

The VINTAGE

a d v a n t a g e

The official magazine of the Vintage Airstream Club



"She Never Met a Stranger."

Life in a Bubble Around-The-World Airstreams—Revisited Rock Guard for a GT Take the Load Off...

Winter/Spring 2012 vintageairstreamclub.com

The VINTAGE AIRSTREAM CLUB is an Intra-club of the Wally Byam Caravan Club International (WBCCI)

In this Issue

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2012 Int'l Gathering Join the VAC, ahead of the Int'l Rally, for a get-together in Columbia, MO and a caravan to, and tour of, the Eitzen Mansion in California, MO, then we're off to Sedalia.

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Cross-Country Life in a Bubble. Linda Laughlin convinced Jack Laughlin that an Airstream would suit their travelling style. Bonnie Herman sealed the deal with her remark to Linda, "Honey, it's going to change your life." Read all about their journeys to Canada, Florida, Utah, and other parts of the U.S., including the National Parks.



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Historical Perspectives Meet the Grande Dame of the Wally Byam Caravan Club, **Helen Byam Schwamborn**. Read about the WBCCI's brain and brawn, and how she developed the Club, and how, under the tutelage of Wally, she blossomed into a consummate businesswoman and leader.

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Big Red Numbers WHERE ARE THEY NOW? Because Vintage Airstreamers *want to know...* It's time to catch up on those amazing Airstreams from the 1963-64 Around the World Caravan. Read all about the new restorations, changes of ownerships, some newly rediscovered rigs, and unfortunately, some lost rigs.



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How to Save a window, perhaps? You may not think that a rock guard is all that essential on a vintage trailer, or, for that matter, a new rig. But think again, it may very well be the most important piece of trailer protection that you can have. Jim Cooper describes how you can mend, or build your own, Guard, using plans from his own Globe Trotter.

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Maintain Take a Load off of those tires. Give your rig's axle a rest, and at the same time, create the prime set-up for doing wheel and hub maintenance.

On the Cover: Helen working a rally, probably an Airstream rally in Florida. She is expressing a what if or what else body language. Trailer #81 is Andy Charles. You can see Andy over her left shoulder. From the estate of Helen Byam Schwamborn.

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The VINTAGE

advantage

Volume 19, Issue 1

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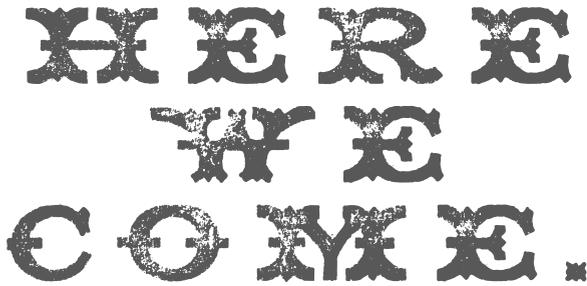
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 2004-2005 Bob HERMAN (#8556)
 2003-2004 Tom HOWARTH (#6490)
 2002-2003 Rick DAVIS (#1602)
 2001-2002 Noland VOGT (#447)
 2000-2001 Don PERRY (#5031)
 1999-2000 Tom REED (#10283)
 1998-1999 Forrest BONE (#9712)
 1997-1998 Clyde WAGNER (#8441)
 1996-1997 Dick MUMMA (#4333)
 1995-1996 Bob BRUBAKER (#2501)
 1994-1995 Stanley BASTON (#1348)
 1993-1994 Bud COOPER (#26019)

SEDALIA, MISSOURI



Start making your plans for the 2012 International Rally.

The Vintage Airstream Club will be rendezvousing at the Cottonwood RV Park in Columbia, Missouri in the afternoon of **June 22nd, 2012**. To make life easier for all weary travelers we will provide a picnic dinner. On **June 23rd**, we will head out early to caravan to California, Missouri for a tour of the Eitzen Historic Mansion and a brunch provided by Region 12.

Built in 1898 by Charles A. Eitzen, the Eitzen Mansion has 19 rooms and nine fireplaces. The home still has the original slate roof, a carriage house, and stable, with a room for the coachman. The home remained in the Eitzen family until 1952. After 1952, it has been used as a nursing home, restaurant, and bed and breakfast. Through all of the changes, remarkably, the original fireplaces, woodwork and beautiful main staircase with ornate woodwork, has remained intact. Today, the mansion is a private residence.

Immediately following the brunch and tour, we will continue our caravan to the rally in Sedalia, Missouri where we will enter the bull pen. We will then parade through the fairgrounds on Saturday afternoon, and make our way to our sites in the Vintage parking area.

There will be a limited amount of spaces available for the rendezvous and caravan so make your reservations early. To be included, I need to receive your registration form and a check which includes one night's stay and a picnic dinner for \$33/per trailer, no later than May 15th, 2012. In case you need to cancel, I will refund your money if I receive your cancellation by June 1st, 2012.

All attendees must be registered for the International Rally. Go to wbcci.org for more information.

Name	WBCCI#	
<hr/>		
E-Mail		
<hr/>		
Address		
<hr/>		
City	State	Zip
<hr/>		
Phone#	Number of people	
<hr/>		
Year of Trailer	Model Name:	
<hr/>		

Register online at vintageairstreamclub.com, or send a check for \$33, and this form, to: The Vintage Airstream Club and mail to:

Chris Hildenbrand
 8888 W. 38th Ave.
 Wheat Ridge, CO 80033-4202

Time to RENEW

The renewal period for the VAC is the same as your unit and WBCCI dues. So that means that now is the time to send in your renewals.

If none of your contact information has changed you can send a check with your WBCCI number to:

LEE CANTREL Membership Chair
 PO Box 25, Olsburg, KS 66520
membership@vintageairstreamclub.com

If any of your information has changed please use the form at the back of this newsletter or download the form at vintageairstreamclub.com.

We look forward to seeing you around this year.

NOW RENEW ONLINE!



Betty Weldon and Don Grayson picking up their raffle prizes in Du Quoin.

A NEW YEAR



We missed the New Year's Eve campout at Rocky Mountain National Park. Our Trade Wind is in our daughter's drive way serving as their kitchen and dining room while theirs is remodeled. Our Globe Trotter is out of commission, too. We are remodeling its kitchen. I'm rebuilding the galley because of existing wood deterioration, and adding drawers in place of the original slide-outs. The refrigerator vent scoop was cracked around all the rivets. We decided to remove and rebuild it, and that required removing the upper cabinet, so we have rebuilt that too. You all know the slippery slope that you step upon when you decide to repair anything in a vintage trailer—one thing leads to another. Repairing the scoop was a learning process for me and Rhonda, but it turned out well. We had not worked with Bondo and fiberglass-resin repair. Perhaps I will write an article about the process for a future *Vintage Advantage*.

Rhonda is working on the January *Newsletter*, and Kimber is always working on future *Vintage Advantages*. Actually, there is quite a bit of behind the scenes activity going on right now. Many VAC officers, chairman, and region reps are engaged in ongoing work. Tim's support of the website is an example, but I want to mention some of the unique or special activities.

The VAC library has been transferred from Forrest McClure to the new librarian, Bob Wotawa. We are giving serious thought to having much of the library digitized so that it will be searchable and immediately available to members. On another front, Lee Cantrell, membership, and I have been working to simplify the membership database. Lee will leave his roll as membership chairman at the end of June, and we want the job to be as easy as possible for the incoming chairman. Lee's two assistants, Joyce Cantrell and Rachael Hughey will remain in their positions.

Chris Hildenbrand, 1st VP, is working on the Sedalia International parade and open house. He has arranged a unique visit and tour of a mansion in California, MO. I have heard that it is a newly-restored mansion and the second largest in the state. You will find an article about it (see page 1) in this issue of the *Vintage Advantage*. This will be a very special event and a great way for VAC members to gather before International. You can see our International



Chris Hildenbrand

Join the VAC for a tour of the Eitzen Historic Mansion in California, Missouri, during our pre-International Rally rendezvous June 22-23, 2012.

schedule on the front page of the VAC website. I will keep it updated until we leave for Sedalia, and you will get more detail in the newsletters.

