

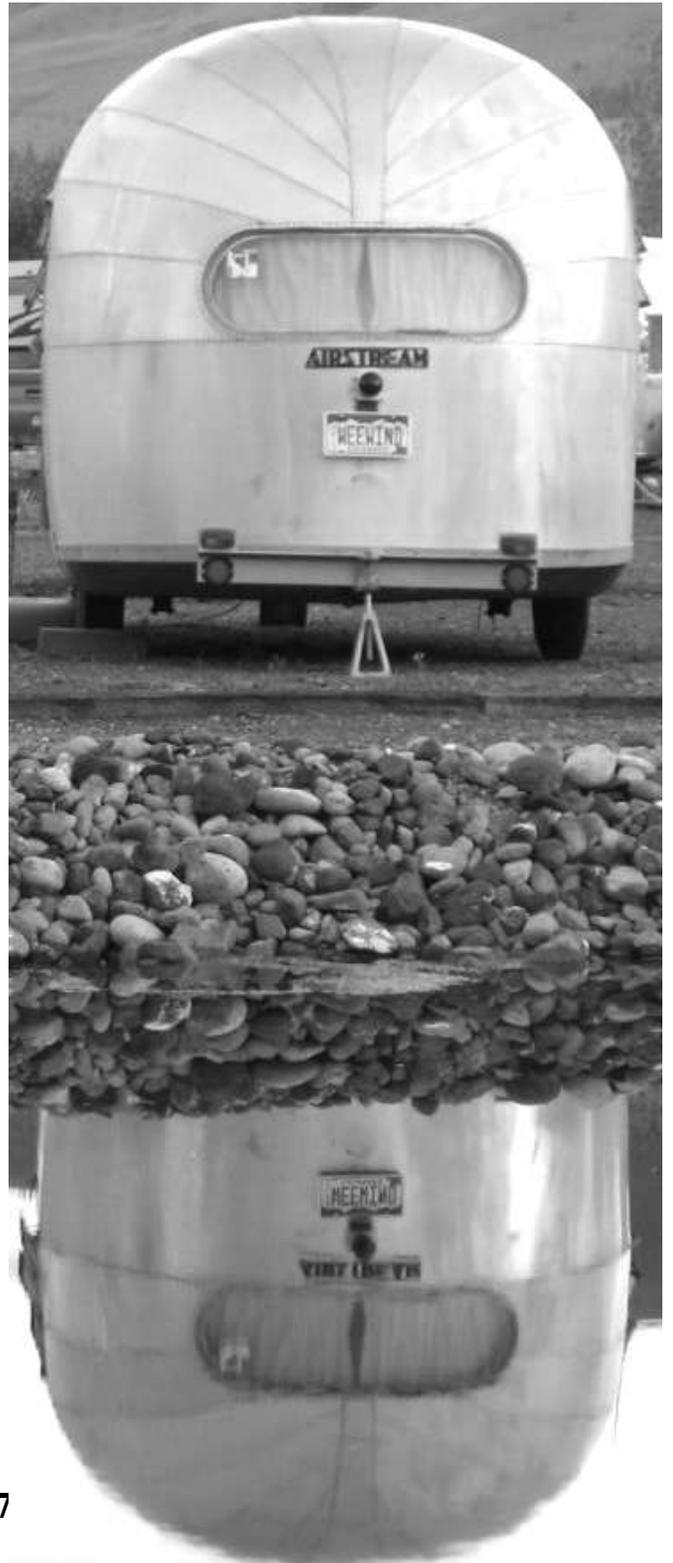
Volume 14, Issue 1

# The Vintage Advantage

The newsletter of the Vintage **AIRSTREAM** Club  
(An Intra-Club of the WBCCI)

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March 2007  
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**Contributor's Guidelines**

This newsletter will be what you, the member, makes it. Nearly every category of this newsletter needs regular contributions. The Announcements section is the place to tell the VAC about your upcoming rallies. Letters and the Back Bumper are where you express your opinion. Feature articles should be about subjects relating to vintage Airstreams, places, people and history.

- ✓ On the first page of your letter, print your name, address and telephone number. If you're submitting for a particular column, note that as well. Keep articles to 1000 words or less, letters to the editor under 400. If you e-mail your submission, please attach it as an unformatted text file, or simply include it in the body of the e-mail.
- ✓ We accept color and black & white prints, slides or high-resolution digital photos. For prints, include your name and address on the back of each one and a brief description of who, what, when. (use a soft lead pencil instead of a pen so that ink does not bleed through the paper). Digital images should print to at least 4 x 6 inches at a minimum resolution of 300 dots per inch (dpi) and can be sent as jpegs on a CD or via E-mail. Whenever possible, send the original electronic file rather than home printouts, which do not reproduce well. The Vintage Advantage is a black and white publication. If you have the ability, convert digital color photos to Grey Scale (8 bit). Doing so will make downloading faster, and saves us some labor.
- ✓ If you want your materials returned, include a self-addressed, stamped envelope.
- ✓ After you share a story or photo, please be patient. We may hold your material for consideration in a future issue without informing you first, but we will let know if we publish it.
- ✓ By submitting material for publication, you grant the Vintage Airstream Club, its parent organization, the WBCCI use of the material, including your name, and membership number. We reserve the right to modify, reproduce and distribute the material in any medium and in any manner or appropriate place. We may contact you via phone, E-mail or mail regarding your submission.
- ✓ Send submissions to:

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Aurora, CO 80013  
or

**[vac\\_editor@earthlink.net](mailto:vac_editor@earthlink.net)**



From the WBCCI Song Book:  
A Home That Will Roam  
(to the tune of Home on the Range)

Oh, give me a home that will roam where I roam,  
A home that will stay where I play  
No garden to hoe, no tall grass to mow  
And a flock of new neighbors each day

(Chorus)

Home, home on the road  
Where all the trailerites throng  
With never a fear of no lodging place near  
Cause we're pulling our trailer along.

A home that will go  
From the cold and the snow  
And park in the tropical sun.  
You pull in your place and scan each new face,  
And soon you have met everyone. (Chorus)

They talk of their farms  
And exchange a few yarns,  
They talk of their family back home  
They talk aches and pains  
On Chambermaid Lane  
And all of the places they roam. (Chorus)

On the cover:

VAC Historian Fred Coldwell's own 1948 WeeWind. See Fred's article on 1947 to 1951 AIRSTREAM Liner trailers on page 12.

Photo courtesy Pat Glick-Huizinga, WBCCI #1288

March 2007

"I'm a [subscriber of The Vintage Advantage] & would like to share a few photos of my International Harvester 'Travelette' 1959 A-120 which is 4 wheel drive & ONE of 17 produced. This is the exact same model that Wally & Stella Byam used to make the Caravan in 1959 from Capetown to Cairo. The engine is a 240 6 cylinder Black Diamond [with] 4speed transmission, a P.T.O. winch & has the factory utility bed. You can see a photo of the truck in the Airstream book by Bryan Burkhart."

"It was purchased from a private collector & I did a paint job / signage exactly like the one shown in the Airstream book."

Thank You, Milton Newman [trailair@hotmail.com]



Editors note – the original photos were color, and the truck has a beautiful white and red paint scheme. Unfortunately, we are a black and white publication.

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## President's Message by Ed Emerick



It's been a very interesting winter for this VAC President and for the club in general. We all have our opinions of what the WBCCI and the VAC need to do to grow and prosper. In this message I will offer my opinion. I know some of you will not agree with my comments, others will and some may not care.

What's in a name? That is the question that was asked of the membership of the WBCCI last year and at the International Rally and our voices told the IBT that the name should stay as it is; "The Wally Byam Caravan Club International". I for one was glad to see the name stay; I'm sort of a traditionalist when it comes to this topic as well as a realist. In my humble opinion a name change would not draw more membership, there are other issues preventing growth, it would cost the club thousands of dollars to change the logo and the items displaying it and most of all I feel that we would lose the connection with our roots, WALLY! The WBCCI name change voted down at last year's International Rally in Salem, OR was because of; as I see it there are more Traditionalists and Realists than not in this club. These individuals want to see our club hold onto the traditions that Wally established years ago and I am happy to see that. We have to keep a close watch to see if this issue will again surface in some shape or form. Most of you are asking why am I bringing this up again, it's over, we won, the name will stay as is. Well it seems that there is going to be another attempt to change the name, and to be honest the name has been changed even after we voted not to do so! Take a look at the back cover of the November Blue Beret, notice that the WBCCI is at the top of the page and the "The AIRSTREAM RV Association" is below that. Now grab your December issue of the BB and look at the back cover, do you notice the new "logo"? It seems the club has a new logo and if you want to interpret it, a new name! I didn't even get to voice my opinion; I didn't even get to vote on it! To be honest, I find this new logo offensive on many different levels and the primary reason being I didn't get to voice my opinion on it!

Again I ask, "What's in a name?" Bambi, Trade Wind, Excella, Overlander, Bubble, and Sovereign are all AIRSTREAM product model names, all that I have come to trust and love over the years. All of these products are made by AIRSTREAM at an AIRSTREAM factory and that name represents a quality manufacturing process. The same goes with the "name" WBCCI, it represents tradition, quality and the largest SINGLE BRAND RV club in the world, only

AIRSTREAM owners can be a part of the WBCCI. These names and what they represent are the reason I joined this club, and if I wasn't interested in the quality there are many other RV manufacturers and clubs that I could have joined. To be honest the only reason I became involved with RVs is because of this tradition, history and quality of this club and this product, others just did not offer what I needed.

So here is the issue at hand, to allow the owners of another make of RV motor home to be allowed to join the WBCCI all because AIRSTREAM has dropped its motor home line. The WBCCI leadership at the midwinter meeting in Perry, GA offered up the idea to allow a Thor motor home product, not an AIRSTREAM manufactured product to be marked as "AIRSTREAM Editions" and be allowed to be a part of the WBCCI. The IBT proposed amendment to add "AIRSTREAM Editions" to the WBCCI will destroy the club as we know it, don't allow this to happen and tell our Unit and Region leadership to VOTE NO! Even with the current difficulties faced by our Class A motor home friends why would we be allowing new members to join in non-AIRSTREAM manufactured motor homes? The current proposed amendment that will be voted upon this summer is seriously flawed, it doesn't solve the problem, and it destroys our club. Ask our leadership to vote this amendment down as it stands, do not attempt to modify it and do NOT allow them to negotiate a change at the Delegates Meeting. Just vote no!

These two topics I have just covered are what I feel are two of the more important issues facing the WBCCI and will have a dramatic and negative effect on our club if approved. As a member of the WBCCI and the VAC I am asking that each VAC member keep a close eye on these two initiatives and help the club make the best choice possible. To get more information or to read about these issues in some detail check out [SaveWally.org](http://SaveWally.org), and support this group's efforts!

The winter has also given us some time to think about how the VAC will fit or not fit into the WBCCI's plans for the future. To be honest the discussions have been driven by some very intense emotions by a number of us who I believe love our club and would be willing to do just about anything to help it. These discussions involved many members that have given many many hours of their time and talents to the VAC, they are deeply involved in the club's inner workings. Some have offered a plan to build a new VAC, some have looked at the different items that would need to be addressed if the VAC was to leave the WBCCI and how that would work. There are pros and cons to this discussion that I do not have the space here to address. I do agree that as a club the issue of separation needs to be addressed with the

membership and put to bed once and for all. Most of the members may not realize but this topic keeps surfacing, I first became aware of this in Burlington, VT in 2003. This has most likely been a topic of discussion for some time prior to my involvement with the VAC Board but those before me can answer this better than I can. I do know that the VAC leaving the WBCCI has been a hot topic the past year and I feel I should offer my views and address this before I leave office.

I do not believe that separating from the WBCCI would be wise at this time. There are a number of items that need to be considered including insurance coverage, the treasury, the use of the AIRSTREAM name and the potential loss of membership. However with that said there could also be some very positive results as well that comes with independence which could include a self governing club, possibly more membership involvement and the growth of the number of vintage focused events.

