

Please Print

Date _____

Name _____

Mailing Address _____

Telephone Number _____ WBCCI # _____ Unit Number & Name _____

Trailer Year _____ Length _____ Model _____ Serial Number _____

Hobbies & Interests besides polishing _____

Email: you got to have it: _____

Please check one:

- Member** (own a vintage Airstream & belong to WBCCI)
 Associate Member (do not own a vintage Airstream but belong to WBCCI)
 Friend (I am interested in receiving this newsletter as a admirer of vintage trailers.)

Renewal

New

Send this application, along with your dues payment of \$20.00 to:

Wayne Moore, Membership Chairman
P.O. Box 4173, Windham, NH 03087 email: wam52@airstream.net

Note: If your are not a WBCCI member, we will be happy to assist you with the application.

Reminder to all: HELP US KEEP YOUR EMAIL CONTACT INFO UP TO DATE!



The Vintage Airstream Club

Vintage Advantage Newsletter
Membership Chairman
Linda Moore
P.O. Box 4173
Windham, NH 03087

Forwarding Service Requested

PRESORTED STANDARD
U.S. POSTAGE
PAID
GREAT FALLS, MT 59401
PERMIT NO. 388

THE VINTAGE *Airstream* CLUB



PHOTO: ANTS UIGA

presents THE VINTAGE ADVANTAGE NEWSLETTER

In this issue

- ⊕ **RETIRE TO ADVENTURE: BY HARRISON M. KARR (A SERIES)**
Terry O'Neill
- ⊕ **SNUG HARBOR RALLY**
RJ Dial
- ⊕ **GOSH, YOU DON'T NEED A V-8**
Park and Anna-Lisa Hunter
- ⊕ *** A NOTE TO CLARIFY THE MIS-INTERPRETATIONS IN MEMBERSHIP**
Wayne Moore
- ⊕ **COOP'S CORNER**
Bud Cooper





Vintage Airstream Club

Elected Officers (2002-2003)

Rick Davis (#1602)
 President
 P.O. Box 328
 Jamestown, TN 38556
 K8DOC@twlakes.net

Noland Vogt (#447)
 Immediate Past President
 447 Maple Way
 Woodside, CA 94062
 650.364.7458
 Noland@flash.net

Tom Howarth (#6490)
 1st Vice President
 PO Box 4362
 Middletown, RI 02842
 howarth@airstream.net

Bob Herman
 2nd Vice President
 2092 Culbreath Road C-12
 Brooksville, FL 34602

Wayne Moore (#15116)
 3rd Vice President
 131 Castle Hill Road
 PO Box 4173,
 Windham, NH 03087
 wam52@airstream.net

Linda Moore (#15116)
 Membership Chair / Treasurer
 131 Castle Hill Road
 PO Box 4173,
 Windham, NH 03087
 MooreLinda@airstream.net

Bonnie Herman (#8556)
 Recording Secretary
 2092 Culbreath Road C-12
 Brooksville, FL 34602

TABLE OF CONTENTS



The President's Message	p 4-5
The Editor's Desk	p 6-7
VAC Announcements	p26-27
VAC Membership Report + Note	p34-37

The Articles and Essays

Retire to Adventure	p12-13
International Rally photo collage	p 8-11
Snug Harbor Rally	p14-17
Gosh, you don't need a V-8	p18-20
New Product Review	p22-25
Coop's Corner	p30-33
Classifieds	p38

Committee chairs with people in them.

Bud Cooper (#26019)
 Technical Correspondent
 Winter Address: 1401 South Cage Blvd.,
 #600, Pharr, TX 78577 ph:956.783.5641
 Summer Address: 6982 Bonaire Court,
 Rockford, MI 49341; ph:616.874.8291
 RUC00p@aol.com

Bryan Burkhart
 Design + Editor / VAC Magazine
 2479 Folsom Street
 San Francisco, CA 94110
 bjb@modernhouse.com

Fred Coldwell (#1510)
 VAC Historian
 2031 Krameria Street
 Denver, CO 80207
 Agrijeep@qwest.net

RJ Dial (#16262)
 VAC Webmaster
 2709 Vista Diablo Ct.
 Pleasanton, CA 94566
 510-382-8319
 webmaster@airstream.net

Joanne Ewing (#3675)
 Parliamentarian
 3661 Alm Road
 Everson, WA 98247

Carol Carlson
 Blue Beret Editor

Herb Spivey (#6074)
 Concours de' Elegance chair
 P.O. Box 27
 Baldwin, MS 38824
 601-365-5594
 hspivey@netdoor.com

Bob Herman
 Rally Advisor

Wayne Moore
 Membership Director -
 (contact info above)

YOU KNOW HOW BAD IT IS TO BE BITTEN BY A MOSQUITO CARRYING THE WEST NILE VIRUS . . . NEXT ISSUE DAN TEREZ WILL TELL US HIS HARROWING ACCOUNT OF BEING BITTEN BY THE ALUMINUM BUG AND HIS MOMENTARY DECENT INTO THE SHINY DELIRIUM THAT FOLLOWED . . .





Hi!

By the time this issue of the VA hits the presses and is mailed we will have had the 2002 Wagon Wheels Rally and the WBCCI International Rally in Rapid City, SD. That means that my term of office as your President will be over and Rick Davis will have been installed as your new President. We all pledge our support to him and the other officers for 2002/2003.

My thanks to the 2001/2002 officers, appointees and Regional Representatives for their efforts. Especially, all of the membership owe a big thank you to Linda Moore. Linda has been doing double duty as Treasurer and membership chairman. Wayne Moore has volunteered to take some of the load off of Linda by assuming the membership chair. Wayne is also your 3rd VP for this year - more double duty! These people sure could use some help. Any volunteers?

This past year there have been many great VAC rallies throughout the country with promises of even more next year. As you have seen on the Vintage web site and in the Vintage Advantage, more and more wonderful vintage Airstreams are being unearthed and put back on the road. And that's where they should be; with wheels rolling and flags flying. The attention we have received from the public at rally open houses and from the press has been tremendous. Many, many non-RVrs have been exposed to a new and exciting lifestyle and, I suspect, have had thoughts of joining the WBCCI and Vintage Club ranks.

For the benefit of those members that primarily get the Vintage news from this publication, rather than the VAList on the web site, I am repeating an e-mail that was sent to the VAList and VAC officers in April of this year:

June, 2002

Hi Fellow Airstreamers,

In the last issue of the Vintage Advantage, in the Presidents Message, I raised a question at the request of a VAC member. I asked for membership feedback. That question is now affectionately known as "the 25 year rule". Within the subject of qualification as a Vintage Airstream were many possible options, including "leave it be at 25 years old or older". I have received a multitude of e-mails with your inputs; all the way from a single

sentence: leave it be, I like it the way it is, to 4 to 5 page diatribes exalting, with great fervor, all the reasons why a change is unnecessary and undesirable, and also the mere suggestion of a discussion on the subject was detrimental to the Vintage club.

Almost 100% of the emails received have said in one way or another: If it ain't broke don't fix it! The founders of the Vintage Club did a great job in the formation of this club. It has grown and gained respect and stature almost beyond their dreams.

In defense of posing this question to the membership, I suggest that preventative maintenance is often prudent. If I hear a scraping noise in a brake drum, I stop and see what, if anything, can be done to prevent something worse from happening. We heard the noise on the 25 year rule and now found out what to do: LEAVE IT BE! I also want to say to some of the respondents: don't be afraid to look at and discuss change. With this effort we have reaffirmed the basis of the club.

I feel that the one most important thing to come out of this exercise is this: The Vintage Airstream Club is an organization of PEOPLE, not machines. PEOPLE with common interests, desires and goals; PEOPLE who are passionate about the Vintage Airstream Club; PEOPLE who really don't judge another member by the model of Airstream they have, but by the enthusiasm for the Airstream lifestyle and Airstream products.

Thank you all for your responses.

Noland Vogt
VAC President
1974 Argosy 20, MH
1975 A/S Ambassador

So there you have it!

Once again, thanks for your help, comments and support over the past year.
GO AIRSTREAM - GO VINTAGE!!

Noland and Barbara Vogt
#447

Incoming Presidents Message

The International at Rapid City is now history. The VAC had a good turn out with about 30 units in the Vintage parking area. Noland Vogt did a great job of organizing the Vintage activities. The weather was a bit warm, around 109 a couple days with an occasional whiff of forest fire smoke, but it did not seem to slow things down too much.

Several items of business were addressed at the Membership meeting and also the 2 board meetings. The membership present overwhelmingly approved a dues increase to \$20.00. No one likes to increase dues however the services provided by the VAC have increased markedly since the dues were set almost a decade ago. For the last 3 years expenses have exceeded income, this past year by roughly \$2400.

Treasurer Linda Moore presented budget projections covering several years in the future at both the \$15 and \$20 levels and it was apparent that the \$20 figure was the lowest workable number. The Major expenses are the Vintage Advantage and the VAC web site. Both postage and web site access costs are on the increase.

We have a professional quality VAC magazine under Bryan Burkhart's guidance and a fantastic web site thanks to RJ Dial, webmaster, and Fred Coldwell, Archivist. I am sure everyone would like this to continue in its present form.

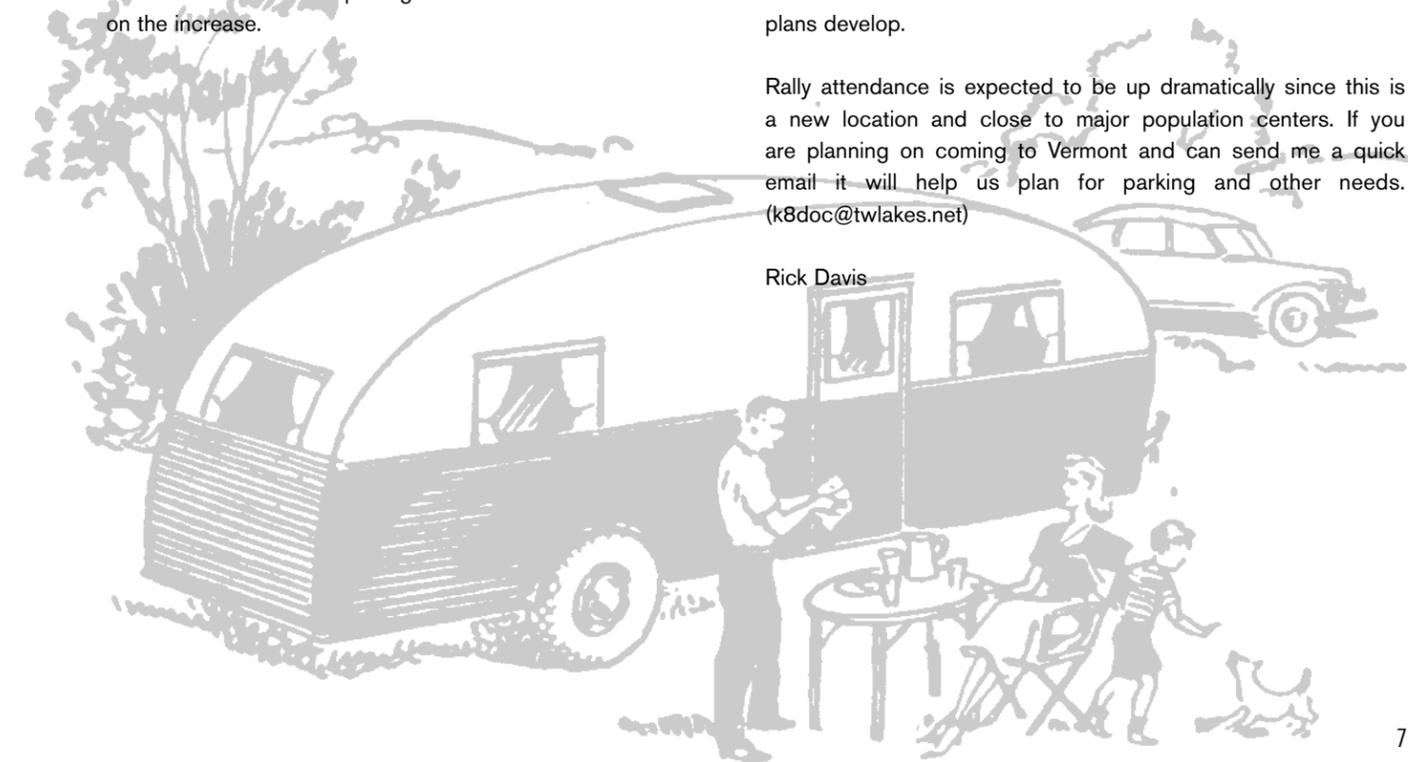
A position of "Rally Advisor" was created and will be filled by Bob Herman. It was necessary to create a set of "rally guidelines" and have them approved by the WBCCI. Following these is essential to be sure of having the proper insurance coverage at our Vintage events. There will be a detailed explanation of these changes, and also some clarification of the various membership classes elsewhere in the VA.

