

WISC-UP



What's What In the WISC-UP Airstream Club

Upcoming Events

2023 WISC-UP Luncheons, Zoom Meetings and Rallies
(Click above to go to website for more information about our events. Or click the individual links below!)

February 18, 2023 Valentine's Luncheon at the Grateful Shed - Wisconsin Dells, WI
(Bree Lawrence)

March 2023 Luncheon date and location TBD (Tim and Patti Valenza)

April 6-9 Easter Campout at Ottawa Lake campground in South Kettle Moraine State Park. (Morten Lindstad and Jan Treolo)

April 15-17 Member Zoom Meeting (Bree Lawrence)

May 5-7 Spring Business Mtg & Rally at Wyalusing State Park at the Homestead. Boondocking sites 245-255 (Mary & Kurt Jorgensen)



A Message From President Bree (BRN 2878)

President's Report

Happy New Year! Our winter activities are in full swing. One of my favorite Winter activities is watching my kids ski and snowboard. I do not ski so I am in constant amazement at their adventurous spirit. My job is to stay bundled up and wait for them at the bottom of the hills. I prefer my adventures to involve my Airstream. As I was writing this, I received the best mail. My envelope for the Airstream International Rally arrived. This will be another box we are checking as it is our first International Rally. I was most excited to see the sticker in the envelope. If our Airstream wasn't in storage I probably would have put it on already. We love collecting stickers for our Airstream and display them on our back window. Each place we visit, someone gets to pick out the sticker. It's a tradition we started when we took our first big trip to South Dakota. We had camped in local campgrounds and had even camped at Disney

Upcoming Events (Cont.)

June 24-30 International Rally
in Rock Springs, WY
[Rally Info & Registration](#)

July 20-23 - [Cherry Picking
Rally in Southern Door County](#)
([Kriss and Kathy Williquette](#);
[Ed and Sandy Emerick](#))

August 3-6 [Kids, Kids, Kids
Rally Indian Trails
Campground](#) ([Meghan Lee](#)
and [Zach Lee](#))

August 17-20 [Monroe County
Cheese Rally](#) , Green County
Fairgrounds ([Linda and Charlie
Meinholz](#))

Sept 15-21 [Region 7 Rally](#)
Wisconsin Riverside Resort
([Ginger Slattery](#))

October 5-8 Fall Business
Meeting and Rally
The Double K-D Ranch,
Baraboo WI ([Tim and Patti
Valenza](#))



Alumapalooza Caravan 2011

A Message From President Bree (Cont.)

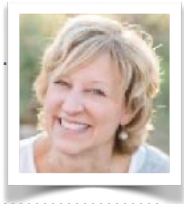
World but had never picked up a sticker to commemorate the trip. We didn't even own a US sticker map. Now we are all about the stickers. I remember picking up the map on our way home from a trip because the kids had seen one and wanted to begin tracking all of the states we had visited with our camper. There are rules, we have to spend the night or visit something in the state to get the sticker, driving through doesn't count. It is so fun to see all of the creative ways campers display their stickers and mementos from their trips. As we get ready to plan our trip to Wyoming for International, I can't help but think of the new memories we will be making along the way with our family and friends. If you are free on February 18, join us at the Valentine's Day Luncheon in The Dells.

Bree Lawrence

(BRN 2878)



Membership News



Pattie Cook
(BRN 22562)

Happy New Year!
Welcome to our newest members of the Wisc-UP Airstream Club:

John and Ellen Arechavala
(BRN 7299) Kingston, WA

John and Linda Blakstvedt
(BRN 6280) Delano, MN

Cynthia and Bob Conlon
(BRN 7564) Lake Geneva, WI

Carol and Steve Davis
(BRN 12112) Sturgeon Bay, WI

Michael and Maureen Domery
(BRN 7495) Highwood, IL

Kathleen Hibbard and Dale Schneider
(BRN 6664) Michigan

Stephen and Anita Olson
(BRN 5856) White Bear Lake, MN

Brian and Cindy Veara
(BRN 19858) Oneida, WI

If you have any membership questions, Pattie is our Membership Chair.
Her email is:
pattiecook@new.rr.com

Wisc-Up Events

We Rally Together

February Luncheon February 18

Grateful Shed

1470 Wisconsin Dells Pkwy, Wisconsin Dells WI 53965
Join us for lunch around 11:30am at this unique indoor food truck experience. The trucks serve pizza, salads, wings, burgers, grilled cheese, and tacos. Enjoy dessert at the Airstream ice cream truck. We will grab a drink and mingle to catch up and then order lunch.

Please RSVP by February 15 so I can reserve our tables. We are looking forward to seeing everyone.

Bree & Charlie Lawrence (BRN 2878)
RSVP to our email or call!
moorebree@gmail.com or 413-214-9061



Easter Rally April 6-9

The Easter Rally will be hosted by Morten Lindstad and Jan Treolo (BRN 1636) at the Ottawa Lake Campground in South Kettle Moraine State Park.

Morten and Jan have made a reservation for April 6th through the 9th, 2023 and will be on site # 368. This is a Thursday through Sunday get together during the Easter holiday weekend.

The park is close to Genesee Depot which have a few restaurants, shops and bars. Come join us for the first campout of the season!

Wisc-Up Events

We Rally Together

Southern Door Cherry Picking Rally July 20-23

Join us for a visit to Southern Door County, an area less traveled!

We will be picking cherries at local orchards, touring some local attractions, a brewery, and time for kayaking, fishing, shopping, the farmers' market in Sturgeon Bay! Oh, so much!

Reservations can be made anytime directly with the campground: Countryside Motel and RV Sites, [1-920-824-5309](tel:1-920-824-5309).

A more detailed schedule and a rally sign-up on our website will be posted later once our rally fees are finalized. If you have any questions, contact the rally hosts below:

Ed and Sandy Emerick semerick4425@gmail.com

Kriss and Kathy Williquette. krisswilliquette@gmail.com

NOTICE!

All sites at the campground have been reserved! We are moving onto Plan B in hopes of leaving no one out. The campground will be assigning sites based on length to accommodate two units. Vehicles will be disconnected after parking the Airstream and parked nearby on site. So keep calling in your reservations, we can make this work!

Kids, Kids, Kids Rally August 3-6

Continue enjoying some summer fun with us in Pardeeville WI, at Indian Trails Campground for the Kids, Kids, Kids Rally. There's sure to be something for everyone whether you are a fisher, golfer, BMX rider, mountain biker, swimmer or adventurer.

The campground has many amenities including four playgrounds, mini golf, hiking trails, a two-beach lake with many jumping pillows and other inflatables, two newer (2018) heated outdoor pools with a state-of-the-art Ultraviolet sterilization system, game room and snack bar. In addition to all of the activities provided by the campground (themed weekend announced in the future), we'll have some of our own fun get-togethers and activities. More information coming soon with a rally-specific schedule.

We have 10 sites reserved for our group under the name, Zachary Lee. Simply contact Indian Trails Campground to reserve your site: [\(608\) 429-3244](tel:6084293244).

Your Hosts: Zachary Lee zacharyalee@gmail.com and Meghan Lee memjlee@gmail.com

Wisc-Up Events

We Rally Together

Green County Rally

August 24-27

EAT, DRINK AND YODEL!

