

CLASSIFIEDS

1964 ULTRA Van, 22ft. self-contained class A, very good cond. 8500 original miles. 110 engine, auto trans (3.55 gears) 7 new radial tires, last model to have dual wheels, all glass is good, new rug, cherry wood color paneling, 3 burner stove w/oven, NORCOLD refrig. Roof air conditioner, new curtains, new water tank, transmission oil cooler, dual batteries, paint oxidized but good. \$5495.00.

Call Jim Craig
(614) 355-9104
See at Palm Springs Fan Belt Toss

#100 1966 ULTRA Van. 455 Olds Front Wheel Drive, automatic transmission. Dash & roof air, 62,000 miles. Paint excellent, interior sharp. \$8500.

Steve Harrison
Harrison Ford Inc.
Jefferson, Iowa
Phone: (515) 386-2121 Or
1-800 255-2255 Ext. 3434

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

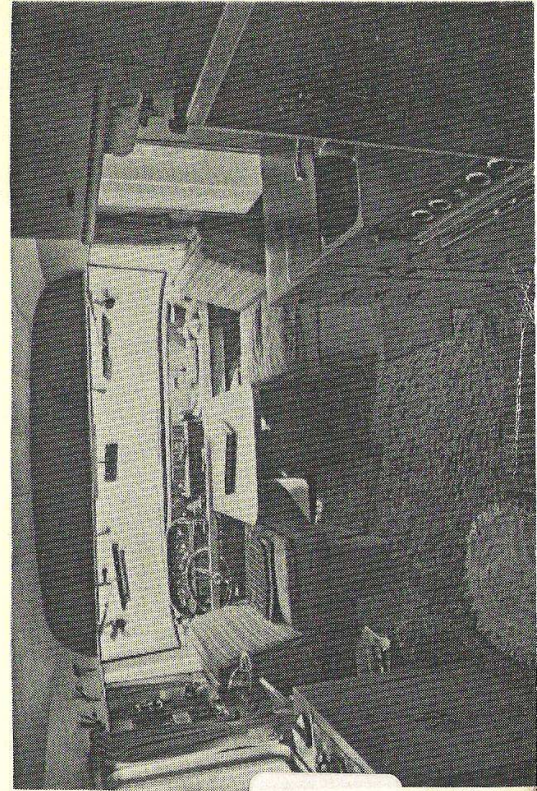
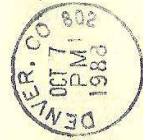
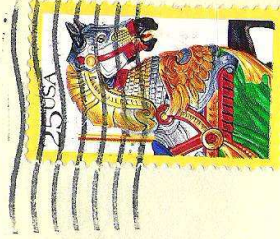
Jack W. Moore
13203 Emerald Drive
NW Gig Harbor, WA. 98335
Phone: (206) 857-6906

#335 ULTRA Van. 140 HP-roof air, 41,000 original miles. Instant hot water heater. All advised updates from Club— uses regular gas. Aluminum bumpers. \$6,900.

Russel Day
19207 Larchway South,
Alderwood Manor, WA 98036
Phone: (206) 672-7550

#356 1968 ULTRA Van. 110 HP automatic, AC, speedometer reads 36144 original miles, inside factory standard. \$8500 negotiable.

Ed grubb,
2704 Fig St.
Tampa, FL 33609
Phone: (813) 876-4988



WHALES ON WHEELS

5537 Pioneer Road
Boulder, Colorado 80301

A PUBLICATION OF:
GROUP
ULTRA VAN

89

Norm Helmkey
Carrying Place
Ontario, Canada KOKILO

FALL 1988
VOLUME VII NUMBER 3

WHALES ON WHEELS IS A QUARTERLY PUBLICATION OF GROUP
ULTRA VAN, A CORSA CHAPTER

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Typed and assembled under the supervision of
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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:

From the inside looking out of Ernest Newhouse's
#603. For more interior photos see pages 13 and
14. The second part of "The Ernest Newhouse
Story" appears on page 8.



