



Above are Ultra Vans #101 and #545 with their owners. Craig Lamond owns #101 and Larry Forman owns #545. Beginning on Page 4 is the Adventure of #101 (Queen Honeybee) and her travels to her new home in California.

Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2014

October Issue #4

The Whales on Wheels is a quarterly publication of the Ultra Van Motor Coach Club, Inc. a CORSA Chapter and is dedicated to the preservation and use of the Ultra Van. This 22 foot, unique, motor home was designed by David Peterson and built in Kansas until 1970. About 365 units were built. For membership, please remit dues to the Treasurer, Owen Strawn (\$5 per year if your newsletter is delivered by e mail or \$15 per year if the newsletter is delivered by snail mail (Post Office). Make checks payable to Ultra Van Motor Coach Club. Send submissions to WOW by email to the Editor, Brenda Standal (Digital submissions are preferred, but even hand written are acceptable)

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"The Ernest Newhouse Award"

There have been questions regarding the procedures and selection of a person who should receive the Ernest Newhouse Award. The following was taken from our By-Laws Dated 2006 Appendix – J Paragraph 2 Procedures (5/93)(7/00)(8/05)

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 in "B" below. (7/00)(8/05) Basis for selection will be the individual performance during the entire period of membership. Not 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 will 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. Nominations will be as specified in paragraph 2B above.

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 one time. The "Ernie Award" is the highest individual recognition that the Club offers. The Medallion will be worn at all Ultra Assemblies



PREZ SEZ October 2014

Thank you to Meg & Doug and Patty & Jerry for hosting the National Rally at Ponderosa Campground in Cody, Wyoming. It was especially nice of them to order in a fresh snowfall to turn the mountains beautiful. Despite the cool weather everyone present had an enjoyable time at the Buffalo Bill Museum, the Trolley Tour and a fine dinner at the Irma Hotel.

Also, thank you to Lew Young for volunteering to fill the office of Vice President so that he could be installed along with the other officers at the banquet.

Here in Ohio, it is time to be putting away our Ultra for the winter. We have just one more campout planned this fall. We'll be joining our local Good Sam group at Amishville Campground in Decatur, IN, the first week-end in October. The next trip in 424 will be to go to Florida for the spring rally in Titusville. We look forward to going south to get away from our Ohio winter.

Since this is the last newsletter of the year, I'd like to wish each of you an early MERRY CHRISTMAS and a New Year blessed with good health.

Jerry Kramer



Gerald (Jerry) Dute, 87, of LaGrange, Ohio, passed away on September 12, 2014. He was a member of UVMCC since 1980 and owner of coach #467. He usually tried to make it to the Eastern rallies if he could, especially the Florida rallies. He attended this last spring Eastern rally in Titusville, FL. We are all sad to say good-bye to him.



A Special Note from Your Editor.....It is more economical to receive your newsletter electronically now, so if there some of you out there who now have e mail & would like to receive your Whales on Wheels very fast (It takes 2 seconds to e mail it to you), please let me know and I will take you off of my Snail Mail list. You can e mail me at the address below.

Brenda Standal

239-656-3075 brennorm@aol.com



Christy Barden's Ultra Van and the Wienermobile in Reno, NV.



The Adventure Begins

By Lea Lamond

We flew into Nashville April 9, 2014 and didn't get home till May 21, 2014 We were gone a total of 43 days!

We spent 7 days getting Go-Home #001, aka, Queen Honey Bee, road ready, well, as road ready as we could in just 6 days, thank you to everyone at Lane Auto Museum. We had to scrap the plans for a coast to coast tour, as the motorhome needed a bit more work than we had originally thought.

We finally left Lane Auto Museum, April 16th, spent one night at a Walmart Parking lot in Arkansas where we drew all kinds of attention, even from the local police who kept an eye on us overnight, then stopped by to say Hello in the morning. We quickly learned we cannot go anywhere in Queen Honey Bee in a hurry. Almost every time we stopped, there were people lined up to ask questions and take a peek at the unique little silver Twinkie motor home.....



