



A few of the Ultra Vans come with smiles. On the left is #373 belonging to the Pratts. On the right is #480 belonging to the Standals. We each have our own design whether it is striping or flames, or etc. These Ultra Vans are unique in their individuality.

Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2015

July Issue #3

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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2015 Calendar of Events

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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

July 2015

Hello everyone,
Three months seem to roll around quickly. Hope everyone is doing well. We are having some moderate flooding here in Ohio, but thankfully nothing like they have in Texas.

We attended the Rochester Rally. Gary & Olga kept us busy, with many activities and much good food. Gary will have a report elsewhere in this newsletter.

As usual, there are several things I need to do to get 424 ready for the trip to the National Rally at Branson. We hope to see you there.

Jerry

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

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Help Wanted!!!!!!!:

When the 2015 Statement of Information (SOI) was filed with the California Secretary of State (SOS), it was revealed that on 8/14/13 the SOS had suspended the Ultra Van Motor Coach Corporation. Also, on 1/2/14 the California Franchise Tax Board (FTB) took note of the SOS action and followed suit by revoking the UVMCC exempt status.

It seems that in order to revive our corporation, it is now necessary to submit tax statements for the years 2003-2009 and 2011-2014; and to file a new Exemption Application. Once all required forms are submitted, we can then file an Application for Certificate of Revivor-Corporation.

I have no background in California corporate tax law, just looking at the forms fills me with fear and loathing. I have been unable to even find copies of the Annual Treasurer Statements for the years in question (except 2014).

I need help!

Owen Strawn

owenstrawn@yahoo.com

316-208-4885 (weekends, or weekdays after 5pm)



2015 Ultra Van National Rally In Branson, Missouri

September 13-17, 2015

Hosted by the Standals and the Kramers

At the **Musicland Kampground**

116 N. Gretna Rd
Branson, Missouri 65616
(888) 248-9080
(417) 334-0848

www.musiclandkampground.com

When reserving, please mention the Ultra Van group



Tentative Schedule for Branson

First Day (Sunday): Registering, getting reacquainted, and catching up with news.

5:00 Dinner for all furnished by the Hosts

Second Day (Monday): Coffee, breakfast goodies, and prizes

10:00 Tech session

12:00 Lunch on your own

1:00 Coach hopping

5:00 Pot Luck Dinner

7:00 Yankee Swap

Third day (Tuesday): Coffee, breakfast goodies, and prizes

10:00 Board of Directors Meeting

10:30 Regional Meetings (East and West)

11:00 General Meeting (For Everyone)

1:00 Lunch at Hard Luck Diner (Home of the Singing Servers)

Free time for everyone

5:00 Your favorite drink and "hors d'oeuvres" or appetizer

We are leaving open time to see a show or visit. Transportation if needed.

Fourth day (Wednesday): Coffee, breakfast goodies, and prizes

Visit nearby museums

12:00 Lunch on your own

5:00 Banquet at Montana Mike's

Open time for a show. Transportation if needed.

Fifth day (Thursday): Coffee, breakfast goodies and good byes to those who are leaving us.

12:00 Leftover lunch

5:00 Dinner at McFarlain's

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**



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

NEW Cloisonné Ultra earring set \$7.00

NEW Cloisonné Ultra pendants (chain not included) \$3.50

NEW Ultra coffee mugs \$8.00

Club badges . 1st one free at rally or \$5.00 replacement

"Corvair Powered" bumper stickers \$3 or 2 for \$5

DVD of Ultra Archives \$5.00

VIN # plates (blank . you provide coach #) \$3.00

Blue Golf shirt with stitched %Ultra Van+\$5 (sizes XL & 2XL)

A few T-shirts from past rallies @ \$5.00

Booklet %From Covered Wagon to Ultra Van+\$5.00

3 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 notecards @ 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:

Eastern Merchandise Chairman - Nancy Pratt 570-549-8136 dnpratt@juno.com OR...

