"I’ve towed 19 different trailers”*

Yes, Andy Anderson knows travel trailers inside and out—just as he knows heavy building construction. He’s bossed more big-steel jobs than any two other living men. He’s thrown up great bridges, buildings, and plants in every country in the world, and he says:

“AIRSTREAM is built right for use and abuse. It is good to live in and with and I’m proud of its looks. There just isn’t any other travel trailer for me.”

How about you? If you want the lowest-price travel trailer in the long run—per mile, per year, per dollar—get an AIRSTREAM.

Write for 1955 catalog and trailer travelers’ newspaper “The Caravaner”—FREE.

AIRSTREAM TRAILERS, INC.

WRITE Division 102 107 Church Street, Jackson Center, Ohio
NEAREST FACTORY: Division 102 1755 N. Main Street, Los Angeles 31, Calif.
Holiday Trailers are now completely all aluminum ... riveted to all aluminum framing . . . fully insulated throughout with glass fibre and vapor seal . . . PLUS live air circulation BETWEEN THE WALLS . . . hardwood interiors fastened to the aluminum framing in such a way that there is no possibility of frost coming through to the interior of the trailer . . . welded steel undercarriage . . . steel safety bumpers . . . underbells completely sheathed in with riveted aluminum . . . whether you like the sixteen footer or the twenty-one foot tandem . . . they can both be completely self-contained . . . that means in remote places—you have water, light, heat and complete toilet facilities without any outside connections what-so-ever.

**Sixteen Foot with Aircraft Riveted Construction**

This year—completely riveted exterior to all aluminum framing—using the very latest aircraft techniques . . . making it far-far stronger than ordinary wood construction . . . hundreds and hundreds of pounds lighter . . . easier to tow . . . AND that's important to you. Holiday's unique floor plan . . . with its big double bed . . . dinettes which also make into double bed—plus upper berth, sleeps up to five adults comfortably, or the same floor plan is ideal for just two . . . if upper berth is not needed for bed, it is an excellent place to put and carry things . . . has 30" clothes closet . . . four burner stove, plus Marine flush type toilet in 24" x 33" toilet room. (big enough for an unusually large person) . . . gas light, electric refrigeration, septic tank, pressure water system or water tank and pump optional. Our illustrated brochures explain all these points in full detail . . . we will be pleased to send you a free copy.

**Twenty One Foot Tandem**

with Lightweight Aircraft Riveted Construction

All aluminum . . . all aircraft riveted to aluminum framing . . . lightweight 21-foot Holiday Tandem . . . Truly a great new living and travel trailer—Tandem because it's easier on the tires . . . easier on the body—just half the bounce—tows twice as steady and stops that weave . . . A travel trailer that is probably the most compact and livable of any trailer . . . Anywhere . . . for its size . . . Twin beds . . . water pressure system . . . septic tank/toilet can be used anywhere, anytime. Many innovations and push button conveniences . . . Four wheels . . . Four brakes.

Our free brochure tells all about it in detail — yours for the asking.

Wally Byam's HOLIDAY

HOLIDAY TRAILERS, INC.
JACKSON CENTER, OHIO

Claude McFall, Exec. Vice Pres.
Glenn Fields, Gen. Mgr.
Tel. 2131
IT TAKES A TRAVELER TO BUILD A TRAVEL TRAILER

Imagination is a great thing . . . but it takes a lot more than dreaming to build a trailer that will meet all the rigorous tests of actual travel—in ease of towing, safety, comfort and durability. Airstream has pioneered lightweight travel trailers since 1932, and travel tested them under all conditions in practically every corner of the globe. We have conducted numerous caravan tours to Mexico, Central America, Canada, Europe. We have lived for months on end with trailer travelers, and found out what they want in a travel trailer . . . and after each trip, we have come back and incorporated these new features into every Airstream.

I, personally, have trailered in most of North America and Europe for over 20 years—but this is only part of the story. The key men who are actually responsible for designing and building Airstreams at our two factories are likewise experienced trailer travelers. Both Andy Charles at Jackson Center, Ohio, and Art Costello at Los Angeles, Calif. have, only a short time ago, returned from our last Mexican Caravan . . . and they are hard at it now, building new Airstream models with every latest feature learned from our recent experience.

What does this mean to you? Simply this—if you want to travel in a trailer; if you want long years of trouble-free service and satisfaction—depend on the trailer built by experienced trailer travelers. It is your guarantee that you will get the greatest value for your money. Take my word for it. This is my way of life—and there is little more important to me than a happy trailer traveler.

The new Airstream models are really terrific. So get in touch with Andy Charles or Art Costello and see for yourself.

Wally Byam
AIRSTREAM TRAILERS INC.
NEW!
26-FOOT
AIRSTREAM
OVERLANDER

everything you want in a great big travel trailer—
top AIRSTREAM quality at a special new low price

ALWAYS THESE FAMOUS AIRSTREAM FEATURES:

- all-metal, all-aluminum construction
- all-riveted body
- all-steel undercarriage
- all-over Aero-core fiberglass insulation
- "see-thru" rear vision
- vibration-proof fastenings

*PERMISSIBLE EXTRA FEATURES
AT ADDITIONAL COST

- gas lights
- pump and water tank
- bunk over beds

Here is an outstanding "buy" in travel trailers. A genuine Airstream with famous lifetime construction at a new low, low price! We've taken the newest and best of our custom-built features and incorporated them into this great new 26-ft Overlander. Then, we've standardized on this one arrangement to give you substantial savings without sacrificing quality or convenience. Please note, therefore, no modifications are possible except for stated permissible extras.

The Airstream Overlander is designed and built by travelers...to travel! Nothing has been left out—much has been added. It boasts a spectacular large new dry-floor bathroom, with separate shower and toilet. Rear wardrobe convenient to bath. Handy sliding door for privacy. Practical galley with larger work areas and eye-level combination ice-electric refrigerator. Regularly sleeps four on roomy, comfortable beds...everything you need for unequaled convenience and comfort. Truly, a luxuriously livable "standard" Airstream that makes all travel fun, exciting and easy. See it at your dealers today!

Write for our new, colorful 20-page catalog—it's free!
Globe Trotting

Acapulco, Mexico—When we reached the swollen Piaxtla River, we again parked along the highway. I parked my own trailer right smack on the river in the sand and proceeded with the 3-day job of getting that Caravan across on two improvised ferries—one made out of two big overgrown rowboats held together by planks, and the other a small scow so leaky with age that it required the constant services of a gas-engine pump to keep it from sinking.

They pulled both of these contrivances across the river by hand-power with ropes. That took time and work, work, work. We ran day and night. It was a slow, seemingly endless task. The small trailers were easier. The bigger ones were hard. But after three days, we were all safely in camp again, all together, in Mazatlan.

Mazatlan threw a big fiesta for us. There was dancing in the streets, the most beautiful fireworks I have ever seen, big banquets, floor shows, free beer, etc.

At one of the many banquets in Mazatlan where speeches were exchanged back and forth, a quiet little fellow stepped forth to give us the following. We found out later that he had taught himself English from a book, had never been to the United States, yet he composed this masterpiece.

“Ladies and Gentlemen of the Caravan, in the history of highway traveling, this 300 trailer Caravan has marked a milestone.

I am sure it has required a great deal of planning and organizing that it has presented many problems similar in some respects to mobilizing an army. But unlike armies, carrying death and destruction wherever it goes, yours is an army of homes; and homes, we know, are the living cells of society and of mankind; homes are the sites for mutual respect and understanding and love and affection.

By bringing your homes along and planting them temporarily side by side with our, you are writing a new and bright chapter in human relations which will result in untold benefits to mankind.

It is, therefore, a privilege to have you with us, and we hope that your visit to our city and our country will be one of interesting and pleasing experiences.

In behalf of the national chamber of commerce and of the people of Mazatlan, I express our feelings with two words, two simple words, yet full of meaning, ‘Welcome Friends!’

That tells the story of the Wally Byam Goodwill Caravans better than we could ever have told it.

June, 1955

the only word for Travel

AIRSTREAM

Here is your passport to travel-adventure! Go anywhere your heart desires...visit the exciting places you’ve always wanted to see! It’s easy and fun in an Airstream trailer—designed for effortless, carefree travel. Made of all-riveted aluminum, feather-light and easy to tow...and it is completely self-contained with its own light, heat, water, toilet, etc., to free you from any schedule. So stop dreaming and start living! Get on the road with an Airstream for your thrill of a lifetime. See the great new Airstream models at your dealer’s today...the lowest price travel in the long run. Guaranteed for life—your life.

Write for our new, colorful 20-page catalog—it’s free!

at Lake Louise, Canada
boating at Kelowna, B.C.

AIRSTREAM TRAILERS, INC.

Say you saw it in TRAILER TOPICS Magazine
Acapulco, Mexico—You saw the big picture in the Feb. 21st issue of LIFE Magazine—the one with the trailers all parked in a circle around a central meeting place and bonfire. Well, there's quite a story to that picture.

When we parked at Hermosillo the first night after we crossed the border, the LIFE photographer and reporter flew over our camp and later told us that it was an impressive sight—looked like an awful lot of trailers, but very much like a regular trailer park. They said, "Can't you park in the old western wagon wheel style you told us about?" I told them that possibly the next campsite in Guaymas would be big enough for that—it would take an enormous flat area to park 500 trailers that way.

So that night at Meeting Time, I told the Caravanners that tomorrow we would park in wagon wheel style. Then I got Pop Riley and his parking committee, Art Costello and Andy Charles, together and drew up a parking arrangement in the dirt. They left early next day for Guaymas and spent practically the whole night laying out that campsite, with white line marking the circles. Along about two in the morning they finished. An hour later, a terrific downpour hit all of this area.

