

MONTEREY BAY CALIFORNIA UNIT

REGION XII

Wally Byam Caravan Club International, Inc.



CYPRESS EXPRESS

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PRESIDENT'S CORNER:

by Ken Harris

Our rally at San Lorenzo Park in King City was a great success. We had 23 rigs in attendance which was 46% of our total membership. Even though this was a great turnout we would like to see more of our friends. We were very happy to see Glen and Christine Cox again. It is always nice when they can join us but we know that we are a long way from Los Cruces, NM where they live. Please come again soon.

It was a pleasure to have Ralph and Susan Zerweck as a our guest for the weekend. They have a 345 Classic motorhome. Ralph and Susan we enjoyed having you and please come again.

The rally started on Thursday with leisurely arrivals, easy setups and a very nice happy hour. It is so nice to be with our friends again.

Friday began with toast, muffins, coffee and friendship. We then moved to the putting green for an eighteen hole putting contest. Our golf chairman, Ev Messinger, did a great job organizing the contest and he

provided golf hats, golf balls, putters, score cards and pencils for all, what a touch of class. After golf the Bocci Ball court was set up for the Bocci Ball competition which began at 1 PM. Our Bocci Ball chairman, Dick Saleses, conducted an enjoyable and spirited match. There were seventeen teams competing and the competition continued through 4 PM on Saturday. The next order of business was a large and friendly happy hour followed by a superb dinner provided by our hard working hosts, great job ladies. After dinner everyone participated in a game "Know Your Friends". Dessert and coffee was served and then to bed after an active day.

As has become our custom on Saturday; there was a 9 AM board meeting followed by a large brunch at 10:00, the general meeting at 11:00 and then back to Bocci Ball at 1:00.

Again I must say, Ladies you provided a brunch intended for Kings and Queens, we are so fortunate to have an active hard working unit. During happy hour the awards and prizes were given for all the competitions, a good show and much fun. A full dinner provided by our hosts was

superb, ladies you have our sincere appreciation. After completing the games, "Your Powers of Observation" and "Famous Quotes" dessert was served. Another good day. There was one bit of very disturbing news, Dick Saleses returned to his trailer after dinner and he was quite ill. Please see the Sunshine Report. Dick, our thoughts and prayers are with you.

Our Sunday morning light breakfast and coffee was very subdued due the situation with Dick.

A special thank you goes to our hosts for this fine rally, what a great job they did. Our hosts were: Saleses, Hadden, Turner, Scherpinski and Harris.

**GOLD-N-SILVER JUBILEE
INVITATIONAL RALLY**
REGION XII, WBCCI & AIRSTREAM
INDIO, CA
MARCH 4-9, 1997

By Ken Harris

The Gold-N-Silver Jubilee Invitational Rally was sponsored by Airstream and Region XII. The rally general chairpersons were Don & Marge Guy and they made the rally a great success. Much hard work was put forth by the 20 Rally Chairman and their committees including our own Ken and Claire Eckley. Ken was the Master of Ceremonies for all of the programs.

This rally had things for everyone; arts & crafts, swap & sell, good programs, games, technical presentations, local tours, two catered dinners, coffee and donuts each morning and five nights of professional entertainment. Also, there was ample time for rest and relaxation, for sighting and visiting with friends. This was the way to run a rally.

The evening entertainment was excellent. Don and Marge put much, much effort into selecting the talent that performed for us. I can only speculate that many phone calls and visits to agents were required to select the appropriate performers. Thank you Don and Marge for your hard work and dedication for this rally.

The Monterey Bay California Unit was represented at the Gold-N-Silver Rally by: Ken & Claire Eckley, Joe & Shirley Gorman, Bob & Dorothy Schneider and Ken Harris.

This was the last Invitational Rally because there is no longer a requirement for this type of rally since all Airstream products are now accepted by WBCCI. The paragraph on Invitational Rallies has been removed from the WBCCI Blue Book.

Those that could not attend you missed a very good rally.