Green County is one of our favorite destinations and it's not just because of the beer and the cheese. I have not yet narrowed the list of things we are going to be doing at the rally, but there are things for everyone! Did you know that Limburger Cheese is made in two places, France, and Monroe, Wisconsin. Our favorite stop is the Baumgartner's Cheese Store and Tavern, where they are famous for their Limburger cheese sandwich. (No, I have never tried Limburger, and they have lots of other good sandwiches!) The tavern has been open since the 1930's and hasn't changed much.

Green County has the largest concentration of master cheese makers in Wisconsin and has a great museum showing how cheese was made in bygone times (National Historic Cheesemaking Center). There are two trails with miles of biking or hiking opportunities. The county roads offer beautiful bike rides showing off beautiful farms. Green County Farms frequently display barn quilts that are amazing. The Badger State Trail is 40 miles and features an old train tunnel. And beer, New Glarus Brewery, offers self-guided tours and has a beer garden with view of the countryside. Minhaus is in Monroe and is one of the oldest breweries in the state. When we were young, many years ago, they were Huber Beer, and I think we could buy a case for \$1.99—of course that is what we drank!

Monroe has a downtown shopping experience that includes many unique shops. One shop creates perfume based on your Zodiac sign.

New Glarus is America's Little Switzerland. This quaint village has old world architecture, ethnic dining and of course the brewery. It is home to the New Glarus Woods State Park. The Linstroth's Valley View Farm is great if you have a green thumb (ED). On this farm they do everything by hand, whether its planting, weeding, or harvesting. The Chalet of the Golden Fleece is a snapshot of the village's rich Swiss history and a must visit for any history buff. (I love the name!) And the Swiss Historical Village Museum illustrates pioneer life in New Glarus.

There are wineries, distilleries, waters to paddle or tube. We will be camping at the Green County Fair Grounds. Please let us know if you have any places you want to definitely see or experience.

Hosts Linda and Charlie Meinholz (BRN 19514)
cmeinholz@gmail.com

Wisc-Up Events

We Rally Together

Fall Installation Rally October 5-8

The Fall Rally and Business Meeting will be in Baraboo, WI at Double K-D Ranch on October 5-8. The number at the campground to make your reservation is 1-608-434-0346.

There is a lot to do in the area including Devil's Lake State Park, two breweries, a distillery, a winery, the Circus World Museum, and the Mid Continent Railway Museum. I will be contacting the museums to try and schedule a group tour.

This rally is hosted by Tim and Patti Valenza (BRN 9196). Any questions, their email: thevalenzas@yahoo.com

SPRING TRAILER TUNE UP

POTENTIAL ACTIVITY DURING THE EASTER RALLY, APRIL 6-9

It has been suggested that the Wisc-UP group have a spring show and tell related to several processes related to our Airstreams. This could be done at the Spring gathering at the Ottawa Lake Campground in the Southern Kettle Moraine, April 6-9.

One activity would be a demonstration of several simple techniques for repacking wheel bearings. As no one is allowed to travel in a travel trailer, it's difficult to become aware of what might be going wrong with rotating parts until it becomes a serious/dangerous and probably costly problem. Repacking bearings is recommended as an annual maintenance procedure and has the added benefit of allowing for inspection of the general condition of everything inside the braking system etc.

Another item that could be dealt with is that of de-winterizing. Less complicated than winterizing but, that too could be a topic even though it would be occurring after the cold season (hopefully).

An additional activity could be another round of trailer backing/coaching in which an individual would use their own tow vehicle to practice backing a trailer into a simulation of a camp site (between markings on a parking lot – no obstructions).

If there is any interest in any of these activities, please let me know. All the above will likely be held weather permitting.

Jim Guthrie

Wbac11970@gmail.com or (414) 510-9699



Member News

Josie Rich, Daughter of Elizabeth Rich, Passes



With sad hearts, we want to let our club know that Elizabeth Rich has lost her beautiful daughter Josie. She passed away in her Sheboygan home on Christmas Day.

Elizabeth, you and your family are in the hearts of all your friends here in the club.

The following is a link to Josie's obituary: [Josie Rich Obituary](#)



The Missouri Breaks Sunset
by Lynne Piotrowski. BRN 2900

New Member Spotlight

Kathy and Dave Maurer BRN 11629

Hello!

We are Dave and Kathy from Cottage Grove WI. After a year long wait, we finally received our first Airstream in 2022! We took our maiden voyage down to Gulf Shores State Park. It's one of our favorite places to relax, ride our bikes and enjoy the Songwriters Festival they host every year in the fall. After that we made our way to Nashville and met some friends at the fabulous Nashville KOA. It was a great first trip made even better with stops along the way at Harvest Host locations.

Although we are new to pulling a trailer, we aren't new to RV'n. For the last several years we drove around the country in a small RV with our Great Dane and English bulldog. Those trips and a look towards the future are what helped us decide to upgrade to a 28' Airstream.



Travel will be easier now that Dave recently retired from a long career in the bicycle industry. Kathy, who is an artist, keeps busy on the road with her sketchbooks and paints.

We look forward to meeting you all!

Message From the Editor

Ed Emerick (BRN 4425)

Here in Wisc-Up Land, we are in the throes of winter, but it has been fairly mild so far. I hope the weather is to your liking wherever you are. From the photo below you can tell what I think!

We have some really good submissions for this edition of What's What in the Wisc-Up, thanks to all of you that provided articles/photos for this issue. Make sure you read John Cooper's article on batteries and Joanne Peterson's article on Lutefisk. I know I learned a lot from those reads. It seems there are always many questions on these topics.

I'm still working on my 2023/2024 vacation plans like many of you. I want to remind you that we are looking for content for a column called "Our Members' Vacation". I would like you to provide your favorite place to vacation in Wisconsin or the UP (and if you live in a different state, not a problem send us the place you like to go the most!). No laundry lists, just one submission, your favorite. Please include:

1. The best campground
2. The best place to eat
3. The best place to see
4. Anything else that you think we need to do or see.

As always, photos of these would be great, let's start planning our travels for 2023/2024.

I hope you are having a great winter. Thanks again for supporting the Wisc-UP Newsletter.

Social Media

Facebook! Our club's Facebook page is found at this link: [WISC-UP Airstream Club](#)



Our page is a private page, only viewable by club members, friends, and past members. This is to provide security while we are away from home. If you are a club member and would like to join, click on the link above, and request to join! Answer the few questions and we will approve your request. Please keep posting! Any questions or concerns, please contact:

Sandy Emerick semerick4425@gmail.com



Our Member's Vacation!

By Steve Piotrowski (BRN 2900)

(Editor's Note: This is a new column highlighting the places in our area where our members like to vacation.)

The Missouri Breaks

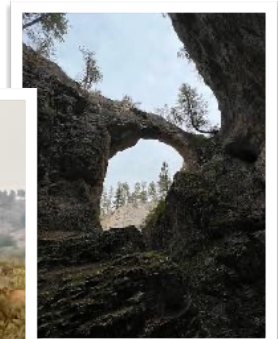
No, not the movie, the place. (And the movie ain't bad either.)

If you are returning to Wisconsin from a trip out west and traveling on US Highway 2, or Interstate 90 back to Wisconsin, take a break in "The Breaks". Particularly from Mid September to Early October, it can be one of the most fascinating stops you make.

