



The Ultra Vans love their rallies. The Ultra Vans above are going across Deception Pass Bridge on their way to Whidbey Island, Washington. See Pages 4 & 5 for info on this rally.

Whales On Wheels

a publication of the Ultra Van Motor Coach Club

Volume 2014

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, Eric Kirven (\$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)

UVMCC, Inc.

3585 Cerritos Ave.

Long Beach, CA 90807-4715

PRESIDENT

Shelley Young #497A
278 Garden Circle
Manteca, CA 95336
(209) 823-6293
sly111@comcast.net

VICE PRESIDENT

Jerry Kramer #424
1869 Union City Rd.
Ft. Recovery, OH 45846-9316
(419) 852-5720
krammary@bright.net

TREASURER

Eric Kirven #345
3585 Cerritos Ave.
Long Beach, CA 90807-4715
(562) 981-0823
ultravan345@yahoo.com

SECRETARY

Mary Lou Kramer #424
1869 Union City Rd.
Ft. Recovery, OH 45846-9316
(419) 852-9380
krammary@bright.net

NEWSLETTER EDITOR

Brenda Standal #480
1285 Driftwood Dr.
N. Fort Myers, FL 33903
(239) 656-3075
brennorm@aol.com

TECHNICAL EDITOR

James Davis #388
312 Butterworth Road
Murray, KY 420718241
(270) 435-4572
jld@wk.net

Eastern

Ron Zoutendam (713) 324-4660 '14
Doug Pratt (570) 549-8136 '15
Norm Standal (239) 656-3075 '16

DIRECTORS

Western

Cindy Nelson (702) 345-8635 '14
Jerry Mello (541) 926-2631 '15
Chuck Hanson (702) 743-2021 '16

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

Web Site: <http://www.corvair.org/chapters/ultravan/>

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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 2014

GREETINGS:

July is here and summer is in full swing. Hope everyone is enjoying the season and have had your Ultra out for trips. Make every trip a safe one.

It is voting time again. Please either send the ballot to me before August 20th or bring it to our National Convention in September.

Don't forget to make your reservations for the National Convention. The Bell's and Mello's are working hard to make this another terrific convention. Lew and I always have a great time at the conventions. We enjoy meeting friends, making new friends and seeing different sights in this great country of ours. This year the convention is in Cody, Wyoming. It should be a lot of fun.

Continue to enjoy your summer and I'll see you in Cody in September.

Shelley Young



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



Owen Strawn says: Here's a photo from Norm's Archive: J.R. Wells with Ultra Van #103 at Donner Pass in March of 1967. We have no other record of the Wells but they must've been the second owners, as this coach was originally delivered to Dr. Watson in the summer of 1962.

2014 UVMCC Western Rally—Deception Pass, WA



Come over the famed Deception Pass Bridge to the Western Ultra Van Rally

We invite you to join us on Whidbey Island in the great Northwest for the 2014 Western Ultra Van Rally. Whether you are riding in your Whale or driving a SOB, you are welcome to join us on July 17, 18, 19, 20 and 21 for a fun adventure.

RV spaces have been reserved at North Whidbey Island RV Park which is across the street from Deception Pass State Park and Cranberry Lake. You can find the RV Park at; www.northwhidbeyrvpark.com

We have reserved Section C for our group. It is guaranteed that the Park will be full so get your reservation secured by calling **360-675-9597**.

There is a small grocery/café/espresso store within walking distance of the RV Park if you need to replenish things.