They tried to get word to us not to send the Caravan down for fear they would get mired in the mud. But the wire didn't come through, and the Caravan pulled out early in the morning. Luckily, the bright, warm March sun came out, the ground was hard enough for parking and the line markers were not completely obliterated.

The LIFE people flew over, landed and told me that it was the most imposing sight they had ever seen. Next flight they took me along, and I must admit that never in my life have I had a bigger lump in my throat than when I saw those 500 trailers parked wagon wheel style, the biggest rolling city ever on wheels and probably the biggest wagon wheel campsite that will ever be established. All those shining aluminum trailers and the blue quilt out ahead! LIFE took many pictures of that camp, then that evening had us all light matches while they took our Meeting Time at close range.

They must have taken hundreds of pictures, and we thought many of them were better than those they actually published, but then editors have their own ideas, and who is to say they are not right?

Anyway, we think the LIFE feature was one of the nicest pieces of publicity that the trailer industry has ever had, and we think it will do a great deal toward popularizing travel by trailers. Our hats off and our wholehearted thanks to LIFE, and particularly to their team who did such wonderful work—Frank Pierson and Looomis Dean, who are not only tops in their field, but just about the nicest folks personally that you will ever meet.

You haven't enjoyed travel until you've traveled in an Airstream

THE TOUR-TESTED TRAVEL TRAILER

Airstream is the lowest-price travel trailer in the long run. It's guaranteed for life...YOUR life! See it today at your dealer's.

Feather-light and easy to tow, the Airstream is designed for effortless, carefree travel...a go-places-and-see-things trailer that will take you anywhere with the greatest of ease. It is all-riveted aluminum, built to take punishment under all road conditions...and it is completely self-contained with its own light, heat, water, toilet, etc., to free you from any schedule. If you have an itchy foot and a yen to see this great wide world, the Airstream is for you! Test-ride it today!

Write for free, colorful, 20-page catalog

Airstream Trailers, Inc.

WRITE NEAREST FACTORY: Division 104 107 Church Street, Jackson Center, Ohio
Division 104 1755 N. Main Street, Los Angeles 31, Calif.
Some of the happy Caravanners had their picture taken at the Nogales High School Stadium before leaving in January for their trip down the West Coast Highway to Acapulco and Mexico City. There are roughly 300 in this picture, about a third of the total group. The rest of them were busy with their border paperwork and last-minute preparations for the biggest and best of Wally Byam’s Caravan Tours. Every state in the Union is represented, as well as several provinces of Canada.

The blue berets with the Wally Byam Caravan insignia were very much in evidence around Nogales, and they proved to be an “Open Sesame” for everything — even parking tickets were torn up by the genial Chief of Police for these popular visitors.
Zacatecas, Mexico—Seldom have I given tips on places to stay, but here are a couple that are really outstanding. The first, the Banos de San Bartolo, are not on any map and nobody except a small group of Cahuilleros knows about them, so don’t lose these directions. On the road between Mexico City and El Paso, about twelve miles north of Queretaro, watch for kilometre posts 329 and 330. Approximately between these two, you will see a little dirt road leading off to the south. About a mile and a half off the highway you will see two church towers about a kilometer apart. The one on the right is the “—Bartolo” — church.

The Banos de San Bartolo were built centuries ago by the Spanish grandees. The buildings reek with antiquity—a big archway, a big sun-drenched patio surrounded by enormous rooms with vaulted ceilings, each room containing a marble swimming pool about 12 feet square and four feet deep, all scrupulously clean. The pools are fed by steaming hot mineral waters piped through stone pipes. The attendant can make the water absolutely any temperature you want. What a place to soak; bring your whole family, stay as long as you like. It’s good for anything that ails you. Costs three pesos for men, two for ladies (I guess the men are supposed to be dirtier) and one for kids. A peso is about eight and a half cents. There is a nice grove of trees outside where you can park your trailer for as long as you like. The Indians roundabout are friendly and don’t charge.

Coming along the same road north about ten or twelve miles before you reach Zacatecas, you’ll see a group of a couple of dozen giant ice cream cones turned upside down. They are old, old granaries built before the United States was born to house the surplus corn, wheat and barley from a countryside much more fertile than now, because of heavier rainfall. They are now a mess called the Indios. Plenty of room to drive your trailer and, in fact, amazed at what you see. They are made of stone, are about forty feet across at the bottom and forty feet high. One is made into a dining room, clean with beautiful new tile, another a kitchen with snack bar, another a store. There is a big swimming pool in the center. They can give you a water hose hook-up and electricity in the evening. What’s more, when we stopped there recently the air was wonderfully good, and the welcome heartwarming.

It is Eastern Canada this summer for the Caravan Tours, next winter to Cuba if a ferry big enough to take trailers gets going, not, then over the newly-opened Pan American Highway to Tegucigalpa again. Maybe even to Costa Rica. Next summer (1956) we are planning on chartering our own boat for a big Caravan to Europe and North Africa, and the following winter around South America. Certainly nothing wrong with our dreams anyway. Strange to say, they often come true. If you are interested, write Marianne, 1755 North Main St, Los Angeles 31, Calif.
ACTUAL ROAD TEST BY NATIONAL MAGAZINE PROVES...

AIRSTREAM tows like a dream at over 90 m.p.h.

Amazing performance with standard 30-foot trailer proves superiority of unique Airstream “travel trailer” construction.

Motor Life's test report (July, 1955) included the notation that towing a trailer at an automobile's top speed was not to be expected in everyday driving. However, an Airstream 30-footer can be towed safely and easily behind an average car on ordinary roads at 91.6 miles per hour... evidence of its superb engineering and construction. Included in the Motor Life test run was a winding mountain grade used as a practice site by Mexican Road Race entrants, but the Airstream offered no handicap to performance. Stopping distances at high speed... using only Airstream brakes were identical to those of the car by itself... a tremendous safety factor!

Here is a trailer built to take it. A “go-places-and-see-things” trailer. As Motor Life reported, "anyone can hitch, unhitch and tow a trailer of this type, often without knowing it is there." Airstream trailers have roamed, trouble free, for 20 years on many continents over the most rugged terrain imaginable. Completely self-contained, including water supply, toilet, shower, water heater, stove, refrigerator, heating and lighting, even the smallest Airstream is a marvel of space economy and travel luxury.

If you have itchy feet, a yen to visit far-off places, or just a desire to get away from the humdrum of daily existence, hitch up to a feather-light Airstream and forget your worries! See the complete Airstream line at your dealer's today.

Write for free full color catalog and trailer traveler's newspaper “The Caravanner”

WRITE FACTORY NEAREST YOU:
Division 103  107 Church St, Jackson Center, Ohio
Division 108  1755 N. Main St, Los Angeles 31, Calif.
go anywhere under the sun
WITH AN AIRSTREAM TRAILER

the easy, exciting way to travel!

Come enjoy the Airstream way of life, and make your travel dreams come true. Leave your cares behind and follow the sun to fun, excitement and relaxation.

Completely self-contained, an Airstream gives you the freedom of the four winds. Go where you like ... stay as long as you please ... whichever direction you point your car, your Airstream will follow. Light, compact and efficient, "Airstream" opens the door to a way of life that can't be equalled. Happy Airstream owners travel the highways and byways of the world free from the worry of time or schedule.

Remember: Airstream Travel Trailers are guaranteed for life ... the good life ... the life you should be enjoying right now! Write for our free color catalog and see your Airstream dealer.

MID-WINTER AIRSTREAM TRAILER RALLY, SARASOTA FLORIDA—First 50 Airstream owners to write in will receive Free accommodations in beautiful Sarasota. Write to the Jackson Center, Ohio factory for dates and complete details. Be sure to join the fun and festivities.
CALLING ALL
WALLY BYAM'S
CARAVANERS

join our exciting
new grand tour to
MEXICO
and
GUATEMALA

For six fun-filled weeks, beginning in early January, the Wally Byam Caravaners will make a grand de-luxe tour of this tourist paradise, travelling along the world-famed Gulf Route from Laredo, Texas, all the way to Guatemala.

The Caravan is scheduled to leave Laredo around January 6th and roll southward through the historic cities of Monterrey, Tamazunchale and Pachuca to fabulous Mexico City. Also on the schedule are many exciting side trips. From here the Caravan will wind its way south through world-famed archaeological sites where giant stone figures and temples tower over green jungle vegetation... and on through Guatemala, cradle of the ancient Maya civilization and land of eternal spring.

According to Mexican Government officials, the "red carpet" is being rolled out for the Caravan. So, for the time of your life, don't miss this fabulous tour to Mexico and Guatemala.

Make your reservation immediately. Don't put it off - time is short. Write Helen Byam Schwamborn, 2204 Lindora, Bakersfield, California—and do it TODAY.
ON TO EUROPE!

Our personal invitation to all caravaners.

* Only a limited number of trailers can be taken. Write at once for reservations.

Make your reservations immediately. Don't put off your trip. Write to Wally Beam, Schwambach, 2249 Lindora, Bakersfield, California.

Wally Beam Caravanners have been the envy of the trailers in Europe. The beautiful cities and countries of Europe have been made possible by the comfortable and well-equipped caravans. Wally Beam himself is available to answer any questions you may have.

Here's the trailer trip of a lifetime. A month in Europe with all the glamour and excitement you've ever dreamed of. The trip will cost $3000.00 each. It includes all expenses such as car rentals, gas and hotel accommodations.

The trip will begin on July 1st, and will last for 30 days. The itinerary includes all the major cities of Western Europe. You'll see all the places you've always wanted to visit.

Don't miss this chance of a lifetime. Write now to reserve your place on this amazing trip.
December, 1955

Wally Byam

Globe Trotting

Hamburg, Germany.You have heard a lot about their love of cars and their fast driving. I have found it to be true. You get the impression that over here in Germany there is a total lack of any kind of speed limit.

