

WISC-UP AIRSTREAM CLUB

THE MAGAZINE



INSIDE: SUBMIT YOUR FAVORITE CLUB PHOTO FOR THE CHANCE TO LAND ON NEXT ISSUE'S COVER AND FACEBOOK PAGE BANNER!



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WISC-UP Airstream Club
<https://airstreamclub.org/Wisc-UP>



EVENTS

May 15-17, 2026
Pikes Peak State Park
McGregor, IA
(Just across the
Mississippi River
from Prairie du Chien
WI.)

Contact Jenny Bibler
and volunteer to host
a rally!

ON THE COVER

By Greg Hyer
A view of the bus
ride to the cranberry
bogs during the
Cranberry Festival
& Marsh Tours,
Warrens, WI.

September 2018



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NEWSLETTER
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WEBSITE
JOHN COOPER
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WHAT'S UP!

A New Look for a Brighter Future!

As the Newsletter Editor I have to put up with all kinds of things that can get under my skin, but I have to say this month I only received one flamingo submission. It covered a whole page, I will get even.....



We are trying out a new format to help refresh and spruce up our newsletter. We hope you like it. As we work through this your input is very important. You see something you don't like? Tell us. You see something missing? Tell us. You want to see more of something? Tell us. You like the old versions better? Too bad this stays! As always, you send it we put it in, no editorializing and we will make you famous!

One major change is the cover photo. We would like you to control, to a point, the cover photo of the newsletter and the banner on our Facebook page. Lets face it it's old and worn and needs to go. Those people are much older than that photo reflects and our member need to know the truth! So with that said lets have a contest. Send us your photo that you want on the front page and the banner on the Facebook page and the winner gets a prize. (I have a box full of Airstream stuff I need to get rid of). So you ask "who are the judges"? Sandy is. You ask, "if I don't like the photo chosen can I complain?" Yes there is a process, all you have to do is send a written complaint. The written complaint MUST be a minimum of 1000 words and must contain 27 alternative photos for Sandy to consider. This complaint must be filed in triplicate and sent to each officer and the Region 7 President. If you are successful and the club votes yes at the next meeting we will issue a retraction and place a new photo in its place.

This will be a very simple process; send ONE photo with a paragraph (emerick4425@gmail.com) explaining where this was taken, why it was taken and when it was taken. Also you must identify who is in the photo and there has to be people in the photo, at least one. I have seen enough photos of Airstreams to last me a lifetime! Each issue Sandy will choose a winner and that photo will be on the cover of the next issue of this newsletter and become the banner on the Facebook page.

As usual if we don't get any offerings I will make something up and it won't be pretty.....

Enjoy your newsletter, without you it is nothing.

Editor Ed, BRN 4425

A Message from President Jenny Bibler (BRN 8484)

Hello Fellow Airstreamers,

I am Jenny Bibler, your new Wisc-UP President for 2025-2026. I hope all of you not only had a great summer but were able to get out traveling either the state and the country or both. With that, I would love to hear about new places you camped at and new adventures you experienced. I want to first thank Morten Lindstad, our Past President for his hard work, dedication, and leadership throughout the past year. Morten completed his presidency with a fall rally at the Cliffside Park Campground in Racine, along with his wife Jan, including the business meeting and installation of new officers. Thank you again Morten and Jan for your hospitality and hosting us in Racine last month to close out another wonderful year.

As I start the new year, I want to introduce myself. I live in Cross Plains with my husband Jeff, and our two chorkie (chihuahua/yorkie) pups Della and Tessa, and our kitty Gracie. Along with providing 24/7 Airstream technical and mechanical support, Jeff serves as a trustee on the Wisc-UP Board. This summer, Della and Tessa enjoyed their first Airstream event in Viroqua and are becoming experienced Dog-Streamers themselves. I currently work for the Wisconsin Department of Public Instruction as an Education Consultant in the area of Early Childhood Special Education. Although it is incredibly rewarding work, I am looking forward to retirement in the near future and traveling more in our new (to us) Airstream.

In the meantime, my goal this year is to continue Morten's message on the importance and fun in hosting and attending our club rallies. The fun comes from seeing new places in and around the state, and the importance is to keep our club going and growing. This is not only a travel club, but a social club. It provides us with seeing old friends and meeting new friends, along with having the best reason to rev up your Airstream to experience new places and new adventures.

Speaking of adventures, Jeff and I are planning a spring rally May 15-17 at Pikes Peak State Park in McGregor, Iowa (just over the Mississippi River across from Prairie du Chien). We will be getting information on the Wisc-UP Registration System very soon so stay tuned. I know there is already talk about a June rally and it is not

**WELCOME
PRESIDENT
JENNY!**



New President Jenny with her canine companions Della and Tessa, and kitty Gracie





A Message from President Jenny Bibler (BRN 8484)

too early for YOU to be thinking about hosting this year. My goal this year is that we have at least one rally a month starting in the spring throughout the fall if not more! And please know that a rally can be anything you want it to be. It can be as simple as, “we are camping this weekend in Minocqua (for example) because we love it there and hope as many of you can join us, aka – a “Do-It-Yourself Rally” to a structured 4-day event complete with activities, events, agendas, food, happy hour, breakfast etc. And of course, everything else in between. The goal is to have options for everyone whether that is hosting or attending and having more than one in a month (yes, we can do this). This way if someone cannot attend a rally for whatever reason, there is another option that month to do so. And lastly, we would love to see rallies all over the state from the west coast of the Mississippi River to the east coast of Lake Michigan; from up north on Lake Superior and down south to Lake Geneva (and anywhere else in between). Rallies are not limited to Wisconsin either as we do not want to forget our fellow Steamers in the Upper Peninsula of Michigan, and our Region 7 neighbors from Iowa, Minnesota, North Dakota, South Dakota, and Manitoba, Canada. And finally, if you have always wanted to host a rally but were afraid to... put yourself at ease. Thanks to Sandy Emerick, rally extraordinaire, she has created an easy “How-to” guide on hosting a rally, which can be found on the Wisc-UP website. John Cooper, our technology expert, has also made it easy and user-friendly to set up your registration on the Wisc-UP Registration System.

Happy Fall to everyone as Jeff is busy winterizing our Flying Cloud along with putting the finishing touches on our 82 Excella who is getting a makeover (yes, we are currently a two Airstream family). And remember, it is not too early to plan your rally!

Jenny

Meet Your New Membership Chair!



Kathy Anderson has graciously agreed to become our new Membership Chairperson. Kathy’s contact information is:

Kathy Anderson, BRN 2062 Phone
262-818-1556

Email her at:
airstreamrivitowner30@gmail.com

We would also like to thank Patti Cook for all that she did as our membership chair! Let’s wish her happy travels!

