

The **VINTAGE AIRSTREAM** Club



Presents

THE VINTAGE ADVANTAGE NEWSLETTER

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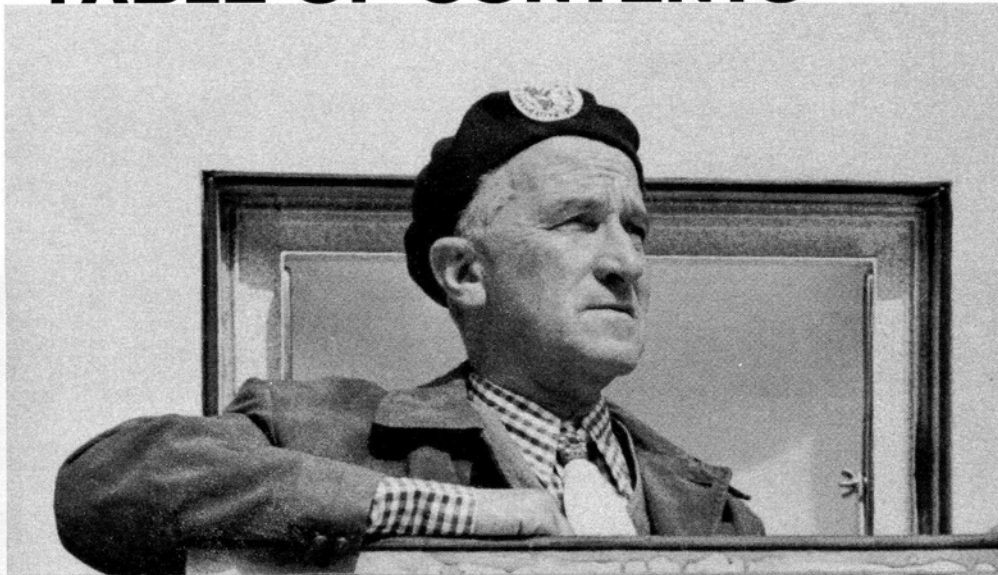
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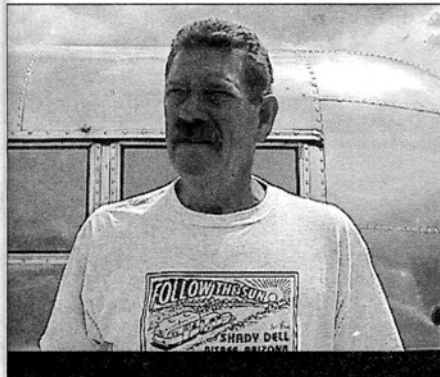
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During the past six months the VAC has continued to grow and prosper. But one of the most significant things to happen is the formation of a new WBCCI Unit based in Washington, DC. Tom Howarth, former editor of the Vintage Advantage newsletter, set out earlier this year to create a new unit that is somewhat unique compared to other WBCCI Units. It is unique because the membership has a primary focus of interest of vintage Airstreams. The Washington DC Unit has been granted "Provisional status" by the WBCCI and already has twenty four unit members and 11 affiliate members. The DC Unit has already held their first rally in conjunction with the 2nd annual Vintage Airstream IntraClub Gathering in PA which I understand was a great success with thirty members in attendance. Congratulations to Tom and the DC Unit.

On the other side of the Country, the 1st Annual California Fall Rally was held in October at Bass Lake which is near Yosemite National Park. Fifty two members came in twenty seven Vintage Airstreams. It was very encouraging to see that this occasion was also the first time that more than half the folks participated at any kind of a rally.

In addition to the Fall VAC events in PA and CA, the VAC also had its first Southeastern Gathering with another ten VACers participating at the Top of Georgia Airstream Park in Helen, GA. Much thanks to the George James' II and III and Charlie Pildis for coordinating this event.

Other noteworthy things have taken place during the past six months. The most obvious is the new format of the Vintage Advantage newsletter. Bryan Burkhart, newsletter editor, has shown his unique ability and artistic talent at putting together a quality publication. Thank you to all of you that took the time to write and complement Bryan on the fine job he did on his first issue, Fall 1999.

Changes have also taken place in the other media arena, the VAC web site. Kevin Allen has taken over the responsibilities as Webmaster. Look forward to seeing

some interesting changes and increased material in the near future on the VAC web site (vac.airstream.net).

Looking towards next year, in June 2000, the **Wagon Wheel Caravan** promises to be a fun filled and interesting Caravan traveling around the scenic and historical areas of North and South Dakota. Kathy Hunt has been working hard to make this the best Wagon Wheels Caravan yet. Look for a preview of what she has planned for us in this issue.

In February, Bob Herman will be organizing special parking and an open house for the Vintage Club at the **Sarasota, FL Rally** and Noland Vogt will be organizing the Vintage Club events at the **Hobo Rally** in Blythe, CA.

With the growth of the Vintage Airstream IntraClub and its increased participation in local, regional and International WBCCI Rallies, the interest and acceptance of Vintage coaches at these events has changed dramatically. Because of the positive attitude and a sincere desire to create a positive image of the VAC by the members, we are now being requested by the organizers of rallies to attend their rallies and host events such as the open house.

In February Corinne and I are going to try something that we hope will catch on in different areas around the country. We are planning a **Caravan of Vintage trailers from California to Texas** to attend the Fredricksburg Rally. After the Rally we plan on going to San Antonio, Picacho Peak State Park, the newly opened Kartchner Caverns, the Shady Dell Trailer park in Bisbee Arizona and if time allows, Organ Pipe National Park. **If you would like to join us please let me know soon.**

We've always anticipated going to Rallies and enjoy the camaraderie once we get there, but the real adventure lies in the things that we can discover and enjoy as we travel along the highways. I think the real challenge for the Vintage Club is living up to the name of the organization we belong to, "The Wally Byam CARAVAN Club International". It's time to get those old trailers back on the road again with friends and enjoy the things this beautiful country has to offer.