These items I have discussed need some deep thought and planning, whether it be a club name change, allowing non-AIRSTREAM manufactured products into the club or the VAC going out on its own, these changes can not be driven by emotions alone. I think that these topics have to be given some serious thought by all of our club members and forums developed to share our ideas. But along the way don't forget that the true function of the VAC is to provide a resource to allow its members to have fun using the product. Our energies can't be completely exhausted on all the political aspects of the club and we need to continue to offer events that highlight what the VAC has to offer. Bringing a group of people together who want to continue what Wally Byam started is what this club has to offer. Wally focused on bringing people together to use the product, to explore new places and use those experiences to improve that product. The VAC's membership core competence is just that, experiences and sharing those and our knowledge with others in an atmosphere that encourages fun and participation by all. These activities have led to the improvement of our vintage AIRSTREAMs and that's what we are all about. Wally's primary business was building trailers; he used his "hobby" of caravanning to build friendships while gathering ideas for improvement, but most of all he wanted to make sure all involved had fun. That is what I am proposing; a concerted effort of the VAC membership to have fun first and worry about the politics later, this will strengthen our club and draw more members that we could ever dream of!

Until the next time I see you down the road I'll be having fun with my "hobby" and spending some of my free time wondering where this will all lead us.

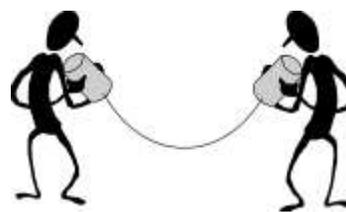
## The Editor's Desk

It's true what Bryan Burkhart told me. The greatest difficulty he had as editor was getting the membership to contribute to this magazine. I don't get why that should be such a difficulty, but he knew what he was talking about.

Airstreamforums.com has over 18,000 members, and it seems everyone of them has an opinion or explanation or story to tell there. I know that a lot of our VAC members are among those 18,000 and yet not more than a handful of you seem to be able to send anything this way. Shame on you!

In this issue's letters section you'll read a letter by International Caravan Chairman Bob Bennett. It's a nice letter and I'm glad he took the time to write, but he almost didn't. Instead, he came close to turning his back on the publication and on the VAC. Like many of you he hasn't quite grasped the concept here. He states that he sensed "that the new 'edge' was going to be one of trashing WBCCI, [and he] felt that it was not worth paying \$20 if that was the direction things were going." He says he read and re-read the Fall 2006 issue, but apparently like many of you, he missed the paragraph just inside the front cover that says, "**This newsletter will be what you, the member, makes it.**"

GET IT? My purpose as editor is two-fold. First and foremost is to publish on time, every time. Without a dependable publishing schedule the magazine loses credibility and information value. The second most important task is to use this publication in a way that will encourage the membership to participate and contribute. Involvement, like communication, has to be two way, not one way.



I don't expect you to like my opinion. What I want is for you to express yours! We can have differences and still be friends as long as we follow one rule. The rule is simple – it's okay to

debate concepts, but don't attack personalities.

For instance, Bob Bennett is a great guy. He's contributed more to the WBCCI than I'll ever be able to. I have the same opinion of our International officers, and in last Fall's issue said so. But that doesn't mean I approve of their policies. Bob calls that trashing. I call it much needed debate and discussion. What do you think? Got an opinion? Got a story? Got advice or a tip? Then let's hear it! This publication is what you make it and the direction it goes depends on your involvement.

## News from the Campfire

### Over the hill or over the next hill?

by Forrest McClure, editor

David R. Counts and Dorothy Ayers are husband and wife anthropologists. Both spent years, from the sixties to the eighties, learning and writing about the cultural habits of various indigenous people in the South Pacific. They have written such books as, "Coping with the Final Tragedy: Cultural Variation in Dying and Grieving," and "Aging and its Transformations: Moving Toward Death in Pacific Societies."

So, what does this couple and their work have to do with the AIRSTREAM way of life? They turned their professional eye toward North American RVers in 1990, 1993-94 and 1998. That study resulted in their latest collaboration, "Over the Next Hill: an ethnography of senior RVers in North America." Printed in 2001 it is already in a second edition.

They concluded that RVers tend to experience a greater sense of community with fewer emotional problems common to old age than those who have chosen other forms of retirement living. As a result, RVers feel healthier, both physically and mentally because they are more physically active, are kept mentally sharp by exposure to new situations, are less stressed knowing their home is with them wherever they go, and have a greater feeling of independence due to their more self-sufficient way of life.

### Charter Member of the WBCCI dies on 94th Birthday

by Bill Schrader #283 Intl. Public Relations Chairman

#### Elvera Louise Leuch (1/12/13 – 2/12/2007)

Elvera "Vera" Louise Leuch, age 94, of Mountain Home, Arkansas, formerly of Milwaukee, Wisconsin, passed away peacefully Monday, February 12, 2007, at Baxter Regional Medical Center in Mountain Home.

She was born January 12, 1913 in Marinette, Wisconsin to the late Fred and Jessie (Hanson) Beattie.

Mrs. Leuch married Rupert "Bert" Leuch on June 19, 1937, almost 70 years ago in Menominee, Michigan.

The Leuchs were charter and lifetime members of the Wally Byam Caravan Club International. She was secretary of several units and active in others.

Mrs. Leuch trained to be a teacher and taught for one year in Ingallston, Michigan, before the small town schools were consolidated with the larger city schools.

She loved to write and published numerous stories in magazines and wrote a book called "Camping Memories". She also enjoyed ballroom and square



"Bert" and "Vera" Leuch, June 27, 2005 at the Intl. Rally in Springfield, Missouri.

Photo composition by Forrest McClure

dancing and she and Bert frequently danced at International Rallies, even as late as the 2005 Rally in Springfield, Missouri.

Mrs. Leuch is survived by her husband Rupert "Bert" Leuch; two daughters, Anna L. Stefanovsky of Hermitage, Pennsylvania and Kathryn M. Eastberg and husband Anthony of Berlin, Wisconsin; one son, Edward H. Leuch and wife Sandy of Tarpon Springs, Florida; ten grandchildren; fourteen great grandchildren; two sisters, Kathryn Stucker and Helen Weinschrott both of Menominee, Michigan and one sister-in-law, Marion Beattie of Milwaukee, Wisconsin. She was also preceded in death by a son-in-law Ernie Stefanovsky and a grandson Robbie Leuch.

It is hoped there will be a memorial service on April 20, 2007 in conjunction with the Bull Shoals dedication ceremony commemorating the 1<sup>st</sup> WBCCI International Rally. Bert and Vera were instrumental in arranging for the plaque to be created and hung at the new Bull Shoals-White River State Park Visitor Center near Mountain Home.

## Ceremony at Bull Shoals to Honor the first WBCC International Rally

by Bill Schrader #283 Intl. Public Relations Chairman

Fifty years ago Wally Byam and the two-year old Caravan Club bearing his name decided that with membership swelling to over 500 trailers everyone should be brought together once a year for an International Rally.

They decided the site for the first rally would be Bull Shoals State Park in Bull Shoals, Arkansas. The area gained widespread notoriety with the completion of a dam in 1951, the fifth largest concrete structure in the United States.

The Baxter Bulletin in nearby Mountain Home, Arkansas, reported that by July 2, 1958, nearly 400 trailers parked on the campground overlooking Bull Shoals Dam. Although the park was created in 1955 it remained an undeveloped piece of property in 1958 consisting of only a cleared field for camping at \$1 a night. A single light pole for hooking into electricity and an old lodge constructed for use as park headquarters were the only facilities.

The newspaper reported a busy four-day program. Highlight of Thursday night was a square dance and slide show made by members on previous caravans.

Friday featured games, races, a goat barbecue, Wally Byam's birthday party with a huge cake, large enough to serve 3,000 people, and a fireworks display.

On Saturday Byam outlined the plans for a one-year caravan through Africa. A fish dinner was followed by a session of the Baxter County Singing Convention and an old fiddler's contest.

The closing program on Sunday evening featured Red Foley and his troupe of 20 performers from the Ozark Jubilee in Springfield, Missouri.

Bert and Vera Leuch, charter members of the Wally Byam Caravan Club and residents of Mountain Home, conceived the idea that a plaque commemorating the

rally should be created and placed in the State Park.

Ironically, they were unable to attend that first rally. They lived in Wisconsin and work and family commitments prevented them from making the trip.

Bert initiated discussions with state park officials about the plaque and agreement was reached to have it located in the Visitor Center surrounded by pictures from the first rally.

The new \$5 million Visitor Center is located on the highest point in the park, a bluff overlooking the Dam. Vintage postcard banners hang from the ceilings in the lobby area which also includes the reception desk, a computer information kiosk, seating areas with Internet access and a unique "boat-dock theme" gift shop.

Exhibits are located throughout the center and hanging from the ceiling are large fish sculptures arranged in formation like they are swimming in the river or lake. A large relief map of Arkansas is located at the entrance to the Exhibit Hall. On both sides of the map are aquariums holding species of fish from White River and Bull Shoals Lake.

At the rear of the center is a large, partially covered outdoor deck and a two-story observation tower that provides spectacular views of the lake, dam, river and surrounding landscape.

The White River flows from its headwaters in the Boston Mountains of northwest Arkansas over 760 serpentine miles to the Mississippi River. Three other dams have been built to create Table Rock Lake in Missouri and Norfolk and Beaver lakes in Arkansas.

Camping is along the river and includes 105 sites with paved pads; a bathhouse; pavilion; playground; trails; gift shop; boat ramp; and a trout dock with rental boats. Trails provide views of the magnificent 2,256 feet long dam that has a maximum height of 256 feet above the streambed. The dam and power system cost \$106 million to construct and were dedicated on July 2, 1952 by President Harry Truman.

Another exhilarating sight is when water is released



from the dam to start generating electrical power. A shallow, calm river becomes a deep torrent. The dam doesn't generate electricity on any schedule but only when there is a demand for power and the only warning the torrent is about to begin is a loud horn.

Trout fishing is what attracts a great many people to the park. Annually, 1.6 million fish are stocked in the White River. October is the peak month for trout fishing and fishing is banned from Nov. 1 to Jan. 31 due to the spawning season for brown trout.

The unveiling of the plaque in the Visitor Center on Friday, April 20, 2007 is scheduled for 10 a.m. International President Don Shafer and First Lady Ann will be among the participants. Other International officers will also be attending and WBCCI members are encouraged to participate.

Sites fill up fast, however, so it's important to make reservations early by calling 870-445-3629. The rate is \$15.75 during the week and \$22 on weekends. Advise the reservation clerk that you are with the AIRSTREAM group so that you will be parked in the same general area as other WBCCI members.

For additional information about Bull Shoals-White River State Park you can write to 129 Bull Shoals Park, Lakeview, AR 72642, phone at 870-431-5521 or go to the Web site at [www.ArkansasStateParks.com](http://www.ArkansasStateParks.com).

## Change is the only constant

by Forrest McClure

Our world and our Club are changing. Change can be seen as a threat or as a promise, but it is how we adapt to change that is important. How to adapt is the question and to know the answer we must understand what changes are taking place. In our recent past it was believed that man determined his own destiny, but perhaps we are not as in control as we would wish. Technology often sweeps us along to places and behaviors that are impossible to anticipate. Who would have guessed that cell phones would transform where and when we talk to each other? Did any of us know twenty-five years ago that we'd be talking on the telephone while driving, while jogging or while doing a myriad of other activities?

Managing editor, Richard Stengel, commented on this phenomenon in the December 25, 2006 – January 1, 2007 issue of TIME magazine. What follows is some food for thought from his column titled "Now It's Your Turn."

. . . individuals are changing the nature of the information age . . . they are the engaged citizens of a new digital democracy. From

user-generated images of Baghdad strife and the London Underground bombing to the *macaca* moment that might have altered the midterm elections to the hundreds of thousands of individual outpourings of hope and poetry and self-absorption, this new global nervous system is changing the way we perceive the world. And the consequences of it all are both hard to know and impossible to overestimate.

There are lots of people in my line of work who believe that this phenomenon is dangerous because it undermines . . . traditional authority . . . The new media age . . . is threatening only if you believe that an excess of democracy is the road to anarchy. I don't.



**“We may not know where we’re going but we’re getting there as fast as we can!”**

## An old AIRSTREAM trailer gives a family something new to sing about!

by: Wes and Laurie Lewis (Calico Hearts) #3382

Their latest CD conveys the passion discovered after renovating an old Airstream ... and the new life that followed! It's a collection of songs all about Airstreaming.