Arrived at my sister Nadine's farm in Ada Oklahoma on the 17th of April. We stayed there a total of 20 days, pulling out May 6th. My sister has a wonderful huge empty shop where we were able to work on Queen Honey Bee. Made her more road worthy, added seat belts, explored inside her walls, fix the carburetors, give her a proper bath, added more clearance lights, gave her a face lift with some new paint on the bulk heads to cover the exposed fiberglass, along with a bunch of other stuff including adjusting the rear wheel alignment as the tires were just about scrubbed clean of tread.

Left my sisters place May 6th at 8:51 AM and promptly broke down at 8:57 AM, just 6 minutes and only 3 miles later.....We were able to get QHB off the highway and limp off the ramp to park alongside the road. After much head scratching and multiple guess, Craig figured out it was a carburetor (again). He was able to "adjust" it and get it started again so we decided to head on down the road.....

We spent the next six days driving I-40, keeping her moving by stopping an average of 8 to 10 times a day....really, a ton of stops. Seems we had to fix something or adjust something about every 50 miles.....it was truly an adventure to ride along the highway taking the whole right lane and part of the shoulder for our wide little aluminum Slinky. She almost always had the right hand lane as EVERYTHING passed us pushing us off onto the shoulder. Head winds, side winds and cross winds were our constant companion for most of the trip.

We took I-40 to Hwy 58 through Barstow where the wind was so bad we had to stop and spend a whole day and night getting rocked like a baby in the high winds and blowing dust. Thank goodness for truck stops, our home away from home. All the conveniences a traveler can ask for and a unlimited opportunity to people watch.

Once the winds died down we were able to hit the road again although it was not long before we discovered that the break in the weather was only temporary. Not far down the road we were hit by head winds again. With no place to stop we had to keep going, a whopping 25 to 30 miles an hour.

We thought that was bad till the road turned, around Mojave, and we had a full on side wind.....We could barely go 10MPH, then all of a sudden a huge gust of wind pushed us off the road and onto the shoulder. We could NOT get the rig back on the road as the 75 mph winds were pushing us off the road and we were SURE it was going to blow her over, we couldn't stop as we were afraid we would block traffic and we would not be able to get her moving again. To this day I don't know how good 'ole Queen Honey Bee didn't get pushed over on her side, it was so traumatic I couldn't talk for an hour.....

We had no choice but to continue driving, even after we passed the highway signs that cautions that no RV's or Trucks were recommended on the pass from the desert floor to the mountain road that leads to Tehachapi. There was no place to pull over, even the truck scales were blocked off and no turn around roads till you were already half way up the mountain.

The pass turned out to not be nearly as bad as the desert floor and we were able to make the climb to Tehachapi and another wonderful truck stop where we were forced to stop early and spend another day and night in high winds. The coach was quite pleasant and not bothered by the winds while at a complete stop, parked with her tail end facing the wind. Come morning we were able to head out once again and arrived in Bakersfield on May 12th at our Corvair friend, Milo's place. We stayed with Milo who was very helpful and was able to do more, much needed work, on QHB. We got a NOS carburetor kit and rebuilt the carb that was giving us all the trouble. Also fixed a list of other things that needed fixing. We headed out I-5 on May 15th.

We made great time on I-5's flat, long stretch of Interstate until the heat hit and QHB decided she could go no farther, started to ping then died. We pulled off the side of the Interstate and let her cool down and visited with the nice officer who stopped to check on us. We were able to limp to the next exit which happened to be the Colinga exit. I cannot tell you the last time I was soooooo HOT (and we lived in Bakersfield over 30 years so we know HOT). It was over a hundred and we had no air conditioning or fans.....it was so hot we couldn't even get in the engine compartment to check things out.....luckily we were able to stop at McDonalds to cool off then found a nice shade tree to park under till we could figure out the problem.

Finally cooled off and we decided that QHB just thought it was WAY too hot to move. With an adjustment to the distributor and points and cooler temps, once the sun went down, we were able to hit the road again and made it to a rest area just South of Sacramento, where we stayed the night.

May18th we pulled into the driveway of Ultra Van friends, Larry and Rosie's place in Sacramento. Larry was able to contact the Corvair club members and found a guy that had 1960 Corvair parts and we were able to get a whole used distributor, which was amazing as the 1960's engine is unique and different from the 1961 to 1969 models so finding the correct distributor was truly a miracle. With all the things going on in Larry and Rosie's life they were incredibly gracious and over the top helpful, we can't thank them enough.....