LETTER TO THE EDITOR



Dear Mr. Burkhart:

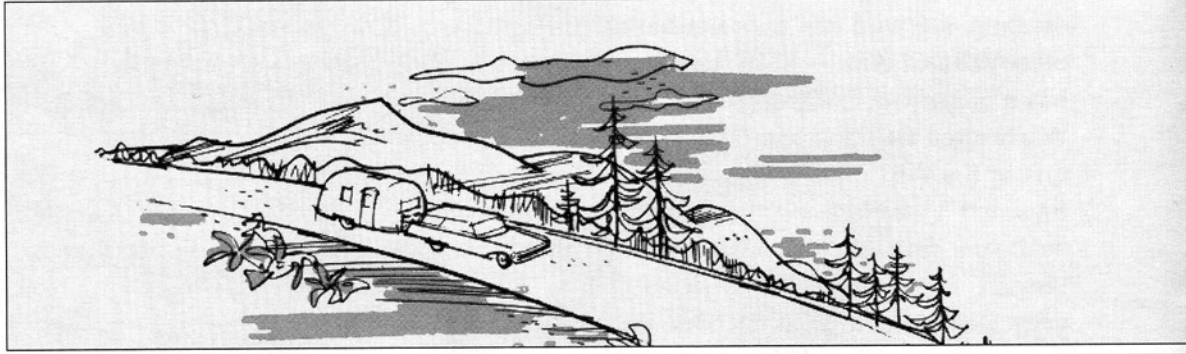
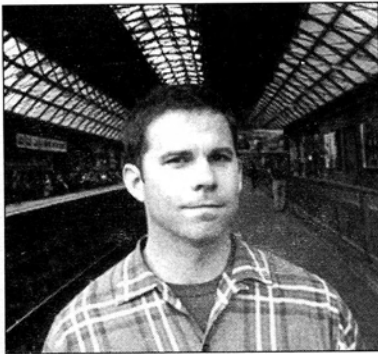
In the spirit of Wally Byam we are continuing to explore California and parts unknown (as yet). We purchased this 1957 Wanderer in 1995 (just after the big earthquake) and have been on the road 3 times a year since then. Sometimes we just go up the coast to Oxnard or Malibu. Every Easter we take here to Anza Borrego Desert State Park. What a great way to get out of town when you have kids!

These photos were taken at Lake Isabella in Kern County California.

Keep up the great work!

Sincerely,

Susan, Michael and Wyatt Henry



The Editor's Desk

The end of the year kind of snuck up on me this year as did the due date for the newsletter. But all the articles and letters came in and by the time you get this, it will be January. I want to thank all those who wrote to me via mail, email and telephone responding to the last issue of the newsletter. Several astute individuals had eagle eyes to notice the cover image, unknown to me, featured a Silver Streak, guessing the date ranging from '48 to '54. Of course, I was a little surprised seeing I had that picture for years and I never really looked at it that closely. I liked it for the dog, the tow car and the sleek trailer. The feeling of pure independence radiates from that picture. No matter. That Silver Streak had a good look then, and if I saw it today parked in the street I would put the brakes on and check it out. I have received many letters (see above) You can't beat short stories with pictures. Wish all my mail came in that form.

I had a rare opportunity to actually take my Airstream out to a real rally, not the imaginary kind, you know, sleeping in the trailer in the backyard. I think I surprised many when I pulled in. "Wow, he wasn't bluffing, he really does have an Airstream".... at least that's what several friends say in my neighborhood. The trailer out of storage, on its first official outing, "The Mariposa Rally at Bass Lake". I got to experience the excitement of full hook ups that you all have raved about for years! My trailer, like many at the rally, having risen from an abandoned past, narrowly avoiding a sad fate of becoming a giant mobile toolbox for a contractor... instead the Flying Cloud has been rebuilt, and put back into circulation again. The Cloud now wants to be the center of attention for future weekend getaways, barbecues, you name it. It was great seeing so many people that I first met in Boise, Idaho at the International and the Vintage Rally up in the Sawtooth Mountains. I also met many new airstreamers like myself. The Bass Lake site was exactly what I hoped for being a city dweller. I wanted to be surrounded by giant trees away from the pavement, listening to silence.

That's enough from me.

Happy New Year.

VAC Announcements *for places to go and people to see*



CALIFORNIA TO TEXAS VINTAGE CARAVAN

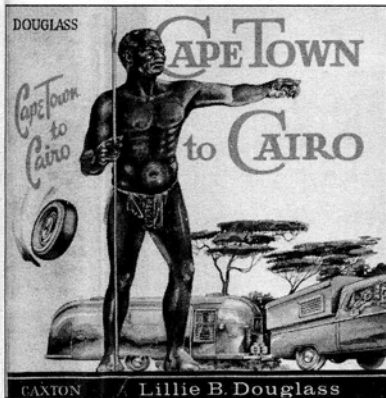
When: February 6th, 2000 (approx)

Departing from: from the California/Arizona border

Description:

Anyone interested in going to Bud Cooper's "Caravan from Hell" Rally February 10th through the 13th in Fredericksburg, Texas? We are planning a caravan of Vintage Trailers that will leave approximately February the 6th, from the California/Arizona border and head for Texas. After the Texas rally, if you want to join us, we are tentatively planning on spending some time in San Antonio, Big Bend National Park, then Bisbee Arizona to visit the "Shady Dell" Trailer Park. Then on to Tombstone and Organ Pipe National Park. Hopefully we will also be able to see the newly opened Kartchner Caverns in Benson Arizona.

For more information contact: Tom Reed at 909-735-3920 or e-mail tereed@pacbell.net



Fredericksburg, Texas Rally: The Caravan from Hell

When: February 10-13, 2000

Location: Oakwood RV Resort

take SR 16 South 2 miles Turn right at Tivydale Rd. (FM2093), see park / Fredericksburg, Texas

Contact: Ray Mandes II, ph 956.682.7854 e-mail: verray@aol.com

Registration Fee:

\$80 per 2 persons, \$70 per 1 person, includes parking. Day visits and late arrivals accommodated. Meals only \$12.50 per person. For guaranteed parking on site, registrations close January 1, 2000. After this date, registrants may be parked elsewhere. The South Texas Unit of WBCCI invites you to attend a unique rally at which the focus will be vintage Airstream trailers, their owners, and the unique way of life that they promote. Featured will be a display of the vintage trailers from all over Texas and surrounding states. Promised: A Bowlus trailer (forerunner of Airstream) on display, as well as an assortment of other less valuable relics. *The program, featuring living people who were on the infamous African caravan will be talked about for years. There will be a Concours d'Elegance with a trophy for Oldest-in-Show, open house, demonstrations, and history talks. Plus lots of slack time for talking, eating, laughing and swapping tall tales. Two potluck breakfasts. *Also featured will be a slide show of the last caravan to Central America.

