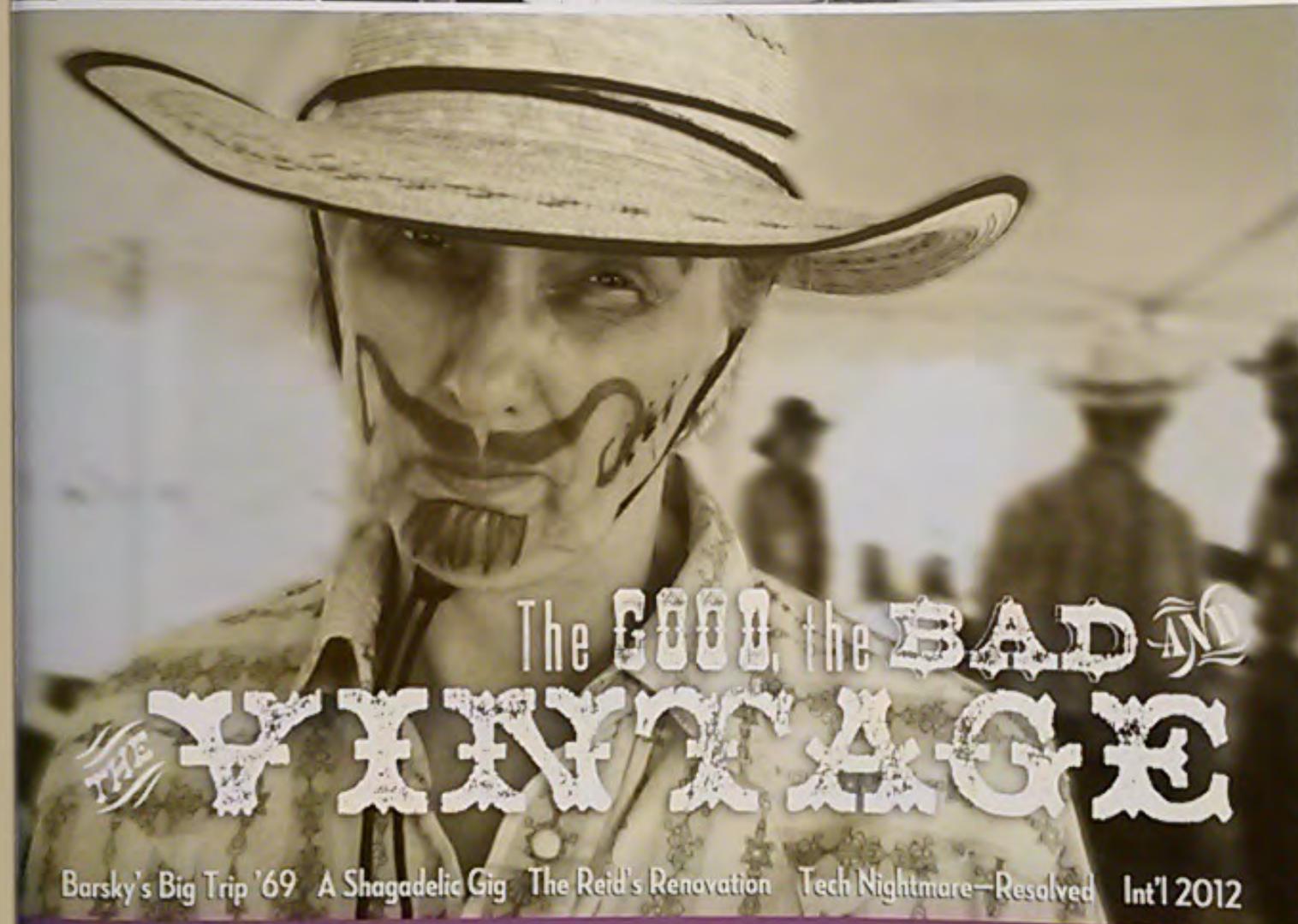


The VINTAGE

a d v a n t a g e

The official magazine of the Vintage Airstream Club



The GOOD, the BAD AND THE UGLY

Barsky's Big Trip '69 A Shagadelic Gig The Reid's Renovation Tech Nightmare—Resolved Int'l 2012

Summer 2013

vintageairstreamclub.com

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

On the Cover: Barb Wool stares down the camera with her very artistic moustache at the 2012, Bi-annual, Rocky Mountain Vintage Airstream Club's Rockin' Wally-B Ranch. Read more on page 2.

Correction:

The Perfect Trailer

Please note, the correct address, where additional photos of the complete restoration can be seen, is http://s1237.photobucket.com/albums/ff474/DDHagen/Tradewind%20Reb

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4 Rally Traditions RMVAC The amazing memories and amazing mustaches of The Good, The Bad, and the Vintage. Read about this one-of-a-kind rally, and find out how much a mustache really means—more than the sum of its parts.

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22 Rally-A-Go-Go There IS such a thing as having TOO MUCH FUN! The Shagadelic Airstream Gig was Far Out, Righteous and Groovy!



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32 International Rally Scrapbook photos from the VAC Tent, seminars, meetings and happenings in Sedalia, MO, in 2012.



34 Concours d'Elegance 12 entries, 18 awards—many in more than one category. There are some strong passions for restoring these aluminum beauties into works of art.



38 A Tech Nightmare—Resolved 38 to 58 in Two Hours...Flat. How is your fridge doing? It took 5+ years to diagnose and fix a "monster" cooling problem. Read about the diagnosis and fix here, and maybe your fridge nightmare will be over, sooner.



The VINTAGE advantage

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COWBOY FILM MUSEUM WHITNEY PORTAL ROAD COWBOY POETRY BBQ CORRAL

VINTAGE AIRSTREAM CLUB of the WEST
COMING OCT 17-20
Rustlers' Roundup 2013
BEEHIVES at TUTTLE CREEK LONE PINE, CA

OUTDOOR VINTAGE MOVIE THEATRE HAT CONTEST FUN FOR THE WHOLE FAMILY

REGISTER NOW at VACWEST.ORG

July 1992: Idea for Vintage Airstream Club arises at the 1992 WBCCI International Rally by instigator and subtle rebel, Bud Cooper.

Happy Birthday to the **VAC!**



Photo: Scott Scheuermann

Bud and Betty Cooper pictured in front of their 1948 Airstream Liner.

"Not wanting his good trailer to get dented or scratched, he bought an old Airstream 'junker' just for towing through Mexico... To my dad's surprise, people stopped by to inspect it. They knocked on his door to look inside."

—excerpt from the story, **REMEMBERING THE INSTIGATOR AND SUBTLE REBEL**
by Richard L. Cooper, *Vintage Advantage*, Fall 2009

Save the Dates



Region 10

British Columbia Unit #121

August 8-11, 2014

Wenatchee River Vintage Rally
Wenatchee River County Park, Monitor, WA

www.wenatcheeriverpark.org

Host: Iain Cameron, imcameron@shaw.ca

Wenatchee River County Park is located along the river with back-in campsites arranged in loops providing plenty of space, grass and trees around each site. A total of 37 campsites are available for the rally. Most are full-hookups at \$30 per night, and a few water/electric at \$25 per night. Rally fee will be \$10 per adult. Rally activities will run from a Friday late afternoon welcome, meet and greet, to a Sunday evening BBQ potluck in the park. Many arriving on Thursday. Plenty of activities to do in the surrounding area of Wenatchee to Leavenworth, including antique and thrift stores, hands-on cheese making, wineries, orchards and gardens, river tubing, golfing, mountain biking, and dam tours.

To register, and for more information on rally schedule, please contact Iain Cameron, VAC 3rd VP, and Region 10 Rep. A campsite reservation will be made for you. No campsites can be booked directly through the campground, all sites have been set aside for the VAC.

Upcoming Rallies

Texas Highland Lakes Unit #172, Region 9

October 3-7, 2013

COME & TAKE IT! Vintage Rally

J.B. Wells Park, City of Gonzales, TX

www.thlu.org

Hosts: Fred or Judy Hazen, Vintage Rally Co-chairs at jfhazen@earthlink.net or 512-922-4053 cell or 512-261-0122

Each year on the first weekend in October, Gonzales commemorates the firing of the first shot for Texas freedom back in 1835, when townsmen refused to surrender their cannon to the Mexicans and flew the flag "Come & Take It." The town comes alive for a 3-day event with a giant parade (look for an Airstream), carnival, street dances, food booths, biergarten, special music, battle re-enactment, home tours, arts & crafts booths, photo and art show.

Texas Highland Lakes Unit brings Airstream history and early Texas history together. Rally activities will be held at J.B. Wells Park under a large open-sided show barn arena/pavilion with ample space for workshop demonstration vintages and new model Airstreams. An enclosed class room will also be utilized for classes and demonstrations. The Rally Fee will include camping for 4 nights, a potluck supper, two catered dinners and fresh daily coffee. Parking sites will have full-hookups on gently rolling grass. (Levelers may be needed.) A Vintage Open House on Sunday will be open to the public. Don't forget to bring your treasures if you wish to participate in the Swap Meet/Flea Market.

More Rally information and tentative schedule will be provided through www.thlu.org as rally date approaches.



Texas Vintage Airstream Rally
Gonzales, TX ~ October 3-7, 2013

CALENDAR continued on Back Cover

Amazing Memories of



Photos clockwise from top left: Polly Pulver and Pat Phippen, all smiles; Gunnison Roping Club Cowboy do-si-do-ing with Stephanie Kendzierski; Who are these three mustached amigas?; Rob Davis sporting his 'shoe-dye' mustache and stogie; Don and Phyllis Bishop...is Phyllis smirking?; Cherie Guerin reminices...about a mustache she used to have...as Fred Coldwell listens on; Shari Davis sporting a real hair, Texas-style, mustache; and Chris Hildenbrand hopin' along during Open House.

WHEN DOES A Mustache

Mean more than the
Sum of Its Parts?

OR FOR THAT MATTER, WHEN DOES A RALLY? You have to ask yourself, what in the world would make ordinary people abandon their regular social inhibitions and dawn fake mustaches under their noses? Better yet, what would cause a grown man, with a natural and well-styled mustache, to use black shoe dye to make it bolder? (and afterwards, the dye did not come out easily). Or, what would make a person use a black face paint to draw a beautiful and creative mustache on their entire face? Well, the Rocky Mountain Vintage Airstream Club's bi-annual **Rockin' Wally-B Ranch**, of course!

This was our first RMVAC rally. We had been hoping, and planning to attend since 2005, but work and our limited vacation schedules kept that from happening. But not in 2012. This was our year to *circle the wagons* for four nights and five days, July 26-29, in Gunnison, Colorado. Gunnison is situated at 7,700-foot elevation. Crested Butte is less than 30 miles away. And the temperatures ranged from low 80s, to mid 40s at night, with a few thunderstorms dropping in.

Many attendees traveled more than a thousand miles to meet up with fellow mustache-wearing vintage enthusiasts. Exploring the surrounding area was a popular activity, with a Morrow Point Boat Tour, Crested Butte, local mountain biking trails, hiking and fishing, a local bike ride and a picnic in town. And, for those who didn't feel like getting out of the camp, they were treated to days of fun and non-stop activities, including: A pancake breakfast, catered dinner and Potluck dinners; Workshops, demos and a roundtable discussion;

A Swap Meet; A Fly-Fishing Seminar; A traditional Vintage Open House; Music and dancing; Watching cattle ropin' practice by local cowboys, and girls; Movie and popcorn; and general cavorting around. Can't forget the traditional Happy Hour(s) at the Saloon, complete with Donna and her fabulous *Donnarita* machine, and a beer keg.

We arrived Thursday afternoon right before Happy Hour (*good timing*). The Chili Dump had just commenced (*what a brilliant idea—everyone brings a one pot for meat-lovers and one for meat-avoiders*), we dropped off our offering, made cocktails and a side dish, grabbed our chairs and settled into getting acquainted, or re-acquainted with your neighbors.

Friday began with coffee and chit-chat in the tent. Workshops, demos and a roundtable followed. Then, we attended Jim Cooper's Fly Fishing Seminar, where we learned the basics starting with equipment and the 12 must-have flies, along with Jim's four rules. Around dinnertime we all were requisitioned by some of the cowboys to help round-up cattle and heard them to the corral for roping practice. Of course we were thrilled to watch the roping and riding that followed. Later on, the cowboys joined us for music and dancing by the evening's entertainment, Boxcar & Yengo in the tent. The *Donnaritas* were flowing.