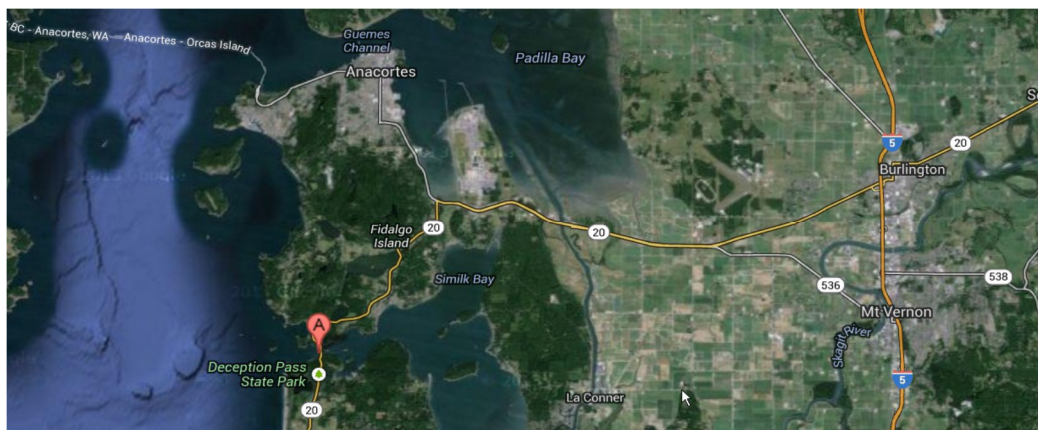
As most of you are aware the CORSA National Convention will be in Tacoma the week following the Rally so, if possible, schedule enough time to attend the Convention as well.

Our days will be filled with exciting activities, some old, some new and some different but we think you will enjoy them all. As usual most activities are optional so if you like, you can simply hang out at the RV Park or the State Park across the street, but we think you will want to join in most of the fun.

Cranberry Lake is located inside Deception Pass State Park and fresh water fishing for Trout, Bass and Perch is available and July's prognosis is fair to good that you will catch dinner. If you don't fish but enjoy scenery and walking, the State Park has many great trails to walk and includes tremendous views of Deception Pass, Puget Sound, massive ever-greens and other beauties of nature.

Weather in the Northwest can be fantastic in July, it can also be cool in the evenings and possibly damp with liquid sunshine so come prepared to layer your clothing and have an umbrella or rain jacket available. On your way to Whidbey Island you will see many different faces of the Northwest and we hope you like them all. Following the signs or a good map to the island is a good thing, but if you get lost give us a call and we will guide you in. Phone numbers to call are on the other side of this flyer.

Map to North Whidbey Island RV Park from Interstate-5



2014 Western Rally Itinerary

Thursday, July 17

Arrival/Set-up & Registration

5:00 PM Social Hour Club House (CH)

6:00 PM Hosted Welcome Dinner (CH) - Pfueller's

7:00 PM West Coast UVMCC Business Meeting (CH)

Friday, July 18

8-9:30 AM Coffee and Stuff available in the Club House

10:30 AM Leave for Friday Harbor Ferry in carpool, time is exact because of ferry schedules. Lunch will be on your own in Friday Harbor.

5:30 PM Pot Luck Dinner (CH)

7:30 PM Bunco (CH)

Saturday, July 19

8-9:30 AM Coffee and stuff available in the Club House

10:00 AM Tech Talk and/or drive to Anacortes Quilt Shops/Antiques

Noon Lunch on your own

4:00 PM Open House and Hosted B-B-Q—Joneses

Members of Corvairs Northwest and North Cascades Corvairs will be joining us for our Saturday BBQ and then they will be the judges at the "Open House". The Corvair Clubs have volunteered to be our judges and will be judging the following categories;

Best Exterior Best Interior Best Engine Most Original

Sunday, July 20

8-9:30 AM Coffee and stuff available in the Club House

10-Noon Under the Bridge and beach tour

3:30 PM Leave for Dinner at Swinomish Casino—Prime Rib and Crab Buffet

7:00 PM Yankee Swap Meet

Monday, July 21

8:00 AM Farewell Coffee and eat the rest of the stuff in the Club House, then off to the CORSA Convention.

Walk to Deception Pass Bridge and relax in the sun or shady picnic area!

Some of our time will be spent in the picnic area under the Deception Pass Bridge. Here you will be able to stroll along the beach under the bridge, hang out with friends, new and old and generally wind down from the busy weekend's activities. We think this will be fitting location for you to cement the memories of your time on Whidbey Island and of the 2014 Western Ultra Van Rally.

Here you will be able to stroll along the beach under the bridge, hang out with friends, new and old and generally wind down from the busy weekend's activities. We think this will be fitting location for you to cement the memories of your time on Whidbey Island and of the 2014 Western Ultra Van Rally.

This is one of Washington's most popular state parks. It spans a spectacular saltwater canyon. Ocean waterfalls swirl through the canyon during the height of the tide changes. Here, in this magnificent place, there is something for every-one.