When we meet in Sedalia, changes to the VAC constitution will be proposed and voted on. Bob Novak, the Parliamentarian and Region 2 Representative, is working on proposed changes, and will assure that proper procedure is followed this year. Last year members voted to approve changes, but we had

to rescind the vote because we hadn't published the proposal early enough. Changes to the Constitution and Bylaws will be two fold. First clarification of wording and readability will be proposed. Second, will be changes that will allow the club to better operate in the future. These will make online meetings of the Board and membership possible, and reduce the restrictions on date and location of meetings. You will hear much more about this before the Sedalia International Rally.

Looking out into the future, Joe Peplinski, our Historian, is organizing a 50th anniversary celebration of the 1963 Around The World Caravan. Joe, Chris Hildenbrand, and Bob Wotawa own trailers that were on that caravan, and I hear that there is one other owned by a VAC member. They all want to gather at a central location in celebration of the ATW caravan in 2013. At the same time the club may organize

simultaneous celebration rallies at other locations around the country. I have heard, but not been able to confirm, that the 2013 International will be in South Dakota. This could be a good location to combine the ATW celebration and our International festivities.

Oh, one last mention. The VAC calendar on the website contains all the rallies and events of interest to VAC members that we currently know about. Rhonda will keep it updated as we learn more. Take a look and see if there is something going on when and where you want to be. If you know of something that should be in the calendar, contact Rhonda or myself. Also, contact your Region Representative if you have an idea for a rally. There is still lots of time to get a VAC gathering planned for the upcoming season.

It's warming up outside, and I need to get back to the Globe Trotter. If we don't finish the *rebuilding*, we won't be able to enjoy the *using*, and that's what it's all about. Rhonda and I hope to see many of you out and about in your vintage Airstreams.



Jim Cooper

**The refrigerator vent scoop
repair project...a learning process.
But all turned out well.**

Jim

We've been Bubbling along for the past eight years loving life beyond the tent. It's been about 100,000 miles, although our truck doesn't have an accurate odometer so we can't be exact.



Bubble interior looking aft.



Bubble and truck at the Buellton Vintage Rally in 2011.



On the Alaska Highway in 2005.

Above: Bubble interior looking forward.

LIFE IN A BUBBLE.

It was all Linda's doing. She had been talking about little old Airstreams for many years...ones that could be towed behind our Jeep Cherokee. I wasn't convinced until we hit the worst black fly season in recent memory while crossing the Trans-Labrador Highway...running to the tent with biting flies covering our backs. The search began in Canada and ended in our town of Borrego Springs, California, where we found a little Airstream—badly corroded, with lots of miles, but, basically in original condition. It was registered as a 1955 Bambi, but we later learned from Fred Coldwell that it was a 1956 Bubble...a rare one with an L-shaped couch across the front instead of a dinette and water closet.

Then came the truck. Driving across Indian Country on our way to Colorado that year, Linda announced that we must have a matching year four-wheel drive pickup to tow the trailer with. Tough call! As fate would have it, we found a bright yellow 1956 Chevy in Durango that was built to pull a triple-axle utility trailer...a little overkill, but classic just the same.

We're normally independent travelers, but we joined two WBCCI Units and the VAC to get trailer restoration information. During our visit to the RMVAC rally in Estes Park in 2002, Bonnie Herman remarked to Linda: "Honey it's going to change your life."

In restoring the Bubble, we wanted to have the ability to dry camp for extended periods, tow the trailer in rough conditions and have mechanical and electrical systems that would be trouble-free in the outback. We also wanted to keep everything looking as original as possible for vintage 1956. After seven months of full time work and a polish job, the Bubble was ready for the road.

During the summer of 2003 we traveled for three months on the back roads of California and Oregon camping in mountain areas and along the seashore. The truck had to have a few repairs, but the trailer was wonderful. We were hooked. The next year we drove Route 66 from Santa Monica to Chicago, attended the International Rally in Lansing, Michigan and wandered slowly back. In 2005 we took the rig to Alaska and marveled at the comfort compared to our earlier tent camping experiences. Now we were really stoked. In 2006-2007 we set out on a 15

month run that took us across Canada, down to Key West and back across the States, meandering along the way. Since then, the Bubble has continued to roll up the miles on our adventures shielding us from the uncertainties of nature and mankind.

So what's life in a Bubble like? A Bubble is a made-up double bed...it definitely beats camping in a VW bus.



On the road in Utah, in 2011.



Jeremiah St. Ours, the motorcyclist that we met in the Yukon, found us again in Utah, in 2009.



Jack sitting with Bonnie and Bob Herman in 2006—thanks to Bonnie for her comment!



It has more room than you'd think, especially when you take the table outside. It has most of the conveniences of home unless you're in a place where the outside shower can't be rigged, or you want to bake and your only oven is a Dutch. It is warm and cozy in bad weather, if you can convince your wife to come in from the great outdoors. You can park it in tent sites—they're often better than other sites. It attracts interesting people, like the woman who hurriedly ran out of the state park restroom with her hair in curlers to take a look inside before

we left. Or, the man in the early dawn, poking his camera out of the bushes to take a picture. It inspires you to do crazy things like trying to duplicate the Airstream postcards: Linda catching a trout on her fly rod reflected in the trailer, or cocktails overlooking the Golden Gate Bridge.

Looking back at our life in a Bubble, our most precious experiences have been the people, both on the road and in the Airstream family: The motorcyclist we met along the Yukon River on his way to Tierra del Fuego, who found us camped in a remote spot in Utah four years later; The doctor we met in Glacier who had seen our rig on the motorcyclist's website and went on to buy a new Airstream and join us. Then there is the Airstream family...the Units and the VAC...rallies, caravans and happy hours. After trying to pass Airstream caravans on two-lane roads in the old days, I never thought we'd be one of them. Now we love being in a row of shiny aluminum trailers winding their way through the National Parks or other scenic places.

Being vintage is being special.
Yes, Bonnie, it's changed our life. 🐟



Jack and Linda behind the trailer at the VAC rally in Salida, CO.

Left: Airstreams caravanning through Yellowstone to the International in 2008.



Photos opposite, left: Peeking out of her Big Red Numbered trailer “2”—the “Headquarters” trailer with its chalkboard side—is Helen. Next to her is a caravanner, who is posting the schedule for “Salzburg.”

Opposite, top right: The 1960 European Caravan greeted the 1959 African Caravan contingent at the Yugoslavian and Italian border. Dale “Pee Wee” Schwamborn poses with his mom Helen, who he hadn’t seen in 11 months, wearing his Arab garb from Jordan.

Opposite, lower right: A luncheon meeting for Charter Members and two guests. Helen is seated in the middle on the right and “Pee Wee” is seated behind her.

“She Never Met

Story by Tim Kendziorski and Dale "Pee Wee" Schwamborn
Photos courtesy of the Estate of Helen Byam Schwamborn

Historical Perspective



MEET THE GRANDE DAME OF THE WALLY BYAM CARAVAN CLUB,
HELEN BYAM SCHWAMBORN.

Helen became The Organization's brain and brawn and developed the support system to maintain the Club. Under the tutelage of Wally, she blossomed into a consummate businesswoman and leader.

a Stranger."

But first, we have to step back a bit with some background information—the roots of WBCCI actually predate Helen just a little bit. The initial genesis of the WBCCI comes from a loosely organized group called “The Jack Rabbits.”

When Wally Byam first started leading caravans back in 1951, it did more than broaden the horizons of the participants, it left them with a desire to do more. At the time caravans were a mix of both Airstream and non-airstream trailers. The caravans did not run on a weekly basis, either. In fact, they were months and months apart at best and people weren’t able to caravan all of the time. The commitment to caravanning was quite high, though and as time went along, there was an eagerness to keep all of the newly-kindled friendships going via shorter outings—these were called “rallies.” There was also a strong desire to have these gatherings be a little more exclusive—Airstreams only.