Western Merchandise Chairman - Patty Mello 541-926-2631 nanapatty1951@hotmail.com



Ultra Van owners have fun at the
Toy store



If you notice a transmission fluid leak that often shows up after the car has set for a period of time, as the torque converter leaks down overfilling the transmission pan, it could be one of three things.

First, as the plastic of the PG (Powerglide) shift cable ages it may begin leaking where the plastic of the shift cable terminates at the crimp fit where the cable goes into the transmission.

Second, there is also a chance the grommet has failed where the PG cable exits the tunnel and the plastic shield has been compromised.

Lastly, if the shift cable has been allowed to come into contact with the parking brake cables a hole may be present in the plastic shield. [Corvair car only].

Mike Dawson has shared a repair that works for all of the above using a two-part epoxy. In an effort to review additional options, I've been experimenting with some wrap-around tubing that to date is also showing good results. I've tried two different kinds and both appear to work.

The first kind is the least expensive and available at your local hardware store. The product is Heavy Wall Shrink tube by Gardner Bender and I found the 1 3/32+ goes over the end of the shift cable that enters the transmission yet shrinks up enough to provide the seal.

Sealant is a part of the tube so as it is heated it fills any void. The thickness of the tubing goes from approximately 1/16" when purchased to 1/4+ after heated. The number on the package is HWT-1138 and the stock number from the receipt is 032076018290 (3086220). The product was \$9.49 at my local Westlake/Ace Hardware.

The second kind is a little more expensive and I found the product from E.B. Horsman & Son through <ebhdirect.com> out of Canada.. The item varies the above shrink tube type and is a wrap-a-round sleeve and a higher quality product. The item number is CRSM-34/10200 · TYC WRAP AROUND REPAIR SLEEVE by Raychem and cost \$22.38. It took a couple of weeks for the item to arrive but there is enough to do two repairs. In both cases you would want to drain the fluid from the transmission pan, disconnect the cable from the transmission, and pull the cable through the cross-member to provide adequate workspace. The cable does NOT have to be fully removed from the Ultra Van or disconnected from the shift lever. You may have to let the cable hang for some time to drain out any fluid. Clean the area to be repaired thoroughly with brake clean+ followed by soap and water. If you are repairing the crimp area you will want to overlap onto the metal end about 1/2 an inch but be sure that access to the bolt is not inhibited. In both applications I used a heat gun as this provided a better control over the shrinking of the tube than a flame. As the directions say, start in the middle but as soon as it starts to shrink move to the outer edges to keep the shrinking uniform. Trying to shrink too much at a time will result in a wrinkle in the tube and you must start over. Some excess sealant will run out and drip on the floor; allow it to do so and don't touch it until it's completely cooled. Once the tubing has shrunk as much as it's going to shrink, allow it to completely cool before you attempt to reconnect the cable to the transmission. The shrink tube appears to work equally as well on mid-cable repairs.

Note: For the Westlake/Ace product I also installed small hose clamps at the ends of the shrink-tube. I don't know that this is necessary but being my first attempt, I wasn't sure how much the tube would shrink. If you elect to also do this, the clamps can only be installed after the cable is passed back through the cross member.

Reconnect the shift cable to the transmission (ensuring that the shift lever on the dash is in drive) rotating the pivot arm on the transmission [TV lever] fully counter-clockwise (TV lever and throttle cable disconnected) and using a new O-ring. Replace the transmission fluid and make sure all clamps/brackets for the shift cable have been reinstalled.

Last minute update; I later found a Gardner Bender shrink tube (part number HWT-0722) that starts out at 3/4+ and shrinks to 7/32+ (versus the 1-3/32+ that shrinks to 3/8+ noted above). I'm not sure if the 3/4+ would go over the end of the cable but it is something I hope to review soon.