Saturday came around quick. The day began with a pancake breakfast. No *vintage* rally would be complete without an Open House, which took place during most of Saturday afternoon. The group photo-time followed—there were three groups: **THE GOOD** (*for those first-time attendees with a Vintage trailer*); **THE BAD** (*for those who were attending their first, or more, RMVAC Rally but don't have a vintage trailer...yet*); and **THE VINTAGE** (*for Vintage-owner returnees that have been to more than one RMVAC Rally in a vintage trailer*).



Photos from left: That's Cowgirl *Donnarita* with her sidekick...“Jack” ...?; Julie and Ben Schofield...they kinda look like they're wondering what they've gotten themselves into, don't ya think? (Notice the vintage tableware—plate and cup—so cute!); and, Farrel Droke serranaded us throughout the weekend.

Photos clockwise from top left: Tom Stallings Sandylee Pasquale, “real” mustache friends, unite!; Clare Scott wears her mustache with pride; Look at these two, Fred Coldwell and Jim Cooper...lookin' cool...hey Jim, where's your mustache? Joyce and Lee Cantrell, lookin' good; Cowgirl Birgit Iliew in her stunning dress and mustache; Fred Delaney is grinnin' all the way; and, Rhonda, calling in the “Good” folks for their photo.



The mustaches came out just before Happy Hour back at the main tent. Each attendee received a package of stick-on black mustaches—all different shapes and sizes—and there were some folks who took matters into their own hands. Lot’s of laughter and picture taking ensued (*check out the pictures—I was cryin’*). As I turned to my right, I was confronted with Barb Wool’s elaborately drawn-on mustache, and as I turned to my left Rob Davis appeared with his shoe-dye creation.

Wow! It just got better, and better. Shari Davis dawned a fashionable, “real hair” mustache—Texas-style. Those who dawned the supplied mustaches looked fabulous—some were just downright cute, while others used them to create their own fashionable styles—example, Tim and his daughter, Stephanie. When the dinner bell rang, we marched across the fairgrounds, still laughing, to the main hall for the dinner. No mustache, no dinner. Of course, the dinner was a Spaghetti Western catered dinner. The food was delicious, but everyone continued laughing and having fun with all the mustaches and western wear costumes.

As if all of the day’s activities were not enough, the evening program was a showing of the classic Spaghetti Western, starring Clint Eastwood and Eli Wallach, *The Good, The Bad and the Ugly*. The laughing continued, or maybe it was just wore-out VAC’ers giggling endlessly, as some of us realized that the first 40 minutes or so of the movie was dialog free...only a few grunts and gunshots...



The Good, the Bad, and the Vintage



Photos clockwise from top left: Vintage details in “Birdy”; Susan Tiegs shows off the interior of their renovated Custom, during the Open House; A vintage awning reflects against a beautiful polish; Jim Lane is having a good time; “Custom” name plate from Jim Dauer’s and Susan Tiegs’ vintage beauty; The Cooper’s Globe Trotter window.

Photos from left: Off to dinner we go, with the required “mustache” ticket under our noses; Creativity is always high in the Vintage Airstream Club...here’s a shark illustration engraved into the side of the polish; and, Airstreams waiting for visitors during Open House.

THE GOOD, THE BAD, AND THE VINTAGE.



Photos above from left: Virgil Turner on his way to Happy Hour; Fly-Fishing Seminar attendees practice casting during the second session; Fly-fishing rods and reels on display.

Photos opposite, clockwise from top left: Jim Cooper during his Fly-Fishing Seminar; RMVAC Rally poster 2012; Chris Hildenbrand and Jim Lanes's "Square-Stream"; Richard and Jan Girard all giddy'd-up...Jan, where's your mustache?; Tim Kendziorski and his daughter, Stephanie, sporting unusual mustaches; and, one more exquisite vintage detail in Mike and Clare Scott's pink-interior, 1960 Safari.

Sunday morning arrived with a calm. A few gathered in the tent for coffee, and people were setting up for the Swap Meet (*We scored on a beautiful Humphrey gas light for our '54 Cruiser*). A little later on Part 2 of the Fly-Fishing Seminar took place at a grassy park in town. Everyone either learned how to, or practiced their casting. Both Jim and Rhonda Cooper walked down the line and worked with everyone individually. The afternoon was calm, we watched the cowboys do some more ropin' practice, attended Happy Hour and open grill one last time, and mingled with others until later into the beautiful moon-lit evening.

The next morning we all parted ways...until we meet up again in 2014. As far as rallies go, this one is the best of the best in our book.

And as far as the mustache goes...well, I guess the mustaches brought us all together, made us laugh, and instilled the anticipation for attending the next RMVAC. That means more than the sum of its parts, any day! 🐮



NPS/Lisa Lynch

Resources:

Black Canyon of the Gunnison National Park
www.nps.gov/blca/index.htm



Big enough to be overwhelming, still intimate enough to feel the pulse of time, Black Canyon of the Gunnison exposes you to some of the steepest cliffs, oldest rock, and craggiest spires in North America. With two million years to work, the Gunnison River, along with the forces of weathering, has sculpted this vertical wilderness of rock, water, and sky.

Gunnison-Crested Butte, CO
gunnisoncrestedbutte.com



Gunnison-Crested Butte Tourism Association/Allan Ivy

From wildflowers and opera, to cowboys and culinary delights, all in the heart of the Rockies. Awe-inspiring views, more than two-million acres of hiking/biking trails, and 9,000 acres of fishable water. Alpine and nordic skiing, hiking, climbing, mountain biking, boating, whitewater rafting, kayaking, fly-fishing, waterskiing, sailing, camping and horseback riding.

Part 1

The Barsky Family

Big Trip 1969

During the summer of “Love,” Woodstock, and a Walk on the Moon, the Barsky family set out on their own journey of discovery—a 64-day, 12,220-mile, cross-country adventure in a posh Airstream trailer.

From June 30th to September 3rd, across the United States, north into Canada, back to the west coast of Canada, and south down the U.S. western coast to Los Angeles.

FORWARD

In early 1969, when I became unhappy with my job at Industrial Design Affiliates in Beverly Hills, California, and after much soul-searching, I sent in a letter of resignation, and would remain until June, 1969.

I had no definite plans for new employment, and in discussions with my wife, Nina, we decided to take a two month tent camping trip, across the U.S., as far as we could go in one month, then return via a different route, for the remaining month, to be back in time for the fall school session.

The management at Airstream Trailers (the main client at the office where I worked), were surprised at my resignation. They asked what my plans were. I told them of our family plan to go on a two-month camping trip across the U.S. The manager of operations for Airstream in Los Angeles asked me if I would like to borrow an Airstream for the trip. Since our family vehicle, an International Travelall, was already fully-equipped for towing, I didn't hesitate, and accepted the offer.

The trip started June 30, 1969, with of course many hours and weeks of pre-planning. I stopped working on June 15, and picked up a brand new 26-foot Airstream travel trailer from the Santa Fe Springs factory on June 23. We had all of the food, clothing, and bedding (and all the miscellaneous items we had guessed we might need for the 2-month trip) to load into the trailer and Travelall. By June 29, the boys were out of school, the house sitting had been arranged, and everything (we hoped) packed. The Travelall-Airstream towing combination checked out. Nina and I, in our 30s, with our three sons, Michael (10), Benjamin (8), and Daniel (6), (our daughter, Marea, not born yet). WE WERE READY!

What follows is a diary of the trip, usually written at the end of the day by Nina, accompanied by photos of us, or photos of the friends, the Airstream, and scenics of the surrounding areas. This trip was made in 1969, when availability of campsites and access to parks was much easier. Also, it was illegal for anyone to be in the trailer while moving, so we were all together, *all the time*, while driving.



July 6. On the road to Buffalo, Wyoming.



July 4, in Yellowstone.



The Amish in Iowa.



Buffalo Bill statue.



Floating in the Great Salt Lake.



Old Faithful in Yellowstone.

DAY 1

Monday, 6/30/69

Left L.A. at 1:45 p.m. on a very warm day and it proceeded to get hotter as we headed for San Bernardino. Very Hot! Luckily we drink loads of water and eat fruit. Kids are constantly hungry. Through San Bernardino and in the El Cajon Pass our car refuses to pull the load...sputtering, cries, etc.

Tempers frayed, kids ask questions and we park on side of the freeway... unhitch trailer, and head for Highland (town nearby), and to a man who installs a "Vapor-Kool" (special device to keep cars from overheating) in our car...Making the arrangements, and the installation takes till 9:45 p.m....Dinner at a crummy drive-in...all arrangements for the first night altered. We pick up trailer where we left it...air still quite warm...all fall asleep in car, including me... Howard drives as far as Barstow, where we find the nearest school (college) parking lot and bed down for the night.

6/30: Overnight in Barstow, California.

DAY 2

Tuesday 7/1/69

Up (god knows why) at 5 a.m. Fast breakfast and on the desert road...Arrived in Las Vegas at 9:10 a.m. Gambling houses and big hotels all over...city seems larger than I envisioned. We went on through in extreme heat to Zion National Park, in SW Utah.

Beautiful site and we were able to park by side of little river, into which we all plunged! Benji, Mike and Danny helped some other kids build a dam. So hot we ate very little dinner. Boys back in river, and we decided to leave. We will have to visit Zion in cooler weather. What we saw was beautiful. Even in the evening, the weather was in the 90s, too hot to stay, so we drove up to Beaver, Utah and bedded down on nice side street.

7/1: Overnight in Beaver, Utah.



Zion National Park.

DAY 3

Wednesday, 7/2/69

Left Beaver at 9 a.m. and headed north on Hwy 91 to Cove Fort. This is the only pioneer fort in Utah that is now in a perfect state of preservation. We walked inside the fort and looked in 12 rooms...6 on each side with inner court. Boys really loved it, so did we.

On to Salt Lake City and we picnicked at a green, flowery park. Very ho. We decided to pass up the Mormon Temple as all wanted to see the Great Salt Lake...out of town about 14 miles. Very desolate and kind of sad. We all changed and plunged into the Lake. Any salt water in the eyes or throat was deadly, we all learned very quickly, and we all could float. Place full of "brine flies," drove us to drink! All of us, full of salt crystals, had cold showers and a cool drink. We drove north of Salt Lake City to Willard Bay State Park where we ate dinner under shaded arbors. We looked at the beautiful bay and reservoir.

We put boys into pajamas and drove on through northern Utah to Idaho, and Malad City. We slept next to a park.

7/2: Overnight in Malad City, Idaho

DAY 4

Thursday, 7/3/69

Up and out on road by 7:10 a.m., headed up Idaho to town of Pocatello...lovely old homes, green grass, gardens and beautiful farm country.

Stopped below Idaho Falls at a lava formation...cave and good climbing for the boys. Lava is still not broken down...young, 1000 years! On through Idaho Falls and the beautiful Snake River does her "thing" there, and continues to present all its beauty and variety throughout the area, even into the Tetons.



Craters of the Moon National Monument, lava formations.

Courtesy, Craters of the Moon National Monument

Grand Tetons, such an awe-inspiring sight! Much snow on its peaks.

Jackson Hole such a "big tourist city" since I was last here (at 17). Very crowded, so we just rushed into the Teton campgrounds and were lucky to find one of the very few remaining sites at Colter Bay...right in the heart of the forest.

Wind whistles through the trees and is such a soothing sound. Cottonwood and pine trees abound...thinner and shorter than our redwoods, but much more dense... hence each campsite is a little more remote. It got cool in the evening and we went to campfire. It started at 9:30 p.m., but still light out. By then we were all so tired we only stayed 15 minutes. Went to a coffee shop for hot chocolate. Architecture in village just beautiful...redwoods and other woods left in natural state and much natural planting around each building.

7/3: Overnight in Colter Bay Campground.



Resources:

Sheridan Inn, National Historic Landmark. Once owned by "Buffalo Bill" Cody. Sheridan, WY

(closed, as of October 1, 2012, but you can park close and walk around the exterior of the property).

www.sheridaninn.com

DAY 5

Friday, 7/4/69

Ate breakfast outside...and so lovely...paid 35 cents in the Village for a much needed shower...just let the water run and run. We took off in the afternoon for Yellowstone Park and spent the whole day and part of the early evening touring this huge and tremendous park. Full of variety...geysers, mudpots, lava rock, large plateaus, few bears, trees and many people.

Back to Coulter Bay and a campfire at night. A little girl, "Laura," from another site brought over marshmallows to roast. So relaxing here and peaceful.

7/4: Colter Bay Campground.