On the caravans, there were always the go-getters of the group. They were the first ones to be on location to set up, get things organized and make themselves available for whatever duties were required—the “Jack Rabbits.” Slowly, little by little, some of these former caravanners from California gravitated together and started discussing the possibility of having more activities together. These Jackrabbits were the sort of folks who wanted more enjoyment of their Airstreams and they were willing to get organized and put a club together. They loved Airstreaming, and so did Wally and Stella Byam and Helen, too. They spent time rallying together when not on caravans. When Airstream No. 1 (Wally and Stella’s trailer), or Airstream No. 2 (Helen’s Airstream) pulled in, it was immediately unhitched, hooked-up to water, and attended to; anything else that needed attention was taken care of—gofer holes that might pose a tripping hazard were filled in, etc. It was in the spirit of this dedication that two Jack Rabbit couples, Louis and Alice Beatty and Earl and Pauline Arborn, approached Wally Byam and suggested that it was time to form a club.

Jack Rabbit is a term used for any Airstreamer leaving camp before the wagon boss, and going ahead of the group.

"Fortune smiled on me. I met so many wonderful Airstreamers." —Helen

Louis and Alice Beatty. Alice became the driving force at the daily committee meetings on the 1955 Eastern Canadian Caravan.

The Jack Rabbit logo.



Earl and Pauline Arborn. Pauline's initiative was to ask Wally Byam to form an Airstream Club.

Helen, "on the job" in the Headquarters trailer, during the European Caravan in 1956.

- 302 KINGMAN, Henry & Mrs. 1111 1st St., Wash.—5
- 380 KINGMAN, Louis & Mrs. 3153 Oakledge Dr., Dayton 2 Ohio—5
- 333 KIRK, Gerard & Marie, 1000 Divisadero St., San Francisco, Calif.—5
- 288 KIRTS, Bert & Ruth, 625 N. High, Kenton, Ohio—5
- 410 KITT, Berney F. & Jean, 375 Daly Ave., Missoula, Mont.—5
- 43 KLINGENSMITH, Dr. William R. & Lucille, 1513 Lipscomb St., Amarillo, Texas—3
- 289 KLONTZ, Dr. Clayton W. & Lulu, 102 Waukegan Rd., McHenry, Ill.—5
- 337 KNOLLIN, Ness & Edith, 1740 E. 25th Ave., Eugene, Ore.—5
- 24 KORTE, Clem H. & Kathryn, 4932 Angeles Crest Highway, La Canada, California—1
- 53 KRAUSE, Art & Marie, 1755 Ebers, San Diego 7, Calif.—1, 2
- 23 KUETZER, Herschel & Nancy, 3718 N. Gladstone, Indianapolis, Ind.—3

- 353 HITCHCOCK, Merle & Pearl, 634 So. Friends Ave., Whittier, Calif.—5
- 133 HODGES, J. A. & Esther, Box 193, Crosbyton, Texas—5, 6
- 87 HODSON, Floyd G. & Germaine, 5602 Blackstone, La Grange, Ill.—3
- 335 HOFF, Lester E. & Eva May, 12432 Albers, No. Hollywood, Calif.—5
- 292 HOLDEN, Bertha, 1722 Lodi Pl., Hollywood 38, Calif.—5
- 128 HOLETS, Ben F. & Alta, R.R. 1, Cedar Rapids, Iowa—5
- 356 HOLSHEIMER, JR., Phil & Georgie, Rt. 1, Box 328, Scappoose, Ore.—5
- 278 HOMAN, Herbert A., Rt. 5, Caldwell, Idaho—3
- 178 HOWELL, W. R. (Russ) & Dorothy, 7011 La Tijera Blvd., Los Angeles 45, California—5
- 201 HOWEY, Richard & Frances, 231 Harcourt Ave., Ottawa, Ont., Canada—5
- 74 HOYT, Harry C. & Marge, 1188 Esperanza, San Bernardino, Calif.—4, 6
- 110 HUDSON, Dan D. & Marian, Fulton, New York—5
- 354 HUDSPETH, C. E. (Bud) & Betty, 961 Hampton Rd., Hayward, Calif.—5
- 89 HUGHES, W. B. & Mae, 501 Joliet St., Dyer, Indiana—3, 6



Helen going over Caravan Club dynamics at a trailer seminar.

Wally was receptive to the idea of a club. And since he didn't just build trailers, he built Airstreams, if a club was to be formed, it had to be an equal quality effort. It would be representing the product. Quality was important.

Wally Byam called Helen on June 6, 1955 and asked her to lead the Eastern Canadian Caravan. Wally was going to Europe to scout the 1956 European caravan. Helen was on a leave of absence from her position with the Kern County Probation Department (she never went back). She was to lead the first Eastern Canadian Caravan after his departure. All the arrangements were made, and on June 15th she towed a trailer for the first time as Wally piloted her, from downtown Los Angeles to Route 66. En route, the tow vehicle broke down and a Suburban Carryall became the new vehicle. Helen was on a new adventure—her first time towing a trailer; her first time driving a truck; her first time as a Caravan leader.

During these early stages of the Club's inception, Wally knew he was going to be in Europe, so he asked Helen if she could build a club with the assistance of Airstream and Airstream owners.

On Saturday July 23, 1955, she met with the Constitution Committee to set up the by-laws for the Wally Byam Caravan Club. The advisory board was made up of those Caravanners, who were best suited to assist Helen on with any issues or problems that might occur. Those members were, Hamp Millender, Oscar Selent, Fred Beltner, Mark Smith, Pop Riley and John McNamara. These six Airstreamers became Helen's life-long friends starting from this point on. They were all trusted by Wally and he knew many of them for years, too. This is the group that originally set up the Club, as charter members, Helen herself added one more to this collaboration. The first Wally Byam Caravan Club headquarters (HQ) was set up in Bakersfield, California. Caravans were planned for places such as Europe, Africa, Cuba, Canada, and Mexico, across the United States, and Around-the-World.

"I remember my friends from the Jack Rabbits, the Arborns, Petersons, Wakemans, Wrights, Beattys, Lunds, Millers, McCoys, and McDonalds and of course the honorary couple Wally and Stella Byam."
—Helen

"...In reality the business wasn't only HQ—it was the "Way of Life Department."

Helen's responsibilities included being in charge of the office and doing whatever was necessary to make sure that the club was successful. She was also in charge of the planning for all of those caravans—strictly an Airstream part of her work. During this time, Helen began writing and editing the newspaper, *The Caravaner*. She wrote so many articles for the publication that she started using pseudonyms for some of them—she did not want it to appear that they were all coming from her.

It was well known that Airstreaming was (and still is) a way of life, and that is the way business was conducted. In reality the business wasn't only HQ—it was the "Way of Life Department." No really, that is actually what it was called. Helen was also known to personally hand write replies to correspondences.

Helen's dedication to the club was a double-edged sword. She spent so much time making the Club a success that she was not able to fully enjoy herself at rallies and caravans. She had an almost 24/7, open-door policy. It was not uncommon to be awoken early or late to solve problems or to chat with someone—but that was Helen's dedication to the success of the Club. She was willing to give of herself. She loved people and it has been said that, SHE NEVER MET A STRANGER.

In 1979 Helen retired, and it opened the door for her to explore the world on her terms. During her retirement her new journeys took her to China, Australia, the South Pacific, Mexico, Alaska, Hawaii, Eastern Block countries, the Soviet Union, Ireland, the Greek Islands and more. She cruised, flew, bussed, and used all available transportation during this period.

Helen died July 22, 2004, and it is of note, with perhaps a sense of awe, that Wally Byam passed away on July 22, 1962—on the same day of the month. 🦓



Helen's International badge.

The front page of the dedication issue of the "Blue Beret," 1964.



Helen and Wally working together on daily rally plans.

Helen, far right at the table along with other registration volunteers, making sure all rally attendees get signed—the No. 2 "Headquarters" trailer is in the background.



"Pee Wee" gives his mom's trailer a tow with a team of local oxen during the Eastern Canada Caravan in 1955.

Photo Caroline Zimmer.