Once the lower engine shrouds were removed, a temporary shroud fabricated to block the hot air recirculation into the engine and the distributor rebuilt, we took and hit I-5 yet again headed north. Stopped to get gas some 40 or 50 miles North of Rosie and Larry's safe haven, when, after filling up with gas, I was helping Craig back out of a parking space when there was a loud bang, crunch, crash noise. There sitting on the ground were three pieces off QHB.....really how bad could it be, its only three pieces.....a lower A-arm strut bushing, washer and nut, which as it turned out were not even actual Corvair parts.....All I could do was bust out laughing.....it took quite a long while before I could breathe again.....Craig, not so much.

Found out where the local auto parts store was (10 miles) and limped along about 20 miles an hour on the frontage road till we came to an Ace Hardware where we were able to get a couple of new nuts that had way more tread on them than the stripped out one that fell off. A short while later with the relatively easy fix we were once again the silver streak headed North on the Interstate, back to our beloved OREGON.....All that lay between us were the Cascade Mountain Range and the Siskiyou pass along with about 800 miles.....

Spent the last night on the road at Anderson just South of Redding in a nice Wal-Mart parking lot.....Woke up to a coach that wouldn't start.....the headlights are wired on a separate switch from the ignition and in our haste to get settled in for the night we had left the lights on which drained the battery. We had bought a second new battery, so were able to switch them out and be on our way for the last leg of the trip.

At Grants Pass, Oregon we stopped by Randy Grubb's home to adjust the points. What an interesting and talented guy. He and his wife are so nice and friendly (Google Randy Grubb and you can see some amazing custom built roadable pieces of art). Very helpful in giving tips on how to work with aluminum and rivets.

We arrived home in Beavercreek on Wednesday, May 21, 2014....

These, of course, are just the highlights of our 43 day trip, I think back now and can hardly believe all the wonderful things we were able to do and all the people we met and time spent on the road and with family and friends, old and new alike. We are wonderfully blessed to live in a country where we have the freedom to do crazy things.....

Before leaving on this great adventure we had talked about how insane it was to think we could fly across 2/3 of the United States, pick up a 54 year old Motorhome, (Corvair powered no less), that had been restored and parked in a museum for the last decade and think we could drive it across the country, some 2900 miles!!! (We did have backup plans, fortunately we didn't have to use them.)

With all the wonderful support of so many people, starting with EVERYONE at Lane Auto Museum, a place NOT to be missed, my sister, Nadine, Milo, Randy Grubb, Larry and Rosie and so many other helpful people along the way, the trip was one that we will never, ever forget.....I wonder what the original builder, Dave Gibson Peterson, who would have been 100 years old this July 16th (also our 37th anniversary) would have thought? His hand built creation has far exceeded anything he could have imagined I'm sure.....



Ultra Vans For Sale

#232 Ultra Van. This unit has about 1200 miles on a rebuilt 110 engine. I have invested over \$12,000 for renovation and upgrading. I had just returned from a 1,200 trip with my Ultra before taking it in for some body work and paint job. At that time, it was in great running condition before the wiring was removed. There is a brand new refrigerator, Onan generator, exterior body parts, and (2) windshields that are stored with the Ultra Van in Las Vegas. It also has a rebuilt transmission. Included are heavy duty brakes, new front suspension, air conditioner and swamp cooler. The exterior body is in fairly good shape. The wiring, interior paneling and carpet have been removed in a renovation attempt. Would consider the buyer using some bartering, or doing the mechanical work that needs to be completed. Ultra Van #232 has been relocated to the property of Chuck Hanson in Mesquite, Nevada. He intends to do some upgrades and improvements on Ultra Van #232. His cell phone number: (702) 346-1688. We can thank Chuck for saving another Ultra from the graveyard. **Darrell Woofter contact at 417-725-8088 or email me at woofcorvair@aol.com for questions. Please make Offer**



#275 Ultra Van "ULTIMA" - Less than 3,000 miles on rebuilt Corvair engine. 4 speed manual transmission, new clutch, electronic ignition, headers, deep aluminum oil pan, Onan 2.8 generator. The most unique Ultra Van is for sale. This great coach was meticulously maintained by its 20 plus year owner who stored it under cover.