But we can't turn our backs on the rest in our own country. And many people here are finding that driving is not just a motorway, but that it can be an adventure.

There are so many parts of Germany that are beautiful and scenic. The countryside is green and lush, and the roads are well maintained.

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But we can't turn our backs on the rest in our own country. And many people here are finding that driving is not just a motorway, but that it can be an adventure.
Gas in home or trailer home is perfectly safe . . . when handled safely. These cuts, reprinted by special permission of Butane-Propane News, leading trade journal in the immense field of LP Gas, which is now used by over 800,000 homes in the United States, show a few simple precautions which should always be taken.

Let's try to get trailerites to use double cylinder installations instead of single cylinders. The chances of accident will not only be less but the customer will enjoy better service.

Appliances with continuous burning pilots should only be used with dual cylinders and automatic changeover valves.

Fuel lines should be fastened securely under the trailer floor about every 2 to 3 ft.

Fuel lines passed through holes in cross members should be shielded in electrician's loom, taped to the tube.

The fuel line should be protected with a rubber grommet where it passes through the floor.

Support and Protect the Fuel Lines

The fuel line should be kept out of the way of flying stones and moving parts. It should be inside the "A" frame, and should be supported, not suspended, if it passes over the axle. An unsupported fuel line presents a serious hazard.

People forget to be safe. Trailerites should be reminded to turn off the appliance valves before opening a refilled cylinder valve.

Valves on appliances should always be carefully checked to see that they are in "shut-off" position before opening a refilled cylinder valve.

Combustion air for water heaters and comfort heaters should come from outside the trailer (through wall or floor), and these appliances should be vented.

No lever type valves should project from appliances or fuel lines. This type of valve invites accidental "turn on."
Globe Trotting
WITH
Wally Byam

Key West, Florida—The trailer Rally that is sponsored by the dealers and park owners of Palm Springs, California every November. I think the ideal trailer get-together of manufacturer dealer and trailerist, hundreds of trailers come and park on the playing fields of one of the city parks for four days. There are ranch breakfasts, dances, games, bonfires, sagas, movies, and a small but interesting exhibit of new trailers. It is un-hurried, pleasant and not as commercial as the big shows. Trailers are exhibited in use and outdoors where they ought to be. Actually the manufacturers and dealers look more orders, too.

A lot of us went directly from Palm Springs to the 49er celebration in Death Valley. Packed anywhere we wanted to. Lots of room is the big wide-open spaces of the West. Delicious invigorating air, trips to points of interest, more square dances, more campfires, speeches, skits. An outstanding event was the dedication of a memorial to Death Valley Scotty and a trip through Scotty’s fabulous castle. Scotty was an old showman, supposedly had a hidden mine, but actually was bankrolled by a big hearted insurance man from Chicago with a sense of humor. On Scotty’s memorial is this inscription: “I got four things I live by. Don’t ever say anything that will harm anyone else. Don’t give advice—nobody will take it anyway. Don’t complain. Don’t explain”. Pretty good, huh? Another event was a race between a dozen “prospectors” who lead or push or pull their burros about two hundred yards, unpark, make camp, start a fire, cook a flapjack and feed it to the burro. The prospector whose burro eats it first wins. I got a burro named Pike I must enter next year. Runs faster than I can, comes a runnin’ on a whistle, and practically takes the grab off my plate before I can eat anything myself. I got to start carrying him trailering with me along with Stella, a setter and a collie, a folding bicycle, a folding sailboat, two outboards, a light plant, two radios, a hi-fi, television and Lord only knows what else.

Seems like a long jump from Death Valley to Key West, Florida, but we made it in a week. Glad to report that the trailer parks are getting much better everywhere. Preparing to load on the ferry here for a motor trip to Cuba. Can’t take trailers yet. Ferry too small.

This trip to Europe is snowballing. 42 reservations now. Still dicker ing for steamer space. If you want to go write Marianne at the Los Angeles Airstream factory. Leave in April, take six months, see all of Western Europe and the near East. High spots, MidnightSun, Paris in May. International trailer rally, Vienna, the Holy Land. Takes 6 months costs $5,000 for two including shipping car and trailer and yourselves both ways. Pay your own way and share community expenses.

And by the time you read this your daily newspapers will have told you that this year’s Wally Byam Caravan to Mexico crossed the border with 400 trailers, 800 vehicles and 1200 people. Puts P. T. Barnum to shame.

(Advertisement)

a lifetime travel trailer...

and YOU can prove it!

WHEN YOU BUY A NEW AIRSTREAM
IT IS GUARANTEED FOR LIFE...YOUR LIFE!

built like a bomber
all metal, all riveted
planned and constructed to take punishment

Anything that goes wrong that could possibly be our fault will be repaired without charge at the factory for as long as you own your Airstream, and we mean it.

That’s why we can say that Airstream incontestably is the lowest cost travel trailer of them all... per mile, per year, per dollar invested.

Write for a catalogue and list of dealers TODAY.

AIRSTREAM TRAILERS, INC.
WRITE NEAREST FACTORY: Division 201
1755 N. Main Street, Los Angeles 31, Calif.
Division 201
107 Church Street, Jackson Center, Ohio
Globe Trotting
WITH
Wally Byam

Key West, Florida—The trailer Rally that is sponsored by the dealers and park operators of Palm Springs, California every November I think is the ideal trailer get-together of manufacturer, dealer and trailers. Hundreds of trailers come and park on the playing fields of one of the city parks for four days. There are ranch breakfasts, dances, games, bazaars, sings, movies, and a small but interesting exhibit of new trailers. It is un-hurried, pleasant and not as commercial as the big shows. Trailers are exhibited in use and outdoors where they ought to be. Actually the manufacturers and dealers book more orders than at the big shows, and the trailers have a wonderful time.

A lot of us went directly from Palm Springs to the 49'er celebration in Death Valley. Parked anywhere we wanted to. Lots of room in the big wide-open spaces of the West. Delicious, invigorating air trips to points of interest, more square dances, more camp fires, speeches, skits. An outstanding event was the dedication of a memorial to Death Valley Scotty and a trip through Scotty's fabulous castle. Scotty was an old showman, supposedly had a hidden mine, but actually was bank-rolled by a big-hearted insurance man from Chicago with a sense of humor. On Scotty's memorial is this inscription: "I get four things I live by. Don't ever say anything that will harm anyone else. Don't give advice—nobody will take it anyway. Don't complain. Don't explain." Pretty good. But? Another event was a race between a dozen "prospectors" who load or pack or pull their burdens about two hundred yards, un-pack, make camp, start a fire, cook a flapjack and feed it to the burro. The prospectors whose burros eat first wins. I get a hero named Mike. I must enter next year. Runs faster than I can, comes a runnin' on a whistle, and practically takes the grub off my plate before I can eat any myself. I got to start carrying him trailing along with Stella, a setter and a collie, a folding bicycle, a folding sailboat, two outboards, a light plant, two radios, a hi-fi television and Lord-only-knows what else.

Seems like a long jump from Death Valley to Key West, Florida but we made it in a week. Glad to report that the trailer parks are getting much better everywhere. Preparing to load on the ferry here for a motor trip to Cuba. Can't take trailers yet. Very hot, muggy. They are going to get a bigger one. I'll let you know when. Some people tell me that it makes them tired just reading about Stella's and my journeyings. Must admit it sometimes makes us tired too. But you know that old itchy foot.

This trip to Europe is snow-balling, 52 reservations now in. Still dickering for stateroom space. If you want to go, write Marianne at the Los Angeles Airstream factory. Leave in April, take six months, see ALL of Western Europe and the near East. High spots, Midnight Sun, Paris in May, International trailer rally, Vienna, the Holy Land. Takes 6 months, costs 55,000 for two including shipping car and trailer and yourselves both ways. Pay your own way and share community expenses.

And by the time you read this year daily newspapers will have told you that this year's Wally Byam Caravan to Mexico crossed the border with 100 trailers, 800 vehicles and 1230 people. Pats T. Barnum to share.

January, 1955

WHEN YOU BUY A NEW AIRSTREAM
IT IS GUARANTEED FOR LIFE...YOUR LIFE!

Anything that goes wrong that could possibly be our fault will be repaired without charge at the factory for as long as you own your Airstream, and we mean it.

That's why we can say that Airstream incontestably is the lowest cost travel trailer of them all . . . per mile, per year, per dollar invested.

Write for a catalogue and list of dealers TODAY.
Trailer Talk

by Wally Byam

At this writing . . . Wally Byam is completing the final plans and details for his Annual Trailer Tour — a tour that in 1955 was to include a trip to Holland in search of aluminum trailers. For this column I am substituting his column for his.

HOLIDAY TRAVEL TRAILERS

HOLIDAY TRAVEL TRAILERS, INC.

JACKSON CENTER, OHIO

LIVABLE McFell, Vice-President

Glenn Fields, Manager

"Say you saw it in TRAILER TOPICS Magazine!"
Canada Prepares Welcome for Wally Byam’s Caravan

The Wally Byam Caravan this month is off on another grand tour, this time to Eastern Canada. Thanks to arrangements with the Canadian Tourist Bureau and the usual trail-blazing by Wally Byam’s scouts, the present Caravan promises to be a real Fifth Avenue tour abroad — but at Woolworth prices.

Starting at Sault St. Marie, Michigan, at the end of June, the Caravanners’ itinerary includes Ottawa, Ontario, July 1-8; Quebec, July 9-15; Gaspe Peninsula, Quebec, July 15-19; Newcastle, New Brunswick, July 20-26; Moncton, New Brunswick, July 27-August 4; Lunenburg, Nova Scotia, August 5-13; and ending at Bangor, Maine, about August 15.