REGION XII NOTES

- SPECIAL REGION XII RALLY
Oct. 14-19, 1997
Las Vegas, NV



COMING RALLIES

- HOLLISTER - May 8-11, 1997
Casa de Fruta
- MANTECA - May 29-June 1, 1997
French Camp RV Park
- TERMINUS - Jul. 17-20, 1997
Tower Park Marina & RV Park
- MESSINGER'S TENNIS RANCH - Aug.
14-17, 1997
Carmel, CA
- YOSEMITE RV PARK - Sep. 3-10,
1997
Groveland, CA
- COLOMA RESORT - Oct. 9-12, 1997
Coloma, CA
- INSTALLATION RALLY
BETABEL RV PARK -Nov. 13-16,
1997
San Juan Bautista, CA

CARAVANS

- **TURNER LAMB FESTIVAL - Phase 1**
June 1-8, 1997
Manteca, CA to Turner, OR
- **WALLOWA LAKE - Phase 2**
June 8-19, 1997
Turner to Wallowa Lake to Baker,
Jack Benjamin, leader

Note: Sign-up for reservations for the caravans have been closed. All participants traveling to the Turner Lamb Festival Special Events Rally must make their own rally reservations directly with the Region 10 rally chairman. See the Blue Beret for details.



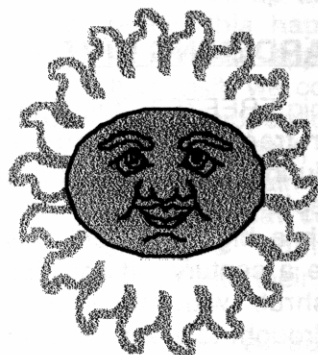
BIRTHDAYS and ANNIVERSARIES

APRIL

- | | |
|----|-----------------------|
| 14 | Alga Forrest |
| 18 | Walter "Teddy" Mauzey |
| 21 | Glen Cox |
| 25 | Fritz Scherpinski |
| 27 | Dolores Dahme |
- 7 Apr 46 Barbara & Dave Paxton**
14 Apr 50 Molly & Mac McKnight
25 Apr 66 Peggy & Del Brisco

MAY

- | | |
|----|----------------|
| 1 | Ruth Brown |
| 2 | Ed Sipe |
| 7 | Molly McKnight |
| 9 | Patty Salesses |
| 18 | Jean Follrath |
| 19 | Claire Eckley |
- 14 May 42 Virginia and Dale Leipper**
20 May 43 Irene and Bill Burnes
24 May 80 Carol and Alga Forrest



SUNSHINE REPORT

*** IN MEMORIAM**

Gladys Rose
1910-1997

Speak softly of those who have taken the hand of God

* Dick Salesses is convalescing at home after undergoing emergency cardiac rehab. Impatience is his greatest problem, but that is understandable. We wish him a speedy recovery.

* Mack McKnight's surgery to remove blood clots from his leg was successful. It is hard to keep a good man down, and it won't be long before he makes a complete recovery.

* This month's "helping hand" awards go to June and Fritz Scherpinski for making an urgent midnight run to get Dick to Salinas for heart surgery; and to President Ken for retrieving the Salesses trailer and returning it back to San Jose.

New address for Jerry Strain:

Dr. Jerome Strain
Sunnyvale Garden, Rm. 127
1025 Carson Drive
Sunnyvale, CA 94087

NOTICES

Message from Ed Dodd, leader of the Region 12 Caravan to Huntsville, Alabama: Sorry to announce the cancellation of R217 Caravan to Huntsville. Ken Eckley sent this information to the Airstream page and it is published at the bottom of Region Rallies section.

GARDENING HINTS

Hit by the big FREEZE? If you have had the shrub or tree in for several winters and lost it during a bone-dry big freeze, consider replanting the same kind, because such a big freeze only happens once or twice a century. If you decide to replace a shrub with something else, consider a drought-tolerant one, such as *Nandina Domestica* (dwf. or std.) or *Pittosporum* (var. or green). Both of these shrubs need only a monthly watering during the summer (i.e. June, July, a & August). Also, both of these shrubs make a good filler in floral arrangements. If you have not removed the frost-killed shrub, consider leaving it in place until the winter's rains begin; it may still come out next summer.