Eastern Summer Rally in Minnesota Report

By Gary Anderson

UVMCC Eastern Division had its second rally of the year at Chester Woods Park near Rochester, MN, on June 2-6. Roy and Jim Davis (#388, KY), came furthest, followed by Mary Lou and Jerry Kramer (#424, OH), Joann and Glenn Lemke (#247, code red, WI), Judy and David Fox (#486, WI), Martha and Ron Zoutendam (#375, IA) and the hosts, Olga and Gary Anderson (#420, MN).

The first evening, Tuesday, was devoted to renewing friendships. Stories were told. Food was eaten. Wine was drunk. People weren't. We had a Yankee Swap, the high point of which was the gift Roy Davis chose. It was neon pink, very large, and came from Victoria's Secret. I'm betting it will reappear at a future Yankee Swap.



Wednesday was cloudy & cool, part of a massive weather front that covered the Midwest and flooded Texas. We were fortunate to be in Minnesota. Judy Fox reprised her Titusville Rally performance as pancake chef extraordinaire. She and Dave brought along Wisconsin smoked sausage to accompany the pancakes. After breakfast we had a short business meeting, then set up for the tech sessions. We were joined by about a dozen people from the Corvair community, primarily members of Corvair Minnesota. They included Ray McGonigal, owner of a non-running Ultra Van.

The tech session was started by Dave Keillor, local owner/builder of a truly outstanding late model touring coupe. His presentation was followed by Fran Schmidt, author of many Corvair Tech Tips. Meanwhile at another location, Judy Fox led a stamping class that made thank-you cards.



One of the well-known shortcomings of the Corvair is the factory's failure to equip it with a kitchen. Not wanting our Corvair-driving visitors to go hungry, we served a communal meal, which was followed by coach hopping and answering questions from reporters from the local press and the park newsletter. http://www.postbulletin.com/life/lifestyles/rally-of-rare-motorhomes-pitches-camp-in-rochester/article_0b79c4d5-1bc0-55af-b4c8-91c605f061d2.html

The Tech sessions re-convened at 2:30. The tech session for one group, primarily ladies, consisted of a group discussion centered on tips and techniques for successfully traveling in an Ultra Van. The afternoon mechanical session was led off by Glenn Lemke, who discussed the construction and use of a damper-door adjustment tool. He supplemented the presentation with an excellent handout illustrated with color pictures. Glenn, who is approaching completion of a multi-year, stem-to-stern, nut-and-bolt restoration of his Ultra Van, also brought photos of his work. Jim Davis, UVMCC technical advisor and fount of UV knowledge, topped off our afternoon with a broad-ranging discussion of mechanical components. He had the foresight to bring actual parts, broken and otherwise, to illustrate his talk.

The scheduled dinner-time cruise-in on the lawn of the Eagle's club got rained out, so we had to come up with an alternate plan. Leading an Ultra Van group to a consensus, like herding cats, has its challenges. We eventually settled on Godfather's Pizza and had a great time.



Thursday morning we toured Mayo Clinic, then followed it up with lunch at Victoria's Italian Restaurant in downtown Rochester. I forget what Glenn Lemke had to eat, but he pronounced it even better than the version that he makes, so that made it official: It was an excellent lunch. The Fox's had to depart for home by mid-afternoon, and there were pot luck entrees to be prepared, so we headed back to the campground. There we



discovered that the management was expecting the Lemkes to depart their camper cabin a day sooner than expected, the apparent result of confusion over "to" versus "through" dates in the reservation. (I reported that subject in depth on the Yahoo forum shortly after the rally, so I won't go into it again here.) Thursday evening we had an excellent pot luck, followed by a campfire and more wine.

Friday was reserved for touring. We went to the National Eagle Center on the Mississippi River in Wabasha, where we attended a great presentation featuring rescued bald and American eagles that are unable to survive in the wild. We then crossed the river to Nelson, WI, for lunch on the patio at the Nelson Cheese Factory, followed by obligatory servings of premium ice cream. On the way back, we stopped at the L.A.R.K. Toy Store near Kellogg, MN, for a ride on their fabulous, hand-carved carousel. There was more excitement when we returned to the park, culminating in an incident involving an Ultra van and flying pie. (Again, previously reported on Yahoo.) We have, umm, interesting rallies in the East.



