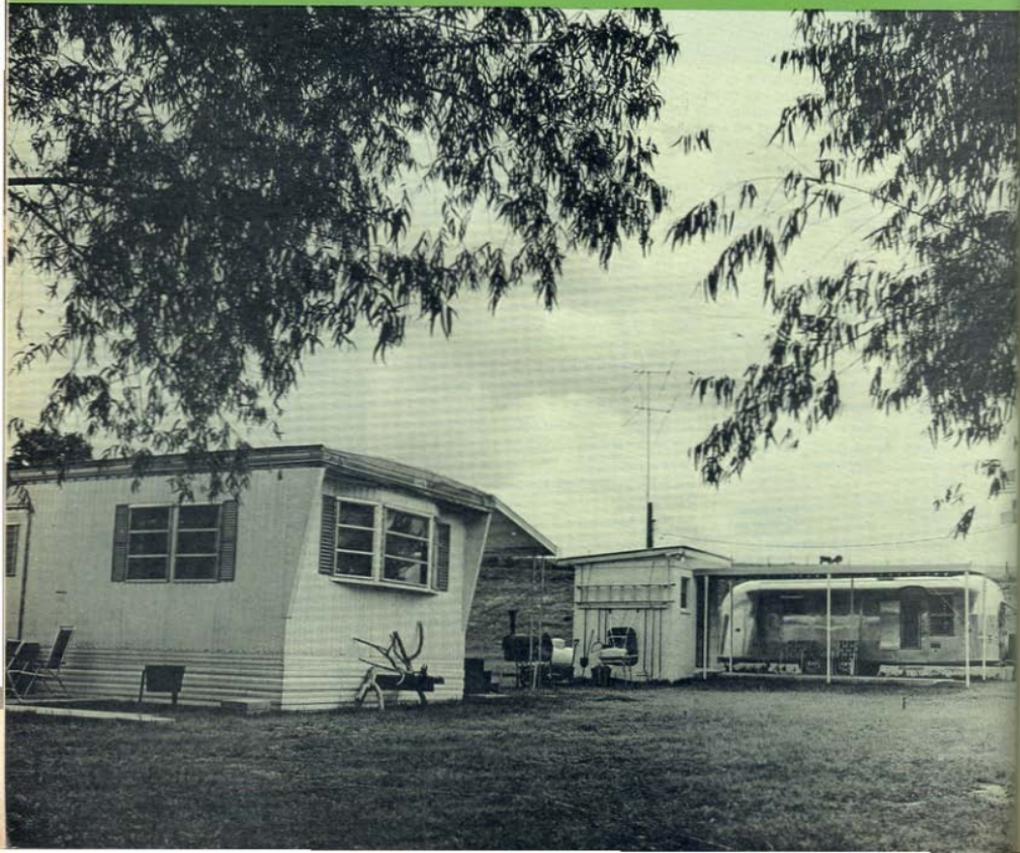


Home Base For Full Time Trailering

The Lagles spend more time in their trailer than in their mobile home, but their base provides comfort, convenience, and psychological satisfaction.

by A. B. KENNERLY

The mobile home provides a base for activities. The Lagles used it as a guest house for two years. Note the small concrete block building which houses a shop and freezer.



Most people who retire, sell their home and turn to full time trailering eventually establish some sort of home base. Many purchase a mobile home for this purpose, then roam the country returning when they wish to settle down for a few months.

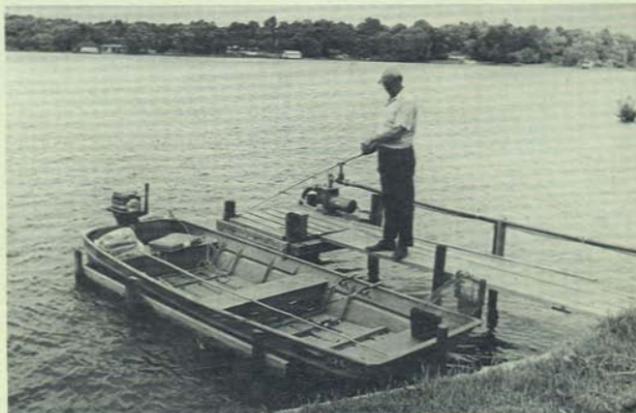
Johnson R. and Marguerite Lagle handled this problem in a different way. After living in a travel trailer for four years, they bought a mobile home and have had it parked on a lake frontage lot near Palestine, Texas. For two years, they used the mobile home as a guest house while they lived in the travel trailer. Now that they've finally moved into the mobile home, they still have two places in which to live.