The CD entitled "We'd Rather be Streamin'", was the surprise result of a family from northwest Washington state taking a chance; closing doors on one dream to discover a new one – a big, shiny one! Ten songs, all about Airstreaming, materialized when singer-songwriter, Laurie Lee Lewis, found herself inspired to express how much their family loved their "big silver twinkie." Before she knew it, her family's band, Calico Hearts, had produced and recorded a fun mix of country-folk songs — just for Airstreamers.

In their life before streamin', the Lewis family — Wes, Laurie and 8-year-old daughter, Callie — had been living on a small farm in southern Washington state. There, they enjoyed the experience of raising critters and small crops while Wes worked nights in a high-tech job. This was a dream come true. But the lure of northern family ties and simpler living opportunities led them to sell the farm and move 300 miles north to Deming, Washington — Laurie's childhood stomping grounds.

With the sale of the farm and the move north, they decided to take a year off to focus on their music and enrich their family time by camping. Then along came a silver trailer. Wes had grown up in a RV family. As a boy he remembered being fascinated whenever a shiny, sleek, silver Airstream trailer would pass by. The rounded ends, unmistakable aerodynamic shape and trademark bare aluminum skin had already made Airstream an American icon. The time had come to pursue a childhood dream.

The Lewises found a vintage 1973 31-foot Airstream trailer on Vashon Island — near Seattle. Bringing it home on the ferry and noticing how many people pointed and smiled, they knew this was more than just buying another travel trailer! Since they had already named their truck "Ellie", they decided to christen the trailer "Mae". However, Mae's beautiful outside masked a lot of work waiting to be done to her insides to the tune of busted pipes, bad wiring, mildew, and a

cemetery of rodents, but they immediately went to work on her.

Simultaneously the family studied the history of the Airstream trailer and of the founder, Wally Byam. They were inspired by Wally's vision and encouraged by his enthusiastic philosophy of life and were surprised to learn that Airstream trailer owners met regularly for caravans and rallies. They joined the organization to share in the fun and fellowship that this well organized family club could offer — the Wally Byam Caravan Club International (WBCCI).

Recently, Wes became the 3rd VP of the North Cascade Washington Unit #138 and Laurie has been asked to serve as its "Family & Youth Coordinator" to

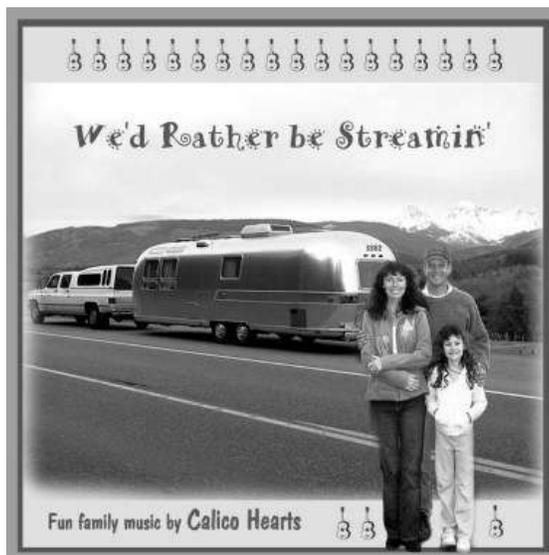
encourage families with children to attend rallies. This is a great role for her since she is currently writing several children's short stories, has designed kid's clothing and stuffed animals and has self-published a book on dealing with the death of Callie's great-grandma entitled "Dear Old Grandma".

The greatest fun of all has been the opportunity to share their love of music with their new WBCCI family! They have found new and appreciative audiences to perform for at rallies, caravans and camp outs. They treat listeners to

strong vocal harmonies and include a wide variety of instruments to complement their folk/country/inspirational music style. Wes backs up Laurie with guitar, banjo, ukulele, harmonica, penny whistle and a homemade mountain dulcimer. The littlest Calico Heart, eight-year old Callie, is right in there with Mom and Dad. She first showcased her talent for an Airstream audience and now steals the show!

This family band has discovered a unique way to blend their passions of travel adventure, music performance and community fellowship. Thanks to a lovely silver trailer named "Mae" and the inspiration of their latest CD project, this family can honestly say: "We'd Rather Be Streamin'!"

For more information on Calico Hearts, their new CD or ideas for Laurie's "Little Streamers" you can email her at: [laurielewis@juno.com](mailto:laurielewis@juno.com) or visit their web site at: [www.undertherainbowcreations.com](http://www.undertherainbowcreations.com) Or write to their production company at: Under The Rainbow Creations, 4151 Linnell Road; Deming, WA 98244





Thor News Release  
Ford Airstream Concept Car  
January 8, 2007

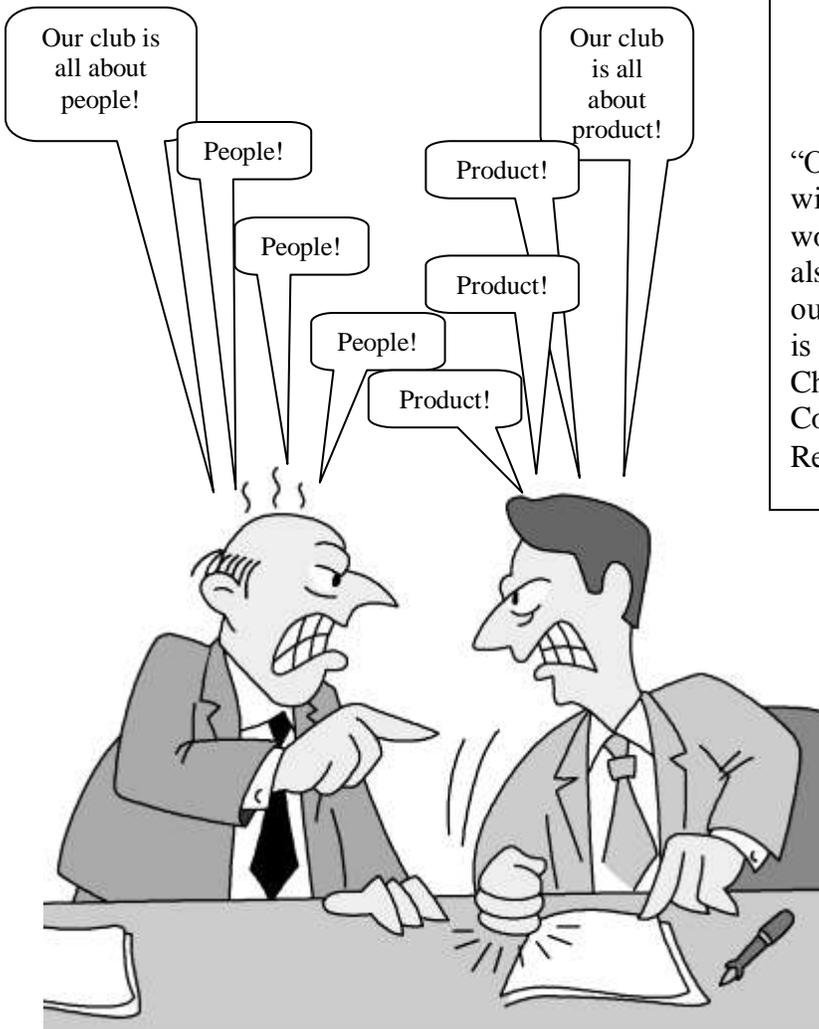
“Airstream wants to continue finding options for tomorrow’s road trips. Our success comes from challenging the conventional thinking about what defines an Airstream. The Ford Airstream Concept is a stunning example of just that,” said **Bob Wheeler**, President of Airstream.



**Four Winds Class A MH recommended as replacement for discontinued AIRSTREAM Class A MH for membership in WBCCI (shown is the Four Winds “Hurricane” model)**

*Blue Beret*/March 2007  
Page 6

“Our committee’s assignment was to come up with a Thor-built Class A motorhome option that would not only help keep current members, but also open possibilities for new members to join our fine club... we have concluded that our club is all about people.” Said **Dick Bartram** #281, Chairman Class A Motorhome Study Committee, Past International Treasurer, Past Region One President.



see more ...

do more ...

have more fun



**IN AN AIRSTREAM TRAILER**

## Letters

Dear Editor,

I just received Volume 13, Issue 4 of The Vintage Advantage. It was very well done and I really enjoyed [the] "Presidents Message". In fact it changed my mind about keeping my associate membership in the VAC. After reading, and re-re-re-reading Volume 13, Issue 3 and sensing that the new "edge" was going to be one of trashing WBCCI, I felt that it was not worth paying \$20 if that was the direction things were going.

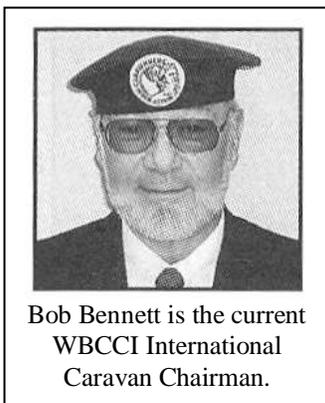
Although my '88 29' Excella does not qualify me for full membership, it certainly has more than enough miles on it - and I am plenty old and need frequent new parts and constant maintenance. We both (my AIRSTREAM and I) enjoy the travel and fellowship of the club, and as you know my focus is CARAVANS. I (and most of the people I associate with in the club) do not particularly like the pomp and formality that is sometimes evident in WBCCI, but that amount of time is at a minimum and can pretty well be avoided if it gets overwhelming.

As I see it, one of the advantages of WBCCI is the diversity of interests our members have — from caravans, to Vintage, to Classics, to Full Timers, to rallies, to special events, local Unit activities, and even the pomp and formality of Region and National officialdom — we can choose what we like. About the only time we are all forced together is at the International Rally — and that can get to you if you let it.

However, we are all guilty of some level of segregation. The International Officers with Gold Parking and exclusive events . . . the Caravan leaders parked together so we can do business [for] that one time we get together each year. . . Unit and Region Caravans park together, and yes even the Vintage Club with a parade and exclusive parking.

I like to hope that we can all focus on the parts we enjoy, and let the others enjoy what they prefer (and hope the ones I don't like don't bug me too much). Anyway, all that philosophy aside, I sent my VAC renewal in today and I hope the newsletter keeps the focus on what is fun in the VAC organization.

Bob Bennett #2649



Bob Bennett is the current WBCCI International Caravan Chairman.

Dear Editor,

We are on a 15 month road trip around the U.S. and Canada with our 1956 Bubble and yellow 1956 Chevy pickup and are receiving forwarded copies of the Denver Unit newsletter, as well as the Vintage Advantage.

I have been reading with interest the ongoing issues between the VAC and WBCCI and thinking about how each affects our AIRSTREAM experiences. Both our El Camino Real Unit and Denver Unit are vintage oriented and action oriented which suits us very well. Both units also effectively mix new AIRSTREAMS with old AIRSTREAMS with a common spirit of camaraderie and adventure. We love both units, but have a problem — we are so hooked on the spirit of the road that we are seldom around for rallies. We are also hooked on what you might call the spirit of Wally — dragging our trailer sometimes in 4wd to remote places with spectacular scenery and having our morning coffee in bed looking out the back window at our "Discovery Channel" — an ever changing world of different and wonderful views from the comfort of an AIRSTREAM.

While I am certainly not aware of all of Wally's strengths and weaknesses, it is apparent that he had a tremendous spirit of adventure and a tremendous capacity to handle caravan logistics and keep his business going in his absence. He was clearly a risk-taker and interested in pushing the physical limit of AIRSTREAM towing. This is a really cool attitude in my book, and one worth continuing. Being very independent in our traveling and adventures, I never thought I could relate to any organized travel group. After 5 years though, I can say that we feel really close to our Units and the VAC even though we seem to spend most of our time chasing Wally's dream by ourselves.

Our experiences with other WBCCI members around the country have also been very good. We have met many Airstreamers with old and new trailers and motorhomes who are real road adventurers, some of whom have gone on the great international caravans. It was apparent to us from the beginning that WBCCI had drifted over the years to a bureaucratic organization where rules and regulations superseded the mission set out by Wally. This is not to say that WBCCI doesn't put on many very good and cost-effective caravans and rallies and has a large administrative task to manage all of the club activities. The problem is that the bureaucratic pomp and ceremony, the emphasis on rules and regulations and the relatively old median age of WBCCI members undoubtedly turns off many prospective members and

## March 2007

keeps the organization from recognizing the successes and potential importance of progressive Units and the VAC.