Welcome New Members:

Patricia Hatem
BRN 5819
Chattanooga, TN

Steve Heimerl
BRN 6316
Waukesha, WI

Rik Rickerson and Sheri
Brendemuehl
BRN 30106
Oxford, WI

Eric McFarlin
BRN 6033
Richfield, WI

Member Spotlight

An Insight to Kevin Allen's (BRN 7864) Airstreaming Life

My name is Kevin Allen, and when I began my Airstreaming journey, I was living in Livingston, Wisconsin and teaching Business Education and Computer Applications for the Iowa-Grant School District as well as serving as their Computer/Technology Coordinator. I had been introduced to Airstreams when I was five years old in 1964 when friends of our family spent a week on our family farm in far Southern Illinois during their shakedown trip in their brand new 1964 Airstream (their third Airstream). They invited me to spend my first night in a camper in one of its Hammock Bunks, and I was hooked – I knew that one day I would own one of those big silver trailers.



I purchased my 1964 Airstream Overlander Land Yacht International in 1995 from its second owners who lived on a farm in Northern Illinois about 225 miles South of Livingston, Wisconsin. Within a year after I purchased the trailer, I would learn from the son of our family friends that it was the same trailer that had belonged to his parents that they had sold when they retired from traveling in 1980 – he identified the trailer by the draperies that his mother had sewn for the Overlander several months prior to its sale.

My memory was that I joined the WBCCI almost as soon as I got home with the Overlander, but it could have been as much as 2 years later. I know that I was a member of the Wisconsin Unit by 1998 as that was the year that I attended my first International Rally in Boise, Idaho. That Rally was a learning experience in so many ways. I was on my third tow vehicle – my first had been a 1984 Jeep Grand Wagoneer (fantastic tow vehicle, but only had a range of 120 miles on a full tank of fuel at best) – my second from 1995-1998 was a 1995 Chevrolet K1500 Z71 with every luxury option and the heavy duty trailering package (it confirmed my hatred of pickup trucks as it rode like a Conestoga Wagon towed by Oxen) -- my third tow vehicle was a keeper that I special ordered in late 1997, a 1999 GMC K2500 Suburban with the 7400 VORTEC, 4.10 gears and all of the luxury options (I would still have it today if it hadn't been stolen from my driveway in 2014). I really appreciated that Suburban during that first International Rally as the Vintage Airstream Club Paraded onto the Rally Grounds during monsoonal rains and they asked those with four wheel drive to volunteer to hang back and allow those with two wheel drive to proceed in first and get parked. The rally site was a muddy mess for the first few days. It was a challenge to keep my seven year old Chihuahua quiet the first three days until she got acclimated to the Rally atmosphere. I was parked next to Kathy Hunt and her poodle, and our little dogs seemed to become good friends before the end of the Rally. I departed that Rally with the first significant improvement to my Airstream, a pair of Fantastic Fan Vents with Rain Sensors installed by the factory reps. I was also able to find someone who was able to teach me how to setup my A & E Travel Awn 5000 patio awning. It was also at this Rally where I became the root of good-natured jokes about how my WBCCI Membership number was displayed. Due to my fear of heights, I managed to get the second digit applied backwards on both the front and back of my Overlander such that it looked like my number was: 6E59 rather than 6359. I became a Lifetime Member of International in 2005. I learned something during my extended illness that began in 2012 as I assumed as a Lifetime Member my number would remain valid as long as I lived and owned my Airstream or Argosy, but when I went to check my status in the early 2020s, I learned that my membership number 6359 had been reassigned and I would have to choose a new membership number when I paid my Unit Dues – that is how I ended up with my current membership number 7864.

Member Spotlight

An Insight to Kevin Allen's (BRN 7864) Airstreaming Life

My longer-lasting nickname would have to wait until the Wagon Wheels Caravan to the International Rally in Dayton, Ohio (1999). As a solo traveler in the days before GPS Navigation became readily available, even with the best written directions and an excellent Road Atlas, I could still manage to get lost multiple times on each days route. I became the Wrong-Way Corrigan of that Caravan being the last or next to last to arrive at each campsite – the other couple had reason for any difficulties experienced with the route as they were visiting from New Zealand and we were most often the last to arrive at the evening's campsite. Of all of the International Rallies that I have attended (around 12), I believe that this one had to be close to holding the record for the highest daily Heat Indexes every day of the Rally. I took digital photos of both the Wagon Wheels Caravan during the Caravan, and if my memory is correct, I believe that this was the International where I took Digital Photos of each VAC Participant with their trailer at the Rally Site for publication on the VAC Website (and I also published them to my personal website that I maintained through about 2005). I believe that the VAC Historian has a CD ROM with a copy of the Website with all of those Photos.

Over the years, anyone who has traveled with me has also learned that in addition to my not having any natural sense of direction – I also have Murphy of Murphy's Law fame as my near constant companion. Scott and Lise Scheuermann have witnessed two of the most memorable incidents of my encounters with Murphy's Law. One was on a Caravan, and I believe that we were in North Dakota and there was a small, white

Oldsmobile Cutlass Cierra traveling between us (riding the bumper of my Overlander) when the spare tire suddenly departed its mount on the rear bumper, hit the pavement in front of the Oldsmobile, bounced over the Oldsmobile, hit the pavement immediately behind the Oldsmobile then veered off of the highway into the ditch. Scott and Lise were able to stop and retrieve the spare from the ditch – they thought at first that it was a vent cover from the roof of my trailer when they saw the first bounce but realized that it was the tire after the second. The second time, we were on the Interstate headed East after one of the



International Rallies when I experienced a rhythmic thump every approximate .25 miles – my initial thought was a tire going bad so I radioed ahead to Scott and Lise that I was pulling over to check my tires as I suspected a problem. A quick check of my tires revealed no obvious problem, but when I looked at my power jack, there was a problem as it was fully extended and was hitting the pavement and lifting the trailer – something had happened to the switch and it was deploying until it hit the pavement then it would retract and repeat while I was on the highway – I waited until it was fully retracted and cut its power cord!

I missed very few of the International Rallies from 1998 through 2009. For some reason, I had to miss Burlington, VT (2003), Salem, OR (2006). Perry, GA (2007 – sat this one out due to fear of excess heat/humidity), and when the Rally was in DuQuoin, IL (2011 – I made a couple of day trips to the Rally as I was living only 22 miles from the Rally site).