ANOTHER GOOD RALLY!

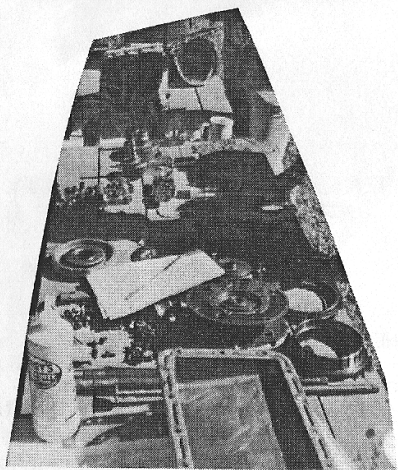
The midsummer western ULTRA Van rally was held at
Crooked River Ranch just above Bend, Oregon. Our hosts,
the Harlan Miller's did a great job. They provided
sightseeing, entertainment, and outdoor food events
for the group. The setting was picturesque as we
dropped down in the valley where there was a store,
restaurant, pool, golf course, church and the camp-
ground with grassy sites. An interesting tour of
the Beaver Motor Home Plant was first and we were
amazed as the 36 footers were assembled. The generat-
or is larger than our sturdy little flat sixes. No
one bounced the 275 thousand on the spot for a drive-
away.

This was followed by a picnic in a woodsy park and a
trip to the famous Peterson's Rock Garden. We had
tech and craft sessions each day and croquet and
swimming in the evenings. (Gladys Bell cheats at
croquet!)

The Miller's provided a pancake and sausage break-
fast one morning and a local pastor invited us to
services on Sunday.

A unique pleasure was the music of Harlan's 1900
calliope mounted on the bed of a 1925 Model T. If
you missed this fun rally, plan to join us next July
for the meeting in Canada

Bob Franz



CORVAIR AUTOMATIC TRANSMISSION LEAKS
BY ART ELLER

I like to divide such leaks into running leaks and standing leaks. Running leaks occur with the oil level at the max dip stick level: Standing leaks occur when the three or four pints in the converter gradually run back into the transmission filling it almost half full. Of course running leaks can occur when the transmission heats up to driving temperatures.

Leak Points: The leak points can be one or more of the following; A. Pan Gasket; B. Modulator Gasket; C. Governor; D. Control Shaft itself; E. Control Shaft entry gasket; F. Round Seal at junction between differential and converter; G. Front Plate Leaks; H. Gasket between trans. and differential; I. Throttle Lever left side of trans.; J. Misc.

Leak Identification: Most leaks require a reasonable clean exterior. Heat up the trans; jack up the rear; spray total trans. with GUNK Engine Brite or equivalent; spray all sides and bottom; let set for half hour; hose off with nozzle and max water pressure; let dry and inspect. If still not clean, try a second time. After reasonably clean and dry, take for a drive to heat up trans; jack up and block; get under and inspect.

A. Pan Gasket: Everyone suspects this gasket first and tightens all bolts; often too much. If the leak is here, a new gasket is in order. After removal of pan (drain oil first), clean gasket surfaces and inspect pan bolt area. Almost always, these surfaces need to be hammered back because the prior gasket has thinned out and the metal is deformed. Use a ballpeen hammer to force the metal back in line with the rest of the gasket surface. When reinstalling pan, just snug up bolts; add oil; inspect for leaks; if there is leakage, tighten adjacent bolts just enough to stop leaks. DO NOT OVER TIGHTEN THESE BOLTS! (3 to 4 ft.-lbs.)

B. Modulator Gasket:

The modulator is a round silver colored unit projecting just below center right hand rear of trans. The leak can be seen running down below unit. It takes a special 1" short handled wrench only 1/8" thick to tighten.