Small changes in WBCCI, as suggested by individual Units and VAC are becoming apparent in the Blue Beret. Whether these can be implemented in a timely manner remains to be seen, but I believe that the VAC has the ability to lead by example and the confidence to implement many of its own ideas as presented in the Vintage Advantage. These ideas are vital for WBCCI's future.

In the meanwhile, we are spending the holidays with some of our children and grandchildren in California while our rig sits at Traveler's Rest in Dade City, Florida awaiting our return on January 7. Bob and Bonny Herman have graciously arranged to store the rig at a friend's place in the park. It is in good company near the president and vice president of WBCCI. Since the Sister's rally in June, we have traveled across Canada and down through the states to Florida, having many wonderful travel adventures. We plan to arrive in Colorado in mid-March, then fly to the Middle East for three weeks. Afterward, we will hang out in the Colorado area through the summer and look forward to connecting with the Denver Unit and the VAC.

Jack and Linda Laughlin #3940

### Dear Editor,

The SaveWally.org founders love the history of the club, the trailers – the whole shebang. We were having fun and never paid much attention to club politics or the business end – never even considered Robert's Rules. Being told that the Club name was going to change and that there was nothing WE could do changed that.

We organized, and we produced documentation. Even members not directly involved at SaveWally.org provided additional ideas and facts we could build around. Make no mistake SaveWally.org did not save Wally – members did. Many of them worked hard volunteering to get the word out at their own expense.

What did we learn in the name change ordeal? Our system of voting is sorely deficient. For us that is to be campaign #2. "One Member One Vote" (or "1M1V") is a constitutional amendment that we are working on that will bring every member's voting rights directly to their mailbox – including Members at Large.

We also learned that voting procedures vary wildly from unit to unit. There are units where you don't get to

vote. You can give your Unit President your thoughts and he or she will consider your feelings when they cast the entire strength of your unit the way he or she sees fit. I'm sure no unit's constitution reads that way – but we discovered at least three units where that is indeed what was taking place.

We learned that voting most often takes place at a unit business meeting. If you can't make the meeting – you don't have a vote. If just 10%-15% of your unit attends that meeting, THEY have all the voting power – YOU have nothing.

1M1V will be our best effort to address these problems. You hear many people in the club saying we need change – we agree. Instead of screwing with the name – instead of changing membership requirements – we need to put the destiny of this club directly into the hands of its members. Many leaders don't want to hear that – they don't trust you to make the right decisions. We believe that if you give the membership the pro and con of any issue the right decision will come out in the end.

SaveWally.org has other positive ideas for the club on tap. We have proposed a new membership campaign to Dona Garner, International Membership Committee Chairman. The campaign would enable every member to assist in building the first Airstream owner database. In turn, this database would make it possible for the WBCCI to mail letters to every non-member AIRSTREAM RV owner to invite them to a "buddy" rally – an opportunity to come out and kick the tires. We've assembled a list of names and are ready to do a pilot run – we're just waiting for the WBCCI to give us the word.

So that's SaveWally.org. Love us or hate us – we hope we're making a positive difference.

Leo Garvey #6006



THE AMAZING

# AIRSTREAM LINERS

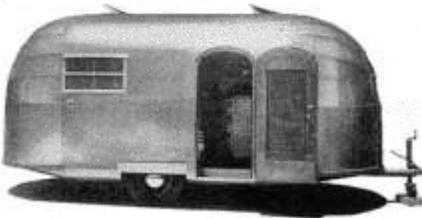
**NOW AVAILABLE IN 4 SIZES**  
**a Size and Floor Plan to suit YOU!**



Airstream's baby model—the "WEE WIND" (just a little wind)—Body length 14 feet, 16 feet overall, WEIGHT right at 1200 pounds **completely furnished** (three floor plans sleeping 2, 3, or 4 persons); overall height 8 feet, width 7 feet, inside headroom 6 feet 3 inches. Weight on the hitch approximately 80 pounds. Note the screen door—panel fits into the door and is doubly sealed against dust and rain.

TRULY, the EASIEST TOWING trailercoach ever built!

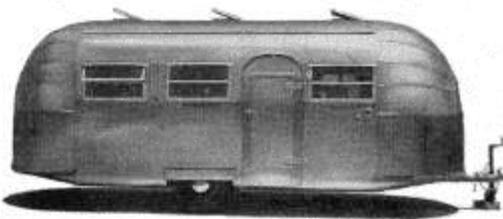
Price \$1495.00\*



Airstream's latest creation—Body length 17 feet, 19 feet overall, WEIGHT right at 1500 pounds **completely furnished** (three floor plans sleeping 2, 3, or 4 persons); overall height 8 feet 2 inches, width 7 feet, inside headroom 6 feet 3 inches. Weight on the hitch approximately 100 pounds. Note door with panel closed—this door fits snugly and is also dust and water tight.

This new model was especially designed because of the huge demand for a size between the popular 22 footer and our "WEE WIND" model. (Remember the three bears? "This one is just right.") This coach embodies all the features for livability and is without doubt the easiest towing trailer anywhere near its class.

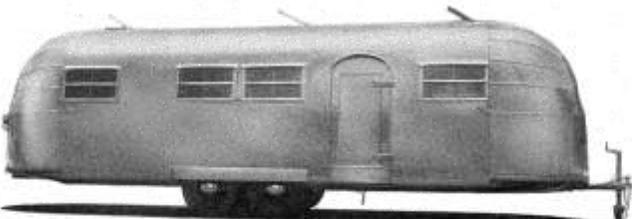
Price \$1995.00\* standard model  
Deluxe model \$2125.00\* (brakes included)



Airstream's ever popular 20 footer, body length, 22 feet overall, WEIGHT right at 1800 pounds **completely furnished**; overall height 8 feet 2 inches, width 7 feet, inside headroom 6 feet 3 inches. Weight on the hitch approximately 125 pounds. (Note awning rail.)

SEVEN FLOOR PLANS to choose from in this popular size—sleeps two to five.

Price \$2495.00\* (six standard models)  
(Electric refrigeration \$135.00 additional in the Sea Breeze model)



Airstream's "Super Duper" Colossal Liner, the "WHIRLWIND"—Body length 26 feet, 28 feet overall, WEIGHT right at 2800 pounds **completely furnished**; overall height 8 feet 5 inches, width 7 feet, inside headroom 6 feet 3 inches. Weight on the hitch will run between 125 and 140 pounds. Just think of THAT! This model has two doors—one on either side or both on the same side.

You will be absolutely ASTONDED how easy this 28 footer tows—THERE'S JUST NOTHING LIKE IT!!! And you can have it furnished the way you want it . . . as many beds as you need . . . toilet, shower, electric refrigeration, oil heater, hot water heater, four or more clothes closers, roof lockers, chests of drawers, etc., etc., etc. Oh yes, and a lot of "gadgets," too. And of course you can see clear through the trailer from your car rear sight mirror—and brother, "that's sumpin'."

Price \$3995.00\*

Because all Airstream Liners are built in the typical and genuine aircraft type of construction they cost more to build—but this cost is more than offset by their long life and low upkeep. Never needs paint, exceptionally well insulated for life.

REMEMBER—all Airstream Liners are fire-resistant (see inside pages) but should the occasion arise the front and rear windows act as emergency exits. (On all models.)

To prove that you do not need overload springs on your car when towing an Airstream Liner, stand on the rear bumper of your car—notice how little the car goes down—it will go down even less when hitched to an Airstream Liner—REGARDLESS of whether it is the 16, 19, 22, or 28 foot model.

Airstream Liners are so easy to hitch to your car; even a child can do it.

Mr. Wally Byam, the manufacturer, and Cornelius Vanderbilt are now touring Europe in an Airstream Liner. Their interesting and exciting trip will be chronicled in leading newspapers and magazines in the near future.

**INTERNATIONALLY DISTRIBUTED BY Mc FAUL BROS., GLENDALE, CALIFORNIA**

\*Prices quoted include federal excise taxes.  
All prices f.o.b. Glendale, California—Transportation is not included.  
(All prices and specifications are subject to change without notice.)

PRINTED IN U.S.A.

March 2007

## 1947 to 1951 Airstream Liner Trailers

by Fred Coldwell, VAC Historian



**A**t the end of World War II Airstream founder Wally Byam was working at Curtis Wright Industries, Inc., a California manufacturer of travel trailers established in 1944. The company was named for Mr. Curtis Wright, a California native who returned to Los Angeles from Baltimore in 1944. Mr. Wright brought to his new company 20 years experience in aircraft manufacturing. In 1926 he founded Curtis Wright Aeronautical Corp. in Detroit, Michigan. He also knew the trailer business. By July, 1946, Curtis Wright Industries was the largest trailer coach producer on the West Coast, delivering over \$1.0 million worth of trailers to its 50 franchised dealers west of the Mississippi river in a single 6 month period. The far majority of these trailers were long, flat-sided models designed more for mobile housing than pleasure travel.

Curtis Wright Industries, Inc. had three plants operating in 1946, one in Puente Valley, Calif. and two in Los Angeles. The company's Trailer Coach Division was located at 1621 Atlantic Street in Los Angeles. Wally Byam was a production supervisor there. His design influence is readily apparent in the Curtis Wright Model 2, a small wood framed aluminum skinned "sportsman's" trailer. It's a gently arched flat roof with small 1" front and rear overhangs came from the prewar AIRSTREAM masonite trailers (see Bryan Burkhart's book "AIRSTREAM - History of the Land Yacht" at pages 37 and 73).

But Wally's influence was most apparent in the all-aluminum Curtis Wright model 5, introduced in February 1948. The Model 5 was the design link between the prewar AIRSTREAM Clipper and the postwar AIRSTREAM Liner. It kept the pointed prow profile of the prewar Clipper, but unlike the prewar AIRSTREAM with its differing blunt front and tapered pointed rear end, the CW Clipper had identical ends front and rear, simplifying production. The CW Clipper's vertical end seam, which covers the converging joint of the end cap panels, stopped a few feet above floor level. The bottom end panel was a one-piece side-to-side wrap, presaging



*Curtis Wright*  
*Industries* BUILDERS OF QUALITY

LOS ANGELES OFFICE - 1240 54

PLANT ONE  
1240 San Fernando Road  
Los Angeles

PLANT TWO  
704 Valley Boulevard  
Puente, California

the similar but higher semi-circular bottom panel on the Liner. A distinctive feature of the CW Clipper is the two fixed Plexiglas "D" shaped windows on each prow end, reminiscent of large evil eyes peering out from within an aluminum helmet.

**AIRSTREAM Revived in early 1947**

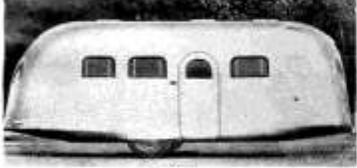
In early 1947, Wally Byam left the employ of Curtis Wright under disagreeable circumstances to revive AIRSTREAM as a sole proprietorship. He established a factory in an old Quonset hut at the Los Angeles Metropolitan Airport in Van Nuys, California. All 1947 AIRSTREAMs were labeled as "Built by Wallace M. Byam" as stated on the earliest postwar serial number plate having the Los Angeles Metropolitan Airport location. Wally brought some former Curtis Wright employees along with him.

Among them was Arthur Costello, a truck driver Wally hired at Curtis Wright. Art started as AIRSTREAM's production manager. Wally also brought along three former members of the Curtis Wright sales department, Milton, Arlen and Claude McFaul. In summer 1947, the McFaul Brothers leased the former Trailercoach Exchange Lot at 4660 San Fernando Road in Glendale, 4, California, and became the worldwide distributors for AIRSTREAM trailers, an exclusive relationship that lasted until late 1948.