Schedule:

- Feb. 10 Parking all day / At 4pm R&R with intros, later, dinner on your own.
- Feb. 11 8am: potluck breakfast / At 9am: shopping / 4pm R&R, later, dinner on your own.
7pm program: Capetown to Cairo with Art and Toni Ruiz
- Feb 12 9am-12p: Open house and judging / 1pm free time / 4pm R&R
6pm: BBQ dinner (bring your own appetite and own service)
7pm: Awards. Program: "The last Central America Caravan"
- Feb. 13 8am: Potluck breakfast.

VAC Announcements *for places to go and people to see*

40th ANNUAL WBCCI HOBO RALLY

When: February 7-13, 2000

Where: Blythe CA

Contact: Noland Vogt email: vogt@airstream.net phone: 650.364.7458

Description: Start the new millennium right. Gather with your fellow Vintage Airstreamers and enjoy. The VAC has arranged for special parking all together. Water and electric available. The food is always good and just wait until you taste the Hobo stew. Make up your own special mug (out of a can or whatever) and compete for the best mug award. If you don't bring a mug, you don't get any stew! The weather is typically warm and sunny - although some rain is not unheard of.

Nearby sites: The huge Quartzite swap meet, rock and mineral show; casinos and shows in Laughlin, NV; the London Bridge in Lake Havasu; fishing and water sports on the Colorado river; the General Patton museum; Joshua Tree National Park and Anza Borrego. Registration form in Blue Beret. Please put a note on your registration form that you would like to park with the Vintage Airstream Club. It would be helpful to let me know also, include the days that you will be there so that I can make sure we have enough spaces. vogt@airstream.net / 650.364.7458. Warren Weinstock #2750 (2nd VP Region 12) is doing the planning for the 40th Hobo, and has told me that for those of you that cannot come for the full 7 days, the fees will be discounted to the days that you are able to attend. Come to Blythe and have a Blast. Be sure to bring your Hobo clothes for the parade. There is a competition for Hobo King and Hobo Queen - all kinds of accolades. Last year we had a great turnout of Vintage rigs. Tell your Vintage friends. I look forward to seeing you there.

Noland Vogt #447
2nd Vice President, VAC

FEB 2000 FL SARASOTA RALLY

When: Feb 26, 2000

Where: Sarasota, Florida

Contact: Bob Herman #8556 email: bonbobherm@webtv.net

Description: All vintage members who wish to park with the vintage group will be located out front in the grassy area (same area we were located couple of years ago.) Members should request parking in vintage area at check-in. We will have open house for vintage trailers on Sat. Feb. 26 from 1:00 till 3:00 P. M. for all who wish to participate. We also plan to have a 5:00 P.M. covered dish supper Sat. for vintage members. I will have details at the rally. We plan to have "Happy Hour" each night, weather permitting.

Vintage at Region 2

When: May 25th-May 29th, 2000

Where: Kutztown, Pa.

Region 2 is planing Vintage parking & open house at the Region 2 Rally in Kutztown, Pa. This is in the heart of Pennsylvania Dutch Country. There will be tours, flea market, seminars, parade, etc.

Contact: Don Perry
4 View St.
Greenwich, CT 06830 (via snail mail)
(email) Don-dee@airstream.net

Registration Fee: 2 Persons, 5 nights \$110 (\$165 Canadian)
Weekend \$85 (\$128 Canadian)

Notification By May 1st, 2000-----See Future Blue Berets for complete information.

REGION 9 PRESENTS 2 VINTAGE EVENTS 6th annual

When: April 3-9, 2000,

Where: Meeting in Abilene, TX

Description: Famous for excellent food, this rally offers the usual concours and open house but will be augmented by having a shrink-art workshop. Here, guests will create tiny pieces of jewelry containing such things as their own Airstream motor home with its correct number in red. This is something anybody can do. The vintage group will act as hosts and teachers to the general attendees. (They themselves will be taught by Bud and Bettye.) Other shrinky-dink pieces may include the famous man-eating Airstream, or the face of Larry Huttle. This is always a good rally with vintage parking. Clip the coupon in the Blue Beret. If you are not a WBCCI member on a buddy basis. Simply contact the chair person listed and ask to be a buddy.

REGION 4 AGAIN OFFERS VINTAGE PROGRAM

When: May 24-28, 2000

Where: Meeting in Van Wert, Ohio fairgrounds.

Description: Region 4 will again have a vintage program consisting of Concours, open house, and a talk by Bud Cooper. In addition to this, expect the usual tight-packed program that goes along with a region rally.

Fee: Two persons / four nights is \$70. Use the coupon in the Blue Beret. If you think you might like to come, volunteer to help Bettye, she and Bud are hosting.

Vintage members who do not belong to WBCCI are welcome as buddies.

Wagon Wheels 2000

When: June 14 to June 25, 2000

Where: Spearfish, SD to Bismarck, ND

Description: Come to the Prairies, Badlands, Lakes and History of the Lewis and Clark Trail. We will meet in Spearfish, our home with hookups for two nights, close to the home of the Passion Play, Sturgis, Motorcycle Hall of Fame, all close to the Black Hills. There will be thirty Vintage Airstreams rolling along in Wally Byam style, ready to explore a part of our country that many have bypassed thinking there was nothing there to see. Medora, ND will be the next stop just 200 miles north. We will be there for 3 nights, close to the Theodore Roosevelt National Park, Badlands, National Grasslands. While here we will have a Pitch Fork Barbecue, attend one of the greatest outdoor musicals, have time to explore your own interests. Full hook ups here. Next stop, 118 easy miles with stops to explore as you wish, to Watford City, ND. for two nights. This is a pleasant small town, friendly folks, ready to show you around. Less than a hundred miles east we will stop at a site on Lake Sakakawea, hopefully, on the Indian Reservation, where there will be opportunities to fish and boat as well as visit the museums. Plan on being here for two nights, with hookups. Next stop, approximately 50 miles, will be our home for two nights at the Lewis and Clark Interpretive Center at Washburn, ND where we may be fortunate enough to park on the original site of Lewis and Clark's campground. There are some church ladies there waiting to serve us a real North Dakota Dinner. From Washburn to Bismarck is just a short 44 miles.

Fee: We do not have a \$ figure yet but will keep all interested informed.

Reservations may be made by contacting:

Patrick Ewing, 3661 Alm Rd.