Member Spotlight

An Insight to Kevin Allen's (BRN 7864) Airstreaming Life

While I wouldn't have admitted during the travel season of 2012, my health was failing, but by early in the winter my partner had to convince me to go to the Emergency Room of one of our three Regional Medical Centers. While I had been under treatment for serious Clinical Depression and Anxiety Disorder for more than seven years, things had gotten much worse once I realized that I had been blackballed from my profession and following my father's death in 2011. The ER Doctor called in my Psychiatrist who diagnosed that I was essentially having a Nervous Breakdown and over the next six months through two hospitalizations I would spend 45 days in the Hospital. During the first Hospital stay, I had a mild heart attack in reaction to one of the anti-depressants (Lithium) that my doctor ordered so that extended that stay by a week or more. My recovery would take more than three years just to get to the point where I was able to function at a near normal level for daily living. Without my partner's patience and understanding during those three long years, I don't know what I would have done as I went through some very dark times. He stood by me and insisted that I keep both the Airstream and Argosy because he was certain that one day I would be back and able to travel again.

I was finally cleared to begin traveling again in 2024. Sadly the year 2012 had been very bad for me as both of my tow vehicles were stolen from my driveway about three or four months apart. My 1999 Suburban was the first to be stolen, and since my budget was very tight, I had dropped my theft and comprehensive coverage so it was a total loss being that it was never recovered (it had just crossed the 200,000 mile line, but the 454 was running as smooth as silk and the transmission shifted as smooth as silk a testament to 4,000 mile oil/filter changes and 30,000 mile fluid/filter changes). My 1975 Cadillac Eldorado Convertible was also stolen from the same driveway about four months later, and it too did not have comprehensive/theft coverage so it was a total loss (its frame eventually showed up in a scrap yard and the sheriff speculated that it had been stolen for its smooth running 500 cubic inch big block V8 that only had 125,000 miles). I was fortunate to locate a 1992 Buick Roadmaster Limited sedan with the 5.7 Liter V8 and factory heavy duty trailer towing package, and while not necessarily my first choice, it has proven to be acceptable with my Overlander (as good or better than the 1995 Chevrolet K1500 Z71 pickup that I had with the heavy duty factory towing package).



Member Spotlight

An Insight to Kevin Allen's (BRN 7864) Airstreaming Life

While I had reservations for both the International Rally in Sedalia, MO (2024), and York, Pennsylvania (2025), I had to cancel my reservations at the last minute for both rallies. My tow vehicle was protesting in 2024, and it was down waiting for several parts that couldn't be delivered until the rally would have been half over and I wasn't sure that I wanted to make a trip for that amount of time. Then this year, I injured my leg the day before I was scheduled to depart, and my family practitioner wanted me to delay my departure until I could get an opinion from a general surgeon about whether surgery was needed. My appointment with the surgeon was on the day before the first day of the rally, and with four days of travel before I could reasonably expect to arrive, I had to cancel my plans. I have hopes that everything is going to fall into place for Minot, North Dakota as I have had my tow vehicle gone through with a fine tooth comb, replacing anything that even hints that it may be too old to perform properly or nearing failure. I have also made an appointment to have the air conditioners on both the Argosy and Airstream serviced to make sure that they are ready for what I am certain will be a very HOT Spell in North Dakota when the International Rally begins. My plan, at present is to tow the 1978 Minuet 6.0 Metre with my parking reservation with The Pride Streamers, and an early arrival on August 19.

As a note, the LED lights for the Overlander -- that photo dates to March or April 2024.



Rally Report!

Jane & Greg Hyer (BRN 4297) at the International Balloon Fiesta 2025

Painted Skies..endless awesomeness.

*Would you like to ride in my beautiful balloon?
We could float among the stars together, you and I
For we can fly (we can fly)
Up, up and away
My beautiful, my beautiful balloon.....*



Greg and I attended the Albuquerque International Balloon Fiesta 2025 the first week of October. This event had been on our “bucket list” for several years. We had talked to ACI members who have attended previous fiestas, and based on their descriptions, we had high expectations...we were not disappointed.

The Albuquerque International Balloon Fiesta is a yearly hot air balloon festival that takes place in Albuquerque, New Mexico. The Balloon Fiesta is a nine-day event occurring in the first full week of October, and has over 500 hot air balloons each year. The event is the largest balloon festival in the world, as well as the most photographed annual event, attracting hundreds of thousands of visitors. We attended the Balloon Rally with the Airstream Club International. Airstream Club reserves 150 parking spaces adjacent to the Balloon Fiesta activities venue. Rally attendance and parking spaces are confirmed by a lottery system, with applications for the Lottery submitted in January. This was the third year Hyers applied and we finally got in!! Whoop!

The balloon Fiesta is stunning. 450 balloons were registered this year. Unique thing about the Albuquerque Fiesta is that there are no barriers on the launch fields. You are free to walk among the balloons, pilots and crews while they are setting up and taking off. The colors and the shapes of the balloons are stunning against the Albuquerque dessert sky. The Fiesta offers

activities from dawn to dusk.

One of the most amazing drone shows at 545am welcoming the opening of the day and fireworks at night to end. Food carts, artists vendors, balloon discovery Center where enthusiasts can get hands-on experience to learn about the sport and science of ballooning, and your new best friends--Airstream neighbors. The trailer next to us, and 3 trailers down, were a group from Canada traveling together. We had great conversations and happy hours but we never talked about politics.....mostly about Greg’s driving skills.

The ACI Rally hosts Richard and Jan Girard have had years of



Rally Report!

Jane & Greg Hyer (BRN 4297) at the International Balloon Fiesta 2025

experience hosting the Fiesta Rally. The Rally was really well organized. We were especially impressed with the pattern that was set up for parking 150 Airstreams in about 3 hours. Military precision.

The Balloon Fiesta has also become a major showcase of New Mexican culture and history and features numerous cultural exhibitions. The fiesta is one of Albuquerque's largest tourist attractions and constitutes a major source of income for the city and local businesses.

Fun Fact- The success of the Fiesta depends in part on the cool Albuquerque morning temperatures in October and the Albuquerque box. The "box" is a set of predictable wind patterns that can be exploited to navigate the balloons. At low elevations the winds tend to be northerly (from the north), but at higher elevations they tend to be southerly.[11] Balloonists use these winds to navigate in a vertical box: they ascend slightly from the launch park, move south, ascend further, move north, descend, and repeat the box or land back in the launch park or quite nearby.

We attended the Balloon Fiesta for three days and then headed to Santa Fe. We visited the Georgia O'Keefe museum and several native American cultural sites. Learned a lot about New Mexico history. Then wandered up to Taos and visited the Pueblos and the Rio Grande Gorge. Gregs favorite in Taos was the Pueblo and the Kit Carson Museum. Talk about unanticipated! <https://www.google.com/search?> before slugging our way back to Wisconsin.

