

CLASSIFIED

ADVERTISING

#292 ULTRA Van. Engine recently overhauled, new differential, bearings and seals, electr. ignition, C. B. All new radials, new carpeting, excel. upholstery and exterior, air condit. \$7500.

Jack W. Moore
13203 Emerald Drive
NW; Gig Harbor, WA. 98335
Phone, (206) 857-6906

#356 1968 ULTRA Van, 110 HP Powerglide, roof air, speedometer reads 36144 original miles. \$8500.

Ed Grubb
2704 Fig Street
Tampa, FL. 33609
Phone, (813) 876-4988. 9 PM EDT

#347 ULTRA Van 1968, 225 Buick V-6 with Toronado transaxle 48186 miles. Interior very good. \$4500 or offer.

Ramon & Kathy Torkelson
524 Hamilton St.
Stoughton, WI 53589
Phone, (608) 873-1985

ULTRA Van engine compartment cover; This takes the place of the factory plywood split door and the boot storage compartment door. It is one piece and could be lifted up from either end to gain entry to compartment. Constructed of Aircraft Titanium with fireproof insulation between. Main benefit is reduction of weight and total fireproofing. Dimensions are $34\frac{1}{2} \times 65\frac{1}{4} \times 5/8$. Asking \$40.00
ULTRA Van screen door. If interested in a new door, see or call me.

Art Eller #364
3873 Shannon Rd.
Los Angeles, CA 90027
(213) 665-3457

1199 Dunsyre drive
LAFAYETTE, CALIFORNIA
94549

WHALES ON WHEELS

VOLUME VII

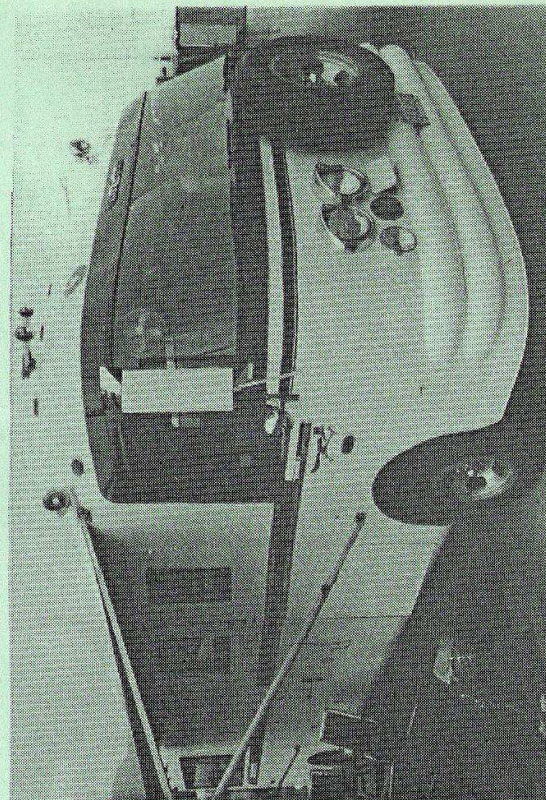
NUMBER 2

SUMMER 1988

GROUP

ULTRAVAN

TC:



WHALES ON WHEELS IS A QUARTERLY PUBLICATION OF GROUP
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Typed and assembled under the supervision of
Leona Campbell

Group ULTRA VAN is a CHAPTER OF CORVAIR SOCIETY OF
AMERICA (CORSA). Dues are \$4.00 annually. Submit
all technical information to the President.

GROUP ULTRA VAN is dedicated to the preservation and
use of ULTRA Vans. This 22 foot unique motor home was
designed by David Peterson and built in Kansas until
1970. About 360 units were built.

COVER PHOTO: ERNEST AND EDNA NEWHOUSE'S #603,
THAT WON PEOPLE'S CHOICE AT PALM-
SPRINGS LAST YEAR. WE WILL FEATURE
THESE 600 SERIES UNITS IN OUR NEXT
ISSUE. NEXT ISSUE WILL ALSO CONCLUDE
THE "ERNEST NEWHOUSE" STORY

Hello! and greetings from your new President. With
your help the worth of the organization can be in-
creased. There are now many more members and if we
all contribute our bits of technical advice, every-
one benefits. Increased members also means more
response to our free classified section.