1956 Wally Byam Caravan to Europe. The Caravan lined up around the plaza at the Vatican. In the picture (left to right) is Wally's Isetta (car), Helen's rig, Oscar and Etta Payne's rig and the Fenner's rig.



* Numbers after names indicate the tours taken.

- 1—CENTRAL AMERICA—WINTER 1951-52
- 2—MEXICO, WEST COAST—WINTER 1952-53
- 3—MEXICO, EAST COAST—WINTER 1954
- 4—WESTERN CANADA—SUMMER 1954
- 5—MEXICO, WEST COAST—WINTER 1955
- 6—EASTERN CANADA—SUMMER 1955

On the eve of the ATW Caravan we all want to know...



"Around the World"
Caravan Logo

Where Are They Now?

AROUND THE WORLD AIRSTREAMS REVISITED.

It's been about two-and-a-half years since the last article about Airstreams from the 1963-64 Around the World (ATW) Caravan was published in the Summer 2009 *Vintage Advantage*. Much has happened since then: Two ATW Airstreams have been restored to usable condition, two others have changed owners, and two more have been (re)discovered. In total, six ATW trailers are now known, and four are owned by Vintage Airstream Club members.



Yugoslavia



Calcutta, India



ATW Caravan list of countries visited.

Three additional ATW Airstreams are unfortunately known to no longer exist: #120 burned to the ground in a gas station fire in India, #4032 was ripped apart in a traffic accident in India, and #5232 was wrecked in a traffic accident in Kansas after returning home.

As the 50th Anniversary of the ATW Caravan approaches, the time seems appropriate for an update on surviving ATW Airstreams. So, read on for the latest information on the six known survivors—starting with the two newly rediscovered ones.

Pakistan



Caravan Sticker



#606

Trailer Year & Model: 1962, 22' Safari International Twin, Serial #1222T695
Original Owners: Elizabeth (Betty) Lewis – Zelienople, PA
Current Owners: The Lewis Family – Still in Pennsylvania

Czechoslovakia



#606 was rediscovered in January 2011. Original owner Betty Lewis participated in just two Airstream caravans, but they were BIG ones: #8 – Europe 1956, and #35 – Around-the-World 1963-64. Betty was a trucking company executive and she was accompanied on both caravans by friend Rita White of Revere, Massachusetts. Betty and Rita were assigned as the caravan secretaries the ATW Caravan. #606 can be seen in one ATW Caravan photo on an unidentified muddy road, probably somewhere in India.

The Lewis family is very proud of Betty Lewis' travels and #606 has remained in the family since new. Betty kept the trailer for years after returning home from the ATW Caravan, but never traveled in it again. Eventually, she had #606 renovated before giving it to her brother Harry, who kept it in a campground in West Virginia. In about 2003, #606 was passed on to the nephew who has it now and who clearly states that it is "not for sale." The family estimates that #606 has less than 1,500 total miles on it since returning to the USA from the ATW Caravan.

Like any Airstream that has sat outdoors for long unattended durations, #606 has some condition issues. The clear coat that was put on during the renovation has faded and peeled unevenly. The belt line moldings have come loose and the frame has some rust issues, but on the plus side the skin has fewer dings and dents than other ATW survivors. The interior is very original, including the Zolatone, interior fabrics, and appliances, with only the original furnace missing. A few years ago #606 was in a flood that left a visible water line on the cabinet fronts, but beyond that it does not appear that the woodwork was permanently damaged. More recently, a leaky roof vent damaged the veneer on a few drawer fronts, but most of the woodwork was unaffected. With a little work, #606 could be returned to its former glory. The current owner says he may get around to it...someday.

This trailer only went on two caravans, but it has seen the World.



#606 on some really muddy roads.



#606, rear-view today.

#5289

Trailer Year & Model: 1962, 26' Overlander International Twin
Serial #1262T947

Original Owners: Dr. Floyd & Ethel Yeager – Marion, OH

Current Owners: Chris Hildenbrand and Jim Lane –
Wheat Ridge, Colorado, CO WBCCI #5812



HELEN BYAM SCHWAMBORN AND THE ATW CARAVAN.

The ATW Caravan never would have happened without five years of effort by Wally's cousin Helen Byam Schwamborn. It was during the 1959-60 African Caravan that Wally asked Helen to begin investigating an even bigger trip.

Helen was a *one-person planning department*, sending thousands of letters to embassies, government officials, small town mayors, and a myriad of other people in countries all around the world. She studied maps looking for passable roads and personally traveled to Washington to get visas approved at various embassies for the 105 ATW caravanners. Helen even traveled with the caravanners on the ship *President Cleveland* from Los Angeles to Singapore to hold caravan organization and planning meetings aboard ship. She finally bid the ATW caravanners adieu when they pulled their Airstreams out of Singapore. Upon returning back home, she still had to attend to a staggering variety of ongoing ATW Caravan details while simultaneously overseeing other WBCCI activities and business. There is no doubt that the ATW Caravan and WBCCI as a whole could not have become what they were without the guiding hand of Helen Byam Schwamborn.

As we last left #5289, it was owned by then VAC President Herb Spies and first mate Sidra. The big news for #5289 is that in January 2011 it found a new home. After months of discussion, current VAC 1st VP Chris Hildenbrand and Jim Lane bought #5289 from the Spies' and moved it from Florida to Colorado. Chris and Jim intend to restore #5289 back to the condition it was in upon returning home from the ATW caravan in 1964. This may be a significant challenge because #5289 has notable floor rot and water damage to the cabinetry. There are some missing appliances and it is expected that frame repairs, new axles, and a complete new floor may be required. They hope to have #5289 ready for a VAC ATW caravan 50th anniversary celebration in 2013. Chris and Jim have also purchased a 1963 Ford 4x4 pickup like the one that pulled it on the ATW caravan that they intend to restore as #5289's tow vehicle.

A challenging restoration for #5289.



#5289, pre-restoration photos.

#6768

Trailer Year & Model: 1962, 22' Safari Double, Serial #222D650
Original Owners: Ralph and Geraldine Cramer – Urbana, IL
Current Owners: Joe Peplinski and Lorrie Robertson, Rochester Hills, MI, WBCCI #6768 (previously #5533)

Russia



#6768 was rediscovered in July 2011. Original owners, Ralph and Geraldine Cramer, participated in three Airstream caravans: #32 – Eastern Mexico Winter 1963, #35–Around-the-World, 1963-64, and #49–Western Canada Summer 1966. Additionally, the Cramers participated in one WBCCI overseas caravan: O1–Great Britain 1973, although for this one club members rented trailers and tow cars locally in Great Britain, rather than shipping their Airstreams to Europe. Prior to retirement and the ATW caravan, Ralph Cramer was a Metallurgy Professor at the University of Illinois specializing in the study of railroad rails. On the ATW caravan, he was assigned as the chairman of the Laundry Committee. Photos from the ATW caravan clearly show #6768 in Bangkok, Thailand and in front of the Kremlin in Moscow. After the ATW caravan, the Cramers moved to Cape Coral, Florida.

The rediscovery of #6768 began in early July 2011, when Bob Wotawa (owner of ATW Airstream #6472) alerted Lorrie and I to an online ad. Within a couple of days I was on my way to the St. Louis area to inspect the trailer, but due to issues

with the title, it was the end of August before we could complete the deal and finally bring #6768 home. Lorrie and I are the fifth owners of this trailer, but only the third family to own it. #6768 is in somewhat rough shape after sitting in the woods unused for more than a decade, but it is amazingly original with all original appliances still present. One of the great attributes of this trailer is that ghost outlines of the names of the original owners as well as the list of ATW countries visited are still visible on the front curbside corner. Stickers from various ATW countries and cities, including the USSR, Paris, Stockholm, and Munich, are still present on the inside of the door within a door.

Since getting #6768 home, we have worked to get it weather tight before winter, including painting the tongue and bumper, caulking seams, and applying new gaskets. We have also put correct tail lights back on it and removed the non-original awnings. Next spring, the real work will begin to address floor issues, front and rear separation, a frozen axle, and untested original appliances and systems.