The pilot model 22' AIRSTREAM trailer was completed in early May, 1947. Wally read in the newspaper that the world champion French bicyclist, Alfred LeTourneur, was coming to Los Angeles. So being a former publisher, Wally immediately saw a photo opportunity to cleverly demonstrate his trailer's very light weight. He contacted Mr. LeTourneur and arranged to have him photographed towing this first Liner along a runway at the LA Metropolitan Airport. The

# Airstream Liner . . . . .

**THE WORLD'S LIGHTEST  
FASTEST, EASIEST TOWING  
20-FOOT TRAILERCOACH**



1935



1939



TODAY

**TOMORROW**  
Watch for the **NEW**  
**26' AIRSTREAM**  
**"SUPERLINER"**

**Do You Know . . . .**

**THAT** the "Airstream" is the oldest trailer trade-name in the West!

**THAT** "Wally" Byam, the designer and builder, is the oldest active trailercoach manufacturer in America today! **THAT** he started building trailercoaches in 1932!

**THAT** he built the first "Airstream" in 1935 and it is in wonderful condition today — over eleven years old, still going strong!

**THAT** his new post-war 20-foot model weighs between 1500 and 1700 pounds furnished, the shell approximately 1250 pounds.

**THAT** he built the first "Airstream SUPER Liner" in 1939!

**THAT** we are again in production on this model. **THAT** it is a tandem — 26-ft. body, 28-ft. overall.

**THAT** it will be **THE WORLD'S LIGHTEST, FASTEST, EASIEST-TOWING 26-FOOT TRAILERCOACH!** (Here we go again).

**THAT** it will have everything: Water heater, electric refrigeration, lavatory, shower.

**THAT** this 26-foot model will weigh under 2800 pounds furnished. Think of **THAT!**

**THAT** we could go 'ad infinitum' and will, if you will write us.

**Write for illustrated brochure. Let us tell you the whole story about the "Wonder Post-war Trailercoaches."**

DEALERS: territories are going fast. Get in touch with us. NOW! . . . . .



**McFAUL BROTHERS**  
4660 SAN FERNANDO ROAD  
GLENDALE 4, CALIFORNIA  
CITRUS 7-6906

March 2007

most famous photograph of this event eventually became an AIRSTREAM logo.

### Postwar AIRSTREAM production began in June 1947

AIRSTREAM's new postwar trailers were all called a "Liner", a new name used by Wally since his beloved "Clipper" name was then being used by his former employer, Curtis Wright Industries. Liners came in different lengths and floor plans. AIRSTREAM's use of model names and lengths to distinguish the various trailers was inconsistent and confusing. The first Liner produced was advertised as a 20 footer, but "20" referred only to body length, so early sales literature also identified it as being 22' overall. This first Liner had no model name of its own. Instead, to have different "products" to sell at the beginning, each floor plan was given its own model name. So the 20'/22' Liner was available initially in six "wind" names indicative of air streams: Trade Wind, Zephyr, Breeze, Chinook, West Wind, and South Wind. Additional floor plans and names would be added in 1949.

But for all other Liners, their name indicated their length, not their floor plan. So all 28' Liners were the "Whirlwind", also called a "Superliner" due to its great length. The smallest 16' Liner was the "Wee Wind" (just a little wind) and the next largest Liner eventually became the "Trailwind". These Liners were available in sleep two, sleep three, and sleep four floor plans.

The design of the new AIRSTREAM Liner continued to simplify trailer production. All Liners used identical front and rear semi-circular ends, all built on the same jig. This new design reduced the number of small pieces used and the number of steps required to assemble them. The creased prow end of the CW Clipper was replaced by a round semi-circle having a larger footprint with more useable interior space. The two CW "D" windows separated by the prow seam were eliminated in favor of a single oval window positioned lower for better "see-through" visibility, a positive sales point to people who never towed a trailer before. Like the CW Clipper "D" windows, the Liner's oval window was fixed-in-place Plexiglas that could not be opened for ventilation.

The CW Clipper's narrow prow "V" seam with its double row of rivets was eliminated, along with the extensive labor required to make it. It was replaced by a wide center panel that existed only above the Liner oval window and covered a much greater area for the same amount of hand riveting. A single sheet of aluminum below the Liner's oval window wrapped from side to side and

eliminated all seams below the window, another great labor saving design.



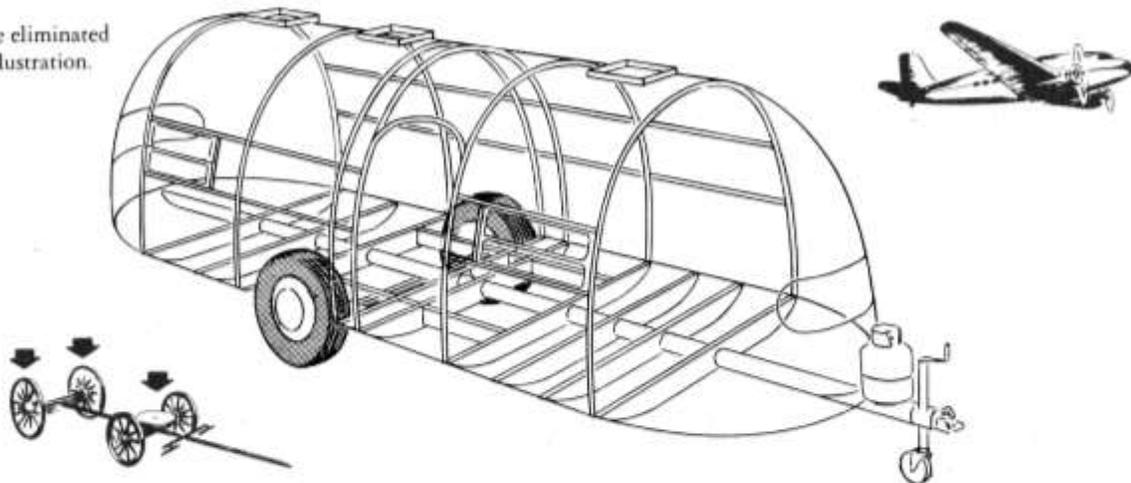
All Liner's featured AIRSTREAM's famous aircraft style "door-within-a door."

The earliest doors in 1947 were not hinged together, only the outside door was hinged to the body. The inside door was held to the outside door by latches. To expose the built in screen, the small door was unlatched, lifted out and placed somewhere safe, perhaps underneath the trailer. This

detached arrangement was quickly changed to have each door hinged separately on a common hinge pin, so the small door could now be unlatched, swing open forward and secured against the trailer body. The first hinges were made of sheet aluminum formed into a thin "C" channel, but were not up to the job. Thicker and taller flat metal straps that better supported the inside door when opened soon replaced them. All Liner doors had front mounted hinges, so doors swung open forward even if there was a window just forward of it. Each door had a separate Yale dead bolt in addition to the Kwikset knob bolt.

Liner frames were a pipe frame design, which somewhat resembled a fish skeleton laid on its side. A 4" diameter Shelby brand seamless steel tube that ran full length down the center from the front ball hitch to just beyond the body rear end. Coming off this tube perpendicularly were formed aluminum "L" and "C" channels that supported the plywood floor. These aluminum floor joists were riveted to the steel tube, but over the years a dielectric bi-metallic reaction corroded the rivets, so on some old well used Liners the pipe frame might just pull out of the body.

Much structure eliminated to simplify illustration.



### SPECIFICATIONS

**Centerpole** is four-inch steel tubing with reinforcing three-foot doubler at front end

**Hitch** is Atwood two-inch ball and socket; hoist is weather tight, easy action Marvel.

**Crossmembers** are of .051 24S T aluminum alloy in U and I beam sections. Six inches of space between completely enclosed underbelly, and floor is weather protected with two-inch of insulation and four inches of dead air.

**Floor** is 3/8 inch plywood covered with top-grade, gray or tan, asphalt tile.

**Springs** are of best grade automotive steel attached to I beams, extending from back of wheelhousing to front of door, assuring permanently easy-closing door. Springs underslung or overslung at buyer's option to 1 1/2 inch steel axle with four inch drop.

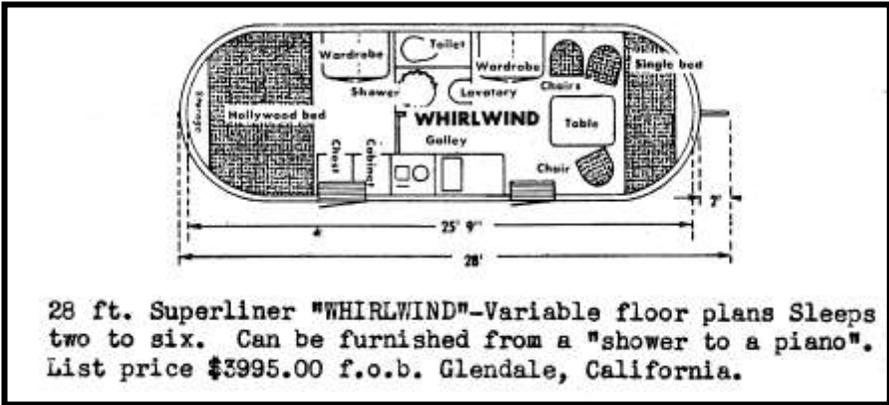
**Shock Absorbers** are hydraulic, automobile type.

**Brakes** are Warner electric, world's largest manufacturer of electric brakes.

**Wheels** are formed steel automotive, same quality, size, and specification as used by Mercury.

### AGE 14

The second Liner model to be manufactured was the 28' Whirlwind. This "Superliner" has a 26' body on a 28' pipe frame with tandem axles. It came with two doors, one front one rear, that could be placed either on the curbside or on opposite sides. Width was an even 7' and overall height was 8' 5", with 6' 3" of interior headroom. The Whirlwind weighed 2,800 pounds completely furnished, and hitch weight ranged from 125 to 140 pounds depending on interior furnishings. At a price of \$3,995.00, the factory would furnish the Whirlwind



any way the customer wanted. Every Whirlwind was a custom built trailer. Available features included as many beds as desired, a toilet, shower, electric refrigerator, oil heater, electric water heater, four or more closets and many roof lockers.

Whirlwind production began in November 1947, starting with serial number 2001. Not many 28' tandem axle Whirlwinds were manufactured. Only two are accounted for today, serial number 2008 that is owned by AIRSTREAM, Inc. and kept at the factory, and another one privately owned. Whirlwind production likely was in the low double digits, perhaps not more than 10 or 20.

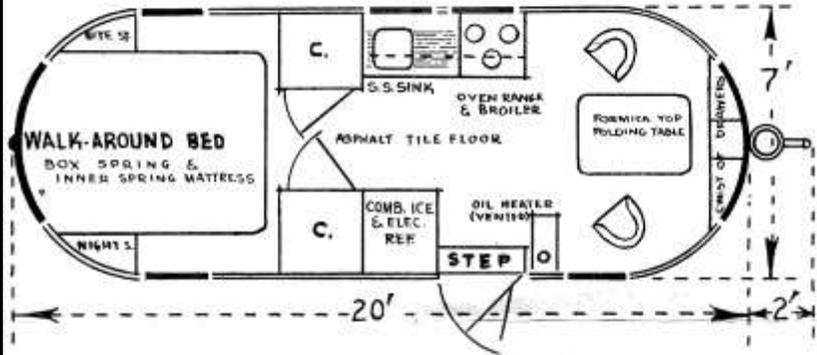
The third Liner to be manufactured was the 16' Wee Wind, announced in April 1948. It had a 14' body on a 16' pipe frame. It was 7 feet wide, 8 feet high outside, and had interior headroom of 6 feet 3 inches. Three floor plans were available to sleep two, three or four persons. It weighed 1,200 pounds fully furnished, had a hitch weight on 80 pounds, and was priced at \$1,495.00 retail. Six months later a deluxe Wee Wind was available at \$1,570, details unknown.

Wee Winds had serial numbers in the 30XX range, beginning with 3001. The highest Wee Wind serial number found to date is 3052, so over 50 of these diminutive baby Liners were built.