The Upper *Missouri River Breaks* National Monument comprises 375,000 acres of public land in central *Montana*. Yep, you read that right, the Missouri Breaks are in Montana. The "Breaks" being the rolling hills that are the head waters of the Missouri river. It is a fascinating area, mostly adjacent to tribal lands and other BLM managed lands. It is a series of Badland areas characterized by rock outcroppings, steep bluffs, and grassy plains; a topography referred to as "The Breaks" by locals (as the land appears to "break away" to the river). The campground is about five hours from Billings Montana, and about two hours off of US 2. I guarantee that the first time you go there you will figure you missed it somehow, but trust the map, it is down the road a piece.

The Campground itself is spread out along the river, some sites with electric, some not. There is a water source and dump station. However, the nearby towns have little to nothing for stores, bars etc. so bring your own food and drink. It is a backwoods place. Why would you want to go there? Because it is backwoods, beautiful, and unspoiled in many ways. During the fall, it has a magnificent area where hundreds of elk come out to bugle, fight and otherwise perform their mating rituals. It is why we recommend going in the September to early October period. Each night you are treated to the sight of Bull Elk building their harems, while they compete with the other bulls. It is one of the great natural events we have witnessed. Plan on spending a few days and evenings, and you won't regret the stop. There is an interesting drive through a beautiful canyon about twenty miles from the campground, and we found that driving through the Monument area was fascinating.

No, it is not spectacular like the Grand Canyon or such, but it is a place that will call you back anytime you are nearby in the mating season.



December Luncheon Report

Chuck Zellermayer (BRN 10230)

On December 10th, 35 Streamers gathered at Hi-Way Harry's in Johnson Creek for an afternoon of fellowship and food. And yes, there were some adult beverages. This was one of the best attended luncheons we've been to. Probably all due to Tim & Patti Valenza introducing us to this location last year. It is a great spot for us to gather. Very nice restaurant, lots of space to visit, good food, & and about as centrally located for most of us as we could get. Sorry y'all in da UP and Lacrosse areas couldn't make it.



Holiday Selfies!

Our Members' Holiday Memories



The Zellermayer clan gathers for the 15th(?) annual reading of The Cajun Night Before Christmas. We're not sure if Poppy's Cajun accent is getting better or not.

Chuck and Janet Zellermayer
BRN 10230



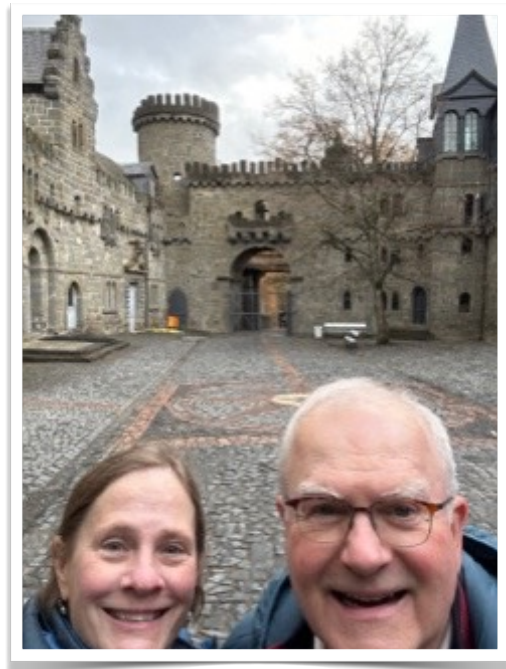
Holiday Selfies!

Our Members' Holiday Memories



Dave Sherman and Vicki Engelstad, BRN 2412, from sunny Florida!

We spent the day touring Kassel, Germany, and grabbed this photo while at Schloß Löwenburg. In Prague today! Thanksgiving Selfie from Rod and Beth Fierek, BRN 1924



Chris and Cheryl Fahler, BRN 4640, Thanksgiving Selfie from Colorado!



At the Black Pearl restaurant in Parker, AZ, celebrating our 45th wedding anniversary!

Dale and Sandy Houge, BRN 6188

Holiday Selfies!

Our Members' Holiday Memories



A couple of pics from our recent 3-1/2 week Germany trip. The Weihnachtsmarkts (Christmas Markets) are always a delight.

Rod and Beth Fierek, BRN 1924



Ski Patroller and Santa's helper "Greg"...out at Tyrol Basin Ski Hill in Mount Horeb, passing out candy canes and spreading holiday cheer!

Jane and Greg Hyer, BRN 4297



Dale and I spent Thanksgiving with Stan Schwenke, BRN 9112, at his winter place in Alamo, TX. We spent Christmas in Yuma, AZ. We are now at Arizona Oasis Ehrenberg, AZ for 3 months on the Colorado River. January 7th will be our 45th wedding anniversary . Still having fun in our 2018 28' Airstream International Serenity. On to the next adventure!! Looking forward to the International Rally in WY.

Dale and Sandy Hogue, BRN 6188

Member Spotlight

John and Barb Sellers (BRN 1587)

Hi, All,

John Sellers here. The present Wisconsin newsletter editor, Ed Emerick (may the Peace of the Lord be with him—newsletter editors need all the help they can get!) asked me if I would contribute my story to the Wisc-UP newsletter. He may regret that someday! I will be glad to do it, as, anyone who knows me, knows that I have a line of bullshit a mile long if encouraged! Moreover, as I think back over my 20+ years as a WBCCI member, I can tell many stories that I *guarantee* you have not heard before. Sometimes because they were kept quiet at the time! (Note to Ed: Don't be concerned about libel suits. I don't plan to name too many names, and in any case, in the US, anyway, truth is an absolute defense against libel—and I have the records to prove it.) (Another note to Ed: I also have the caravan diaries for the Yellowstone and Canadian Rockies unit caravans! I think those are automatically declassified after so many years. . .)



I have been thinking how to organize this series of stories and will divide it up into chronological chunks, starting with our first Airstreaming years in our 1960 16 foot Pacer, then progressing to later “epochs”.

Now, some of you are probably wondering, who is John Sellers?! The answer is, A Blast from The Past. My wife Barb and I joined the unit as associate members somewhere around the early '20s, then became primary members somewhere around 2009. We are still associate members. This year marks 20 years with the WBCCI (or whatever it calls itself these days.)

You may wonder how a guy from southwestern Ohio became Wisconsin Unit president in 2011 and newsletter editor 2009-2016. We had a family cabin on Fall Lake, outside of Ely, MN and for the earlier part of our retirement Barb and I spent most of the summer up there. Since the route from our home in the Dayton, Ohio area to the cabin in Ely ran through the middle of Wisconsin, we timed our trips to catch Wisconsin Unit rallies. Originally we were members of the Miami Valley Unit of Ohio (whose geographical area includes Jackson Center, Ohio, the Mother Ship) and affiliate members of the Wisconsin Unit. Since we were spending most of our time with the Wisconsin Unit, around 2009 we changed our primary membership to Wisconsin so that we could serve as officers. In accordance with WBCCI tradition we were immediately thrown into the front lines. My first election to office is a good story in itself, and I will tell it in its time.

I already have a good start on my story of the Little Bubble era but I won't have it in time for Ed's January deadline, so it will have to wait till the next issue. See you down the road!

Why Lutefisk?