DAY 6

Saturday, 7/5/69

Howard griddled pancakes over our outdoor fire pit and all agreed, they were delicious. Leisurely morning. Packed picnic lunch and drove 43 miles into Jackson Hole. Very large now...many nice shops in which Indian men sell their wares. So lovely things, but too expensive for us! Had delicious ice cream ground with nuts, candy, etc, and then let boys take ride on a horse-drawn stage-coach. Howard bought fireworks in Jackson. We went to a park and the four of them lit all that junk! I rested and watched the mountains all around me.

Back early for dinner under "our trees" and the boys played log tag with a lot of kids in the next site.

They reluctantly came in to go to bed early. Howard and I had coffee around the campfire...lightning and thunder, and a few drops of rain. The clouds passed on and revealed a sea of stars...lovely way to end the night.

7/5: Colter Bay Campground.



Coulter Bay Campground.

DAY 7

Sunday, 7/6/69

Up bright and early...packed up and left these marvelous Grand Tetons. 8:15 a.m., clear, bright, summer mountain day. Drove East through Wyoming, stopping in Cody to see the Buffalo Bill Museum.

We didn't go in because of admission, but all art and artifacts of the West. Howard bought me a beautiful pair of silver and turquoise earrings.

We left, and proceeded on Alternate 14 Hwy, for a harrowing, mountain, four-hour drive, up to 10,000 feet. Started up steep and hairpin curves...came to road construction...unable to pull trailer up steep incline...gravel road and luckily one of the construction men rigged his pickup to our car and pulled up through...winding road. I was scared most of the time, as higher up saw snow on the ground, high meadows. Went through clouds, through rain, sun, etc.



Buffalo Bill's Sheridan Inn, Sheridan, Wyoming.

Finally made it through and came out into Sheridan, Wyoming.

Parked on a side street to make dinner and happened to be across the street from a beautiful Sheridan Inn. It's being restored. Built in 1889 and almost demolished until a New York couple bought it.

The restoration is beautiful. Wicker furniture on a huge front veranda. Met the manager and he took us into the lobby. We flipped! He said Buffalo Bill used to stay there and audition his acts for the Wild West shows in front of the Inn. I have a brochure on its history.

Got into a terrific summer thunder and lightning shower. So hard we had to park and wait it out a while. When it let up, drove on to Buffalo, Wyoming. There, they had a free City Park where campers able to stay, and we exhaustedly camped for the night! Free camping allowed.

7/6: Buffalo, Wyoming, City Park



Wyodak Coal Mine, Powder River Basin near Lilliette, Wyoming.

DAY 8

Monday, 7/7/69

We left Buffalo, Wyoming early a.m. Clear day and road empty. We stopped at Wyodak, Wyoming open pit coal mine... first time we've seen one...a vein right under farm land! (The Wyodak Mine sits on top of one of the largest coal reserves in the United States—the Powder River Basin).

Resources:

Zion National Park, Utah's First National Park
www.nps.gov/zion/index.htm

Craters of the Moon National Monument and Preserve, Idaho. www.nps.gov/crmo/index.htm



Courtesy, Zion National Park



1880 Steam Engine, Hill City, South Dakota.

We drove east through Wyoming and crossed into South Dakota and the lovely town of Spearfish. We found city park...did a little food shopping...small selection and produce inferior, and high prices!

Lunch in park, kids played in stream.. then onto the Black Hills country...Lovely, small towns full of "frontier" history. Stopped in Hill City for boys to play on an 1880 steam engine.

Then onto the "Crazy Horse Memorial" being carved in the Black Hills (5 miles north of Custer, on US Hwy 16) by Korczak Ziolkowski, a sculptor and engineer.

It's a memorial for the North American Indian, and when completed the mountain carving will be 641-feet-wide by 563-feet-high. We got to tour the sculptor's studio/home and the mountain, where he and his sons are working. We were so impressed by this single unbelievable feat. Eventually there will be an Indian University on the land for Indians and museum beside the huge monument. Still awestruck, we entered Custer State Park. Paid \$3 fee (a shock to pay since most nights we've camped free of charge). Showers 25-cents and they were freezing! We backed up right next to Collidge Stream. Boys played in it for two hours. I made fine spaghetti, salad, garlic bread dinner. Boys back in stream. Many kids around so good time had by all. We're all very relaxed.

Getting used to different weather conditions than California and enjoying our trip immensely! Howard and I spent the quiet evening planning our next adventurous tour!

717: Custer State Park, South Dakota.

DAY 9

Tuesday, 7/18/69

Went to museum in Custer State Park early—antiquated and smelled...building old...logs and stone beautiful. Drove on way out through park. Stopped to see herd of Buffalo cross the road...really a thrill. Beautiful strong animals, and glad over 1,000 preserved in the park.

Drove to Rapid City. Got washing, food shopping done and went to the Sioux Indian Museum. An exceptional job, graphically, and content. Saw examples of work and ceremonial dress, types of instruments, wrap on, work tools, quilt work, bead work and sign writing. This was such a highlight of our trip, and had such quality. Relates a very different Indian than America has been taught. Howard bought a Sioux-beaded belt and good picture cards. We found out that the Indian necklace Aunt Lola gave me was made by Winnebago Indians! Then drove to Badlands Monument.

The unusual formations of sediment we saw were deposited by waters in the Black Hills, built up over time, then loose soil was torn away by rain. Quite beautiful, but warm. Drove on and stopped at road-side rest to make dinner. Relaxed, then on the road again.

Evening very warm and muggy—Ugh! Able to drive all the way to Sioux Falls, and to first big park—Sherman Park—next to Great Plains Zoo.

Found level spot and collapsed into bed, 12-midnight.

718: Sherman Park, Sioux Falls, S.D.



Boys, cooling off in Sherman Park.

DAY 10

Wednesday, 7/19/69

Boys played in this lovely park in a.m. while Howard went to a station for car grease and an oil change.

Left Sioux Falls...down Interstate 29 to Sioux City, Iowa. Picked up two boys hitchhiking, they stayed with us for lunch at a rest station (big trees, good rest rooms). We got on Interstate 80 East. They were going West to Denver, we parted. On 80 through Iowa. Farms beautiful, although signs of flooded areas on both sides of freeway. Asked an official at a Rest Area, he said they just had two weeks of heavy rains...farms flooded...damaged, and crops lost. Cities like Waterloo and Cedar Rapids partly or already under water.

Visited the German settlement of Amana. All closed but there was seven different villages. Very lovely...green...flowers and gardens. Many shops, farms and the big freezer plant of Amana.

Found nice rest area near the Colonies.

719: Rest Area near Amana Colonies, Iowa.

DAY 11

Thursday, 7/11/69

Left Iowa and crossed the infamous Mississippi River! Warm, cloudy weather introduced us to Illinois. We lunched at Starved Rock State Park. Howard and the boys fished in the Illinois River.



Resources:

The Art Institute of Chicago
Founded in 1879. There are approximately 300,000 works of art in its permanent collection, housed in eight buildings—

nearly one million square feet—in the heart of Chicago, one block from Lake Michigan.

<http://www.artic.edu>

Then we drove over to see Dick and Rita Donelson in Woodridge, Illinois. He and Howard were in Army fifteen years ago...was quite a reunion. We talked, ate dinner, and then went over to Bill and Shirley Epstein's home (Tishler relatives).

All glad to see each other. Then slept.

7110: In front of Epstein's apt., Skokie, Illinois.

DAY 12

Friday, 7/11/69

We left early, and went into downtown Chicago to the Art Institute.

It was an experience to behold. A very exciting museum...many artists who we love and exciting rooms: African, Chinese, Inca, Impressionist, Modern. Even the junior art museum there was a touch-and-experiment joy for all of us.

Drove to Randolph Square to see Picasso's gift to Chicago. Smaller and less impressive than we expected.



Called "The Picasso," because it is an untitled sculpture by Pablo Picasso, Randolph Square, Chicago.

Thunder showers off and on. Went next to Chicago Museum of Science and Industry. Went through the only actual-size model of a coal mine. Rode in coal miner's train. Really an experience. Then through actual captured German WWII sub.

So much information and displays... couldn't see all. Relaxed in the evening with Bill and Shirley, then to bed early.

7111: In front of Epstein's apt., Skokie, Illinois.

DAY 13

Saturday, 7/12/69

Got all washing done. Met some of Shirley's friends. In the afternoon, Howard, boys and Bill went to swimming pool. Shirley and I got food shopping done. First time she was able to drive since being sick...but, still tired in the store.

Evening with them...went to a restaurant...their cousin's club. All a bunch of fun and good times. Some came back to see the trailer. All of us pooped!

719: In front of Epstein's apt., Skokie, Illinois.

DAY 14

Sunday, 7/13/69

Left Bill and Shirley by 9:30 a.m. They were very nice to us and made us feel right at home. Headed East from Chicago.

More smog and smoke. Absolutely unbearable through Gary, Indiana.

Talk about air pollution! Closed all our car windows and had to put on air conditioner. U.S. Steel here bellowing tons of smoke into the air.

On Indiana Tollway...a beautiful ride through towns and countryside. One hour later we entered Michigan. We drove to a Sheriff's station to orient ourselves to the location of Three Rivers, and to the home of Joe and Rose Rubins. Had their old address and decided to find them. Drove to Clear Lake Road (old address). Howard found a woman...asked her if she knew where the Rubins lived (turned out to be longtime, close friend of theirs!). She directed us to house on Route #3. We found the home. No one home but dog (Whiskers) and cat (Tiger)...looked in windows and recognized many of their belongings. The boys and I waited, while Howard went back to the woman (Mary Haven)...asked her where Rubins might be (they are at Apple Orchard Farm). Howard drove there, then came back with Rose. Joe drove his car back. Well, talk about hugs and a reunion.



Relaxing with Joe and Rose Rubin on their deck overlooking the lake.

We all couldn't believe that we were at their home, overlooking a calm beautiful lake, among dogwoods, maples and other trees, and talking! Terri and Susan just left that day for camp, sorry we missed them.

Boys found a million things to do. We talked and talked...even went for a ride in the evening on a neighbor's pontoon boat around the lake. Rubins' house, all knotty pine inside, and full of charm. Very relaxing, and Rose, much improved.

7113: Three Rivers, Michigan at the Rubins'.

DAY 15

Monday, 7/14/69

Up bright and early. Regretfully, Joe had to go to work. We ate breakfast on their sun porch overlooking the lake. Overwhelmed! Howard took the boys on rowboat for a day of fishing and swimming, while Rose, her friend Joy (from apple orchard), and I drove into Kalamazoo. Walked around. Nice town. Central Mall. Ate lunch at a department store. Wrote some post cards and had a "woman's" day. Back by 4 p.m. Hot and humid...got immediately into bathing suit and joined Howard and the boys in the lake. Nice and clean, and warm, and wonderful swimming. Joe home early to join us, then we all went over to the "farm" to see their sheep, cows, horses, pigs, chickens, and meet some of their close friends. Joy and her new husband (three weeks), Robb, over for swim and coffee.

Resources:

Crazy Horse Memorial: World's largest mountain carving honoring the Lakota leader. Located in the Black Hills, 17 miles SW of Mount Rushmore.

crazyhorsememorial.org

Mount Rushmore National Memorial in Keystone, SD.

www.nps.gov/moru



Courtesy, South Dakota Tourism

Such a nice stay here and boys had a great time all day. Caught 32 small lake perch, but threw them all in as were caught. Lake so beautiful to watch as sunset approached and then darkness.

Peace overwhelmed all of us and absolute beauty. Goodnight!

7114: Three Rivers, Michigan at the Rubins'.

DAY 16 Tuesday, 7/15/69

Sadly, left Rose and Joe in the morning. She was very generous to us and we loved to see her improvement—really a miracle. She says she feels alive again!

Drove through Kalamazoo to Ann Arbor, Michigan. Howard called Ron Sargent. He directed us to a high school parking lot where we unhitched the trailer and took off to see the University of Michigan. Went to snack shop on campus and walked all around. Kids look great on campus. Invited to dinner at the Sargent's...their home, and others, ring around a small man-made lake. Ron's wife, Karen (Swedish) very nice and pretty, seems sure of herself. BBQ outside. Met their neighbors, the Kesslers, and good time had by all.

7115: Ann Arbor, Michigan High School lot.