Hiccup- we did have one small electrical problem with our solar not communicating with our batteries. (Camping at the Balloon Fiesta is boon docking with no services.) Although they were not officially traveling with the Rally-- Joanne Peterson and Jim Guthrie (MacGyver) were in Albuquerque visiting relatives. ELECTRICIAN to the Rescue! I wish I had a photo of Jim Guthrie 'schooling' a 20-something year old RV service person on the nuances of Airstream electrical system. THANK YOU JIM AND JOANNE!



Our Members' Travels!

Jim & Joanne (BRN 11970) Route 66 Adventures

Route 66: The (a) Mother (of a Road)... Trip!

Being crazy about cars early in my teen years, one TV show that piqued my interest: Route 66. The show featured a Chevy Corvette and two young guys that had many adventures traveling that "MOTHER ROAD". A few years have passed (but my curiosity in doing that route had not). We, Joanne and I, have managed to touch and drive on several stretches of it in the past few years. But I thought it would be fun and interesting to do as much of it that is still possible to do. With the help of a most recently published book lent to us by a fellow Wisc-UP member, I began planning. Something that I rarely do.

Our plan was timed for the fall, less pressure on camp sites, and was to include a family gathering in Albuquerque, NM for the International Balloon Festival. The following is essentially a diary summary of what turned out to be the most ridiculous adventure we've been on.

Tuesday Sept 8

After giving up trying to update our 4-year-old Garmin GPS software we decide to go. The first sign that this wasn't to be an easy trip was our cat Squeaks reluctance in coming along. With a pair of leather gloves, I was able to retrieve her from her hiding spot, in the box spring of the bed in the guest room. Note to us, before we ever leave again, close all the doors to all of her hiding/escape spots.

We stopped for lunch in Delavan, WI. Back in the Jeep and starting the engine, a large nasty looking red light appeared on the dash. A bit of digging in the manual (still a print version) revealed that we had a turbo charger problem. We were now towing with a gutless wonder. We managed to "limp" (a term we became way too familiar with throughout the trip) to a local dealer. Light is out, fault gone, so we go back home and I'll take it to the diesel shop tomorrow. The outcome of that visit was that we probably had a piece of carbon stuck in one of the exhaust side variable veins. All was fine, the light was out.

Thursday Sept 10

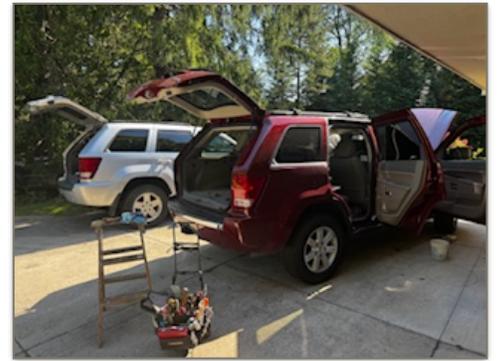
Start again. Squeak realizing that the trip was in restart got outside upon our return to the house. Once back in, we chased her under our bed; forgot to close the door, again. Finally underway about noon. Hardly out of town and Tim & Heather called. "Hey we found some good-looking Jeep diesels for sale. I questioned "what years"?; 2016-17: no thanks those engines are junk per my trusted Jeep dealer.

"Wait, here is an '07 with 71K miles, M-B diesel engine." We redirect to the west side of Chicago for a look. Not quite on the Route 66 plan but we could make it work. Very clean, virtually no rust, runs good, new tires: Sold.



Friday September 11

In Tim's truck with his car hauler, we pay for and collect the new Jeep and head back home to outfit the new purchase with the equipment I had installed in the old unit: better GPS, back up camera, swapped rear shocks to have load leveling, swapped batteries, added mud flaps/stone guards, windshield wiper blades, trailer brake controller, window rain guards, etc.



Tuesday Sept 16

Finally underway with the third attempt. Temperature approaches 85 degrees and we discover the AC doesn't work. Jim's do diligence had a lapse so a recharge kit will have to do until we're back home. Oh wait, if you just turn on the AC it's all ok. (don't ask). Made it all the way to Castle Rock State Park in Illinois (150 mi.) only to have the turbo light come on. The fix is known - 4000 RPM for a minute or so: Fixed. The term for the fix is the "Italian Solution" or IS: we've been to Italy and know what that means.



Wednesday Sept 17

Took I-39, stopped for fuel and now we're back in limp mode. Apply the IS, all back to normal. Squeak has struck 2 more times; a visit to Urgent care. Jim, not yet defeated, is ready to take Joanne home and head out on his own (a question of judgement but), he has been planning this for quite a long time. Camped in Moraine View State Park, Bloomington IL. Not great progress so far.



Thursday Sept 18

After more conversation we are heading on. Joanne's wound was not infected so she felt better. Stopped and saw our first Rt 66 attraction since we left home. The Pink Elephant Antique Mall in Livingston, IL. Strange stuff. Camped at Robertsville State Park, turbo light on again. Repeat the IS trick and as it cooled it fixed itself. It seems that the turbo acts up when we fuel up so maybe we shouldn't do that anymore.

Friday Sept 19

Made it to Manchester, MO. Just outside St Louis. I went to a Transportation Museum, primarily a collection of unique steam train engines. Joanne stayed in the trailer in the parking lot with Squeak. We had lunch in the trailer and getting ready to leave, discovered a rear tire on the Jeep was going flat. I used the trailer as a brake and jack in order to rotate the tire to find the cause. In fact, something (empty 22 shell?) had cored the tire rubber to the cording. Using a tire plugger kit and the 12v compressor (a handy tool), I was able to fix the tire. That done, it's time to move on. Upon lowering the Jeep I realized the Jeep was still in neutral and we were parked on a slight incline and things began to move. I yelled for Joanne and fortunately she was able to stop the



“train” and we got back under way. Why weren’t the wheels blocked you ask, it was because at our last camp, the chock blocks for the levelers were left behind. Apparently, I’m a very slow learner. That realization required a solution so we stopped at a lumber yard. and acquired a deck board, saw and some deck screws in order to fabricate a replacement set. Joanne had made reservations at Meramec State Park but she accidentally made them for 2027. Reservations were not necessary as they had plenty of spots open.