By Joanne Peterson (BRN 11970)

Editor Ed said he had heard stories of this famous fish, and because I had just posted a photo of my recent Lutefisk dinner, he thought I could help him understand it. I grew up eating Lutefisk, so I was happy to introduce him to this traditional Scandinavian meal, eaten around Christmas time.



From the Smithsonian Magazine, here are the facts.

“Lutefisk starts as cod, traditionally caught in the cold waters off Norway. It’s then dried to the point that it attains the feel of leather and the firmness of corrugated cardboard. Water alone can’t reconstitute the fish, so it’s soaked in lye. Yes, lye, the industrial chemical used to unclog drains and dispose of murder victims, the one that explodes when it comes in contact with aluminum.

Incidentally, it’s the same chemical that gives pretzels that deep, shiny brown, cures fresh olives for eating, and what makes bagels gleam; these foods just don’t advertise this fact like lutefisk does. The fish is then repeatedly rinsed before being shipped off for cooking and eating. But it’s still so close to toxic that the state of Wisconsin specifically exempts lutefisk from classification as a toxic substance in Section 101.58 (2)(j)(f) of its laws regulating workplace safety.



No one is quite sure where and when lutefisk originated. Both Swedes and Norwegians claim it was invented in their country. A common legend has it that Viking fishermen hung their cod to dry on tall birch racks. When some neighboring Vikings attacked, they burned the racks of fish, but a rainstorm blew in from the North Sea, dousing the fire. The remaining fish soaked in a puddle of rainwater and birch ash for months before some hungry Vikings discovered the cod, reconstituted it and had a feast. Another story tells of St. Patrick’s attempt to poison Viking raiders in Ireland with the lye-soaked fish. But rather than kill them, the Vikings relished the fish and declared it a delicacy. It makes for a great story if you don’t mind the fact that Patrick lived centuries before the Vikings attacked Ireland.”

Smithsonian Magazine Dec 2011

Some people curl up their nose, at the mention of lutefisk. And as in the article above, there are lots of jokes about it. I don’t see any humor to it. To me it’s a traditional meal eaten during the Christmas holidays. Many families where I grew up (Viroqua and Westby) had lutefisk every year during the Christmas holiday. My family had oyster stew on Christmas Eve and served lutefisk on Christmas Day.

I remember buying the lutefisk in Westby. The fish was kept in a wooden barrel, in an alley outside the store. The grocer asked how much we wanted, and then he would take them outside and pick out an appropriately sized fish and wrap it up. My mother tried several ways of cooking the fish to dispel the



Why Lutefisk? (Cont.)

By Joanne Peterson

smell, with no luck. The distinctive aroma was not to be hindered. She simmered it slowly, and when the fish came to the top of the water, it was done. Our silverware was old and the fish would often turn the tongs of the fork green. We never thought about how it affected our stomachs.

I also remember my family going to The Westby Coon-Prairie Lutheran Church for their Annual Lutefisk Dinner. We bought tickets and then went upstairs to wait for our time. While we waited, the church showed a black and white film of Martin Luther. Over the years I saw many different parts of Luther's life but never the full story. Later on, they discontinued the film and had a couple men playing Norwegian music, with an accordion and a fiddle. When it was our time to eat, the smell wafting up from downstairs welcomed us as we went down. The basement was set with long tables, the food set out family style, all you can eat. In addition to the fish, the menu included Swedish meatballs, mashed potatoes, corn and peas, lefse and flatbread. And butter, lots of butter. I loved to eat the fish and a few potatoes, rolled up in lefse, tortilla style. Soon the ladies would bring out trays of cookies, rosettes, krumkake, fattigman, and my favorite sandbakkels. Every church dinner we have gone to since then, has been the same. It can't be improved on.

The recent dinner at St Olaf Lutheran in Rubicon and another dinner at Norway Lutheran in Wind Lake in February, keep the tradition going for my family. My daughters and grandchildren usually come and it's a special family time. We sometimes get a little aftertaste from the fish, but Jim and I discovered a shot of Aquavit settles our stomach quite well. We had a couple clandestine shots of Aquavit in the parking lot of St Olaf's Lutheran after our dinner last week, for medicinal purposes of course.



Today's modern Norwegians rarely eat lutefisk. We met Wisc-UP members Morton Lindstad and Jan Treolo at the Rubicon feast, and Morton, who grew up in Norway, did not eat the fish. Jan who is part Scandinavian did and declared it good. I know there are several other folks in the club that like this delicacy. One year Karen Suksi joined us at a Sons of Norway dinner in Sturgeon Bay, and there are others, if they dare to come forward.

Most ethnic groups have something like this to remember the old country. Jim is part Scot, and we went to a traditional Scottish Bobby Burns dinner a while ago. It was a somewhat formal affair; men wore their kilts and Bonnie Prince Charlie jackets. We sat down, and a man come in and began reading the poem, Ode to Haggis. We all stood as the haggis was brought in on a silver platter. Now I think Haggis is bad, really bad, think liver and oatmeal. But then some folks like blood pudding. We all have a special place in our hearts for our forefathers and their traditions. Jim makes a Danish dish called Rullepølse. It is a pork loin layered with round steak, pickling spices and onions, rolled up and secured in a meat net. It's put in a jar of salt and stored in a cold place.

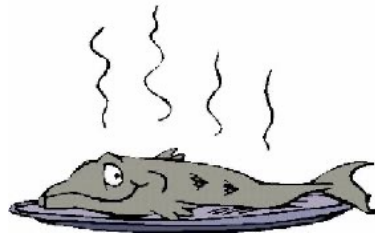
Why Lutefisk? (Cont.)

By Joanne Peterson

After a couple weeks you take it out, rinse, slowly boil it and slice it thin for open face Danish sandwiches. Jim and his family love it, it's a part of their annual family Christmas tradition.

I think it's important to have traditions. These ethnic events get more complicated as we become more homogenized, but the good memories associated with them never become outdated. If your family doesn't have any, it's not too late to start.

The next Lutefisk dinner we are going to is February 11 at Norway Lutheran Church in Wind Lake, Wisconsin. Hope to see you there.



2022 Rally Photo Review



Amish Walmart (Spring Rally)



Vernon County Fairgrounds (Spring Rally)

Repairs, Restorations & Cool Airstream Things

By John Cooper (BRN 1336)



Airstream Electrical Upgrades – Batteries and Battery Banks

Batteries

The first thing to understand about batteries is that they don't store electricity. Batteries generate electricity through a chemical reaction. When we charge a battery, we are restoring the chemical balance that allows the battery to generate electricity. The chemistry used in a particular battery determines how much electrical power the battery can generate, how long it can continue to provide that power, how much it weighs, how it charges, and what by-products might be generated during the charging process. And while there are many brands of batteries available, the chemistry determines how the battery performs, not the brand, so chemistry is our focus here.

Electrical power is measured in terms of volts, amps, and watts, and there is a simple mathematical relationship between them. These measure names come from the names of early electrical pioneers who discovered each property and its relationship with the others. **Volt**, which measures the electrical potential or force between two points in a circuit, is named after the Italian physicist Alessandro Volta (1745–1827). **Ampere** (or Amp), which measures electrical current or flow, is named after French mathematician and physicist André-Marie Ampère (1775–1836). **Watt**, which measures the amount of work that can be done such as running a motor or lighting a bulb, was named after James Watt (1736–1819), a Scottish inventor, mechanical engineer, and chemist. The relationship between volts, amps, and watts is called Watt's Law, and is expressed as Power (in Watts) = Voltage (in Volts) x Current (in Amps). Watt's Law is normally expressed as $P=V*I$, but I will use Watts = Volts * Amps to simplify the terms and make it a little easier to follow.