Everson, WA 98247

Phone (360) 988-8407 e-mail pre52@gte.net

or

Kathy Hunt

before Jan. 7, 2000 or after April 1, 2000

1646 Ecola Way

Woodburn, OR 97071

Phone (503) 981-0307

e-mail anytime khunt@oregonsbest.com

Total time: 11 days

Distance: 474 miles

Kathy Hunt

between Jan. 7 and April 1

2831 W. 5th St

Yuma, AZ 85364

Phone (520) 329-7905

Vintage Gathering - Top of Georgia Airstream Park - November 4-7, 1999

Although we had very little publicity we gathered beginning on the 4th of November with approximately 6 trailers present, and by the time we concluded on the 7th we had 10 trailers present.

The 4th we had a Dinner and a Birthday Celebration (George James III Birthday Boy) at Unicoi State Park. That evening we showed videos from the "Vintage Airstream Club" Library (shown by Bill Duncan). The 5th we just relaxed. Some went hiking up the mountain (led by Fay Varley) others went shopping in Helen and the surrounding areas (along with the ever popular "Nora Mill", which is an operating Grist Mill working on a limited operation). Lunch and Dinner on your own. Evening program; Safety Seminar - "By George" James Jr.

The 6th we made preparations and held the "Open House" Event from 1:00 p.m. until after 4:00 p.m. with a great many Lookers (ooh's and aha's) consisting of Adults, Children and Grand Kids. Afterward there was Dinner at Unicoi State Park Lodge with a Great Selection Buffet. Later we had a great time playing cards, telling stories, passing ideas, making new friends and associating with old friends.

"A TERRIFIC RALLY"!

Present were:

Trailer # 1261	Shermer, Gordon & Lin
7650	Varley, Fay
6425	James, Hope & "By George"
5324	James, George & Sally
5368	Kenan, Dick & Jane
1602	Davis, Rick & Carol Deatin
2333	Morgan, Norman & Jackie
4373	Aston, Geven & Ruth (New Vintage Members)
12630	Duncan, Bill & Elizabeth & (Victoria - Granddaughter)
27999	Carroll, Bob

On Site with HABITAT FOR HUMANITIES

HABITATLER

Habitat for Humanity of Greene County, Ohio
P.O. Box 866, Xenia, OH 45385 937.374.8726

The Wally Byam Caravan Club helped with the workday on June 26th. They came from Florida, California, New Mexico, North Carolina and many other states—and get this—one person came from New Zealand. Each club member had stopped at Habitat affiliates across the country to work as they traveled to Greene County. Their plan had been to purchase brushes and rollers, but they helped us with the sheeting and fascia instead. Their pass of the hat resulted in a donation of \$113.00 to our affiliate. They said they had enjoyed their working vacation enough that they plan to do it again each year. Hats off to our distant friends.

By Don Seela, Construction Coordinator

2nd Annual VAC Fall Fling, Northeast Gathering

The early November joint Fall Fling and Northeast Gathering was a great success. Held in Shartlesville PA, at the Appalachian Campsites, it has grown from 9 trailers in 1998 to 30 trailers in 1999. This just proves that many VAC'ers are happy to romp and play in the Fall Foliage. Camped in Pennsylvania Dutch country, just a few miles from the Appalachian Trail, some VAC'ers went shopping for antiques, some took the local tours and the rest of us did what most "Aluminum Heads" do best, visit and talk about our Vintage Airstreams.

Thanks to John and Ester Dona for all their advance volunteer efforts to find the location and to organize the event. Each evening at Happy Hour, we met at Terry and Sandie Tyler's, for a campfire, warm conversation, hors d'oeuvres, and fun. Saturday morning, we had a Vintage OpenHouse, that attracted visitors with many questions. This joint gathering was also the inaugural meeting of the Washington DC Unit of the WBCCI. The DC Unit is the first new unit to receive a charter from the WBCCI in over a decade. The Region 2 President, Wilson Yerk, and his wife Cindy were there along with the Region 2 Historian Barry and Lesley Heckenswiler to record the event. Later on Saturday, the Washington DC Unit had its first meeting with many charter members and affiliate members in attendance. The meeting was short and to the point, for which, we thank the new President Tom Howarth, and the other officers and committee members. To volunteer, like the Dona's and others, in order to make things "Happen", is the very essence of the WBCCI. It is a very healthy and positive attitude, and it makes the club, grow and prosper. We wish also to thank and congratulate Anthony Slocock, for making the trip from London, and being our first member from the United Kingdom. Anthony is now Chairman of the European Division of the Washington DC Unit, and hopefully, other Airstream owners in Europe will contact him for information on joining. You may reach him via email at: aslocock@globalnet.co.uk

Many members came from as far away as Texas, Wisconsin, Michigan, Canada and all points of the compass. The interest in Vintage Airstreams runs strong and runs deep. We hope this "current" will continue to attract new members from all over the globe. We ended the event with a marvelous Pot Luck, where the Dona's provided the Roast Beef, and others brought, "Abbondanza" in a variety of dishes. Wilson and Cindy Yerk then gave an inspirational installation ceremony for the new officers of the Washington DC Unit. The Gathering was so much fun, plans are underway for the 3rd annual get together next year. The DC Unit will host the event, and current plans are for the event to be held near the eastern Maryland shore. I hope to see many of you there.

Bill Scott wescott50@webtv.net

1st VP and Membership Chairman, Washington DC Unit / WBCCI

VAC member in Germany



The beautifully restored 1949 "clipper" belongs to Walter Schales of Frechen, German. Pictured beside the Clipper is his wife Elfi. Walter is not well versed in English but would like to communicate with other VACers here in the U.S. If any of you speak German, please write him, he can be reached by writing to:

**Walter Schales
Rosmarstr. 107
D-50226 Frechen
Germany**

MARIPOSA to BASS LAKE RALLY

"VINTAGE AIRSTREAM CLUB / 1ST ANNUAL CALIFORNIA FALL RALLY / BASS LAKE OCTOBER 1999"

The above quote is from the T-shirts worn by the twelve couples that left the Region 12 rally, Saturday, October 16 and drove through the pines from Mariposa to Bass Lake.



MARIPOSA CARAVAN

After we parked our old silver trailers, we met in the patio recreation center of the Bass Lake RV Resort for happy hour, to get acquainted with new friends and visit with old friends. Tom Reed gave out more rally T-shirts and rally goody bags that included rally plaques. Tom then introduced Bud and Bettye Cooper, founder of the Vintage Club, to the newcomers. Bud Cooper founded the Vintage Club six years ago and it was quite an honor to have "Coop" and Bettye attend our rally.