C. Governor:

A bulbous unit projecting from left hand rear of trans. Oil leak occurs only when running and leak appears below unit. Leak can often be stopped by loosening upper left bolt that secures trans to differential. While loose, press governor into its bore with a flat bar between governor cover and suspension. While held in, tighten bolt you just loosened. If this doesn't stop the leak, remove governor and install a new "O" ring as per above.

D. Control Shaft Itself:

The trans control shaft has a small "O" ring built into the trans. end where the shaft is fastened to the trans with a small bolt. This "O" ring prevents trans oil from entering the shaft and leaking out any wear spots in the outer plastic cover of the cable. You can try to stop these leaks by finding the wear points, cleaning oil off with lacquer thinner, mixing up some epoxy glue and wrapping cable with electricians tape covered with the glue. A new cable is best.

E. Control Cable Entry Gasket:

This is a point that can leak all the time but is especially bad while standing. This cable junction is on the lower left side of trans just above pan gasket. Leakage here is often taken for pan gasket leakage because oil runs off lower ledge and along pan gasket line. The problem is usually the small "O" ring. Remove small $\frac{1}{4}$ " bolt holding cable to case; pull out cable and replace "O" ring. I find the replacement "O" rings supplied are often too small. The old one is a big fat one. If the old one is still soft, I'll add one of the new thinner ones in tandem. Don't overtighten the small $\frac{1}{4}$ " bolt. Follow the instructions in your Corvair Manual when reinserting the control cable end into the trans. NOTE: You had better remove the cable when the engine has just run or you will get a flood of oil coming out. Run the engine for 5-10 min. Trans oil will be pumped into the converter filling it. Oil level in pan will be low with little leakage. Do the removal with engine having set overnight and you will have a flood of drainback oil.

F. Round Seal At Junction Between Differential and Converter: This is a critical seal that can leak at all times, running or standing because oil is passing past under run or drain back conditions. It leaks most while running. The leakage comes out the small hole in the bottom of the converter housing. Sorry, you cannot do anything about this. It is major because either the engine or the transaxle or both have to come out and split to get at this seal. It takes experience to get the old one out and the new one in without damaging surfaces or seal. The top of the Stator shaft that sticks out of the back of the differential and into the converter should be inspected. Reproductions of this shaft are available but replacement would require dismantling the differential.

G. Front Plate Leaks: Leakage here is rare. This plate is behind the front engine support plate and not all of the 12 - 5/16" bolts are accessible. If

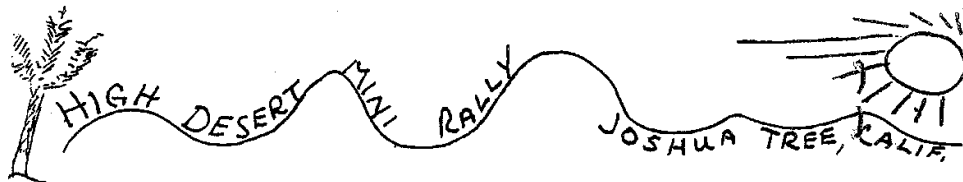
you're sure leakage is there, remember the maximum torque is 20 ft.-lb. A leak here would occur while running. The outer rubber ring seal replacement would require removal of the 12 bolts and the plate. This is a tricky operation in the car because you could have most of the heavy gear guts slide out with the plate. It is a real surprise!

H. Gasket Between Trans and Differential: A very common leak point. Oil appears at bottom and often read as a pan gasket leak. Worse when engine is running because of oil pressure inside but can leak all the time. Get a $\frac{1}{2}$ " offset box wrench and tighten all four of the bolts as tight as you can or 20-30 ft.-lb.

I. Throttle Lever Left Side Of Trans: Often read as a pan gasket leak because leak point is where shaft passes into case and oil comes down and runs along pan gasket line. Remedy is to drain oil; drop pan; remove shaft after loosening $\frac{1}{4}$ " bolt clamping inner throttle lever to shaft. Replace small "O" ring on outboard end of throttle shaft lever.