**INTERIOR VIEWS OF THE SOUTHWIND  
"walk-around-bed" MODEL, 20' body, 22' over-all  
"Honeymoon Special"**

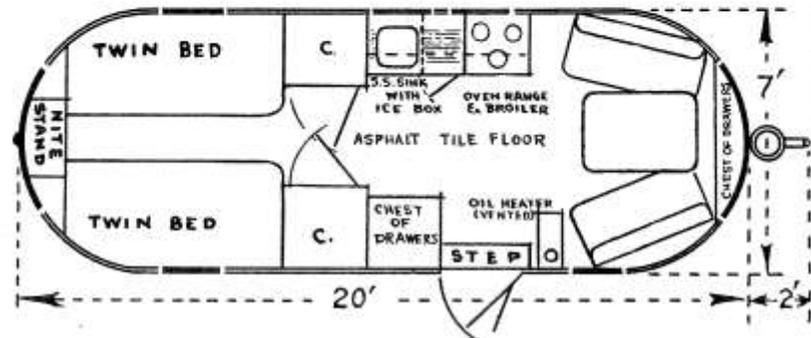
Photo on left shows the two comfortable lounging chairs; the chest of drawers and vanity stand in front(see drawings); the formica-top folding table (folds down to coffee size or folds up when not in use)..The entrance to the trailer is between the oil heater and the chest-high refrigerator shown on the right.

Photo on right shows; the chest-high combination electric and ice refrigerator; clothes closet; full size box springs and innerspring "walk-around" bed; two night stands; the second clothes closet; and the stainless steel and aluminum galley. Closet doors come together to form separate bedroom.



**"Second Honeymoon Special"**

The "Honeymoon Special" and the 2nd "Honeymoon Special" are identical in size and furnishings except for the beds. See reverse side about insulation.



**"YOU Can Change Our Plans"**

**AIRSTREAM LINER "Tradewind"**

Above is the basic floor plan of the "Tradewind". To better illustrate the many changes that are possible in furnishing the Airstream Liners the "cut outs" can be placed over the front end. This gives you a choice of sitting-room front end, dinette front end, twin bed front end, lounge front end, or any combination you desire. It is just as easy for us to give you the floor plan of your choice. These different floor plans are adaptable to all 22' Airstream Liners at no extra cost.

We believe this 22 ft. over-all "Tradewind" model has an exceptionally appealing floor plan as it embodies many features not found in some of our other models. For instance: the chest-high ice box or electric refrigeration, the clothes closets which extend clear to the ceiling-doors on closets close to form separate room. Plus many other innovations. List price \$2495.00 F.O.B. Glendale, Calif.

The fourth and final Liner was the 19 footer with a 17' body introduced in July, 1948. This 19' trailer split the difference and met the demand for a trailer between the 16' Wee Wind and the 22' Liner. Sales literature compared it to Goldilocks' bed: "This one is just right." It was 7' wide and 8' 2" high outside, with 6' 3" of interior headroom. Available in three floor plans to sleep two, three or four persons, it weighed about 1,500 pounds completely furnished and had a hitch weight around 100 pounds. The standard model without heater was \$1,995.00, and the deluxe model with a stainless steel galley, electric brakes, and the same furnishings as the 22' and 28' Liners was \$2,125.00.

The 19 footer was introduced without any name. Airstream's distributor and national advertiser, McFaul Brothers, ran a write-in contest for customers to

give it a proper "wind" name. Trailwind was the winner, and the 19 footer was so anointed in Fall 1948. Trailwinds have serial numbers in the 50XX range that began with 5001. The highest known serial number in this series is 5077, so 80 or so Trailwinds were made through 1951.

In Spring 1948, a new 22' Liner with an electric refrigerator as standard equipment was announced. Named the Sea Breeze, it retailed for \$2,625.00. In summer 1948, an awning rail was added as standard equipment to the 22' Liners. Other improvements included strengthening the front 3 feet of the pipe frame with a "doubler" (a 3' long sleeve around the frame pipe), extending the frame side rails to forward of the door for increased floor and body support and fewer floor cracks, and reinforcing the attachments points for the stove.

## Tips and Hints

### Repairing a Holding Tank by Steve Laxton # 3959

We are the new owners of a 16 foot 1956 AIRSTREAM. I believe the model is a "Custom" with serial number 383, and was made in California. This unit has what I believe is an after factory toilet and holding tank. The two pictures show the bottom of the holding tank. I had cracks along the raised portion where the dump valve attaches.

This type of repair can be done very easily with the tank removed. I picked up a Holding Tank Repair Kit at my local RV store in Yuma. I just followed the instructions that came with the repair kit. Clean the area that needs repair followed by a light sanding of the area. Once that is done cut the fiberglass cloth to the size of the repair.



Activate the epoxy by mixing two parts together and massaging them in the bag provided. Apply the epoxy to the area covered by the fiberglass cloth. The repair kit comes with three packets of epoxy. As the epoxy only gives you a few minutes of working time only mix one packet at a time. I only used two packets of epoxy on this project.

Allow a few hours to make sure the epoxy sets up then re-install the holding tank and toilet. No leaks were found so this repair was easy and a success.

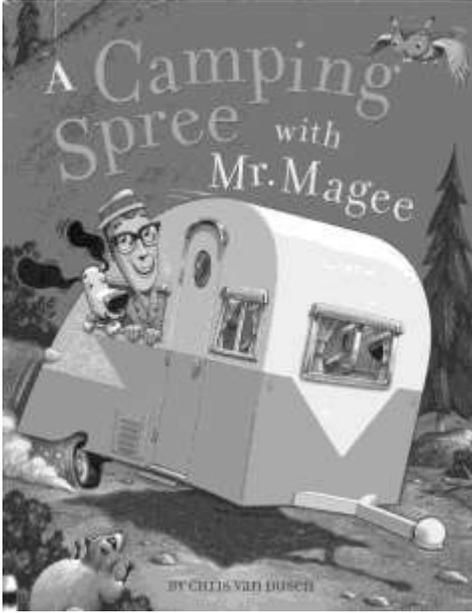


You might be an Airstreamer if...

You think that dents can be popped out by slamming the door real hard (only if you close the windows).

## Book Review

### A Camping Spree with Mr. Magee



This wonderful hardback children's book by Chris Van Dusen, is filled with flowing rhyme, and lush detailed color gouache illustrations. Yes, the trailer depicted isn't an AIRSTREAM, but it is a 50's retro style looking canned ham trailer. Some of the illustrations of the interior so accurately depict this that you know the artist used a real vintage rig for reference. The aluminum table edging and laminate green counter tops are unmistakable.

Mr. Magee and his little dog, Dee, embark one early morning from their home on the coast to go camping in the mountains.

"There's nothing like camping," said Mr. Magee. "I know you will love it. Just wait and see . . . the air is so sweet, you'll sleep like a log." Said Mr. Magee to his small spotted dog.

But they encounter a bear who unhitches them from their vintage Rambler convertible, they roll into a river, nearly go over the falls, only to be rescued by the same near sighted bear. On the way home Mr. Magee comments that the trip wasn't what he thought it would be.

Sound familiar? Does any adventure ever turn out to be just what we thought it would? This book is still in its first printing having been published May 2006. The list price is \$14.95, but it is available from Amazon.com for \$10.17 + shipping. Ages 4 to 8, 36 pages, by Chronicle Books. I heartily recommend this book. Take it with you to read to the kids on your next trip.



*Secure online ordering. Satisfaction guaranteed.*

### Restoration Parts & Supplies

Vulkem Sealant – Olympic Rivets & Tools – Window and Door Gaskets – Door Locks – Replacement Windows  
Nuvite & Rolite Polishes – Genuine Cyclo Tools & Supplies – Aluminum Propane Tanks  
Correct Tail & Marker Lights – Replacement Nameplates – Walbernize – Curtain Tabs – Vent Covers

### Vintage Trailer Merchandise

Silver Trailer Jewelry – Books, Cards & Videos – Trailer Birdhouses – Bumper Stickers  
Airstream Patio Light Strings – Tableware



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[www.vintagetrailersupply.com](http://www.vintagetrailersupply.com)  
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 WITH  
**Wally Byam**



**MEXICO:** By the time you read this, our Caravan of 35 trailers will be rolling along down the west coast of Mexico to Acapulco, where we will spend the Christmas holidays. Though not yet officially open, the new highway is passable all the way. Our principal problems will be the fording of streams and the detours caused by bridge-building. It goes through a country that many believe is the most interesting part of all Mexico, as yet unspoiled by American tourists.

**CUBA:** We have scheduled a trip to Cuba leaving Florida around the middle of February. Shipping rates seem terribly high, but we are trying to get them down to about \$400 round trip for car, trailer and two people. The Cuban Government is very anxious to have us come. They have rolled out the plush carpet and are already arranging a camp site for us in Havana.

Mark Smith, who was on our trip to Nicaragua last year and is a prominent AIRSTREAM dealer, is doing the major-domo work on this Cuban trip. If you want to go, write Mark Smith, 330 East Morton Ave., Jacksonville, Ill.

**EUROPE:** This is the piece de resistance of all trailer trips. Neil Vanderbilt and I have planned this trip in detail. We would like to sail for Europe sometime in March, stay there six months, see and practically live in every country in Europe, and the countries of Europe are very, very anxious to have us come. We want to see the Coronation, visit Holland at tulip time, live in Paris for a month, spend several weeks on the French Riviera, be guests of the Swiss Government camping in the Valley of the Jungfrau and on Lake Lucerne, and see all of Western Germany, Denmark, Luxembourg, Belgium, Austria, Italy and Spain.

The big problem is this. The total trip will cost the average couple about \$6000 from the time they leave the States until they get back home. This includes all expenses—gasoline, food, everything. Are there 35 couples who have trailers and cars and who want to spend \$6000 for the most wonderful six months trip they have ever had or ever will have in all their lives? Neil Vanderbilt, with his wide personal experience both as a traveler and a news correspondent, knows every inch of Europe and practically everyone there. I will roll the Caravan and Neil Vanderbilt will open the doors.

If you are at all interested in this European tour, write Cornelius Vanderbilt, Jr., 1048 Fifth Avenue, New York, or Wally Byam, 1755 North Main St., Los Angeles 31, Calif.

All of these tours which I conduct are not exclusively for AIRSTREAM owners. Anyone can go and everyone is welcome. We travel along together as a big happy family, showing the world how much fun trailering can be. If you are interested in any of them or any future tours, send me your name and address.

From the VAC Library:  
 An ad from January 1953

Announcing a great new trailer



# 29-FT. AIRSTREAM "LINER"



COMPLETE WEIGHT  
 AS DELIVERED, ONLY  
**3980 POUNDS**

**BIG ENOUGH TO LIVE IN COMFORTABLY...  
 YET LIGHT ENOUGH TO BE TOWED EASILY**

Here is the lightest trailer for its size available anywhere. It's a big, roomy, 4-wheel tandem yet it can be towed easily by any passenger auto. Nowhere in this country can you buy a trailer with so much liveability, yet pull around with so little effort. Everything is big and deluxe in the Airstream Liner...large living room, shower and toilet, 4 large wardrobes, 20 drawers, large picture windows, sleeps four on any bed arrangement you desire, deluxe stove and refrigerator and many other exclusive Airstream features...everything to make it outstandingly convenient, comfortable and liveable.

All the genius of Airstream design, all the experience of extensive travel-testing have gone into building this great new model—the same high quality, the same famous all-aluminum, all-metal, all-riveted, lifetime construction. Wherever you stay, you will enjoy living in it... wherever you go, you will enjoy taking it with you.