Visitors are convinced the Lagles prefer to live in their 26-foot Overlander model Airstream. However, the mobile home serves its purpose as a home base and also provides the psychological satisfaction for which full time trailerists look.

Accept one of their calling cards and you'll have a glimpse of the Lagles' past life. It reads: "No ranch — No business — No cows — No management — No dairy — No ambition."

Not wishing to hold the message entirely to the negative, they printed on their card instructions for handling emergencies: "Use the above address when urgent matters arise . . . such as, Trailerin'—Fishin'—Settin'—Other inactivities — Erratic — Ubiquitous — Obnoxious — Boring."

For 18 years before they retired the Lagles had plenty of ambition and plenty



Top: The Lagles enjoy a few weeks at their lakefront lot near Palestine. They spend about half the time at interesting places in their travel trailer.

Center: Lagle goes down to his private pier when he feels like fishing awhile. Note the water pump and pipe beside the pier.

Left: Lagle built some removable shelves to hold small items needed in the shop such as nails, screws and bolts. Some of his tools hang on racks above.

This story is another in TL's continuing series on the why, how, and special satisfactions of full timing it with your RecV. Do you also have a story on full time trailering . . . either your own or that of someone you know? Send a letter or a full article on the subject to our Full Time Trailering Editor, Duane Newcomb. Include on-the-road photographs if possible. If your story would make an interesting segment of this continuing series, Duane will be in contact with you by mail or by phone. — Editor.

of activities in managing their 120-cow dairy herd. They had moved to Texas from Kansas City and entered the cattle business. After a couple of years, they decided dairying would be a more profitable enterprise and went into this business. It proved to be a fortunate choice.

"We were among the first to install modern dairy equipment in Anderson County," Lagle recalls. "We built up an excellent herd of high-producing cows
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Home Base

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and would probably have been content to remain had not an unexpected offer been made to buy the dairy farm and cows."

Soon after they sold out in 1963, they purchased their Airstream and began traveling — but decided they wanted a home base in northern Arkansas. They built an all-electric home on the shores of one of the lakes but soon realized they were doing more traveling than staying at home. So they sold this home and established a base at Neches, Texas near Palestine. This base could be more accurately described as a General Delivery postoffice address at Neches, an address which they still retain.

"We know the postmistress well and she holds our mail until we ask her to forward it," Lagle explains.

In forwarding a batch of mail, the postmistress writes "Final" on the last letter she sends, then begins holding mail again awaiting the next forwarding address.

"We are away from home about 50 percent of the time," Lagle explains. "We spent a winter in the Lower Rio Grande Valley of Texas, three winters in Tucson, Arizona, and one winter in Mesa, Arizona.

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Other trips to Airstream rallies and sight-seeing keep us on the move. When we find a good park we enjoy, we may stay for several weeks and make side trips to interesting places."

When an opportunity came to buy a share in a club lake near Palestine, the Lagles jumped at the chance. They now have a lot with 150 feet of frontage on the lake and extending back 300 feet. He's changed from growing pastures and hay to growing a lawn.

The mobile home is 14 by 68 feet. Well-furnished, it is air conditioned summer and winter. Located on the lake lot, it provides a comfortable home and a base to which to return after extended trips.

When Lagle owned the dairy farm, which included a large lake stocked with fish, he had little time for fishing. Most of his time was spent looking after the 120-cow Holstein and Jersey herd on a twice-a-day milking schedule.

His present location has a small pier extending into the lake where he ties up his boat and outboard motor. He keeps four or five fishing rods in the boat and most anytime of day you may see him stroll down to the pier, pick up a rod and make a few casts.

"It doesn't take long to find out if the fish are biting," he observes. "If they're not, I drop the rod and go back to mowing or other chores or other activities. I read a lot, too."

Since the lake is owned by club members, there is no access to the water from outside. And for members the fishing is good; the lake has been stocked with bass, brim, blue gill and a few catfish.

A small concrete block building (8 x 10 feet) adjoining the travel trailer patio houses a freezer. Here the Lagles keep food and all the fish they take from the lake. He has an assortment of hand tools for woodworking hanging on a board in the room. The tools are used for making repairs—and for tinkering.

To water the lawn, Lagle dropped a 55-gallon drum with screened intake into the lake near the pier and attached a 1½-h.p. electric pump. This draws water from the lake for irrigating the lawn.

