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Help Wanted!

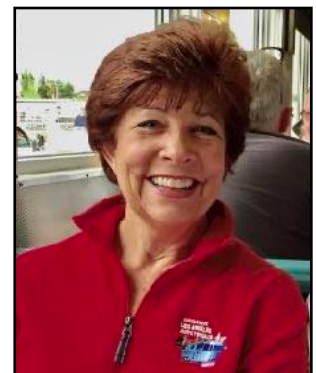
Meet a Member and Favorite Campground

Save the Date

July 23-29 International Rally
Fryeburg, ME

President's Letter

Happy Spring Everyone! As we gear up for the beginning of the traditional camping season, I began pondering the origins of camping in the United States. I immediately thought of the pioneers who crossed our vast country in their covered wagons searching for a new life, land, gold, prosperity and perhaps a little adventure. Ok, so maybe I've been watching too much Yellowstone and 1883!



Anyway, here's what my research discovered. Recreational camping first became trendy in the late 1800s. It was popularized in 1868 by the exploits of naturalist John Muir, who wrote extensively during his years living in Yosemite. Nevertheless, the founder of modern recreational camping was Thomas Hiram Holding, who wrote the first edition of The Camper's Handbook in 1908. His urge to camp derived from his experiences as a boy: in 1853 he crossed the prairies of the United States in a wagon train, covering some 1,200 miles with a company of 300.

For decades now, we urban dwellers have fantasized about escaping the concrete jungle and exploring the natural beauty that our vast country has to offer; getting back to a simpler way of life where people actually talk to each other, sing songs around the campfire, play non-electronic games and share home-cooked meals together.

We are so lucky to have the homes, jobs, food, and creature comforts that we do. But every once in a while, or more often for some of us, we crave the desire to experience the adventure of hitting the open road and camping—"roughing" it.

So as the camping season begins and extraordinary weather beckons, hitch up your shiny covered wagons and make like a pioneer! Explore exciting new places, meet new friends and enjoy the adventures of camping! See you on down the road, dirt or otherwise.

Help Wanted!

submitted by the GLA Nominating Committee

Friends, as you know virtually all volunteer organizations like the Greater Los Angeles Airstream Club (GLAAC) thrive and survive because so many unselfishly pitch-in. This is true of nearly every event and rally; someone steps up to host or co-host even though they may never have done so before. Although work is involved in planning and carrying out such events, most are happy to have had the experience, feeling they have contributed to our club's success. We thank all of you who have hosted in the past and those planning to do so in the future.

Like you that host/co-host rallies, to an even greater extent we greatly value the efforts of those who have served over the years in elected and appointed positions within your club. Those officers, past and present since the club's founding in 2014, have shaped the GLAAC and given it direction. We sincerely thank you for your tireless efforts and guidance.

You'll find that travel clubs like ours don't survive on the size of its membership but rather on the efforts of its volunteers like those referenced above.

We now put out a call for a volunteer to fill one incredibly vital appointed position.

Paula Hammer will be completing her tenure as Events Chair at the end of 2022. Although this is a position appointed by the board, few positions are as important as Events Chair. Paula has done an other-worldly job in her position with the assistance of her committee over the past two years. Paula and her team are currently planning the 2023 events so the person volunteering to step-up has plenty of time for mentoring.

Are you interested in filling this vital role within our club? Please contact Pam Pall.

Events Chair Job Description

- Survey members and affiliates in-person and/or via electronic survey for camping preferences and location suggestions.
- Based on survey results, identifies sites for events for the upcoming year (state, county, federal and private campgrounds or boondocking locations) and attempts to alternate between southern, central and/or northern California.
- Determines event dates so they do not conflict with Region Rallies, International and special events.
- Obtains copy of contract and cancellation information and shares with president prior to committing club funds and reserving specific number of sites. Creates and distributes annual event listing pages via e-mail, on website, and via Urban Update (club newsletter).
- Assists 1st Vice President with compiling event listing for submission to Blue Beret.
- Solicits hosts for the various events.
- Assists hosts with preparing event schedule and flyer as needed; posts to website or provides to webmaster for posting; sends information to Urban Update editor for inclusion in newsletter.
- Creates and posts the sign up information on the website (including cancellation date) or provides this information to the webmaster for posting so that participants can register electronically and pay for the various events either electronically or via USPS.
- Provides event accounting form to hosts and requests that all receipts for expenses be submitted to the treasurer within seven days of the event end date.
- Requests a brief write-up of event's activities along with photos to be submitted to Urban Update editor.
- Prepares a brief end of year summary for presentation at annual meeting to assist with future event planning.