Refreshments will be served, but not in a large quantity as you will still have to walk back up a hill. This is a bit of a walk down and an incline coming back we will guarantee you won't regret the effort you have to expend to get here

Contact Names and Numbers:

Gale and Gretchen Pfueller 360-734-3953 Carl and Fran Jones

253-988-2275



Don't Forget

July 21-25

CORSA International Convention in Tacoma



2014 UVMCC
National Rally
September 9th -
13th
Cody, Wyoming
PONDEROSA
CAMPGROUND
1815 8th Street
Cody, Wyoming

82414 (307) 587-9203



info@codyponderosa.com
www.codyponderosa.com

[Motels within easy walking distance to the Ponderosa Campground](#)

Best Western Premier Ivy Inn and Suites..... 800-780-7234

The Wyoming Inn.....307-587-4208

Super 8 Cody 307-527-6214

Dust off your cowboy boots and hats, but leave your six shooters behind and [come to Cody, the "wildest way into Yellowstone"](#). Our Ponderosa Campground (Cabins also available) is very close to downtown and within easy walking distance to several of our major events. Restaurants and a Walmart are very close as well.

We will start the first day with a Trolley Tour of Cody that will include a two day pass (you'll need it) for the Buffalo Bill Center of the West. You will have options for breakfast, lunch and dinner on your own.

Our banquet will be held in the historic Irma Hotel, built by William Cody and named after his daughter. Just before dinner we will be witness to an old fashion western gunfight with some historic western characters from the past.

There are other sites to see on your Free Time depending on your tastes and budget.....

Miniature golf across from the museum

Cody Dug Up Gun Museum (FREE) 1020 12th St. (close to the Irma)

WW 2 Heart Mt. Interpretive Center Japanese Internment Camp (\$5seniors) about 9 miles from town.

Old Trail Town of the Old West and the grave site of Jeremiah Johnson and other Mountain Men (\$7seniors)

River Rafting Tours info@wyomingrivertips.co

[Event t-shirts will be available for pre-order](#)

Co-hosted by Doug & Meg Bell doug.bell3@comcast.net 503-260-8920

Jerry & Patty Mello nanapatty1951@hotmail.com 541-619-4660

Tentative Schedule

Tuesday Sept. 9th:

1 – 4:00 pm “Welcome/Registration (*\$25 Registration/couple +\$10 per additional attendee*)

5:30 pm - ? Dinner sponsored by your Hosts

Wednesday Sept. 10th:

8:30 am-9:00 Coffee and goodies/breakfast

9:15 am - ? Introduction to Cody by Trolley

Includes 2 day pass to Buffalo Bill Museum (\$34)

10:00am--? Tour of Museum (day #1)

LUNCH On your own

2:00pm-3 Tech session

3pm- 5:30 Miniature golf *OR* free time

6:00 pm - ? Pot Luck dinner/Yankee Swap Meet

Thursday Sept. 11th:

8:30 am-9:00 Coffee and goodies/breakfast

Morning - *Day 2 of Museum* Tour that includes day #1 of the Yellowstone Quilt Festival *OR* Free Time

LUNCH On your own

1:00 pm-2 Tech Session *OR* Free time

5:30-pm-8 Cody Cattle Company Dinner Show 1910 Demaris St.

Friday Sept. 12th:

8:30 am Coffee and goodies/breakfast & B.O.D. meeting

9:00 am UVMCC East & West Coast meetings

9:30 am General Assembly meeting

LUNCH On your own

1- 3 pm Coach Tour

5:30 gather 6 pm *Western Gun Fight @ Irma Hotel*

6:30 pm - ? No Host Banquet Dinner with Officer Installation @ *Irma Hotel*

Saturday Sept. 13th:

9:00 am No Host Farewell Breakfast @ *“Sun Rise Café”*.

This schedule is subject to change at the whim of the hosts and/or suggestions of the attendees.

Many other tours are available in the Cody area. You may want to come early or stay after to take advantage. Talk with your hosts to find out more.

Ultra Vans For Sale

#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

#338 (and #407) Ultra Van – Purchased from Ken Wildman in 2007, drove from Ada, Ohio to Pensacola, Florida. Not entirely without incident, but nothing serious. There have been numerous improvements on #338 since our purchase. Corvair 110 hp engine, generator & roof air conditioner, rack and pinion steering, and others. These are listed on CORSA website:

www.corvair.org/chapters/ultravan/

\$8500 Contact Ed Lindsey, Location: Milton, FL
Phone: 850-994-2161 email me at:

wfcc@mediacombb.net



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



New Uncut WINDSHIELDS. Limited number of sets available.