J. Miscellaneous Leak Points: It is not uncommon to find case cracks that are the cause of oil leaks. Such leaks can be at the pan gasket ledge; the front cover seal lip; any of the four hold down points that secure the front engine support bar; the casting surface joining to the differential; cracks, tears or holes in the pan.

Points To Remember: Transmission oil is a unique oil. It can actually climb up the side of a container for a short distance. If there is any way to the outside, it will find the opening and you have a leak. Diligence will win and you can have a leak proof unit for awhile!



THE ERNEST NEWHOUSE STORY

(Part two)

WHEN: October 29 through November 13

HOST: Jim and Marlene Craig - #202

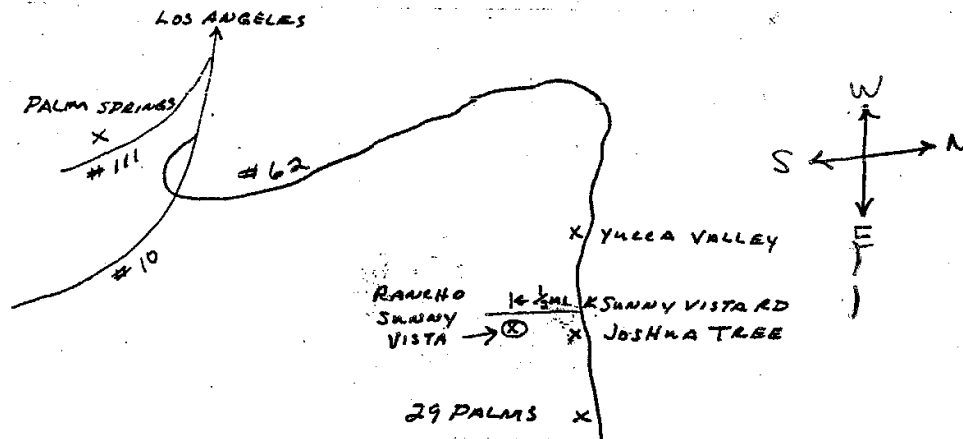
LOCATION: Rancho Sunny Vista
7011 Sunny Vista Rd.
Joshua Tree, CA 92252
(619) 366-9104

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.



One very important sunday, Ernie and Edna were out on a drive with his uncle in the Griffith Park area of Los Angeles. A funny looking car passed them with no fenders, top or hood. His uncle said, "look there goes a Hot Rod." Ernie had never heard that word, Hot Rod, before. He was really fascinated with this new concept of modifying stock automobiles for track and street use.

Henry Ford was responsible for much of "Hot Rodding" with his Model T's. In California every young person who could get a "T" in the 30's, would "Hop it up." I remember reading of Bob Estes's famous drag race down Santa Monica Boulevard in his hopped-up Model T with Clark Gable in his Packard Speedster. Gable lost in both directions!

Ernest figured, that if this was new to him, then it would be new to a lot of other people. He decided to write a book on Hot Rods and "hopping up" your car. This was before Hot Rod magazine and other such publications. He had alot of learning to do. He visited dual manifold and high performance parts manufacturers like, Edlebrock, Weiand, Clark and Eddie Edmond's, learning about porting and relieving the heads, high lift cams, etc. He had been thru engineering courses at Northwestern School of Agriculture. He also had rebuilt tractor engines, so he understood the new Hot Rod concepts. He did write the book and it sold one million copies thru adds in Popular Mechanics and other sports magazines. So, it was a Sunday drive that started Newhouse Automotive.

At the time they were between houses, living in an apartment. Edna typed the manuscript and they were both selling real estate.

