



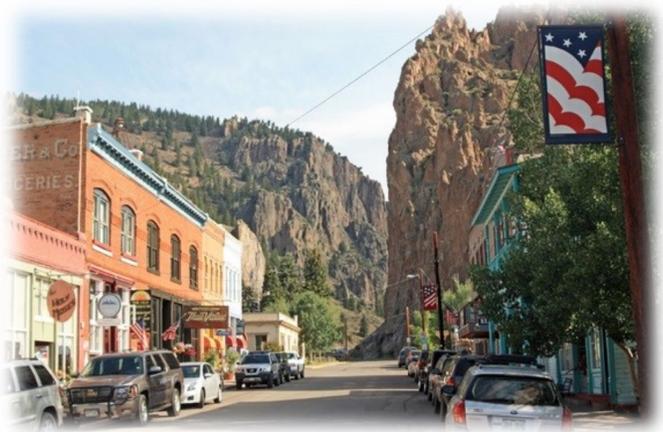
UVMCC was established in October 1967 for all who are interested in Ultra Vans - Chapter #008 of CORSA

Come Join the Wagon Train

The **2018 UVMCC National Rally** is going to be held in Creede, Colorado and all roads lead to Creede. Well some roads lead to Creede. OK, at least one road goes through Creede and that's all it will take to get you to the 2018 UVMCC National Rally and the beginning of the Ultra Van Wagon Train! The dates for this momentous event are August 24-28, 2018. We are calling this the Ultra Van Wagon Train because we will be traveling in a Wagon Train through some of the beautiful back country of southern Colorado.

As you pack up the Ultra Van and start heading to Creede which is at the headwaters of the Rio Grande River it will allow you to get your **"inner settler"** on. Each day of your travels to Creede you should think about the men and women of the early days and how they struggled to travel in one day the distance you will be traveling in less than an hour.

We will begin our adventure in Creede and spend three days enjoying each others company, conducting our regular activities and meetings and exploring the old silver mining town of Creede. Activities include; biking and hiking trails, rafting, good fishing, an Underground Mining Museum, Creede Repertory Festival, and while we are in town, a chance to attend the Headwaters Music Festival. We guarantee the Music Festival will please anyone who attends any of the performances on Saturday or Sunday. More about the Festival activities will be shared when they become available, but suffice it to say, you can be as busy as you want during the whole time we are there.



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ULTRA MERCHANDISE



Call or e-mail me to shop or better yet come join us at the next rally!
 Patty Mello 541-926-2631
nanapatty1951@hotmail.com

Item	Price
Club badges	1st one <i>free</i> at rally or \$5.00 for a replacement
Miniature Cloisonné Ultra pins	5.00
Cloisonné Ultra earring set	\$7.00
Cloisonné Ultra pendants (chain not included)	\$3.50
"NEW colors" Ultra Van Coffee Mugs	\$10.00
Ultra Van ball caps	\$10.00
"Corvair Powered" bumper stickers	\$3.00 or 2 for \$5.00
DVD of Ultra Archives	\$5.00
DVD Ultra Coach Owners Manual by Len & Edy Ryeson	\$5.00
VIN # plates (blank)	\$3.00
Booklet "From Covered Wagon to Ultra Van"	\$5.00
3 1/2" X 4 1/2" Stitched patches w/ Ultra on US map & flag	\$3.00
Tech tips, sets 1 or 2	\$13 + shipping each mailed
Window decals UVMCC with Ultra	\$1.00
100,000 Miles Club plaque (Awarded at rally)	FREE
Postcards and note cards	various prices
Available while supply lasts:	
Tombstone Rally t-shirts	\$15.00
Tombstone Rally magnets	\$3.00