Our first meeting at Lake Casitas, California, was
considered a success by those attending. The
weather was pleasant, although it was early March.
The tech sessions were informative and well re-
ceived.

Your input is requested with suggestions and cri-
ticisms. Also, your thoughts about future meetings;
their locations and timing. Please reply directly
to me.



Yours,
Bob Franz

FIRST ANNUAL GROUP ULTRA VAN RALLY
HELD AT LAKE CASITAS, CALIFORNIA
MARCH 10-13

Sixteen ULTRA owners gathered for 3 days of Tech
sessions, crafts, and food at this large lake in
an area of lemon, orange, and avocado groves near
Ojai. Cold nights and sunny warm days prevailed.

The guests at the first afternoon's pot luck were
Dave and Sharon Palmer. Dave is a Vice-President
of CORSA and spoke enthusiastically of the progress
in many areas of the National Club. We were en-
couraged to attend future CORSA Rallies and have
our say in local and National affairs.

For the Tech session, Robert Anderson of CIDCO
(Corvaire Improvement Distributing Co), described
the problems with our aging differential and
transmission gears and how we can minimize further
degeneration.

Women's crafts were led by Gladys Bell whose motto for difficult projects is "I know you can do it!"

The women's card games at night got somewhat noisy, driving a few men out of their coaches.

There were many interesting hikes to be made around the lake to help us keep up our appetites.

Church services on Sunday morning were led by Al Polus.

We are open to ideas as to where to hold future rallies.

Those attending were: Jim and Marlene Craig, Al and Kathy Polus, Mory and Esther Snyder, Art and Millie Eller, P.W. and Evelyn Donaldson, Tom and Caroline Silvey, Lester and Gladys Bell, Len and Edy Ryerson, Jim and Sharon Bents, Mel and Millie Dinesen, Hal and Simone Honer, Lou and Helen Laslo, Bob and Roberta Franz, Gary and Marian Grootenhaar, Dave and Sharon Palmer, Hank Yakel, Bob Merritt and Harold Washmuth.

Bob Franz, President



THE ERNEST NEWHOUSE STORY

This story starts in Norway with Ernie's grandfather coming from Norway to Minnesota and settling in the southern part of the state. He established a farm near Springgrove. He changed his name from Nyhus to Newhouse because he wanted to become an American and be part of the new society. Besides farming, he also bought wild horses from Montana, trained them and sold them to settlers in Northern Minnesota for work horses. He bought (or possibly traded horses for) property in the Northern Minnesota Red River Valley area. Later, he sold that property to his four sons, one of which was Ernie's father.

Ernie was born in Crookston, Minnesota in a small pioneer house. He and his younger brother helped his father work on the farm. Edna was also born in Crookston of German parents.

Ernie attended Northwest School of Agriculture, a branch of the University of Minnesota and graduated in 1928. This is where he learned about tractors, engines and automotive information. This is also about the time he met Edna who was still in High School.

In 1930, Ernie obtained a scholarship to Carlton College in Northfield, Minnesota, just south of Minneapolis. His father helped with college by going to the Scandi-American bank in Crookston and taking out a loan. Ernest remembers this visit well. The banker asked his father questions like, "how much property and equipment do you own?", etc. Even though his father was known by many, no one had money at that time during the depression. Ernest remembers feeling remorse while sitting and watching the banker interview his father. The remorse was felt because of having his family incur this debt just to help him go to college. It was the scholarship that really helped, for without it he would never have gone to Carlton.

Ernest had the same problem that most of us have had, what to be in life. He had considered law, medicine and business. He had taken courses in

each area, but it was his encounter with another student that finally steered him into his final direction. The encounter was with a man named Renaldo, who parents founded the Link Belt Company. He and Ernie talked quite alot after graduation. Renaldo was going to work in his fathers company. After much thought, Ernie realized that business was going to be his direction as well, so he majored in business administration.