Meet a Member!

submitted by Kay Hoevel

When Lynda Polk asked for Our Airstream Story, she failed to tell us which one. Here is the story of our third trip in our Airstream. We were newbies and were about to learn a lesson about tow vehicle capabilities. In June 2017, we headed out for a dark sky weekend with friends from Pomona Valley Amateur Astronomers. Our destination was White Mountain in the Inyo National Forest. The Grandview Campground, at an elevation of 8,530 feet, was only 270 miles away.

We left The San Gabriel Valley and searched out a weigh station just off the I-605. Having received our weights for combined loads, front axle and trailer axle, we started our trip. We had calculated it would take six hours to reach the campground and would arrive around 6:00 pm which was still light out with enough time to settle in, set up the new telescope, and eat a sumptuous dinner.

Driving up Highway 395 it is all desert with the temperature soaring to 114 degrees! We kept a close eye on the temperature gauge and at one point noticed it climbing, so I turned off the AC. The grade changes and the temperature gauge sunk back to normal. No problem. We hit the turnoff late afternoon.

All went well until the last mile. The outside temperature reads 89 degrees and we are up at least 8,400 feet. I can't believe it was that hot up there. Suddenly, there is a loss of power, the truck creeps forward in low gear, temperature is normal. We continue with the campground turn in sight. We try to park the trailer in the site with our group, but we are unable to park where we can still level out. I feel the transmission slip, or was that the soft dirt we were in? We drive over to the other side of the campground where all the sites are more level, however, not many sites are open.

A warning light I had never seen before comes on. It is yellow so I know it is some sort of caution light. We found a spot, access looks good, there is even a full turn around. We turn and back into a lovely site. Then, I find I cannot go forward or reverse. I no longer have a transmission! We cannot level the trailer, well, we could with a bottle jack. I decide that's too much work. By this time, my brain is having a hard time connecting the dots as I'm way too tired, frustrated, and need a cold drink. I dig out the owner's manual and look up the warning light symbol... overheated transmission!

With a couple of cold ones in hand, we walk over to our wizen friend, Ron, who tells us a story about his dad and a failed transmission. The mechanic was stumped. Not having a drain for the fluid, he drills a hole in the transfer case, drains the fluid and refills it. Worked perfectly for another 40,000 miles. "You know," Ron says "Transmission fluid is very sensitive if any of its properties, color, viscosity, smell, etc., change, it simply doesn't work." That's a very happy story and provided a best-case scenario ending to our unfolding drama.



Ken & Kay

The next morning we woke up early and started to evaluate the situation we were in. We have a truck and a trailer and are stuck at 8,530 feet elevation in a very remote campground. We have no service on our cell phones. Thankfully, we have friends camping nearby, albeit, as stargazers, they have been up all night and will sleep until noon.

To help connect the dots, we make a flowchart of our options, and ideally what we would like to do. Go home! We have three forms of insurance that offer towing in some form. One is just a post card, complimentary insurance that came with the trailer. The other card reads, "Unlimited towing for the trailer and the tow vehicle", so that's our first call.

Ron mentioned he has received a cell signal at the top of the hill overlooking the campground. He also mentioned if you get to a place where you can see Bishop, you will probably get a signal.

We hiked up the mountain, bright and early. The ground is a loose slate-like rock, that's it. Virtually no soil, just this rock. We noticed the thin air at this altitude and took breaks to drink water. We paused to look down where we saw the campground. Our truck and trailer are little dots; to the left is Death Valley and to the right was a snowcapped Mt. Whitney, the highest and lowest elevations in the United States. Here we got a partial signal, 1 bar.

We tried our call, signal failed, so we headed up higher where we see a spot that looks like a small ridge. Here we had two bars then heard our phones start to ping. The familiar pings that emails and notices are being received, we had four bars and made our call to secure a tow. It was really a beautiful hike we would not have otherwise taken. I take photos of the flowering plants growing out of this rocky shale. I am thinking no soil, no water, no air, and yet it is beautiful.

A couple of hours later our tow arrives. The driver informs us our ride back is with his wife and two small kids. I am thinking a six-hour road trip with small kids, yes, whatever it takes, I really want to go home. With the truck loaded on a flatbed tow truck and the Airstream hitched to a 1-ton dually, we are on our way. Both the tow truck and the dually pull over at the bottom of the cutoff pass to cool an overheated engine and an overheated tranny. The Ridgeline went to our local Honda dealer and the Airstream was expertly parked in our backyard.

Back home I recheck everything I know about the truck's load ratings, armed with the actual weights we were pulling. There it is in the fine print, "Load ratings reduced 1% for every 1,000 feet elevation gain." There went our 10% margin of safety, add to that the extreme heat and voila, failure.

A couple of days later the verdict was in on the Honda. The fluid was burnt. Nothing a double flushing with new fluids couldn't cure.

Six months later my beloved Honda Ridgeline was traded in for a new tow vehicle.