Event Calendar

- **Corvair Lover’s Holiday**, 2/23 & 2/24/2018, Pensacola Beach, FL, see back page for more info
- **Eastern Spring Rally**, 6/7/2018—6/10/2018, Milford, MI, Camp Dearborn, more info later, but it will be a fun, relaxing time, contact Ken Hand vairmech@aol.com or 248-613-8586
- **Western Spring Rally**—no info yet
- **CORSA International Convention**, 07/23/2018—07/28/2018 500 Mansfield Ave., Pittsburgh PA 15205, hosted by Western Pennsylvania Corvair Club, website: <http://corvairpittsburgh.com/>
- **UVMCC National Rally**, 08/24/2018—08/28/2018, Join the Covered Wagons, traveling rally (see front page for more info)

Whale 460 Gets Around Beatty Days Parade and Car Show



Frank the Whale keeping eye on the First Place Antique Vehicle ribbon from the morning parade and the Special Interest category trophy from the car show.

Mesquite, NV Parade of Lights Food Drive

The Whale 460 all dressed up for the parade. Over 9,000 pounds of food was donated.



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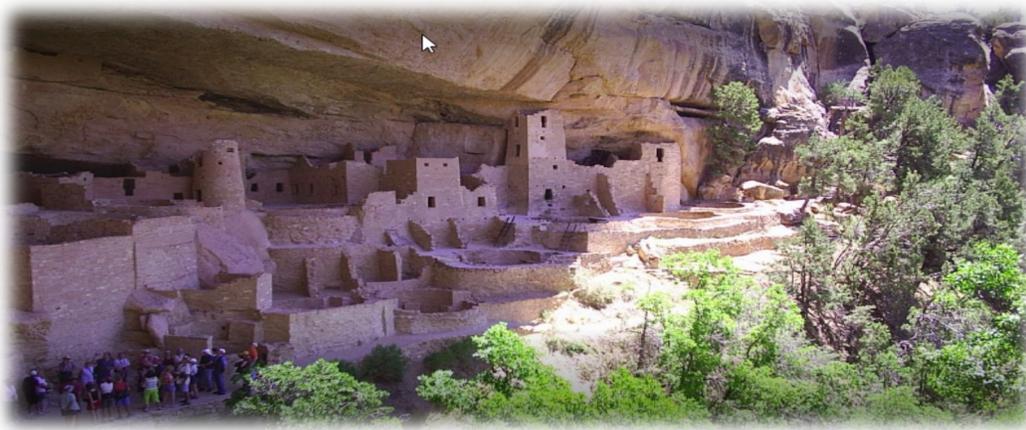
The historic City of Creede is the county seat and the only incorporated municipality in Mineral County, Colorado. The town population was 290 in the 2010 census but has zoomed up to over 350 since then. Creede was originally a hunting ground for the Ute tribe but as silver was discovered settlers came and populated the area. Silver mining continued in the Creede area until 1985 and now the town citizens are here to provide hospitality to us tourists.

After three days of fun and games in Creede we will “hitch up” our wagons and move on to our next stop at Chimney Rock National Monument. Chimney Rock is about 85 miles away from Creede and is a perfect place to learn about the ancient Indian culture of the area. We expect to arrive around noon for a lunch break and then a tour of this gem. It is an off-the-beaten-path archaeological site and you’ll walk in the footsteps of the Ancestral Puebloans of the Chaco Canyon, following primitive pathways that haven’t changed for 1,000 years. Archaeological ruins and artifacts, abundant wildlife, and its setting make Chimney Rock a must-see. This National Monument preserves 200 ancient homes and ceremonial buildings, some of which have been excavated for viewing and exploration. From the base, the hike to the top is just a half mile and it’s rewarded with dramatic 360-degree views of Colorado and New Mexico. Once our tour is complete we will proceed another 30 miles to our campground for the night, the Riverside RV Park. Here we can share the stories of the day around a campfire with some liquid libations.



Chimney Rock is on the left of this picture and ruins are on the right beyond visitors

On our last two days together we will once again hitch up the wagons and travel to Mesa Verde National Park, 54 miles to the west of Riverside RV Park. We will camp at the Mesa Verde RV Resort just



across the street from the National Park. The next day we will begin our tour of Mesa Verde and our education of the Puebloan people who inhabited this region. 1,400 years ago this group of people chose Mesa Verde for their home. For more than 700 years they lived

One of the Mesa Verde living areas of the Pueblo natives dating back over 1500 years.