Call Will Panzer, Sales Agent for more information 575-779-8829 williampanzerart@bcglobal.net

Ultra Class Want Ads

WANTED: I need an original steering column for UV 222. A mid eighties olds column has been installed in our coach and I don't like it. If not mistaken, the original column would have been a Ross steering unit. Please contact me at bojogray@primus.ca or johnggray063@yahoo.com 905 449 9858. I have a US postal box so shipping should not be an issue.
John Gray, Oshawa, Ontario

FOR SALE: A compilation of all Ultra Van Technical Tips and Technical Articles from 1966 to 2012 on a CD. This supplement to the Ryerson Manual is fully searchable by word or subject and is indexed to the Ryerson Manual. The CD is in Portable Document Form so it loads on any computer that a PDF reader installed. Cost is \$15 including shipping to CONUS addresses and \$25 to other addresses.
James Davis, 312 Butterworth Rd., Murray, KY 41071

For Sale: Reprinted Ryerson Ultra Van Manual

I now have the Ryerson Ultra Van Service/Repair manual and a CD version of it available.

Prices: Manual only \$50.ea. (Mailed in USA.)

Manual only \$70.ea. (Mailed to Canada.)

CD only \$17. (Mailed in USA.)

CD only \$22. (Mailed to Canada.)

CD mailed with manual \$15. (To all.)

Make check to: Eric Kirven.

Mail to: 3585 Cerritos Ave., Long Beach, CA 90807



ULTRA MERCHANDISE



CUTE Miniature Cloisonné Ultra pins \$5.00 each
Club badges – 1st one free at rally or \$2.75 replacement
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DVD of Ultra Archives \$5.00
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Blue Golf shirt with stitched "Ultra Van" \$5 (sizes XL & 2XL)
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Booklet "From Covered Wagon to Ultra Van" \$5.00
½ " X 4 ½ " Stitched patches w/ Ultra on US map & flag \$3.00

Tech tips, sets 1 or 2 (\$13 + \$2 shipping each mailed)

Window decals: UVMCC with Ultra \$1.00

Postcards and note cards @ various prices

Various Viton "O" Rings by Safari priced from \$1 - \$9.00

(Plus shipping) Call or e-mail about these items...OR BETTER YET, SHOW UP AT A RALLY!

Available at rallies or by ordering from Nancy Pratt or Patti Mello, Merchandise Chairpersons
570-549-8136 dnpratt@juno.com



Tentative Scheduled Ultra Van Gatherings for 2015

Feb/March
March 17-20
June 23-26
Sept 13-17

Western Rally at AVI
Eastern Spring Rally at Titusville, FL
CORSA Internat'l Convention in Knoxville
2015 Ultra Van Nat'l Rally in Branson, MO

From Christy Barden: Here is a story and photos of a recent shoot of an Oscar Meyers commercial.

While in Reno for Hot August Nights I ran into Vince Piper on Virginia Street. I was showing my Ultra Van (Oscar) at the time. He said he was in town for an Oscar Meyers Weinermobile shoot. I told him I wanted to get photos of our two vehicles (the Weinermobile and Ultra #228) together. He told me he would call me the next day if it could be arranged. As I was in the Sunday parade down Virginia Street he called me. They were about 6 blocks away, so I pulled out of the parade and headed their way.



There was quite a bit of amazement by the crew gathered there (about 15 people) about the similarity of the two vehicles. The director like it and wanted to use in the commercial. So we (Oscar and I) went driving on the streets of Reno with the movie camera and shot some scenes. I don't know if they will use them, but it was a fun afternoon. And a big thank you to Vince for arranging the meeting. One I've been wanting for many a year. For everyone ask me if I'm driving the Wienermobile, or if the Ultra Van is an old Wienermobile. So now you see the photos and can understand why people think that way.



