



February 17-19, 2015

Astronomical Meeting, Florida

Kissimmee Prairie State Park, Florida

Frank and Elda Quinones

305-386-5219

frankelda@yahoo.com

March 16-21, 2015

Myakka Den Meeting, Florida

Myakka River State Park

Wilda McDaniel

904-699-3115

April 14-17, 2015

Picking Lawn Party, Florida

Picking Range, Sugarloaf Key

Jim & Garnet Picking

305-745-3152

Last week in May 2015

Franklin, North Carolina

Roy & Wilda McDaniel

904-699-3115

Sep, 2015

Annual Meeting

Graceland, Memphis, TN

Lester & Jo Ann Forman

901-487-5882

formans54@aol.com

Jerry Brokaw

321-453-4296

whoseyiggy@yahoo.com

November 1 –15, 2015

Gulf Coast Rolling Pride

Tom and Dee Little

See Page 2 for details

Novmeber 2015

St. Andrews State Park

Panama City Beach, FL

Danny & Dee Deaton

DANANDEE@comcast.net

September, 2016

Annual Meeting

February 1990

A Tumultuous Time For VOA

In searching the Fox Print archives, for material for the "Do You Remember" feature, it is becoming clear that the VOA beginnings were not without controversy. To-day we are the beneficiaries of what is a stable and well run association. An association that every year creates and runs many successful Vixen activities, the annual meeting comes to mind. The Florida Rolling Pride has become an annual event. Various prides sponsored by individual members about the country who are willing to share their interests. The community effort to indentify and solve the various problems that arise with Vixen ownership. The sharing of experience through the VOA website forum (www.vixenrv.org) to facilitate and support, the repair and refurb of our sometimes troublesome mistress'.

It comes as something of a surprise to see that in the early days it was not nearly so harmonious. There was in February 1990 a debate about the basic membership (see "VOA Confusion " on page 8)

Further it appears that an upstart "Fox Prints" was being published in defiance of the official "VixeNews" see Maverick Fox Prints didn't tell members anything..... Page 4

Apparently onerous outside forces were praying on unsuspecting Vixen owners with false solutions to many problems . See page 8

On a happier note a family, the Gilberts, Doug and Susan with their two sons Chris and Scott, in their SE 665 made a 18 month 53,000 mile trip covering the lower forty-eight states plus every Canadian province as well as Alaska without incident. This at a time when the level of pessimism , controversy and dissatisfaction was high.

Paul Roerich buys all TD parts from CRC.... See page 8

The idea that this was a difficult time to own a Vixen is certainly brought home by the tenor of these various

Continued on page 4

GULF COAST ROLLING PRIDE

Hosted by Tom and Dee Little

Vixeneers will gather for another rolling pride in the panhandle of Florida on the way to the Pride at St Andrews State Park the first two weeks of November 2015. **This heavily used beach laden area requires reservations now to get ahead of the snowbirds.** In addition to vacant beaches for walking and picnicking, we will be visiting several Florida plantation mansions, built for timber barons, not cotton. Needless to say, each park selected has natural features to be explored and other attractions nearby. Reservations can be made at Reserve America, [800-326-3521](tel:800-326-3521). The Pride will spend two days at each state park. Tom and Dee Little are hosting. The park and the host's site are listed below such that you can get near the group.

Nov 1&2 Torreya State Park, Bristol, FL, site #6
Nov 3&4 Falling Waters State Park, Chipley, FL, site #9
Nov 5&6 Topsail Hill Preserve Santa Rosa Beach, FL Site #86
Nov 7&8 Grayton Beach State Park, Grayton Beach, FL, site #28
Nov 9-12 St Andrews State Park, Panama Beach State Park, Vixen Pride, site #34
Nov 13, Dr. Julian G. Bruce St. George Island State Park, East Point, FL, site #20

Dee and Danny Deaton are hosting the St Andrews Pride and information about that pride should be referred to them.

ST. ANDREWS STATE PARK

Hosted by Danny and Dee Deaton

November 2015 den meeting at St. Andrews State Park in Panama City Beach, Florida sponsored by Danny and Dee Deaton. The dates are Nov. 9-13, and we are booked in site #38...the McDaniels are in #36. There are lots of sites available right now, but this is one of the most popular parks in the system, so book your site as soon as you can. The first "loop" is convenient to fishing pier, bathrooms and fire pit. Thanks, Dee

BOOK EARLY OR MISS OUT!!!