Luck seems to be with Wally Byam’s Caravan as usual — the trailerists will be able to join in some of Canada’s most colorful and important national celebrations, and the Canadian government is rolling out the red carpet for the wheeled visitors from south of the border.

This year is the 100th anniversary of the Soo Canal, busiest canal of its kind in the world, which has meant a great deal to the United States, making ore available to steel mills in American industrial regions. The event marks a milestone in U.S.-Canadian relations — so the Caravan’s participation in it is most appropriate. Secondly, Canada is observing the 200th anniversary of the expulsion of the Acadians, made famous by Longfellow’s poem, “Evangeline.” The Acadians have since greatly increased in population, and a big celebration of their “Survival” is scheduled. They are coming from as far away as Louisiana to join in the fun, along with Wally Byam’s Caravanners.

Best news of all is the fact that the roads and bridges have all been found so good that for once the Caravan is able to dispense with its customary tow-truck.
IT TAKES A TRAVELER TO BUILD A TRAVEL TRAILER

Imagination is a great thing... but it takes a lot more than dreaming to build a trailer that will meet all the rigorous tests of actual travel—in ease of towing, safety, comfort and durability. Airstream has pioneered lightweight travel trailers since 1932, and travel tested them under all conditions in practically every corner of the globe. We have conducted numerous caravan tours to Mexico, Central America, Canada, Europe. We have lived for months on end with trailer travelers, and found out what they want in a travel trailer... and after each trip, we have come back and incorporated these new features into every Airstream.

I, personally, have trailered in most of North America and Europe for over 20 years—but this is only part of the story. The key men who are actually responsible for designing and building Airstreams at our two factories are likewise experienced trailer travelers. Both Andy Charles at Jackson Center, Ohio, and Art Costello at Los Angeles, Calif. have, only a short time ago, returned from our last Mexican Caravan... and they are hard at it now, building new Airstream models with every latest feature learned from our recent experience.

What does this mean to you? Simply this—if you want to travel in a trailer; if you want long years of trouble-free service and satisfaction—depend on the trailer built by experienced trailer travelers. It is your guarantee that you will get the greatest value for your money. Take my word for it. This is my way of life—and there is little more important to me than a happy trailer traveler.

The new Airstream models are really terrific. So get in touch with Andy Charles or Art Costello and see for yourself.

Wally Byam
AIRSTREAM TRAILERS INC.
NEW!

26-FOOT

AIRSTREAM

OVERLANDER

Here is an outstanding "buy" in travel trailers. A genuine Airstream with famous lifetime construction at a new low, low price! We've taken the newest and best of our custom-built features and incorporated them into this great new 26-ft. Overlander. Then, we've standardized on this one arrangement to give you substantial savings without sacrificing quality or convenience. Please note, therefore, no modifications are possible except for stated permissible extras.*

(The Airstream Overlander is designed and built by travelers... to travel! Nothing has been left out—much has been added. It boasts a spectacular large new dry-floor bathroom, with separate shower and toilet. Rear wardrobe convenient to bath. Handy sliding door for privacy. Practical galley with larger work areas and eye-level combination ice-electric refrigerator. Regularly sleeps four on roomy, comfortable beds... everything you need for unequalled convenience and comfort. Truly, a luxuriously livable "standard" Airstream that makes all travel fun, exciting and easy. See it at your dealers today!)

Write for our new, colorful 20-page catalog—it's free!

*PERMISSIBLE EXTRA FEATURES AT ADDITIONAL COST

- gas lights
- pump and water tank
- bunk over beds

ALWAYS THESE FAMOUS AIRSTREAM FEATURES:

- all-metal, all-aluminum construction
- all-ribbed body
- all-steel undercarriage
- all-over Aero-core fiberglass insulation
- "see-thru" rear vision
- vibration-proof fastenings

OVERLANDER SINGLE AXLE MODEL

OVERLANDER TANDEM AXLE MODEL
Nogales, Arizona—Wally was so busy rolling his 1955 Caravan to Mexico that he didn't have time to write a column, so he asked me to tell you about the big kickoff.

I came down to see them off, and it was really something! Nogales on both sides of the border gave the Caravanners a royal welcome, and there was a real fiesta atmosphere for the whole week while they were assembling.

When we drove into town on Monday morning, we were greeted by a big banner across the road reading, "Welcome Wally Byam's Caravan." At the baseball park encampment, we found Wally conducting one of his famous meetings with a hundred early arrivals, his well-known bullhorn having been replaced with a real P.A. system to take care of the 500 more-than-usual pairs of ears. The volunteer committee to sign people in was already functioning very efficiently.

It was too cold for the usual outdoor meetings, so the first big get-together was held in the local movie theatre on Tuesday night, and the place was packed to the rafters. The Caravanners were welcomed officially by dignitaries from both sides of the border, were briefed by Wally on various Caravan and Mexican customs and procedures, and serenaded by a mariachi band.

The next night, the Caravan had outgrown the theatre and met in the Armory to take care of a few last-minute details, more greetings, then adjourned to a bonfire and entertainment sponsored by Nogales, Arizona.

Thursday was Fiesta Day in Nogales, Sonora, in honor of the Caravan. Children were excused from school to attend the doings in the Plaza—more mariachis and some wonderful Mexican dance by a group of children. That night, there was the big banquet at the Caravan, a fascinating restaurant that used to be a silver mine on the Mexican side, for 300 people.

Friday was the Big Day, the new border gate opened at 8:00, and nearly 500 trailers had gone through (with the cooperation of traffic cops on both sides) by 10:30, when they had the official dedication with speeches by the Governors of Arizona and Sonora and, of course, our Wally Byam, as well as a parade and ribbon-cutting ceremonies. When these festivities were over, Wally hitched up his new 30-ft. Airstream (a real beauty), and off they went on this greatest-of-all Caravans. We counted 180 Airstreams—the largest single contingent.

There are still quite a few blue berets around Nogales, given to some of the nice people here by friendly Caravanners as souvenirs. The Customs official at the new gate told me he had counted 520 trailers in the Caravan. Local people keep asking me if they can sign on next year as interpreters or something—this has given them all itchy feet. Me, too.

Wally promised to send some good stories from Fiesta Land for next month's column.

_Marianne._

_World Trotting with Wally Byam_

—if your car can get there..._AIRSTREAM will follow with ease!_

THE TOUR-TESTED TRAVEL TRAILER

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The AIRSTREAM is completely self-contained with its own light, heat, water, toilet-room, etc., and virtually carries its own "trailer park" along with it.

Write for free, colorful, 20-page catalog

_WRITE NEAREST FACTORY:_ Division 103 1755 N. Main Street, Los Angeles 31, Calif.
Division 103 107 Church Street, Jackson Center, Ohio
Again at the Holiday factory—Jackson Center, Ohio.

No news from Wally as he is still in Mexico, but since last month Jerry and I have been to California—boy! what a trip we had! . . . We drove 6010 miles in THREE weeks—the entire trip, especially the return trip, was really something to write about—140 miles east of San Francisco, where my 82 year old mother lives. We hit snow...and had it all the way back to Jackson Center—for the most part we had fairly good roads but several hundred miles were really iced up. Three times we had to dig out of the snow. For those who have never been over Donner Pass (1166 ft.) coming out of California in the winter—I'd like to say you've really missed one of the most awe inspiring sights America has to offer—as we reach the summit, Nebraska starts to unfold with the wonderful highway winding down past historic Donner Lake...tir trees high and mighty—coated with snow and icicles—finger tips on both sides of the highway up to nine feet high.

A white walled canyon—many, many ligths. Who says it doesn't snow in California?? By way of contrast—Southern California put on a Weather Festival that made us glad to be there—warm and sunny—around 70 degrees and believe it or not there was NO snow. F.P.—the wind blew the snow out to sea. We went to the beach at Santa Monica...and there it was! Los Angeles is fabulous—really FABULOUS.

One of the most impressive things in California is the freeway system. The big difference between the turnpikes and the freeways are the same names—same highways—roads that are parallel and with a straight line. Is it that you don't pay toll on them—they are and are built and supported from gasoline tax, and they are up to 16 lanes wide—that's right, 14 cars seven in both directions—plus two side roads and two street car tracks, which connects Hollywood and San Fernando Valley....want proof? look on page 14 of the January issue of this magazine. Those of you who think I'm overly boosting California please remember—it's in the good old U.S.A. too—and the majority of the population are people just like yourselves—most of them came from the east.

It has been our good fortune (Jerry and I) to have been in both Florida and California this winter both are ideal for winter trailering in fact we found people happy, contented and enjoying themselves—both in Florida and California takes a trip—get a 'Holiday' and see for yourself. Oh yes—the Trailer Parks are simply grand both places—clean—over nice green lawns — burdens and the most modern utilities. Bing Crosby's now 'Blue Skies Trailer Palace' in Palm Springs, California, is just about as nice as you could connect with Bing in his new trailer park are Wm. Paley, President of G.B.S.—Jack Benny the famous comic man and many other notables are also stockholders. To us, this is good news—as more and more prominent people get interested in The Better Traveler— the better it is for us we passed Bing's huge ranch near Elko, Nevada.

You know some of the happiest times Jerry and I have had in our twenty-five years married have been trailer trips and that goes back to 1930...when she and I took our Honeymoon in a trailer went all over the western desert saw and did lots of things that are imprinted in our book of memories—in fact we enjoyed it so much I said to her...let's go into the trailer business—and we did—that's how we ran across Wally Byam because he seems to always build the 'better trailer'— and that was good enough for me. Perhaps you can see why we build travel trailers—and why we see Aircraft techniques in building them—the use of rivets and metal framing in our Holiday Trailers came about when we were so thoroughly convinced that it was stronger, lighter...and longer lasting than any other method known...and coupled with the fact that Aircrafts are ALL riveted together—piece after piece.