If you currently own a Vintage Airstream and do not belong to the WBCCI I recommend that you consider joining and participating in some of the unit and VAC activities in your area.

Next years International is in Burlington Vt.. Planning of the VAC activities is already underway, including a Wagon Wheels Caravan. Watch the VA and also the web site for news as the plans develop.

Rally attendance is expected to be up dramatically since this is a new location and close to major population centers. If you are planning on coming to Vermont and can send me a quick email it will help us plan for parking and other needs. (k8doc@twlakes.net)

Rick Davis





The Editor's Desk

MORE SCOOP, LESS POOP

My grandfather Francis was a bricklayer in the early 1920's through the 50's, spending time riding the rails hobo-style, from job to job before meeting my grandma and having a child (my dad) in 1932. After that, his hobo ways came to an end, but his travelling from job to job didn't. The family would pack up the car at the end of a school year and hit the next big job site where the dream of hitting the big payday always seemed possible. Over the years my grandfather became a feverous admirer of all kinds of travel trailers, acquiring a suitcase full of brochures describing each model in detail, with plans, schematics, with photographs set in exotic getaway locations.

As I was completing my new book, *Trailer Travel, A History of Mobile America*, (authored w/Allison Arieff and Phil Noyes), I began to show my father the print proofs of the book and I could tell, like many moments with my father, I was going to learn a slice of a life story about his dad and his dream of owning a travel trailer and to be truly free from the motel to motel, city to city, life of a brick layer around the Depression era in America. My dad described the story above, the suitcase filled with trailer brochures and how Francis, my grandfather would pull these out from time to time and travel in his mind across America, roaming and resting where ever he saw fit.

My grandfather would discuss all the brands of trailers, the pros and cons of each as if he had several in the backyard and knew first hand. He never had the kind of cash to ever own one, but he would attend the trailer sales lots from town to town, go through each model, make mental notes and depart with brochures that he could relive the experience again and again.

As my father flipped through the chapter print proofs of this new book, each chapter, whether it was trailer shows, teardrops, motor camping, the experimental designs, or the advertisements and brochures featured within the book,



FEISTY CASEY, CREEPING OUT FROM UNDER A TRAILER NEAR YOU

about the grandfather I no to about this parallel interest, with a shiny trailer in tow. My upportive of all my interests this book project opened a

door, letting in a breeze from the past, my dads ability to bring back the clarity of the moment once again: the living room conversations came forward now, as vivid as then, the suitcase full of trailer travel brochures and dreams that fueled my grandfather through what I imagine were, some very tough times indeed . . .

Ok. where was I . . .

We got issues in this issue! Well we got an issue completed and hopefully you have unpacked your gear since returning from the International, maybe even departed on a rally since then or at least a weekend in the trees . . . Flipping through the pages in this issue you will be welcomed with a four page photo collage with image from the international: happy hours, shining aluminum, habitat for humanity workers, and plenty of smiles bringing back thoughts from the event, people met and places you found on the way.

We have a new series started, "Retire to Adventure", an account, a lively account of a caravanners travel with the man, the myth, Wally Byam. Next issue we will dive into it with more pages next issue (real soon following this issue.)

We have rally stories, towing advice, new products reviewed, Coops Corner!, and of course a lot on the Membership status and what constitutes membership. Read it all over and feel free to send in queries to the editor on any and all subjects. Feedback and material submissions are good and welcome.

I want to invite all readers to send in letters, stories and photos for upcoming issues. Our goal is to have an issue 4 times a year = every three months. So lets move forward and leave only tire tracks behind . . .

Drive slowly, appear quickly,
Bryan Burkhart

LETS GET TECHNICAL!

*(image specs: up to 3 megabits per image, per email message, black and white, 240 dpi . . . Text: Word documents, or within the body of an email.) shoot me a note if you got a question.



We received a lot of interesting responses to the groundbreaking re-thinking of the trailer interior + function, put into use in this comprehensive overhaul completed by Architect Paul Welschmeyer. His trailer, dubbed, "Edison" breaks the standard form completely (see issue #1, Vol.9,Q1,2002).

BELOW IS A COPY OF A LETTER WRITTEN FOR PAUL THAT IS NOTHING SHORT OF, WELL UNIQUE...

Hello,

Thanks so much for writing that article for the Vintage Advantage. Your Traveler renovation is phenomenal and provided me a boost to get my Overlander finished.

But I'm a long way from that end.... I've got a late '56 26' Overlander down to the frame and all the interior skin panels removed.

The chassis would best be replaced with a new one but I want to maximize the new interior design like you did with the Edison. Dual functions and well designed fixtures.

I'm hoping you can help me out with two areas, design and financial. It's been my dream for 3 years to live in an Airstream and I finally have a full-timing spot to put the trailer that is close to where I work, but I don't trailer yet, or the discretionary funds to make serious headway to complete.

I would imagine you might have the kinds of design and investor contacts that could bring my '56 to the glory it deserves? I hope you can help somehow.

*****8.08.02*****



pages from: **TRAILER TRAVEL, A VISUAL HISTORY OF MOBILE AMERICA** by me!, phil noyes and allison arieff

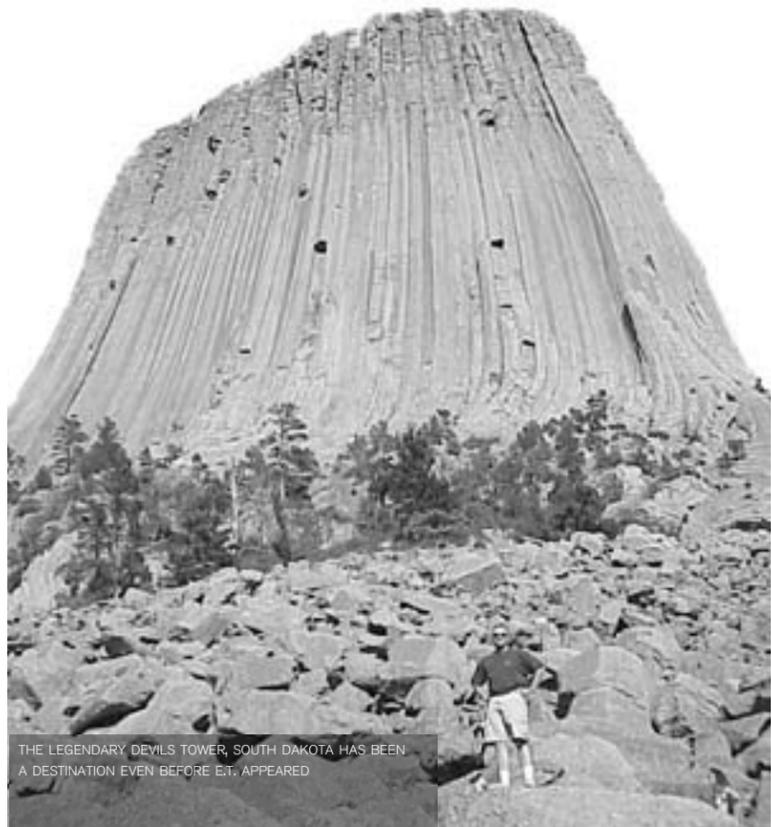


2002 WBCCI INTERNATIONAL RALLY

RAPID CITY, SOUTH DAKOTA



MOUNT RUSHMORE'S USUAL SUSPECTS . . .



THE LEGENDARY DEVILS TOWER, SOUTH DAKOTA HAS BEEN A DESTINATION EVEN BEFORE E.T. APPEARED



VAC RALLY SITE IN A WELCOME BREEZE.



COME HELL OR HIGH WATER, THERE IS GONNA BE, A VAC HAPPY HOUR !

The winners of the Concourse d'Elegance are the following.

Best in Class - 1940 Trailers / #26019 Bud & Bettye Cooper

Best in Class - 1950 Trailers / #5350 Tommy & Kathy Green
Reserve Best in Class - 1950 Trailers / #7483 Bill & Elsie Adamson

Best in Class - 1960 Trailers / #15116 Wayne & Linda Moore
Reserve Best in Class - 1960 Trailers / #4425 Ed & Sandy Emerick
Honorable Mention - 1960 Trailers / #13497 Scott & Lise Scheuermann

Best in Class - 1970 Trailers / #2672 Herb & Pat Richter
Reserve Best in Class / 1970 Trailers - #5717 Bill & Pat Gunter

Special Categories Oldest Trailer / #1935 Norman Holman Jr.
Awesome Interior / #4425 Ed & Sandy Emerick
Members Choice / #5350 Tommy & Kathy Green

Best in Show / #15116 Wayne & Linda Moore



ALAN TUNSTALL CARRYING THE FLAG



THE BADLANDS, SOUTH DAKOTA. BLACK AND WHITE DOESN'T REALLY DO THIS JUSTICE



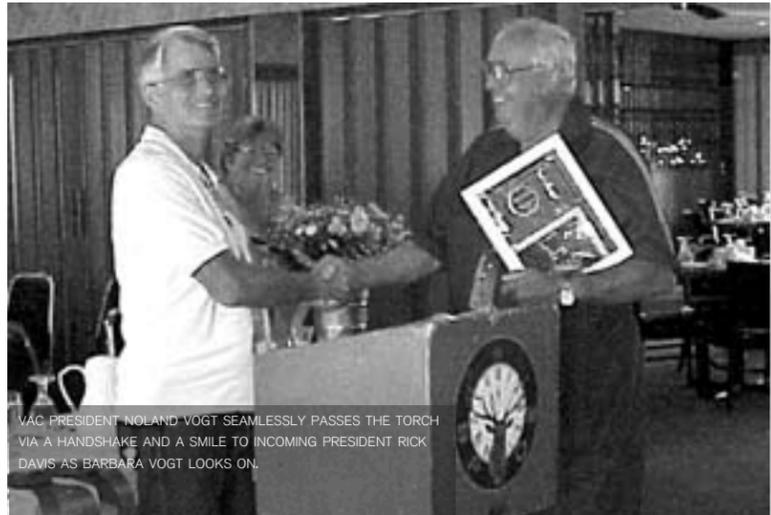
SCOTT SCHEUERMANN, REPRESENTING REGION 4



WHEN MEN WERE MEN. WALLY'S GOLD ANODIZED CAPE TOWN TO CAIRO TESTED AIRSTREAM. THE STORIES THIS TRAILER TELLS . . .