At the Kremlin...the streets of Bangkok...and a new happy owner, Joe.



#6768 at the Kremlin.



#6768 in Bangkok.

#6472

The plan is to repair what is there and only replace that which cannot be repaired, so that #6768 is returned to true survivor status, matching the condition it was in during the ATW Caravan as closely as possible. We want to have it fully usable in time for a VAC, ATW Caravan 50th Anniversary celebration, in 2013.

The other riveting discovery, since the purchase, was getting in contact with Deane Cramer, the son of the original owners. Deane owned #6768 for many years after his parents, taking his wife and three children camping in it. Deane has confirmed that his parents bought this Airstream specifically to participate in the ATW Caravan and he has offered to show us his parents' slides and any other ATW memorabilia he might be able to find. Lorrie and I hope to visit Deane in the near future to see these items, and talk with him about his parents, their travels with #6768, and his own travels with it, too.

In an exciting recent development, Lorrie and I were able to change our WBCCI number to #6768, so that the original "BIG RED NUMBER" can remain on our ATW Airstream. This change came about through the generosity of WBCCI members Bill and Dale Hatler, whom Lorrie and I have never met. The Hatlers agreed to change their WBCCI number from #6768 to #5758, as their contribution to preserving the history of our trailer, and the ATW caravan. This act proves that WBCCI is made up of the greatest people in the world!

Trailer Year & Model: 1962, 28' Ambassador Bunkhouse,
Serial #28TSS0306

Original Owners: Paul & Ruth Ross,
La Puente, CA

Current Owners: Bob Wotawa,
Webster Groves, MO
WBCCI #6472

As we last left #6472, it had been recently rediscovered and was owned by Marshall Hall, #12121. In September 2009 #6472 found a new home when current owner Bob Wotawa bought it from Marshall. The week after towing it home from New Mexico to Missouri, Bob and #6472 participated in a 50th anniversary celebration of the 1959-60 Cape Town to Cairo Caravan when #6472 was nothing more than a big white rolling aluminum tent. Bob's next move was to join the WBCCI and VAC. He was even able to get the original assigned WBCCI number—6472.

Since purchasing #6472, Bob has spent months stripping off several layers of white paint and tar that completely covered the trailer. This work has highlighted the fact that several exterior panels are in rough shape and others were replaced or skinned over in the years since the ATW caravan. Bob is not yet sure which panels can be saved and which may need to be replaced. #6472 has some floor issues, so a "body on" floor replacement may eventually be required. Bob's intent is to return the trailer to its ATW condition, including repainting just the roof white. He also plans to retain the "doubled frame" that was welded on in Bombay, India.



#6768 and new owner, Joe Peplinski.

#6472 Dressed in white...no more.



#6472, Paint stripping

#8671



Singapore

Trailer Year & Model: 1963, 22' Safari Twin, Serial #223T130
Original Owners: Cecil & Mary Tolle – Ellwood, IN
Current Owners: Scott & Megan Goranson – Yakima, WA, WBCCI #8671

As we last left #8671. Scott and Megan Goranson had recently obtained it via a trade and were partway through a “body on” floor replacement. Since then, the Goransons have received digital copies of over 900 slides from the ATW caravan from the daughter of the original owners. Here is the next part of the #8671 saga in Scott Goranson’s own words:

“The Goransons (Scott, Megan, Jason, and Abigail) attended their first WBCCI rally this summer, the Baker City Oregon Wally Byam Birthday Rally over the 4th-of-July weekend. While the trailer is far from done, it is finally in a condition that it can be camped in. During the last 2-1/2 years the trailer has been under a restoration effort from the frame up. Every reasonable (and even unreasonable) effort has been made to reuse as much of the original fabric of the trailer as possible.

The entire frame was repaired and repainted with POR-15. New insulation, sub-floor, and tile was installed. All window glass was replaced, along with all seals, solar dome,

fans and all wiring. Many of the original light fixtures, cabinet hardware, etc., were collected, through generous donations and offerings, from AirForum members, some close friends in town, and a great deal of time searching on eBay.

Every cabinet face frame and structure that could be saved was. They were either sanded down and re-stained, or re-veneered. All cabinets except for the refrigerator cabinet are the originals. Megan made all new cushions and curtains for the trailer, as well as the bathroom divider. Damaged exterior panels that didn’t show damage in caravan photos were replaced. A new axle was also installed.

We hope to do a fair amount of traveling over the next few years with it. We sold our '69 Trade Wind and now enjoy #8671 as our only Airstream. Work including final staining and sealing of cabinets, trim work, and tweaking of the original stove still are on the punch list along with additional cleaning and polishing on the exterior, but #8671 is slowly returning as close as possible to its 1963 glory.

The way it is, now.

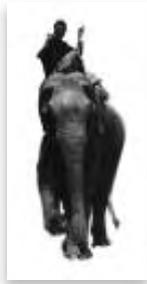


#8671 new exterior.



#8671 new interior.

#7667



Thailand

We intend to attend a few more rallies next summer with the awesome folks in the Oregon unit and look forward to hopefully making our longest camping trip ever during 2013 to connect up with the other ATW trailers and owners somewhere in the middle of the USA."

No. 8671 participated in eight Airstream Company caravans:

- #33 – Eastern Canada Summer 1963
- #35 – Around the World 1963-64
- #77 – Mexico Winter 1971
- #85 – Yucatan Winter 1972
- #90 – Mexico-Guatemala Winter 1973
- #97 – Mexico-Guatemala Winter 1974
- #103 – Eastern Mexico Winter 1975
- #108 – Central American Odyssey Winter 1976.

Trailer Year & Model: 1963, 26' Overlander International Twin, Serial #1263T256

Original Owners: Roy & Evelyn Landis, Evanston, IL

Current Owners: John Parker, Chichester-West Sussex, United Kingdom (England)

As we last left #7667, it had been imported to England, was gutted, was put on a new European frame, and then was sold to a new owner after the importer lost heart. There are no current photos of #7667 to accompany this story, but owner John Parker recently indicated that at one point he lived in the trailer for about eight months after having a new interior installed. He is planning to polish the trailer next spring and then do some travelling with it. John is interested in somehow celebrating the 50th anniversary of the ATW caravan in 2013.

A recently discovered document suggests that #7667 may actually be "at home" in Europe because its original owners Roy and Evelyn Landis "...were fortunate enough to remain in Europe following the caravan—from which point they travelled by trailer for two years to the most remote, out-of-the-way places of the world, including Russia and Africa." We can hope that the newly renovated #7667 will soon be able to relive some of those adventures.

The way it was.



#8671 former interior.

An updated, modern interior.



#7667, Interior plan.



Camels in the Sudan...oh my!



African Caravan - Gorilla marketing!



Wally leads the way.



Member benefits include caravan and rally resources, newsletters, websites, a Club sticker, Big Red Numbers for your Airstream, a logo-wear store, and a group of truly fine Airstreamers to make and share new memories with.

Photo: Lore Robinson and Mary Weidmann at the Lone Star Vintage Airstream Club 2011 Christmoin Trail Campout, by Paul E. Nguyen, Jr.

Capture the Spirit.

Feeling out of place and all alone at the campground?

You'll find like-minded, lifelong friends that share some of your same interests when you join the Wally Byam Caravan Club. Themed rallies and caravans are abundant each year, from local unit and regional rallies and caravans, to an International Rally, and special event rallies and caravans—everything from a Vintage Restoration Rally to a Louisiana Mardi Gras Rally.

Plan one. Attend one. Become one. Go to WBCCI.org and join a local unit near you, where you can be yourself in the company of others enjoying their Airstreams.