DAY 17 Wednesday, 7/16/69

Apollo 11 blasts off at 8:15 a.m. Hear all on the trailer radio. Howard and Mike left early to check our car at an International Harvester dealer. Mrs. Sargent (Karen) took the other boys and me to a street art fair near University of Michigan. Great sculpture, ceramic pieces, and paintings. Met Howard and Mike there...but, just too damn hot and muggy to walk much longer. Left Ann Arbor in early afternoon...just beat. No wind and I can't believe this weather. Went to Dearborn to the Henry Ford Museum... eight acres of indoor walking. No air conditioning. So much to see but went through

faster than on a cooler day. Ate dinner in park in Dearborn. Did washing. Drove into Toledo to the first big supermarket parking lot we could find, and bed. Hot and beat!

7116: Toledo, Ohio, Market Parking Lot.

DAY 18 Thursday, 7/17/69

Rain, but still hot. Drove down Ohio (Interstate 75) to Jackson Center and Airstream plant. Met Jack Oakley...gave boys and me his car to go to swimming pool, while Howard and he talked. Howard did a few repairs on the trailer. Pool was great...Mike jumped off high-diving board (continuously). Benji did much better with swimming, and Danny and I played in shallow end. Later followed Jack over to his Dad's farm where Jack also has an Airstream parked. Had dinner with them.



Jack Oakley and the boys.

His wife, Sandy, fried fish from Canada and it was just great...nice girl. They have four kids. Talked to his Dad a lot about farming. Kids ran around. Mike, Jack and Howard were target shooting. Benji got stung on bottom of his foot by a honeybee. Nice evening, but STILL HOT!

7117: Jackson Center, Ohio, Oakley Farm.

DAY 19 Friday, 7/18/69

Left for Pennsylvania. Howard, by chance, called Margot Krippendorf, in Pittsburgh, and they still live there. Pure luck Howard called! We drove to Pittsburgh and were amazed as we drove through rolling countryside, through a tunnel, and came out the other side right into downtown. The town, full of hills, trees, steel mills, rivers, bridges and seems to have a lot of charm on the outskirts. Found their home and both were so excited to see us. It's been 11 years! They have two boys: Pierre, 9-1/2 and Charles, 5. Margot's mother was visiting from Germany.

All felt very relaxed and talked for hours. (Merdi) Margot's Mom, made a delicious supper. The boys played very well together...all had baths. To bed in the trailer and slept, while Joe drove us around the town. Bed at 1 a.m. Warm and beat.

7118: Verona, Pennsylvania.

DAY 20 Saturday, 7/19/69

Leisurely morning. All boys ate in the trailer. Talked more with Krippendorfs about work, need for religion, children, and communication. After lunch all went swimming in private pool while I showered, washed hair, put away laundry. We took pictures and said goodbye at 4 p.m.

Had such a nice visit and certainly sealed our friendship. Drove on Pennsylvania Turnpike through rolling, green, Allegheny Mountains to Maryland, and down to a hot Washington, D.C. Of course, drove past the White House and Washington Memorial and up 14th Street. We decided to (appropriately?) "camp" in the parking lot of the Department of Interior! More adventures tomorrow.

7119: Washington D.C., Department of the Interior parking lot!

DAY 21 Sunday, 7/20/69



Lincoln Memorial

Gov't Guard at 6 a.m. knocks on our trailer door and asks us if we had permission to park there. Howard says no and said we'd leave shortly, which we did. We drive over bridge to little park alongside the Potomac River. Ate breakfast; left trailer there and drove to the Lincoln Memorial. Was so impressive. Could look across reflection pool to Washington Monument (tall spire), then went on tourmobile around whole Capitol area (\$1 adult; 50 cents child, and we can get on and off all day—great deal!).

We drove to the Smithsonian Institute of Space and Navigation. Mike got to



Mike operates the Gemini Control Panel mockup.

operate a mockup of Control Panel of Gemini flight and he was so excited. So much to see. All NBC and CBS cameras there as this was the day astronauts would walk on the moon, and stations wanted to televise the lives of Americans and chose one location, this display!



Wright Flyer

1903 Wright Flyer, which first flew at Kitty Hawk, North Carolina, on December 17, 1903, making a 12-second flight, traveling 120 ft., with Orville piloting.

On tourmobile we passed all big government departments, small museum to the Capitol. Climbed many stairs. Heat and humidity impossible. Took tour...old, stuffy buildings. Many statues of important people from each state. Guide took us to House and Senate Chambers (smaller than I imagined), and talked about their duties, etc.



U.S. Capitol Building.

Back on tourmobile to National Museum of Art. Stuffy...and finally to the best—New Smithsonian Institute of History and Technology. Whole place so exciting... graphic displays...good explanations... wonderful photo exhibit of Appalachia and her people and their handicrafts on sale. Ate lunch in bright cafeteria and saw huge Calder sculpture in garden. Stayed three hours and boys all held up very well for so much walking.

We got back on tourmobile...(the driver warned us many times that a hard rain was coming, but we stayed on...).

A terrific thunderstorm begins and we all get wet on the bus since it had no windows! Had to run for cover and wait out the storm, which did not let up. Howard decided to run to our car and I was only worried that he'd slip, since it was just pouring. Drove over to us and the boys and I sprinted for the car...we all got soaked! We'd left the windows slightly open and seats were really wet. Ugh! We looked like drenched puppies! Crept back to trailer and what a mess. We had left the windows open in the trailer and the same situation.

We all changed and got cleaned up. Left in the rain storm...as we were driving we hear on radio that astronauts had begun to walk on the moon. Only, sorry there was no TV around. Just plain hard to believe!

Drove on New Jersey Turnpike to Moorestown and a big shopping center where we bedded for the night.

7120: Moorestown, New York, Shopping Center parking lot.

DAY 22 Monday 7/21/69

Laundry and food shopping and car oil changed in a.m. Called Miriam on Long Island and said we'd be there in afternoon. Drove through New Jersey into New York. Really awed by "close apartment living," and by tremendous amount of smog...less congestion as got out to Long Island. Met Jack and Mir and girls in Smithtown at her Dad's real estate office...had a warm reunion.

Had pizza for dinner at her folks' home in Ronkakoma. So many trees and so beautiful. Watched news and astronauts. Kids play so well. Girls much taller. Parked trailer and slept next to Mr. Singer's office. Very wooded.

7121: Smithtown, Mr. Singer's Real Estate parking lot.



Wright Flyer

Resources:

The Henry Ford has a museum, research center, factory, and village. On display are authentic objects, stories, and lives, from America's traditions of ingenuity, innovation and resourcefulness. Pictured at left is the Rosa Parks Bus, driver's side view, on display at the museum.

www.thehenryford.org



Courtesy, The Henry Ford



Birthday in the Airstream.

DAY 23

Tuesday, 7/22/69

Both Howard and Benji's birthday, today! Howard bought hot bagels for breakfast. Went into Mr. Singer's real estate office which dates back to 1803 and was Walt Whitman's school house. Drove to their beach house. Talked with Miriam's Mom. Feeling better. Lovely sea. Long Island Sound, rocks all pastels. Packed lunch and took kids and Mir for drive around Long Island—at least part of it. Came back to her folks' place, and kids went in the water. We fed all kids in trailer, then out to dinner with the Breyers, Singers, Siegels (Mir's cousin). Very nice time.



Camped overnight at Smithtown Beach!

Got permission to park trailer on beach lot near beach house. Had Siegel's and Breyer's in for coffee and birthday cake. Fun to be with adults!

7/22: Smithtown Beach.

DAY 24

Wednesday, 7/23/69

Drizzling...we stayed around till noon. Talked with Jack, Mir and Mrs. Singer, and watched the calm, beautiful water lap at the rocks and beach.

Drove into Queens to Jerry and Sylvia's. Met Mark (19) and Barry (23); also Joan and Stevie (16 months). Bobby came later and we had a nice dinner/reunion. Rain continued until evening. Jerry drove us over to see Stella and she was so excited. Drove through part of New York. Brooklyn—old, some nice, and some very rundown. Home by 11 p.m. and boys simply beat.



Parked right on the street in Queens.

7/23: Queens, New York, Gluckins.

DAY 25

Thursday 7/24/69

Howard had car fixed at Jerry's station. After lunch Mark went with us into New York City. Went on Subway, bus, and to the Museum of Modern Art (we had snack in sculpture garden). Very beautiful and small. Apartment buildings all around it.

Then on to Empire State Building. Long line. Mike made some paper airplanes and flew them over the city. Three went very beautifully, and glided for 10 minutes or more. Very tired when we finally got out of the building. Took Subway home...standing-room only, it was crowded...rush hour. After dinner Stella invited Sylvia and Hal Hamburger, and Neal and Susan over for coffee. We got in a heated discussion re race, U.S. economics, and Viet Nam War...at least it was stimulating! Also Sylvia's sister came over. Went to bed late.

7/24: Queens, New York, Gluckins.

DAY 26

Friday 7/25/69

Left early and drove to Stamford, Connecticut to have lunch with Naomi Schreiber (Mir's sister). Lovely home and yard full of shrubs and trees. We had an enthusiastic talk, then we left. Called Pearl (Nina's first cousin) in White Plains and Rabbi Shapiro (ex-Rabbi from Bev Hills) in Fairfield, Connecticut, but neither were home. Drove on to Hartford, Connecticut where Howard called June Monroe (Army buddy, Wally, hadn't seen for 15 years). She about fell over and we told her we'd be out after dinner. Drove into



With the Monroes.



Massachusetts...old homes and buildings... and flowers.

Ate at park and on to South Hadley Falls. Some reunion! Wally was completely surprised. They have three kids: David, 14; Mark (Tiger), 10-1/2; and Robin, 5. Talked most of evening...nothing controversial.

7/25: South Hadley Falls, Massachusetts, Hadley's.

DAY 27

Saturday 7/26/69

Howard decided to stay another day. June took me to a laundry and food shopping. Cool day. All the kids get on fine.

P.M. out with them, and friends to great restaurant: Log Cabin. All homemade food. We had lobster...very good but too much work to get the meat out!

7/26: South Hadley Falls, Massachusetts, Hadley's.



With the Breyers in front of the Airstream.

DAY 28

Sunday 7/27/69

Early breakfast and said goodbye to the Monroe's. Misty a.m. and left on Massachusetts Turnpike for the coast.

Resources:

CANADIAN BORDER CROSSING NOTES

Jackman is only 17 miles from the Canadian Border. Outdoor enthusiasts will find well-groomed trails,

and scenic vistas to explore. They call Jackman, "the Switzerland of Maine."

www.jackmanmaine.org/maine-travel.php



On the beach in New Hampshire.

Drizzling most of the time. So many old, beautiful homes from the 1700s and 1800s. Very cool and certainly not summer weather. Made error. Drove inland in Massachusetts and cut to coast in New Hampshire. Went to huge antique store. Saw much and pretty good prices, but most too awkward to carry with us. New Hampshire just reeks with history, and the little we saw of it we loved. Went to the beach and for the second time touched the Atlantic Ocean. Drove up the coast to Maine.

Saw many elegant old homes—in fact, estates. Had lunch and then on to Portland. Drove to Bradbury Mountain State Park.

A perfect gem: many trees, hence much privacy. Free wood. Stayed the night. Made campfire and then it began to rain. End of the week!

7/27: Bradbury Mountain State Park, Maine.

DAY 29

Sunday 7/28/69

Beginning of the 5th Week.

Boy, did it start raining! Sorry to leave this beauty of a park, but no point staying inside the trailer. Hoped to see a lot more of Maine's coastline, but forecast of rain for next two days, so we decided to turn inland and toward Quebec.

Drove through some beautiful old towns in Maine: Gardiner, lumber; Augusta, the Capitol...passed many lakes, forests, and encountered much rain. Still a state full of wonder...exquisite beauty. Finally up near Jackman, Maine, the drizzling subsided...Now leaving the US.

We passed through Canadian customs, no problems.

Houses...landscape changes sharply. More farms, many plain-looking homes. As you near Quebec, you get the feeling of being in France. Looks of people, signs, etc. Very excited. The Tourist Bureau directed us to the nearest private campground, and in we head. No scenery but next to the city. Didn't have dinner ready until 8:45 p.m., then baths for all, and we were pooped!



U.S.-Canada Border... now leaving the U.S.

To be continued...see "1969," in the Fall issue of the Vintage Advantage.

Resources:

The Empire State Building is an Art Deco gem, and one of the most famous landmarks in the world. It rises 1,250 feet above the New York skyline. See stunning views of the city and beyond from the top Observatory.

www.esbnyc.com



THE Shagadelic AIRSTREAM

We made it back from the rally... exhausted! There IS such a thing as having TOO MUCH FUN! The *Shagadelic Airstream Gig* at Barefoot Camp Rv Park was far out, righteous and groovy!