Fox Prints is the official organ of the Vixen Owners' Association. Information and advice contained in Fox Prints is based on the experience of Vixen owners. The Vixen Owners' Association Inc., its publisher, editor, printer, officers, agents or contribution authors are not responsible for any unwanted or unforeseen consequences of the use of this information

Vixen Owner's Association is private corporation devoted to supporting the owners of those magnificent vintage motor home produced by the Vixen Motor Company between 1986 and 1989. Web site: www.vixenrv.org, webhelp@vixenrv.org.

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BLUE SMOKE

By Don Pendergrass
Orem, Utah

Acrid blue smoke flooded the campground and looked like a World War II smoke screen when I started my Vixen TD. Luckily Bev and I weren't asked to leave, but I'm sure some of our fellow campers wished we would leave. When I got the Vixen TD home to Utah, I began to make inquiries. My first thought was to put it up for sale with Ted Stephens. My second thought was to call Dustin in Belgrade, Montana, which I did.

In answer to my inquiry, Dustin said that a complete overhaul of the motor would cost in the neighborhood of \$10,000. He said that before I considered that, it would be wise to have the turbo checked. I guess that my diesel mechanical skills must be weak because I didn't know that the turbo might be the cause for this pollution. So my next step was to check with the service manager at the local BMW garage. When I told him of the smoking problem, he began his response by asking me this question: "Do you change oil regularly?" "Yes, I do." The next question was, what kind of oil was I using. I told him Mobil 1 synthetic. Then he also asked me what color was the smoke. I told him that it was blue. His next question was to ask how many miles were on the motor. I told him somewhere close to 140,000 miles. I was flabbergasted by his response when I

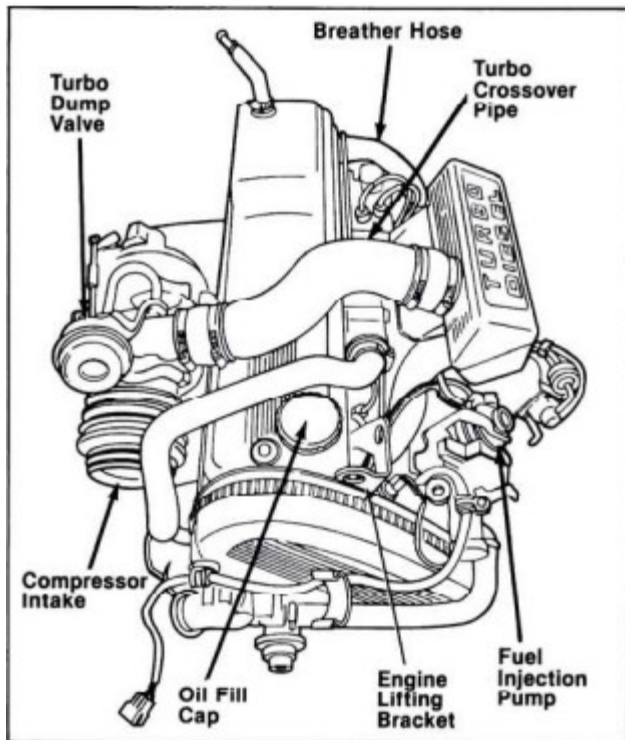
told him that: He said, "That motor will go a lot further than that before it needs rebuilding." He said to check out the turbo before doing anything.

I went to the local Vo Tech School (now called Utah Valley University [UVU]) where I had taught Collision Repair for over 30 years. I talked to the Diesel Mechanics department head and he lined me up with Nathan, one of his top notch students. Nathan came to my garage after school hours and pulled the turbo. I took it to Gillett Diesel, 40 miles away, where they rebuilt it. The turbo had several major problems, one of which was a seized up waste gate. After a \$470 cash outlay, it looked as if it were new again. I need to note here that the turbo on a Vixen TD is not built by BMW.



It is a very common independent brand that is getting to be obsolete but is still rebuildable.

As per Gillett Diesel instructions, Nathan also pulled the air filter. I took it to two local jobbers to see about getting a replacement. They both listed the Nelson air filters, but did not list the number 70222 -A listed in the Vixen manual. One of the counter men that I talked to pointed out that this particular wire screened filter was re-cleanable and sold me a kit to do that. The kit contained two plastic bottles. One bottle was full of a squirt cleaner and the other bottle held a light oil to spray on the screen after it was dry. I reinstalled the filter after cleaning and oiling it. Gillett's instructions on motor start-up were to crank the vehicle in a no-start mode and allow oil to be pushed into the turbo before the motor was started. Finally following their instructions, I started the motor on the Vixen and went for a short five mile spin. When I returned home and checked the exhaust there was no smoke of any kind.