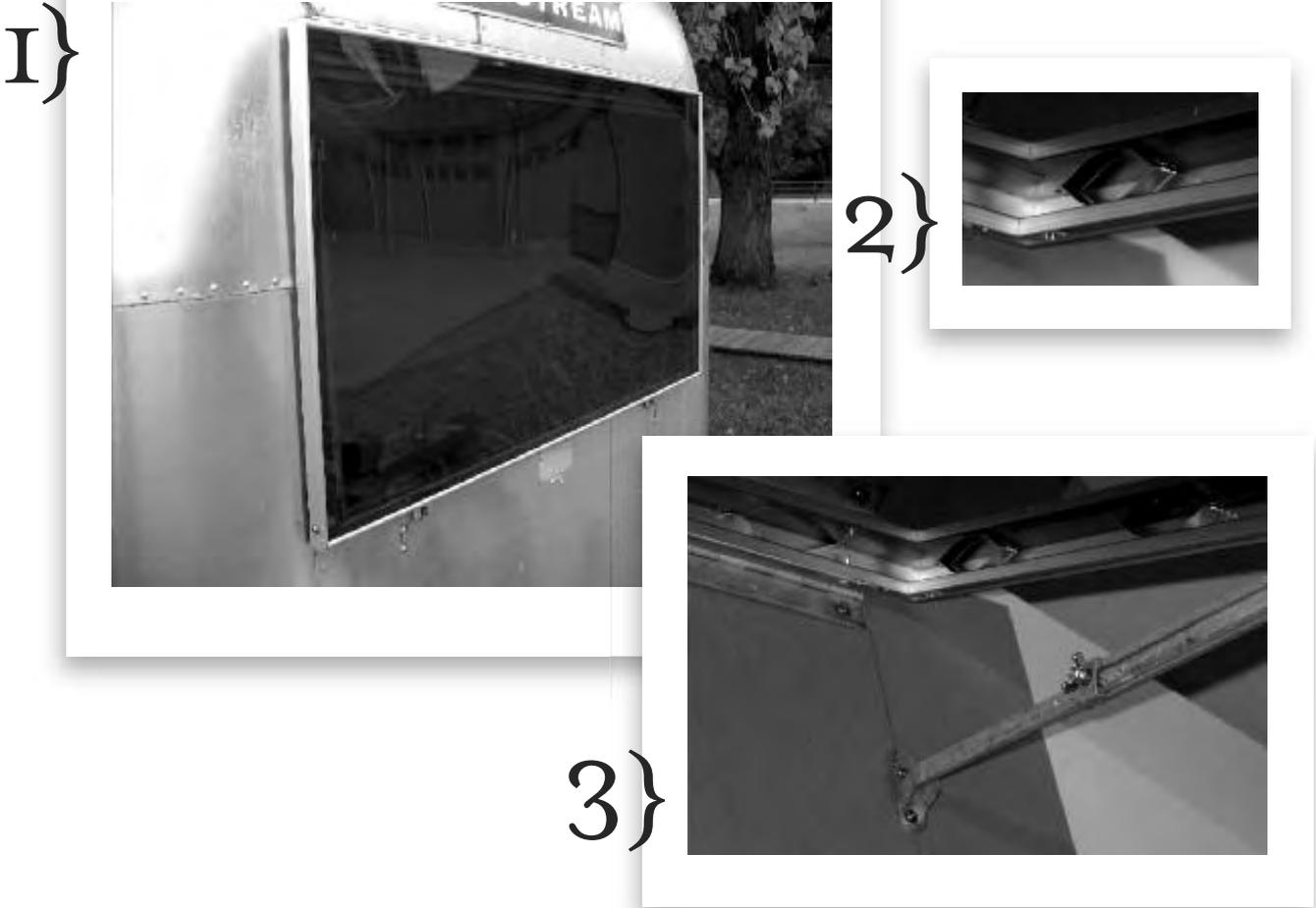


WBCCI.ORG

Revitalizing the Old Guard



Eight years ago I built a rock guard, pictured in *Figure 1*, for a Trade Wind. Upon completion, I was concerned about how the springs clips holding the Lexan (polycarbonate) in place, would hold up over time. Fortunately, for many years and miles, it has never been a problem. Therefore, I have no concerns about the Globe Trotter rock guard described here, and I am pleased that it required no “unobtainium,” that is so common in Airstream refurbishing. Admittedly, it did require trips to the frame shop, plastics store, and hardware stores (more than one), but I don’t consider mileage a cost of restoration. Who could afford to restore if we did? Feel free to contact me if you have questions.



The Trade Wind had the original rock guard, but the fiberglass was in too bad of shape to restore. The frame was damaged, the slide bars didn't work, and the hold-down clamps were rusted out. Starting over seemed easier than restoration. Our '67 Globe Trotter had no rock guard to start with, so I decided to replicate the previous effort, starting with nothing but the piano hinge. Why bother? Well, last year while traveling with three other Airstreams to a rally, one had a front window broken out. It was patched with garbage bags and duct tape. "S#@*" does happen.

I will go through the steps of building the frame, the support bars, and finally the hold down. Lexan in a medium smoked tint was used in place of original fiberglass for both trailers. The frame is made of aluminum picture frame material, and assembled as if it were a framed picture. A framing shop can cut top, bottom, and sides to custom lengths, 23" x 42-1/2", in our case. Spring clips hold a picture in this type of frame, and the same clips were used to hold the Lexan. They can be seen in *Figure 2*. The frames strength in the corners was reinforced with 1/2" x 3" corner braces from a local hardware store. They replace the smaller standard pieces that come with the frame.

The brown material in *Figure 3* is fiber board that I transferred mounting dimensions to, and used to assemble the new rock guard. This assured that everything worked together before riveting it to the Airstream. The picture shows the support arm for the Trade Wind rock guard. Note that the original piano hinge is riveted to the bottom of the top side of the frame.

New support bars for the Globe Trotter were fabricated out of aluminum purchased at Ace Hardware. $5/8" \times 1/2"$ channel was used for the female slide, and $1/8" \times 1/2"$ bar for the male slide. Both were cut to $13-1/2"$ length. $3/4"$ by $1/2"$ channel was used to slip over the female slide forming a "cap" to contain the thumb screw that holds the slides open. *Figure 4* shows these parts.

A Rivet Nut (Ace Hardware) is inserted in the cap to hold the thumb screw (Phillips screw pictured). The rivets attaching the cap to the female slide need to be off center so that the male slide will fit underneath their protrusion inside the female slide. When working on small parts, wood or metal, I drill all holes before cutting the part from the stock. This makes work easier and safer. The thumb screws should be threaded through the rivet nut, and their threads center pinched at the end so that they can't back out and be lost.

If you are lucky and have the original cast aluminum bracket that holds the male support bar to the trailer body, it will have to be ground to a height of $7/8"$. Otherwise, you will have to fabricate a new bracket from $1 \times 1 \times 1/8$ -inch angle. I cut mine down to $3/4$ -wide by $7/8"$ high. A pan head screw and lock nut hold the male slide to the bracket. Use the holes already in the trailer window frame to attach the bracket.

The female slide mounts to the inside of the rock guard frame, with a one-inch nylon bushing that correctly positions it. This bushing has to be flattened on one side to allow the Lexan to fit in the frame. Additionally, the end of the slide will have to be rounded. The complete assembly is shown in *Figure 5* without the polycarbonate installed. 