Factors such as cost, capacity, number of charge cycles, and charging requirements that are common across different battery chemistries will be used to help understand the good and bad for each type. Battery performance is measured in terms of voltage and capacity, and I will be using the number of Amps per hour (Amp hours or Ah) that a battery can provide over a 20-hour discharge period when I talk about capacity. This measure is commonly provided by manufacturers in their battery specifications and is commonly expressed as C20.

Battery Banks

Battery banks are just batteries that are connected to form what is in effect a bigger battery. It should be noted that what we call a single battery is actually a group of battery cells that is internally connected in series. Each cell in a lead-acid battery provides roughly 2 volts, so a 6-volt battery contains three cells, while a 12-volt battery contains six cells. A battery bank can be made up of either parallel or series connected batteries. Battery banks can then in turn be connected in series or in parallel to provide an even larger battery bank.

To understand why you might want to connect in parallel vs. in series, the work of another early electrical pioneer comes into play. Gustav Robert Kirchhoff (1824–1887) was a German physicist. Because of his insights, first recorded in 1845 and now called Kirchhoff's Rules, we know that voltages are additive in series while amps remain constant, and amps are additive in parallel while voltage remains constant. Therefore, if you are using 6-volt batteries to build your battery bank but you need a

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By John Cooper (BRN 1336) (Cont.)

12-volt bank, you would connect two batteries in series to get 12 volts. But if you were using 12-volt batteries you would connect them in parallel, to keep the voltage at 12 volts.

Battery Chemistry

There are two chemistries in wide use for batteries installed in RVs today. The most common is lead-acid. Lead-acid chemistry includes wet-cell or flooded that require addition of distilled water from time-to-time, and sealed lead-acid (SLA) in the form of Absorbed Glass Mat (AGM) and gel variants. The other is Lithium Iron Phosphate (LiFePO₄ or LFP). There are other Lithium-based batteries, like the ones in mobile phones and computers, but LiFePO₄ is the one most suitable for RV applications, and when you see Lithium or LFP here it means LiFePO₄.

Batteries installed by the Airstream factory have historically been lead-acid, but they may be wet cell for Airstreams that did not come with factory-installed solar panels, or AGM for those that did. As of 2022, LFP batteries are not being installed by the factory except for motorhomes, and there is a spendy upgrade to LFP available to be installed at the dealer.

The Good and the Bad – Comparing Chemistries

Let's talk a little about the differences in LFP vs. lead-acid batteries. I'll use factors including cost, capacity, weight, size, number of charge cycles, and installation location, along with charge and discharge characteristics and requirements, to help identify the good and the bad for each chemistry.

Cost

To keep it simple, let's just say that LFP batteries are expensive, while lead-acid batteries are cheap. But we are only talking about the purchase price, and there are wide ranges of cost, even within the two chemistries for batteries with similar capacity. But a cost discussion is incomplete if only purchase cost is considered. First, the number of charge cycles, or how many times an LFP battery can be recharged, may be 10 times the number of charge cycles expected in a lead-acid battery. Even though they cost more initially, LFP batteries last much longer, so the cost per charge cycle may be lower for a LFP battery. Second, installing LFP batteries may require replacement of the converter / charger installed in your Airstream. If you have solar panels, it may also require replacing the solar charge controller. Airstream installed converter / chargers and solar controllers that have LFP charge profiles in 2021, but if your coach is older you should check to see if yours support LFP. If not, include replacing the originals with new models that support the charging profiles for LFP chemistry to get the true cost of an upgrade.

Capacity, Weight, and Size

These three factors must be compared together to be meaningful. You can find a lead-acid battery that weighs the same as a LFP battery. You can find a LFP battery with the same size as a lead-acid battery. You can find a lead-acid battery with the same capacity as a LFP battery. But lead-acid batteries are over four times the weight and nearly three times the size of a LFP battery of the same usable capacity. Here is my example: I had two Group 31XT Lifeline AGM batteries in the box on the tongue of my 2014 International CCD 23D. Each weighed 74 lbs. and together they provided 125 Ah (2 x 125 Ah x 50%) of usable capacity. I had to modify the battery box to get them in there, so I was pretty well maxed out on lead-acid battery capacity. 148 lbs. for 125 Ah, or **1.18 lbs. per Ah**. These are each 12.9" x 6.75" x 9.27" or 807.2 cubic inches (x2), or **12.9 cubic inches per Ah**. I can replace these two AGM batteries with two 228 Ah LFP batteries that weigh 47 lbs. each and together provide 365 Ah (2 x 228 Ah X 80%) usable

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By John Cooper (BRN 1336) (Cont.)

capacity. 94 lbs. for 365 Ah or **0.26 lbs. per Ah**. These are 10.125" x 7.25" x 12" or 880.88 cubic inches (x2), or **4.8 cubic inches per Ah**.

Charge Cycles

In the example above, the Lifeline GPL-31XT AGM batteries can typically be cycled 1,000 times to a 50% depth of discharge. At 80% DoD that drops by half. They cost about \$500 each, so **\$1 per charge cycle** (2 x \$500 / 1,000) and **\$8 per usable Ah** (\$1,000 / 125 Ah).

The LFP batteries above can typically be cycled 5,000 times to an 80% depth of discharge. They cost \$1,290 each, so **\$0.52 per charge cycle** and **\$7.07 per usable Ah** (\$2,580 / 365).

Lead-acid Charging

I mentioned charging profiles, and the term refers to the charging voltage and current necessary during each stage of the charging process. Lead-acid batteries require a three-stage charging cycle which includes bulk, absorption, and float stages. Four stage chargers also include a maintenance or conditioning stage, which can help restore some capacity in an abused (i.e. sulphated) battery.

In the **bulk** stage, the charger supplies a constant current (amps) until a set battery bank voltage is reached. For Lifeline AGM batteries (typically supplied by Airstream with factory solar), this set voltage is 14.3 volts at 77°F. The voltage varies with the temperature, which is why temperature compensation is important for a lead-acid battery charger. Since this stage is constant current, the time it requires is dependent on the battery bank depth of discharge and the capacity of the charger. For example, a C20 100Ah battery which has been discharged to 50% will require 50Ah plus about 10% for charging inefficiencies, or 55Ah. If the charger can supply 60 amps then the bulk stage will take 55 minutes. But if the charger can only supply 10 amps, the bulk stage will be 5.5 hours.

In the **absorption** stage, the charger supplies this same set voltage (e.g. 14.3 volts at 77°F) for the entire stage, while the current (amps) accepted by the battery falls as the battery reaches full charge. The battery is considered to be fully charged when the current falls to 0.5% of the battery's rated capacity (0.5A for a C20 100Ah battery). The absorption stage will typically last 2-4 hours before the current reaches this level.