Trailers kept arriving well into the evening until there were twenty seven parked in the beautiful setting of pine and cedar trees. Dennis Perry surprised us by showing up with his 1953 Flying Cloud which he had found parked on a nearby farm and bought the day before. Dennis had stayed up until midnight rewiring the trailer so he could bring it to the rally. It was a real find, imagine finding a 1953 in perfect condition.

The first evening we had a bountiful pot luck dinner and afterwards we enjoyed a delicious rose decorated cake baked by Ellie Whitlock to celebrate her and her husbands anniversary. After dinner we were entertained by Bud Cooper who presented his talk entitled "In Search of



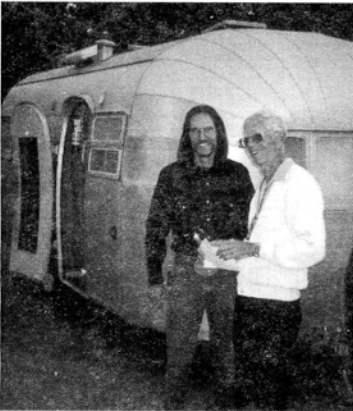
Wally Byam". A fascinating story of Wally Byam's first attempts at Caravaning in Mexico.

Early the next day, after coffee and muffins, the co-hosts of our rally John and Rosalyn Skadden lined us up in a caravan of cars and off we went to Glacier Point in Yosemite Park. A group of hardy hikers led by Paul and Mary Drag left from the top of Glacier Point to the valley floor some 3500 feet below. The rest of us went off to have lunch and watch the rock climbers on the face of El Capitan. John Skadden had set up telescopes in the meadows below the huge rock formation. That evening everyone in our group was ready to drive to the beautiful Wawona hotel built in 1879 and sit in the lovely candle-lit dining room for a relaxing drink and delicious dinner after a busy day.



Monday's breakfast was Tom and Corinne Reed's treat of biscuits and gravy, which got us ready to go back and clean up our trailers for open house, so we could see how individually different all of the old Airstreams are. After the open house we caravanned in our cars as the Skadden's led us on back roads (mostly dirt) to the Nedler grove of Giant Sequoia Redwood trees. Many were huge stumps of giant trees that had been cut many years ago. We hiked the trail



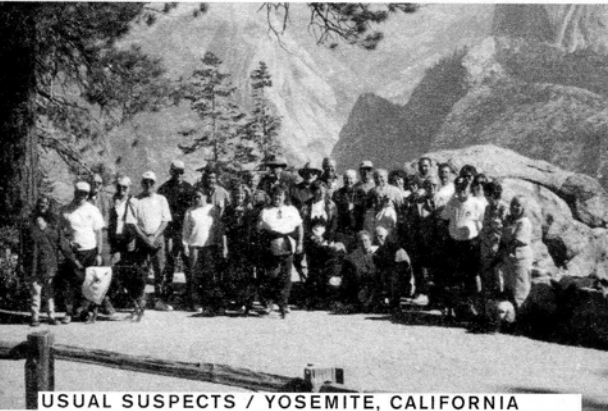


through the forest filled with bright pink dogwoods to the "Bull Buck" redwood tree, 280 feet tall, 87 feet in circumference and 2700 years old. Then we all picnicked beside a stream among the giant trees.

The afternoon flew by and we returned just in time to have happy hour by the pool. As it grew dark everyone

pitched in to fix a barbecued hamburger dinner. The entertainment for the evening was the movie with Lucy and Desi in "The Long, Long Trailer" which appropriately took place in Yosemite and on the old Tioga Pass.

Tuesday was a "Free Day" and newly made friends got together to go and see other sights in the area. That afternoon we gathered together for happy hour and watched as members of an organization that John Scadden belongs to, the Fresno County Search and Rescue team, prepared our dinner of barbecued Tri-Tip, chicken, salad, beans and desert, which was absolutely delicious. After dinner Bud Cooper accepted requests for him to tell us the history of how he was inspired to form the Vintage Airstream Club.



USUAL SUSPECTS / YOSEMITE, CALIFORNIA



As we lingered after dinner, reluctant to leave what we all agreed was one of the best rallies we had ever been on, we felt that we had experienced the friendship and adventure envisioned by Wally Byam so many years ago.

Early Wednesday morning shiny silver trailers were pulling out to go their separate ways, except for six that weren't quite ready to relinquish the adventure, Bud and Bettye Cooper in

their 1948 Liner, Tom and Corinne Reed in their 1963 Tradewind. Paul Farley and Vanessa Chadwick in their 1965 Globetrotter, Pat and Bill Gunter in their 1969 Caravel and Jack and Ginny Severs in their 1973 Tradewind followed Jack and Debi Danbacher in their 1965 Safari into Yosemite and up to Tuolumne Meadows. As we passed over the 10,000 foot elevation, we stopped at Lake Tenaya, shimmering deep blue against the snow-dotted mountain and had a picnic. Going down Tioga Pass (in low gear!) we must have looked like six little silver sowbugs crawling through those huge mountain with yellow, red and gold aspens to Mono Lake. After we visited the Mono Lake Visitors Center we drove the "June Lake Loop" to see more aspens in their colorful fall attire. We were ready to stop when we reached Glass Creek campground, we lined up all in a row beside the creek, put on our coats, built a fire, and relaxed before dinner. We had one more night to be part of the adventure.



YOSEMITE VALLEY

Ginny Severs

AIRSTREAM VOICES

by Marc Weimer Punxsutawney, PA #15767 mweimer@penn.com

I've been hearing their voices: old cars and old trailers. They speak to me, implore me, to help them regain their dignity, to help them return to the road again, which is where they want to be.

This problem started several years ago when someone parked a 1937 Dodge down the street with a "For Sale" sign in the window. The car was in sorry condition. The paint was bad, the interior was shredded and the tires were flat. The headlights were broken and the engine hardly ran. It sat there for nearly a year. I walked by it every day. At first I didn't hear it, but then it began. It said, "Please help me. Nobody wants me, but I'm a good car. Really! I can run again and you can drive me, all I need is T. L. C.. Please buy me. Fix me up, and you'll have fun, you'll see. I'll make you proud to own me, a real fine car I'll be." And so it went, day after day. That old Dodge kept bothering me until I bought it. And you know? It was right. I am happy to own it and it is a good car. Next, a 1968 Dodge Polara talked me into bring it home from a junk yard, and it turned out to be a really nice car too. After those two were back on the road, I found an ad in the classifieds that said "1970 Airstream, \$500". That perked me right up! I've owned a 1971 Airstream since the mid-1980's and have had great luck with it. When I was looking for the '71, I found out what old Airstreams were worth, and \$500 was obviously a very low price. I just had to call about it.