Saturday Sept 20

We did the tour of Meramec Caverns, a reputed hide out of Jesse James. Pretty interesting but not Carlsbad. We also crossed paths there with the ACI RT 66 Caravan. I thought about joining, but didn’t. I discovered that the tire plugging wasn’t holding so tried an additional plug which just made things worse. I was going to replace with the spare but the date stamp was (4207) or Oct 2007. I do some weird stuff but wasn’t interested in using an 18-year-old tire. Back into St Louis for tires. 4 new Michelin’s and one of the newer GY’s for a spare, all to be completed on Monday.

Sunday Sept 21

Squeak strikes again. Joanne tried to move her in order to get to the back seat and received another bite. We hung around the camp and after a phone call with Tim and Heather, Joanne was convinced her poor sleep experience would be much improved if we fixed up her bed with a foam topper from Walmart that I cut it to fit and by all reports was much more comfortable. A rainy day so we also purchased and watched a DVD and ate pizza, our Sunday night tradition.

Monday Sept 22

Jeep to Discount tires for new tires. A laundry day and hanging with Squeak.

Tuesday Sept 23

We left St Louis area early, but back tracked to retrieve Jim’s Tilly and Yeti that he left on the picnic table. A reminder to pull out of your site, stop and make sure you have everything when you head out. We drove on as much of RT 66 a possible. Stopped at the Giant Rocking Chair. Camped at Rustic Trails RV Park in Phillipsburg MO. Very rainy night.

Wednesday Sept 24

Stopped for breakfast and fuel and a return to limp mode, dropped the trailer, did the IS again and hitched up. Drove on the original Route of 66 as much as possible. Stopped at Galena at the Gear Head shop. I wanted to use the rest room and was handed a full disk hubcap with a T-handled socket to work the lock (a 5/8” bolt) for the door latch. Inside the bathroom was a continuation of funky. Camped at Heyburn Park, Kellyville, OK. the last Army Corp campground to the west. Very quiet place.





Thursday Sept 25

We went to see an auto museum on old RT 66. Joanne got out of the car to take a shot of a huge 25' gas pump. She accidentally left the front passenger window open and Squeak saw an open invitation to jump out. She wound up hanging by her harness on the side of the door. I freaked out as Joanne wasn't immediately aware of the problem. I'm beginning to understand why the cat is not into these adventures. All calm in a bit. We found a great pizza place, Il Gusto, in Sapulpa OK.

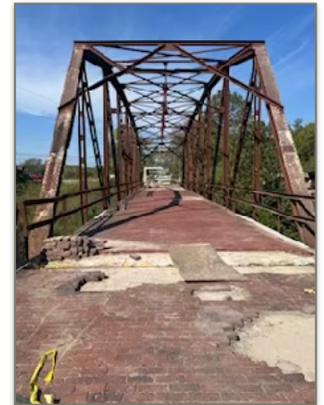


Friday September 26

Went to the Greenwood Rising, the Black Wall Street Museum that relates the history of the race riots of 1921. Stopped at a restored RT 66 Train Museum with a reproduction of one of the first oil wells in Ok. Limp mode strikes again. Had enough, we found a small diesel shop with a good mechanic and made an appointment for Monday to have it worked on. Picked up a script at Walmart. Watched 1912 DVD, but it kept skipping so gave up.

Saturday Sept 27.

Lost the mechanic. In the morning, we realized we did not get a business card of the repair shop and neither of us remembered the name of the shop, so we spent most of Saturday searching for it. We had an appointment for 8:30 Monday and decided we'll just have to wait until they call wondering where we are. We returned to camp and struck up a conversation with the couple camped next to us, and explained our predicament. Ben said it sounds like you were at Patrick's, I work 2 blocks from there. A Google search confirmed it. We slept well that night.



Sunday Sept 28,



I realized that I hadn't fixed anything for a while and decided to tackle the loose panel next to the stove. After removing the stove, I discovered most of the screws had come loose or had fallen out; results of the earthquake effect.

That fixed and since the Monday AM plan was in place, we decided to go into Tulsa to see more sights. The Woody Guthrie and Bob Dylan centers are right next to each other, so that was easy. We went to a newer auto museum, drove on more of the original 66 and walked on the brick surface of an original 66 bridge.

Monday Sept 29

I took the Jeep to Patrick's for the repair, a new turbo charger, not going to be inexpensive. Picked up a rental car, KIA Soul at Hertz and returned to the trailer to keep Squeak company. We went back into town to do the State Fair. It appeared that every ride and food concession in the state was there. And had our picture taken with 2 trained seals.





Tuesday Sept 30

Another free day. Stopped at Patrick's to pick up Joannes hat and found they were just taking the Jeep in, so the fix is not going to be fast. Went back to Sapulpa for a drink at Andy's Bar and Grill, a funny little western bar. We walked back to Il Gusto again for another great Italian meal. As we were leaving, we were introduced to two young folks, son and daughter of the owner who had been exchange students in Joanne's hometown of Viroqua and nearby Ontario, WI.

Wednesday Oct 1

I took Squeak out for a walk discovered her harness had loosened and allowed her to escape again. A fix was made with the always handy electrical tape. Anxiously awaiting info about the Jeep, I called for a report and it looks like sometime today. We did some antiquing, had a beer in a funny little bar, and was told to stop at Patrick's sometime tomorrow.



Thursday Oct 2,

Left camp early so we could be at the shop when it opened but Jeep was still not done. Went for breakfast and finally at 2:30 we got the call. No point in hitching up today we so stopped at another interesting RT 66 shop in Sapulpa.



Friday Oct 3

We were able to leave fairly early as we wanted to be in Albuquerque ASAP to catch up with family for the Balloon Fiesta. Drove I-44 to I-40, stopping in Amarillo long enough to paint our names on a car at the Cadillac Ranch. We camped at Blaze-in-Saddle RV Park, did laundry, had dinner showered and to bed early.



Saturday October 4,

By mid-afternoon we arrived at our "camp" in an Airstream Courtesy Parking location on the south side of town. We set up and left to catch up with the family. Turned out we didn't miss much as the flights had been cancelled for the day because of the windy-rainy weather.

Sunday October 5,

We watched the balloon ascension from the rooftop of Pan Alley, a collective of unique eateries housed in an assembly of retired RR box cars. A bit later we caught up with the Hyers and the Mimms, both parked with the Airstream group just off the launch field.



Monday October 6,

Went on a "guided tour" of a mountain artisan community, a converted RR repair building turned into a fruit and vegetable market and transportation museum.

Tuesday October 7

We were too late for the days ascension but did see many of the character balloons.

Wednesday October 8,

Stood “on the corner in Winslow AZ, what a fine sight to see”. In route to Phoenix to visit long time friends.

Thursday October 9,

Back to Winslow and Homelovi State Park again. First significant rain of the trip, all night.