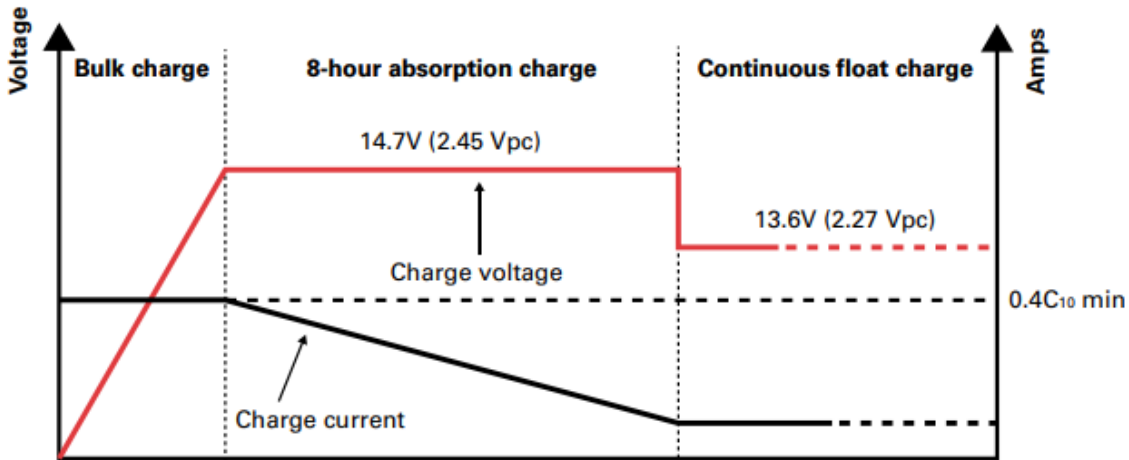
In the **float** stage, the charge voltage is reduced to minimize overcharging while maintaining the battery at a 100% state of charge. For the same Lifeline AGM battery we've been using as an example above, the float voltage would be 13.3 volts at 77°F. The float stage lasts indefinitely, or as long as the charger has power. It exists to keep the battery at 100%, which is where lead-acid batteries like to be.

Lead-acid batteries, even sealed ones, generate hydrogen gas if they are overcharged. Airstream provided single-stage chargers until just a few years ago, and these are famous for overcharging and damaging batteries. Multi-stage chargers sense when voltage or current should be altered during charging, limit gassing, and help prevent damage to the batteries. Because explosive hydrogen gas may be vented out of the battery, **lead-acid batteries should never be installed inside the trailer**. This limits the size and capacity of lead-acid batteries to what can physically fit in the battery box(es).

The diagram below shows the relationship between charge voltage and charge current during the bulk, absorption, and float stages. Vpc is Volts per cell.

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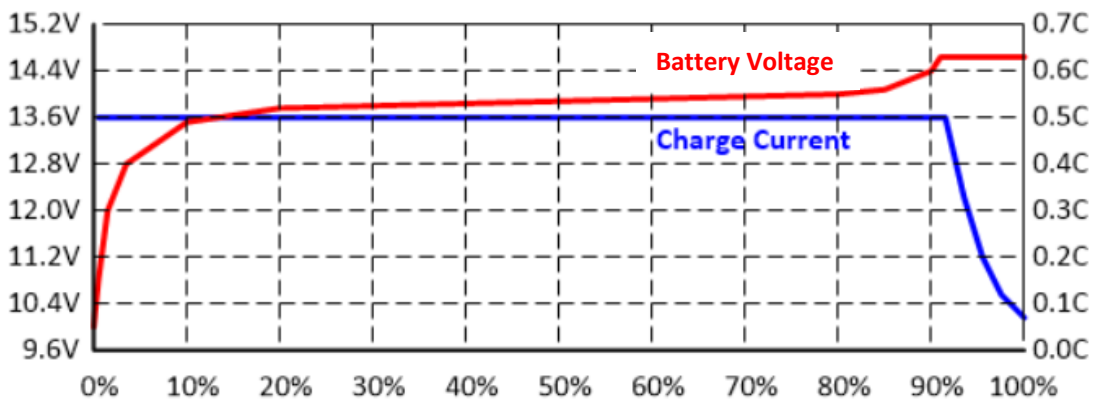
By John Cooper (BRN 1336) (Cont.)



Lithium-Iron-Phosphate Charging

Charging is a bit simpler for LFP batteries. They only have a bulk stage! A typical LFP battery charger will provide a constant 14.0-14.6 volts for the entire charging cycle, and the current supplied will be at the charger capacity. When the battery voltage reaches about 14.6 volts, the battery will be about 90% charged, and will only accept a reduced current. This is similar to a lead-acid absorption stage, but managed by the battery, not the charger. The battery is considered fully charged when the current falls below 5% of the C20 battery capacity (e.g. 5A for a 100Ah battery). There is no float stage, because LFP batteries do not need to be kept fully charged to keep them healthy. In fact, LFP batteries are happiest at around 50% in storage.

The diagram below shows the relationship between battery voltage and charge current during the LFP charging cycle. The charge voltage should be constant and between 14.0 and 14.6 volts during charging. A higher voltage in that range decreases the charge time.



LFP batteries do not generate harmful gases during charging, and may be installed inside the trailer, providing many more options for the size and capacity of the batteries.

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By John Cooper (BRN 1336) (Cont.)

LFP batteries cannot be charged at temperatures less than 32°F or over 112°F, and will be damaged if this occurs. Because of these limitations LFP batteries require a battery management system or BMS, which is normally built-in to the battery case with the LFP cells. The BMS disconnects the battery cells to protect them from overcharging and discharging to the point of damaging the battery, and enforces temperature limitations for charging. Some LFP batteries include a heating element to enable charging during below freezing conditions. They heat the battery until it is warm enough that the BMS allows charging. LFP temperature limitations can be mitigated by installing the batteries inside the trailer, since humans and pets are also sensitive to heat and cold.