They guy with the \$500 Airstream told me he did not know a whole lot about the trailer, and he wasn't sure of the year, but it was sitting in the field in the back of the property and I was welcome to come out and look at it.

It was a pleasant February day, that day I drove to Brookville to see the old Airstream for \$500. At first sight, I could plainly see that it was not a 1970 but something much older. It was a terrible wreck. The front corner was bashed in, the windows were left open, the door didn't latch and the outside storage compartment doors were left open. The interior was a wreck too. Water had messed up the floor and mice had taken up residence. The tires were flat and the trailer leaned to the side as it sunk into the ground. That's when I started hearing it's voice; a really weak voice, a really sad voice, a pleading voice, that implored me to help.

When I returned home, I decide to investigate that old Airstream. I found the Airstream Central website and one for the V.A.C.. I soon discovered that the \$500 1970 Airstream was actually a 1963 Globe Trotter 19. I could see that these trailers were still being sought after and that the prices for a good one were certainly more than \$500. That old trailer was right! It could be a good trailer again; and here was a group of people, the Vintage Airstream people, that could help me bring the '63 back from the graveyard and give it back it's former dignity.

I returned to Brookville a couple of times and made arrangements to purchase the trailer and transfer the title. Just getting the poor old trailer home was the first project. The lights were smashed out, the wiring plug was bad, and the tires were flat. I discovered that the round lights on the back of the Airstream were very similar to the lights on the back of the 1967 Hilltop pop-up camper we own. So I borrowed a tail light from the Hilltop (I told the Hilltop that I'd bring it's tail light right back!) and temporarily put it on the Airstream. I replaced the electrical plug to match the one on my tow car and latched down all the loose parts that might fly off on the way home.

It took a few trips, but finally the old '63 was ready to travel again. It was still talking to me, however, in a very weak voice. The tires were dry rotted, so they were saying "flat tire!" to me. The brakes did not work (because they were not wired the same as my other Airstream) and the door was held closed by a bungee cord. The rock guard in front was held down by a length of baling wire. With everything that was wrong, the '63 told me I'd better take it slow and easy on the way home, which is exactly what I did.

The old trailer immediately impressed me with it's good towing manners. Apparently, even though the trailer had obviously not been on the road in many years, it still knew how to behave. It had no tendency to sway even though I was unable to hook up the equalizer bars or a sway bar. The lack of brakes didn't both-

er the tow car either. By the time I got home, I knew I had found a great old trailer. When it had "spoken" to me earlier about how good it was going to be, it was not being dishonest.

I appreciate well built things ...whether they are cars, or televisions, or trailers. If you start restoring something, you want it to be worth your effort. That's why I like Airstreams. When I got the '63 home it was time to get a full assessment of it's condition. I starting tearing out the loose and warped vinyl flooring to discover the original floor tiles underneath. The tiles were shot and the wood under them was beginning to rot over by the door. The walls were painted a drab green. The front sofa bed was rotted badly. The upholstery was shot as were the curtains. Mice had left a mess everywhere and it smelled like it. I found a 2 foot long snake skin under the bathroom cabinet. The window cranks were broken. The door knob was broken, and there were leaves and dirt everywhere. It's a good thing that the Airstream continued to talk to me, because I was getting discouraged. The Airstream kept saying, "You can do it! I can be a nice trailer again, you'll see. All I need is some T.L.C. The day will come when you'll be proud to own me!"

As luck would have it, former V.A.C. president Stan Baston has relatives in our little town of Punxsutawney. The day I brought it down to the house to begin work on it, Stan came over to see what I had. He had read about me on the internet when I began to correspond with the V.A.C. . Stan told me several things to do to get me started. He suggested fixing the floor by pouring polyester resin into the rotted plywood, which worked great. It's now probably better than new. He showed me how several things operate like the combination 12 and 120 volt light fixtures. The previous owner had put 120 volt bulbs in all the sockets. I would never have known that the front bulbs were supposed to be 12 volts, except that Stan told me. I think the Airstream might have been using Stan as an accomplice to get me working to restore it! I think that maybe it was talking to him too!

Since I acquired the '63 Airstream so cheaply and it was in such bad shape, I decided to make several modifications to fit my family. The first thing I did was to rip out the front sofa bed. It was rotten on the bottom because of the water coming in the front window. I decided to make a wrap around dinette up in front that I could turn into a bed at night. The seats go from the street side wall, across the front, and continue along the curb side wall. The table comes off it's pedestal and sets down between the seats to make the bed. I also built a hammock over the front dinette / bed. Over the curbside sofa bed I replaced the overhead cabinet with a fold down upper bunk bed. When folded, it's a cabinet. I put in a new floor and made curtains. New window cranks came from C&G trailer sales in California. The '63 also got all new screening and a new paint job on the walls.

It certainly was a happy day when the old '63 was finally restored enough to take it on it's first camping trip in who-knows-how-long. I hitched it up to the '68 Dodge Polara 2 door and we took off for New York State. The two did fantastic together. The Dodge only has a 318 V8 in it, but it pulled the Airstream very well. It had plenty of power to cruise at 65 MPH and it did it fairly economically too (I got about 12 miles per gallon). It was a smooth and relaxing drive. The trailer pulled smoothly without any sway or bad manners. Both the car and the trailer had come from the junkyard. Both were in terrible condition when I got them. I sure felt good when somebody walked up to me when I was filling up at the gas station and said, "Hey, that's a nice rig!" I think I heard both the Dodge and the Airstream say, "Thank you" and then they spoke to me and said, "See! We told you we'd make you proud some day!"

Post-script: I'd love to find out more about the old '63 Airstream. It once belonged to Oliver Watt who was #9213 in the Wally Byam club ... (the trailer told me that!). When I took some contact paper off the inside of the door, I discovered old decals from all over the country, so this trailer really got around. If anyone knows anything about this trailer, I'd love to hear about it. Maybe I could even find the original tow vehicle that first pulled that trailer. My wife will make me wear ear plugs that day!