ALWAYS A WARM SMILE, BUD COOPER TAKES IN SOME SHADE, AND SOME GRUB IN THE PORTABLE TENT.



VAC PRESIDENT NOLAND VOGT SEAMLESSLY PASSES THE TORCH VIA A HANDSHAKE AND A SMILE TO INCOMING PRESIDENT RICK DAVIS AS BARBARA VOGT LOOKS ON.



YOUNGEST RALLY PARTICIPANT AND VAC MEMBER STEVEN SCHEUERMANN WITH DAD SCOTT



GIVING, AND GIVING BACK. IN ORDER THEY ARE BUD COOPER, GEORGE JAMES III, PAUL DRAG, BILL WESTBROOK, LAUREN CARLSON, JIM STOFFEL, BOB HERMAN. BOB HERMAN WAS THE CONTACT FOR THE GROUP WITH HABITAT.

2002 WBCCI INTERNATIONAL RALLY

RAPID CITY, SOUTH DAKOTA



WAITING FOR THE CAMERA MAN TO FOCUS OR HOLDING UP THE CHOW LINE DEPENDS IF YOUR BEHIND HIM I GUESS, PAUL DRAG BALANCES A FULL PLATE



BILL AND RUBY JUNE WILHELM MUSICALLY ENTERTAIN THE CROWD.



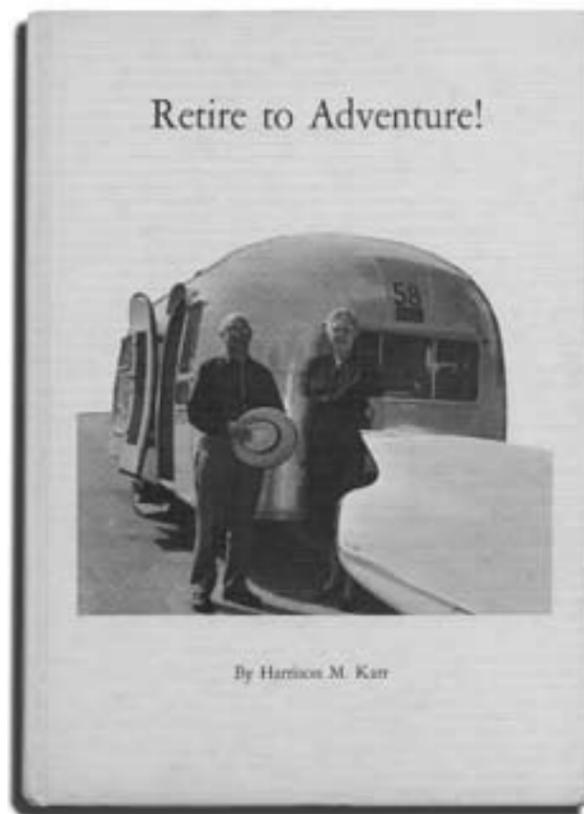
LINDA AND WAYNE MOORE TAKE FIVE AND RELAX AT THE VAC RALLY SITE AT THE INTERNATIONAL.



THE PHOTO CAPTION SAID, "VAC SOCIAL LEFTOVERS" . . .



BOB HERMAN LOOKING SHARP AT THE INTERNATIONAL.



Hi Bryan,

I finally got around to sending you the 1st chapter from *Retire to Adventure!* by Harrison M. Karr 1962, by Griffin Publishing. Glendale California

Harrison is very careful not to plug Airstream or any other brand. He even refers to Wally Byam as "Mr. Ulysses" Though the book is dedicated as follows:

Dedicated to the late Wally Byam, bold adventurer and dynamic leader, who showed many thousands of us the way to a rich and full retirement through following the adventure trail.

Near the end of the book Kerr confirms that Mr. Ulysses is in fact Wally Byam.

Take Care
Terry O'Neill
Calgary / 66 TradeWind Double #4786

CHAPTER I FROM EMPLOYMENT TO UNEMPLOYMENT IN ONE EASY LESSON

Fortunate is the person who makes the transition from employment to retirement smoothly and easily. Often the change is accompanied by distressful emotional upheavals. Through a lucky set of circumstances, in my case the transition was marked by a unique, exciting, and highly enjoyable adventure. The circumstances were these: At a Palm Springs trailer rally in the spring of 1954 a Mr. Ulysses (not his real name, but considering his adventurous nature it's a good name) made a speech and showed colored motion pictures of a recent trailer caravan he had conducted to Mexico and Guatemala. Afterward he told of other caravans being planned. To a trailerist on the point of retiring, as I was, this was heady stuff. Later, when I was introduced to Mr. Ulysses, I said: "Those caravans sound exciting. Sometime I'd like to go on one." "How about the one to Western Canada starting in June?" he countered. "Afraid not," I said. "You see, I'm about to retire. I don't know ... I was going to say I wasn't entirely sure how my finances would work out. But Mr. U, an impulsive fellow, broke in. "When?" "June." "Fine," said he. "Just right. Come along." I decided that I could be as abrupt as he was. On impulse I inquired, "How about my coming along and writing up the caravan or the press—for a little pay?" "What have you written?" I've written two textbooks and..." Without waiting for me to finish the sentence Mr. Ulysses snorted, "Textbooks" and strode off. Well, I thought, that ends that. But later that evening while looking through the display of travel trailers including some manufactured by Mr. U's organization, I met some of the people who work for him. Still under the spell of his pictures, I once more expressed the hope that sometime I might go on one of his big adventures. I was of course giving expression to one of those vague sometimes that make up so much of our thinking and dreaming. The whole idea of going on a trailer caravan was still pretty much of a dream. My wife Shirley and I had been trailerists for a number of years, using our little travel trailer to go here and there to points of interest during my vacations.

But a trailer caravan—going on a six- or eight-week excursion to a foreign country in company with an aggregation of other trailerists—that was something else. Fun maybe, an exciting adventure undoubtedly, but. . . well, we'd think it over and do some financial planning and perhaps sometime . . . Shirley was the only one at home when the phone rang—this was several weeks after the trailer assembly. The call was from Mr. U's secretary. After some preliminary amenities, she said: "We've just been disappointed by the man who was to drive the caboose on the Western Canada caravan starting next week. Sickness. We ... ah ... wondered if you and Mr. Karr wouldn't like to go along in that capacity." "Caboose . . . ?" said Shirley. "Yes, you know, bring up the end of the caravan. See that no stragglers are left behind. You'd drive Mr. Ulysses' jeep." "Jeep?" said Shirley. "Well, I ..." "It's a jeep station wagon," interrupted the secretary. "That sounds better," said Shirley, "but I ..." "Mr. Ulysses likes to have it along in case of an emergency. It's equipped with four-wheel drive, compound-low gears, and a winch . . ." "Oh," exclaimed Shirley, "I don't think Harrison knows much about low compounds and winches and . . . those other things." She knew that as a college professor of speech (at UCLA for the previous quarter century) such machinery was out of my line. She concluded her exclamation with the question, "By the way, just what is a winch?" "A winch," said the secretary, "is a ... it's a ... Oh, never mind. Mr. Ulysses will explain it. Anyway you and Mr. Karr wouldn't be expected to use it. You'd have it along, well, just in case. If the need arose Mr. Ulysses or one of the other men accustomed to such things would use it." In that remark the secretary told a whopper. But she didn't intend to. And, anyway, the fact that I did have to use some of the equipment gave me one of my all-time big moments. But I'm getting ahead of my story. More about that later. As a clincher the secretary concluded with, "We have a fine new trailer for you to use. And Mr. Ulysses will pay all your gasoline and other car expenses. You and Mr. Karr think it over and let us know."

When I got home and heard the news I was excited. That matter of car expenses pulled a lot of weight. About to go on a restricted diet, financially speaking, expenses weighed heavy in our thinking. With car expenses provided for, one big obstacle to going on a caravan was removed. But I didn't have much hope. Shirley is a musician, not a golfer, swimmer, or mountain climber. In fact she's not the outdoor type at all. I had felt lucky when I got her to take up trailering, and profoundly grateful when she had come to like it as much as I did. But the thought of her tagging along with me in a jeep, even if it was a station wagon, behind a whole battalion of trailers—the secretary had told her that sixty-some already had signed up and more names were coming in all the time—1 couldn't see her doing it. For that matter, neither could she. She said so with emphasis. And to tell the truth, although I didn't admit it to Shirley, I had trouble getting the picture of myself as the transporter and guardian of all that paraphernalia, even if I didn't have to use the stuff. But I was eager to tackle it. Whatever deficiencies the setup had, it was far more inviting than drifting aimlessly into the worrisome period of transition from employment to unemployment. But, as I say, from Shirley's reaction I felt that the deal was hopeless. . . .

* YOU HAVE TO BREAK A STORY SOMETIMES AT A PLACE THAT WILL KEEP YOU CURIOUS . . . DOES SHIRLEY LET HIM GO? SIGNS SAY, YES.



Terry,

I think this is a good idea as this book is hard to get, but a very interesting account of Wally behind the Mr. Ulysses reference. Chapter one will be continued from issue to issue and will be longer at times depending on space. Due to the amount of material received for this issue, our space is limited, but the goal is to have issues out every 3 months give or take, so this will help us stay on schedule and bring forward a good journalistic approach to a caravan narrative.

Bryan Burkhart



IF YOUR GONNA GO THROUGH THE TROUBLE TO GET IT SHINY, HOOKING UP TO SOLAR TO KEEP YOUR SYSTEM PRIMED, IS A SNAP. MARCINIKS' 62 BAMBI FOREGROUND WITH WELSCHMEYERS' 58 TRAVELER FURTHER BACK.

The 4th annual Spring California VAC Rally was held this year in a location that very few are familiar with, yet is "old California" through and through. The California Delta is situated just east of the San Francisco where the Sacramento and the San Joaquin rivers meet. Off the beaten path, not near any freeway routes, the area remains uncrowded and unchanged. Small river towns, farms and old-fashioned riverside resorts give the area a setting perfect for a gathering of vintage trailers from the forties through early 1970's.

This is where the 56 Airstreams and vintage trailers met in mid April at the Snug Harbor Resort on Ryer Island near the small town of Rio Vista. Ryer Island is surrounded all sides by the Sacramento River and its Sloughs, and is reached by either car ferry from the south and east or and an old narrow bridge from the north. Those with small trailers could use the ferries, with the longer trailers taking the longer route via the bridge. The resort itself was a throwback to the motor court era of the mid century, with simple accommodations and laid-back ambiance.

In attendance were a large number of first time rally attendees and families. The mean age of the attendees is also dropping, owing to the popularity of older Airstream ownership with younger couples and budget conscious families. With much of the rally activity taking place on Friday & Saturday, some came up for the weekend, allowing those with weekday commitments to attend. This years' event was once again organized by Tom Toedter and Lorin Dewees. This



NO ORDINARY MELONS AT A RALLY PLEASE . . .



CURTISS WRIGHTS AND VAGABONDS BLEND IN WITH THE SEA OF ALUMINUM SKINS.



DAN AND KATH AND THEIR 58 TRAVELER

duo has the process down to a science, which results in a smooth running rally, with just the right amount of events to engage the diverse range of participants while still allowing the creation of individual agendas.

With an area so rich in "things to do", keeping busy was not a problem. As is customary, some central events were arranged, including a private tour on Thursday of the Western Railway Museum in Rio Vista. Highlights included a 5 mile round trip excursion in restored electric Interurban train coaches and trolleys through the wildflower covered hills. There was even a vintage Airstream sighting from the trains...