May be I should not have written so much about our trip and stuck MORE to business, but you might have gotten MORE out of this... but after a trip like we had—it's going to take a few days to get back to normal. By the way—that's my 'Jerry' standing beside the 21-foot tandem in our ad.

Bye for now.

Claude McFall
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**Globe Trotting with Wally Byam**

**if your car can get there...**

**AIRSTREAM will follow with ease!**

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**AIRSTREAM TRAILERS, INC.**

WRITE NEAREST FACTORY: Division 103 1755 N. Main Street, Los Angeles 31, Calif.
Division 103 107 Church Street, Jackson Center, Ohio

March, 1955

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*Marianne.*

*"Say you saw it in TRAILER TOPICS Magazine"*
Trailer Talk
by Wally Byam

Again at the Holiday factory—Jackson Center, Ohio.

No word from Wally as he is still in Mexico, but since last month Jerry and I have been to California several times on a trip we had. We drove 6010 miles in 33 weeks—the entire trip, especially the return trip, was really something to write about. 146 miles east of San Francisco, where my 92 year old mother lives, we hit snow...and had it all the way back to Jackson—center—for the most part we had fairly good roads, but several hundred miles were really iced up. Three times we had to dig out of deep snow, but we made it back over Donner Pass (1666 ft.) coming out of California in the winter. I'd like to say I really missed one of the most awe-inspiring sights America has as we reach the summit. Nevada starts to unfold—with the wonderful highway winding down past historic Donner Lake...for trees high and mighty—coated with snow and ice—littering our memory...snow on both sides of the highway up to nine feet high. A white walled canyon—several miles long...that is, you don't pay toll on them—as they were and are built and supported from gasoline tax and they are up to 14 lanes wide—that's right, 14 cars-seven in both directions—plus two side roads and two street car tracks this is on Carry Pass—which connects Hollywood and San Fernando Valley...want proof look on page 14 of the January issue of this magazine. Third of you who think I'm overly boasting California, please remember—it's in the good old U.S.A. too—and the excellence of the people are people just like yourselves...most of them came from the east.

It has been our good fortune Jerry and I, to have been in both Florida and California this winter and both ideal for trailer living...in fact we found people happy, contented and enjoying themselves—both in Florida and California—and to take a top-get a "Holiday" and see for yourself. Oh yes—the Trailer Parks are similar both south and north—prices in some green lawns—laundries—and the most modern utilities. Bing Crosby's new "Blue Skies Trailer Park" in Palm Springs, California, is just about as big as the Park in Hollywood and "Ring" in this new trailer park is Wm. Palmer, President. Benny the Famous Juggler, comedian and many other notables are also stockholders in this new move—as many and more prominent people get interested in trailering—the better it is for us. We passed "Ring's" happy green near Elko, Nevada...and

You know some of the happiest times Jerry and I have had in our trailer years most may have been entertaining, and that goes back to 1930...the first time we had our Holiday, a trailer...went out over the western desert, saw things that are usually imprinted in our book of memories—in fact we enjoyed it so much I said to her...let's go on the trip and we did just that. Last how I ran across Wally Byam because he seems to me to build the "better trailer" and that was good enough for me. Perhaps you can see why we build travel trailers—and why we use Aircraft techniques in building them—the use of rivets and all metal framing in our Holiday Trailers came about when we were so thoroughly convinced that it was stronger, lighter and longer lasting than any other method knew...and so to the touch with the fact that Aircraft planes are ALL riveted together—place after place.

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Bye for now.

Claude McFall

March, 1955

Holiday
"LIVABLE TRAVEL TRAILERS"

Twenty One Foot Tandem
with Lightweight Aircraft Riveted Construction

All aluminum...all aircraft riveted to aluminum framing...lightweight 21-foot Holiday Tandem...truly a great living and travel trailer—Tandem because it's easier on the tires—easier on the body—just half the bounce—twice as steady and stops that weave...A travel trailer that is probably the most compact and livable of any trailer...anywhere...for its size...twin beds...water pressure system...septic tank toilet can be used anywhere, anytime. Many innovations and push-button conveniences...Four wheels...

Four brakes...Our free brochure tells all about it in detail—yours for the asking.

Sixteen Foot with Aircraft Riveted Construction

Completely riveted exterior to all aluminum framing—using the very latest aircraft techniques...making it far...far stronger than ordinary wood construction...hundreds and hundreds of pounds lighter...easier to tow. Holiday's unique floor plan...with its big double bed...dinette...which also make into double bed...plus upper berth...sleeps up to five adults comfortably...or the same floor plan is ideal for just two...if upper berth is not needed for the bed, it is an excellent place to put and carry things...has 30" clothes closet...four burner stove...Marine flush type toilet in 24"x33" toilet room...big enough for an unusually large person...gas light...electric refrigeration...septic tank pressure water system or water tank and pump optional. Our illustrated brochure explains all these points in detail...we will be pleased to send you a free copy.

Holiday trailers are completely all aluminum...riveted to aluminum framing...fully insulated throughout with glass fibre and vapor seal...PLUS live air circulation BETWEEN THE WALLS...hardwood interiors fastened to the aluminum framing in such a way that there is no possibility of frost coming through to the interior of the trailer...welded steel undercarriage...steel safety bumpers...underbellies completely sheathed in with riveted aluminum...whether you like the sixteen footer or the twenty-one foot tandem...they can both be completely self-contained...that means in remote places—you have water, light, heat and complete toilet facilities without any outside connections whatsoever.

Wally Byams HOLIDAY
HOLIDAY TRAILERS, INC.
JACKSON CENTER, OHIO

Liveable Travel Trailers
Claudio McFall, Exec. Vice Pres.
Glenn Fields, Gen. Mgr.
Tel. 2131

"Say you saw it in TRAILER TOPICS Magazine!" 109
Globe Trotting
WITH
Wally Byam

ACAPULCO, MEXICO — That untimely and unheralded weather—rain at this time of year in Mexico—started a chain of circumstances that eventually led to my having the first heart trouble of my life. I am now attempting to recuperate with six weeks of total rest ordered by my doctors here in lovely Acapulco, but I want to give you some highlights of the Mexican Caravan.

When we approached the old silver town of Alamos, some of the folks decided to skip that and head straight for Mazatlan to get away from the bad weather. About 25 trailers made it before the bridges washed out, but 35 more were stuck for five days between two rivers with no bridges.

The main body of the Caravan stopped at Culiacan, and this livewire Mexican town really took us to its heart. More rain poured down, making our campsite quite a bog of mud. Gino Belltone and her Social Committee took over, and the city gave us a private room for square dances, canasta, movies, etc. We all began to get really well-acquainted with Mexican people. The Governor of the State, the Mayor of the City, clubs like Rotary, Kiwanis and Lions all entertained us.

While the Caravan was enjoying itself, I was worrying about the rivers and roads ahead. A friend of mine from Spokane just happened to be in Culiacan with his Piper Pace, so he flew me over the San Lorenzo to the Plazola, and from the air I could see the 35 trailers parked down there between the two rivers waiting for the flood to subside. In Mazatlan I met Bud Kiefer, one of the first group who made it before the washouts, and he drove me back to the swollen Plazola.

We finally got a couple of Indians to venture paddling us through the swirling waters in a dugout canoe. It was a trip I'll never forget. I went over to buck up the marooned Caravanners, but I found these 35 couples having the time of their lives. They wanted more for a thing. I carried the good news back to Culiacan.

By that time, I sensed an uneasiness amongst the Caravan. They wanted to move on. The city dads of Culiacan wanted to keep us there because they thought we would be more comfortable, but I knew that I couldn't hold that Caravan much longer, come hell or high water. So we moved out to the San Lorenzo River.

Some 400 trailers of us parked along the roadside, stretching back for miles and miles. I had trucks come out every day from Culiacan delivering water, beer, ice, bread—everything we needed. Pot luck suppers were arranged up and down the road, big bonfires blazed at night, and I rode along the line on the portable motor scooter I carry in my trailer with the latest word on the progress of the bridge-building crew.

Then one night about six o'clock the word was passed down the line that the bridge was open, and the Caravan moved that night. It was a rickety crossing, scary in places, but we were all across in the next four or five hours and driving the 50 miles to the next river. (To be continued next month.)

NOTE: The spring issue of our trailer traveler's official newspaper, the "Caravanner," is out with the full story of the tour. Write to Marianne, 1755 N. Main St., Los Angeles 31, Calif., for your free copy.

the only word for Travel

AIRSTREAM

Here is your passport to travel-adventure! Go anywhere your heart desires...visit the exciting places you've always wanted to see! It's easy and fun in an Airstream trailer—designed for effortless, carefree travel. Made of all riveted aluminum, feather-light and easy to tow...and it is completely self-contained with its own light, heat, water, toilet, etc., to free you from any schedule. So stop dreaming and start living! Get on the road with an Airstream for your thrill of a lifetime. See the great new price models at your dealer's today...the lowest price travel in the long run. Guaranteed for life—your life.

Write for our new, colorful 20-page catalog—it's free!

Fishing at Acapulco
On the beach at Acapulco

AIRSTREAM
TRAILERS, INC.
Write Nearest Factory
Division 105 107 Church Street, Jackson Center, Ohio
Division 105 1755 N. Main Street, Los Angeles 31, Calif.
Saarlouis, Saarland — We are just leaving the International Trailer Rally in the beautiful Saar Valley. The affair was held in a big wooded park with tents, trailers and all nationalities mixed together. The dining tent was at least 50 by 200 feet, and meals were adequate and inexpensive. Several big washrooms with good plumbing were provided, and at least a hundred concrete tubs for washing clothes under a roof. There was a big tent containing shops for groceries, camp supplies, everything. A big truck housed the post office, telephone and telegraph office. Squads of girls in green overalls and red bandannas came through each morning and polished the grounds spotlessly clean. All the direction signs were pictures, easily understood regardless of your language.