"We believe the 1963 Airstream we purchased is the most convenient model the company has manufactured," Mrs. Lagle insists. "We prefer the double bed model which can be converted to a gaucho when not used as a bed."

This, with the conventional gaucho at the front, provides plenty of room for entertaining company and is adequate for

living while on trips or away for the winter.

This model features a small dressing table opposite the double bed. Spacious closets provide storage for full time living—at least for as long as six years, the Lagles have discovered.

They have a telephone in the Airstream and a listing in the Palestine directory. When they leave on a trip, they disconnect a plug and they're ready to go. When they return, they attach the plug to the telephone line, and have full telephone facilities again without having to wait for a telephone man to make connections.

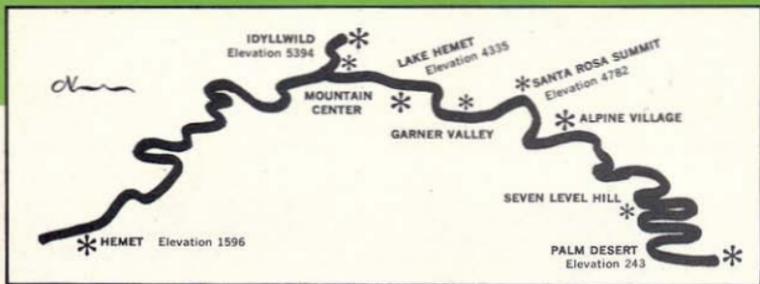
With a permanent telephone listing, they are also eligible for a telephone credit card, a convenience most trailerists can find quite rewarding. By giving the operator their credit card number, they may talk from any telephone, public or private, and have the call charged to their home telephone. This saves trouble finding change for a public telephone, and there's no cut off at the end of three minutes.

Asked if he ever visits with dairymen on his travels, Lagle replied, "No, most dairymen prefer not to have visitors. But I do observe pretty cattle as I drive through the country. And when I see them, I'm mighty glad the other fellow owns them."

Testing

CADILLAC'S EL DORADO

With a 29-foot Airstream in tow the Cadillac El Dorado ran TL's trailer towing test route over the punishing Pines to Palms Highway with ease.



by the TL TEST TEAM

If anyone should feel guilty while leisurely exploring America in a travel trailer, the guy who drives a Cadillac El Dorado and tows an Airstream should. "What's wrong with an El Dorado and an Airstream?" you might inquire.

Nothing's wrong. It's just that a guy ought to feel like he's doing something wrong if he's tooling around in that much car, towing that much trailer . . . he ought to feel like confessing his sins!

Besides, didn't you know that the El Dorado is not supposed to tow trailers? Not even Airstreams!

As most El Dorado owners know, the Cadillac people don't recommend trailer towing with the front-wheel-drive El Do-



EVALUATION
1970 CADILLAC EL DORADO

	POOR	ACCEPTABLE	GOOD	EXCELLENT	SUPERIOR
BRAKING	=====				
STEERING	=====				
HITCH PERFORMANCE	=====				
(Includes sway, load equalization, control)					
ACCELERATION	=====				
From Stop	=====				
Passing — 40 to 60 m.p.h.	=====				
FUEL CONSUMPTION	=====				
HIGH SPEED STABILITY	=====				
CORNERING	=====				
TRANSMISSION OIL TEMP.	=====				
ENGINE OIL TEMP.	=====				

SPECIFICATIONS

1970 Cadillac El Dorado

Engine	
Cubic Inch Dis.	500
Gross Horsepower	400 @ 4400 r.p.m.
Gross Torque lb. ft.	550 @ 3000 r.p.m.
Compression Ratio	10 to 1
Type of Carburetor	4-barrel
Type of Fuel Required	Premium
Transmission	3-speed automatic
Differential Ratio	3.07 to 1
Tire Size	L 78-15
Engine r.p.m. at 55 m.p.h.	2200
Brakes (type)	Front disc, rear drum
Suspension	Torsion bar front, leaf rear
Dimensions	
Rear Overhang (from center point of rear axle)	58"
Overall length	220"
Wheelbase	120"
Front Tread	63"
Rear Tread	63"
Certified Weight (with 10 gal. fuel)	5020 lbs.