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and flourished here, eventually building elaborate stone communities in the sheltered alcoves of the canyon walls. Then, in the late 1200s, in the span of a generation or two, they left their homes and moved away. Mesa Verde National Park preserves a spectacular example of this ancient civilization. On one of the guided tours we can actually venture into one of the communities in the canyon walls. This is a don't miss opportunity.

Do you have to do it all on this Rally? No, you can just join us in Creede and then wander on home on your own. You can continue the journey to Chimney Rock and then leave for home or you can experience it all and have a lifetime of memories about the old west. Not the old west of the cowboy, but the west of the natives and the people who came west as settlers and simply stopped along the way and put down roots. Make this a Rally to remember, come join the Wagon Train! **Fill out the Registration Form below and send it to Carl & Fran Jones, 816 Sumner Avenue, Sumner, WA 98390 or go to the UVMCC website at www.ultravan.club to register.**

2018 UVMCC National Rally Registration Form

PLEASE PRINT LEGIBLY SO THERE WON'T BE ANY ERRORS MADE BY REGISTRAR

Name(s): _____

Ultra Van name/number: _____

Address: _____

Phone Number(s): _____

Email(s): _____

Number attending: _____

Arrival date: _____

Do you plan to stay with the Wagon Train thru the entire trip? _____



Prez Sez:

Happy New Year! I hope everyone had a wonderful holiday season and is ready for a great Ultra Van year in 2018. We have several trips planned for 2018 in addition to the National Rally in Colorado, hope you do too. On our way back from Hutchinson last year with Carl and Fran Jones we went through southern Colorado and loved so much we wanted to stay longer. We had time constraints on our journey so we

had to cut our stay short. We thought that this area would be a perfect location to hold a traveling national rally so we checked out some RV parks and came up with the schedule just outlined. I went over my Ultra Van gas logs for 2017 and realized I spent 110 nights in Mini Mo covering 15,089 miles averaging 16.56mpg. Not bad for a UV that weighs 5,500lbs traveling down the road! I'm looking forward to many more fun miles in 2018. Remember, it's not too early to get your Ultra Van ready for your travels this year! I hope that one of them will be to southern Colorado.

Converting from Points to Ford TFI ignition

by Larry Forman

I wanted to upgrade from points ignition to electronically controlled points ignition for a very inexpensive and reliable upgrade. I was initially thinking of just adding some electronics to reduce the point's current and make the points last a lot longer by not burning them out. My thoughts were that points are inherently very reliable, but with some maintenance to reduce rubbing block wear once the current through them is reduced. After looking on the internet I settled on the 1980s to 1990s Ford TFI-IV (Thick Film Ignition-4) modules that Ford used for all their gasoline cars and trucks. Since the Ford TFI modules were used on millions of Ford vehicles they are available at wrecking yards reasonably priced. I was able to add this system to my 1965 Corvair for about \$45 including the module, heat sink, connector pigtail, fuse holder, switch and wiring. I am sure it can be done for less cost.

I like the Ford module since it is unique in that it can be driven from the stock points and works when the points open, which meant there would be no change in timing for the new ignition module. The Ford ignition modules also increase the ignition coil dwell as rpms increase so there would be a performance improvement. Also, it will work for nearly any ignition coil without any changes.

I found that only three electrical changes need to be made for the Ford TFI: switch out the ignition condenser, switch a short across the ignition coil ballast resistor, and switch the TFI module to breaker points. That meant I would only need to add a switch and fuse for the conversion so that I could easily and quickly switch from points to TFI and no changes to the ignition timing would be needed. There was no need for switching off power to the TFI module since it only draws about 12 mA when not in use and it would only be powered when the ignition is on. I would only switch to and from TFI when the engine is not running to protect the TFI module.