The most imposing sight was a green field in a grove of trees with 17 flag poles about 50 feet high flying large flags of each nation. As we were the only ones from the United States, I didn't expect them to have an American flag, so I was prepared with a little flag to parade to the rostrum so the U.S.A. would not be forgotten. I didn't need this, however, for when it came time for the flag raising, the call came over the loudspeaker for Mr. and Mrs. “Beam” to come forward. They had a great big beautiful American flag, which we had the honor and privilege of hoisting.

All the flags were slowly hoisted together, ours in the middle. I pulled the rope and Stella kept it off the ground and unfurled it. When it was my turn, I stepped up and told the English that although we were the only Americans this year, next year we would return with at least 100 American trailers. The English are already making plans to outdo us.

I met the presidents of all the camping and trailer clubs of Europe, and they assured me that there would be no difficulties with regulations on trailer dimensions, etc. It seems that everybody wants us. I believe our European tour will be like the Western Canadian tour, where towns that we had by-passed raised all kinds of fuss to get us to come.

Not a single customs officer has given more than a glance inside our trailer. More lenient than in former years. There are no laws against trailers, and there are wonderful places to park all over Europe. Lots of the country is wild and practically none of it fenced. You are welcome everywhere, and nobody bothers you. Almost every town has a public camping site, or you can park in the town square.

So far we have found Europe much more fun for trailering than anywhere in the world. There are better and more beautiful parking sites, better things to eat, more interesting sights, more new experiences.

If you are the least bit interested in coming to Europe with us next spring and returning in the fall, write me at 1755 N. Main St., Los Angeles 31, Calif. We'll send you Bulletins on the latest plans.

(Advertisement)
Tell your dealer you want Stromberg Hydraulic Trailer Brakes.

The same, proven safe brakes that are on your automobile.

Specify convert to

No fade hydraulic brakes when you buy your next trailer. Demand automotive safety on down grades and emergency stops.

Equip your present trailer with the only complete hydraulic system. No accessories needed. Foot pedal and breakaway features built in.

These Western manufacturers of top line quality travel trailers and mobile homes offer Stromberg hydraulic trailer brakes as standard or optional equipment.

Airstream Trailers, Inc.
Terry
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Make sure your next trailer is safely equipped with the best...with hydraulic brakes!

Write for conversion kit prices, installation instructions and literature, to:

Western distributor for Stromberg hydraulic trailer brakes
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14538 Friar St. Van Nuys, Calif.

Service available at any automotive brake service station. A complete stock on west coast. Dealers' and manufacturers' inquiries invited.
Globe Trotting
WITH
Wally Byam

SAARLOUIS, SAARLAND—We are just leaving the International Trailer Rally in the beautiful Saar Valley. The affair was held in a big wooded park with tents, trailers and all nationalities mixed together. The dining tent was at least 50 by 200 feet, and meals were adequate and inexpensive. Several big washrooms with good plumbing were provided, and at least a hundred concrete tubs for washing clothes under a roof. There was a big tent containing shops for groceries, camp supplies, everything. A big truck housed the post office, telephone and telegraph office. Squads of girls in green overalls and red bandannas came through each morning and policed the grounds spotlessly clean. All the direction signs were pictures, easily understood regardless of your language.

The most imposing sight was a green field in a grove of trees with 17 flag poles about 50 feet high flying large flags of each nation. As we were the only ones from the United States, I didn't expect them to have an American flag, so I was prepared with a little flag to parade to the rostrum so the U.S.A. would not be forgotten. I didn't need this, however, for when it came time for the flag raising, the call came over the loudspeakers for Mr. and Mrs. "Beam" to come forward. They had a great big beautiful American flag, which we had the honor and privilege of hoisting. All the flags were slowly hoisted together, ours in the middle. I pulled the rope and Stella kept it off the ground and unfurled it. When it was my turn, I stepped up and told them that although we were the only Americans this year, next year we would return with at least 100 American trailers. The English are already making plans to send us.

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TRAVEL UNLIMITED

CROSSING THE MATILA RIVER, MEXICO

an Airstream makes dreams come true!

Beyond the blue horizon lies a wonderful world, and, it's yours in an Airstream. Completely self-contained, Airstream gives you the freedom of the four winds. Go where you like... stay as long as you please... whichever direction you point your car, your Airstream will follow.

If you have dreamed of shaking the dust of a hurried existence from your heels, let an Airstream make that dream come true. Follow the first flight of ducks toward the South... camp by a still pond or live on the shady banks of a rippling trout stream... take in the mountains, the sea, the woods... learn the new meaning of "independence". Airstream offers you independence... in a luxurious setting... with every wanted convenience, and proven trouble-free performance.

Remember: Airstream Travel Trailers are guaranteed for life... the good life... the life you should be enjoying right now! Write for our free color catalog and see your Airstream dealer.

MID-WINTER AIRSTREAM TRAILER RALLY, SARASOTA FLORIDA—First 50 Airstream owners to write in will receive Free accommodations in beautiful Sarasota. Write to the Jackson Center, Ohio factory for dates and complete details. Be sure to join the fun and festivities.

AIRSTREAM TRAILERS, INC.

WRITE NEAREST FACTORY Division III 107 Church St., Jackson Center, Ohio
Division III 1755 N. Main St., Los Angeles 31, Calif

"Say you saw it in TRAILER TOPICS Magazine"
the Andy Andersons report on
AIR LIFTS

"WE REALLY GAVE 'EM THE BUSINESS...
FOR 35,000 MILES!"'

Mr. and Mrs. Andy Anderson, deans of America's trailerites, just returned from a 35,000 mile tour including the 500 Mobile Home Caravan to Mexico.

"Air Lifts provided real riding comfort every mile of the trip," they report. "We've tried every known overload device and have found that only Air Lifts adjust instantly to the exact tongue weight of any trailer... and the air cushioning really smooths out the bumps. After 35,000 miles we wouldn't move without them."

You shouldn't move without them either!

Free: BETTER TOWING METHODS booklet, packed with towing tips to save you time and trouble. Write Dept. 711.

AIR LIFT COMPANY, LANSING, MICHIGAN
IN AN AIRSTREAM
THE ROAD LEADS EVERYWHERE
Because Airstream is built to travel

Take the high road ... take the low road ... go where you like, stay as long as you please. See this great big wonderful world and travel care-free in an Airstream. The original all-aluminum, all-riveted travel trailer is still miles ahead in design and workmanship. The skill and experience which comes with 23 years of producing the world's finest featherweight travel trailer shows in every Airstream feature ... and assures you that you and your Airstream can go anywhere your car will go. This sturdy, lightweight marvel tows like a dream at any speed and levels the roughest roads. Streamlined design and mileage-proven construction guarantee you maximum safety and performance ... The first Airstream is still on the road somewhere—and its proud owner is, no doubt, planning even more adventuresome trips. Get out of the rut and onto the road ... in an Airstream!

Write for our new, colorful 20-page catalog—it's free!

AIRSTREAM TRAILERS, INC.
WRITE FACTORY NEAREST YOU:
Div. 110 107 Church St., Jackson Center 11, Ohio
Div. 110 1755 N. Main St., Los Angeles 31, Calif.
Globe Trotting
WITH
Wally Byam

Montreal, Canada—It's "Meeting Time" again, and the Caravan is a-rolling across eastern Canada. Why, we've hit Maritime provinces. As this is written we have been on the road about two weeks, and the Caravan has already settled down into the easy, eye-popping efficiency of a well-oiled cruise. On moving days we get on the road with just hardly any effort at all. With our own cooks we know that this coil of wire tucks into this corner, and that block goes there. What was a quiet, sleeping village at five o'clock in the morning is completely gone by eight, leaving nothing more than a few wet spots on the ground. How DO we do it? And mostly all oldies, too.

As usual it is amazing how many of the women are the driving, apparently by both Mama and Papa's choice. One 79-year-old Caravanner lost his driver's license through poor hearing, but his young wife of 73 does a bang-up job and drives like a veteran. Team work. But that's not surprising. Most of them have been a team for thirty or forty or fifty years.

We had heard that Eastern French Canada was going to be a little stiff and formal and not as friendly, as Western Canada. But we don't know how they could be much different. They speak French all right, but practically everyone speaks some English. Road signs are printed in both languages. We have had wonderful press notices in both English and French language newspapers. Of course, we don't know what they say, but local people have told us they said real nice things. For as usual, our village of shiny aluminum "roulottes" (trailers) made up of shaky-footed oldies is a sensation wherever it goes.

This trip there are about 250 of us. Most everybody knows everybody else by their first names. About two-thirds of us have been on previous tours. Already the old gang spirit of "all for one and one for all" has taken hold. We have had several potluck suppers, two nice big dinners, square dances, movies and showings of our own slides, and songfests. Together we have gone swimming, fishing, played horseshoes, taken pictures, gone on chartered bus tours and even argued a bit in Meeting Time.

In Ottawa we all went to Parliament and saw the House of Commons really having a tussle, we saw how they train the Mounties—that world's finest police force that has done so much for us on this and previous tours. In Algonquin National Park we camped in a beautiful spot with wonderful lake swimming over the Fourth of July, In Sault Ste. Marie we helped them start off the celebration of the 100th Anniversary of the opening of the world's busiest locks. In Montreal we went night-clubbing and rode a horse-drawn Tally Ho to the top of Mount Royal. We really are having fun.

October, 1955

WHAT KIND OF FOLKS GO ON CARAVAN TOURS

A REALLY TRAVELLED TRAILER

Joe and Mary Sodlack are on the Canadian tour with exactly the same Airstream and automobile they had on the famous Central American tour down the Pan-American highway to Managua, Nicaragua. You have read and heard a lot of stories of how terrible that road was. On top of that, the Sodlacks have been to Alaska twice with this outfit. Either you can't believe everything you hear or they must have a very tough outfit.