Report on Western States Rally, Whidbey Island, WA

By Carl Jones

The Rally began with the early arrival Jim and Roy Davis (388) followed by the Co-Hosts Gale & Gretchen Pfueller (497) and Carl & Fran Jones (400). The Joneses showed up in their UV but Gale and Gretchen had so much booty with them that they had to bring an extra vehicle to carry it all. Before long the North Whidbey Island RV Park was abuzz with Ultra Vanners as; Gary & Olga Anderson (420) arrived and set up their popup camper (420) is receiving some much needed engine repair. Rick Daley & Donna Lee (T2004) arrived with Gary and Olga. After the Rally Rick & Donna are leaving their Tiara at the Whidbey Island Naval Base while they fly home to Hawaii. Rick doesn't trust it to float all the way to Hawaii just yet. Also making an appearance are President Shelly Young & Lew & Donna Bolton, Lew's sister in their high falutin' new motor home. Ron and Evelyn Adams arrived from Canada in (499) while Bob & Kathy Gilbert (404) arrived in a Subaru, Bob's almost new 3.1 decided to sideline itself for this trip. From Oregon; Doug & Meg Bell (215) and Jerry & Patty Mello (333) caravanned in. Also attending the Rally as a guest of Carl & Fran Jones was Jim Broussard, a longtime member of Corvairs Northwest, Jim came in another brand but found the UVs very intriguing. Others popped in for short periods but without their UVs during the Rally including; Deryk & Shannon Peters (411), Tim Verschuyl (230) Ken Hand (380) in town for the CORSA Convention, Tom LeCoque (543) and Graham Dell former UV and Tiara owner.



The weekend was packed full of activities, including; meetings, tech talks, shopping, yankee swap meet, lots of eating, much renewing and making new friendships, herculean attempts at getting internet connections (you had to be there). We also added a twist to the open house and judging of the UVs, we had an open house for the entire RV Park for an hour and man did we have the lookers. We also had the two Corvair clubs in the region join us to judge the UVs with Gale and Gretchen (497) winning most original and Jerry & Patty Mello (333) winning best paint. There were walks along the beach, riding the Washington State Ferry over to Friday Harbor for lunch, trips into the local towns for site seeing and our Saturday dinner at the Swinomish Indian Casino for all you can eat crab legs and buffet dinner.

Washington was very hospitable to our guests by providing wonderful weather except for a little rain to keep things normal. Many of the participants at the Rally left on Sunday and meandered down to Tacoma for the International CORSA Convention with the Mellos, Bells and Davises prominent at the convention in their Ultra Vans. Two of the three were on the field for the People's Choice display and Jim even practiced his skills at replacing broken UV parts the day he was going to leave from the convention. All in all the Rally was great fun and enjoyed by all. We hope for more next year, wherever the Western States Rally will be held.

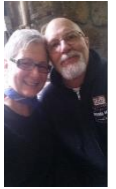


Congratulations to Chuck Hanson!! He has installed a rack and pinion in his Ultra Van and he says it is a success! Hope to hear more on this in the next issue of the newsletter!!

Report on SEPTEMBER 9-13, 2014 UVMCC ULTRA WEEK RALLY PONDEROSA CAMPGROUND, CODY, WYOMING

By Gretchen Pfueller

It was with a bit of reluctance that I packed for UV Rally Week, knowing it was going to be a little chilly in Cody and the forecast for home was going to be perfect for the last two weeks of summer. I packed my snow boots, winter coat, gloves, and Pendleton blanket and we headed off on another UV adventure. A warm welcome by our hosts – Meg & Doug Bell and Patty & Jerry Mello awaited us in Cody in the cozy pine clubhouse at the Ponderosa. Goody bags stuffed with treats, gifts, and information, followed by a tasty chicken dinner were just the beginning of a fun and busy rally. Following dinner, we invited a group of young New Zealand travelers, tenting in the rain, to come inside for the night and we headed off to our warm beds.



Wednesday morning a trolley arrived to take us all on a tour of Cody, giving us a history of the town as well as the history of Buffalo Bill, and many ideas of “must sees” in the area. In the afternoon we headed to the Buffalo Bill Historical Center, five amazing museums – natural history, Buffalo Bill, Plains Indians, art and the largest gun collection in the nation. Super sales woman, Donna, was waiting with raffle tickets when we returned to the clubhouse for a potluck dinner. With an abundance of great prizes, no one went away empty handed. After dinner we all had fun and laughter as we exchanged our Yankee Swap gifts including a singing, lighted hunting hat and a toilet tissue holder made of deer horns.