After the book was published, he started getting letters of inquiry as to where to get the products he had discussed in his book. Ernie again realized

that it was easy to get parts in Southern California, but in Minnesota or New York no one had ever heard of them. So Ernie decided to get together a small catalog listing the items, and that is how his mail order business started. Business went so well, they had to move out of their garage and took a small store in a new seven store complex on the corner of Gearhart and Beverly Blvd., in Montebello (L.A. area). From this humble beginning, Ernie wound up taking over the other six store area. These stores became a retail parts business, Newhouse Automotive, Pacific Lubricants, Moley Oil Distributor, Engine accessories and Mfg Co who made parts for the retail and catalog business and Engine Products Mfg. Co.

By 1961, Ernest had sold Newhouse Automotive to an East coast businessman who wanted to move to California. He also sold Pacific Lubricants and Engine Accessories and Mfg Co. to John Beech, who at the time was the sales manager. Ernest "retired" to manage his different properties around Southern California.

During the early 1950's, the Newhouses started traveling in a trailer. This was a custom order travel trailer that was eight feet wide, 18 feet long with twin beds, bath and a low center of gravity. The trailer was a "Scotsman" manufactured in Long Beach. Ernest usually bought a new Cadillac every couple of years and this was a very good vehicle to pull this trailer with. They joined a travel trailer club, "The Vangards". It was during a 1966 China Town dinner of this club that Ernie found out about ULTRA Vans. An attorney, Elwood Boles, told him about the new ULTRA Van. Ernie had been looking for a motorhome but they all were on truck chassies. He wanted something like his Scotsman trailer, wide with a low center of gravity, twin beds and of course a bath. The ULTRA Van was just what he and Edna had been looking for. Ernie contacted the factory in Hutchinson and made a deal to buy one. In the fall of 1966 he and Edna took the train to Kansas and picked up their new ULTRA Van #228. This was about the 12th unit produced in Hutchinson.

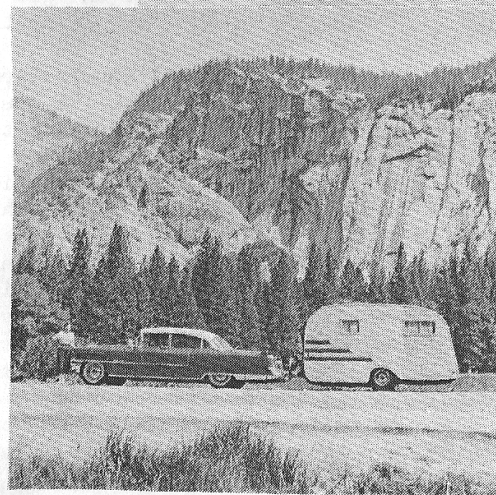
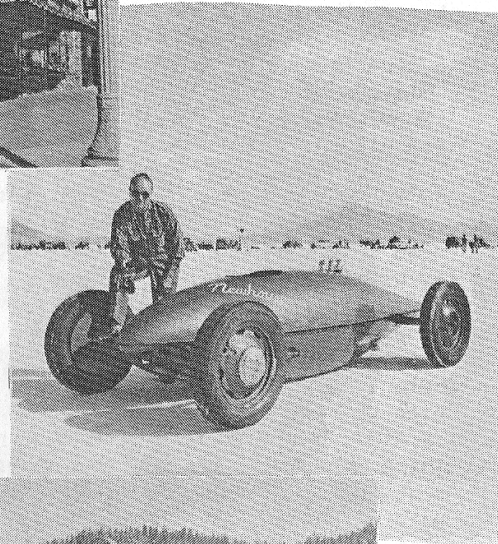


NEWHOUSE AUTOMOTIVE STORE FRONT
IN THE LOS ANGELES AREA

"NEWHOUSE SPECIAL"