(contributed by *Glenna Meyers*)



MBCU COOKBOOK

Chicken Toscana

Ingredients:

One 3 lbs whole chicken
 3 tablespoons olive oil
 1/2 cup diced zucchini
 1/2 cup sliced mushrooms
 1/2 cup baby artichoke hearts
 1/2 cup dry white wine
 12 black olives
 1 tablespoon butter
 salt, pepper, flour, sprig of rosemary

Preheat oven at 325 degrees. Cut the chicken in four pieces. Dry chicken sections with paper towels and gently flour both sides.

Heat olive oil in the sauté pan and place the chicken skin side down in the hot oil. Add rosemary and cook 3 minutes on each side. Place pan in the hot oven and bake for about 15 minutes. Place pan in the hot oven and bake for about 15 minutes. Remove the pan from the oven and drain the fat; add zucchini, mushrooms, artichoke, olives and sauté for 30 seconds. add wine, bring it to boil until it catches flame and sauté for a while longer adding a pinch of salt, pepper and butter (optional). This recipe is for two people.

This recipe given courtesy of North Beach Restaurant, San Francisco, CA.

Leek and Potato Soup

Ingredients:

4 tablespoons (2oz/60g) butter
 1 1/4 lb. (625g) leeks, cleaned and sliced (white part only)
 1 cup (4 oz/125g) chopped onion
 3/4 cup (3 oz/90g) chopped celery
 4 cups (32 fl. oz/1 liter) chicken stock or canned low-salt chicken broth
 8 to 10 ounces (250 to 315g) potatoes, peeled and chopped
 leaves from 1 sprig fresh thyme
 1 fresh sage leaf
 salt and freshly ground black pepper to taste
 1/2 cup (4 fl. oz/125 ml) heavy (whipping) cream

In a large saucepan over medium-low heat, melt the butter and sauté the leeks, onion and celery until the onion is translucent, about 7 minutes; do not allow the vegetables to brown. Add the stock or broth, potatoes, thyme and sage. Simmer for 20 minutes, or until the vegetables are tender. Transfer to a blender or food processor and puree. Season with salt and pepper and strain through a fine-meshed sieve into a saucepan. Stir in the cream and serve.

Make 4 servings

This recipe given courtesy of the Newport House.

CONTRIBUTED ARTICLES

A SAILOR'S TALE

contributed by Joe Gorman

In early 1942 I arrived in Boston and reported for duty aboard the 90-foot two masted gaff schooner USS BOWDOIN. BOWDOIN was being outfitted for service as a hydrographic survey ship, and was scheduled to depart for Greenland where it was to survey and chart fjords leading to US air bases there. The crew consisted of three officers and nine enlisted men.

In late May we set sail for Greenland via Newfoundland and the North Atlantic. Our 27-year old skipper was a well-known international yacht racer who hated to use our diesel auxiliary engine, so we made the major part of the voyage under sail! The passage in heavy seas was so rough that I subsisted on crackers and water for three weeks before the ship mercifully arrived at the relative calm of the ice pack which flows east to west around southern Greenland.

After taking on water and supplies at a southern Army air base, we proceeded north toward the Arctic circle to begin charting eighty mile-long Sondrestrom Fjord.

About halfway up that majestic fjord we came upon what appeared to be a freighter coming right at us. Upon closer inspection, we found the ship to be hard aground on a level, rocky shelf. It turned out to be the motorship SS HALMA, a Danish vessel of Panamanian registry.

Out of curiosity we pulled alongside and boarded the abandoned ship. What we found astounded us: the ship had apparently been abandoned six months previously just as a sumptuous Christmas dinner was about to be served. The dining tables in the salon were set with fine linens and the place settings were ready for dining call. An inspection of the galley revealed that the ovens still contained well-browned Christmas turkeys ready for serving.

What a treasure trove we found aboard the HALMA! Sailors seem to have a keen nose for beer; our crew soon found a hold containing about 1500 cases of beer, and a storeroom containing 40 cases of bourbon and scotch. Fur-lined Arctic clothing was found in abundance. We salvaged a large cache of canned food which helped reduce our food bills.