Great price..... Make your Ultra Van look like new.....

Also have two sets of newly fabricated REAR TRAILING ARMS..

Get great alignment. Reduce tire wear.....

Strong.....Rear shock mounts.....Pics available.....

Will.....575-770-6798.....williampanzerart@sbcglobal.net

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ULTRA MERCHANDISE



CUTE Miniature Cloisonné Ultra pins \$5.00 each
Club badges – 1st one free at rally or \$2.75 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
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

404 Update by Bob Gilbert: It looks like we won't be going to the Whidbey Island convention with Belle this year. Last year we took 404 through her first trip through the Rocky mountains and that resulted in the loss of 2 cylinders and a tow back home - home being about 500 miles away.

The most obvious problem was 2 broken rockers. I replaced the entire set but I still had a sound like a noisy lifter but with a much harder metallic "rap". After many emails and talking with local "car guys" I really had no choice but to take my almost new 3.1 apart!

I would normally pull the engine for a job like this but with my back issues I took it apart "in place" and this allowed me to lay horizontal above or below the engine while pulling off the pieces. It actually worked out much better than I had expected and avoided most of the bending over associated with a normal "re and re" of a motor.

With the engine apart I found piston damage and cylinder scoring on the same place in all 6 cylinders. The final consensus after even more emails and having the damage reviewed locally was that I had "cooked the oil" and at some point it had stopped lubricating properly. I had about 500 miles on the new engine locally but it was easy driving with a lightly loaded coach. The trip through the mountains was the other extreme. I was watching the oil temperature but I had the sensor in the provided hole in the Otto oil pan. I was later advised that was probably one of the coolest places in the oil system and that my 250F or so reading was probably an indicator of temperatures elsewhere far above the cooking point of 260F for the conventional oil I was using. Hence no lubrication and the noise that I later heard was in fact piston slap.

With 20:20 hindsight this was totally preventable. I had done all of the normal things to reduce temperatures such as deflashing the heads but I hadn't done the one mandatory thing for this engine in this application – installing additional oil cooling capacity.

So now the damaged parts are back with Ray Sedman but I doubt if I will have the coach together much before the end of July. And this time it will have an external fan-cooled radiator and I will also relocate the oil temperature pickup.

Update from Tony and Marie Shipman:

Another Ultravan back on the road!

After it had been sitting for many years, Tony and Marie purchased UV520 in 2012. Tony designed and had someone make a tow bar bracket setup for the front of the coach. Along with a tow bar, UV520 made its way from Terre Haute, IN to its new home in Canada. Tony towed it home in July 2013 after attending his first Corvair Convention held in Kalamazoo, MI. This year, Tony and Marie sold their 63 Corvair Rampside and they used those funds to invest into UV520. Tony started working long hours on the coach back in May, without a garage - dealing with the weather and fighting off mosquitoes - to try to make it to the Celina OH rally. Sadly, that did not come to pass. However, the good news: UV520 is destined to be on the road again soon with lots and lots of new parts. It might not look pretty right now, but Tony and Marie plan to keep it road worthy for a long time and to do more improvements as time goes on.



Tony is a retired mechanic and puts all his focus into the mechanical side of any vehicle first. No bling for him or UV520. At least not at this stage! (He just had to say that as an inside joke and to tease Owen who has become a very good friend.) This year Tony has fixed a lot of electrical issues, rebuilt the carburetor, replaced the fuel hoses, installed all new brake parts and had new windshields put in. Everything has been replaced new; from two 1960 Corvair master cylinders which sit side by side, all the brake lines, hoses, fittings, wheel cylinders up front and loaded calipers and rotors on the back. Here are couple pictures of the ongoing progress with UV520.

A picture of all the lights working after Tony cleaned and fixed a lot of the electrical issues.



We all know heat rises. Tony feels all the heat from the engine compartment needs a way out without having to go through the radiator. To help accomplish this; Tony installed the new radiator 6" lower from the original V8 location to allow the heat from the power-plant to pass over and not through the radiator with the aid of a shroud. This should help with keeping the big 455 Olds Toronado engine cooler.