Our Favorite Campground

submitted by Liz & Barry Marks

For years we have camped in our vintage trailer, so when we purchased our 2016 Flying Cloud named Beatrice (Bea), we wanted to travel to the National Parks of Utah so off we went!

One of our memorable stays was at Fruita Campground in Capitol Reef National Park on scenic highway 24. It has been described as an oasis in the desert surrounded by over 200 historic fruit orchards planted by a Mormon homesteader who settled in the early 1900s. The Gifford family ran a 'motor inn' in the 1940s on the property where the campground is now. A picture hangs in the farmhouse that shows cars and trucks camped out along the side of the barn and farmhouse. The Gifford farmhouse and barn have been renovated by the Capitol Reef National History Association, along with the orchard preservation.



To our surprise, every morning there was a line outside the farmhouse where fresh baked goods were sold out by 11:00 a.m. The next day we purchased a homemade fruit pie, bread and cinnamon rolls.

Our hosts were friendly and we found this a magical campground amongst red rocks and rich in history!

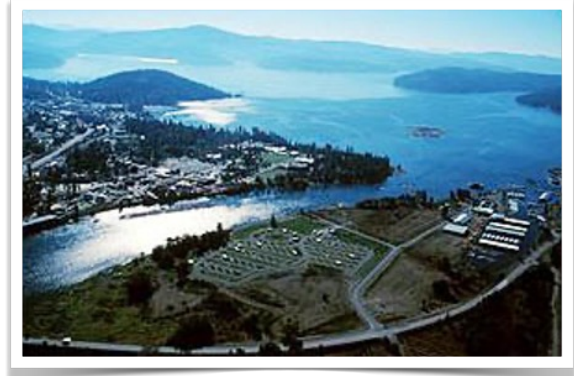
Bea has taken us to many beautiful campgrounds over the past two years. Our highlight trip was 10 weeks and over 10,000 miles, but that's another campfire story! (Instagram: Beadotcom)



Our Favorite Campground

submitted by Diane Kipp & Jim Kriss

Our favorite campground is Blackwell Island RV Park, Coeur d'Alene, Idaho. We've spent a week there in each 2018, 2019 & 2020. It's situated on the water where the Spokane River meets Coeur d'Alene Lake. It is located one mile from beautiful downtown Coeur d'Alene and about 32 miles east of Spokane, Washington.



The place is beautiful, peaceful, and easy with full hookups and drive-thru convenience (just what Jim likes). Besides relaxing, eating and visiting with my granddaughter, husband and great grandson, there are lots of things to do and see. We always get to downtown Coeur d'Alene to shop and visit favorite restaurants along the lake. We've taken day trips to Sand Point, Idaho, Hayden Lake, British Columbia through Eastport/Kingsgate, Coeur d'Alene Casino, Amusement Water Park, and scenic drives around the lake.



We usually take at least a week to get there ...again slow and easy and stopping at different places along the way. Sometimes without reservations but still finding a place for the night or two. We've taken the coast route (Hwy 101) and inland (I-5) and inland crossing through Oregon (seeing Crater Lake) and the eastern route staying at Yellowstone for a week. Our destination is Coeur d'Alene but getting there and back again is the adventure...making our trips interesting and fun!



Want to join the fun - and 960 Airstreams - at an International Rally? Registration remains open for the 2022 Fryeburg, Maine event.

Click the link to register today!

www.airstreamclub.org/fryeburg

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Editor's Note

While our club newsletter is formatted, edited and delivered to your inbox by the editor, it is truly *your news* which makes it interesting. With this in mind, I am reaching out to all our members for participation.

- 1) With each issue we'll have an opportunity to *Meet a Club Member!* Members will be tapped to find out what you enjoy about Airstreaming; how it all began; any lessons learned on the road; what you did prior to club life. Maybe share something we don't know about you!
- 2) We have also incorporated *My Favorite Campground* where you simply write a few sentences about your favorite site and include a photo taken at the campground. With all the rolling we do, this will certainly inspire club members to try a new location!

Feel free to send one, or both of these items to me at anytime and they will be included in future issues of the Urban Update.

- Lynda

Greater Los Angeles Airstream Club Member Photo Directory

Our club is in the process of assembling its first ever membership photo directory and we need your help! This directory, when completed, will be posted on our Members Only website and will be helpful in putting a face to a name. To date we have about 1/3 of our membership participating, but of course we would like to have a 100% response rate! Please send your photo (jpeg format works best) to Carolyn at cbtomlinson@cox.net.

Editor's Note: Thank you to our members who submitted photos for this edition and to those photographers whom I pulled photos from Facebook. And a special *Thank You* to those who provided an article, you make the Urban Update the outstanding club newsletter that it is!