By Bryan Burkhart and David Hunt

AIRSTREAM

THE HISTORY OF THE LAND YACHT

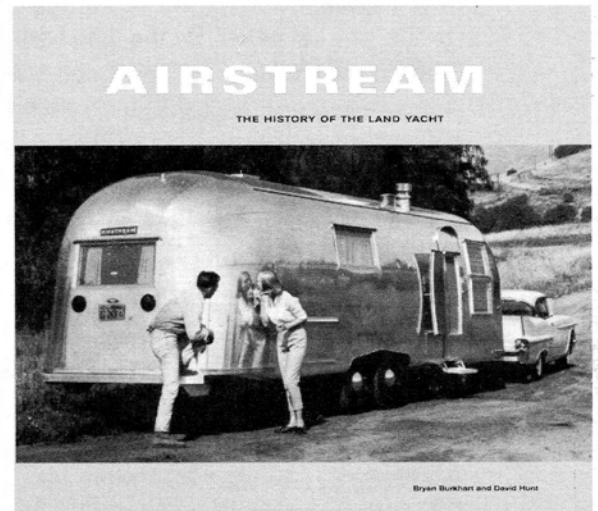
I want to take this opportunity to give all airstreamers out there insight into this book project to better understand how and why this book came about. In 1994, after backpacking all around the world, moving back to California, spending years at design school and countless years of looking out for Airstreams in my travels and giving up on the thought that I would ever own one, by chance, six years ago, I came across the Airstream trailer I currently own, a 1962 Flying Cloud while on a fishing trip.

Over the next two years I gathered what little information I could get my hands on during the renovation of the trailer and at some point I decided that it would be great if all these bits of information, stories, diagrams and photographs could be assembled into one comprehensive book. The whole idea snowballed into its current form, titled, "*Airstream, The History of the Land Yacht*". I wanted to create a book that would place Airstream and Wally Byam in the middle of design movements occurring in America and around the globe. Along with this, was the challenge bringing to the surface, the fascinating spirit of Wally Byam and his dream of seeing the world as it has never been seen before.

Excerpts from the book are reprinted here in the Vintage Advantage.



AIRSTREAM POSTCARD BOX
Box containing 40 Airstream postcards.
Published by Chronicle Books, San Francisco
Available, January 2000 isbn# 0-8118-2654-6



FRONT COVER

150 pages, 10 3/4 inches wide, 9 1/2 inches tall.
160 images. Published by Chronicle Books, San Francisco
Available, January 2000 isbn# 0-8118-2471-3

"The dream of adventure, of escape, referred to countless times throughout this book, is, like all dreams, a way of setting aside momentary distractions, or at least distracting ourselves for a moment in the hopes of setting our ambitions in motion, our desires for a better lifestyle. Dreaming, like travel, is as instinctive and ingrained as breathing and the two go back as far as the first hominids foraging for food and fire. In this sense, we are all caravaners, following ideas, aspirations, or simply a comfortable place to live.

From the beginning, the purpose of this book has been to add a broad, wide-ranging written account to an already thriving, intimate oral history in the hopes of stimulating more of the same on both fronts. Call it cultural diplomacy, rather than cultural history. I don't think Wally would object."

David Hunt

"Airstream, The History of the Land Yacht"

Ordering information

"Airstream, The History of the Land Yacht" and the **Airstream Postcard box** will be available at your local bookstore, or can be ordered direct online at:
www.amazon.com
www.barnesandnoble.com
www.chroniclebooks.com

“WHETHER WE LIKE IT OR NOT, ANY FOOL CAN SEE THAT THIS EARTH IS GRADUALLY BECOMING ONE WORLD. NOBODY KNOWS WHAT THE FORM OF THE ‘ONE’ WILL BE, BUT IT’S GOING TO BE ONE OR NONE.”

Wally Byam, 1960

Excerpt from chapter 1 titled: **drive slowly, appear quickly**

On November 9, 1959, Wally Byam shook hands with the Conquering Lion of the Tribe of Judah, His Imperial Majesty, Elect of God, Haile Selassie I, Emperor of Ethiopia. He simply requested an audience with the mythical king, stepped out of his gold-anodized 1957 Airstream World Traveler, and sauntered past a full-grown lion that was lounging on the palace stairs, gaining entrance to the throne room. The emperor, in full military regalia, his long black cloak flowing in the wind, received him with the warmth and respect accorded any traveling dignitary from the West.

Wally, who had spent the summers of his youth leading the lonely life of a shepherd, driving a small flock of goats to his family’s remote pasturage high in the mountains of Oregon, now found himself trekking across the plains of Africa, shepherding those who shared his belief that “Adventure is where you find it—any place, every place, except at home in the rocking chair.” Where once, as a teenager, he had lived in a simple two-wheeled, donkey-powered cart covered with a thin tarp, he now found himself in a fully self-contained, aluminum-skinned, gleaming silver bullet fronting a caravan of more than forty vehicles bearing his signature design.

A few years earlier, in 1956, Wally had been escorted by motorcade through the streets of Havana, Cuba, for a similar rendezvous with President Fulgencio Batista, who would soon have a revolution on his hands. Armed soldiers lined the roofs as Batista stepped into Wally’s shining zeppelin to admire an aerodynamic example of atomic-age comfort, aptly named because it rode along the highway like a stream of air.

Wally was not alone. On his trip through Africa, he set out as leader of a caravan of forty-one trailers, twenty-nine of which would complete the trip that, over the course of seven months, covered more than 13,000 miles of desert, mountain, forest, and jungle, from Capetown to Cairo. There were no precedents—no records to be broken, no prizes to be won. Wally and a few like-minded souls were fond of saying, “It was impossible, so it took a little longer to accomplish.” This thought—in essence a kind of pioneering optimism coupled

TRAILER FRAME
(below) For promotional advertising



OUTSIDE THE FACTORY
(above) Another happy customer. This couple ordered the trailer, specified the interior surfaces, and were able to stop in while the factory workers fabricated the trailer to see the progress.



ETHIOPIA
(above) People form a crowd around a new arrival.



COMMUNITY (above) In Moscow, Russia.

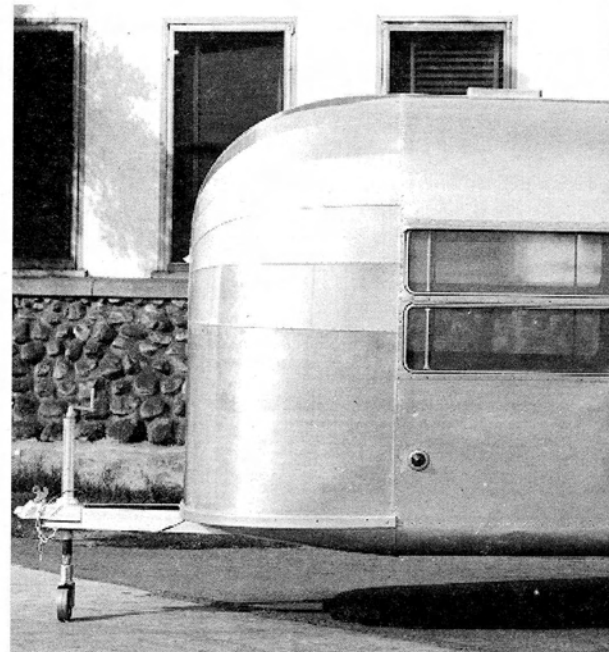
with a love of adventure—is the spirit of trailer travel then as much as now.