Thursday – *“The moon on the breast of the new fallen snow gave a luster of midday to the objects below. When what to my wondering eyes should I see – three Ultra Vans under a snow covered tree”.*



A beautiful morning as we gathered for breakfast before heading back to the museum. Warren and Ann Bennett, new UV owners, joined us today. In the afternoon the guys gathered to discuss “wheel alignment” and several of the “girls” headed for



Sheridan St. for some fun shopping. After we did a “re-do potluck” we were anxious to settle-in with the anticipation of a 20 degree night.

Friday was meeting day, after breakfast. The UVMCC Board met, followed by the East/West meetings and finally the Annual UVMCC Meeting. New officers were elected, previous officers thanked, treasurer’s report given, minutes read and the 2015 rallies were announced. After the meetings, many of us headed to the Heart Mt. WWII Japanese American Confinement Site, at one time the third largest Wyoming city, with 14,000 inhabitants. Touring this very well done museum/site was both very educational and emotional. Some of us also made it to the Buffalo Bill Dam on the Shoshone River, once the highest dam in the country at 328’. Six o’clock was the “shoot-out” in front of the Irma Hotel before we enjoyed a Wyoming prime rib buffet, the installation of UVMCC officers, an award for Brenda Standal (CORSAs -3rd place- newsletters) and a huge THANK YOU to our hosts the Bells and the Mellos for a great rally. Farewells were made to those who could not join the nine of us who had a hearty good-bye breakfast at the Sunset Café. Gale and I headed for



Yellowstone and Glacier, along the Chief Joseph By-way, in search of the “*home where the buffalo roam and the deer and the antelope play*”, an amazing bear in the tree experience, and unsurpassed beauty. All which we would have missed without the invitation and urging of our rally hosts. ATTENDEES: Meg and Doug Bell, Jerry and Patty Mello, Ann and Warren Bennett, Donna Bolton, Roy and Jim Davis, Mary Lou and Jerry Kramer, Gale and Gretchen Pfueller, Norm and Brenda Standal, Lew and Shelley Young, Ron and Martha Zoutendam Plus, numerous dogs and cats and three Ultra Vans

2015 RALLY: ULTRA WEEK, Sept. 13-17, Branson, Missouri (Tentative) Hosts: Kramers/Standals



PART 2

TECH ARTICLE NUMBER: 2014-01

UV MANUAL SECTION: 13-29

SUBJECT: PowerGlide Tips

AUTHOR: Mike Dawson (Corvair guru)

The Corvair Powerglide

By Mike Dawson (stolen from the VAIRCOR newsletter)

Troubleshooting chart for Corvair Powerglide.

The following is a troubleshooting guide that is mostly derived from my experience, since the GM writers in 1960 could not visualize what to anticipate after 50 years of service.

No drive in any gear:

1. Low fluid.
2. Front pump drive tips worn out or stripped splines.
3. Loose valve body or blown out valve body gasket at the pickup passage.
4. Snap rings holding front pump drive broken or off of the shaft. (Shaft hit on the end before assembly to differential.)
5. End broken off of shifter cable while selector was in neutral. (Bad battery ground to engine can burn it off.)

Slow going into both

low and reverse:

1. Manual valve out of adjustment because of stretched cable engine speed will also flare on up shifts
2. Loose valve body or leaking valve body gasket.
3. All of the lip seals are hardened . use TransX.