After Carlton, jobs were hard to get. For awhile, Ernie worked at radio station KGFK in Moorhead, Minn. He had gained experience in radio at Carlton because it had a college radio station. As program director he also worked as a D.J. and did the news programs. Edna was working at a bank in Mendrum, Minnesota (30 miles north) at the time. She remembers coming home for lunch so she could hear Ernie's afternoon newscast.

Ernie wanting a job of a more permanent nature, went to Minneapolis St. Paul. There he went to work as a salesman selling General Electric appliances. Then up to Duluth selling GE appliances for the Kelly-Duluth Hardware store. It was during this time that he and Edna decided to get married. The year was 1934. At Ernie's request, the company gave him a territory in St. Paul. He wanted to settle there because of his recent marriage. He went to work for Premier Electric Company the local GE distributor. He did quite well working wholesale accounts like Bourgon-Powers Furniture store and Shuman and Mainheimers (fore runner of Dayton Dept. stores), as well as direct retail accounts. Edna demonstrated GE vacuum cleaners, small radios and appliances for a short while at Shuman and Mainheimers. During this time, Ernie also knew how to repair the appliances if need be.

The operation got bigger with Ernie having to hire five or six salesmen to work for him. The prospering Newhouse's took a motor trip to California. They also took Edna's parents and younger brother with them. They were very impressed with the west coast and this would play a big part in their later lives. They

built a spanish style home in St Paul, one block from Lake Como. They also had it paid for before the start of World War II.

When the war came, Ernest volunteered and was sent as an instructor to Chanute Air Field st Rantoul, Illinois. He taught one week cram courses to recruits in basic aircraft electricity. He also got his private pilots lincense at this time. Many people came thru schools at Chanute Air Field needing transportation and because of the need, Ernie opened a used car lot across from the base. He bought cars at auctions fixing them up himself and selling them. He was open in the afternoons and evenings. Ernie and Edna also sold their house in St Paul at this time.

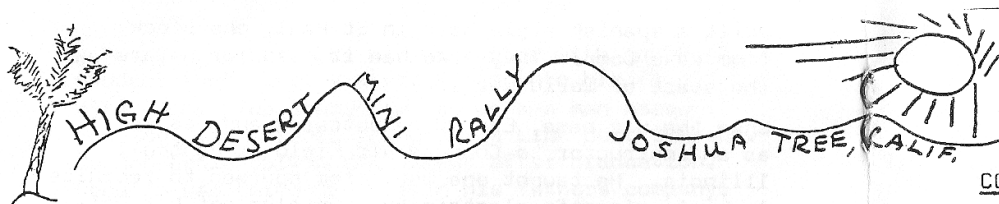
In January 1946 they drove a 1941 Chevy to San Diego with the intent of settling in California. Ernie had an uncle who lived in North Hollywood. They stayed with the uncle for a few days until a motel vacancy was available. Housing was tight in Southern California after the war. They bought a furnished house in Pico Rivera, a Los Angeles suburb, paying cash. They started buying and fixing houses and selling them furnished. This practice became popular in the 1960's in California. So once again, Ernie was a pioneer. Eventually, both Ernie and Edna got their real estate licenses.

The Newhouses have just returned from Minnesota where Ernest received the Northwestern School of Agriculture (University of Minnesota) "Top Aggie Award" for past achievement. Be sure to see our next issue for the conclusion of "The Ernest Newhouse" story.

TO BE CONTINUED

Editors note:

Ernest J. Newhouse is one of our most prominent ULTRA Van people. His energy sparked the start of the ULTRA Van Club way back in 1966. Because, he is so widely known, I thought it would be nice to know a little more about him and Edna. We had an opportunity to sit down and talk awhile back and this article is a result of that meeting.