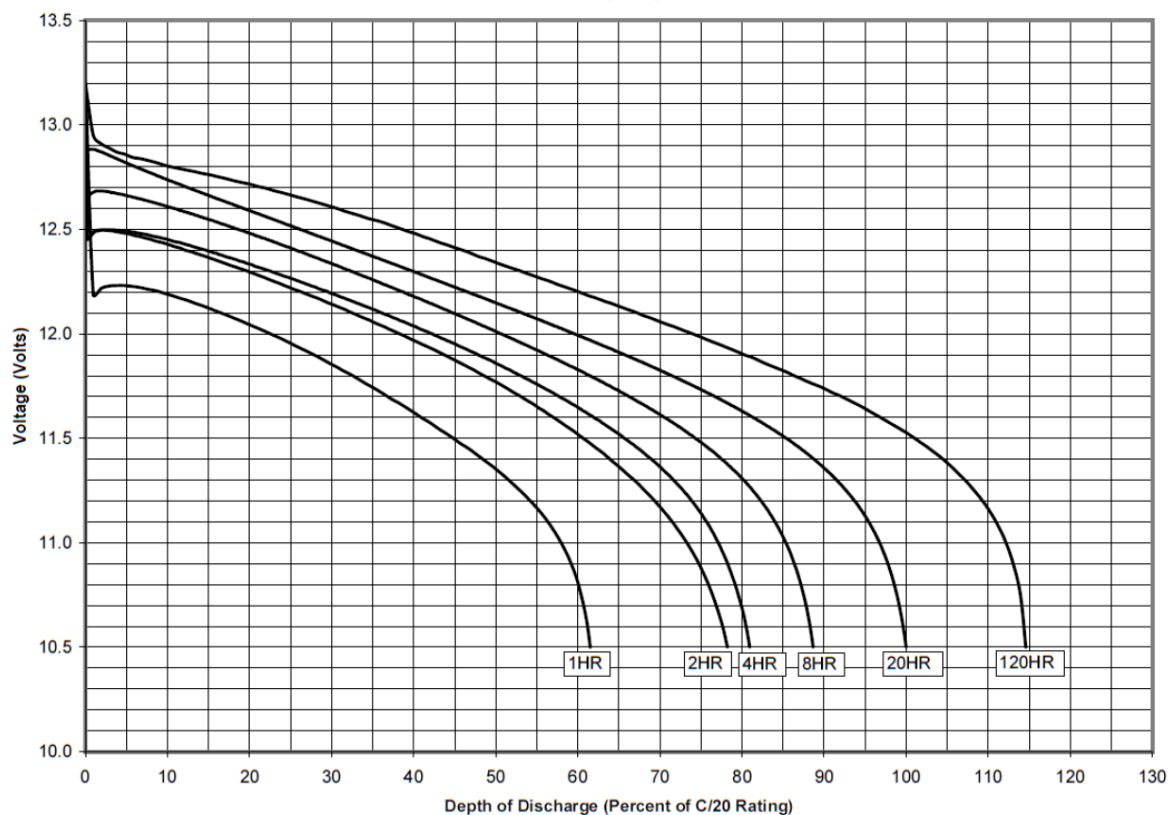
Lead-acid Discharging

When a lead-acid battery is discharged, the battery voltage drops quickly, then stabilizes to a fairly constant rate until the battery reaches about 10% of its capacity. However, bad things start to happen to the battery if it is discharged below 50%.

Above 50% the chemical process that generates electricity deposits a soft layer of sulphate on the battery plates which is reversed when the battery is charged. Below 50% this sulphation process creates hardened layers which reduce the plate surface and diminish the capacity of the battery. The hard sulphate deposits may not be reversible, depending on the time the battery stays in the discharged state. ***This is why a 100 Ah lead acid battery only provides 50 Ah of "usable" capacity.***

The diagram below shows the discharge curves for a typical lead-acid battery at several discharge rates. Remember, the C20 (20 hour) rate is the one we typically use to compare battery performance. Note the battery voltage drops from 13.1 volts to about 12.1 volts as we go from 100% to 50% state of charge.

Discharge Curves at Various Rates
T = 77°F (25°C)



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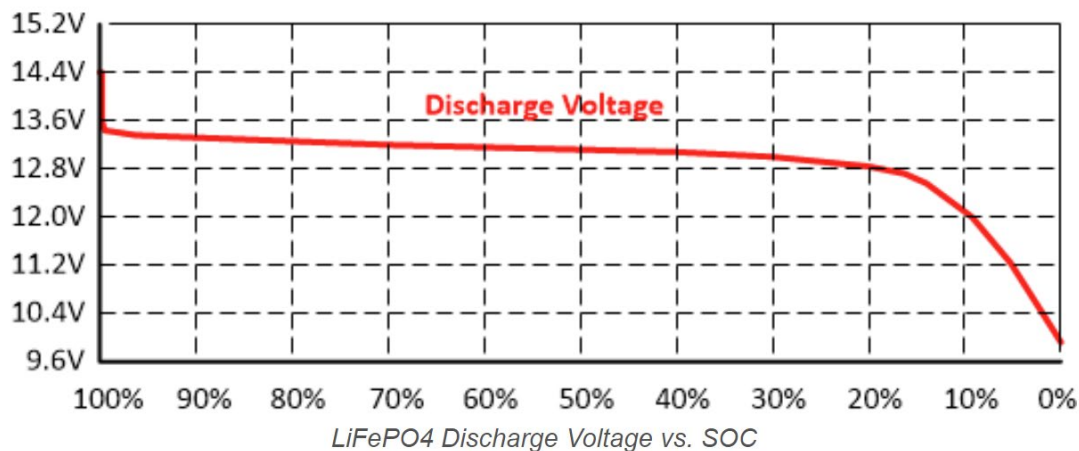
By John Cooper (BRN 1336) (Cont.)

Lithium-Iron-Phosphate Discharging

LFP batteries have a similar quick drop at the beginning of the discharge cycle, but the voltage curve stabilizes and is nearly flat all the way from 95% to 20% state of charge. Once the remaining capacity reaches 20% it drops off quickly.

In contrast to lead acid chemistry, there is no physical damage to the battery if state-of-charge falls below 20%, but there is a reduction in the number of charge cycles the battery can support, so the usable capacity of a LFP battery is commonly considered to be 80% of the actual battery capacity. In other words, a 100 Ah LFP battery can happily supply 80 Ah while a 100 Ah lead acid battery can only supply 50 Ah.

The diagram below shows the discharge curve for Lithium-Iron-Phosphate chemistry. This diagram visually overstates the difference between the two battery chemistries, but where the change from 98% to 20% was 1.4 volts in lead-acid, it is only 0.7 volts over the same state-of-charge range in LFP.



Installation Location

I mentioned that my two Lifeline GPL-31XT batteries were installed on the tongue of my trailer, and because I don't have (or want) any sealed and externally vented battery boxes inside my trailer I can ONLY install lead-acid batteries outside, in the battery box. When I did the upgrade to LFP batteries I installed them inside under the pull-out bed across from the galley. I was able to do this because LFP batteries do not generate explosive hydrogen gas when they are overcharged, while lead-acid batteries do. The BMS prevents LFP overcharging, but even if it did not, the battery does not generate dangerous gasses.

The fact that you can install LFP batteries inside opens up many possibilities for where they can physically be located, as well as how many batteries can be installed in your battery bank.

Next Up

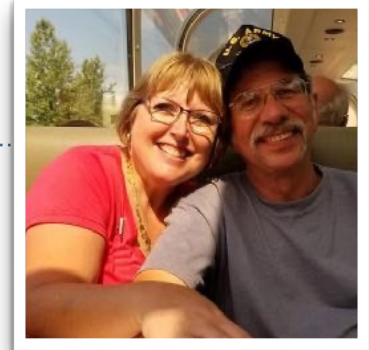
This just about covers batteries and battery banks. If you are still awake after reading this I would love to hear your feedback.

Next in the series is an article on Solar Panels and Chargers.

Happy Airstreaming!

This and That (Region News)

Ginger Slattery Region 7 President (BRN 2041)



After the recent Wisc-UP/ Region 7 Mini Rally held at Jack Pine Lodge in Manistique, MI, questions arose regarding the Region funds. I hope to provide answers!

First, how is the Region set up? Most of you know Region 7 consists of North and South Dakota, Minnesota, Manitoba, Wisconsin and the Upper Peninsula of Michigan. We have 3 local clubs which are the North Dakota Peace Garden Unit, the Minnesota Airstream Club and the Wisc-UP Airstream Club.

Similar to the local clubs, the Region has an Executive Committee and Region Board. The Executive Committee consists of the Region President and Vice President(s). Currently that is myself and 1st VP Chris Olsson of the Minnesota Airstream Club (It would be awesome if we could recruit a 2nd VP from the North Dakota Unit so all 3 clubs would be represented on the Executive Committee!) The Region Board consists of the Executive Committee and all of the local club Presidents. Unlike the local clubs, the terms are 2 year positions.