Joe is sorta halfway retired, but with a heavy hand on the helm of a famous Cleveland Tool and Die Company at present deeply involved in classified Government work. Joe's standard Caravan costume is a pair of shorts and half Wellington boots. His well-tanned hide is very becoming too. Mary is the prissy member of the family, carries the family's dignity with a big nice friendly smile. They were the first to sign up for our European Caravan next year. Joe hails from Czescoslovakia, some fifty years ago.

THE LONG AND SHORT OF IT

Fred Belthner (this wife is cute little Jeanie) is a two-fisted farmer from Nebraska. He has always been the biggest and strongest man on the Caravans. On the tour to Mexico two years ago, he playfully squeezed a gal on the Caravan and broke her rib. He stands 6 feet 5 inches and is all man. But on this trip we call his Bee Wee. For he runs a bare third. John McMamara, high school principal from South Bend, Indiana, is 6 feet 6 inches, and "Chalky" Cram, transportation chief of Dayton, Ohio, is 6 feet 6 inches tall.

NEVER MISS A TOUR

Louie and Alice Beatty have the distinction of having been on every Wally Byam Caravan conducted on the North American Continent, and we rather believe they are going to Europe with us next year. They are in the avocado and real estate business in Bakersfield, California. Louie is an outdoor guy, dark as an Indian, who usually sports a fancy cowboy shirt, while Alice is the exact opposite with a peaches and roses complexion.

Alice has a very disconcerting habit of strolling around the camp very early in the morning, all beautified and with the greatest air of leisure. Other tousled, dusty, horse-coated ladies stick their heads out on their trailer doors and wonder, "How CAN she do it at this time of day?" It is rumored that Louie gets the breakfast and does the breakfast dishes. Others, knowing Louie, doubt it. Louie's fame is for getting things done mechanically. He can not only fix anything, but he has an uncanny ability for buying practically every part wholesale.

HORSE COLLAR MANUFACTURER

Harmun and Lola Boyd have their trailer furnished and decorated entirely with antiques. You never saw one like it. The newspaper photographers are always taking photogenic hotel picture grabbing the breakfast coffee with an old-fashioned coffee grinder. The whole interior of their trailer is something to write about.

But Harmun Boyd has an even greater distinction. He is in a retired horse collar manufacturer. Not so many years ago, he was President of the biggest company of its kind in the world, the Jim Dandy Horse Collar Co. of Bradford, Illinois. Their slogan was, "Five million happy horses have worn Jim Dandy collars." He says he didn't exactly retire from the business. He retired from him. It just kept dwindling and dwindling away and finally died on the vine. All he has left are some very interesting illustrated catalogs that look like the Sears Roebuck variety of 1927. They don't care. They have an Airstream now and are out to see the world—with the Globe Trotting Wally Byam Caravanners.

J. F. McCarthy of Lewiston, Montana, has the distinction this trip of being the oldest man on the Caravan. Joe is 86. He gets around a darned sight faster than his do. Moreover, he writes such a very interesting running account for his hometown paper that we have asked him to do a story for our own newspaper, the "Caravanner," and one of the trailer magazines.

"Say you saw it in TRAILER TOPICS Magazine"
Montreal, Canada—It’s “Meeting Time” again, and the Caravan is a-rolling across Eastern Canada and the Maritime Provinces.

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(advertisement)
Globe Trotting
WITH
Wally
Byam

Los Angeles, Calif. — Where do we go from here? Well, we have just got the rust cleared off our car from our long sojourn on the beach at Acapulco while our ticker was repairing itself, and now we are readying our outfit for the tour to Eastern Canada. Later in the summer we are shipping our outfit to Europe to attend the International Trailer Rally and do a lot of scouting all over Europe, keeping our eye peeled for sites large enough to hold 150 American trailers and cars. We want to go trailering right into Vienna now that the Russians have pulled out, and Stella (my beloved) is very anxious to trailer around a bit in Spain.

For next summer we hope to be able to charter our own boat to ship our car to Europe. It is apparently the only way to get the shipping cost down to a reasonable figure. Rates are set by “conferences.” Do you want to know how much it costs to ship your outfit to Europe? Here is how you figure it. The rate from New York to any channel port (Rotterdam, Le Havre, etc.) is $27.50 per cubic ton. A cubic ton is 40 cubic feet, so you multiply the length by the height by the width, divide that by 40 and multiply by $27.50 and you have the answer. All measurements are the greatest measurements as if the whole thing were put in a box. Coming back from Europe the rate is about a third that much. But on a foreign freighter chartered for the round trip the rate would be less than a third both ways.

The cost of shipping a car is from $500 for a Jeep to $500 for a Cadillac, or thereabouts. That’s round trip.

For your own passage the cheapest I know is $300 round trip per person on some freighters up to goodness-knows-what for a suite on the Queen Mary. Round trip tourist by air is around $500 and a little over $200 more for first class.

Once you and your outfit have landed in Europe, it costs no more to go trailering than it does in this country. Gasoline is higher, but distances are shorter. Food is about the same or a little less. There are very fewrestrictive trailer laws except in England, and finding places to park isn’t much of a problem once you learn the ropes. And there are a lot of interesting places, people and things to see.

This winter we plan on the Wally Byam Caravan going to Cuba. If arrangements can be made to get the trailers shipped over at a reasonable price. The auto ferry is now operating, but the deck is too low to take trailers. If we can’t get to Cuba, we’ll go over the new Pan American Highway to Guatemala. No railroad shipping — all highway — if it is opened. You never can be sure until we scout it in advance. We will send our scout, Don Waters, down in September.

So there is a lot of traveling ahead. We all pay our own expenses. Nobody pays anybody anything. And it’s fun to travel together, with people who know how. If you are interested in these trips, write Marianne, 1755 N. Main St., Los Angeles 31, Calif.

(Advertisement)

HERE IS YOUR PASSPORT TO TRAVEL-ADVENTURE!

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Palm Springs, California Trailer Rally Nov. 11-12-13. All Airstream owners write to Los Angeles factory for information on this fun-filled weekend. Don't delay, do it today.

AIRSTREAM TRAILERS, INC.
Division 209
107 Church Street, Jackson Center, Ohio
Division 209
1755 N. Main Street, Los Angeles 31, Calif.
What's new in the... TRAVELING TRAILER WORLD

Globe Trotting WITH Wally Byam

Los Angeles, Calif.—Where do we go from here? Well, we have just got the rust out of our system and are now ready for a trip over to Europe. We took our own boat on the ocean to Europe and it is the only way to get there. The boat was a very nice experience, but I am not sure I would recommend it for everyone. We have been in Europe for quite some time now and are really enjoying ourselves.

For next summer we hope to be able to charter our own boat to take us over to Europe. It is the only way to get the shipping cost down to a reasonable figure. Rates are set by "conferences." Do we want to know how much it costs to ship YOUR outfit to Europe? Here is how you figure it. The rate from New York to any channel port (Rotterdam, Le Havre, etc.) is $27.50 per cubic ton. A cubic ton is 40 cubic feet. So you multiply the length by the width by the divide, that's how you get your cubic ton. You have the answer. All measurements are the greatest measurements as if the whole thing were squared or cubed. For a trip back from Europe the rate is about $375 per ton, but that's now going up.

But on a foreign freighter chartered for round trip the rate would be less than a third. The cost of shipping a car is from $300 for a Jeep to $500 for a Cadillac, or thereabouts. That's round trip.

For your own experience the cheapest I know of is $250 round trip per person on some ferries up to goodness knows what for a suite on the Queen Mary. Round trip tourist by air is around $500 and a little more for first class.

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ATOM BOMB TRAILER

When the opportunity was presented for us to prove the permanence of the Bomb, Atom Bomb tests in Nevada, we jumped at the chance.

The story goes back to 1947 when we were trailer ing through Germany right after the war. As we picked our way through bombed-out industrial cities like Essen and Mosul, it was difficult to say what was indescribable—great piles of brick and rubble amongst still-standing tall factory chimneys. The chimneys were still standing, it didn't make sense. I couldn't believe it. Most of them were brick, tall and skinny and supposedly easily tipped over. But there they stood. How come? At my request a tour of a large American Army officers about them. They said it was because they were round. The bomb blast follows around the curves. No force, no vacuum on either side. The only way you can knock them over is with a weights shot hit near the base.

So what happened in the Atom Bomb Blast? Just exactly what we thought. The A-Bomb, a well-trained fighter, wheeled, rolled with the punch and took it the easy way. The damage? Two windows broken, a small dent in the rear that I could "bong" out with my two hands, but we are saving it for you to see, and two clothes closet doors inside blown off their hinges. Strange to say, those doors were known outside that it was the vacuum that did the damage in this instance. Brick houses in the test were blown flat.

We are sending this trailer around to all our dealers for exhibitions. I think it shows no sales pitch. We could say, "Don't build a bomb shelter—Buy an Airstream." But that would be wrong. I never really meant it. Believe me, boys. If a bomb warning ever comes (and I personally don't think it ever will), for my own private personal safety I am going to dash out of my house (concrete block and glass) and wait for the Big Boom in my Airstream trailer in my back yard. And incidentally, the light, all-riveted seams of the Airstream should be excellent protection for fallout from atomic dust.

Someone has suggested that we call this Atom Bomb trailer our "Byam Monroe"—model—where curves pay off.