There is a local car show on July 6th and Tony plans to be there with the coach. This is a new beginning for UV520!

++++



From Ed and June Lindsey: This is a picture of 338 next to the Best of Show and Sara White Ladies Choice winner at our Corvair Lovers Holiday in February 2014. The 1964 Desert Beige Corvair 4dr is owned by Donna and Lamar Childs of Pensacola, FL. Donna's father bought the car new and she inherited the car from him. Donna and Lamar had finished restoring the car just before our show. 338 won a Peoples' Choice award also. Next year we will be losing our hospitality room at our Host Hotel. We will be performing Registration for our show from inside 338 and in the parking lot car display area where all the action is!

Ohio Rally Report

by Brenda Standal

We have all gathered here in beautiful Ohio. Everything is very green and the crops are doing well. The Ultra owners here are Mary Lou and Jerry Kramer (the hosts), Kaye and Clyde Stanton, Brenda and Norm Standal, Roy and Jim Davis with their grandson, Euan, and Chris and Lucy Hykes. Other members attending are Martha and Ron Zoutendam, Joanne and Glenn Lemke, Laura and Steve Lemke, and Chris Brown. We had some Corvair gurus show up from Dayton and Michigan.



As usual the food was delicious, we seem to always eat a lot! We all enjoyed the tour and lecture at Fort Recovery Museum where we learned more about our ancestors. We then loaded up and went and talked to a local vintner though the weather was rainy. He explained about his crops and planting, but no samples. The wine was available at our next stop, Theinman's Grill, for those who wished to purchase it. And we all partook of a meal there.



On Friday, we visited the Airstream factory and actually watched some of the units being built. I heard the comment that they were all built to order from the United States and other countries. We saw some really old Airstreams and some units that were just original ideas as Airstream was going into business.

Our next tour was the bicycle museum. Unbelievable!! Every bicycle known to man I think.



This rally was great!!



The Corvair Powerglide

By Mike Dawson (stolen from the VAIRCOR newsletter)

This will begin a series on the Powerglide, which may help with service, diagnosis and repair. Most folks will not be interested in major overhaul so the main focus will be on service and diagnosis of problems that can be avoided or fixed without complete overhaul.

If you scan the SAE papers on the Corvair Powerglide you will find a lot of interesting information on durability testing (among a myriad of other things). They refer to "the capacity for owner abuse" more than once and mention such things as a 15,000 mile 7-11% uphill grade test and requiring the units to survive "100 wide open throttle low to reverse shifts on dry pavement." For those who can comprehend our country's annual budget numbers: by the time the Corvair was outfitted with the Powerglide, there were 6,800,000 units on the road with service mileage of over two hundred thirty-five billion miles. About the only thing not mentioned was the possibility of someone driving the cars for over fifty years!

There are basically two designs, the 61-63 and the 64-69. The '60s had a different shifter cable attachment and there was also a special Powerglide valve body and governor for the 140. FC vehicles had an additional valve and ports for cooler lines. The big difference between the early and late designs is a change in line pressures to handle the horsepower increase. You can interchange the complete units throughout the years as long as you check the running clearance when assembling to the differential (this clearance must be checked with any change). Easy to do without the fancy tools by looking at what the shop manual tells you to do. The reason: The ring and pinion match is adjusted in the differential by shimming the pinion shaft back and forth. Each is different, hence the need to check the running clearance between the transmission and differential. One other item; the 67-69 throttle valve lever will not clear the early suspension; it would need to be changed if you were putting that model in a 60-64.

The 140 transmission had a different governor with modified weights that changed the up and down shift point, and the valve body had a smaller low-drive regulator valve to make an earlier downshift. The 140 valve body I recently worked on had orange paint on the casting above the bore for the pressure regulator and an "H" stamped on the outer end of the low-drive regulator valve sleeve as a means of identification. The 140 governor had a paint mark (pink?) also but I do not have one that I know for certain was original.