The Ford TFI system had two different colored modules: black and grey. We want the grey module only as that is the one that does not need a computer to work. Also the modules had two electronic configurations: internal to the distrib-

utor and remotely mounted away from heat sources. We want the grey module to be mounted on the stock Ford heat sink as that is a very small mount and was designed for the Ford module, however either grey module (with or without three extra pins) can be used with minor modification.

When looking in wrecking yards for these modules and heat sinks, look carefully at the distributor. Many will have the TFI module already removed, but look closely to see if the distributor does not have any mounting holes for the TFI module on the side of the distributor, as the "closed bowl" distributor uses the remotely mounted modules and that is where you will find the heat sink. You could remove the grey colored modules from the distributor as they work fine once the side pins are removed. You can also remove the connector pigtail for use from the distributor mounted modules. I found the first two remote TFI modules on the heat sink were both black and I no use for those, so I swapped them out before checking out. Be sure to take the special 5/32" Ford ignition module deep socket so you can remove the modules from either the heat sink or distributor. The Ford tool has very thin walls and works where a regular 5/32" deep socket will not work.

It is best if you can find a Ford grey colored TFI remote module complete with the heat sink and the electrical connector with sufficiently long pigtail leads. The remote modules would have been better protected from engine heat and thus might be more reliable used. The distributor mounted modules have three extra pins on the top side away from the main 6 pin connector for hall-effect connections. Since we will be using the main 6 pins only, the side mounted pins can be cut off with a Dremel cutting wheel and that module will fit on the heat sink for our application. Remember to use white heat sink compound (thermal grease) when mounting or replacing the TFI modules on the heat sink. Auto-Zone carries it for only \$2.45 for two small packages enough for at least two modules.

For our application we only need to remove the

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distributor condenser from our car and mount it next to the 3PDT (3 pole double throw) switch. I tapped a 6-32 hole in the heat sink to mount the relocated condenser using the stock condenser mounting screw. The switch and associated wiring and an in-line fuse are the only additions needed plus the Ford TFI module, the pigtail module connector, and heat sink.

I found black remote mounted modules (not for our application) and grey distributor mounted modules, so I just swapped out the black modules for grey after cutting the side mounted three pins with a Dremel cutting wheel to keep them from shorting to the aluminum heat sink fins.

When searching wrecking yards, here are two lists to help you find some donor vehicles:

Grey Remote "Push Start": Standard Ignition part number LX-226 for cross reference

Ford Taurus 88-90
 Ford T-Bird 88-90
 Ford Bronco 90-96
 Ford E-series 88-96
 Ford F-series 88-97
 Lincoln Cont 88-90
 Mercury Cougar 88-90
 Mercury Sable 88-90

Black Remote Mount-Standard Motor Products LX-241 for cross reference

Ford Mustang 94-95
 Ford Probe 93-97
 Ford Taurus 90-95
 Ford T-Bird 91-97
 Ford Aerostar 91-97
 Ford Bronco 92
 Ford E-Series 92-96
 Ford F series 92-96
 Ford Ranger 91-95
 Lincoln Cont 91-94
 Mazda MX-6 94
 Mazda Pickup 94
 Mercury Cougar 91-93
 Mercury Sable 91-95

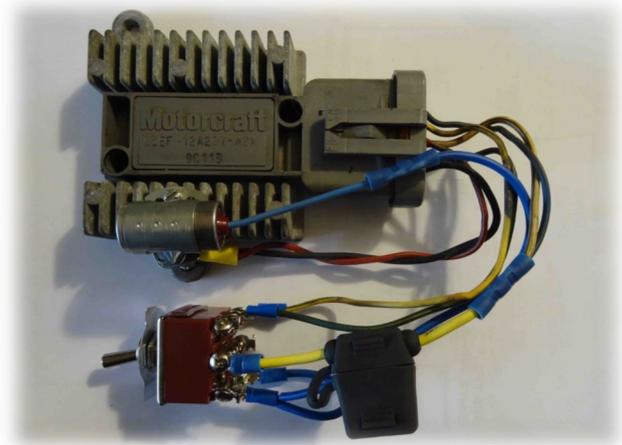
When looking for the grey colored modules, note that they are available new on eBay and elsewhere for around \$10-\$12, MUCH less than new or at many wrecking yards used. It might be less

expensive just looking for the heat sink and pigtail connector at a wrecking yard and getting the grey modules on line for less. The distributor module mounting screws are significantly longer than the remote heat sink mounting screws, but they can be shortened so they will work.