4

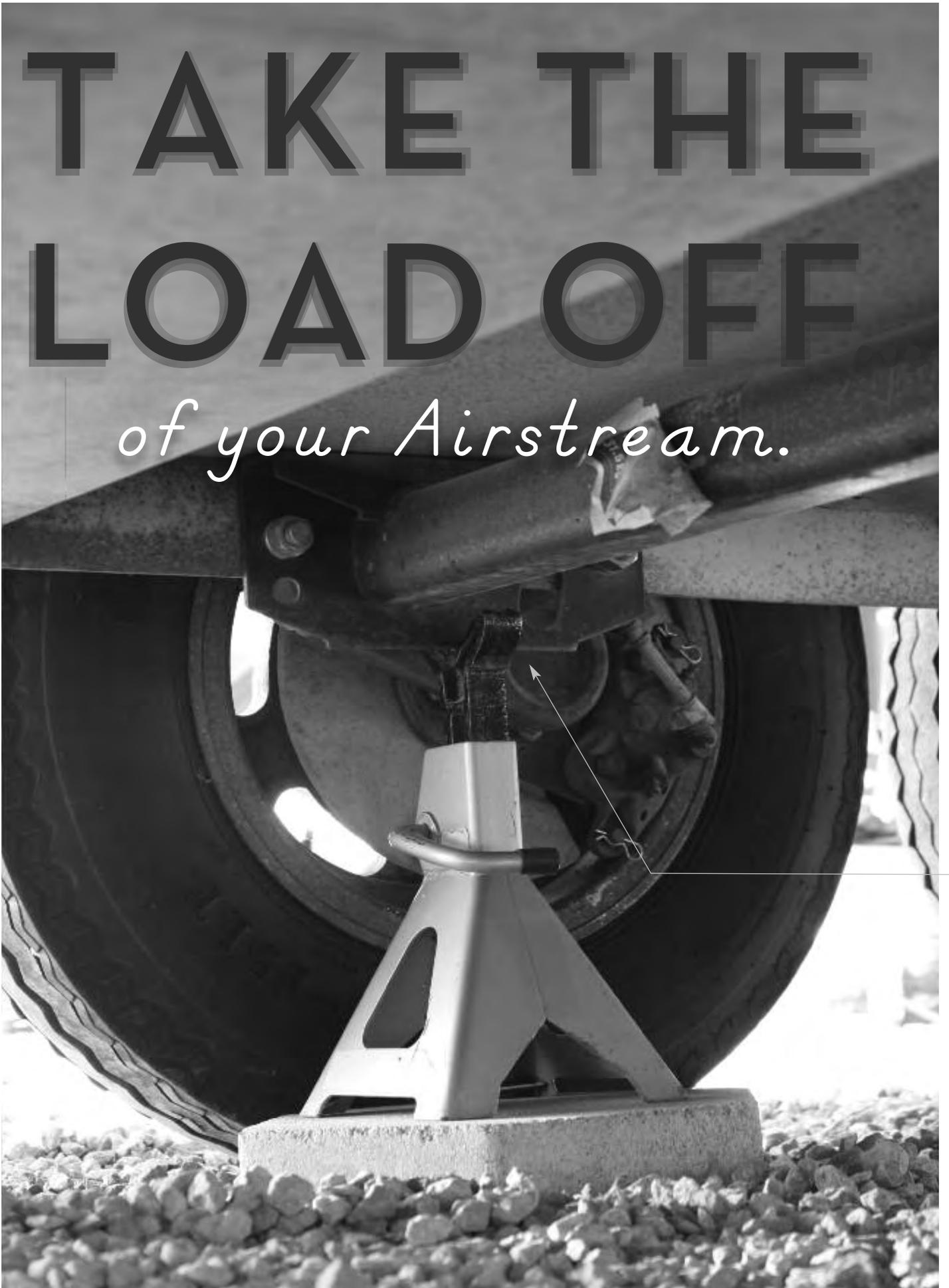
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TAKE THE

LOAD OFF

of your Airstream.



If your rig is stored away because you're not going to be using it for a while, or it's been winterized and is sitting out for the season, have you done all you can do for it to have a good "time out?" If your trailer has torsion axles, there is one more thing you can do to ensure that it will be in tip-top running order when you head out on the next trip—*take the load off*.

Torsion axles are assembled like a sandwich; made up of a square tube with a square shaft, and four rubber bars packed in between. The weight of the trailer rides on that rubber, and the shock of the tires bouncing on the road is isolated from the trailer by being absorbed by those rubber bars. Over time, with the trailer sitting on that rubber, impressions will form from holding that weight, and that will cause the nice *negative arm* angle that used to be on those axles to become a *positive* angle. The rubber becomes permanently deformed and can no longer effectively isolate the road vibration from the trailer. The axles are then "shot" and they will have to be replaced.

This is, unfortunately, the reality with all torsion axles. But, if you take the weight off of them during periods of extended non-use, you can make them last longer. The process, explained in the following steps, is simple and can extend the life of your axles by years.

First of all, make sure that you have a safe and secure place to perform this procedure. When raising one side of the trailer's wheels off the ground, you must have a level ground to work on.

1. Raise the stabilizer jacks up and out of the way, if they are down. This will ensure that no unwanted stresses will be placed on them while jacking up the opposite side of the trailer.
2. While working on level ground, jack up one side of the trailer. Make sure that you are lifting the trailer at an appropriate point, as this will put the least amount of stress on the frame.
3. With the weight off of the axle(s), place a jack stand under the frame of the axle, at the mounting pad. *Do not place the stand on the square tube as this may slightly deform the tube and alter the alignment of the axle(s).*

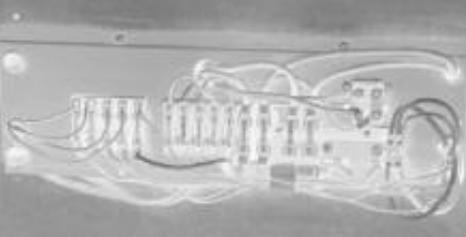
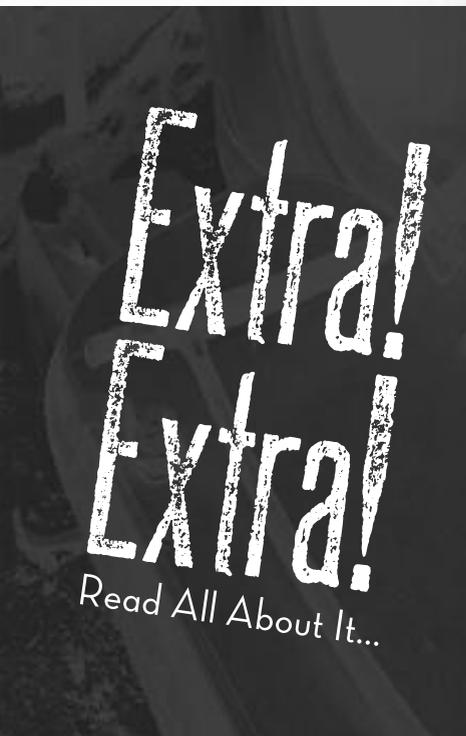
Here is the location I chose.

4. Gently lower the trailer onto the jack stands.
5. Now, lower the stabilizer jacks.

How high you lift the trailer off the ground is up to you. I have tandem axles, so I placed a jack stand under each wheel. For single axles you can place two stands on each side to help support the trailer and make it stable. I lifted the tires completely off the ground, such that each one spins free. I do recognize that this can be dangerous, especially if the ground is not perfectly flat. It is not necessary to completely lift the weight of the wheels completely off-the-ground, it is sufficient to mostly remove the weight off the axle(s) if you wish. However, in my case, there were some advantages for having the wheels completely off-the-ground.

This is an excellent time to perhaps do some brake maintenance, tire maintenance, repack the axle(s) and bearings, etc. With the wheels elevated just off-the-ground slightly you should be able to remove them quite easily to do all sorts of maintenance. Take advantage of this!





The VAC is looking for a Membership Chair.

We are looking for an energetic and outgoing person to become our new Membership Chair. After several years of great service, Lee Cantrell is stepping down.

The Membership Chair works with a lot of people, and oftentimes, will be the first line of contact with the members and potential new members, so a good attitude and energetic personality is definitely a plus.

What does the Membership Chair do? Well, it is a busy job, indeed. The Membership Chair accepts dues; Processes new memberships and renewals—from both the website and mail-in sign-ups; Notifies the members when their dues have expired; Gives the Region Leaders updated lists of VAC members in their areas; Coordinates with the New Member Fulfillment Chair to send out fulfillment packages; and, assists in recruiting members into the VAC.

You must know how to use Microsoft Office or OpenOffice/LibreOffice, maintain spreadsheets, and be comfortable in accessing data from the VAC's website. Please keep in mind that his position is a minimum 2-year commitment, because you and your address will be a main contact for The Club.

If you are interested in this position, please contact me, **Tim Kendziorski**, at 2vp@vintageairstreamclub.com, and we'll work on transitioning you into the position. As a past Membership Coordinator, I can say that you will be meeting so many friendly people in the VAC, and you will quickly come to appreciate why the VAC is such a great club.