Write for list of dealers and for our new, colorful 16-page catalog—you will enjoy reading it—it's free



**AIRSTREAM**  
 TRAILERS, INC.

1755 N. MAIN STREET, LOS ANGELES 31, CALIFORNIA  
 EASTERN FACTORY: JACKSON CENTER, OHIO

## Your Region VAC Representatives

Want to get in touch with VAC region representatives to see what they got going on? Do you want to organize a rally? Well here is the list of your region representatives to get it going. 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  
Nancy Platt, # 2940  
26 Birchmeadow Rd  
Amesbury, MA 01913  
silvertwinkie@adelphia.net

### REGION 2

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

### REGION 3

VA-NC-SC-GA-FL (exp. CT ZONE PORTION)  
George James III #5324  
348 Iotla Street  
Franklin, NC 28734  
828-524-8081

### REGION 4

MI-OH-WV  
Kirk Taylor #6057  
18685 St Rt 33  
Wapakoneta, OH 45895-9717  
419-739-9378 home  
419-235-2972 cell  
dkirk2001@yahoo.com  
dkirk@bright.net

### REGION 5

IL-IN-KY  
Jeff Elliott #3132  
1331 N 1709th Rd  
Streator, IL 61364  
jelliott@illmo.com

### REGION 6

TN-AL-MS-AK-LA-FL (CT ZONE PORTION)  
Herb Spies #1861  
P.O. Box 844  
Shalimar, FL 32579  
spies@nwflorida.com

### REGION 7

WI-MN-ND-SD-MB  
Dick Parins, #2867  
16025 County Road T  
Townsend, WI 54175  
dkparins@ez-net.com

### Region 7 Assistant:

Curt Gunderson # 31920  
88816 Wild Oak Loop  
Kerrick, MN 55756  
curgund@aol.com

### REGION 8

IA-MO-NE-KS  
Ben and Molly Butterworth #14637  
2267 Lewis Ln  
Villa Ridge, MO, 63089  
molly4006@aol.com

### REGION 9

OK-TX (except MT ZONE)  
CW Flynt, #1256  
36097 Farm Road 2480  
Los Fresnos, TX 78566  
cwtravlin@aol.com

### REGION 10

MT-ID-WA-OR-BC-AB-SK-YK  
Steve Laxton #3957  
9101 Steilacoom RD SE #168  
Olympia, Washington 98513  
619-871-5827  
dfn30@earthlink.net

### REGION 11

WY-CO-UT-AZ-NM-TX (portion of MT) -- MEX  
Chris Hildenbrand #5812  
8888 W. 38th Avenue  
Wheatridge, CO 80033  
childenbrand@comcast.net

### REGION 12

CALIFORNIA-NV  
Herb Richter #2672  
1809 Woodbine Place  
Oceanside, CA 92054  
760-439-9849  
superquake@cox.net

March 2007

# Announcements!



## **Airstream Life magazine is still a great deal for you & the VAC**

You may have heard that for 2007, *Airstream Life* magazine has reduced its price for all subscribers to \$16 per year, or \$30 for two years. The VAC already had a special arrangement with the magazine of \$15 for VAC members who were subscribing for the first time. Now the VAC offer has been **extended to all VAC members**, whether subscribing for the first time or renewing an existing subscription.

By subscribing through the VAC, you save \$1 on an annual subscription, but more importantly **the VAC gets to keep \$3 of the subscription price** for its treasury. So subscribing or renewing through VAC helps support your intra-club.

**One-year VAC rate: \$15**

**Two-year VAC rate: \$29**

Rich Luhr, editor *Airstream Life* magazine, 1/5/07

**To take advantage of this special VAC offer, send a check and the form below to:**

David Morrison #6481  
VAC-AL Subscription Coordinator  
30 Lake Shore Drive  
Rockaway, NJ 07866

Are you currently an *Airstream Life* subscriber? Check one -- Yes  No

Is this a NEW subscription, or a RENEWAL? -- Check one -- Yes  No

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**WBCCI#:** \_\_\_\_\_

Please note that because *Airstream Life* is a quarterly publication, it may take up to three months for your first issue to arrive. This is a special offer for VAC members, please note the magazine will not be able to process refunds for any reason. Please keep the VAC informed of any address changes.



Regions 5 and 7 Vintage  
Airstream Rally  
“Airstreams and Airplanes”  
June 14 – 17, 2007

Join all us VAC folks at the Poplar Grove airport “Wings and Wheels” museum. Park your vintage trailer next to authentic 1930’s era hangers, gas station and garage. Poplar Grove airport is home to many vintage airplanes and on any nice weekend the air is filled with the sound of round engines and fabric covered aircraft. Our location will provide a safe and excellent view of the activities and the airplanes themselves.

In addition to the museum we are planning hangar tours. Weather and aircraft permitting, we will be raffling off a few rides. The local area has some great places to visit including Anderson Japanese Gardens, Midway Village, and the Illinois Railway Museum. We are also hoping to have a workshop on riveting and interiors. We may be able to feature a restored 1935 Bowlus.

We have water and electricity for about twenty trailers but there is plenty of room for everyone “off the grid”. We can transport water if needed. Trailers may empty their gray water tanks on the grass but not on the pavement. This is a Buddy Rally.

If you have any questions or would like to register please call or E-mail Don or Maureen Alesi at: 847-426-7880 (home), 224-213-5017 (cell) or E-mail: [n2084v@comcast.net](mailto:n2084v@comcast.net)



Vintage Rally in British Columbia  
**MARK YOUR CALENDAR**

The first ever BC Canada Vintage Airstream Club rally will be held July 5-8, 2007 - at Hazelmere RV Park, Surrey, BC Canada. Hosted by the VAC and the BC Unit. This is a buddy rally so bring any year or model of Airstream.

Host & contact is Iain Cameron (#5418) of the BC Unit.

Send e-mail to: [imcameron@shaw.ca](mailto:imcameron@shaw.ca).

There are about 50 sites with hook-up and the rest will dry camp. Go to <http://www.hazelmere.ca> on the web for more information on this fabulous location!



**Mystic Springs Airstream Park**  
**April 19-22, 2007**

The Pensacola WBCCI Unit invites everyone to their Annual Vintage Rally. To see photos of the campground high on the banks of the Escambia River (30 miles north of Pensacola) go to [www.geocities.com/mystic-springs](http://www.geocities.com/mystic-springs). Rally agenda includes the Vintage Airstream Open House, restoration demos, vintage movies/presentations and fireside stories. We expect 15 to 20 vintage Airstreams and a like number of newer Airstreams

Please download the registration form from:  
[www.geocities.com/mystic-springs/register.pdf](http://www.geocities.com/mystic-springs/register.pdf)

and by April 12th, 2006 send to:

Herb Spies  
PO Box 844,  
Shalimar, FL , 32579  
850-651-1074



**Vintage Airstream Club  
2007 Wagon Wheels Caravan  
June 22<sup>nd</sup> to the 26<sup>th</sup>**

Join the WBCCI Vintage Airstream Club (VAC) for their 2007 Wagon Wheels Caravan to the 50th International Rally in Perry, GA.

All VAC members and associates are welcome on the caravan and may join the caravan anywhere en route. The caravan this year is an "express" caravan, jointly hosted by the New England and Washington DC Units – the caravan leaders are Nancy Platt and Paul Waddell.

The start of the caravan is from the Danbury, CT rest area on Friday, June 22 and includes four nights of camping, ending in Georgia on Monday, June 26.

All vintage rigs are welcome to participate in the vintage parade into International on Tuesday. For more information, visit the caravan website at:

**[www.wbccil.org/ne/vac](http://www.wbccil.org/ne/vac)**

**RENDEZVOUS AT BASS LAKE**



Join us in the Rendezvous to enjoy the pinetree clear air at Bass Lake, California. We will be around the famous Yosemite Valley on the west slope of the Sierras. There are many beautiful spots to explore. Bring your vintage Airstream and a tow vehicle to show off at our Open House. The Rendezvous is open to all WBCCI members. So pack up your rig and enjoy the view to explore Bass Lake or the nearby Merced. The event begins Thursday, May 3rd 2007 and will end either Sunday May 6<sup>th</sup> or Monday May 7<sup>th</sup> – your choice. Our registration deadline is April 15, 2007 and we have 40 sites reserved. The camp has a great clubroom with a fireplace and bar for social gatherings. The rate for our group will be \$30 per night + tax for full hookups.

More information will be posted soon on the Vintage Website ([www.airstream.net](http://www.airstream.net)).

Contact Herb or Pat Richter at [superquake@cox.net](mailto:superquake@cox.net) or phone (760) 439-9849



**Region 8 Rally May 2-6, 2007**  
by Molly Butterworth #14637

Vintage parking and an open house will be features of the rally to be held in Council Bluffs, Iowa. The rally's theme of "On Track" reflects the rich railroading heritage of the Council Bluffs/Omaha area, and Region 8 vintage owners are encouraged to attend the rally, park with other vintage owners, and share the unique joys and challenges of vintage ownership with the rest of Region



**Washington Unit Crab Feed & Vintage Rally**  
May 3 - 6 2007.

This buddy rally is open to all Airstream owners. All the Dungeness Crab you can eat, served Saturday night. Location, Land yacht Harbor (LYH) Lacey Washington State. Space is not limited. Parking Fee special at \$13.00 per night with full hook-ups!

Contact: Steve Laxton  
[dfn30@earthlink.net](mailto:dfn30@earthlink.net)

**Region 12 Update by Herb Richter #2672**

**May 3rd (Thursday) to May 6<sup>th</sup> (Sunday), 2007:** Rendezvous at Bass Lake Rally. Saturday will be our big day with an Open House and Swap Meet from 9 to 11 (bring Airstream restoration stuff you want to trade or barter). Happy Hour will be followed by Bob Stephan's Rancho Buffet in the recreation room. Following dinner, we will show a video of the Capetown to Cairo Caravan Story as recalled by the Graboski and Ruiz families in 2000 - 40 years after their caravan. Art Ruiz was Wally's wagonmaster on this historic 2-year trek through Africa and around the Mediterranean Sea to Italy. Bud Cooper served as our Master-of-Ceremonies and you will get to meet him - on the screen - as well.

**June 12-14, 2008:** the Spring Rendezvous will be at Lake Tahoe. Some of us will leave Lake Tahoe after the Rendezvous and caravan to Bozeman, Montana for the International Rally. If you have an interest in these events, let us know by e-mail. We started out with 40 sites reserved but that might be increased.

**October, 2008:** We are still looking for one or two of you to co-host a Rendezvous in September at the Newport Dunes RV Park, CA. Pat and I will co-host and make advance reservations but we need a co-host(s) to get the ball rolling.

**2007 Vintage Airstream Club  
International Parking**

**June 27 – July 5<sup>th</sup> 2007**

**Newsflash!!!!** WBCCI President Don Schafer has set aside 88 spaces with sewer hook-ups & 30 amp electric for the VAC parking at International this year! So, for those VAC Members who sign-up for the upgraded 30 amp electric, we will also have sewer hook-ups! Yippee!!!! No messing with a honey wagon during Open House this year!

Here's the *only* catch, we have to have the names of all the VAC Members, who also sign up for 30 amp electric and plan to park in this vintage area on the VAC master list by **June 8th**. This list will be turned into the parking committee prior to our arrival. If your name is not on this list, you will not be able to park in this designated area. You will still get 30amp parking (if paid for), however it will not be in the VAC area with the sewer hook-ups – it will be with the general membership. Also, if any of the 88 spaces are not used by the VAC, they will be given back to the parking committee for general membership parking. So it is really important to email me to let me know the following:

1. Your name and WBCCI number
2. If you will be participating in the parade
3. Your scheduled date of arrival – if not in the parade
4. Confirm that you upgraded to 30 amp electric and received an "E" with your registration paperwork from WBCCI

Please contact me, by either:

- 1) email: maxwell@insideout-design.net a return email will be sent with your confirmation number.
- 2) snail-mail: Shari Davis, 2520 Gray Street, Edgewater, Colorado 80214

If you have any questions or special needs please feel free to contact me, Shari Davis, 1<sup>st</sup> VP Vintage Airstream Club, maxwell@insideout-design.net or by cell phone 303.733.2044

**Note:**

**"All RV's must have prominently displayed WBCCI numbers when parked [at International]."**

*Blue Beret/March 2007, p. 38*

## VAC Concours D' Elegance by Herb Spies

(2007 Concours Steward)



**T**he Concours D'Elegance has been a part of the VAC gathering at the WBCCI International since the beginning of the Vintage Club in 1993. The Concours is a judged event, much like a car show, open to all AIRSTREAMS or Argosys 25 years or older that are registered for the WBCCI International Rally and are being used during the rally. The Concours occurs during the VAC Open House. Participation in the open house and or the Concours is optional of course. The goal of this article is to describe what the Concours is and to encourage participation.

Several judges will visit your AIRSTREAM during the open house and judge your AIRSTREAM according to set guidelines or a judging sheet. We will use the same judging sheet that has been used for the last 3 years. It was designed by

Hunt Jones to open up the competition to more entries and to set up an objective set of criteria for judging.

The judges will not open drawers, closets or compartments etc. but will examine all that can be readily seen on the inside, outside and underside of your AIRSTREAM or Argosy. You will be asked to leave the trailer during the judging so as to allow the judges to freely converse during the judging.