WITH ERNIE AT

BONNYVILLE 1952-53

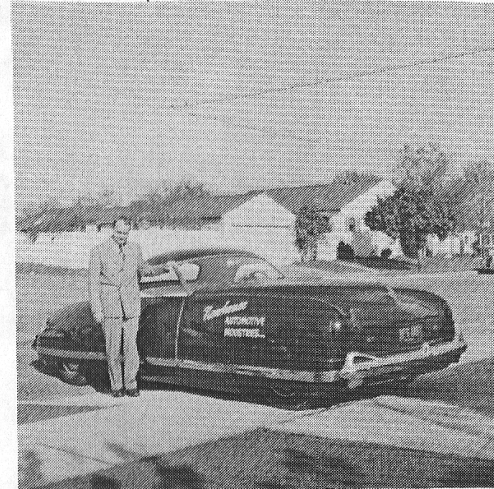


YOSEMITE- EDNA STANDING IN FRONT OF THE SPECIAL
BUILT 8 FEET WIDE, 18 FEET LONG TRAILER

Their first night in their van was spent in a park near town. It was windy and rainy. With all the wind and the empty van, he was all over the road trying to steer it straight down the road (sound familiar?) Ernie's thought's at the time were "what have I bought!", but after a few days he learned how to steer the ULTRA Van (as we all have). After the rainy night in the park, it was back to the factory to fix the back window (sound familiar?) After that they started out for L.A. Going uphill and bucking a wind the engine was really pinging. Ernest knew this was not right so back he went to Hutchingson (50 miles). They sent him to the Buick garage that did all the adjustments of the engines. They set the timing back, (as we all know now) where it should be for the weight of the vehicles. So they set out again to L.A. Steering was the biggest thing to get used too, oversteering and passing (or being passed) by big trucks.

Ernest and Edna used their ULTRA Van and were still attending the Vanguard Travel Trailer Club events, but being the only motor home, he thought it would be nice to have a club of ULTRA Vans, where there would be a group with more in common. He contacted Larry Knipe, the ULTRA Van sales manager and got a list of West coast addresses of owners. Ernie sent out a mailing stating that he was going to be at the National meet of the International Travel and Trailer Clubs of America in Enumclaw, Washington. He would like to meet other ULTRA Van owners there with the thought of starting a club. Well, five ULTRA Vans showed up and parked together causing quite a sensation. The Sandels were there with their 26 ft. van, the Masions, the Dowell's and the other names he wasn't sure of. They decided to start a club and Ernest was appointed President protemp. He thought it best to incorporate in California in 1967. Elmor Worthy was the attorney who helped draw up the papers. He had done this for other trailer clubs in the country. Because he and Ernie were friends, there was no charge, only \$18.00 to the State of California. Ernest thought there wouldn't be more than maybe 25 members. Well, time has proved him wrong. The first rally was held at Knotts Berry Farm in the fall of 1967. Seventeen ULTRA Van's showed up and the ULTRA Van Club was on it's way and rolling. Later on the name was changed to ULTRA Van Motor Coach Club, INC., and now has 240 members!

Ernie and Edna have been very happy with their ULTRA Van #603. The only thing he would change would be to add one foot in length at the shower area. So, it look's like David Peterson has done it again with a near perfect motor home lay out. Their #603 (with over one hundred thousand miles) is featured with photos in this issue.