It was soon decided that the ship would provide us with an oasis for rest and

recreation as we worked up and down the fjord. Unfortunately, this happy situation did not last long. As we approached the HALMA for our third visit, we could see that something drastic had happened: the ship's lifeboats had all been lowered, and over on the beach we spied a mountain of beer cases and piles of everything that could be cut, stripped, or salvaged from the ship. Nomadic Eskimos had had their way with our "ghost ship".

Shortly thereafter, a salvage ship arrived to lighten, patch, and refloat the HALMA, after which she was towed to a New York shipyard to be repaired, outfitted, and loaded with supplies for use in the war effort. As the ship set sail again leaving New York harbor she was torpedoed by a German sub, and became just a lasting wartime memory the intrepid crew of the USS BOWDOIN.

FOREVER SUBURBAN

contributed by ex GM employee Ken Harris

Few vehicles in automotive history have earned the level of fierce loyalty inspired by the Chevrolet Suburban. Long considered the benchmark for full-size sport-utility vehicles, the Suburban has become the basis of legend. In fact, some people call the Suburban the national car of Texas. It's no coincidence that in a state whose citizens like things larger than life, the Suburban is the vehicle of choice.

"Massive" is one word that comes to mind when describing the Suburban, but its expansive size is also this giant's charm. When the first Suburban rumbled onto the scene in 1935, companies who needed to transport a multitude of people, such as hotels, country clubs and a budding airline industry, all turned to Suburban.

Aptly named "Carryall" the first Suburban had a wheelbase of 112 inches and was an eight passenger, steel-bodied station wagon. Though Suburban would later be sold in variations of three- and four-door models, the 1935 model was a two-door with a tailgate. Suburban would continue winning over customers through the rest of the 1930s and the 1940s. World War II delayed a major redesign, and the first truly new Suburban rolled off the line on May 1, 1947. This post-war model had smoother body styling, fewer ridges, and - the most

dramatic change - headlights molded into the fenders.

Introduced in the fall of '59, the new 1960 model had developed into vehicles such as the aggressive-looking CIO Apache Carryall Suburban. As part of an all-new lineup, it set the stage for Chevy to dominate the truck market for the rest of the decade.

By 1967, America was ready for another all-new Suburban, and Chevy answered the call with the rugged half-ton CIO and three-quarter-ton C20

Cheyenne Suburban featuring a simple, clean design.

For nearly two decades, the boxy Suburban was a familiar sight on American roads, hauling families to vacations in Colorado or taking sportsmen out to the field for opening day. Then everything changed in 1992.

Gone was the square silhouette of the 1973-'91 Suburbans. Replacing it was a sleek, but still massive new animal with sweeping lines and thoroughly modern styling for the '90s.

Suburban continues to change with the times without abandoning its traditional strengths. The 1997 Suburban seats as many as nine passengers and has the ability to tow up to 10,000 pounds, when properly equipped.

With its power, practical features and comfort, the American love affair with the Suburban still endures, even after more than 60 years.



CARRYALL CLASSIC. Trends come and go, but the Suburban survives. First introduced in 1936, the Carryall Suburban offered seating for eight passengers and room to spare for luggage, golf clubs and groceries. More than 60 years later, the Suburban is still "carrying it all."

THE SUBURBAN WON'T QUIT

also contributed by Ken Harris

Suburbans are built to last, but Roger M. Baker, of Kissimmee, FL., doesn't need to be told that. He knows firsthand. The Rochester Products die caster, originally from Rochester, NY, purchased a brand-new 1985 Suburban only three months before he retired. More than 11 years and over

590,000 miles later, Baker's Suburban is still rolling strong.

The Suburban has made numerous trips from New York to Denver, as well as through countless towns - large and small along the East Coast. In 1987, the trusty vehicle towed a 38-foot travel trailer from New York to Kissimmee, where Baker has lived for the past eight years.

An extremely active retiree, Baker is on the go, driving about 150 miles a day. "By all means, this Suburban has never been babied. The trick is to change your oil every 2,000 miles and the motor still holds 35 psi oil pressure," says Baker. "Some people trade in their cars at 60,000 or 100,000 miles, but I want to see just how long my Suburban will keep on running." Even after logging enough miles for a round trip to the moon, Baker's Suburban still doesn't burn any oil and it even has the original muffler.