First I want to tell you about Barefoot Camp RV Park and the owners Jackie and Charlene Brister. It is located on their working cattle and sheep ranch in Bend, Texas on the Colorado River. The park is beautiful, clean and so peaceful, we didn't want to come home. Jackie and Charlene were so sweet and went way out of their way to make us all feel welcome.

Charlene brought Buttermilk Pies, Pecan Pies, and the best deviled eggs I have ever eaten, to the pot luck and barbeque. Jackie brought his amazing antique corn grinder out and demonstrated it for everyone. If you have ever been to Canton, Texas, at First Monday you may have seen or heard one like it. We all took fresh ground cornmeal home with us. You don't meet people like the Brister's very often. Thank you so much, Jackie and Charlene, for everything!

On Friday several of us hiked the trail to Gorman Falls in nearby Colorado Bend State Park. It was a beautiful

•
gig.

hike through a native Texas landscape of wildflowers, cedar trees and cactus in bloom. The change of scenery was dramatic once we descended down the rocky path to the falls. It was just beautiful. If you visit the park, don't miss this!





Tie dye, flower power, no fuzz, groovy food, far-out shades;



It was a gas, with fab attire and cool cats, can you dig it?



If you have ever met the President of The Heart of Texas Camping Unit, Ann Flannagan, you know how incredible she is. She goes way, way beyond the call of duty for the club. She is so creative...she makes you want to be more creative! She held a few tie-dye parties at her home to create the fantastic tie-dyed shirts you see everyone wearing in these photos. The tablecloths on the tables and the adorable wood flower stakes with our names and WBCCI numbers on them were all Ann. She is AMAZING! Thank you so much Ann Flannagan for all you do for the club...you are one "Groovy Sister" and we love you!

I love the way the light reflects on an Airstream at night. I couldn't resist walking around and taking a few pictures of the beautiful trailers and their owners enjoying the evening. Thanks Diane for posing for us! Fun stuff!

That brings us to..."The Gig!" Dan and I aren't usually the "dress up" type but...we got sucked into this and just went for it! Thank goodness there were other like-minded, far-out, groovy people out there to be hipsters with us!

The barbeque was amazing and I'm so sorry I didn't get a picture of Tony and Sandra. They brought the food and served it up in true Texas style. Thanks guys!

It was a fantastic weekend. We made some new friends and saw some spectacular trailers. Doesn't get any better than that! Happy Trails!



peace

and love to all our brothers and sisters of the Heart of Texas Camping Unit, the Lone Star VAC, and the VAC.

Is it Your Time to RENEW?

VAC membership renewals are now due one year from the date that you signed up, or last renewed.

RENEW ONLINE!

Or, if none of your information has changed, send a check (made out to the VAC) and include your WBCCI number to:

Glenn and Teresa Taylor
Membership Chairs

PO Box 7066, Loveland, CO 80537-7066
membership@vintageairstreamclub.com

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

We look forward to seeing you around this year.



CLARISSIMA

A Template and a Plan.

Original cardboard mockup set atop the open trailer frame in our garage. This became handy in order to see how it would actually lay out, and it was a handy template for the final construction.

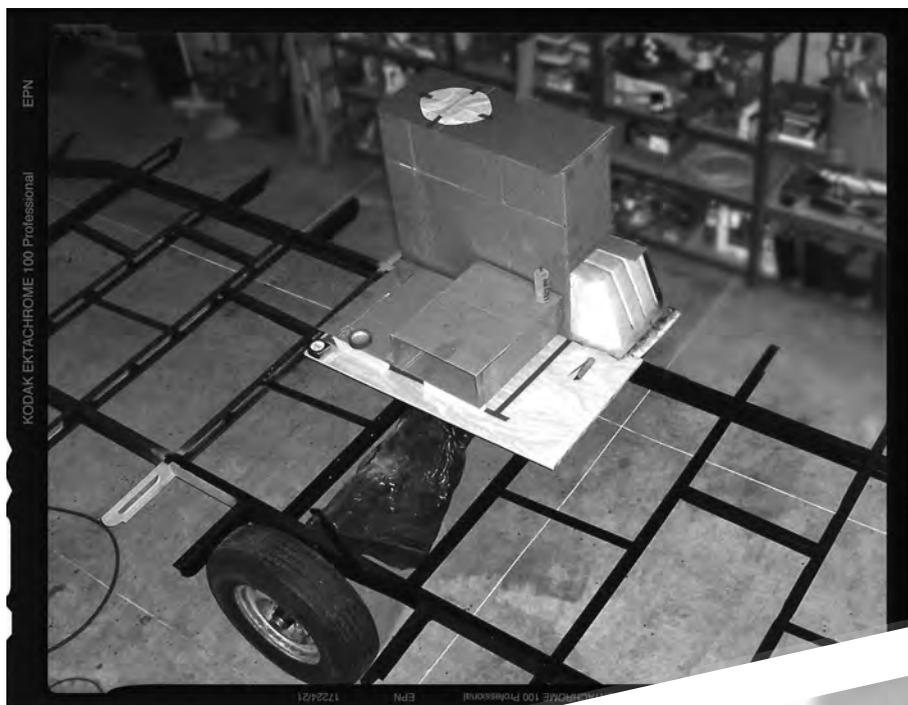


Photo by Alice Reid

W

We bought our nearly gutted 1963 Trade Wind in early December 2008. By Christmas, we had finished gutting the trailer and had taken the shell off and stored it in the garage. Brad had a new axle installed and started repairing and refurbishing the chassis.



Brad and Alice Reid, shortly after winning the Concours d'Elegance People's Choice Award, 60s Trailer Award, and Best Engineered Feature, in Sedalia, Missouri, 2012. During the Vintage Airstream Club's annual meetings, Alice filled the seat as the Recording Secretary.



Above left: The bathroom sink, turned out pretty much just like the template.



Above right: The kitchen cabinets along the curb-side wall.



Above: New refrigerator placed in original location.

Below: View looking across the kitchen to the rear, walk-around bedroom.

Below: The TradeWind nameplate buffed up beautifully.



Our plan for the interior layout called for a double recliner loveseat in the front and an extra-long, full, walk-around bed in the rear. That meant moving the original rear bath to a position over the wheel well on the curb side. The refrigerator had to be located in the original position beside the door, and the planned wet bath had to fit between the refrigerator and the bed, which would leave enough room to move around the end of the bed.

Brad wanted to install the holding tanks before we put down the new floor, so we needed to work out the dimensions and positioning of the tanks and get those ordered, as soon as possible. Adding fittings to the tanks required specialized tools that we didn't have, but the tank vendors would install fittings at no extra charge at the time the tanks were ordered. The inlets and outlets, and vents, in the holding tanks, the positions of the monitor probes, and the plumbing runs, all had to be worked out in some detail in order for us to provide drawings and specifications for the fittings to be installed in the tanks.

In December 2008, and January 2009, we made several trips looking for parts and inspiration. We picked up several bits and pieces at Bob's Used RV



Above: Close-up of the front window rock guard.

Below: A detail shot of the exterior power cord panel.



What's in a Name?

CLARISSIMA}

The Brightest One.

When Brad Reid wanted a name for their new trailer, he consulted his younger daughter, Danielle, who is a classics scholar. He wanted something from Latin that would convey the shiny quality of the Airstream. They came up with "Clarissima," from the Latin word for "the brightest one." It also means "clear, white, shining, or bright." So, with that name, it looks like Brad will have to keep polishing the trailer to live up to it!



Parts in High Springs, Florida, and made the rounds to all the RV dealers in our area, looking at baths in all sorts of campers and RVs. The best thing we found to serve as a base for our wet bath was a one piece shower pan and black tank combo that would be installed above the floor, beside the wheel well. The vanity or base for a small oval sink would be built over the wheel well. Frankly, I had trouble picturing a bathroom based on a 35" x 21" shower pan combo and needed to see if there was actually enough room over the wheel well for the vanity. So after working it out on graph paper, I decided to "build" a model out of cardboard as a check on our plans. The picture of the cardboard mock-up was taken in mid-January (see page 24).

Of course there were adjustments made as we went, but the bath was built pretty much to plan. We have a functional wet bath and a 15" x 24" x 18" high-storage space accessible through the marine hatch beside the toilet. The faucet is also from a marine supply store. It pulls out and can be mounted on the wall and used for a shower. The medicine chest is original to the trailer, cleaned and repainted. 🌅

VAC International Rally Scrapbook 2012

at the Sedalia, MO Fairgrounds



The VAC tent was beautiful!



Joyce Cantrell and Beth McCall carried flags during the opening ceremony.



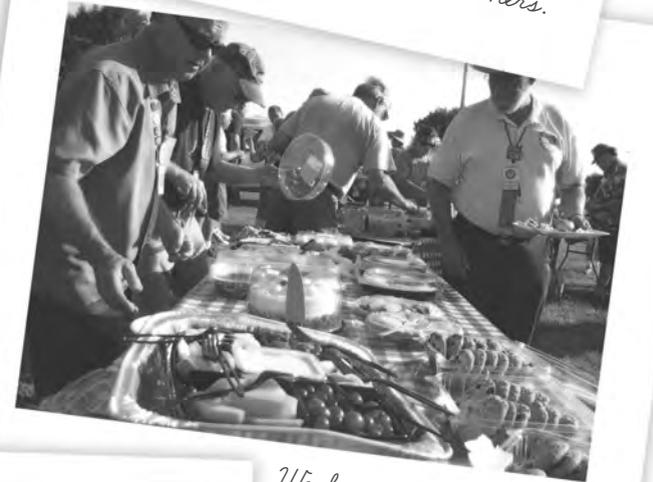
The VAC sponsored a wine seminar where we learned about Missouri wines.



The VAC is famous for Pot Luck dinners.



A VAC sponsored "Pet Food" seminar.



We love desserts.



Dallas, Lee and Jim conducting the raffle for some fun prizes.



Jan enjoying a cool drink at one of the famous VAC Happy Hours!



Paul Fancy gave a seminar, too!



Rhonda Cooper enjoying Happy Hour at the VAC tent.



Carol Heckman passes the cheer during Happy Hour.

Photo by Rhonda Cooper



Swearing in of new officers by Richard Girard.



Handshakes among presidents—Jim Cooper and Chris Hildenbrand.



Alice Reid, acting Recording Secretary with, Jim C., and Tim K.



A panoramic view of the Meeting Hall space.



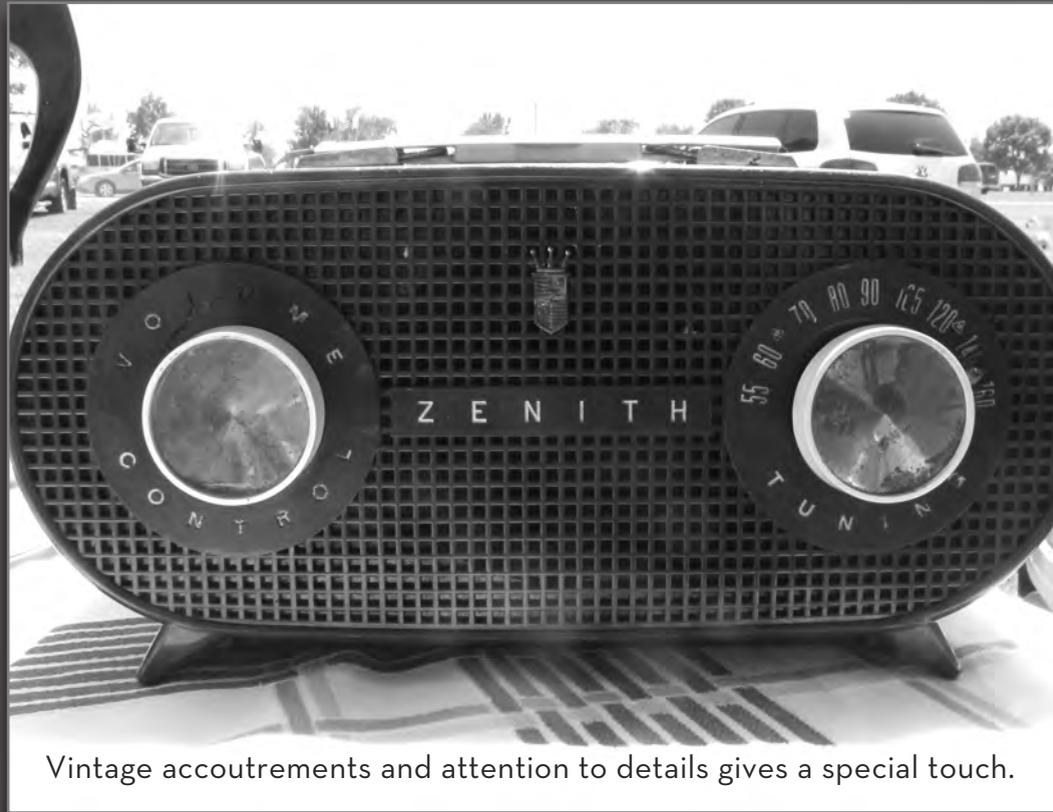
Lee Cantrell doesn't even break a sweat!