Judging criteria for all AIRSTREAMs and Argosys consists of a set of 20 detailed items grouped into four categories. The four groups are: EXTERIOR, INTERIOR, UNDERCARRIAGE and an OVERVIEW. Look at the Judging Sheet included in this article. Note the detailed items in each of these groups. Each detailed item will be assessed by the judges and assigned a score from 0 (Unsatisfactory) to 5 (Excellent). So the maximum score for a perfect AIRSTREAM would be 100 points. There's also one bonus point that can be earned by displaying a VAC emblem somewhere in or on your AIRSTREAM.

We will have the BEST ENGINEERED FEATURE again this year. This award will recognize significant engineering of an improvement to your AIRSTREAM or Argosy in honor of Wally's lasting creed "Let's not make changes - let's make only improvements!" For this award be prepared to do a "show & tell" presentation to the judges. Try to keep it to 3 minutes or less.

If you plan on entering the Concours, you must sign up on the Concours registration sheet on the VAC Bulletin Board in the VAC tent at the rally in Perry. Please do so by 5:00 PM the night before the Open House & Concours.

Let me conclude with a request. I need 6 judges for the Concours. Please volunteer to judge if you plan on attending and don't want to enter the Concours. Judging the vintage trailers is fun and shouldn't take that much time with 6 judges this year. You will gain a much a deeper appreciation of the restoration work that has been made to the vintage AIRSTREAMs. Please email spies@nwflorida.net if you want to volunteer. See you in Perry!

### TIP

If you plan on entering the Concours, take the sample judging sheet and evaluate your Airstream before you get to the rally. Be objective. Then do what you can to improve the items on the judging sheet that you scored low. For instance, if your trailer coupler, propane tanks and jack are rusty, then paint them just before the rally. Or if your belly pan is detached in several places, get out the rivet gun and reattach it. Do what you can to get additional points. I can tell you that when I judged last year, the most points lost were in the undercarriage area, the tongue and rear bumper area.

## AWARDS

### BUD COOPER BEST OF SHOW TROPHY

Named in honor of the VAC founder, Bud Cooper. This traveling trophy has a place to attach an engraved plate with the winners name and year. The winner will also get a smaller plaque to keep.

### BEST TRAILER & TOW VEHICLE

For the best vintage trailer and vintage tow vehicle.

### BILL SCOTT BEST BAMBI

Bill Scott was also instrumental in founding the VAC and had a Bambi.

### BEST ENGINEERED FEATURE

For the best improvement to a vintage Airstream or Argosy

### TROPHY PLAQUES

Will be awarded to each Airstream achieving the required point total levels within each decade (30s, 40s, 50s, 60s, 70s, 80s) and for the Heritage class. There are two tiers of competition: JUNIOR and SENIOR for each DECADE class. Once an Airstream wins a JUNIOR level award it will advance to the SENIOR category next year.

Point totals required to be awarded a trophy plaque are:

	JUNIOR	SENIOR
PLATINUM	91-100	93-100
GOLD	81-90	85-92
SILVER	73-80	77-84

This allows multiple awards within the bands. Also it means you are competing more against the judging sheet rather than someone else with a trailer in your decade since all coaches achieving the point totals shown will win an award.



March 2007

## Judging Form for Trailer/MH

2007 VINTAGE AIRSTREAM CLUB Concours d'Elegance

WBCCI # \_\_\_\_\_ NAME \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

SCORING: 0 – Unsatisfactory, 1 - Very Poor, 2 – Poor, 3 – Average, 4 – Good, 5 – Excellent

### EXTERIOR:

1. **Body Workmanship** (dents, scratches, waves, grind marks, panel match, rub strips) \_\_\_\_\_
2. **Body Finish** (polish/paint/clear coat quality, vents, roof, banana wraps) \_\_\_\_\_
3. **Windows/Screens** (scratches, cracks, rips/tears, weather stripping) \_\_\_\_\_
4. **Door** (paint, polish, rust, hardware, locks, hinges, screen door, folding step) \_\_\_\_\_
5. **Tongue/Hitch/Jack/Tanks/Battery Box** (paint/polish, tank rack, platform, pigtails) \_\_\_\_\_
6. **Wheels/Tires/Spare** (Paint, polish, rust, matching tires, hub or center cap condition) \_\_\_\_\_
7. **Rear Bumper, Trunk** (paint, polish, dents, rust, creases, exposed frame condition) \_\_\_\_\_
8. **Lights&Bezels** (clarity, fading, haze, cracks, rust, pits) \_\_\_\_\_
9. **General Overall Finish** \_\_\_\_\_

### UNDERCARRIAGE:

1. **Bellypan** (complete, fastened, clean) & Wheel wells(clean, paint, rust) \_\_\_\_\_
2. **Suspension:** axles, shocks, springs, brake backing plates(clean, paint, rust) \_\_\_\_\_
3. **Pipes & Lines** (propane & sewer lines fastened, cleanliness) \_\_\_\_\_

### INTERIOR:

1. **Beds/Chairs** (neatness, condition of upholstery & bolsters) \_\_\_\_\_
2. **Cabinetry/Overhead bins/ doors, drawers, tambours, hardware** (finish, paint) \_\_\_\_\_
3. **Galley/ Appliances/ Sink** (cleanliness, finish, paint, condition) \_\_\_\_\_
4. **Walls/Ceiling/Vents/Lights / Window Hardware** ( paint, finish, condition) \_\_\_\_\_
5. **Floor / Covering** (condition of wood, vinyl, tile, carpet, wear, scratches, stains) \_\_\_\_\_
6. **Bathtub, sink, curtain, door, vanity, mirror, toilet** (condition, finish, cleanliness) \_\_\_\_\_
7. **General Overall Finish** \_\_\_\_\_

### OVERVIEW:

1. **Judge's Overall Impression** 5 Points Max \_\_\_\_\_
2. **VAC Decal Display** 1 Point \_\_\_\_\_

**TOTAL** \_\_\_\_\_

## The Back Bumper

by Jim Cooper #3056

In 2002, I looked up from a slow fishing day on the Big Thompson and saw a red antique fire truck towing two trailers in tandem – a shiny AIRSTREAM trailer with a teardrop trailer hitched to its bumper. At that moment the combination was more interesting than frothing the water with dry flies to attract disinterested trout. I remembered reading an article in the paper highlighting a get-together of old AIRSTREAMS in Estes Park, and decided to go there. I arrived in time to watch the fire truck and both trailers back into a campsite in one attempt, a feat that still intrigues me.

Earlier that year my wife, Rhonda, and I had been looking at mountain property. Out of frustration she suggested we buy a trailer instead of a cabin so that we wouldn't be compelled to always return to the same place. The suggestion had gone flat with me but was beginning to rise again as I walked toward the aluminum trailers. The people there encouraged me to look around and insisted that I return the next afternoon for an open house.

Saturday afternoon we found a dozen or so silver Twinkies on the edge of a sea of white boxes, SOB's (some other brand) I later learned. One owner looked at his trailer and said, "It's too big for me, but my wife wants a bigger one." The fire truck couple said, "Sure we slept in the teardrop. It was great in Yellowstone where we could park it in the smallest camp site." A turquoise interior trailer had a partially complete dinette with a folding table and lawn chair cushions. Then there was the trailer with no interior except for sleeping bags on the wood floor. Which exuded more character, the trailers or their owners? I don't know, but we've come to know and love them both.

It took us eight months to locate a 24-foot AIRSTREAM Trade Wind down in Houston. Lots of e-mails and phone calls convinced us to buy it, and the prospect of a ski trip along with five hundred dollars persuaded the seller to deliver it. He pulled it through a blizzard in two states without brakes I came to find out. The trailer was 36 years old when we got it.

It took over three months to make it road worthy and patch the leaky plumbing. The day before our first trip we discovered that I had some chance of parking it by practicing at a local parking lot. That relieved our biggest concern before heading for a rally in New Mexico. Neither of us had pulled anything bigger than a utility trailer. We didn't know if our Toyota Tundra pickup truck would pull it over the passes, if the trailer would hang together, or if we would survive. They did and we did. We saw more neat AIRSTREAMS at the rally and we began to recognize the vintage AIRSTREAM bonus – the people. The vintage owners are interesting, engaging people who share a common stewardship attitude about their aluminum trailers. They jokingly call it a disease. They drew us into their circle of activity and infected us with their camaraderie. Several couples have become our best friends. That's a handsome bonus I'd say.

We've seen the AIRSTREAM that granny had stored in the barn for 28 years and only needed new tires. We've seen the one that lost its rear bathroom while being towed 63 miles per hour. We've seen pristinely restored interiors, and fully modernized interiors. We've never seen one without character, personality, and inspired owners. Thinking back over our own refurbishing efforts, stewardship is inescapable. The trailers have lasted 25 to 50 years and it's hard to accept a repair or change that won't last as long. I feel like a guardian, not an owner since it will likely outlast me.

Sometimes I have that proud parent feeling at the gas station or rest stop when I answer, "Yeah, they do tow well. Yes, they do still make 'em. No, that's the owner's club ID number on the back. Oh, what ever happened to the one your uncle had? Sure you can find one. There's one parked in every little town or check the Internet. No, I don't mind; let me show you the inside."

"I've put pillows in Ruby." "We've been polishing Maxwell." Vintage AIRSTREAMS are personified, often taking on the names of their past owners. While working on the cook stove and replacing the water heater in ours I found several mummified lizards. Even though it came from humid Houston, it had spent the eight previous years on a dry Texas ranch housing quail hunters. You know I think I'll go sit in Lizard for a spell and ponder the next trip.



"Lizard" and Tundra at home on the range in Colorado

March 2007

# Vintage AIRSTREAM Club Membership Application

(To join the VAC you must also be a member of the WBCCI)  
Membership in the VAC includes a subscription to this newsletter.

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Vintage Intraclub Membership is \$20 (US)/year. Make checks out to: "Vintage AIRSTREAM Club"

WBCCI #: \_\_\_\_\_ Region #: \_\_\_\_\_ Unit # or name: \_\_\_\_\_

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Country (if other than USA): \_\_\_\_\_ Telephone #: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Vintage Trailer Information:

Year: \_\_\_\_ Length: \_\_\_\_ (ft) Model: \_\_\_\_\_ Serial Number: \_\_\_\_\_

~~~~~  
Please mail payment and this completed form to:  
Scott Scheuermann  
VAC Membership  
1310 Plum St.  
Tipton, IA 52772

## Not a member of WBCCI but want The Vintage Advantage newsletter?

You can subscribe to this newsletter for \$20 (US) per year. Make checks out to:  
"Vintage Advantage Subscription"

Please mail payment along with your complete mailing address to:

Daisy Welch  
3213 W Main St #117  
Rapid City, SD 57702

# Vintage AIRSTREAM Club

Organized AIRSTREAM trailer gatherings (rallies) are the core of what the Vintage AIRSTREAM Club (VAC) and the Wally Byam Caravan Club International (WBCCI) are all about. The rally concept is an early one from the vintage era of the 1950's - a chance to use what Wally Byam intended his AIRSTREAM trailers to do - hit the road, travel and explore our country, sharing discoveries and great places with fellow Airstreamers.

This still applies today. Only so much information can be learned by reading or exchanged over the Internet. It is at these rallies, surrounded by all these vintage AIRSTREAMS and their owners, where you truly understand and appreciate the attraction to these silver ghosts from the past. People at VAC rallies are always looking to show off their AIRSTREAMS, restored or not, and love to answer those burning questions you have on the "how-to" and "why". Restoration discussions are ever present. So, check out the VAC Upcoming Events section on the VAC Home Page [www.airstream.net](http://www.airstream.net) and make plans to attend a rally soon for "Fun, Fellowship, and Adventure."

For VAC membership information, subscription is included, but you must be a member of the WBCCI.

Please contact:

**Membership Chairman**

Scott Scheuermann #13497

1310 Plum Street

Tipton, IA 52772

VACMembership@iowatelecom.net

If you are **not** a member of the WBCCI and wish simply to subscribe to this newsletter,

Please contact:

**Subscription Director**

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Rapid City, SD 57702

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**From:**  
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