The only major work Baker has done to his Suburban is a paint job, to compensate for a salt water environment.

"There's no great mystery here. The Suburban is a well-built vehicle. To make it last, all you need to do is take care of it. I always use 100 percent GM parts," Says Baker.



TECHNICAL TOPICS

(from the INTERNET)

Your Serial Number What does it mean?

By Charles Burke

Unfortunately I am unable to locate a source which can provide information regarding serial numbers and their decoding. The universal response is that prior to 1967 the serial numbers were not intended to provide anything more than sequential information and a means to meet state title registration requirements.

For those of you who own or are contemplating an Airstream here is a little insight into your coach.

1967 and 1968

1st digit; I=International ,
O or L=Landyacht (trim level)
2nd & 3rd digit; Trailer length
4th digit; Model year, 7=1967, 8=1968
5th digit; Factory location, S=CA.,J=OH
6-8 digit; Sequence number

1969 to 1980

1st digit - I=International; L=Land Yacht;
M=Motorhome
2nd & 3rd digit - Vehicle length
4th digit - D=rear bath double bed;
T=rear bath twin bed; A=center bath
twin beds; B=center bath double bed
5th digit - Model Year
6th digit - J=Jackson Center, OH;
S=Cerritos, CA; V=Versailles, OH
7-10th digits - Sequential Serial Number

1981 to Present

This is when federal government regulators got involved. The meaning of specific digits makes up a small book. Decoding on request only.

Dear Charlie,

I'm the owner of a new '34 Airstream Excella 1000, and I wanted to know the best way to avoid trouble with the drain valve on the black water tank. Some advocate never putt paper or tissue of any kind into the tank, and some say that it is okay if you used a type that will be more likely to liquefy. What is your advice to keep me from having trouble down the road with the drain valve not completely sealing off? Thanks.

Re: Black water drain valve

Sounds like a man who has been down the hard road with a holding tank. I can sympathize, been there, done that. I am not an advocate of not putting paper or tissue of any kind into the tank. That ain't natural. The industry has engineered the right stuff in both chemicals and tissue. Keep in mind Thetford, along with Airstream, designed the first RV toilet. The chemicals and paper products Thetford developed, when used according to directions will never cause a problem. At the same time many other companies developed products of equal capability. The secret is to use them according the directions. We used chemicals appropriately during several extended stays (up to 9 months) with no problems. I will pass along one little secret though. We generally used the cheapest (comfortable)

available tissue. The cheap stuff tends to dissolve quicker.

Dear Charlie,

I understand that the polish of choice for an Airstream is called "Walbernize" which is usually obtained at an Airstream dealer. There are no dealers near me. Can you suggest how I could contact the plant that produces this product with the thought that, perhaps, I could buy directly from them.

Re: Airstream Polish:

Walbernize is made exclusively for Airstream and is not available through any other source I know of. Airstream will not sell direct, they require purchases be made from a dealer. You might contact Airstream direct for a referral.

Dear Charlie,

We need a spare wheel and tire for our 33 ft, '84 International. Those on the trailer are 15" 6- bolt black wheels with 7:00-15 bias tires. Will any 15" 6-bolt wheel of similar width be okay?

Re: Correct wheels for Airstream

Did you know you can pull your Airstream without one wheel on? If you have a flat remove the tire and let the coach back down. The axle will not hit the ground. You can then tow it slowly for short distances. Anyway the correct wheel that is available these days is a 6 bolt "spoked wheel". The wheel are commonly available through most tire outlets. They are painted white with a small red line. Just to be sure measure the center to center distance on your wheel and take that info along.

Dear Charlie,

What if my jack motor fails, how do I raise and lower the trailer? I do not have a lever or handle to attach to the jack?

There is a small handle that was provided with the jack post that is intended to be used as an emergency handle. The handles are available through an RV accessory store. It is referred to as an H&H emergency crank handle. One little side light. In order to use the emergency handle you have to remove the head which requires an Allen wrench which is not provided.