Friday October 10,

Went to Petrified Forest in the Painted Desert but both were closed to Gov’t shutdown. Went to Meteor Crater but it was so rainy it was hard to see much.

Saturday October 11,

1689 miles to home. Stayed at Blaze-in-Saddle Park again but with a bit more excitement this time. Squeak managed to escape the trailer into the dark with no harness or collar. We spotted her under a coach but, she wasn’t interested in coming in. I was particularly worried because of reports of wolves and mountain lions. Finally at midnight we decided to prop the door open a couple inches, set a camp chair so she could get back in and went to bed. What will be will be. About 4:30 we heard her meowing at the door, unsure about her entrance strategy. Once inside she wolfed down her food and went to sleep.

Sunday October 12

Stopped in Dalhart, TX of dustbowl fame and had breakfast at a local cattlemen’s cafe. Joanne got bit again. Squeak is crabby- not enough sleep.

We terminated our quest to stay on RT 66 and hot footed it for home. Stopped at Amana Colonies for lunch, and home by 6PM. Thankfully all in one piece.

We definitely got kicked on RT 66.

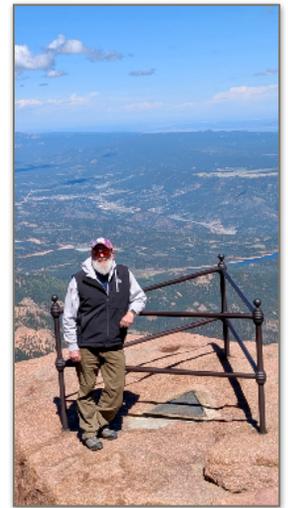
The end.



Our Members' Adventures

Major Pivot!

By Todd Bavery (BRN 7880)



Major Pivot!

The plan was always to celebrate retirement with a major trip — and retirement finally happened on September 5, 2025. We had a 32-night adventure planned across Colorado and Utah.

The first 16 days were fantastic, with just a few minor hiccups — a new water pump and a finicky awning. Otherwise, everything was smooth sailing. We explored Rocky Mountain National Park, Denver, Colorado

Springs, Pikes Peak, Garden of the Gods, Red Rocks Amphitheater, Royal Gorge, Great Sand Dunes, Durango, and Mesa Verde National Park. Along the way, we stayed in some incredible Colorado State Parks and National Park campgrounds.

Then the trip took a detour.

While fueling up in Cortez, CO, I tripped over the fuel hose and completely ruptured my patellar tendon — the major tendon connecting the kneecap to the lower leg. Thankfully,

my spouse's cousin was with me, and we called 911 immediately. And just like that, our "retirement adventure" turned into a journey of logistics, coordination, and resilience.

We suddenly had to solve a lot of problems:

How to get the truck and camper back to Wisconsin — my spouse couldn't drive through the Colorado mountains alone.

Medical coordination — I needed a referral, an orthopedic surgeon, and surgery ASAP.

RV logistics — winterizing and storing the camper back home.

Travel insurance activation — thankfully, our MASA Travel Emergency Insurance came

through, covering all transport costs for the truck and camper. Best \$35/month we've ever spent.



Our Members' Adventures

Major Pivot!

By Todd Bavery (BRN 7880)

Here's how it all came together:

The injury happened Wednesday. We were home by Sunday.

Monday: first doctor visit.

Tuesday: pre-op exam.

Wednesday: surgery.

It was a whirlwind — but with the help of family, friends, and the RV community, we pulled it off.

My spouse's cousin and a fellow Airstreamer helped move the camper from Mesa Verde to a KOA in Durango (no small feat with a Hensley hitch!).

A family member with RV experience flew out to Durango Friday night and drove us all the way back to McFarland, WI, arriving Sunday.

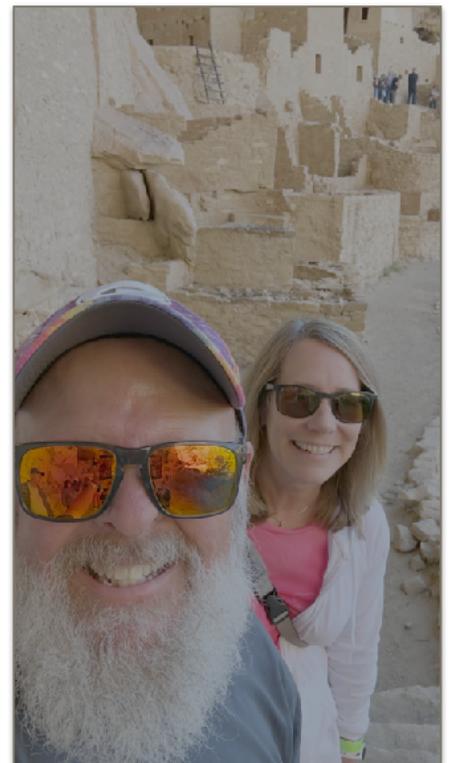
Rygh RV in Oregon, WI stepped up to winterize and later store the camper.

UW Health got me into surgery faster than I could have hoped.

Now, I'm six weeks post-op, with six more weeks in a brace and a 6–12 month rehab ahead. My spouse has been amazing through all of it.

So yes — this all happened 12 days into retirement! But I'm already planning 2026 travel, determined to be back on the road fully recovered. I'm missing Packers games (we're season ticket holders), but we'll be back at UW basketball games soon.

Grateful doesn't even begin to cover it — for family, friends, RVers, and a community that truly steps up when life throws a curveball.



Our Members' Travels!

The Williquettes (BRN 14148) Meet Painter Bob Ross

Just wanted to warn fellow Airstreamers about a danger out there when having a shiny camper. "Stalkers" We recently went to the Urban Air Rally in Eaton Rapids Michigan. We had a great time but had a problem with an over friendly man who was obviously in love with our Basecamp and stalked us all week long. He was not shy about it either and hung out near us the whole time. Peeping into our window all day and all night long . Imagine waking up in the middle of the night and having Bob Ross staring at you!! Very unnerving indeed. After drinking a few glasses of bourbon we actually became friends and I learned some helpful painting techniques in the process. On the plus side he seemed to scare away the flamingos.



Repairs, Restorations and Other Cool Airstream Things

Jeff Bibler (BRN 8484)



"To anyone with an Airstream" If you recognize this and don't already have one; or if you just want an easy way to drain your water heater. This is what you have dreamed of.

For under \$15 in parts, adding a water heater drain is easy. You need to know someone with a PEX crimping device. You can buy the tool but your cost may be closer to \$100 total.