100 MILES AN HOUR

Way back in 1936 we drove an Airstream with a stopped-up Packard so that the speedometer showed just a bit over 100 miles an hour. But of course it wasn't officially timed. Last year, W. M. Whiteham of England's "Caravan" magazine remarked editorially that some day someone might tow a trailer 100 miles an hour. That "sweated" us. So we tried it last month. We took one of our 20-foot tandems out on the highway and tied our 1936 Mercury—wide open. But we didn't quite make a hundred on the official timing. Awful close to it though.

One of our dealers has just taken a 1935 Airstream a couple of thousand miles and done bird's eye maple inside. The shape was different in those days, a long pointed tail, more like an airplane. Not so much room inside, but better for speed. We are going to get that on the Airstream and have a powerful Lincoln. Once again, Shape pays off.

Personally we like to loaf along at the state speed limit or less—a comfortable speed for those of us in the gray-loaded league. But Airstream owners as a class drive much faster than owners of other trailers. It's so easy to do.

REALY LIGHT WEIGHT

We have just completed an interesting experiment. We took our trailer over to Europe on a scouting expedition. Will tow it with a little European car, 30 horsepower. So this trailer has to be really light weight. I asked the boys to do their best. And did they do it. They came up with some good ideas. "Goodyear" Price was no object.

The undercarriage is of aluminum or magnesium. The floor is airplane flooring built of balsa and strips of cedar sandwiched between plastic sheets. The metal is aluminum except table tops. Beds are airfoil rubber. Cork floor covering. Of course, it does have a little electric refrigerator, for which it must carry its own small electric power plant. Cook and heat with kerosene. Electric lights from its own airplane battery...

But the payoff is that when the whole thing was completed, it weighed only two hundred pounds less than our standard model. Which made me happy—proving that our standard methods are much closer to lightweight optimums than we thought.

LITTLE THINGS

You've just no idea how much thought goes into little things. We were traveling on the auto ferry with a group of folks who were on a cruise. Some of them were also going to the Big Boom in Cuba. Our folks are used to the simple life. They had a dozen trailers on a Wally Byam Caravan.

It was a new idea for them, and they were very pleased. But when they got to Cuba, they couldn't get it done. It was too much trouble. It's all in the details. It's all in the little things. It's all in the people who work at it. They were happy with the results.

BIG FAMILY

Our Ohio plant has just completed its new building and we are moving in. This doubles our capacity in Ohio and in any way. As Hoover of the F. B. I. says, "An ounce of loyalty is worth a pound of counterfeits. We are not satisfied. We are just a big family, you know. When anybody is hired they stay for ever, and we practically never let them go. As Hoover of the F. B. I. says, "An ounce of loyalty is worth a pound of counterfeits. We are very satisfied."

We are opening it with a big reception and dance for our customers, our neighbors and our employees. When we work at it, we work at it. We are just a big family, you know. When anybody is hired they stay for ever, and we practically never let them go. As Hoover of the F. B. I. says, "An ounce of loyalty is worth a pound of counterfeits. We are very satisfied."

"Say you saw it in TRAILER TOPICS Magazine!" September, 1955
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When the opportunity was presented for us to provide a trailer for the Government's Atom Bomb tests in Nevada, we jumped at the chance.

The story goes back to 1947 when we were traveling through Germany right after the war. As we plodded our way through bomb-out industrial cities like Essen and Dusseldorf, we realized how in-describable—great piles of brick and rubble were once-standing factories and chimneys. That's it. The chimneys were standing. It didn't make sense, I couldn't believe it. Most of them were brick, tall and skinny and supposedly easily ripped over, but they stood. How come? At my first opportunity I asked some American Army officers about it. They said it was because they were round. The bomb blast follows around the curves. No force, no vacuum on either side. The only way you can knock them out is with a direct hit, near the base.

So what happened in the Atom Bomb Blast? Just exactly what we thought. The Airstream, like a well-trained fighter, wheeled, rolled with the punch and took it the easy way. The damage? Two windows broken, a small dent in the rear that I could "bong" out with my two hands, (but we are saving it for you to see), and two clothes closet doors inside blown off their hinges. Strange to say, these doors were blown outward, and it was the vacuum in the closet that did the damage in this instance. Brick houses in the test were blown flat.

We are sending this trailer around to all of the dealers we deal with, just to show no sales pitch. We could say, "Don't build a bomb shaped trailer." But that would be silly and we wouldn't say it. But, believe me, Boy, if a bomb warning sign were put on every personal car, not personally don't think it ever will), for my own private personal safety I am going to dash out of my house (concrete block and glass) and wait for the Big Boom in my Airstream trailer in my back yard. And incidentally, the tight, all riveted seams of the Airstream should be excellent protection for fallout from atomic dust.

Someone has suggested that we call this Atom Bomber trailer the "Marilyn Monroe" model—where curves pay off.

100 MILES AN HOUR

Way back in 1935 we drove an Airstream with a souped-up Packard so that the speedometer showed just a bit over 100 miles an hour. Of course it wasn't officially timed. Last year, W. M. Whitman of England's "Cavan" magazine remarked editorially that some day someone might tow a trailer 100 miles an hour. That "someone" is us. We were timed last month. We took one of our 30-foot tandems out on the dry lakes and towed it with a Mercury—wide open. But we didn't quite make a hundred that official timing. Awful close to it though.

One of our dealers has just taken a 1935 Airstream in trade. A beautiful job, done in bird's eye maple inside. The shape was different in those days, a long pointed tail, more like an airplane. Not so much room inside, but better for speed. We are going to put that on the show road in our powerful Lincoln. Once again. Shape pays off.

Personally, we like to lose along at the state speed limit, or less—a comfortable speed for those of us in the grayheaded league. But Airstream owners as a class drive much faster than owners of other trailers. It's so easy to do.

REALLY LIGHT WEIGHT

We have just completed an interesting experiment. I am taking a little trailer to Europe on a scouting expedition. Will tow it with a little European car, 30 horsepower. So this trailer has to be really light weight. I added the bays to do the job. Massage it to death, they did it. They came up with more "Goodies." Price was no object.

The underscarriage is welded magnesium. The floor is airplane flooring built of balsa and strips of cedar separated by plastic sheets. All the furniture is aluminum except table tops. Beds are airfoam rubber. Cork floor covering. Of course, it does have a little electric refrigerator, for which it must carry its own small electric power plant. Cook and heat with kerosene. Electric lights from its own airplane battery...

But the payoff is that when the whole thing was completed, it weighed only two hundred pounds less than our standard model. Which made me happy—proving that our standard methods are much closer to light weight optimums than we thought.

LITTLE THINGS

You've just no idea how much thought goes into the "little things." We're traveling on a plane in England and saw a catch on a door that looked like the perfect answer for a travel trailer closet door. We investigated, got it, and have it now, given it the works ourselves and tested it in our dozen trailers on a Wally Byam Caravan.

Nothing but YOU can get it undone. Identification, knocks—nothing. But you can easily twist it with two fingers, and it's open. So far it has proved to be foolproof and trouble free. It is on all Airstreams now. It will continue to be an Airstream exclusive until our competitors wake up to copying us—as they usually do, six months or a year later.

BIG FAMILY

Our Ohio plant has just completed its new building and we are moving in. This doubles our capacity in Ohio. It isn't big and imposing like the BIG trailer manufacturers have, for we are still small and satisfied to be that way. But it is neat and clean and efficient—and we are very proud of it.

We are opening it with a big reception and dance for our customers, our neighbors with whom we work at Airstream. We are just a big family, you know. When anybody is hired they stay forever, and we plan to keep them forever. We know how to run the thing and we keep the "boys" with us. We know how to do the work. In fact, I think one of the F. B. I.'s, says, "An ounce of loyalty is worth a pound of fancy-sounding gobbledy gook." And we think it shows up in a better product.

Los Angeles, Calif.—Where do we go from here? Well, we have just cleaned our rust cleared off our car from our long sojourn on the beach at Acapulco while our trailer was being repaired, and now we are readying ourselves for backroads in Eastern Canada. Later in the summer we are shipping our outfit to Europe to attend a rally in England. We hope to be able to charter our own boat to ship our Caravan to Europe. It is apparently the only way to get the shipping cost down to a reasonable figure. Rates are set by "furniture." Do you want to know how much it costs to ship YOUR outfit to Europe? Here is how you figure it. The rate from New York to any channel port (Rotterdam, Le Havre, etc.) is $27.50 per cubic ton. A cubic ton is 40 cubic feet. So you multiply the length by the height by the width, divide that by 40 and multiply by $27.50 and you have the answer. All measurements are the greatest measurements as if the whole thing were put in a box. Costs from Europe the rate is about a third that much. But on a foreign freighter chartered for the round trip the rate would be less than a third both ways. The cost of shipping a car is from $300 for a Jeep to $500 for a Cadillac, or thereabouts. That's round trip.

For you own passage the cheapest I know is $300 round trip per person on some freighters up to goodness knows what for a suite on the Queen Mary. Round trip cruise, including meals and $500 and a little over $200 more for first class.

Once you and your outfit have landed in Europe, it costs no more to go trailer ing over there than in this country. Gasoline is higher but distances are shorter. Food is about the same or a little less. There are few restrictive trailer laws except in England, and finding places to park isn't too much of a problem once you learn the ropes. And there are a lot of interesting places, people and things to see.

This past summer the Wally Byam Caravan going to Cuba IF arrangements can be made to get the trailers shipped over at a reasonable price. The auto ferry is now operating, but the clock is too low to take trailers. If we can't go to Cuba, we'll go over the new Pan American Highway to Guatemala. No railroad shipping—all highway—if it is opened. You never can be SURE until we scout it in advance. We will send our scout, Don Waters, down in September.

So there is a lot of traveling ahead. We all pay our own expenses. Nobody pays anybody anything. And it's fun to travel together. How much bigger and better do you are interested in these trips, write Marianne, 1735 N. Main St., Los Angeles 31, Calif.