Friday brought the opportunity to follow local resident and VAC member Jim Foster on a driving (& walking) tour of the old river and farming towns of the area, including Isleton and Locke. In the old Chinese town of Locke, the VAC group was treated to a personal narrative by longtime resident & mayor Ping Lee. Lunch was at the floating restaurant of Wimpy's. Strong Delta winds scuttled the planned canoe/kayak trip up Mokelumne Slough, but a few adventurous souls went off exploring the backwaters of the Delta anyway.

Friday night's Potluck Dinner brought out an amazing selection of great eats, proving that one can cook well in a travel trailer - even a vintage one. Later that night, a restored copy of the early 1960's documentary "Capetown to Cairo" was shown, an Airstream epic from a more simple time. The dated dialog and pre-political correctness were a great hit with the crowd, as were the Airstreams in peril.

The Open House is always the highlight of a VAC rally, and this one was no exception. Many people decorate their trailer interiors, and exteriors, in the era. Some even dress the part. This year, even Wally and Stella Byam paid a visit (a.k.a. Craig & Patti Holroyd). Between the hours of 10am and 3pm, the entire campground was awash with happy campers checking out the great selection of trailers available to browse. Many times it looked like Trick or Treat gone awry, with adults armed with cameras and vintage paraphernalia walking from trailer to trailer. Due to local advertising and newspaper reports, there were many non VAC-ERs who came just to see the trailers, as well as a Ford T-Bird car club.

that evening. The winds continued on into the evening, which unfortunately limited attendance to the "Vintage Airstream Camper" sing-along session prepared by Ken Jackson. Ken created a "Vintage Airstream" song book, featuring traditional (& not so traditional) campfire songs, including one he composed especially for the VAC.

As luck would have it, Sunday morning, departure day brought beautiful weather once again. This enticed many to stay "one extra day", and linger in the Delta, because to leave would be to step back into the year 2002 again.

At least for a little while it was 1959 again.....

RJ Dial



KEEPING IT VINTAGE, HEAD TO TOE!
OF COURSE I WOULD LIKE A MINT JULEP!



PHYLLIS AND JOHN GREENS 1952 SILVER STREAK CLIPPER, WITH ADVANCED LOUNGE RAP-A-ROUND KICK-IT COUCH.



K.C. AND MARK MARCINIUKS BAMBI INTERIOR



VANESSA AND BUTTON CUTE 48' WEEWIND. THIS BLACK AND WHITE DOESN'T DO THE LIVELY ORANGE DRESS JUSTICE!



VINTAGE RALLIES BRING EVERYONE OUT OF THE WOOD WORK AS WALLY AND STELLA MAKE AN APPEARANCE . . .



INSIDE VINCE MARTINICO'S PRISTINE 1936 AIR-STREAM CLIPPER, THE BEST OF THE WEST . . .

This year the examples ranged from basket cases purchased just the month prior, to fully restored examples, to a fully custom modern-like renovation. Ages of trailers ran from a very beautiful, and original 1936 Clipper courtesy of Vince Martinico, to a restored 1948 WeeWind setup as a vintage camp courtesy of Paul Farley and Vanessa Chadwick. Later models included 11 Airstreams from the 1950's, 29 from the 1960's and the rest "newer" 1970's trailers, including 4 Argosy trailers and motorhomes. Add to this Airstream look-alikes 1950's Curtiss-Wrights and an all wood interior 1950 Vagabond. One could compare all the eras.

What has become a tradition at rallies organized by Lorin and Tom, the rally culminated in a large Barbeque for all attendees. Lorin, a commercial chef, orchestrated the event using volunteers. The event came off rather well considering the gale force winds that came up



THE DIALS RELAX WHILE THEIR POOCH (WITH ALPO TELEVISION GOOD LOOKS) WOULD RATHER ROAM.



NOT QUITE AN AIRSTREAM, THESE CABINS ARE BUILT OFF SITE ON A MOBILE HOME FRAME, THEN ROLLED TO THE SITE, AND FINISHED, BUT I STILL LIKE WHAT I GOT.

Gosh, You Don't Need a V-8!

Park & Anna-Lisa Hunter, 20548

Sitting around the campfire, sooner or later the talk turns to the eternal question: "What makes the best tow vehicle?" This is good for a half hour debate, but once you get past the eternal Ford-Chevy-Dodge questions, the consensus seems to be a big honkin' truck or van with the hairiest gas or diesel V-8 you can get.

Now, I hate to rock the boats these folks drive, but I'm here to offer a radical alternative. For the past four years we've towed our '68 Safari hither and yon behind a 1991 Jeep Cherokee powered by (gasp) a six-cylinder engine. This isn't even the larger Grand Cherokee; the regular Cherokee is considered a compact sport-utility vehicle.

In that time we've covered big chunks of the US and visited Canada. We've climbed the Rockies and braved the South Dakota heat. We've run 70 mph on the Interstate and squeezed into some beautiful little off-the-beaten path campgrounds down long gravel roads. And we've gotten 14-16 miles per gallon towing and 18-20 when unhooked, all from a 4.0 liter (240 cubic inch) engine.

How can this be? Modern engines are inch-per-cubic inch much more powerful than the big V-8s of old. Statistics are misleading on this subject. Prior to 1972 car makers reported gross horsepower ratings which are less accurate than the net horsepower ratings used since. Although there's no consistent rule for comparing the two, for rough purposes net horsepower is about 60% of gross horsepower.

That means my 190 net horsepower, 240 cubic inch six cylinder is probably more powerful than a 250 gross horsepower, 350 cubic inch V-8 of 1968. In modern terms the old V-8 may only be making 150 horsepower! Modern fuel injection systems and electronic engine controls have made most of the difference.

We have also found the off-road drivetrain of the Jeep helpful when towing. The automatic transmission can be switched into a more aggressive mode which holds gears longer climbing and descending hills. To cope with the stresses of slogging through mud and other tough conditions, the Jeep has a factory-installed transmission cooler. In slick conditions, shifting to four-wheel-drive keeps the rear end from slipping out during acceleration.

Another argument partisans of large tow vehicles make is weight. The theory is that a heavy vehicle can better control and direct the weight of a heavy trailer. While that may hold true if you're towing a 28-foot leviathan, a 22-footer like our Safari is well within the capabilities of a small SUV like our Jeep.

The Jeep weighs around 3,500 pounds and has a tow rating of 5,000 pounds. Fully loaded our Safari weighs in around 4,000 pounds. With a good hitch that distributes loads and helps control sway, we have had no problems in long days of interstate driving or on twisty mountain roads. We even find the Jeep-trailer combination steadier in high winds than the Jeep on its own.

Finally, the bigger-is-better brigade believe that little engines must work harder to pull trailers and will wear themselves out. Again, this is an outdated argument. Modern engines are extremely durable in order to meet tough emissions regulations. At 180,000 miles our Jeep was still running strong when we traded it this winter for a 1995 Grand Cherokee.

Airstreamers brag about the easy towing characteristics of our trailers. Sometimes I wonder if we believe our own propaganda. If you've got a trailer 22 feet or shorter, our experience indicates you can use a smaller tow vehicle and see better gas mileage and maneuverability.



PARK AND ANNA-LISA HUNTER AND THEIR TOW COMBO NO HOW TO GET THERE AND HAVE A GOOD TIME.

SIDEBAR: Towing Tips

We've picked up some towing tips over the years. Most are old trailer-towing lore, some are based on hard experience.

* Don't tow in overdrive. Check your car's manual, but most manufacturers don't advise using the top gear when towing. This gear is usually an overdrive not designed to handle the stress of the extra trailer weight, plus it gives your engine less leverage. Our Jeep is a four-speed automatic; we tow in third gear.

* Find your engine's sweet spot. Most motors develop power on a curve. As they rev higher they produce more power up to a point, then get diminishing returns. The Jeep redlines at 5200 RPM but pulls best between 3000-4000 RPM. Above that range we get more noise than power. 3000 RPM in third gear is equivalent to 70mph in the Jeep, which is great for Interstate towing.

* When climbing hills and mountains, forget about speed and pay attention to engine RPM. Shift the transmission to stay in the sweet spot and you'll stand less chance of roasting either engine or transmission. If you don't have a tachometer use your ears; the engine should be working hard but shouldn't sound like it is being thrashed to death.

* It bears repeating – forget about speed, pay attention to RPM. A lawnmower engine could tow a trailer up a mountain if geared low enough. Use second or even first gear to help your engine manage the load. Remember those semi trucks that crawl up Wolf Creek Pass at 15 mph? You're one of 'em, now.

* Now that you're a slow-poke, pull off once in a while to let people pass. Don't contribute to the bad image of trailers as road blocks and hogs.

* If your engine starts to overheat, first shut off extra loads like the air conditioning. A/C drains 15 horsepower or more! Next, roll down your windows and crank up the heater to maximum. This is like adding a second small radiator to the engine's cooling system and is surprisingly effective. If you have to pull over to cool off, pop the hood to let heat rise out of the engine compartment and keep the engine running to circulate cooling air and water.

* Coming down the mountain, manually downshift to keep your transmission in lower gears and let the engine braking help keep your speed under control. If you find you have to keep riding the brakes, shift down again and reduce speed further.



* If the trailer starts to get squirrely behind you, use the brake controller to apply a touch of brakes to the trailer alone. This is like throwing out an anchor and should help straighten the rig up.

* Towing in slick conditions? If you've got an SUV, engage four-wheel drive to maintain better control by distributing tractive effort. On a rainy freeway entrance ramp we once had the rear of the Jeep slip out sideways when we accelerated because the rear tires skidded under the combined stress of the curve and acceleration. Backing off the throttle and touching the trailer brakes brought us back in line. Now that we go to four-wheel-drive in wet conditions, we've never repeated that experience.

* Plan ahead all the time you are driving. Semi drivers are great at this; watch them for ideas. If you see a red light in the distance start coasting down so far in advance that you could almost roll to a stop at the light without using the brakes. Usually the light will go green before you get there and you can then accelerate through it. By not stopping you save wear on your brakes and improve your fuel economy. You'll also find on multi-lane roads that you frequently end up passing the cars that drove up to the light and stopped, then have to start from zero again.

* Another courtesy tip gleaned from truckers: When a semi or another trailer passes you, blink your lights when they are far enough ahead to pull in safely. In many cases they will blink their tail lights as a "thank you." When you pass another driver, especially a semi truck, watch for their blinking headlights in your side mirror to help you determine when it is safe to pull in.

I'm sure there are dozens of other good towing tips out there, and some folks may disagree with my suggestions here. E-mail me at park@mphinteractive.net and I'll put the responses together for a future issue of the Vintage Advantage.

VAC REGION REPRESENTATIVES

Want to get in touch with VAC region representatives to see what they got going on? Well here is the list of contact info. You never know when you'll be a thousand miles from nowhere and want to find an Airstream caravan...