I recommend using a new set of points with a fiber rubbing block lubricator to help reduce rubbing block wear. Once the new points are installed with the Ford TFI module there should only be periodic maintenance for re-lubing rubbing block.

This improvement can be used on nearly any gasoline engine and older classic car engines. I recommend not using significantly higher voltage ignition coils for older distributor caps as they might not be designed for higher ignition voltages and would cause arcing in the distributor cap.

The first photo shows the wiring I used for my TFI module.



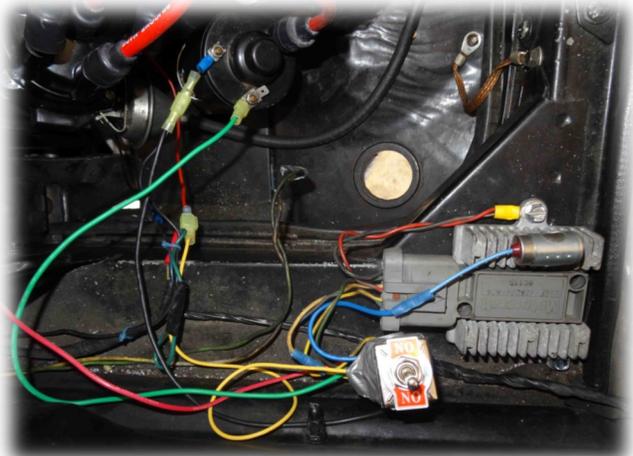
The module heat sink is about three inches square with about two inches more for the connector. The heat sink is about an inch or more tall.

I added this ignition system upgrade in a 1965 Corvair and it mounted easily to the car body in the engine compartment next to the engine. The system worked without any other changes to the ignition or ignition timing, except for a higher voltage ignition coil. The car ran with the stock points and seemingly better with Ford TFI module and is easy and quick to switch to either ignition.

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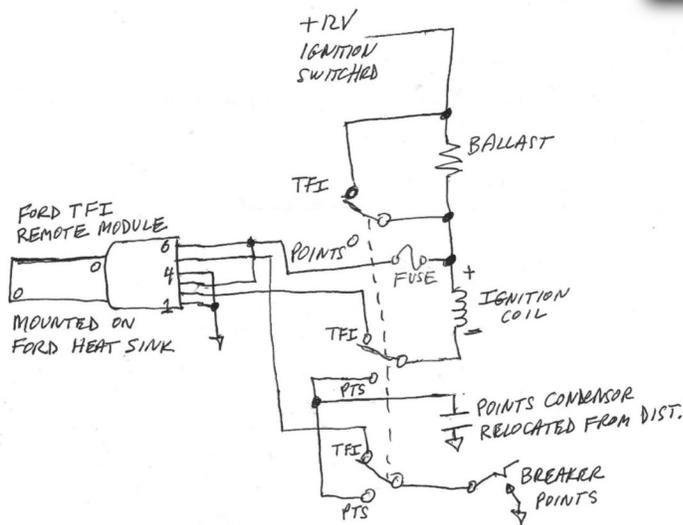
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The photo below shows the ignition mounted in the Corvair engine compartment. I am planning on installing a similar system in a 1954 Nash Metropolitan (but with stock ignition coil and distributor) with the heat sink mounted ignition under the dash so the car will appear stock. Note that when this photo was taken I had not yet mounted the ignition switch to a bracket.



The circuit schematic is shown below:

FORD TFI OR POINTS IGNITION WITH ONE SWITCH



Notes:

Regardless of location, most of the F and E series trucks have the gray TFI module, and the cars are a mix of gray and black, depending on the car.