Editor's Note: A Google search for The Nelson 70222-A air filter yielded no results. Fram's CAK253 as pictured here is currently being used in TD 0181 Don Morse suggests the following: Fram CAK253, Nelson 7022N, BMW-711422241165, Bavarian Auto 13721287480 - NAPA-2222 (use Nelson style plate)



Bill Collins Designer Notes from February 1990 — 25 years ago.



Now that the major shapes ... exterior surfaces and interior floor plan had been resolved, the "nitty gritty" of sourcing hundreds of components had to be addressed. Because of our small size, we had to adopt two basic philosophies:

1) We would "strive mightily" to locate existing parts before designing our own ... wherever possible and without undue compromise of the basic Vixen design.

2) Engineering sources would carryover into production, unless the cost was unrealistic.

Because of my 20 years experience at Pontiac Motor Division of GMC, my major contacts were with the GM "allied" divisions and wherever possible, I tended to source with them. The only non-GM, American manufacturer's part I can think of is the Ford clutch master cylinder.

The GMC G-20 van was a natural for the independent front suspension, since it had unequal length upper and lower control arms like most passenger cars and the load capacity required for the Vixen. GM was agreeable until they realized that I intended to cut and weld their front suspension crossmember for our wider track ... that would never do. Rather than fight, we switch and tooled up our own crossmember using Kirksite dies.

Use of the G-20 front suspension pretty much dictated using its front disc brakes. This, quite naturally, led to the G-20 rear brakes. The G-20 vacuum assisted, power master cylinder unit had not packaged well in V21-1, the first prototype, and so we used GM's latest creation ... an electrically driven hydraulic pump and accumulator system ... a much smaller package and not dependent upon engine vacuum.

Other GM parts include: the automotive heater and A/C system, the steering column and gear, the automatic height control compressors and height control valves. TDs and XCs had Pontiac T-100 tail lamps and early models used GM "EA" units for the bumper systems. All of the foregoing would have been high volume, production units for the 1986 model year.

**What is an Astronomical Meeting, Florida?
Ask Frank & Elda Quinones
305-386-5219**

A Tumultuous Time from page 1

articles and gives one pause in bringing the subject up even twenty-five years later. On balance it seems that the optimist's view leads to the conclusion that we the present members owe a debt of gratitude to those who went before us. In that sense revisiting the past seems to be a worthy exercise. Clearly we, the present members have, even recognizing the flaws, a very good functional association that benefits us all. **The VOA!**

Bob Brewer, Fox Prints

From February 1990

Maverick "Fox Prints" didn't tell members anything

"It didn't tell me anything", VOA member Robert H. Burns snorted, when he read his issue of "Fox Prints," the maverick "official" bulletin of the VOA splinter group. Other members called *VixeNews* to ask if the newcomer meant we had gone out of business (it doesn't — we're fighting back!). "It isn't fair," several members said, 'you started the VOA.' And we, of course, agree with that unsolicited observation. The issue is whether members want a secretive official bulletin that speaks of "certain policies" (and disclaims responsibility even for that), or *VixeNews*, because we can't have both.

The group is too small. We have 300 owners out of an assumed 660 possible, and no funds to expand if we are closed out of the rallies market, by competing "official" VOA events. Nobody denies the officers their right to publish bulletins — *VixeNews* even offered to conduct their uncompetitive mailing for them for cost of postage. That offer was never acknowledged. As a for-profit private company that must meet payroll, high overheads and pay taxes, we can't afford to sustain a loss-making newsletter. All "Fox Prints" need to do is wait until we make the decision to quit and we'll be gone.

going to court...

But it's hard to see your own baby kidnapped and held for ransom. So we're going to federal court and need your support. Ask your officers the critical questions we have been asking:

Why are there no bylaws yet?

Why has the Extended Service option not followed

Continued of page 5

the Option B charter?

Why did an officer make so much fuss over our *Vix-eNews* mailing list that elected secretary Shelia Dickinson felt forced to quit after only two weeks?

Why is elected parts director Paul Roehrich being forced out only three months into his term?

And why the sudden competitive pressure from the VOA against *VixeNews*?

How can such a small and vulnerable group withstand such destructive politics?

Did you know? Another bylaws installment in small doses. The bylaws as presented below are unedited except for the line spacing which has been decreased for publication.

39 BYLAW 4 BOARD OF DIRECTORS

40A The Content of the Board of Directors (Board)

41.1 The Board shall consist of five (5) elected regular members who exercise

42 general supervision of the business of the corporation

43 a. The appropriate number of directors shall be elected at each

44 annual meeting of the corporation, for two (2) year term, i.e., the number

45 of directors required to replace those whose terms expire.