REGION 1

ME-NH-VT-MA-RI-CT-NB-NS-NF-PEI-PQ
Bard Fuller #5406
36 Panorama Drive
Southington, CT 06489
BardFuller@aol.com

REGION 2

NY-NJ-PA-MD-DE-DC-ON
Walt Sandy #4159
1157 Rt.40
Pilesgrove, NJ 08098
swsandy@mindspring.com

REGION 3

VA-NC-SC-GA-FL (exp. CT ZONE PORTION)
Bert Kalet #6957
3132 Gladstone Street S.W.
Winston Salem, NC 27104
dkalet@juno.com

REGION 4

MI-OH-WV
Scott Scheuermann #13497
363 Baldwin Drive
Berea, OH 44107-2623
scheuermann@airstream.net

REGION 5

IL-IN-KY
HEY! we need someone to step up!
so you got to ask yourself, are you trailer enough? Step right up and lead the show with a trailer in tow!
...thanks for your work Dan Fitzpatrick

REGION 6

TN-AL-MS-AK-LA-FL (CT ZONE PORTION)
John Dustin #3728
505 N. Airport Road
Jasper, AL 35504
jofd@earthlink.net

REGION 7

WI-MN-ND-SD-MB
Ed Emerick #4425
838 E. Eldorado Street
Appleton, WI 54911
eemer59728@aol.com

REGION 8

IA-MO-NE-KS
Russell Moss #335
Rt.2 Box 2681
Piedmont, MO 63957
russnora@aol.com

REGION 9

OK-TX (except MT ZONE)
Bud Cooper #26019
1401 S. Cage Blvd. #600 -
Pharr, TX 78577
RUC00p@aol.com

REGION 10

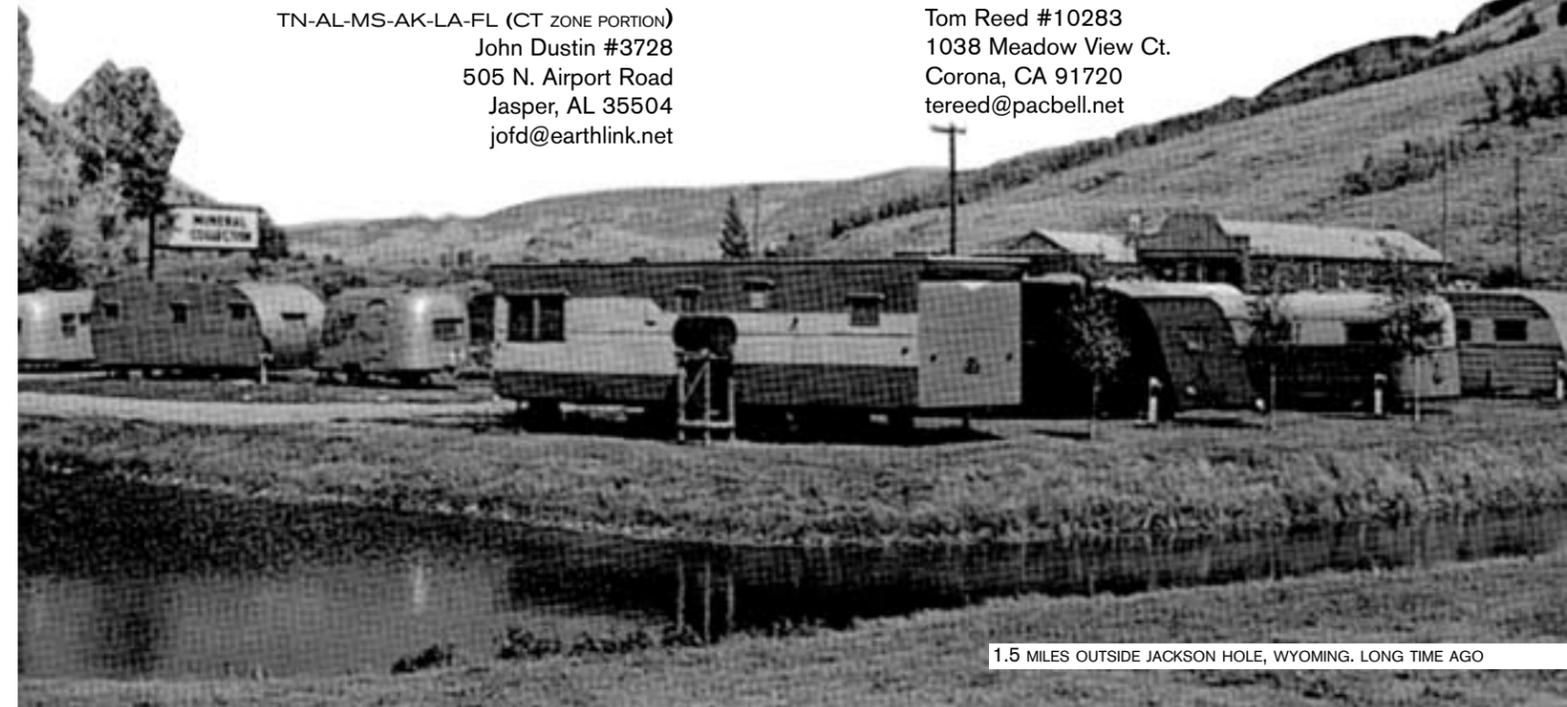
MT-ID-WA-OR-BC-AB-SK-YK
Pat Ewing #3675
3661 Alm Road
Everson, WA 98247
pre52@gte.net

REGION 11

WY-CO-UT-AZ-NM-TX (portion in MT)-MEX
Randy Unter ##4991
2400 Sims St.
Lakewood, CO 80215
runter@earthlink.net
303.237.0629

REGION 12

CALIFORNIA-NV
Tom Reed #10283
1038 Meadow View Ct.
Corona, CA 91720
tereed@pacbell.net



1.5 MILES OUTSIDE JACKSON HOLE, WYOMING. LONG TIME AGO

SUMMERTIME GIFTS THAT ARE GOOD TO GO! NEW PRODUCTS FOR YOUR REVIEW

A NEW DVD HIGHLIGHTING AIRSTREAMS CLASSIC YEARS OF CARAVANNING
A NEW CAST ALUMINUM AIRSTREAM TRAILER PRODUCED BY POTTERY BARN
A NEW STAMPED ALUMINUM COVER TRAVEL JOURNAL FROM CHRONICLE BOOKS

THE AIRSTREAM TRAVEL JOURNAL

Spiral-bound: 128 pages 5 x 6.5 inches
Publisher: Chronicle Books; ISBN: 0811833739
Spiral edition (August 2002)
search word: **see more, do more, live more**

The cover was inspired by the aluminum stamped ashtrays you may have seen at rallies. The stamped aluminum cover contains plenty of blank lined pages for travel notes, a section for places you have seen, people you met, and a reading list. The journal fits in your pocket and is packed with vintage Airstream spot art, interspersed with photos of Airstreams taken from around the world. Built to be used with timeless good looks . . . why forget, when you can write it down!

under \$12 on amazon, buy it through the VAC website

www.airstream.net/reading.html



ALUMINUM STAMPED COVERS (BACK + FRONT)



TITLE PAGE / NIAGARA FALLS



INTERIOR LINED SECTION



MORE IMAGES . . .



GET THE MAP OUT AND HIT THE ROAD.

OLD AIRSTREAM CARAVAN FILMS NOW AVAILABLE ON DVD

The Vintage Airstream Club is proud to announce the release of nine old Airstream trailer caravan movies on a two disc DVD set. You no longer have to buy and restore a vintage 16mm. film projector to enjoy the exciting caravans of yesteryear. The title, year made, and running time in (minutes: seconds) for each color movie in this DVD set is:

1. Building Dreams is our Business (1968) (19:02)
2. Mexico Caravan (1956) (23:33)
3. Capetown to Cairo (1959-60) (47:57)
4. Around the World Caravan, S.E. Asia (1963-64) (23:07)
5. Around the World Caravan, India Part I (1963-64) (22:44)
6. Around the World Caravan, India Part II (1963-64)(23:00)
7. Around the World Caravan, Middle East (1963-64) (23:16)
8. Around the World Caravan, Europe (1963-64) (23:29), and
9. Guatemala (1966) (24:53).

Experience first hand 3 hours and 51 minutes of trailer travel in the "old days" as Wally Byam and his adventuresome band of Caravanners conquer the world in their gutsy Airstreams. Narration by Jose Ferrer, Vincent Price and Ricardo Montalban complete the period touch that whisks you back to the Golden Years of caravanning. All movies are in color, but due to the inexpensive original master film stock used movies 3 to 8 above, their color has shifted to magenta (but you will enjoy them nonetheless).

The two disc DVD set is available in the USA for \$40.00 plus \$2.00 for first class postage and packaging. Please mail a check or money order for \$43.00 payable to the "Vintage Airstream Club" to:

Linda Moore
VAC Treasurer
131 Castle Hill Road
P.O. Box 4173
Windham, NH 03087

along with your name and mailing address, and the DVD set will be mailed to you. We have experienced some problems getting older Toshiba brand computers to play similar DVD discs, but otherwise they seem to play well on most every DVD player or DVD drive equipped computer.

If you have a technical question on the DVD, please contact Fred Coldwell at 303-399-8104 or E-mail him at Agrijeep@qwest.net. If you have a question concerning payment, please contact Linda Moore by E-mail at MooreLinda@prodigy.net or by regular mail at her address above.

***A must have!**
Siskal and Roeper



CAST ALUMINUM AIRSTREAM TRAILER

Want to own an Airstream trailer but just don't have the space for one yet? Presto! Pottery Barn, that's right, Pottery Barn and Airstream, Inc. have developed a new desktop trailer that will take you away on several trips in the comfort of your own home. Easy to back into campsites and a lot easier to keep polished, this one is 11 inches long . . .

This process began with drawings + photographs of 3 different models, different eras . . . They chose to reproduce a 1962 Flying Cloud, (a class act I would say . . .) its super well done when you see it in person . . . All you need do is pop on a couple moon hubcaps to complete it!

POTTERY BARN ORDER LINE

1-800-922-5507

Airstream trailer (item # 144284998)

Materials: Cast and polished aluminum, rubber tires, w/ hand painted red lights...It's 11 inches long, 4.5 inches wide, 4.5 inches tall.

RETAIL PRICE \$49.00

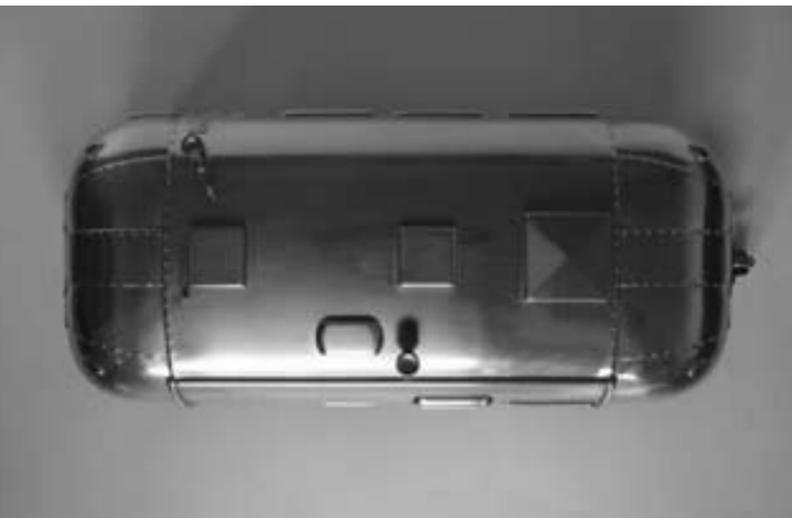
Or via the web: www.potterybarn.com

key word search: **"airstream"**

THE PHOTOGRAPHS TO THE RIGHT ARE THE 360 DEGREE ROTATION VIEW OF THE TRAILER, A SERIES THAT MADE IT REAL EASY FOR THE MODEL MAKERS.

"THE NEXT BEST THING TO THE REAL THING, IS THIS THING!"

Siskal and Ropert



REGION 2 RALLY / 5TH ANNUAL WDCU-VAC JOINT RALLY

When: October 24-27, 2002
Where: George Washington Birthplace National Monument, Colonial Beach, VA

Description: This rally will be held on the park grounds at George Washington Birthplace National Monument, Washington's Birthplace, Colonial Beach, VA. The rally site is within a short walk from the shores of the Potomac River where George Washington played as a young boy and within a few short miles from the birthplace of our young nation's 5th President, James Monroe. Only a few miles in the opposite direction is Stratford Hall, the birthplace of Robert E. Lee. Our assigned area will be an open meadow surrounded by parkland. Limited water and electric service will be provided. The plan for this year's rally is to conduct a community service project that has yet to be determined by the Park Service administrators. Last year the Northern Virginia Unit hosted their fall rally here and spent a few hours on Friday and Saturday cleaning and painting picnic tables and guard rails and maintaining a ramp down to the river. Plans are for guided tours of! either the park or Stratford Hall, possibly both, and also for an evening's entertainment. The traditional pot luck dinner is planned for one evening and a surprise for a second evening.