The VAC is looking for a Technical Advisor.

What does it take to become the new Vintage Airstream Club's Technical Advisor?

Have you dug deeply into a vintage rig, performed any amount of restoration/renovation work, and can you tell the difference between an *elevator bolt* and *lug nut*? Then you might be the perfect candidate!

What else are we looking for? Do you have an understanding of how the various technical systems in old Airstreams work, and do you have ideas about problems and fixes that would be of interest to VAC members? Do you have the skills to manage and maintain the VAC's Technical Knowledge Base and some wisdom of vintage Airstream products or the ability to research the heck out of 'em? Then you have what it takes to be our new Technical Advisor.

Your job will consist of helping VAC members with their maintenance issues, and various other problems that they may be dealing with, while they are tackling their trailer restorations and renovations. It will help if you have a measure of good writing skills to produce technical and educational presentations, to be used at rallies and special events. And, most importantly, you will need to produce and/or coordinate and gather basic and/or interesting submissions for the *Vintage Advantage* magazine.

If you are interested in this position, please contact me, Tim Kendziorski, at 2vp@vintageairstreamclub.com, and we'll get you hooked up.

Upcoming Events and Rallies

Save the Dates

Region 11

July 26-30, 2012

Vintage Airstream Club's Rocky Mountain Rally

Gunnison County Fairgrounds, Gunnison, CO

<http://www.rmvac.org/2012VACRally/info12.html>

We call our settlement the **Rockin' Wally-B Ranch**, you won't find it on a map, but it is real... it exists, wherever we are. We plan to do it the way Wally did—dry camping on an open field—no hook-ups. Expect a limit of 100 trailers, after which a waiting list will be started.

Gunnison is situated at 7,700-foot elevation, with Crested Butte less than 30 miles away. Temperatures will range from low 80's to mid 40's at night, and a thunderstorm could drop some rain.

Activities during the summer in the area include: fishing on the Gunnison River and Blue Mesa Reservoir, hiking, biking, rafting, boating and climbing. One rafting practice is to rent a raft in Almont and drift 10 miles down the Gunnison River to the town of Gunnison.

Gunnison also hosts festivals and farmers markets during the summer months.

Bring your adventurous Wally spirit to the Rocky Mountains—hope to see ya there!

CALENDAR continued on Back Cover

VAC REGIONAL REPRESENTATIVES: (Your best source for local VAC information).

Region 1:

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Region 7, assistant:

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Bob Herman (#8556)
Blue Beret Article Coordinator
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29129 Johnston Rd. #13-10, Dade City, FL 33523

Technical Advisor
Position available. Interested? Contact Tim
Kendziorski, 2vp@vintageairstreamclub.com.

*Yes, now you
can order*

ONLINE!

vintageairstreamclub.com

**NEED SOMETHING?
HOW ABOUT A
PATCH, FLAG OR T-SHIRT?**



Photos: Kimber Moore

VAC LOGO-wear for members.

The Vintage Airstream Club now has Baseball caps for \$22, Adult t-shirts starting at \$20, children's t-shirts for \$12 and Adult fleece vests starting at \$45. We also have flags: large ones (3x5) are \$60 and a pennant (2x3) is \$25. And of course, our VAC decals are here—first one free to members—additional ones are \$2. *Note: all colors are not available in all sizes. Please contact Bill first for available colors.*

Baseball Cap - Price: \$20 (Colors available: Putty, Navy and Light Blue); Size: One size fits most	Color:	Quantity:	@ \$22
Adult T-shirt - Prices \$20, (\$22) XXL, (\$23) XXXL (Colors: Light Gray and Light Blue); Sizes: L, XL, XXL, XXXL	Color:	Size:	Quantity:
			@ \$20
Children's T-shirt - Price \$12 (Colors available: Pink, Navy and Light Blue); Sizes: S, M, L and XL	Color:	Size:	Quantity:
			@ \$12
Fleece Vest - Price \$45, (\$47) XXL, (\$49) XXXL (Colors: Pink (women's) and Light Blue);	Sizes: L, XL, XXL (men's & women's) and XXXL (men's only)		
	Color:	Size:	Quantity:
			@ \$45
Large VAC Flag (3x5) - Price \$70		Quantity:	@ \$70
Pennant VAC Flag (2x3) - Price \$25		Quantity:	@ \$25
		Sub-Total:	\$
		Shipping - Priority Mail	\$ 4.95
VAC Official Decal - Price \$2 each including postage		Quantity:	@ \$2
VAC Official Patch - Price \$4 each including postage		Quantity:	@ \$4
		Total enclosed:	\$

If you wish to purchase any of these items, please use this order form and send it to:
Bill Kerfoot
VAC Quartermaster
1773 Greengrove Orange, CA 92865
or E-mail him at **wakerfoot@gmail.com**

Make checks payable to the
Vintage Airstream Club.

Ordered by: _____

WBCCI# _____

Your trailer needs a **VAC Membership Decal** don't you think? *Wear it with pride!*



MEMBERSHIP APPLICATION

The Vintage Airstream Club (VAC) is an Intra-Club of the **Wally Byam Caravan Club International (WBCCI)**. First join the WBCCI, then join the VAC. After receiving your WBCCI Membership Numbers—"Big Red Numbers"—fill out the form below and send it to the address below, or sign up online at vintageairstreamclub.com:

The Vintage class is awarded to any Airstream trailer or motorhome, that is 25-years-old or older.

Date: _____ WBCCI No.: _____ New: / Renew:

Region No.: _____ Unit No. or Name: _____ or Member at Large:

Name: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____ Country: _____

Phone: _____ E-mail: _____

VINTAGE TRAILER INFORMATION: _____ Year: _____ Length in feet (bumper to ball): _____

Model: _____ Serial Number: _____

Make Checks Payable to the "Vintage Airstream Club." Send this application along with your dues payment of \$20.00 (US) to: VAC Membership Chairman: Lee Cantrell (#4241) membership@vintageairstreamclub.com.
PO Box 7066, Loveland, CO 80537-7066



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*To encourage clubs and rallies that provide an endless source of friendships,
travel fun and personal expressions. — Wally Byam*



Visit the new
FACEBOOK account for the VAC.

See it at <http://www.facebook.com/home.php?#!/group.php?gid=138019799553295>



Visit the new
TWITTER account for the VAC.

See it at http://twitter.com/The_VAC

Upcoming Events and Rallies

Save the Dates

April 24-28, 2012

Region 3 Rally

Vintage Open House

Ocean Lakes Campground, Myrtle Beach, SC

Contact Rick Bell at 3485rwbell@embarqmail.com, or
region3.wbcci.net/r3-rally-coupon/

Come camp by the beautiful Atlantic Ocean. Enjoy seminars, entertainment, a cookout, campfire, and entertainment by our members, flea market, craft show and an open house.

Region 9

April 26-29, 2012

Third Annual Lone Star Vintage Rally

Location, TBD

lonestarc@gmail.com

Please join us for the 3rd Annual Lone Star Vintage Airstream Rally. This is a boondocking rally. We are working to find the perfect location. This year, we will feature a one-day dutch oven cooking school taught by chef Kent Rollins

out of his 19th-Century Studebaker chuckwagon. Stay tuned for more information.

Region 11

June 7-11, 2012

5th Annual Vintage Restoration Rally

Enchanted Trails RV Park, Route 66, Albuquerque, NM

Contact: Ken Johansen. E-mail: FourCornersUnit@hotmail.com
Please make your reservations directly with the park by calling:
(505)831 6317, www.EnchantedTrails.com

Ken Johansen and the Four Corners Unit invite you to a serious, seminar-style rally taught by professionals for anyone interested in the restoration process. Whether you are considering a project, in the middle of one, or are curious to see how Airstreams are put together, this part-classroom/part-hands-on rally is for you.

Rivet and skin skills taught by aircraft experts; Cabinet building skills; Electrical wiring; Axles; Brakes; Door and window rebuilding/repair; Solar, and more.