I will happily install this drain on most trailers for the cost of the parts (\$10-15) and beer and conversation. Meet me at a rally or email for info.

Current First Gentleman,

Jeff Bibler (BRN 8484)



Repairs, Restorations and Other Cool Airstream Things

George Boehmer (BRN 1722)



George Boehmer (BRN 1722) sends us the following: I extracted this from the Oregon News Letter so they deserve the credit. Great suggestions for all of us. With all the miles you are accumulating during this busy time of year, it might be wise to review some maintenance items.

Tires: Built for the Road, But Not Forever

Replace every 5–7 years, regardless of tread—UV and ozone degrade sidewalls.

Cold pressure check before every tow. Most Airstreams run ST225/75R15 or ST235/80R16 tires—verify PSI from your placard (often 65–80 PSI).

Torque lug nuts to 100–120 ft-lbs. Recheck after 10-, 25-, and 50-miles post-install.

Watch for uneven wear—could signal axle misalignment or suspension issues.

Bearings: Dexter EZ-Lube Axles Make It Easier

Annual inspection or every 10,000–12,000 miles.

Most Airstreams use Dexter EZ-Lube axles, allowing grease injection via zerk fittings behind the dust cap.

Still inspect manually every other year: pull hubs, clean bearings, check races, and repack if needed.

Use high-temp, water-resistant grease (like Lucas X-tra Heavy Duty or Red N Tacky).

Brakes: Know Your Nev-R-Adjust System

Most late-model Airstreams use Dexter Nev-R-Adjust electric drum brakes:

Self-adjusting—no manual star wheel is needed unless initial setup is off.

Inspect annually for wear, magnet condition, and wiring integrity.

Brake controller gain should be tested before each trip. Start around 6.0 and adjust based on trailer weight and responsiveness.

Brake shoe life: Typically, 20,000–30,000 miles, but dusty or wet conditions can shorten that.

Manual override test: Use your tow vehicle's brake controller to confirm trailer brakes engage smoothly.

If you have any reservations about performing any maintenance, please consult a qualified expert.



Region 7 President Ramblings

Notes From Region 7 By Chris Olsson (BRN 7827) Minnesota Airstream Club & Region 7 Rally Report

The MN Airstream Club and Region 7 held a joint rally on September 11 – 14, 2025, at Wildwood RV + Campground in Shafer, MN, which is just a few miles from Taylors Falls. This rally was hosted by Pam Rawn (MN Airstream Club President) and Chris Olsson (R7 President). We had a total of 36 Airstream Trailers from around the Region and great weather for the weekend.



Check-in was on Thursday, and each unit received a goody bag filled with several camping items, including a really cool Rally Sticker.

Friday activities started with breakfast at the campground put on by the MN Club. We had two presentations by Midwest Airstream Service and MN RV Tank Cleaning. After the presentations (which were very well attended), the day was open for everyone to explore the area.



Here, Pam and Chris are talking about the schedule.

Region 7 President Ramblings

Notes From Region 7 By Chris Olsson (BRN 7827) Minnesota Airstream Club & Region 7 Rally Report

Friday evening activities included a MN Airstream Club business meeting, a pizza dinner, door prizes, and a silent auction. SkyMed and Midwest Airstream Service provided beer and wine. During the business meeting the new MN Airstream Club Officers were installed. Byron Day (new President) gave a brief overview of events planned for 2026. The scheduled events can be found on the MN Airstream Club website on the Rallies and Events page at this link: <https://airstreamclub.org/minnesota/rallies-and-events>



Region 7 President Ramblings

Notes From Region 7 By Chris Olsson (BRN 7827) Minnesota Airstream Club & Region 7 Rally Report

Here's a couple of pics from the Silent Auction.



Dave Rawn auctioned off the few items that were not bid on during the Silent Auction. With his auctioneer skills, everything was sold!



The Silent Auction benefitted the Little Pantry Food Shelf in Taylors Falls. Here's Carrie Carlson, who volunteered to be the money collector.

The Silent Auction raised \$1,460 for the food shelf!

Region 7 President Ramblings

Notes From Region 7 By Chris Olsson (BRN 7827)

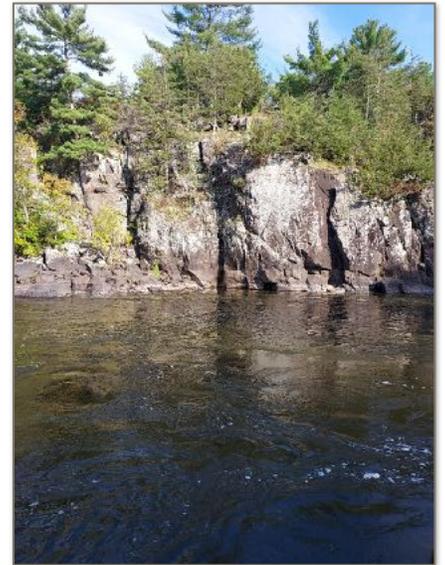
Minnesota Airstream Club & Region 7 Rally Report

Saturday was Region 7 activities. We started with an Oatmeal and Ice Cream breakfast which is one of our favorite breakfasts to host.

After breakfast, P.e.V – MotionZ, an electric bike dealer just north of St. Croix Falls, WI, talked about electric bike and had several models at the rally for folks to try. Based on the number of people that were crowded around the bikes, there was certainly a lot of interest.

While the bike demo was going on, Kay and I hosted a whirly-gig craft project. We had about 15 people take part, and since I had made lots of kits, several people made more than one or took some home for grandkids to make. I still have kits if anyone is interested.

Saturday evening was a paddle boat ride on the St. Croix River. It was beautiful evening, and the ride was very relaxing. Here's a few pics of the scenery.

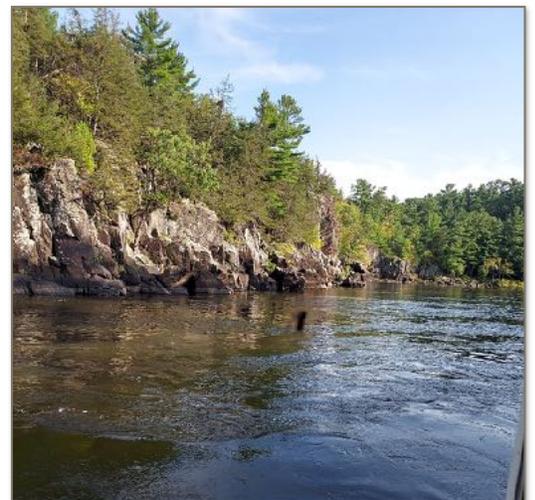


We also had a campfire every evening, all of which were very well attended. Twaz a good social time to catch up with friends and make new ones.