Fuel Capacity	24 gallons
Fuel Consumption (towing trailer on level road)	7.4 m.p.g.
Cooling System	H.D.
Base Price	\$7137
Price as Tested	\$7137
Equalizing Hitch	Reese 1000 Strait-Line

SPECIFICATIONS
Airstream 29-foot

Suggested Retail Price	\$9155
Model	Ambassador Double
Dry Weight	4715 lbs.
Tongue Weight	450 lbs.
Type of Suspension	Tandem axle with Mor/Ryde Sus.
Exterior Dimensions	29' long, 8'6" high
Type of Construction	Aircraft aluminum
Sleeping Capacity	4
Floorplan Description	Center kitchen, rear bath, forward gaucho, and forward fold-away dinette table

rado. Not because it won't tow a trailer. They'd just rather it didn't . . . maybe it's image. When people think of the El Dorado, the Cadillac image planners want the image to be the farthest thing from a tow horse or truck that they can think of.

The El Dorado fills the bill in that regard, and particularly well in the case of our plush black test car. Talk about a big, swift, swank, expensive, comfortable, option-packed, heavy . . . you can hardly call it a car. It's something else!

Despite what the image planners would like, the El Dorado is not afraid to dirty its hands a bit and tow a trailer. Matter of fact, it jumps right in as if it weren't a dirty job at all. And what a job the El Dorado does!

When you look under the hood, you find part of the reason why. Under that long, shiny hood are 400 horses romping around. The El Dorado sports a 500 cubic-inch V-8 with 10 to 1 compression ratio and hitched to a 3.07 differential ratio. That kind of equipment will do almost anything but leap tall buildings!

But it takes quite a bit of muscle to move a 29-foot Airstream, loaded and ready for the road. The 3.07 differential ratio doesn't classify truly as a trailer towing ratio, and for that reason you don't feel as much engine power as you might with, for instance, a 3.23. And with gross combined weight of 10,920 pounds (with the trailer loaded for an extended trip), the 3.23 would have been nice even with the 500-cube power plant.

But of course, the Cadillac people are not about to offer a trailer towing differential ratio while at the same time telling people not to tow trailers with the El Dorado. They can relax. Things are O.K. with the 3.07 hitched to the 500-cube engine.

During our test run up, down and around the Pines to Palms Highway in Southern California (it's the TL test course), we could detect no disadvantage in front-wheel-drive for trailer towing. The El Dorado includes an automatically adjusting air suspension system so there was no danger of too much drop in the front or rear from the tongue weight of the Airstream. The ride, of course, is Cadillac quality all the way.

Attaching the hardware necessary for use of our Reese 1000 Strait-Line equalizing hitch was no sweat and generally there were no problems. We were equip-

During the test run no disadvantage in front-wheel-drive for trailer towing was detected.

ped with the Reese sway control and could have used a little more sway control than we had but we don't believe it had anything to do with the car having front wheel drive. The sway situation probably would have been the same with a rear wheel drive car and the 29-foot trailer.

The Cad's transmission was very solid —the usual transmission performance for GM cars in this class. Ratios of 2.48 in low, 1.48 in second and 1 to 1 in high, plus the 2.03 to 1 multiplication at stall were plenty, when coupled to the big engine, to prevent any situation in which traction is good but power is insufficient to move the weight.

Transmission oil temperature was in line with figures from other tests of GM transmissions. We ran near 200 on flat roads with ambient temperature about 80 and fluctuated between 250 and 270 on hard uphill climbs.

Engine oil ran continually at about 250 degrees, which seems to be a normal figure for most American cars. It's a rare exception when we find one below 230 while towing a trailer. The oil people say it would be nice to stay below 225 for normal operation on flat roads but apparently that's not going to happen.

The weighmaster's slip on our plush test car showed 5,020 pounds. The El Dorado is heavy but there are heavier cars . . . some station wagons, for instance. And the big Cadillacs probably weigh more.

But 5,000 pounds is plenty of weight for comfort while towing a big trailer.

From the car's L 78-15 tires to its time-delay headlight switch (it lets you get into the house at night before the headlights switch off), the El Dorado is a fine car and a fine trailer tow-er.

The only thing we would wish for — and probably never see — is the option of the 3.23 to 1 differential ratio, which would make only a slight difference in engine r.p.m. at 55 m.p.h. But we believe it would be enough to permit the engine to operate a little easier (with a higher manifold vacuum reading), provide a little more power and possibly even improve mileage, which was 7.4 to the gallon on level highways.

But she tows fine just the way she sits. Hey you Cadillac image planners! . . . we know you'll hate to hear this but you've got a dandy tow horse in that swanky El Dorado! 