Brad Reid, getting into his inspection.



Lot's of history to see.



Vintage accoutrements and attention to details gives a special touch.



Outside temp, 100° F+.

Judging the Beauties.



Photo by Paul Fancey

Rachel and Martin Hughey bring home the trophies in 2012, for their 1961 Bambi, in the categories of 1960s Trailer, Bill Scott Best Bambi, and the Bud Cooper Best in Show.

2012

VINTAGE AIRSTREAM CLUB Concours d'Elegance – Judging form for Trailer/MH

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 on roof; banana wraps)			
3. Windows/Screens (scratches, cracks, rips/tears, weatherstrips)			
4. Door/Panel Workmanship (dents, scratches, waves, grind marks, panel match, rub strips)			
5. Tank/Plumbing (leaks, rust, tank rack, platform, digital)			
6. Tires/Wheels (tires, hub, or center cap condition)			
7. Electrical (lights, battery, fuse, wiring, horn, or other accessories)			
8. Wheel Wells (clean, paint, rust)			
9. General Overall Finish			
UNDERCARRIAGE:			
1. Del. Paint (complete)			
2. Suspension: axles, shocks, springs, hangers, plates (clean, paint, rust)			
3. Dines & Lines			
INTERIOR:			
1. Beds/Chair			
2. Cabinetry/			
3. Galley/ Ap			
4. Walls/Ceil			
5. Floor/Co			
6. Bathtub			
7. General Over			
OVERVIEW:			
Overall Impression - 5 Points max			

The 2012 Concours judging was performed during the vintage open house in Sedalia. Six judges in total completed the inspections in three hours. The inspection of each unit is broken into 3 areas— exterior, interior and undercarriage—and each area is ranked by two judges. Thanks to Chris Hildenbrand, James Polk, Brad Reid, Jim Cooper, Lee Cantrell and Glen Harris for their help.

I would like to thank everyone that entered for being a part of this exciting event,
Paul Fancey

There were a total of 12 entries and of those, 18 awards were presented. A number of units received awards in more than one category. It is quite evident that everyone has a strong passion for restoring these aluminum beauties into their own unique piece of art.

The results are as follows:

50s Awards: #5071 Ester and John Dona.

60s Awards: #3546 Brenda and Gilbert Owens, #5382 Beth and David McCall, #10212 Rachel and Martin Hughey, and #4169 Alice and Brad Reid.

70s Awards: #3434 Carol and John Heckman; #3222 Donna Ivanko;

#17330 Kimber Moore and Tim Kendziorski; and #1871 Pat and Glen Harris

80s Awards: #8415 Darrin Baker and Mark Kennedy; #5292 Nancy and Vern Townsend; and #4241 Joyce and Lee Cantrell

Bill Scott Best Bambi: #10212 Rachel and Martin Hughey.

Best Trailer and Tow Vehicle Combo: No Entry

Best Engineered Feature: #4169 Alice and Brad Reid

Most Flags: #1935 Norman Holman

People's Choice: #4169 Alice and Brad Reid

Bud Cooper Best in Show: #10212 Rachel and Martin Hughey



Pictured from left to right: Joyce and Lee Cantrell, Alice and Brad Reid, John Dona, Donna Ivanko, Carol and John Heckman, Rachel and Martin Hughey, Beth and David McCall, Pat and Glen Harris, Brenda and Gilbert Owens, and Kimber Moore and Tim Kendziorski (not pictured—he was taking the picture).

A VINTAGE AWNING FIX.

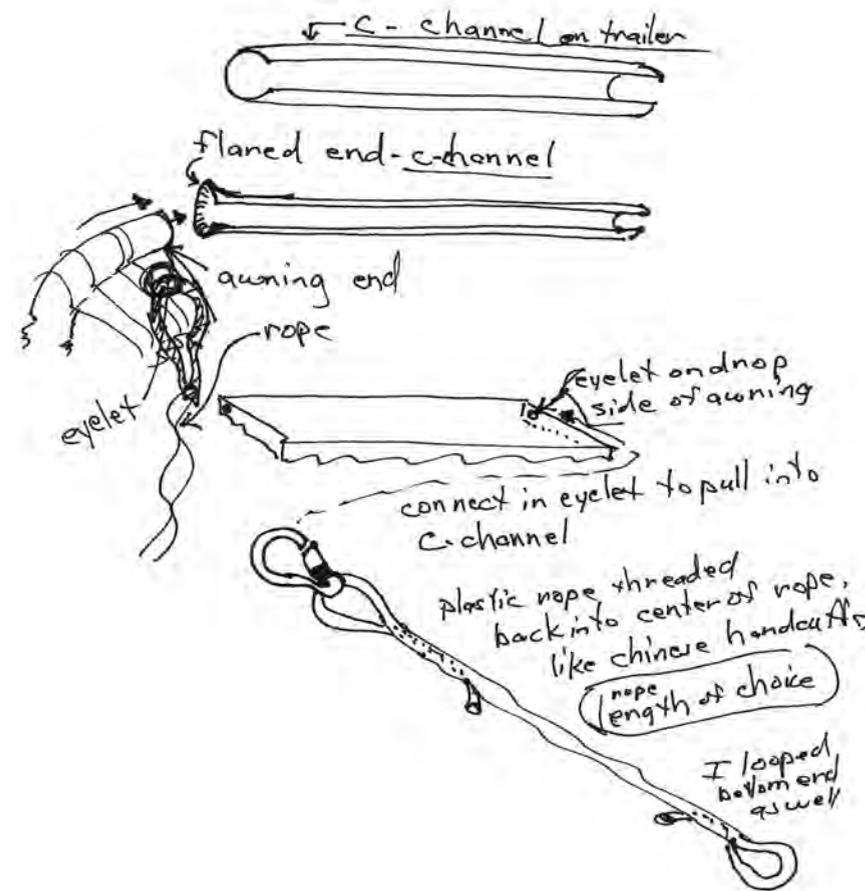
I am guessing that most people, who have a vintage-style awning, have had difficulties pulling their awning into and through the “C”-track/channel. The answer to a smoother install is to flare the ends of the “C” channel the awning slides into. The flaring was easy, I used a ball peen hammer, and a flat tipped punch to help with the flaring.

After flaring the ends of the channel, I rounded the flare as much as I could with a round metal file to make it smooth. You could also use a Dremel, or rotary tool to do this as well.

Once I flared the end of the “C”-track/channel it was easier than before. Now, to install the awning, Joyce stands on the ground and pulls on the rope until the awning is in place. I use a smaller ladder on my end just to feed in the awning as she is pulling. No hang ups on sharp edges, no struggle. Just a smooth pull to install.

Recently another VAC member (Martin Hughey) asked me how I did ours. He had received an awning for a Christmas present

and perceived that he might have difficulties in sliding it into the track. I have sketched a drawing of what I did to pull our old awning into the “C”-track/channel. I am sharing this tip for all the others out there who may not know about this simple fix.





Meet the Monster... "RM 2820."

38^{to}58

in Two Hours...Flat.



NOT IMPRESSIVE IF YOU'RE TALKING ABOUT CARS...A DOWN RIGHT DISAPPOINTMENT IF YOU'RE TALKING ABOUT REFRIGERATORS.

Most people experience the normal problems of their trailer refrigerators not cooling properly on hot days, but our problems were a little different. The lack of cooling persisted for years, and was relegated to a specific scenario. It worked quite well on most days, in either gas or electric positions, as long as we were *parked*. But as soon as we would start down the road it would stop cooling altogether. We would have to pick up an ice chest and bags of ice to rescue our food, and despite my attempts at repairs and tests of all sorts, the same thing would happen over and over. We now have three or four, or five, fairly new ice chests piled in the garage. Bringing an empty ice chest along with us, knowing full-well that the fridge would give out, became protocol. Of course, all of them were large, and they would take up most of the floor space in the trailer. It was time to do something to finally *fix* the monster (refrigerator) problem, or risk having to buy a brand new fridge, or worse, have to explain to wife Kimber why, for yet another year, we'd have to endure a three-week long trip again, tripping over the blue monolith in the middle of the floor.

Fig. 1
Dual-Channel
Thermocouple Meter



Fig. 3
Thermocouple
embedded on inlet
to high-temperature
evaporator (HTE).

After trying every problem-solving technique that I could find, I concluded that our six-year-old fridge had a bad cooling unit, so I ordered a rebuilt cooling unit that would replace the existing one. Michael Depraida wrote an excellent article on replacing a cooling unit in the Fall 2009 issue of the “Vintage Advantage” magazine, so I will not talk about that much here. Instead, I will talk about what I did before I put the new cooling unit into the fridge—doing so for fear that the new cooling unit would not fix the monster’s...’er...refrigerator’s problem.

I installed five thermocouples all around the unit to monitor its operation. Using thermocouples (TC’s) on a cooling unit is really out of the norm, but it was something I wanted to do simply to know what the temperatures were when it was running. I was curious about how it works. I’m an ex-power plant operator, so I focus on things like that. Monitoring what temperatures the cooling unit operates at is about the geekiest thing a person can do, but boy, am I glad I did it!

A TC is a very simple device. It consists of wires made from 2 dissimilar metals that are joined at a point called a junction. When that junction is heated a voltage is produced which is proportional to the temperature applied. The probes I used are Type K, which are made of chromel {90% nickel and 10% chromium} and alumel {95% nickel, 2% manganese, 2% aluminum and 1% silicon}. It is the cheapest and most common general-purpose thermocouple available with a temperature range of -330° F to +2,460° F.

The idea to install TC’s came to me as I was studying online how cooling units worked. There are so many resources out there, from simple explanations to real complicated thermodynamic diagrams and formulas

available for each level of understanding. As I learned about the absorption cycle I saw one piece of information missing—there was no documentation at all about what temperatures to expect a properly-operating unit to run at. The only tip I ever saw was that the boiler should feel about as warm as the absorber coils, when measured by hand, while the unit is operating. That doesn’t really say much about the whole cycle. I wanted more information. I would have to just do it myself.

Anybody can order thermocouples online. I picked mine up from eBay in a few lengths from 3-feet to over 6-feet. I purchased the kind that already had plugs on them so that I did not have to do any more wiring than necessary. I also bought a TC reader on eBay for about \$25. (See Fig. 1)

It is a cheap model that I don’t expect will last long but, for us, it has already paid for itself in spades. The unit has two ports so it can be plug in to two TC’s at the same time. It also reads temperatures in Fahrenheit, Celsius and Kelvins. With two TC’s you can read temperature differentials instantly rather than having to plug in one TC, and then another, and then do the subtraction in your head.