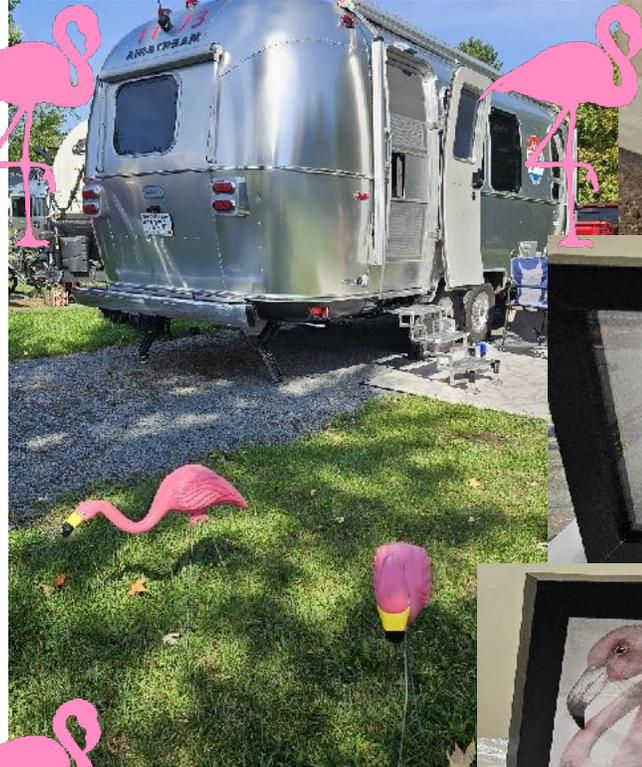
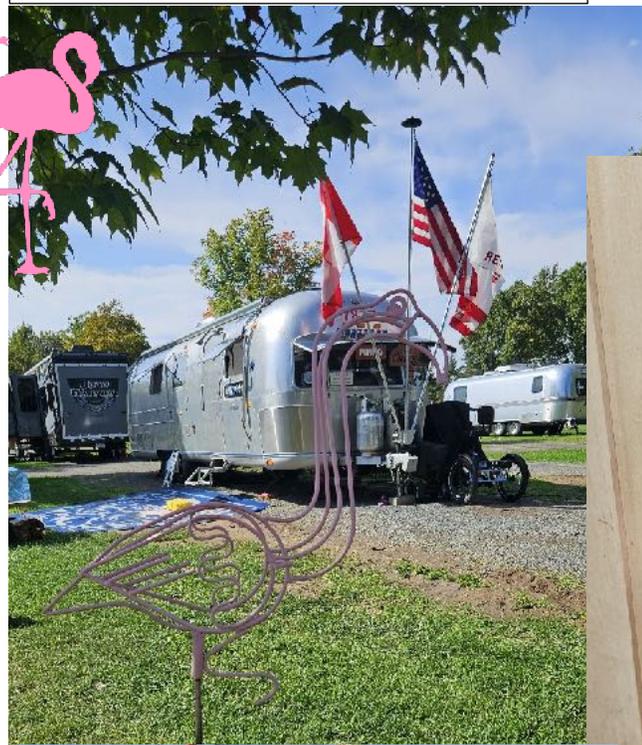
Chris Olsson

R7 President

cwolsson@comcast.net



Flamingo's sighted at the Region 7 Rally!



This page provided by your new Third Trustee, Carol McMahon (BRN 5881) YOU CAN BLAME HER!

FOR SALE!

1994 Excella 25-ft RBT (Gertie)

Asking \$32,000

This is a beautiful 1994 Excella 25-ft RBT which we've lovingly updated during the few years we've owned it. We purchased this all original trailer and did our best to update the interior and the mechanical systems while maintaining the original charm and layout. Since we've owned the trailer it's been stored indoors unless out on the road traveling. We're only selling because our temporary stay overseas has become a long-term one and we can't bring the trailer with us. Our time in the US is very limited now and we're hoping to find Gertie a new home.

Lots of improvements including solar, lithium batteries, new upholstery and new drapes.

The full ad list can be found on Air Forums or contact me for more information. My information in the membership directory works while we're traveling.

<https://www.airforums.com/classifieds/1994-airstream-excella-25-ft-rbt.603/>

1999 Suburban 2500 is also for sale separately. Only about 60,000 original miles, rust free, and in amazing condition.

Contact Richard Goldberg



FOR SALE!

1959 Airstream Traveler 18' For Sale \$33,500

One of a kind updated but original Traveler 18 foot with original cabinetry and layout with newer systems. If you are looking for a true flashback to the past this is your Airstream.

The interior is updated with newer coverings, curtains and updated flooring. All interior lights are LED. The refrigerator, charging system with a new battery, electrical system, freshwater system, pump, 6 gallon Suburban water heater and freshwater tank are all updated. The trailer has a newer Fantastic Vent, countertops and table top. There is a double bed, shower/tub and a Dometic ceramic toilet with a 10 gallon holding tank. The coach is equipped with a newer awning and axle, recertified and filled polished 20 pound aluminum propane tanks, new (2025) Goodyear Endurance tires and a new jack. The exterior was recently polished and the exposed frame painted. There is a documented and detailed restoration and repair history with receipts.

There is a minor dent on the left rear corner panel, some scrapes and some hail damage on top, but for a 66 year old coach it is in nice shape!

The trailer has a weight of 2540 lbs with a tongue weight of 300 lbs, it's a perfect weight to be towed by a smaller vehicle.

If you want to camp now in a vintage Airstream trailer this is the coach for you, all the systems work and won't leave you hot and dirty!

This beauty is not a "Flipper" trailer. We have used and loved this trailer for over twenty years, and with tearful eyes and heavy hearts, we have decided it is time for a new and loving home.

Ed Emerick (BRN 4425) edward.emerick@gmail.com or text/call 920-475-7891



For Sale!

1959 Airstream Traveler 18' For Sale \$33,500





What you can expect:

- Luxury, ultra all-inclusive cruise on Riverside Ravel by Riverside Cruises.
- An Airstream exclusive river cruise sailing from Lyon to Avignon through the Rhone Valley and Provence region of France.
- Inclusions: Gourmet meals, unlimited premium drinks, choice of shore excursions, all gratuities, and all panoramic balcony-window suites with butler service.
- Great pre-cruise group options include additional 3 nights on Ravel, tours to Normandy or Champagne region. Post cruise is an optional group trip to Paris.



July 15-22, 2026

More Info:

JASONGRENDAHL@GMAIL.COM



<https://airstreamclub.org/silver-river-2026>