Slow going into reverse only, or no reverse only:

1. Rear pump bolts loose
2. Reverse piston lip seals hardened.
3. Reverse piston broken around the center.

Quick up shifts

1. Incorrect throttle valve linkage adjustment
2. Broken/missing %5+clip on throttle valve and the valve jammed to the rear.
3. The throttle valve lever was broken off and welded back on at the wrong angle.
4. Defective governor . broken internal parts (rare), or frozen valve inside the shaft

Late up shifts:

1. Incorrect throttle valve linkage adjustments
2. Badly worn governor outer shaft surface or frozen valve
3. Throttle valve lever was broken off and welded back at the wrong angle

No up shift:

1. Broken/worn out governor driven gear or a badly worn shaft.
2. Spool valve frozen in governor from sitting for years.
3. Broken (missing) E-clip on throttle valve . a piece of the clip may be lodged in the low/drive shift valve.
4. Hardened or broken lip seals in the high clutch.
5. Rear pump drive lugs dislodged.
6. Front pump shim too thick

Slips on up shift:

1. Low fluid.
2. Worn out high clutch plates.
3. Hardened lip seals in the high clutch piston.
4. Low band way out of adjustment.
5. Manual valve out of adjustment.

Hard up shifting:

1. Broken hose(s) on vacuum modulator line.
2. Hole in steel modulator line at rear shroud.
3. Stuck modulator valve (inactive a long time and rare).
4. Blown out valve body gasket at the pressure regulator or servo.
5. Hard reverse only: hardened reverse piston lip seals or a broken reverse piston.
6. Broken cushion spring (inner spring) on low servo piston.

Hard down shifting:

1. Idle speed too high.
2. Vacuum modulator bad.
3. Leak in vacuum modulator line or hoses.
4. Broken cushion spring (inner spring) on low servo piston.

Jumps out of gear under a load in low:

1. Low fluid level.
2. Worn out low band or out of adjustment.
3. Broken ear on the low band at the strut.

Drives in neutral:

1. Shifter cable was not installed into the transmission correctly. (See instructions in shop manual).
2. Manual valve out of adjustment.

Gray fluid and a hissing noise in low gear:

1. Bad torque converter.

Blows fluid out of the vent:

1. Overheated cheap transmission fluid . switch to synthetic.
2. Bad Sprag (clutch) in the converter, which builds up heat.
3. Broken interlocking steel seal rings or worn out butt end steel seal rings on the front pump hub (both types used, the interlocking rings are recommended). Also check inside of drum for ring wear. If the transmission is significantly overfilled, the planetary unit runs in the oil, causing foam, which can cause erratic operation and fluid loss out of vent or filler tube.



Please print out a couple of copies of the next page which is the revised membership form so that you will have them to give out to prospective new members. This will keep our UVMCC alive and up to date with current membership. Thank you.

ULTRA VAN MOTOR COACH CLUB CORSA CHAPTER #008

UVMCC is dedicated to the preservation, use, and sharing of knowledge of the ULTRA VAN. This 22 foot unique motorhome was designed by Dave Peterson and was built in Kansas until 1970. About 365 units were built. UVMCC publishes a quarterly newsletter, "Whales On Wheels". This newsletter contains stories by the members, technical information, and a "For Sale" and "Classified" section if you are wanting to buy or sell an Ultra Van.

It is not a requirement to belong to CORSA, Inc. to belong to UVMCC, but it is highly recommended.

If you are interested in becoming a member of UVMCC, please fill out the following form:

UVMCC MEMBERSHIP

Name: _____

Address: _____

City, State, Zip: _____

Telephone/Cell Phone: _____

E-mail Address: _____

CORSA Member # &
Chapter/Affiliation (if any): _____

Membership is \$5.00 US dollars per year if the newsletter is received electronically or \$15.00 US dollars per year if mailed to you. Please send a check or Money Order payable to UVMCC to Owen Strawn, Treasurer, 434 S. Lexington Rd., Wichita, KS 67218. 316-208-4885

UVMCC Membership E Mail for the Treasurer is at: uvmcc_membership@yahoo.com

ROSTER HELP LIST (This list is provided for members or friends as an invitation to stop and visit and/or make repairs as necessary.)

To put your Name in the Roster under "Ultra Van Help List", the following is needed:

Name and Location: _____

Amenities available: _____

Example: under FLORIDA

"Norm & Brenda Standal, North Fort Myers, 33903. 239-246-0669 Cell. We are open for visits and/or repairs. We have electric hookups, shop tools, parts houses. Visit two or three days or so."

This should be sent to Owen Strawn, Treasurer, 434 S. Lexington Rd., Wichita, KS 67218 or e-mailed to:
owenstrawn@yahoo.com