47 b The incumbent Board members shall be limited to a maximum of

48 two (2) successive terms

49 c The vacancies occurring in the Board between elections shall be

50 filled until the next election by vote of the remaining Board members

51 d The directors on the Board shall be called President, Vice

52 President, Chairperson of each of the Standing Committees

53 e The individuals to fill these positions shall be designated by

54 election within and by the Board each year following the annual meeting

55 B Method of Election of the Board

56 1. The normal method of electing the Directors is as follows:

57 a The President , not later than April of each year, shall appoint a

58 Nominating Committee consisting of three regular members, one of whom

59 is designated Chairperson. At least two of the committee members must be

60 other than serving members of the Board. The name appointed shall be

61 announced in the next issue of Fox Prints.

62 b. The Nominating Committee shall where practical, not later than

63 July 1st of each year, advise the corporations President of its

64 recommendations. Prior to submitting the names to the President the

65 committee shall verify that the named person is willing to serve

Enough of this exciting stuff. Just wait 'til next month when the Authorities /Responsibilities of the Board comes along.

Vixen "Family Matters"

***If you have a family joy or sorrow let us know we will share with your VOA friends
WWW.VOAFOXPRINTS@GMAIL.COM***

From Fox Prints February 2005 —10 years ago!

President: Elizabeth Anderson

Vice President/Finance: Tom Picking

Treasurer: Warren Foss

Secretary: Bob Dampier

Membership: Jim Picking

Communications: Larry Schmitt

Technical Chair: Frank Maldonado

Activities: Susanne Rimsky

Fox Prints: Jim Locke

The Annual Meeting was set for September 22 –25 in St. Charles, MO

Events Down the Road—

Florida Croc-i-gator Campout Re-Do Mar 1– 3

Everglades National Park

Hosts Jim & Garnet Picking

Spring Pride May 5-9

Northern California, Oroville & Chico Area



Vixen Market



In order to avoid errors in the adds we can accept on written ads! Send an email. Thanks.

Ad will run for 3 issues. It may be resubmitted.
Include year, VIN #, type, condition, mileage, location, price, seller's name and contact information.
Submit to editor by 15th of month for inclusion in next month's issue.

For Sale – Vixens

Vixens on consignment: your Vixen pictures and information on my web site and refer buyers directly to seller

Ted Stephens

831-801-1259 (tls1@att.net)

[Http://Stannerair.hypermart.net](http://Stannerair.hypermart.net)

From the Forum:

AFAB, LLC

Home of the Vixen Motorcoach Co.

90 W. Madison Avenue, Suite E 274

Belgrade, MT 59714

www.vixenrv.com

406-548-2139

info@vixenrv.com

New Vixen Parts!

NOS Vixen parts!

And Of course service!

Lots of parts are available that are NOT on the website yet.

Call the new guy to see what he can do for you.

Dustin Cross

406-548-2139

info@vixenrv.com

Vixen For Sale Tim Carlson says:

I dropped the price for awhile because I have a deal

on a diesel pusher , I have over my limit of vehicles in the yard so something has to go and I have the vixen parked. All



books and manuals are with it as well as service records. The inspection papers are with it. The speedometer went south at 40,000 and I used GPS and documented the mileage . GPS worked better than the speedometer



. I have a new timing belt but don't believe it needs one yet. I will have to replace the starter batt , but the 2 big house batt's are 2 years old and ok. I will keep price down unless I get the speedometer fixed . GPS worked great. Myself I wouldn't change



. I bought it when the dollar was 60 cents and with duty and fees and inspection not counting travelling and @ 20,000 I will be at a big loss . Tires are 2 years old and in great shape. It is in Creston BC Canada. I would sooner not sell around here even though I have been offered good money, It would be heartbreaking to see it around. Mel Waldman knows it and said it was the best shape one he has seen in all the places he looked at all the known vixen dealers and suppliers

Thank you
Tim .

Advertisement



There you are going down the road in your Vixen when you notice there are no numbers rolling on the odometer. BEEP! BEEP! You may want to give Don Morse at "Acme Repair" a call before you get t o o f r a z z l e d .

Don can also help if you have tried to fix it yourself and broken the speedometer shaft. Call Don @ **978-475-1688** or **978-846-3835**

Want to submit something to Fox Prints?

Following along with Doug Denby's practice the monthly issue is closed out on the 15th of the month before.

From Fox Prints February 2005—10 years ago

Host Laura Paulson/Pierce

Summer Pride June 16-19

Frankenmuth, MI

Will Rogers Said:

*Good Judgement comes from experience and a lot of that comes from bad judgement

*There are two theories to arguing with woman . . . neither works

*Politics is supposed to be the second oldest profession. I have come to realize that it bears a very close relationship to the first.

Meet The Member!