WHEN: October 29 through November 13

HOST: Jim and Marlene Craig - #202

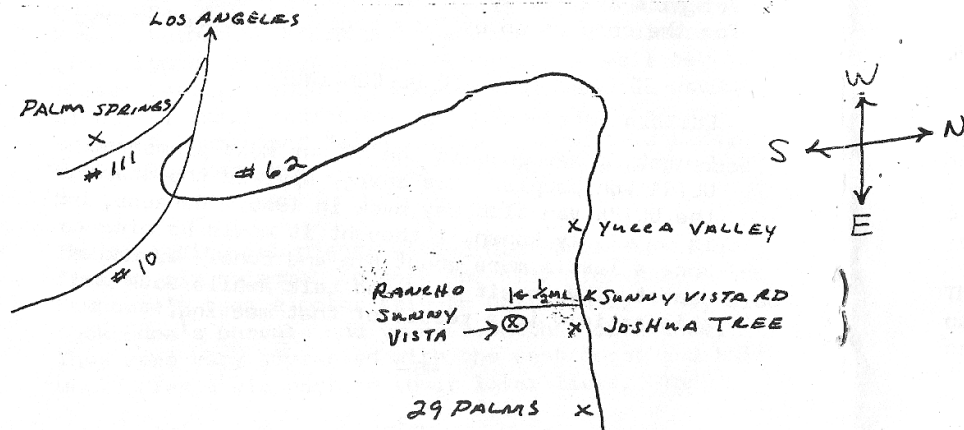
LOCATION: Rancho Sunny Vista
7011 Sunny Vista Rd.
Joshua Tree, CA 92252
(619) 366-9104

The event will be held at the host's homesite.

This is an open rally time for those of you that would like to enjoy some pleasant weather in the high desert area (3,200') 45 miles north of the Palm Springs area. The rally will be held prior to and after the annual Corvair Fan Belt Toss held at Palm Springs, CA, in the Angel's Stadium, November 5 & 6.

Tours of the local area points of interest and dune buggy trips into the desert are planned, in addition to the usual potlucks, games and etc.

Hook-up and dump facilities are available on site. Plan to come before or after the Palm Springs event or the whole time, as your schedule permits.



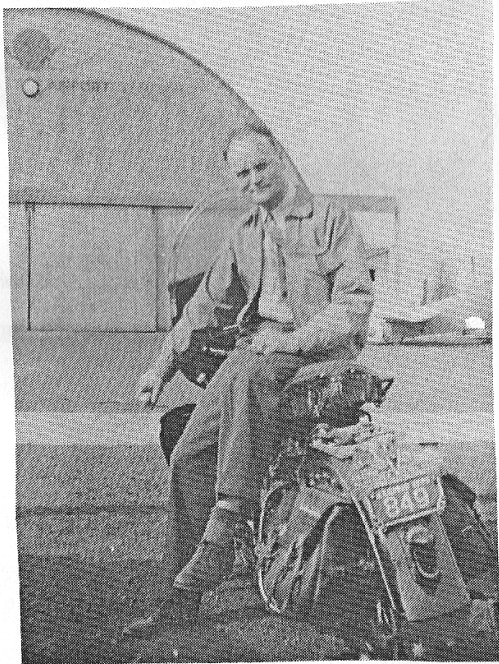
COMING RALLIES

CEDAR RIDGE CAMPGROUND, MONTAGUE, NEW JERSEY Aug. 4-7
Hosts: Ed and Betsy Hull (201) 948-4496

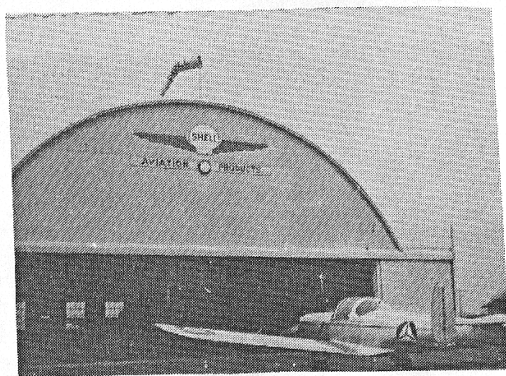
NATIONAL RALLY AT THE HARRY SMITH LODGE IN BROUSSARD,
LOUISIANA - Sept. 19 to 25th.
Hosts: The Pat Fitzgeralds (813) 474-6468
The Victor Hinderliters (601) 956-6140



NEWHOUSE WEDDING PHOTO 1934



ERNIE RODE HIS MOTORCYCLE TO THE AIRPORT AT RANTOUL, ILL.