A great tune up for your Powerglide consists of changing ALL of the fluid and performing the three available adjustments. Draining the pan gets you about 1 $\frac{3}{4}$ quarts, drain the converter by drilling and tapping for a brass 1/8 pipe plug just rear of the ring gear (about 3 $\frac{1}{2}$ quarts), and finally pull the pan and remove the pickup, another pint or so. I like to use Amsoil synthetic fluid due to the high temperature tolerance. Finally, the addition of a quart of TransX will soften the piston lip seals. This additive will stave off rebuilding in many situations where 50-year-old seals are brittle. Push or roll starting? Corvairs have two pumps; this allows the car to be push started at approximately 20 MPH. I have started them just from rolling down a hill. Leave the car in neutral, key on, get to 20 MPH and drop in gear. The rear pump driven by the differential provides everything you need.

Towing? Once again the rear pump will handle it. As long as you get above 20 MPH and the fluid level is correct, the entire transmission will be lubricated properly. Whether driving the car normally or towing, the front pump is not used after you reach 20+, because the rear pump has taken over all of the hydraulic functions.

No need for the engine to be running on short trips but there is no cooling air available for the converter with the engine off, so check the unit by hand or with an infrared thermal tester, if you are towing in hot weather for long distances. You could run the engine on fast idle for a few minutes if necessary.

Adjustments

Low Band: With the car up on stands, adjust the low band. You have to do it blind, so practice on a spare transmission and you can easily estimate the 40 inch pound requirement by feel. The instructions for this adjustment are in the '65 shop manual on page 7-53, paragraph 16, but include the following: you need a short $\frac{3}{4}$ inch box end to remove the lock nut and then clean any dirt off of the adjusting screw threads. Use a $\frac{5}{16}$ open end wrench to tighten the screw – about as snug as you can get it with the small wrench. Back off the screw four full turns and reinstall the locknut, holding the screw to keep it from turning.

The low band operates like a brake shoe in reverse; it locks the clutch drum in low gear and releases it when shifting to high gear. If very far out of adjustment, you could have a slip as you start from a stop or a flare on the up shift because the band releases too soon. Under normal conditions the low band wears very little and usually does not require periodic adjustment.

Manual Valve Adjustment: You would want to check this adjustment after changing a shifter cable or if you notice the engagement of drive or reverse does not exactly match the detent of the dashboard shifter. Another possible sign of needed adjustment would be a car that tries to creep in neutral. Adjust the manual valve position with the pan off. This valve affects the fluid flow to the various functions and since it is controlled by the shifter cable it will affect all shifting if out of adjustment by very much. The J tool is not necessary, just follow the instructions on pages 7-31 and 32 of the '65 shop manual and look at the cutaway picture of the adjustment. You can look in the end of the valve bore and see the relationship of the valve head to the passageway. (Fig. 7E-3) You will note that the visible head of the valve is about $\frac{1}{32}$ " to the rear of the bore opening.

Throttle Valve Lever: The last adjustment is the relationship of the throttle valve lever on the side of the transmission. This Consult the shop manual or the CORSA Tech Guide for complete adjustment procedures, but be aware that worn out accelerator rod bushings, a loose pivot under the rear seat or a throttle valve lever with a loose lever-to-shaft fit can cause erratic shift points.

There are numerous examples of Powerglide throttle valves levers being broken off by mechanics and welded back on – but not at the *exact same angle*. This situation can make you think the transmission itself has a problem, so inspect the attachment point for signs of repair if you are having difficulty getting your shift point adjusted properly.

As a final check, be sure that both the lower and upper accelerator rods are adjusted so that with full transmission detent you have wide-open carburetors. **[UltraVans have a cable, not a rod for the lower accelerator rod, but the cable must be adjusted for length so the TV lever on the transmission can return to its lowest position. Only after this adjustment to the upper rod's swivel be adjusted as specified in the shop manual.]** CONTINUED IN NEXT ISSUE

2014 UVMCC BALLOT

Ballot is for both members of a household.

President:

Jerry Kramer _____ _____

Secretary:

Mary Lou Kramer _____ _____

Treasurer:

Eric Kirven _____ _____

Owen Strawn _____ _____

East Director:

Jim Davis _____ _____

West Director:

Gale Pfueller _____ _____

Newsletter Editor:

Brenda Standal _____ _____

Send ballots to 278 Garden Cir. Dr. East, Manteca, Ca 95336 (mark “ ballot” on the envelope)
or bring to the 2014 National Rally in Cody, WY. No ballots will be available at the Rally.