So who decides how funds are spent? According to WBCCI Blue Book By Laws, Article IX, Regions are not allowed to collect membership dues (That was suggested at the mini rally). The Region President can authorize reimbursements for expenses incurred on behalf of the region, as long as they are properly documented and have receipts. The reimbursement request is then sent to the Region Treasurer, Chuck Zellermyer, for payment. Larger requests are brought to the Executive Committee, the Region Board and to the membership for a vote. For example, last May, in Fairmont, MN, then President Jane Carmichael, myself and Chris all attended because Chris and I were being installed as VP's. I brought a proposal to request the Region help offset some of the breakfast costs for those attending the International Rally in Fryeburg, ME. I believe it was for \$650. I think we are all shocked every time we go to the grocery store these days! It was approved and sent to the Board as we had a quorum present. Approved there and then a final vote by the membership in attendance during the Minnesota business meeting. I hope this sheds some light! Members can always request a financial statement. When a Region Newsletter goes out, a financial statement will be printed there as well.

If you have more questions, please contact me via email at virginiabslattery@gmail.com, text or call me at [906-250-6931](tel:906-250-6931). Hope this answers questions.

Planning continues for the "Spring Into Fall at Spring Green Rally" being held September 15 - 21, 2023 at the Wisconsin Riverside RV Park in Spring Green, WI. Please call them directly to "claim" your site at [1-608-588-2826](tel:1-608-588-2826). Rates are Sunday - Thursday \$47/night + tax and Friday, Saturday \$52/night + tax. Sites will be held until April 30. There are lots of places to explore! Taliesin for our Frank Lloyd Wright fans, House on the Rock, Cave of the Mound, just to name a few! Our two charities we are supporting are River Valley Commons and For Pete's Sake. River Valley Commons addresses the

This and That (Region News, Cont.)

Ginger Slattery Region 7 President (BRN 2041)

need for affordable housing in the community. For Pete's Sake helps with expenses for families who are dealing with chronic medical conditions. More about these two wonderful charities at a later date!

For transparency, 90% of proceeds will be split between the charities and 10% will stay in the Region 7 funds to offset expenses so we can have more fun! To raise money to donate to them, we will have a silent auction that is being chaired by Kay Olsson. To volunteer to help Kay with the auction or donate to the auction contact her at cwolsson@comcast.net.

November 17 was the marathon IBT (International Board of Trustees) meeting, five hours total! I will attempt to condense all that!

- President Eric McHenry reported he has formed a special committee to be chaired by Matt Hackney. Their focus will be on International Rally site, planning and marketing.
- Long term CBL Chair Tom Smithson and Parliamentarian Joann Miller will both be stepping down as of August 1st and both of those positions need to be filled.
- The Campfire Chat was well received with almost 200 members attending via Zoom.
- The new interest groups are still organizing but a lot of interest has been generated.
- Corporate Manager Lori Plummer reported on membership growth. We are at an all time high of 9231 members!
- Abenity Discount program set up is complete and launched to members Nov 1.
- There is a new Officer Toolbox on the ACI website to assist local club officers and region officers with resources and forms in one place.
- ACI marketing campaign starting that will encourage communities that have sites available and are interested in hosting an Airstream Rally to contact ACI who will maintain a database and map to make planning easier at all levels.
- Rock Springs, Wy International Rally is nearly full. It will be capped at 1200 rigs. Takes over 70 committees to plan and carry out an International Rally. There are plenty of opportunities to get involved!

There were a number of motions that were made to change wording in bylaws or policies to update due to the passage of the reorganizing the IBT and deleting anything to do with the delegates. A new Blue Book with these changes has now been posted to the ACI website.

Other actions include:

- Common Cents for Kids Program now falls under the WBCCI Foundation.
- Approval of flags for Future Streamers intra club, logo and pennant for National Event Rallies and Region 11 logo and flag.

This and That (Region News, Cont.)

Ginger Slattery Region 7 President (BRN 2041)

- Approval of Increased Travel Reimbursement Rates for Region Officers for the 2023-2024 fiscal year. Regions 10 and 11 also submitted requests to increase their travel reimbursements for the 2022-23 fiscal year.
- Approval of the wording change to limit officers to serving in one elected position at a time.
- Approval of having all dues collected by ACI, taking that responsibility off of local clubs.
- Approval of Region Officer Installation. Region Officer 2-year terms will begin August 1 regardless of date of installation.
- Approval of National Event Badges and Airstream Numbers

I hope I didn't miss anything! You, the members, please let me know if you want to keep getting all of the IBT doings! Please contact me if you have any questions!

Happy Travels!
Ginger Slattery
viriniabslattery@gmail.com

2022 Rally Photo Review



On tour at the Washington Island

Wisc-UP Unit Flag flying at the Heritage Rally



Happy Hour on Washington Island

Marfa TX
Airstream Park
Submitted by
Sandy Houge
BRN 6188



We Need You!

Chris Olsson Region 7, 1st VP. (BRN 7827)

Wanted - R7 2nd VP

You are a member of the Wisc-UP Airstream Club, which is part of a larger organization called Region 7. Region 7 consists of:

- MN Airstream Club (Minnesota)
- North Dakota Preach Garden Unit (North Dakota, South Dakota, and Manitoba, Canada)
- Wisc-UP Airstream Club (Wisconsin and Michigan's Upper Peninsula)

There are 12 Regions, each with a geographical area and a board of Region Officers.

Above the Regions is the Executive Council (sort of). I say "sort of" above the Regions because the 12 Region Presidents and the 10 Executive Council voting members make up the IBT (International board of Trustees). The IBT is responsible for the running of the Airstream Club. Supporting the IBT are the paid staff workers located at International HQ in Jackson Center, OH.

Aside from the paid staff in Jackson Center, the entire club is run by volunteers. Each Local Club has a slate of officers (President, VPs, Treasurer, etc.). Each Region also has a slate of officers, and they support the Local Clubs. All of the officers in the club support the members of the club in many ways, by coordinating Local and Region Rallies, Parties, Caravans, etc.

Region 7 is in need of a dedicated and fun-loving person to be the 2nd VP. Unlike the President and VP officer positions in your Local Club which are 1-year terms, the Region President and VP positions are 2-year terms. This provides for a fair amount of time (up to 4 years) to learn about the Region, the IBT, and how the Club is run before becoming the Region President. As in the Local Clubs where VPs advance, the Region 2nd VP becomes the Region 1st VP and then the Region President.

I am in my first year as R7 1st VP, and Ginger Slattery is in her first year as R7 President. Together, we are planning the Region 7 Rally for September 2023 as well as taking care of the paperwork that keeps the Region running and helps keep Local Clubs running, and we are having fun doing so.

If you would like to get involved in the Airstream Club at the Region 7 level, or learn more about the Region, please seek either myself or Ginger out. Other people you can talk to are [Pete Yanke](#) and [Linda Agre](#). Both are serving Region 7 as the R7 Caravan Leader (Pete) and the R7 Membership Chair (Linda).

Chris Olsson
R7 1st VP
MN Airstream Club Webmaster
Email: 055info@airstreamclub.net