Usually these TFI modules either work or don't work. Rough running or other ignition difficulties are not typical failure modes.

Originally, the module was mounted on the distributor. In the late '80s Ford began to relocate it away from the distributor on some vehicles to provide better protection from the effects of engine heat, but system operation remained the same.

So common were the distributor mounted TFI failures that back in 2002, Ford lost a class-action lawsuit that affected 300 models and some 23 million vehicles built between 1983 and 1995. The reason: The placement of the thick film ignition (TFI) module placed too close to the engine block, causing the heat-sensitive module to suddenly fail when it gets above 257 degrees.

Mid-century Modernism Week in Palm Springs

Palm Springs, California? In February? Who wouldn't want to be there? Well, last year Chuck Hanson and The Whale were there with the opportunity to represent all Ultra Vans at the Mid Century Modernism Week. Because Chuck broke the ice in what has historically been a "vintage trailer show" we now have the opportunity to have more Ultra Vans in the show. Mona Heath, Coordinator of the show which will include 4 Ultra Vans this year, they are; Brian Goldin and Kris Goodfellow's #163 the Green Machine; Amy Boylan with her #275; Jerry and Patty Mello's Mini Mo # 333; and Carl and Fran Jones's Righteous Coach, #400.

The Modernism Week is held in downtown Palm Springs February 23-25 so if you're in Palm Springs during that time stop by the Hilton Hotel and say hello. You won't be able to miss the whales.

The Whale and left to right: Chuck Hanson with Heather Molina and Dan Berlant owners of #383



The Whale at the show at night



The award given to participants at the show



Great Western Fan Belt Toss

Palm Springs, CA

Three Ultra Vans attended. Chuck and Cyn-di Hansen in the Whale 460, Eric Kirven in 504, and a seldom seen coach, 427, belonging to Frank, Ted, and Dean Hansen from Lancaster, CA. Christy Barden was also there, but coach-less.

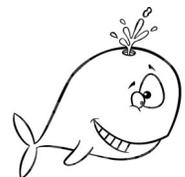


#427 and the Hansen boys



Cyndi Hansen with the Best Ultra Van award.

Stay tuned to the next WOW edition for Chuck Hanson's tale of woe on the way to the Fan Belt Toss.



Earnest Newhouse award winner for 2017 - Clyde Stanton by Lew Young

Clyde and his wife Kay purchased UV #313 in 1975 and subsequently joined the Ultra Van Motor Coach Club. Clyde and Kay became very active attending nearly all club activities.



Clyde almost immediately became the club's informal chaplain. Clyde led the club in prayer and conducted all blessings. The Stanton's sponsored a regional rally in 1986 at the Rogue River campground in Michigan. Over 12 UVs attended. Clyde and Kay then sponsored a second regional rally in 1991 at the May Tulip Festival in Holland Mi. This rally was also well attended. The highlight rally for Clyde was one held in Hot Springs, Ark. with over 20 UVs in attendance. Earnest Newhouse was one of the attendees. Clyde was our club president during the years 2011 and 2012.

Clyde and Kay grow most of their own produce. Clyde and Kay towed a small trailer behind their UV. They would bring this trailer loaded with fresh produce to each National rally and share with the club members. The Stantons have attended over 30 national rallies (and too numerous to count) regional rallies. Kay and Clyde add value to each rally that they attend.

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 Hills passing ownership of 346 on to Jamie Check.

UVMCC Membership

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

Join Today!

Web Sites:
<http://www.corvair.org/chapters/ultravan/>
 and <http://www.ultravan.club>

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



Classified Ads:

Available:

Ryerson Manual

The Ryerson is available in two forms, Printed and on a searchable CD.

Printed Manual \$60 plus shipping

Printed Manual and CD \$70 plus shipping.

CD \$17 postage paid to the contiguous U. S.

Shipping is based on your choice of shipping options.

Please send me your address and I will let you know what postage will be.