ERNIE STANDING BY HIS CHRYSLER "THUNDERBOLT"
BUILT FOR JOE LOUIS AFTER THE WAR

AWARDS PRESENTED TO THE NEWHOUSE'S

CALIFORNIA LUTHERAN UNIVERSITY
"LEADERSHIP BRONZE WALNUT PLAQUE" 1984
"FELLOWSHIP" AWARD 1961

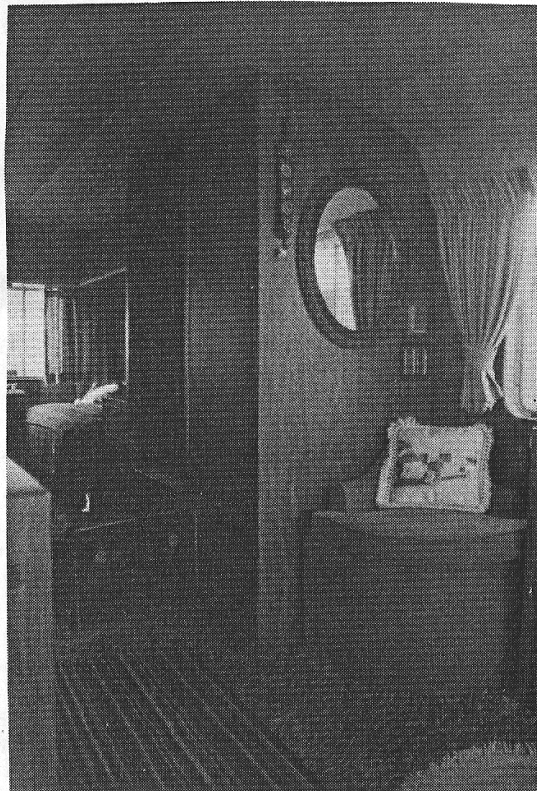
ULTRA CLUB SPECIAL GOLD PLATED PLAQUE IN 1970 FOR
DEVOTED SERVICE. SILVER MEDAL PLAQUE IN 1953

NORTHWESTERN SCHOOL OF AGRICULTURE, UNIVERSITY OF
MINNESOTA. "TOP AGGIE AWARD" FOR PAST ACHIEVEMENT 1988

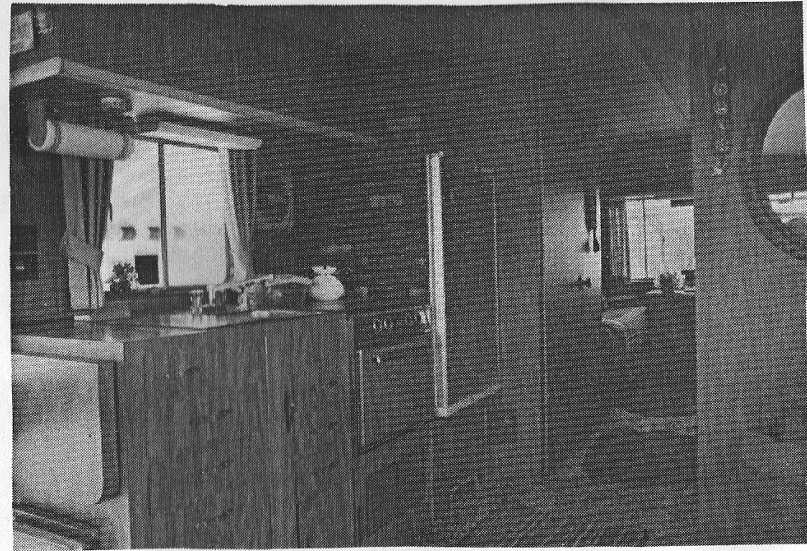
ERNIE IS LISTED IN THE "WHO'S WHO IN THE WEST, ALSO
IN THE WORLD WHO'S WHO" (COMMERCE AND INDUSTRY)

Ernie is special to me for I purchased his ULTRA Van #228 in January of 1973. At that time he was taking delivery of his new ULTRA Van #603. This is the 24 foot unit built by David Peterson in Oakland, California in 1971, with the sidemounted V-8 engine. Five of these units were built. David Peterson has one (#601), the proto type (#602) went to Richard Nelson, Ernest Newhouse (#603), Phil Philips (#604) and the ULTRA Van shell built in the Sonoma factory belongs to George Truman (605?) and he is outfitting it for travel.

YOUR EDITOR



CHAIR THAT HIDES
THE SIDE MOUNTED
ENGINE OF #603



CLASSIFIED

ADVERTISING

#491 1969 ULTRA Van. 110 HP Corvair engine. Four speed manual transmission. Engine good condition. Exterior good. Glass good. Bucket seats. Needs a little TLC on interior. The ULTRA Maintenance manual included. \$3500.

George Hulbert
220 S. 2nd St.
P. O. Box 1239
Yermo, CA 92398
Phone: (619) 254-2605