Contact: Harley C. Muse & John D. Gilliland
 email: hcmjdg@airstream.net or foxdown@aol.net
 804-224-5186

Name: _____
 Name(s) of additional adults: _____ Number of children attending: _____
 Address: _____ City/State/ZIP: _____

 Phone: _____
 E-Mail: _____
 WBCCI #: _____

Please make the following reservation: _____
 (\$30/single; \$40/double)

Make checks payable (in U.S. Dollars) payable to: **WDCU**

Mail to: Harley C. Muse
 532 Bridges Creek Road
 Washington's Birthplace
 Colonial Beach, VA 22443-5186

Home, memory, and travel: an Airstream inspired MFA show

Come show your support for a fellow Airstreamer! Kristiana Spaulding (1967 Tradewind) is having her Master of Fine Arts solo exhibition in San Francisco. Kristiana is a metal artist and photographer who has based her thesis concept on home, memory, and travel. Her show brings her simulated Airstream environment into a gallery space. Her show includes: travel jewelry and Airstream inspired work and photos.

Who: Kristiana Spaulding
What: : MFA show, "Sentiment in Function"
Where: : Academy of Art Gallery, 688 Sutter Street, San Francisco, When: **Reception on Friday, September 20th, 2002 from 6-9pm**
 Show will be up through October 3rd, 2002
Why: Because you'll dig it!



Questions? Feel free to contact Kristiana at (415) 447- 0473 or tianatrow@yahoo.com

CALIFORNIA VINTAGE FALL RALLY

When: October 22-27, 2002
Where: Santa Maria - California

Description: Welcome to the 4th annual Fall Vintage Rally. Let's start with a spoke wagon wheel configuration in a grassy field. Add a fire pit in the center and a 25 foot flagpole flying our colors, a shade area in the center that is 35 feet across and water and electricity. Can you see it? (There will be bathrooms with showers very close by) The potluck dinner on the 22nd (this will also include a potluck Sangria) will get us together again sharing what we have been up to! There will be a "Solvang Day"(it takes more than a day to see this quaint Danish Village), an open day on the dunes, with a hearty biscuits and gravy breakfast (just a little ways up the coast), A "California Ranchero Day" with breakfast burritos (check out the air museum and other historic sites) and traditional "Santa Maria BBQ, and wine tasting tour day with traveling poker hand followed with the famous "Alexander Fried Chicken & Fries" dinner. Maybe a craft or two like scrap booking, or games, kicking back in our chairs and just having fun!afternoon. Contact Don and Joyce Alexander (donjoy.alexander@worldnet.att.net) for more information

Contact: Don and Joyce Alexander at donjoy.alexander@worldnet.att.net for more information

5TH ANNUAL WDCU VINTAGE FALL RALLY

When: October 23-27, 2002
Where: Colonial Beach -VA

Description: Our Autumn Joint Rally with the Washington, DC Unit this year will be at the George Washington Birthplace National Monument in Colonial Beach, VA hosted again by WDCUers Harley Muse and John Gilliland. Authorization has been received to hold the rally on park grounds a short walk from the Potomac River. Our assigned area will be an open meadow surrounded by trees where the Northern Virginia unit held it's Fall Rally last year. A pavilion tent has been reserved for our use as a dining and meeting facility. The informality of an evening campfire on Saturday will provide the setting for the Washington DC Unit's "Installation of Officers" for 2003. Limited water and electric will be provided. This is shaping up to be a great camping weekend. In addition to the George Washington Birthplace National Monument and its park facilities there are numerous historical sites within the area of interest to our members. These include George Washington's boyhood home near Fredericksburg, VA (Ferry Farm), the birthplace of Robert E. Lee (Stratford Hall), and other Civil War sites (Chancellorsville Battlefield and The Wilderness) a short drive west of Fredericksburg, all within a 50-75 mile radius. Fees: Yet to be determined! We are in the final planning stages and working out the details. Contact: Harley Muse or John Gilliland (804) 224-5186 hcmjdg@airstream.net

Contact: Harley Muse / John Gilliland at hcmjdg@airstream.net or call: 804.224.5186 for more information

MYSTERY TRAILERS



Bud shows us an amazing fiberglass Airstream prototype this issue in COOPS CORNER, a fascinating relic of Wally Byams' inventor mentality, blazing a new trail that got him in the business in the first place. I want someone to pick that up and do a number on it! Yes, we all want to see it show up a rally real soon, well you know, it doesn't look like it would take that much work . . . (heard that before?)

Below is our current mystery trailer that I am sure we can find its history out there. It is owned by John and Phyllis Green, and they want to know what they got, as they are gearing up to bring it back. If you know anything, contact them at: phil@cal.net / 916.665.2184.

Of course, I would like to follow up with what is found. Til then, their have been sighting of this little number in books, magazines and a rare snapshot (see right) Got any ideas?

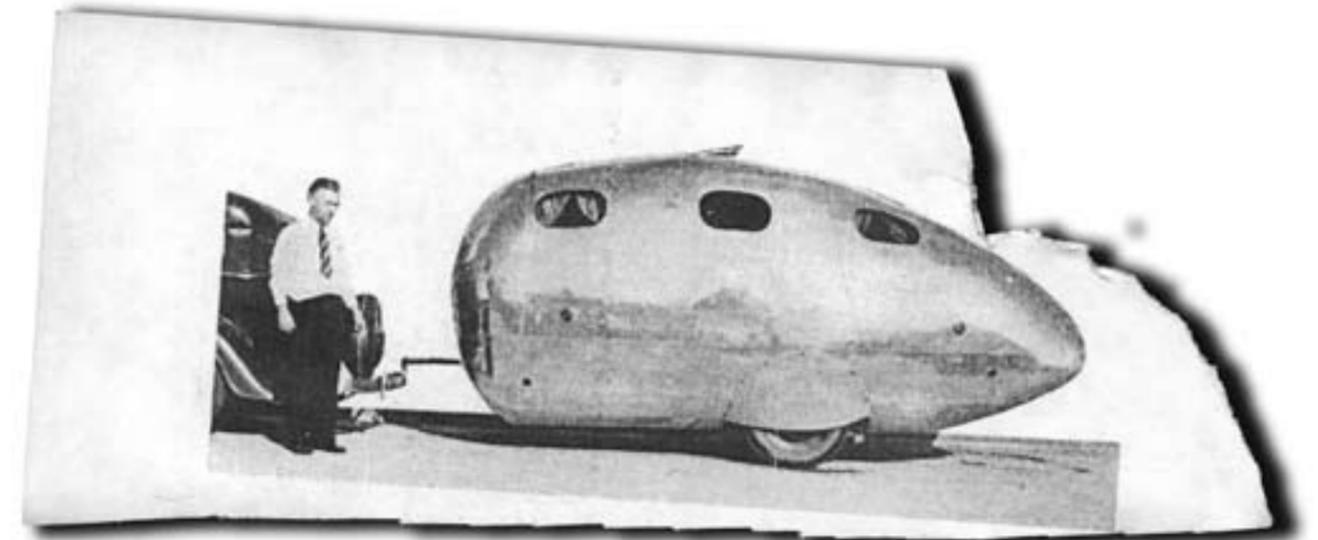


PHOTO COURTESY BIGYELLOWT@YAHOO.COM

THE HUNT HOUSE CAR (BELOW) built by J. Roy Hunt in 1942 was the closest relative to the two Bowlus Motorchief housecars built between 1934 and 1936. Hunt was said to have built five or six of these great stream-lined cars: the first, called the Turtle, completed in 1939, was built on a Ford chassis and had the engine in front. Next, Hunt built a rear steam-engine pusher at the then-exorbitant cost of \$29,000 and then in 1942, built another one, the "Miss Sheila Hollywood," named after his daughter, Sheila Hunt.

Much to my amazement, this exact Hunt House Car exists today, and is owned by Vince Martinico (bigyellowt@yahoo.com) and is in my new book titled, "Trailer Travel, A History of Mobile America" with Allison Arieff and Phil "bring the" Noyes. This Hunt House Car is in the chapter, "I'VE GOT THIS IDEA" which features some of the unique developments on the road of transportation.





Grrrouchy! Well, I scolded everybody roundly for not getting in their attributes surveys into the mail. (Mrs. Cooper never lets me scold around the house. Boy, did that feel good!) Guess it was effective though, because I got 25 responses in the first batch. Then over the three month period a total of 42. I will continue to send out forms to anyone who asks. I would like another 300.

Especially interesting was an apparent 1954 with 53 style windows. Also interesting was a Holiday, the first one reported. The Holiday, some will remember, was a 1955 trial of an aluminum caravan style Airstream. I presume the owner was surprised at my identification. Susan Henry made rubbings of the serial plate, a very nice idea. (Thanks Susan.)

DEATH BY HYMNAL We arrived in Texas early this year. During our first church service, I was in the choir as usual when I noticed something black crawling on the floor. A cricket, apparently of an irreverent sort, was exploring among the feet of sopranos and tenors. What nerve! I cautiously waited my chance. Soon he was exploring just to my right. Nobody noticed as I slowly extended my right arm. When it was in position, I let loose my hymnal. Wham! The spine of the book caught him squarely. Bettye was moderately outraged. After using a Kleenex, the hymnal remained essentially undamaged. Now, is that all bad?

TRAILER LIFE MAGAZINE I tip my hat to Chuck Campbell who gave the world a nice article on our club in Trailer Life, the December 2001 issue. It contained outstanding pictures plus conveyed a good understanding of the uniqueness of the VAC. (Reprints \$3.95, TL Enterprises, 2575 Vista del Mar Dr., Ventura CA 93001)

Dometic Bulletin R67/2a This Bulletin entitled "Flame Outage While Traveling" is available free from Dometic. It is highly technical and intended for trained refrigeration technicians. I found it useful: reminded me of things I would forget to check. For example, (1) the thermocouple may look properly positioned when standing, but on the road the flame may not directly hit it. (2) All thermocouples are not created equal. Your old one may not put out enough voltage any more. And, many more.

My frig, a very small one, used to flame out before I reached the end of the block. I solved the problem by hooking up the 12V heater system. I use this when on the road (only) because it draws too much current for the two batteries (car and trailer) to support. A relay cuts off the circuit when the engine is not running. I found it gave me very adequate cooling on the road, something I had never had. It even keeps ice cream, something it would never do on gas. In addition I was able to eliminate one of the flame shields. Now I can easily see if the main burner is lit, while before I could simply not see the pale blue flame. The shield is needed only on the road, and since I no longer use gas on the road, I don't need the shield.

MEET ED STANLEY Some of you may not have met Ed Stanley #21491, 18940 Marine View Drive SW, Seattle WA 98166. Email estanley@gte.net He is the present Blue Beret Editor for VAC, but is asking to be relieved. Regardless of who has the job, we all share the responsibility of keeping him properly supplied with news.. He dies unless we send him news of what is going on in our area. Ed is not a newcomer. A VAC member since its founding, he could have been club president many times but preferred his other jobs and he has had many. An accountant by profession, he notices details. Don't try to slip anything by him. Had he been watching, there wouldn't have been an Enron scandal.

If you can't see this page, it means you didn't pay your dues. To find out when to pay, look at the mailing label on your last issue. It shows your annual due date.