Eric Kirven, 3585 Cerritos Ave., Long Beach, CA 90807 Ultravan345@Yahoo.com



WANTED:

Interested in buying a rear (back) curved door for my Ultra Van, approximately 3 ft. x 4 ft. in size. The rear (back) window should be curved, measuring about 30" x 18" in size.

Anyone who has replaced their emergency brake and cable assembly in their Ultra Van, Also, anyone that has replaced (upgraded) their rear (back) door and window, please contact me. Darrell G. Woofter UV #358 woofcorvair@aol.com (352) 503-2434

A Special Thanks from your former Editor.....

Thank you from Brenda Standal!

This is a thank you to the Ultra Van Motor Coach Club for all the input sent to the newsletter during my time as editor. The editor needs everyone in the club! Their thoughts and ideas, their rally notices, any technical advice or just something everyone might enjoy whether it is a recipe, story of their travels, and maybe a joke now and then. Please encourage our new editor with all of the input you have, she will decide what she is able to put in and when. Also I thank the club for the nice gift sent to me before the holidays. It was a gift card to our favorite restaurant Perkins.

See you at the next rally, I hope!!!! And safe travels!!!!

Whales on Wheels (WOW) is the quarterly publication of the Ultra Van Motor Coach Club, Inc., (UVMCC) a chartered chapter (#008) of the Corvair Society of America (CORSA). Established in 1966, UVMCC is dedicated to the preservation, enjoyment, and use of the Ultra Van, a 22 foot, unique, motor home, which was designed by David Peterson and built in Kansas until 1970. About 365 units were built.

UVMCC is open to anyone with an interest in Ultra Vans. Annual dues are \$5 for an emailed newsletter and \$15 for a mailed newsletter. Application and payment should be made to the Treasurer.

Make checks payable to Ultra Van Motor Coach Club and mail to:

Owen Strawn, 434 So. Lexington Rd., Wichita, KS 67218

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. Send newsletter submissions to WOW by email to the Editor:

Molly Bacon, mollybacon@yahoo.com

Digital submissions are preferred, but even hand written are acceptable. Mail to:

Molly Bacon, 5425 Morrow Road, Gladwin, MI 48624

Authors are asked to submit at least a photograph of themselves for the article with any other relevant photos.

Technical material will be sent to the Technical Editor for review.



From the Editor

Thanks for the great response to my request for newsletter content. I have more than I can include in this edition. These will be included in the next edition coming out in April.

Always feel free to send articles and also any comments or questions about the newsletter.

Our member, Ed Lindsay, is hoping to have some Ultra Vans come to his club's great event, Corvair Lover's Holiday. Chris and Molly have gone the last three years with Turkel. We can vouch for this event, it's great, and are so sad we won't be able to attend. But, Turkel is safely tucked under a blanket of snow and we have a bit more moving to do, which takes precedence.

The 33rd Annual Corvair Lovers Holiday & Car Show

February 23 & 24, 2018



Host Hotel: Days Inn Pensacola Beachfront

www.daysinn.com/hotel/21564

16 Via De Luna Drive

Pensacola Beach, FL 32561

850-934-3300 or 800-934-3301

Mention the "Corvair" for the special rate

\$79 Inland, \$89 Sound Side (Parking Lot) and \$109 Gulf Front

Pet Friendly: Paradise Inn
21 Via De Luna Drive
Pensacola Beach, FL 32561
850-932-2319

Pensacola Beach RV Resort
17 Via De Luna Drive
Pensacola Beach, FL 32561
850-932-4670

Proud Sponsor of Dog and Cat Animal Rescue

Hospitality Dinner Friday Night! Out to Dinner Saturday Night! Door Prizes! 50/50!

Vendors welcome outside and must register for the show! Peoples Choice "Top Three!"

Awards Given Out on Saturday Afternoon! Special awards: Best of Show!

Sarah White Ladies Choice Award! Longest Distance! Hard Luck!

Registration begins at 4:00 pm on Friday Afternoon!

(Schedule of Events and trophies are subject to change)

For information contact June Lindsay at 5670 San Vair Street, Milton FL or Call 994-2161.