New Products We've Used And Like

As tested by TL staffers

E-Z-Awn

It was one of those bright, hot afternoons and we had invited two other couples to bring chairs over under our awning where it was more comfortable for swapping stories. Everyone had just relaxed when a trailer outfit came down the road and stopped in front of our space. The unhappy fact was that we were the victims of a clerical error in the park office. We had comfortably settled into a slot previously reserved by this newly-arrived trailerist. Nothing for it but to move.

The easiest, quickest part of the pro-



cedure was storing the awning. We are still slightly amazed at an awning that rolls itself up. All we do is loosen two set screws, give it a start with a coordinated push at each end, then stand back and watch. After the E-Z-Awn settles itself into a neat, tight roll, we tighten the set screws in the new position, cinch up web straps around the support arms and this awning is packed—so efficiently stored that in the record-setting desert winds of last spring it never budged out of travel position.

Bob Clark, inventor of the E-Z-Awn, claims a set-up time of 15 seconds. We should note that 15 seconds is no exaggeration and might be a conservative figure. What we appreciate is the fact that agility and strength are not necessary to operate the E-Z-Awn. With supports permanently mounted on the trailer (camper or motorhome), this awning goes up or down by moving a key arm with a slide hinge. Since the awning material is attached to a tension roller just like a window shade, a bit more effort is needed for

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New Products We've Used And Like

As tested by TL staffers

unrolling. Two moderately active people can work the E-Z-Awn in a smooth motion—pushing with one hand, pulling down with the other. For the proverbial 98-pound weakling the design of the bracket permits using both hands at one end of the key brace to get it started, then moving over and pulling down to settle the awning into position. Coordination between two operators will make up for lack of physical strength and we find a simple “1, 2, 3, Go!” puts the push and pull together. Nothing, of course, takes the place of a little practice, and three or four trial runs develop a routine. Soon it becomes so easy that putting the awning down for a lunch stop is reasonable and not far-fetched.



So much for operation, which is the big thing. But this is not the only reason we like the E-Z-Awn. Equally important, to us, is the fact that this awning is self-supported. No poles or other ground attachment, so it can be used at the edge of a hill as easily as over a cement patio. Just because of its keeping one side of the trailer shaded when parked in the sun with thermometer readings in the 90's and higher, we know how much of a comfort factor an awning can be. An awning that can be put up anywhere, right now, without unpacking extra pieces, comes under the heading of practical equipment.

On the luxury side is the way an awning expands living space by creating an extra, outside room. Put down the awning and the resulting patio automatically becomes a private place to sit or entertain. The enclosing of space by means of an awning is psychological but, nevertheless, effective.

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New Products We Like

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We find what might be called the physical aspects of the E-Z-Awn particularly pleasant. The material is a synthetic treated with Zaton to make it water-repellent. Its light weight accounts for the compactness when it is rolled up, for the ease with which it can be operated, and also makes an awning with slight translucence. The exterior stripes of (gold, avocado or blue) are apparent from the underside. A faint grey shadow pattern over white on the inside has a cool look. With the E-Z-Awn, one is not just being shaded by a hunk of canvas—there is a distinct quality to the soft light under this material. Another advantage is that an E-Z-Awn may be ordered in any width, feet and inches, instead of in the customary "standard sizes." The awning is tailored to the RecV so that the support arms can be anchored in structural ribs. Our E-Z-Awn is approximately 14 feet long. At this length it does not absolutely need a center support, but the E-Z-Awn brace adds only a few additional seconds to set-up time and gives extra tautness.

There is more to the E-Z-Awn. It has pitch adjustment; it can be dipped down at one end for continuous drainage during rain; there is a way one person can operate it alone. There are models for straight or curved side RecV's, either available in any width up to 20 feet. The E-Z-Awn carries a five year guarantee. For prices and measuring instructions write to E-Z-Awn, 1132-TL West Second St., Pomona, Calif. 91766. 

why

TAKE UP FULL TIME TRAILERING?

Working harder and enjoying it less? Try trailering, say Bob and Betty Glenn.

by DUANE NEWCOMB

There are an awful lot of reasons why people decide trailer nomading is really the life for them. Some just drift into it, others want to see the country — and still others feel it is a way of life that suits them best.

This, you might say, is why Bob Glenn and his wife, Betty, decided trailer nomading suited them to a "T."

"Actually," says Bob, "we really started because of the Army." Bob's unit was activated at Camp Rucker, Alabama, in 1950. He bought a 35-foot Anderson Mobilehome for a place to live. Three months later he was transferred to Camp Polk, Iowa, towing the mobile home there with his Studebaker. Two years later, when they moved back into a house, the Glenns suddenly realized there was a real difference between this and the mobile life. And they really didn't like what they'd now gotten themselves into.