AEROCOUPÉ THAT ERNIE FLEW DURING THE WAR AT RANTOUL, ILL.

TECHNICAL SUGGESTIONS

WHALE TIP: Fall 1-88, Alternator Rebuild Kit
Ref: Ultra Manual Section 15, Page 15-45

Before you start out on that long Fall/Winter trip this year, remove your old alternator and rebuild it using the following noted new parts from your local NAPA parts store.

1. Alternator pulley bearing, NAPA #203-F
2. Alternator small end needle bearing, NAPA #YNJ471-S
3. Alternator brushes and springs, NAPA #R-434

Jim Craig #202

WHALE TIP: Fall 2-88 Distributor Rebuild
Ref: Ultra Manual Section 15, Page 15-54

The next time you renew the points in your distributor, install the following new point plate to update your unit. This new plate is from the Vega car and incorporates a strap over the point plate arm so that it will not jump out of the vacuum advance arm hole. It also has a better pivot bushing for the point plate. Available from any Chevrolet parts counter. Ask for P/N 1846456, Plate, List price \$11.20.

Jim Craig, #202

WHALE TIP: Fall 3-88, Spare Parts
Ref: Ultra Manual Section 19, Page 19-6

At a recent rally the topic of "what spare parts should be carried at all times in the ULTRA" was discussed and the following list of items was the result. You may want to add or subtract items, but this will get you started.

The list is broken down into five (5) categories, carry on spares, tools, equipment, Technical and parts catalogs and spares at home, ready for shipment.

SPARES CARRIED IN COACH

1. Brake line repair kit (hoses, plugs and hard line)
2. Spark plug wire set
3. Coil, condenser, points, rotor and distributor cap.
4. Small screws for condenser and points of distributor
5. Spark plugs (1 to 6 each)
6. "U" joints (2 each)
7. "U" joint straps and bolts (4 each)
8. Bearings, front and rear wheels (1 each sets)
9. Alternator/Generator or rebuild kit
10. Hose, rubber for oil, fuel (engine and trans)
11. Clamps-Hose/Screw type, various sizes
12. Belts, blower (Corvair), waterpump and etc (V/8)
13. Idler pulley (Corvair)
14. Oil - Engine, trans. and rear axle
15. Rear spindle assemble (1 each) Modified for L or R sides
16. Tow cable (nylon w/hook)
17. Tow bar
18. Lug nuts (6 each)
19. CV Boots (1 each) Tiera
20. Carb parts (float, gskts and etc.)
21. Gas additives (octane booster, starting fluid)
22. Nut, bolt screw washers, tape and etc kit
23. Air bag (type to lift Ultra)
24. Voltage regulator
25. Engine sling
26. Blower bearing w/top cover (Corvair)
27. Valve cover gaskets and engine top cover gaskets
28. Rocker arm (w/ball, nut and stud) 2 sets Corvair
29. Pushrod (2 each) (Corvair)
30. Fuel pump (elect and mechanical)
31. Rear crank pully (Harmonic type)
32. Oil filter
33. Vitron "O" rings (oil cooler and pushrod) 1 set
34. Ignition primary circuit resistor (if appl.)
35. Sealant repair kit for tanks
36. Windshield wiper blades (2 each)

TOOLS-CARRY IN COACH

1. Puller - rear axle yoke (early)
2. Puller set - rear axle (late) (if appl.)
3. Spec. 9/16" Dist. wrench
4. Spec. 9/16" offset wrench for idler pulley (Corvair)
5. Brake bleeder wrench
6. Assortment of misc. tools for adequate tool box
7. Volt/Amp meter and dwell meter
8. Small hyd. jack
9. Lug wrench w/extension pipe
10. Wheel blocks

EQUIPMENT

1. C.B. Radio
2. Road flares (4 each) and reflectors (1 set)
3. Rain X (in case of no wipers)
4. Silicone sealant (1 each of white and black)
5. Hyd. brake fluid
6. Grease gun (w/spec. tool for "U" joints)
7. Auto transmission pan and valve body gaskets
8. "E" clip for Corvair auto trans
9. Auto trans (Corvair) Vac. modulator and governor

TECHNICAL, PARTS MANUALS AND ETC.

