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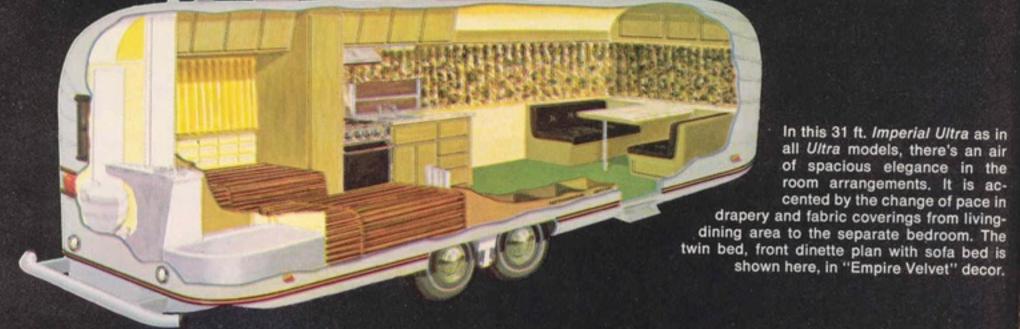




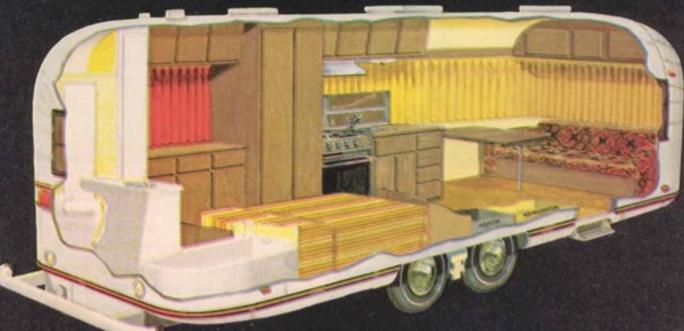
Avion shows its colors

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Here's the double bed, side dinette plan with front sofa bed in a 28 ft. Travel-cader Ultra done in "Mediterranean Melon" Colorama decor. Rich carpeting throughout also is standard in Ultra series. Complete deluxe bathrooms are all white.





Wrap-around draperies are an Ultra luxury note, as are wood-matching cornices with concealed lights. The colorful Slumber Bags and bed slip covers are optional. This is the twin bed, front sofa version of the 26 ft. Voyageur Ultra, in "Hyacinth Blue" decor combination. Colorama beauty blossoms forth from every 1970 Aerostyled Avion, Ultra or Classic Series. See them in person.

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AVION TRAVEL COACHES - PICKUP CAMPERS

In this 31 ft. Imperial Ultra (cutaway view) as in all Ultra models, there's an air of spacious elegance in the room arrangements. It is accented by the change of pace in drapery and fabric coverings from living-dining area to the separate bedroom. The twin bed, front dinette plan with sofa bed is shown here, in "Empire Velvet" decor.





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powerful engine, quiet exhaust, a comfortable seat, and excellent gas mileage (40-plus mpg, even on some fast runs). I'll give you a full rundown on how the bike behaved after I've finished with it.

Making old leather look new again

If your leather riding gear is beginning to look as old as it really is, you may be able to improve its appearance as I did with mine. Just hop over to your local shoe shop and buy a good leather dve-one that comes closest to matching the original color of the leather. Apply the dye as directed (two or three times, if necessary-depending on how scuffed and faded the leather is). After the dye has dried, spray the leathers or boots with a leather waterproofing spray. After they have dried, apply a good leather conditioner to increase gloss and flexibility. You'll be amazed at how nice your old riding gear looks.

Carburetion booklet

Know the difference between a concentric and eccentric float chamber? How to check carburetor synchronization with a vacuum-gauge set? You'll find the answers to these and many other questions you may have about how motorcycle carburetors work in a booklet called Honda Motorcycle Carburetion. The manual was first published in late 1975, and there have been a number of carb-design changes since then. But it's an excellent technical reference for learning the basic operating principles of most motorcycle carburetors, It's \$1.75 at your local Honda dealer.

Bag it

Looking for something attractive and durable to carry your riding gear in when you're traveling? This new brightly colored (yellow and blue) tote bag from DG Performance Specialties will do the job. It's made of heavy-duty double-layer vinyl, and is large enough to handle helmet, leathers, boots, and other gear. A large pocket on each side seals with a Velcro fastener, and can carry additional items. The main body of the bag closes with a heavy-duty rustproof zipper. I've been using one of these bags now for a couple of months and like it just fine. It costs \$39.95, and is available through motorcycle



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AVION TRAVEL TRAILERS



Field and Stream March 1969

feet, following the quiet trail through forest and mountains, bedding down at evening under the stars, when and where they feel like it, at a time when the Industrial Tourists are still hunting for a place to park their cars.

Industrial Tourism is a threat to the national parks. But the chief victims of the system are the motorized tourists. They are being robbed and robbing themselves. So long as they are unwilling to crawl out of their cars they will not discover the treasures of the national parks and will never escape the stress and turmoil of those urban-suburban complexes which they had hoped, presumably, to leave behind.

How to pry the tourists out of their automobiles, out of their back-breaking upholstered mechanized wheelchairs and onto their feet, onto the strange warmth and solidity of Mother Earth again? This is the problem which the Park Service should confront directly, not evasively, and which it cannot resolve by simply submitting and conforming to the automobile habit. The automobile. which began as a transportation convenience, has become a bloody tyrant (50,000 lives a year), and it is the responsibility of the Park Service, as well as that of everyone else concerned with preserving both wilderness and civilization, to begin a campaign of resistance. The automotive combine has almost succeeded in strangling our cities; we need not let it also destroy our national parks.

It will be objected that a constantly increasing population makes resistance and conservation a hopeless battle. This is true. Unless a way is found to stabilize the nation's population, the parks cannot be saved. Or anything else worth a damn. Wilder-





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