"Actually," says Bob, "Betty kept telling me this was a real mistake because she was walking her legs off."

Are you also a convinced full time trailerist? Have you special experiences to relate of your life on the road or (as in this case) on interesting reasons to relate what brought you to trailering full time? Send a letter or a complete article to our Full Time Trailering Editor. Include pictures of yourself and your family . . . on the road if possible. If your story would make another interesting chapter in our continuing series, Duane Newcomb will be in contact with you either by mail or phone. —Editor.



During the time the Glenns spent in the service they met many retired trailer nomads. Their own full time trailering came some years later.

During the time the Glenns spent in the service, they had met many retired trailer nomads and realized that this was a pretty good life. "When they arrived in the parks we were staying in," he said, "we would usually go over and meet them. They usually said they were meeting some friends and staying about a week. But this often extended to a month, and we never met any that weren't enjoying this type of life."

However, this was really only stage one. After the Glenns' children were grown, Betty decided she would take a part time job. This soon developed into a full time one where she was floor superintendent of three floors of a large department store. "The pressure was so great," she says, "that I soon developed high blood pressure."

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Betty sunning in front of the screen house. The screen house is good protection from insects.

Why Full Time Trailing?

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In the meantime, Bob was in sales work and traveled 35,000 miles a year.

"Whenever I got home," he said, "I'd jump out of the car and start watering the lawn, mowing the grass, or raking the leaves."

They only used the house for a place to sleep five days a week and then slaved the remainder of the time taking care of it.

It was at this point that they started asking themselves just why they kept at it. There was actually no reasonable answer.

"We've heard some people say," explains Bob, "they keep the place so children and grandchildren will have a place to come home to.

"The facts are the children aren't home often enough to justify it. It seems to me that it would be better for all to go to a motel or hotel where the beds are made for you — and you can eat out and save all that work.

"We kept asking ourselves just why we were killing ourselves — and we knew that a trailer or a mobile home was the real answer to the problem.

"At this point we started planning to buy a travel trailer after we retired, and a mobile home right away.

"Our children were living in three other states. With a trailer we could go and set up in their vicinity and visit with them when invited. We could also sleep in our own beds without disturbing their daily routine."

As soon as the youngest had finished school, the Glenns started looking for a desirable mobile home park. Actually, the ones they wanted were full. But after about two years they found a mobile home setup at the park of their choice. They bought it and moved in. They sold the house and told the children to come and get anything they wanted.

Then the Glenns started stage two — the step to full time trailing. They paid all their bills and went on a cash basis. They reviewed their insurance, cashed some, took paid-up policies on others, and

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Why Full Time Trailering?

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continued to pay premiums on some.

They kept hospitalization insurance because the need for that had increased. "Actually, in preparing this way," Bob says, "it's surprisingly easy when you ask yourself why — why should we do this?"

"Sometimes there really isn't a very good reason for doing what you've been doing all your life."

Actually at this stage they hadn't planned to buy a travel trailer yet. But one day they noticed a 17-foot Airstream for sale at a reasonable price. They purchased it on sight. After that, they began experimenting with the trailering way of life.

The first trip — they took a two week vacation and left St. Louis on December 27th for New Orleans — the temperature was below freezing.

The first mistake they made was getting to Blytheville, Arkansas, in the dark and trying to find a park listed in the park directory.

Mistake number two was they had never to that point hooked up a trailer. They had trouble backing into a space. They had bought a plastic hose and found it hard to straighten out. They also had bought a 10-foot length of sewer hose that was coiled like a spring. Outside of having to hone up their skills at backing, however, the Glenns had little trouble from here on.

At this point they began to realize that there were many things to see. They really enjoyed New Orleans, savored the food extensively — and made plans for more.

One the way home, they stopped by Shreveport, Louisiana, and spent a few days with Bob's brother and his wife.

The year after this they retired. They have now been on the road for over three years.

"You can certainly say," says Bob, "that these have been wonderful years that pass all-too-rapidly." Many non-retired people ask us how we spend our time. We might not be able to tell you exactly, but we never have this problem. The problem we find is how can we ever go, do, and see everything we really want to.

"We always find we just have to save some things over until the next year or the next time."

Why do people take up full time trailering? There are a variety of reasons. But, as the Glenns will tell you, if you find yourself working harder and harder and enjoying it less, the thing to do is to begin to ask yourself why. The answers to this question, the Glenns feel, led them to their present way of life. 

