holiday Inn Express, 1195 E. Russ Road, Greenville, 937-548-1328

If you can't come all of the days, at least come for a few or just even one. You're welcome anytime.

Hosted by Jerry & Mary Lou Kramer

419-852-5720 Jerry 419-852-9380 Mary Lou

Email [uvmcc\\_membership@yahoo.com](mailto:uvmcc_membership@yahoo.com) to let us know if/when you're coming so we can plan for food, etc.



### COMING & GOING SUGGESTIONS

**URBANA, OHIO** - B-17 restoration & museum - FREE - [www.champaignaviationmuseum.org](http://www.champaignaviationmuseum.org)

**DAYTON, OHIO** - National Museum of the United States Air Force - FREE - Easily a full day  
Carillon Park - Visitor center, Wright Brothers, National Cash Register display

America's Packard Museum - Downtown Dayton

**ELKHART, INDIANA** - RV/MH Museum and RV surplus outlets

**AUBURN, INDIANA** - Auburn, Cord, Duesenberg Museum; National Automotive & Truck Museum;  
Early Ford V8 Museum; Hoosier Air Museum

See WOW, 2018#2, <http://ultravans.club/dir/wp-content/uploads/2018/03/WOW-2018-Q2.pdf>, page 12, for many more ideas