**By Larry and Cathy Gilliam
Loveland Colorado**

Here's my story

SE0585 came into my life in 2010 after purchasing in Tulsa Oklahoma from the second owner with 68K miles. The old girl looked tired, but was all there



as she came out of the factory. Spent 6 months updating the interior. recovering all panels, new counter top/sink \$..\$.etc. Fixed everything that had been neglected mechanically and electrically. Most challenging was finding the water leaks. Not owning an RV before, the journey has been a series of self inflicted problems such as dragging the power cord down the highway and others I won't admit to. She's been on a flat bed a couple times, but the experience is paying off and those days are hopefully

Continued page 8

Meet the Member from page 7

behind us.

For now, the to-do list is short and she's covered and waiting for the next adventure. Cathy no longer calls her the shag-mobile.

Larry and Cathy Gillam
Loveland, Colorado

From February 1990

Paul Roehrich buys all TD parts from CRC; new list out

VOA parts director Paul Roehrich (Agency Truck & Trailer, 319-365-0531) last month completed the acquisition (at an unfavorable price) of the remaining Valeo clutches for TD/XC models, and Vixen windshields from Commodities Recovery Corp. NJ. Without a penny's help from VOA Extended Service, Paul now figures he has enough of these parts to last into the 21st Century! In addition Paul has issued his latest parts list showing 210 items — and that's 80% finished. With over \$13,000 invested after the CRC deal, Paul is now looking for help with inventory carrying costs and warehousing. *VixenNews* believes the original VOA goal of obtaining parts security for members demands transfer of all VOA \$250 funds to Paul for the purchase of parts against members' anticipated future needs, thereby relieving his immediate inventory strain. Paul's company could in return, provide technical support, relieving VOA of any need for an Expanded Service option.

From VixenNews February 1990

Another "cut and paste" from VixenNews of February 1990. It seems clear from the tone of this and other articles that VOA had a bit of controversy in the early days. The VOA confusion article goes on for several pages. Want to read it in its entirety go to the web Fox Prints archive (www.vixenrv.org) Page 10

VOA CONFUSION — WILL YOUR ANNUAL DUES BE \$250?

Vixen Owners Association members were in confusion last month as the association split into two different elements, draft bylaws appeared setting a single \$250 annual dues structure, and Extended Service member dissatisfaction began to be expressed.

The two different elements are:

(1) original, basic \$45 VOA members (296 individual Vixens) enrolled by the VOA within Ferdic Inc., publisher of *VixenNews* and founder of the VOA; this group is being told that it does not belong unless it joins (2);

(2) Extended Service members (87 individuals, most of whom are also \$45 basic members) who paid \$250 after the August 5, 1989 VOA Organizational Meeting in Ohio passed "Option B" setting up the new category (see p. 9).

Because "Option B" has been continuously violated in every respect by the elected VOA officers, and because Extended Service members are complaining, we the founders are urging the recall of both officers and Extended Service funds until an honest expression of the member's wishes can be obtained.

It is necessary to demand an honest expression, because we have been told by an officer that the way to get associations on the "right" footing is to stack their meetings (continues p. 7)

BEWARE VIXEN ALARMISTS — YOUR FEAR IS THEIR PROFIT

Beware the fear merchants and spell-weavers. Fearful, abandoned purchasers of experimental vehicles are their prey — and Vixen owners enjoy no exemption from that law of the human jungle.

Amid indicators that the Vixen Owners Association has failed totally to protect members against scare predators, *VixenNews* has learned of plausible operations that would exploit the temporary loss of confidence in their vehicles that many Vixen owners have.

For example, we have learned of false claims that a particular brand of low-profile tires (and only that brand) will, in addition to correcting weak first-gear and reverse take-off in TDs, improve all Vixens' fuel economy. The opposite is the case: if you want better take-off in a TD and XC with or without an intercooler, expect to pay for it in a 2-4 mpg mileage reduction if you reduce tire size, regardless of brand (the U.S. National Transportation Safety Board rating stamped on the sidewalls is the only reliable determining factor — other claims are self-serving gossip).

Other stories we are checking into skeptically include engine bay and frame corrosion due to battery discharge, and/or acid rain; inherent design and factory construction flaws in SEs that risk road disasters; an epidemic of power brake system failures; computer damage if the Heart Interface 110-volt system is used, etc.

Most of these stories come with expensive fixes — get a firm *written* quote upfront! Since Vixen owners may be unable to check the bona fides, we invite you to call us with any concerns (304-291-6691). We're professional truth-finders — we've been doing it for 30 years in other fields, and are happy to do so now in this one. All inquiry results will be published for readers' benefit.