Full Time Trailing

Wouldn't you, too, really
rather have a house on wheels?
Then follow our decision for

Trailing Now... RETIREMENT Never!

by IMOGENE STEWART

Full time trailing, yes. Retirement, *no!* At least not in the sense that it means to withdraw or retreat. Trailing is to reach out and become a part of our ever-changing environment, to learn new cultures, to hear different dialects (which are in danger of disappearing due to modern communication), and to have *many, many* experiences with different people, animals, things, and places.

In my younger days, I often went around singing the old vagabond song, "I love to go a-wandering across the mountain tops . . ." My childhood plans were always to travel and write. Since January, 1969 this has become a reality.

My husband and I are both teachers and ex-civil servants, in our forties, and our two children are now on their own.

On New Year's Day, 1969, M.F. and I sat in the den of our home in Rialto, California and watched the specials on television. By noon we were terribly bored. He asked me if I'd like to "run up" to Las Vegas. "No, thanks," I replied. "I'd like to go look at trailers."

That was the turning point . . .

We found the trailer we wanted. A good, used 30-foot Airstream (one former owner). The next day we advertised our house for sale in the newspaper, and sold it to the first looker. (I should mention that we had been looking at trailers for over 15 years, and had owned one small and one large one before. But M.F. wanted something we could live in all the time and, also, pull when we wanted to go somewhere.)

Since then we have lived full time in our 30-foot Airstream, which I call "Sundown," and have traveled over 6,000 miles while continuing to teach and while I have com-



Author's husband
tosses horseshoes in
Sequoyah State Park,
near Hulbert,
Oklahoma.

pleted work for my master's degree. The only hard part has been getting rid of all those numerous *unnecessary* items that one accumulates over a period of 24 years. We sold a number of items and gave furniture, books, and keepsakes to the children. Of course, I still have my treasures — the children's first shoes, camp letters, pictures, etc.

In the spring I was going to retire from my teaching job, but my principal was considerate enough to encourage me to take a year's leave of absence instead. M.F. decided one of us should be working full time and reluctantly signed his school contract for another year.

My writing brings in a small income. M.F. (whose hobby is flying; he's an ex-World War II pilot and we keep an old 1942 L-5 Stinson for sport flying) is studying to get his instructor's license to earn extra money to offset travel expenses.

Actually, our living expenses have greatly decreased now, and we have set up a budget of \$400 per month which we find it easy to live on:

Car and gas expenses.....	\$100
Space and utilities.....	50

(slightly more than what taxes
were on our house)

Groceries	60
(I have to work at this, but we eat a good, balanced diet.)	
Insurance	50
(includes car, trailer, hospital, and life)	
Clothing	35
Recreation (includes some eating out) and misc.	105

	\$400

We are very fortunate that now, while we are still fairly young and in good health, we can work when we choose and travel when we choose. In just a few minutes we can be on our way — home, car, and all.

As we observe permanently located people, I think of my Dad's oft-repeated question when we visited him this summer in Oklahoma: "Wouldn't you really rather have a house?"

"Not now, Dad," I replied firmly each time.

Full time trailing has awarded us the chance to *live*, not retire!