TO MRS. COLE Every single request I receive for literature is important. I try to send them out promptly and accurately. I sent the material you requested, but it was returned for a better address. Please try me again.

More about a Belize caravan There will definitely be another caravan, but it may be delayed till fall of 2004. Arrangements have been made so that it will be an Airstream Company Caravan. You will not have to be a WBCCI member to go, only a VAC member.

I was impressed. Darlene Leslie has laid out an itinerary that is a honey. We are thinking of various departure dates to appeal to those with children in school, and others for seniors who can go most any time. The charm of Belize is that almost everyone speaks English, thus making it possible to tour on your own without feeling abandoned. And, in the event of a break-down, one can comfortably fend for himself. Besides there is a long list of things to do, like scuba or snorkel diving, beach combing, fishing, caving, canoeing, birding, photography, visiting Maya ruins and much more. The trip down through Mexico is half the fun, and you see examples of virtually every district of Mexico.

For a fine free book on Belize, write to:

Belize Tourist Board
421 Seventh Avenue
New York NY 10001 or Ph. 800-624-0686

The next step will be to carefully scout the proposed route. For this we have chosen a fine experienced VAC member who speaks English and understandable Spanish, and who will accompany the first caravan. The next time we will have both maps AND a trip log.

The roads in Mexico are a mixture of two lane black-top, and four lane toll roads, also black-top. We never take the trailers off pavement except for parking. The two lane highways vary somewhat in width, smoothness, and straightness, so speeds vary from 35 to 55 mph. You have to size-up each stretch and gauge your speed accordingly.

They almost never have the generous shoulders that we have, but as partial compensation there is a turnout big enough for a truck about every mile. There's always room for one trailer, often room for two or three, but seldom room for more. That's why we will be traveling in groups of three or less. The toll roads compare favorably to American inter-states.

If you want to hear more details on this caravan give the editor, Bryan Burkhart, a shout. We can make it a regular feature if there is sufficient interest. (I CONFIRM!! GIVE ME A SHOUT!! ... bryan)

A Strainer Tries My Patience I remember my surprise the first time this happened to me. My Brother-in-law and I were starting up his trailer water system after the winter draining. Everything seemed normal. Water came out of every use point when tested, all except the sink, that is. I checked the hot and cold faucets by opening them many times, but not a drop of water came out. I wondered what could plug the lines like that. We rapped on the pipes, all seemed normal. Then my partner had an idea. He unscrewed the sink strainer; that little chrome aerator on the end of the swing-spout. Water gushed forth. What happens is that tiny crumbles of hard-water deposit are transported up to the faucet during fall flushing or blow-out. They sit there unnoticed during the Winter, but give you the big surprise in the Spring. The aerator assembly can normally be unscrewed by hand. Lay the little parts (screens and plastic jets) out on the counter so they can be assembled in the same order. If a stubborn coating remains on the screens, soak all the parts over-night in vinegar

(Do you like these technical tips? If so tell editor Burkhart.)

That Which Was Dead Is Killed On September 11, 2001, two slender buildings of unusual height and beauty were obliterated in a senseless act of vandalism. (The vandals, you remember, sacked Rome in 455 AD. They continued unstoppable through 460 AD when they destroyed the Roman fleet off Cartagena. Their insane rampages petered out after 500, but the memory lingers on in the word vandalism.)

The whole country sat breathless before their TV sets as the towers dissolved before their eyes. It was like a ballet production in which the beautiful ballerina is stabbed and sinks slowly to her death on stage. But the curtain never fell. The sad production continued for months.

The first tower did not tip over onto its neighbors as every sensible person would have expected, but instead settled straight down at a rate of about three floors per second. This type of failure, since called pancaking, was totally unexpected and remains (as far as I have heard) unexplained to this day. As though to reassure those of us who could not believe our eyes, the second tower settled in the same insane fashion.

Paris, France, for a period of some 500 years prior to 1945, was declared by many to be the most beautiful city on earth. There were no tall buildings during that period, the average height being about six stories. That's how it was in 1927 when Lindbergh circled the Eiffel tower several times before he spotted the airport.

After WW2 there arose such a clamor in favor of high-rise structures, that the Paris authorities grudgingly set aside a limited area in which tall structures were permitted. The last time I visited Paris it was still that way with the tall structures confined to an area well away from the ancient boulevards.

Why were the buildings so stunted? Did the French lack the technology to build higher? Not on your life! It was because the average city dweller became exhausted after he had climbed five flights of stairs. Good reasoning, huh?

After 9/11, hundreds of displaced companies were forced to relocate into any grungy old building they could rent. They found, to their surprise, that they could function just as effectively from the low-rent district. Not as beautiful, but effective. Which brings me to my contention that we really don't need high-rise structures at all, and that the concept was already dead when it was killed a second time on September 11.

Sleeping Beauty As a result of our friendship with Toni and Art Ruiz (say Rees) we were guided to this ancient hulk in their storage yard in McAllen, Texas. They are selling out their business and permitted me to photograph and measure it. It has, in my opinion, the makings of a first class show stopper. **It is for sale.** Bettye and I thought long and hard about doing it ourselves, but in the end I was convinced that it is just too big a job to take on at my age. **So, I offer it here for your consideration. Any semi-intelligent persons (spelling intentional) would know that a fiberglass trailer couldn't be an Airstream. I can foresee snide comments and shouted insults.** But, it is a bonified and certified Airstream with an interesting pedigree. It will, no doubt, remain the only one.

Art, and Toni, you will recall, were married while on the Capetown-to-Cairo Caravan. After that they settled down to a more conventional life in McAllen, Texas. Through a friend, I was introduced. They are a seemingly inexhaustible well of Airstream knowledge.

Bud "Junk yard dawg" Cooper examines Toni Ruiz's Airstream 1956 fiberglass prototype (I included these images in the last issue, but somehow the text describing it, fell through my digital hands. together at last!)



In the 50's, tear-drop campers sold very well. In general they cost about \$1000.00, and weighed less than 1000 pounds. They stood about 4-5 feet high and provided a double bed that you could crawl into (hands and knees) through a side door. On the trailing end was a lift-up hatch which exposed a gasoline stove, icebox, and pantry. Being cheap and easily towable, they sold well to the crowd of young marrieds after the war.

Wally looked longingly at that market, and decided to develop a more up-scale trailer offering complete shelter and walk-around space with potty for something like the same price and weight. Fiberglass, the latest wonder-material, was chosen for its low tooling cost, indestructibility, and favorable weight-to-strength ratio. Two prototypes were built in California but perhaps not at the Airstream facility. The objectives proved illusive. After fruitless efforts to achieve the targets, Wally became discouraged and sold the prototypes. Art remembers seeing his in 1956. Associates had stripped any remaining insides and used it as a cargo trailer on several Central American caravans.

A companion prototype had a horizontal seam running around the body half way up. The upper half was joined to the lower in an outward protruding seam. (The halves joined like the lips of a pouting child.) Not radically different from today's Scamp, that example has almost surely been destroyed.

The Ruiz trailer has a steel tube-and-outrigger frame and has a trailing arm axle which looks usable. The wheels appear usable, but the 6.50X 10'4 plys might not even get it as far as the tire store. The inside is bare. The diagram shows placement of furnishings as interpreted from marks and scars on the walls. The rear window opening has been enlarged to serve as a cargo door.

Any restorer must obviously acquire skills in fiber-glass. A door of aluminum or fiberglass looks like a snap. Three of the four hinge parts are in tact. Windows should not be a challenge. Expect a price of \$1000.00. Call Toni, (who is a girl), at 956-682-0245. My weight estimate, about 700 pounds. Probably towable after 8 hours of work. Prepare a wiring harness and all signal lights. Requires a two inch ball. Have fun. You have my blessing.

Serve The Wally Byam Caravan Club International (WBCCI) desperately needs younger people who will serve as officers. Join. It will be fun and in 24 hours you can be a VIP. The timing is critical. If you, a young person join, others will soon follow. This venerable club will then pass safely over the hump. Coop

Space

My new issue is," Get in there and volunteer to be an officer of WBCCI. In a word, now is your (our) chance to take over the club. All this time we haven't had even a vote. Your club (WBCCI) is shrinking and is trying to die. But it won't. You can rush in and save it and shape it. Now is the time. Rush to your next unit meeting and volunteer to be a lesser officer.

Wouldn't your rather be in Baja (Concepcion Bay) with your Airstream trailer like Rick Prior from Lake Alamanor, in his 1965 Globetrotter? Photo by Ants

* a note to clarify the mis-interpretations in membership

A Message from the VAC Membership Chairman

Over the last couple of years there has been a growing misconception about what constitutes membership in the Vintage Airstream Club and what our club is all about. In 1993 when the Vintage Intra Club was being formed by members of the WBCCI, there was no question as to what club you were joining. Over the last 10 years the intracub has had its share of growing pains within the parent organization so it has been through the efforts of those that wanted more autonomy for the VAC, that contributed to these misconceptions and made the present redirection & recruiting effort so challenging and necessary.

When we say that the VAC is an IntraClub, we mean all VAC Members are WBCCI Members first. Somehow, through the introduction of the Friends subscription to the Vintage Advantage News Magazine and the structure of our membership process, the message that had been getting out to the general public was that you could become a MEMBER of the VAC without joining the Club (WBCCI). Those requirements are in the VAC Club Charter just like the requirement for Trailer Ownership of an RV that is 25 or more years old. Many new candidates I communicate with ask how we could do all the administration, procure insurance and put out a great magazine for \$10 per year. The answer is we can't as can be seen by our need to raise VAC dues and Subscriptions to \$20. The International Dues (WBCCI) of \$45 paid to Headquarters, is by and large to pay the salaries of the full time employees and the premiums on our Club insurance. The local units which are the backbone of the WBCCI also collect dues to pay for newsletter postage and handling and membership badges.

The WBCCI has other Intra-clubs with additional leadership structures and they all collect separate dues. They too are all WBCCI members first. There is less confusion about membership issues with them because they are not recruiting members from outside the WBCCI as actively as we are. I must admit though, most people outside the club see the image of the WBCCI as a retired persons club. It wasn't always that way. The Vintage Club has attempted to change this image by promoting activities that generate interest for those that are younger and young at heart and bring back the old days when Rallies were attended by Families of all ages. The VAC membership is growing even as the overall club membership continues to decline. Linda and I have been in the club 3 years now and have enjoyed all the events we have gone to, Vintage or not. We are still in the active work force as is most of the 1000 Vintage Club members. Lets face it, after all is said and done, the club is about people not just trailers. The trailer is just a vehicle to enjoying the camaraderie and adventure that drives people to join social organizations like this in the first place. This is the key that links all WBCCI members together. For those folks that want to join strictly a Vintage Car/Trailer Club to showcase their wares, and Linda and I have looked into those as well, I say why would you want to limit your opportunities, our club has it all.

There is only one "Vintage Airstream Club" and we love it because it presents the opportunities of restoration, fun, camaraderie, and travel adventure. If this is what you are looking for in a quality club experience, you've come to the right place.

WAM

ELEVEN THINGS TO DO WHEN ALL I REALLY WANT TO DO IS STEP INTO THIS PICTURE AND CRACK A BREW . . .