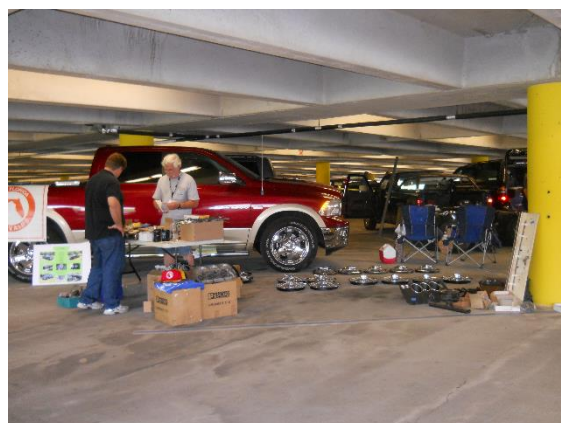
News from CORSA Convention

Big news was Ken Hand (#380) was elected CORSA president.

Coach #509



Ed Lindsey doing his vendoring.



BEAU'S SHOP TALES 2015

By Jim Davis

I moved Beau into the shop in mid-January as there was not much to do. Most of the general maintenance was done in August after the Tacoma, OR trip. I re-greased the front hubs, rebuilt the rear hubs and checked and regreased the universals. I had both of the rear trailing arms x-rayed just to make sure there were no other cracks forming. The coach was completely realigned. Beau performed flawlessly on the trips to Cody and Branson.

First project was to change out the rear gear. The 190 cu in engine is so much stronger than the 164 cu in 140 that I felt that 3.89:1 was too steep for the 5,400 lb. coach. Since I have a couple 1968 3.55:1 PosiTraction, PowerGlide differentials in the shop, it was not a problem to put one of them in my 1965 differential case. I have only made a couple 100 mile trips since the change, so the trip to Florida will be the good check.

Next project was to change out the one year old carpet damaged by the fire. As I have changed-out the carpet previously three times before once more was not a problem. Roy picked out another PlillyQueen Commercial carpet in a similar to the original Berber for Beau.

I had decided after a year with the rear camera monitor affixed to the sun visor to mount it permanently. A nice articulating mount was supplied with the monitor. I chose to mount it just above the sun visor and angle it toward the driver. The problem was running the video and power cable to the monitor. I decided to run it up the channel between the sliding window and the windshield. The problem was drilling a 1/2" hole in the aluminum channel in the back of the driver's overhead cubby at a 30 degree angle. It took a while but I got it done.

Running the wires was the easy part. Happy to report that it is working well. It is nice to be able to see the trailer and to see the cars that are tailgating and not visible in the mirrors.

The ride height sensor in the right front Shockwave quit working. This means all the automatic leveling functions are disabled, so I had to manually adjust the coach's ride height. I sent the Shock wave back to Ride Tech for repair. I got a call a week later stating the ride height sensor was not repairable and they no longer sell the internal ride height sensor. They also said since I am covered by their 1,000,001 mile warranty, they would be sending an external ride height potentiometer along with a check for \$21.54 for my return postage. It took so figuring where and how to mount potentiometer and its linkage so the tire would not hit the arm and still provide the maxi arm travel. Max arm travel is necessary for height accuracy. Happy to report after system recalibration all is well. The coach is once again able to level automatically.

Larry Forman wants to share a picture of his new passenger side panels.





2015 UVMCC BALLOT

Ballot is for both members of a household.

Secretary:

Mary Lou Kramer _____

Treasurer

Owen Strawn _____

East Director:

Jim Davis _____

West Director:

Jerry Mello _____

Newsletter Editor:

Brenda Standal _____

Send ballots to 1869 Union City Rd., Ft. Recovery, OH 45846-9316 (mark “ ballot” on the envelope) or bring to the 2015 National Rally in Branson, MO. No ballots will be available at the Rally.