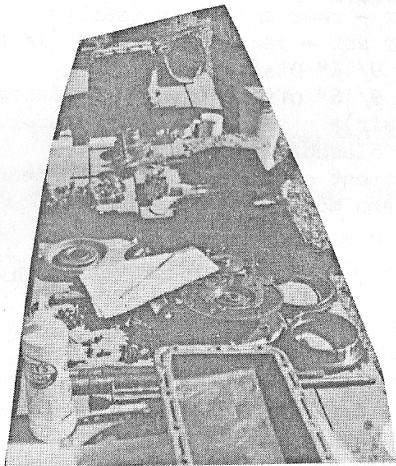
1. Ultra Manual w/update tips
2. Clark's parts book
3. Otto Parts Catalog
4. Ultra and CORSA Club rosters

SPARES AT HOME

Note: These items should be crated, boxed and ready for shipment and available for a friend to ship to you if needed.

1. Complete engine except carbs, alternator and distributor
2. Cylinder heads (1 pair)
3. Transmission (auto or std.)
4. Rear axle unit
5. Gasket set to assemble engine and transaxle
6. Engine sling (unless you carry in coach)
7. Tow bar (unless you carry in coach)

Jim Craig #202



POWERGLIDE MAINTENANCE

By Art Eller

It is summer and time to check over the transmission. My love affair with this unique device is strong but attention to a few details is a must, if your Corvair or Ultra Van is to survive.

TRANSMISSION OIL: With the engine transaxle warmed up and engine running, pull the transmission dipstick and check oil level. Level should be between full and add marks. Never overfill a Power Glide transmission because the oil being beaten around inside will foam and start being forced out the front vent in the top of the transmission front cover. This can be a major oil leak. Foaming can cause erratic operation. A cold transmission will always register low oil level on the dipstick because there is a dramatic expansion of the oil as it heats up. DO NOT OVERFILL.

OIL CONDITION: Smell oil on dipstick. If it smells burnt or is dark and cloudy in color, change it. Oil should be clear and pink.

OIL CHANGE: You will need a new pan gasket and a large low flat container to catch old oil. A $\frac{1}{2}$ " socket and ratchet combination and a 10" or 12" crescent to loosen the nut around the filler tube are also needed. Remove $12\frac{1}{2}$ " pan bolts while holding pan up until all are removed. Tip pan and pour oil into catch pan. Remove transmission pan but leave catch pan to catch oil dripping out of transmission above. Clean transmission pan including gasket surface. Hammer out dents in pan. Remove oil pickup screen. Wash it in solvent and blow dry. With new gasket in place, refit pan to transmission. Usually a gasket sealant is not needed if pan gasket surface is straight. Tighten pan bolts. Be easy. You can always tighten bolts tighter if there is a leak. Add and tighten as tight as you can the nut on the filler tube.

NOTE: Removing the oil from the pan of a Power Glide transmission still leaves about $\frac{2}{3}$ of total oil trapped in the converter. If you want to get more of this oil out, let the transmission continue to drain overnight. Another 1 to 3 pts. will drain out, but you can never get all of it out. So, your new oil will be mixed with the old oil in the converter. If the oil is really dirty, the best you can do is change the pan oil two or three times. Each change will dilute the oil system with new oil.

ADDING NEW OIL: When all is tight and together, add two quarts of new oil (Dextron II for G.M. cars). Start engine with transmission in neutral. Check oil level and bring level up to between add and full. This final filling should be done when transmission is warmed up. Remember about overfilling. I like to operate my transmissions at $\frac{1}{2}$ pt. low hot. Test drive vehicle.