A note from the VAC Membership Chairman

Hi Gang,

As I sat here pondering the last two weeks of activity, I realized that I needed to summarize all the actions I took from the Board Meeting, along with membership actions. They are as follows:

1. Invitation to "Friends" that currently own an Airstream to join the club or submit feedback of what it would take to entice them to join.
2. Membership Report to the VA Editor and Webmaster. This will include the restated Rally and Caravan Policies and Guidelines.
3. Submit Board Directed Changes for Membership Applications to VA Editor and Webmaster.
4. Submit Board Directed Changes for Friend Subscriptions to VA Editor and Webmaster.
5. Draft and Submit Survey of Website Features to the membership Via the VA and Website for the purposes of determining the most cost effective. Features to add and Maintain on line.
6. Solicitation of Membership for the Position of Quartermaster to the VA Editor and Webmaster.
7. Survey of Publications available from our Archivist and list of Archiving projects in process with projected costs of completion.
8. Solicit Webmaster for 2003/2005 Website Budget
9. Solicit VA Editor for 2003/2004 Magazine Publishing Budget
10. Draft VAC Logo Changes for VAC Board approval Prior to Submission to WBCCI/Thor Legal Department regarding Trademark of Logo(s)
11. Contact WBCCI/Thor Legal Department regarding Copywriting of "Vintage Airstream Club" name.

Thanks
Later!
Wayne Moore



*a note to clarify the mis-interpretations in membership

Hi Gang,

As the new Membership Chairman, I am happy to report that 2001/2002 has been a great year for the club, our Membership numbers are increasing and we seem to be experiencing less non-renewals as in years past as a percentage of total membership. As of the end of June 2002 our membership statistics are as follows:

- * **Members** 903 up 144 as compared to last year, representing a **15%** increase.
- * **Associates** 111 down 8 as compared to last year, representing a **7 %** decrease
- Honorary** 4 down 1 from last year with the death of Dr Norman Holman Sr.

VAC Magazine Subscriptions has had the most dramatic increase:

- * **Friends** 585 up 135 as compared to last year representing a **23%** increase

Total Memberships / Subscriptions

1603 up 270 as compared to last year a 16% increase

Total number of Inactivations as of January, 2002 were:

264 based on non-renewal after 31 July 2001.

This compares to 268 inactivations in 2000 and 374 inactivations in 2001.

Most of these inactivations were for Friends Subscriptions indicating a high turnover. The original intention of offering to the general public, our news magazine and unlimited access to club resources, was to generate interest in the Club, leading to Full Membership in the VAC, which is an integral part of the Wally Byam Caravan Club International (WBCCI).

In the last few years, there has been a growing mis-interpretation of the membership requirements, with regards to the status of friends as "members" with full benefits. The intent here was to entice non-member Airstream Owners to come to VAC events for the purpose of potential recruitment. Our research has indicated that this effort has not produced the desired results.

Since most Friends (70%) with Airstreams do not become members there has been pressure on local VAC Hosts to continue inviting the same non-members to VAC events. Due to potential liability insurance issues that directly affect our Club Officers, our parent organization WBCCI, has encouraged the VAC board to restate and enforce the membership and participation policies to ensure the uniform application of our bylaws and clarify the definitions of membership. The newly designed membership application has the membership requirements and associated dues costs. This will also reflect the increase in member dues to \$20, voted on at the Annual

A Message from the VAC Membership Chairman

* a note to clarify the mis-interpretations in membership

Over the last couple of years there has been a growing misconception about what constitutes membership in the Vintage Airstream Club and what our club is all about. In 1993 when the Vintage Intra Club was being formed by members of the WBCCI, there was no question as to what club you were joining. Over the last 10 years the intraclub has had its share of growing pains within the parent organization so it has been through the efforts of those that wanted more autonomy for the VAC, that contributed to these misconceptions and made the present redirection & recruiting effort so challenging and necessary.

When we say that the VAC is an IntraClub, we mean all VAC Members are WBCCI Members first. Somehow, through the introduction of the Friends subscription to the Vintage Advantage News Magazine and the structure of our membership process, the message that had been getting out to the general public was that you could become a MEMBER of the VAC without joining the Club (WBCCI). Those requirements are in the VAC Club Charter just like the requirement for Trailer Ownership of an RV that is 25 or more years old. Many new candidates I communicate with ask how we could do all the administration, procure insurance and put out a great magazine for \$10 per year. The answer is we can't as can be seen by our need to raise VAC dues and Subscriptions to \$20. The International Dues (WBCCI) of \$45 paid to Headquarters, is by and large to pay the salaries of the full time employees and the premiums on our Club insurance. The local units which are the backbone of the WBCCI also collect dues to pay for newsletter postage and handling and membership badges.

The WBCCI has other Intra-clubs with additional leadership structures and they all collect separate dues. They too are all WBCCI members first. There is less confusion about membership issues with them because they are not recruiting members from outside the WBCCI as actively as we are. I must admit though, most people outside the club see the image of the WBCCI as a retired persons club. It wasn't always that way. The Vintage Club has attempted to change this image by promoting activities that generate interest for those that are younger and young at heart and bring back the old days when Rallies were attended by Families of all ages. The VAC membership is growing even as the overall club membership continues to decline. Linda and I have been in the club 3 years now and have enjoyed all the events we have gone to, Vintage or not. We are still in the active work force as is most of the 1000 Vintage Club members. Lets face it, after all is said and done, the club is about people not just trailers. The trailer is just a vehicle to enjoying the camaraderie and adventure that drives people to join social organizations like this in the first place. This is the key that links all WBCCI members together. For those folks that want to join strictly a Vintage Car/Trailer Club to showcase their wares, and Linda and I have looked into those as well, I say why would you want to limit your opportunities, our club has it all.

There is only one "Vintage Airstream Club" and we love it because it presents the opportunities of restoration, fun, camaraderie, and travel adventure. If this is what you are looking for in a quality club experience, you've come to the right place. -----WAM

Business Meeting. If you have paid in advance for Multi-year membership, you will be credited for those years. I would to thank a number of members attending the Rapid City Rally for their contributions to pay the new rate on previously paid Multi-year Dues.

Since the Vintage Advantage News Magazine does have an appeal to the general public and is still our best advertising, we will still offer a Friend Subscription to the Magazine only. However due to increased postage and handling costs the rate per year will increase to \$20. Still a bargain! If you have paid for a multi-year subscription prior to the July 31, closeout date, you will be credited for those future subscriptions.

Effective immediately, per the VAC Board of Directors, access to our Web-site Members Only Area and Technical Publications provided via our Archives will be for the benefit of our regular and associate members only, passwords will be provided via the Mail Labels. Also, participation in VAC events must conform to the following policies and guidelines.

The following policies and guidelines have been established so that all VAC Club activities comply with and are NOT IN CONFLICT with WBCCI Bylaws.

1. All events will be advertised in the WBCCI Yearly Membership Directory, or the "Blue Beret", or the WBCCI website, and registered with International.
2. All Events will be open to all WBCCI members. (an event can be named a Vintage Event, but cannot be restricted to only Vintage Club Members).
3. Where possible, all events will be included in a unit, region, state, or other WBCCI event.
4. All event participants will be WBCCI members except as described under "Buddy Rallies" in this guideline.
5. Buddy Rallies:
A WBCCI and VAC member may invite a non-member owner of a hard aided recreational Vehicle Manufactured by Airstream, Inc. as a new member prospect, on a one time basis, to attend any VAC event. A WBCCI Unit may have 2 "Buddy Rally" events per year where each non-WBCCI or Non-Airstream owner is invited, on a one time basis, to attend as prospective new members. Rally attendance of VAC "Buddys" will be limited to 20% of event Participants. Each VAC Region Representative may approve one additional Buddy Rally per State per Year that is organized outside the structure of article 3 above. The VAC region Representative will notify the VAC Rally Advisor of the event.
6. No Event will be advertised in the Vintage Advantage or the Official VAC Website, or as a VAC Event unless it conforms to these policies.
7. Any VAC event request will be submitted to the Region Representative who will contact the VAC Rally Advisor for VAC Board Approval for the event, 45 days prior the event start date. If the Region Representative is not available, this request can be submitted directly VAC Rally Advisor.

If you have any questions regarding Membership, Subscriptions or Participation in Club Events please feel free to contact me. See Ya Down the Road!

Wayne A. Moore (#15116)
3rd Vice President and Membership Chairman 2002/2003
wam52@airstream.net

MEMBERSHIP CLASSIFICATIONS

MEMBER: Members of WBCCI who own a vintage Airstream trailer 25 years or older. This is the dues paying voting membership. A VAC member may hold office or be appointed to a position.

ASSOCIATE: WBCCI members who do not qualify by owning a vintage Airstream trailer but wish for mutually beneficial reasons to belong. Associate members pay dues and have all the benefits of a regular member, except that they do to vote and may not be elected to office or park their trailer in the Vintage area at the annual WBCCI International Rally. VAC Associates may be appointed to a position.

HONORARY MEMBER: Membership bestowed upon VAC benefactors provided they are WBCCI members. This is a non-dues paying and a non-voting membership.

The VAC is looking for a "Quartermaster" **(No, this isn't the beer game . . .)**
 The responsibilities will be to develop a line of VAC merchandise and contract with a Retailer via a competitive bidding process. The Retailer will contract VAC Merchandise from manufacturers and suppliers to be sold through the new "Vintage Airstream Club Marketplace", both Web and Mail Order based, to provide Members and the Public with Buttons, Badges, Mugs, Flags, Stickers, DVD's, Vintage Advantage subscriptions etc. The Retailer will handle all business transactions and return a percentage of sales, as negotiated, to the VAC for the purpose of reducing or eliminating VAC membership dues. If this sounds like something you'd be interested in, contact: Wayne A. Moore (WAM) 3rd Vice President & Membership Chairman Vintage Airstream Club WBCCI 15116 E-mail wam52@airstream.net or Phone (603) 881-5299

Classified Ads

MEMORABILIA:



HAV-A-LOOK! Keychains and slide viewers of great vintage travel trailers and fun stuff, just like what they had in the 40's and 50's.
 Great gift item!
 - Take a look at the website: www.hav-a-look.com

your ad here

ROUTE 66 HISTORIC RV TOUR:

Chicago to L.A. on the most famous highway in the world. Join our group of fellow vintage RV enthusiasts for a fun filled trip. Adventretours (VAC member owned).
 Call 800.455.8687 www.adventretrek.com

NEW VINTAGE AIRSTREAM CLUB FLAGS:

The new version of the 2x3ft. dark blue nylon flag now has the Vintage club logo printed on both sides with the words VINTAGE AIRSTREAM CLUB also printed on both sides.
 Send \$25.00 to Robert Herman, 2092 Culbreath Rd. C12, Brooksville, FL 34602

TO PLACE AN ADVERTISEMENT IN THE VINTAGE ADVANTAGE

Commercial Advertiser must be a VAC Member

Please submit your ad with (\$25) payment to:

Wayne Moore
 PO Box 4173
 Windham, NH 03087

Or, contact me by email at wam52@airstream.net

Payment MUST accompany the ads to be considered for publication.

Upon approval, ads will then be forwarded onto the Editor.

(COMMERCIAL AD GUIDELINES)

- 1 Only advertisements deemed of direct interest to the VAC membership shall be accepted.
2. All commercial advertisements in the VAC cost \$25 per issue.
3. Commercial ads will be placed only in the classified advertisement section of the VA.
4. Commercial Advertiser must be a VAC Member. 5. WBCCI members receive 20% discounted rate



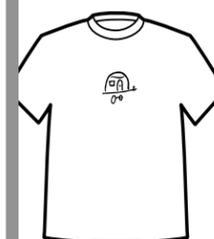
Airstreamers
 Unite!

What better way to show the world you have an Airstream then by wearing it. The logo above in metallic silver on a Royal Blue, 100% cotton T-shirt.

To order, email me:
traveljoyusa@yahoo.com

Sizes: S M L XL XX
 Check or Money Order

Only **\$14**
 plus shipping



Logo and Shirt size relationship

until next issue:

Start a trailer factory. . .



PHOTO COURTESY ROBERT EARL OLSON