your travel trailer must also have this same tenability. The Airstream structure gets its major strength from its rounded shape. Airplane and missile engineers refer to this as a monocoque design. Airstream is the only travel trailer that maintains a true monocoque design with no flat spots on top or sides. With this design there is no need for heavy bracing. Some lightweight ribs are used to define the shape of the body, not for strength. In fact, the entire body of an Airstream weighs less than just the roof of a conventional trailer! Now you know why an Airstream is so rugged and yet, so light in weight. But why is the Airstream so easy to tow? How easy or difficult anything will tow depends on its weight and shape. The lighter the trailer, the easier to start, stop, or climb a hill. Airstream has always been the lightest trailer per cubic foot... Airstream's patented Aero-stress frame trims many more pounds from the total weight! The ideal shape, of course, is one that is smoothly rounded, free of any air "traps" that would offer resistance as you pull it along. The more monocoque and streamlined the design, the stronger the structure and less resistance it will offer, thus the faster and easier the vehicle will travel. The 1970 Airstream is sleek as a missile. There are no flat places anywhere; even the floor and trunk handles are recessed to minimize drag. It is this aerodynamic design that permits your Airstream to follow every notion of your car faster, effortlessly! This is why a 31-foot Airstream weighing 4995 lbs. tows considerably easier than a 20-foot wood-and-nail trailer of almost the same weight! How well a trailer will hold the road depends mostly on how the weight of the entire trailer is distributed and the running gear itself. The heavier the bottom and the lighter the body, the greater its ability to hold the ground. The lightweight Airstream body is securely bolted and riveted to a remarkably strong, electrically welded steel chassis. Heavy fixtures such as the refrigerator are always mounted on the floor (where heavy loads belong) and bolted to the frame. In 1970 the larger 50 gallon water tank has been placed over the axle to achieve a lighter, more constant hitch weight. In an Airstream, weights are placed aft and kept low. The fact is, 66% of an Airstream's total weight is from the floor line to the road. This scientific approach to weight distribution results in a truly remarkable hitch action and an infinitely more stable ride. "Balanced ride," as we call it, means the ride is so smooth, you can roll through chuckholes, riverbeds and washboard roads and you won't even know the trailer is back there! Airstream's exclusive running gear...the amazing Super Dura-Torque axle...is considered to be the most important improvement in trailer running gear since the advent of the trailer itself. With an ideal center of gravity and the new Super Dura-Torque axle, your Airstream holds the road instinctively with almost unbelievable lateral stability! Drive it over the ruttiest roads...our Airstream is right behind you, clinging to the road. Hit a deep bump...it absorbs it instantly. There is no slip or slide as you come on or off the road. In fact, an Airstream holds the road as firmly at 90 mph as it will at 40 mph! Now you know why Airstream is the choice of thousands of critical trailer travelers...because it is the lightest, easiest towing and adventure-loving travel trailer in the world.

Modern design, in-line cast aluminum taillight bezel includes tail and brake lights (which are coordinated with brakes of automobile), rear reflector panel, and back-up lights for maximum safety.

9. The remarkable Super Dura-Torque axle provides Airstream with the only torsion bar independent wheel suspension in the industry. Eliminates 148 parts; does away with the need to ever lubricate your axle assembly; increases ground clearance 7-inches and provides a running gear that is incapable of wearing out. Notice the oversized shock absorbers on every wheel. Mounted horizontally, the shock absorbers take up no interior space.

11. Before the interior skin is added, each Airstream is subjected to this water tightness test. A veritable cloudburst pours one and a half inches of wind-driven rainfall per minute for a period of seven minutes. This test meets MIL-S-52059 which is the rain test for all American military shelters, including those on board our naval vessels.

12. Front window guard of tough transparent Butyrate. Protects window from flying rocks and gravel yet maintains visibility straight through the trailer's rear window. Used as an awning, the window guard allows full light to enter but diffuses direct rays of the sun.



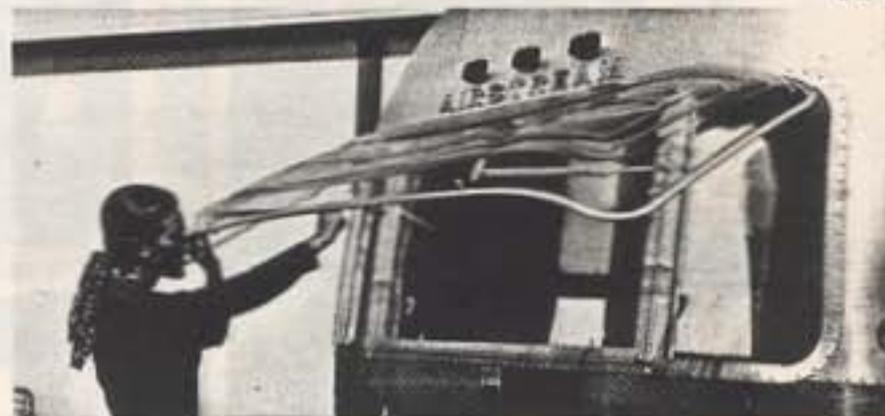
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11



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Airstream's tradition of superb construction throughout was never more dramatically illustrated than during the final phase of the Apollo 11, first man on the moon, project. Airstream built the Mobile Quarantine Facility which contained and isolated the astronauts during their triumphant return from splashdown at sea until their arrival in Houston. The MQF's job: to provide living quarters for the astronauts and their attending physician while barring entry to any hypothetical living organism which they might have carried back to earth.

Airtight, incredibly rugged so as to withstand the arduous trip, yet light enough for an airplane to carry with four men aboard, the MQF saw them to Houston comfortably while assuring scientists that the risk of contamination was minimal.