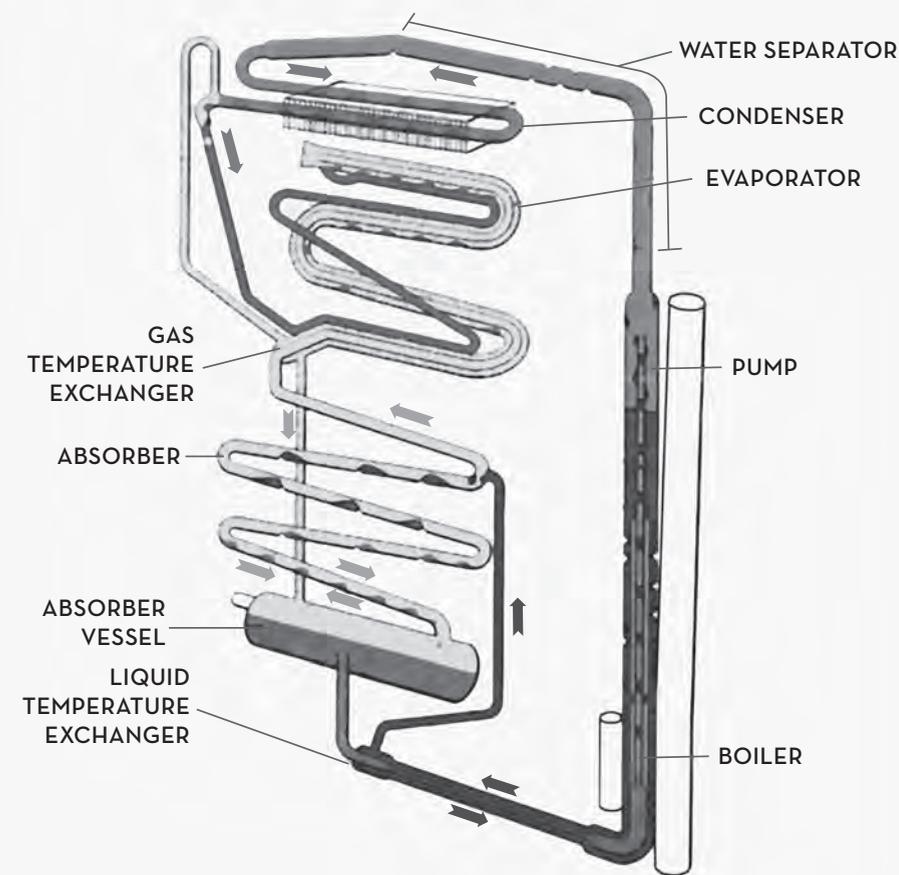
HOW A FRIDGE COOLS

An ammonia absorption fridge works by the evaporation of ammonia, in sealed refrigerator piping, to remove heat. This process has been around since Ben Franklin’s time when he experimented with the evaporation of alcohol for cooling. It may seem counterintuitive to apply heat to something to get it to cool, but it actually makes sense once you know how the cycle works. Ammonia has a boiling point of about -28°F so it does have the potential to really cool if the conditions are right. The basic cycle is as follows (and this is really basic—see. (See Fig. 2)

1. A boiler heats a column of water that has ammonia mixed in with it. The ammonia will boil at a much lower temperature than water so it forms bubbles of ammonia gas that rise out of the water, leaving the water behind. The water left behind will be piped to the absorber coils for later use in step 5 below.
2. The ammonia gas floats up and away from the water and passes through a moisture separator to remove any residual water vapor.
3. The ammonia gas passes through a condenser where it is turned back in to a liquid and cooled to ambient temperature.
4. The liquid ammonia is piped to the freezer section where it is released and slowly starts to evaporate back into a gas, taking away any heat it can. If the freezer section is cold enough the liquid ammonia continues past and eventually evaporates in the fridge section cooling that compartment.
5. The now re-vaporised ammonia leaves the fridge compartment and is exposed to the water left over from step one above where it is reabsorbed and then returned to the boiler to start the cycle over again.

With my old cooling unit removed and my new unit ready to install I embedded my first TC in the section of cooling piping between the freezer section (low-temperature evaporator or LTE), and fridge section (high-temperature evaporator or HTE). (See Fig. 3) This TC will let me know about how much cooling is available for the fridge compartment. I embedded this TC by making a small hole in the foam right next to the piping and placing the TC right next to the pipe in a small dollop of thermal mastic that came with the new cooling unit. The mastic is used to create a thermal bond between the cooling piping and the fins that extend

Fig. 2
THE ABSORPTION SYSTEM



- HYDROGEN & AMMONIA VAPOR
- WEAK AMMONIA SOLUTION
- STRONG AMMONIA SOLUTION
- LIQUID AMMONIA
- AMMONIA VAPOR
- HYDROGEN GAS

into the refrigerator. As it turns out, this TC was the most valuable to me when looking at the performance of our new cooling unit. This thermocouple alone will indicate how much cooling is available for the high temperature evaporator. With this TC embedded I could go ahead and install the new cooling unit, which I did.

The remaining TC were placed in the following locations:

1. *Thermal Input*—A fiberglass wrapped TC is placed in the heater well for the DC heater probe. As I do not have a DC heater element, only an AC element and of course gas, this empty spot is a perfect place to measure the temperature of the hottest part of the cycle. Whether on gas or electric, this probe will measure the boiler temperature. (See Fig. 4)
2. *Boiler Outlet*—This point is where the hot ammonia gas leaves the boiler. (See Fig. 5)
3. *Condenser Inlet*—this is the point where the ammonia gas, filtered from any remaining water vapor, enters the condenser. (See Fig. 6)
4. *Liquid Ammonia*—This TC measures the temperature of the liquid ammonia where it enters into the fridge. It should be noted here that the liquid ammonia piping follows and sits alongside the high temperature evaporator piping and then the low temperature evaporator piping where those two sections further cool the liquid as well as the fridge and freezer compartments. If the liquid ammonia were not further cooled in this manner, it would enter the freezer section as a warm liquid and evaporate from the heat itself already contains. This would drastically reduce performance. (See Fig. 7)

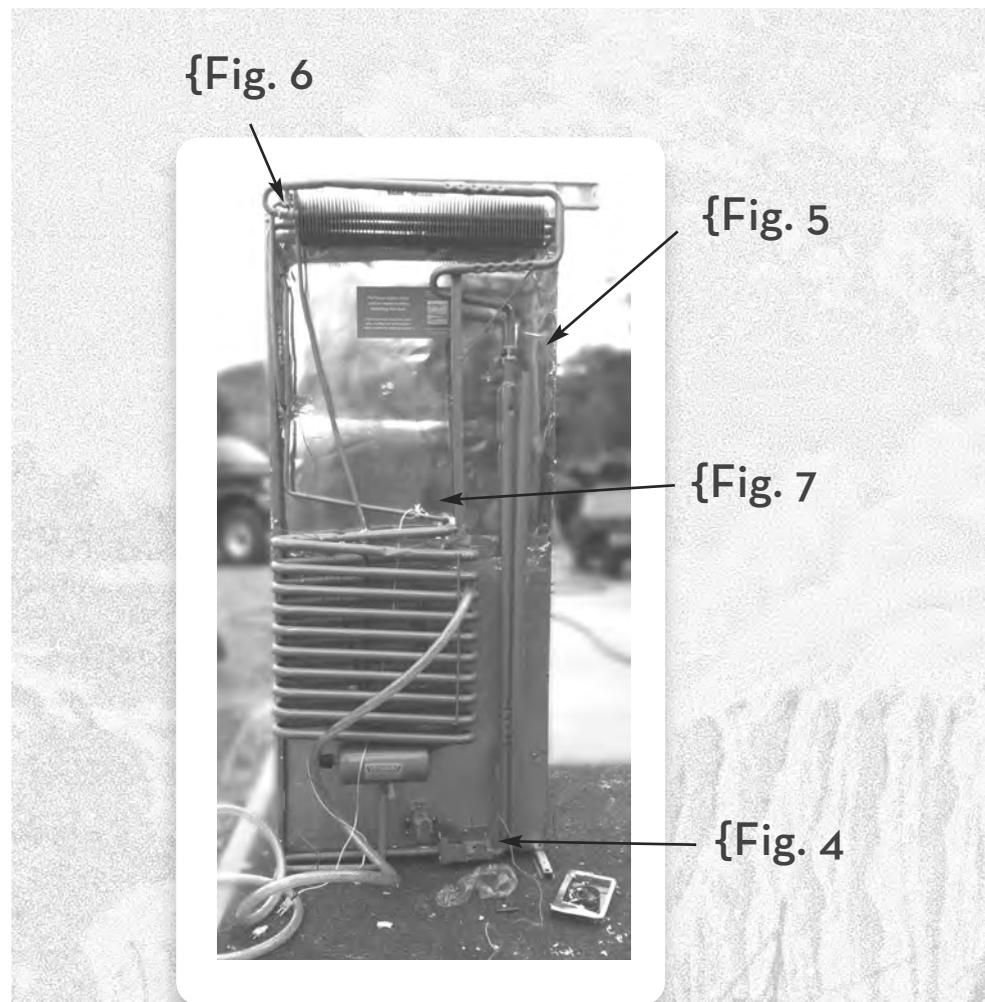


Fig. 4
Thermal Input.

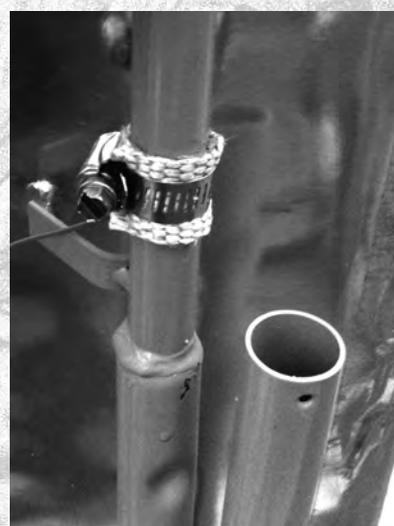


Fig. 5
Boiler Outlet.



Fig. 6
Condenser Inlet.

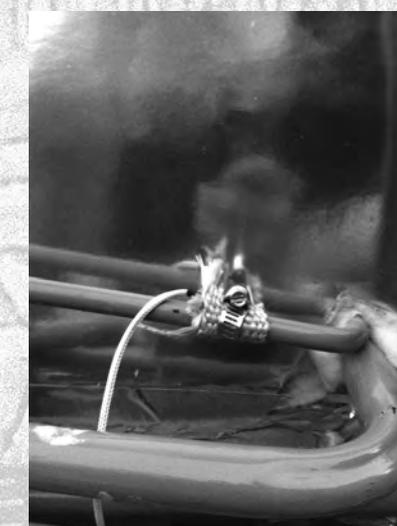


Fig. 7
Where liquid ammonia enters into the fridge.

Each of the above TCs were clamped to the piping with a hose clamp. A layer of fiberglass wrapping was placed between the TC and the hose clamp to protect the piping and ensure a good insulated thermal bond between the TC and piping so that temperatures would be accurate. It also allows for some strain relief of the fine TC wire.

RESULTS

With all of the TCs installed, a baseline test was performed with the fridge unloaded so I could get an idea of what

temperatures I could expect as time went along. I disabled the refrigerator temperature controls (aka, placed the fridge in bypass mode) based on the instructions provided by the Dometic Diagnostic and Service Manual. In this state, as long as the boiler itself was not above its safe operating temperature, it would continue to run no matter what the fridge temperature. You could use this test to see just how low your fridge can really get on any given day. The results are noted in CHART 1.

It's clear to see that within a short period of time, the fridge compartment

got to within an acceptable temperature range. With this data I can compare any other data I gather and analyze temperatures to determine what may be causing a cooling problem. The temperatures for 9 p.m. are a good point to reference, as the fridge should be operating at or around that point. Notice the temperatures at the High Temperature Evaporator (HTE) are well below the actual fridge temperature indicating that I can cool that compartment down further if needed. We should be ready to hit the road with a perfectly working fridge! Yea!

CHART 1

Cooling Unit Bypass Test, 6-16-13

Temperatures—Degrees Fahrenheit	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.
Boiler Temperature	352	352	350	350	340
Boiler Outlet	175	168	192	245	244
Condenser Inlet	137	135	134	137	125
Liquid Ammonia	92	87	84	82	79
HTE Inlet	38	19	8	3	1
Ambient		80	76	70	67
Refrigerator		60	40	32	26

EVERYTHING'S FIXED AND WE'RE READY TO GO...FINALLY...RIGHT?

"Houston, we have a problem..." We depart on the road for the 2013 WBCCI International Rally in Huron, S.D. As we have done several times in the past, we stop at a rest stop along Highway 80 for a quick bathroom break. We haven't been on the road a whole 3 hours. This rest stop is a dreaded place for us because every time we have stopped here in the past, we discovered that our fridge has stopped working. What would we see on this trip? Surely, we should expect the unit to be performing perfectly. It's a new cooling unit after all!

Checking the outside conditions the boiler is warm to the touch and the absorber coils are hardly warm at all. This is not a good sign. We open the fridge and see...50°F! As we have seen time-after-time, the cooling unit is just not working. It is exactly the same symptoms we have always had in the past.

Now, I realize that there is *no way* that this new (remanufactured) cooling unit has the same identical internal problem that the old unit had...the same problem(s) we have been having all this time? "#\$*@#." I'm throwng in the towel...this thing's "kickin' my ass." **But wait...**It's time to start using the data I have, and have been gathering, to see what is really happening. The gathered data (See CHART 2) is limited, as we've only been on the road a few hours, but perhaps we can make some sense of this...*tout de suite*.

DIFFERENTIAL DIAGNOSIS

I can see comparing the steady state data that there are a few areas in which the fridge deviates. Ambient temps are fine—it's relatively cool outside. There should be more than enough cooling to keep this fridge working. The boiler temperature is hot enough to generate copious amounts of ammonia vapor. The most notable is the HTE temps—they are high at 43°F+. They are basically at the same temps as the fridge with no room for cooling. They should be far lower as my steady state test data shows. Deduction, there is no ammonia cooling at this point.

Let's look further.

The condenser inlet temps are also really low. The heat of the ammonia vapor should be carrying farther up the cycle. The boiler outlet temperatures are only at 120°F! **This is a big clue**, as 120°F was the temperature of the condenser inlet during the static test. Those low boiler outlet temperatures and low condenser inlet temperatures mean only one thing to me—the ammonia

CHART 2

Limited Data Gathered

Temperatures—Degrees in Farenheit

	9 p.m.	10 p.m.
BT	325	324
BO	120	125
CI	80	77
AT	70	72
HTEI	43	44
Fridge Interior	48	50
Ambient	70	65

being generated in the boiler is being condensed and separated out as moisture before it ever reaches the condenser inlet. The liquid ammonia is draining back to the boiler, further cooling it. There is little to no ammonia reaching the condenser and therefore, there is little ammonia available for freezer and fridge cooling. Is the answer this simple? There is just WAY TOO MUCH COOLING AIR FLOW!

Since I have nothing to lose—I *am not going to burn up this unit because I am monitoring it so closely*—I am going to block off the air flow that is cooling the fridge and see what happens. I stick a piece of MDF in the louvered access door to restrict the flow, close the door and down the road we go.

A few hours later we stop for gas and I go to check the fridge—I'm anxious that things are going to be worse. The first temperature I check is the HTE to see if any cooling is reaching the fridge. It is at 17 degrees! The boiler and absorber coil temperatures feel pretty much the same. **Victory!** The fridge once again has a complete cycle. Boiler temp is at 325°F and boiler outlet is at 145°F. Not perfect, but enough, apparently, to cool the fridge interior and the food.

The following morning things have improved dramatically, the fridge compartment is at 34°F, the HTE is at 7°F. The boiler outlet temperature is 280°F—now we're talking! That hot ammonia vapor is rising up and going to the condenser, where it belongs. The condenser inlet is 135°F indicating that ammonia vapor is indeed making it into the condenser and the condenser outlet is 93°F. This is a properly working fridge.

Wife is happy; beer is cold; the rest of the trip will be enjoyable; and the cooler is in the back of the Hummer where it belongs! Without the help of the "geeky" thermocouples, this problem would never have been solved. 



TEXAS HIGHLAND LAKES UNIT CELEBRATES THE 8TH ANNUAL TEXAS VINTAGE AIRSTREAM RALLY AT THE "COME AND TAKE IT" FESTIVAL

THE FIRST SHOT FIRED FOR TEXAS INDEPENDENCE WAS IN A TINY TOWN, KNOWN AS THE "CRADLE OF TEXAS INDEPENDENCE," GONZALES.

Located off I-10, midway between Houston and San Antonio, Gonzales holds a unique place in Texas history. On October 2, 1835, 18 townsmen, stood on the bank of the Guadalupe River refusing to give up their small cannon to the Mexican Army. The women fashioned a flag depicting a black cannon on a white background, emblazed with the words—that would continue to echo through the years—*Come & Take It!*

In 1836, Gonzales further carved out its niche in history when 32 of her men rode to martyrdom at the Alamo in answer to William Barrett Travis's poignant call for help against overwhelming odds. After the Battle of San Jacinto, many of the soldiers returned to their frontier settlement determined to rebuild the town of Gonzales and continue their dream of a better life in a new land for their families.

Each year on the first full weekend in October, Gonzales commemorates the firing of the first shot for Texas freedom. The town comes alive for the three-day event, with a giant parade, carnival, street dances, food booths, biergarten, special music and entertainment, battle reenactment, arts and crafts booths, photography and art shows.

The 2013 Texas Vintage Airstream Rally will be held at J.B. Wells Park Arena. The facility is located south of the Guadalupe River Bridge at the intersection of US 183 S and TX 97. The facilities include a large covered pavilion, horse barn, and a multi-purpose show barn arena, and 486 full-hook-up RV sites.

The Rally will be held in the multi-purpose show barn arena. New and vintage Airstreams will be parked on the floor, and will include camping for 4 nights, Pot Luck supper, two catered dinners and fresh morning coffee. Classes will include something on vintage restoration, system repairs and "something for the ladies." The highlight will be the Vintage Open House on Sunday, which will be open to the public.

All owners of Airstreams—vintage and newer models—are invited to join us to celebrate the history of Airstream and the history of Texas. Additional information and registration form available at www.THLU.org. Contact Co-chairs, Fred and Judy Hazen, at jfhazen@earthlink.net, or 512-261-0122.

OCTOBER 3-7, 2013
AT J.B. WELLS PARK, GONZALES, TEXAS.

Resources:

K-type Thermocouples and Readers:

<http://vintageairstreamclub.com/thermocouples>

Dometic Diagnostic Manual:

<http://vintageairstreamclub.com/DometicDiagManual>

Yes, now you
can order

ONLINE!

vintageairstreamclub.com

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

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:	\$

Ordered by: _____ WBCCI# _____



Photos: Kimber Moore

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.

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SIZE MATTERS

Story by Lee Johnson
'85 Airstream Sovereign
www.thlu.org

ROAD RESTRICTIONS COME IN ALL SIZES. AS FAR AS HEIGHT LIMITATIONS, CHECK OUT THIS WEBSITE:

Low Clearances Maintained by AITA

www.aitaonline.com/Info/LowClearances.html

It lists, by state, all roads with any overhead clearances less than 13' or 13'6", depending on the state.

Weight limits are unlikely to be a common problem, unless you're a very large and heavy coach trying to go down a very small road. In any event, unusual weight limits are almost always posted by signage along the road.

Where the truck or motorhome oriented GPS unit should be very useful is in helping a vehicle of large size avoid dead-ends, sharp turns, or tunnels that would be problematic. We have a Rand McNally GPS system we bought last year and have found it to be unreliable in that area.

A simple planning tool that I use (*in advance*), is to go to Google Maps in the Sat. Photo Mode and scan the road I want to take. If I see any large trucks in the picture, I know the motorhome will be fine!

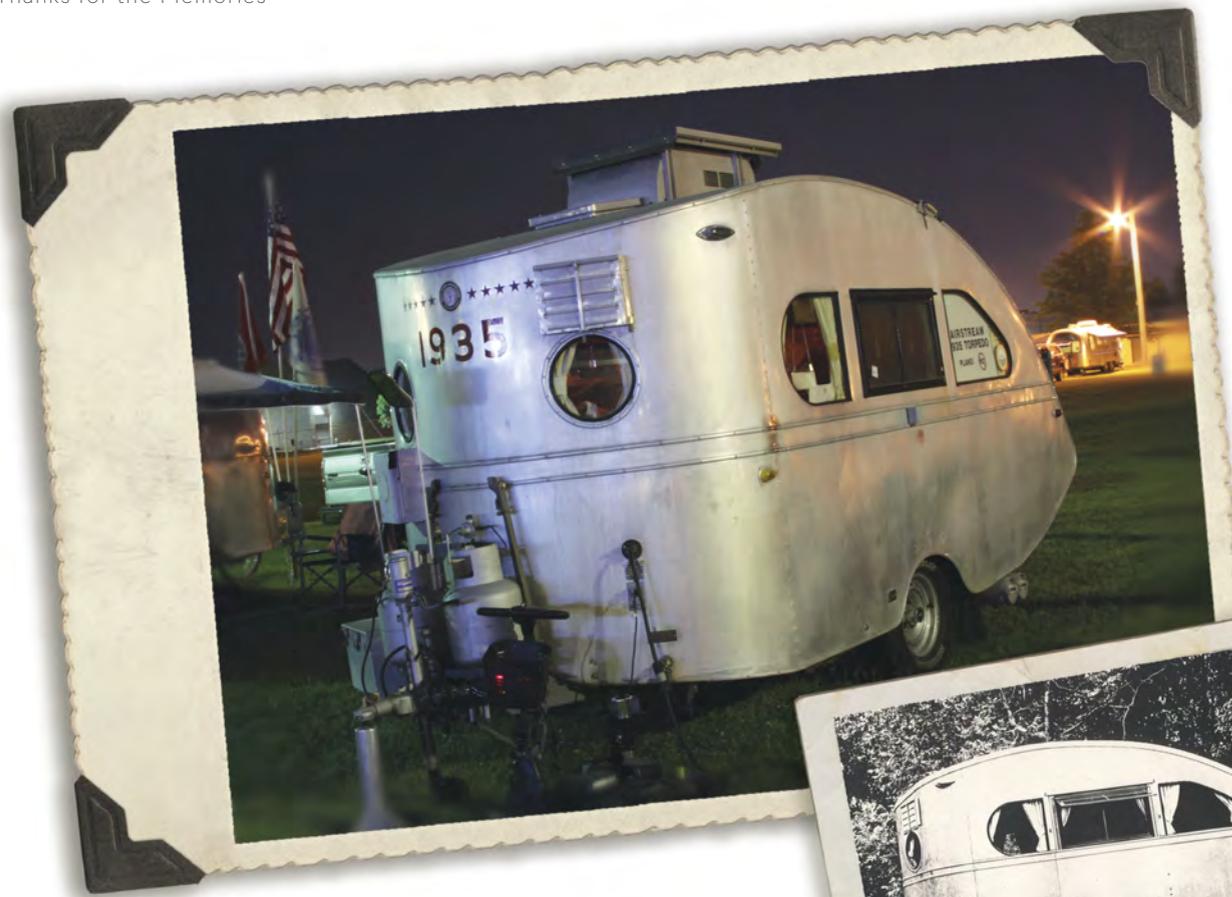


Photo: Tim Kendzierski



Photo: Kimber Moore

REMEMBERING.

THE VAC WILL MISS THE PRESENCE OF DR. NORM HOLMAN, JR. AT OUR GATHERINGS. DOC PASSED AWAY DURING THE 2012 INTERNATIONAL RALLY, IN SEDALIA.

His passing was very unexpected. He had been at the rally for a few days, enjoying our Happy Hours each evening. It was a strange experience to see his trailer parked among the Vintage Airstreams and know that he would not be back. Most of us don't know a time when Doc and his trailer were not present at a VAC gathering at International. His trailer was an integral part of Airstream history—built by his dad, Norm Holman, Sr., from an original set of Wally Byam plans, during Wally's earliest days in the trailer design and development business.

On the night of his passing we went out to reminisce and get what are possibly the last set of pictures of old number 1935—the oldest trailer that was ever a part of WBCCI, and the Vintage Airstream Club. Perhaps, the oldest trailer that will ever be part of both.

Doc, your presence will be missed, greatly.

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

Join the VAC and **get yours today!**

VINTAGE AIRSTREAM CLUB
Intra-Club
WBCCI

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 Memberships: Glenn and Teresa Taylor, PO Box 7066, Loveland, CO 80537-7066. E-mail: membership@vintageairstreamclub.com. Or, renew online at vintageairstreamclub.com.



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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

2013 Events and Rally Highlights



“39th Annual Montana Old-Time Fiddler’s Picnic” was held, August 2-4, 2013

Montana Unit #O61, Region 10

This was a small party for 500 of our closest friends!
Old Mercier Ranch, Livingston, MT

Vintage trailer camping was organized by Dal Smilie (dalsmilie@aol.com).
More pictures can be seen at fiddlerspicnic.blogspot.com.

This event was MORE THAN JUST A PICNIC. In a combined effort with the Tin Can Tourists gathering, attendees enjoyed dry camping under the Montana sky, while being serenaded by Bluegrass, Old Timey, Mountain, Celtic, and Gospel music, cowboy singers, and more. This venue was close to Yellowstone National Park and Paradise Valley, where fly-fishing, hiking, and lot’s of other outdoor recreation was enjoyed by all in the surrounding areas.

Stay tuned for the 2014 event.

Upcoming Events and Rallies are on page 3.



Dorothy Mercier and her Granddaughter, Virginia; circa 1925. The Mercier name is largely unrecognized today, largely because this little ranch has been passed down from mother to daughter over several generations.