Journalists in Johannesburg had predicted dire consequences for the caravan from the start. The travelers in the twenty-nine trailers that made it past the pyramids at Giza were surprised to learn that the South African press had reported that all but three trailers had been sold along the way for \$150 each. Not only had the group managed to surmount collapsed bridges and broken axles—at one point rolling 607 miles with no gas stops, overcoming numerous hospitalizations and one emergency operation—it would also learn to weather its biggest obstacle: public opinion.

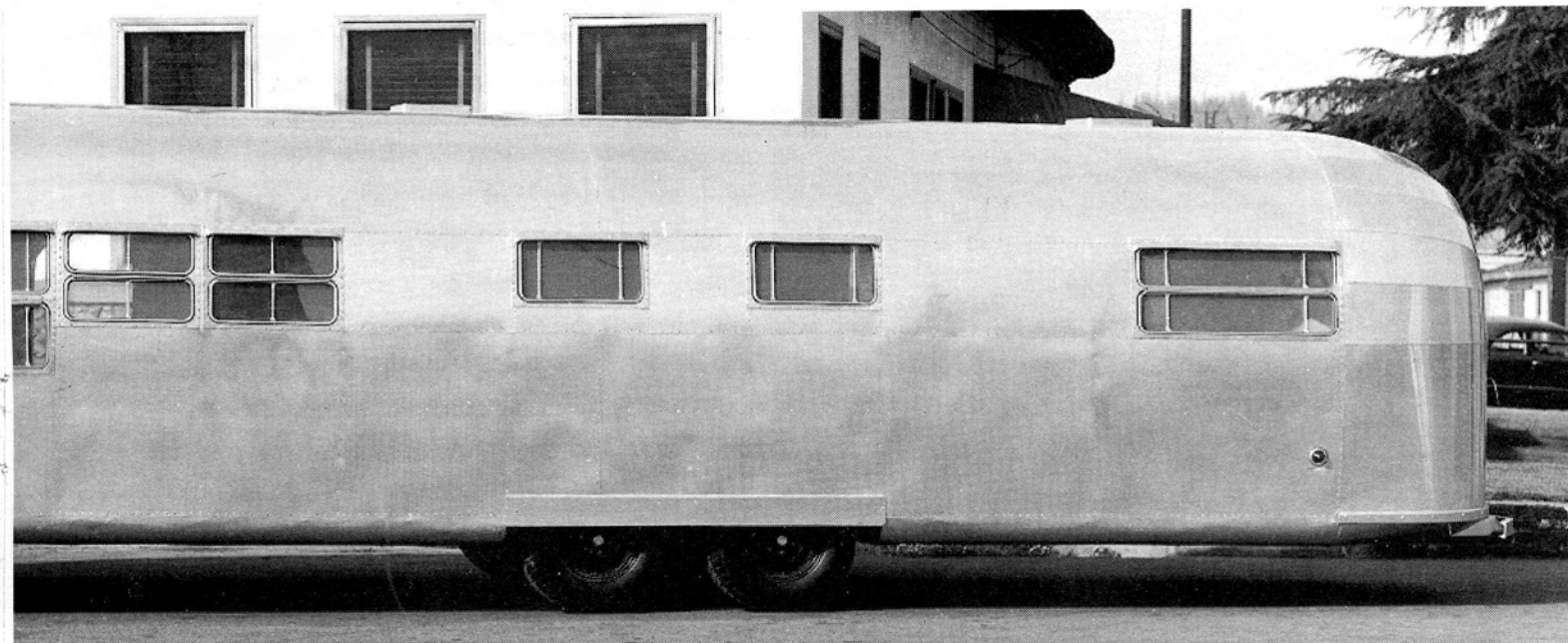
Widely recognized as the father of modern trailer travel, Wally Byam made a career of overcoming public opinion to ensure that his dream of free and comfortable travel made accessible to all would become a reality. He must have smiled to himself when in 1937, at the beginning of the explosive trailer boom, *Fortune* magazine was forced to take notice, commenting on the industry's early innovators:

Small men, most of them, mousetrap makers startled by the customers banging at their doors, they have no exalted ideas about converting homeowners to nomadism . . . They want the trailer to be a vehicle, not a permanent address."¹

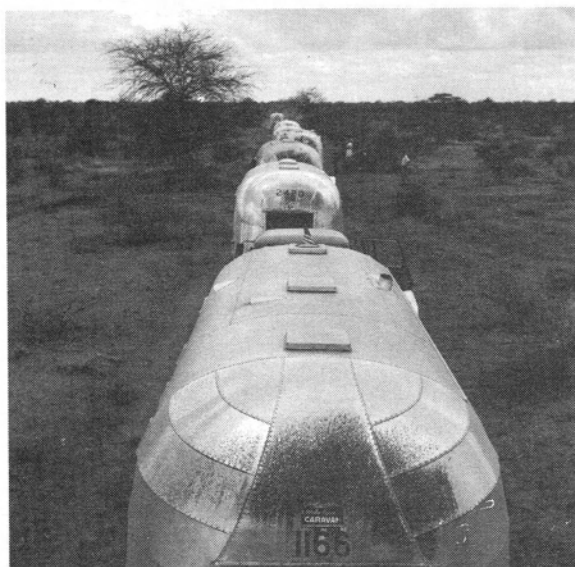
If anything Wally was the embodiment of exalted ideas, taking a do-it-yourself backyard enterprise in the late 1920s to what *ID* magazine, a periodical devoted to contemporary industrial design, recognized in 1999 as a company bearing one of the top forty industrial design concepts in North America, whose greatest achievement is, quite naturally, aerodynamic living. An Airstream trailer is so well designed that it competes not with other products, but other lifestyles; it is a quantum leap



MEXICO CARAVAN



LONG, LONG AIRSTREAM



AFRICAN CARAVAN

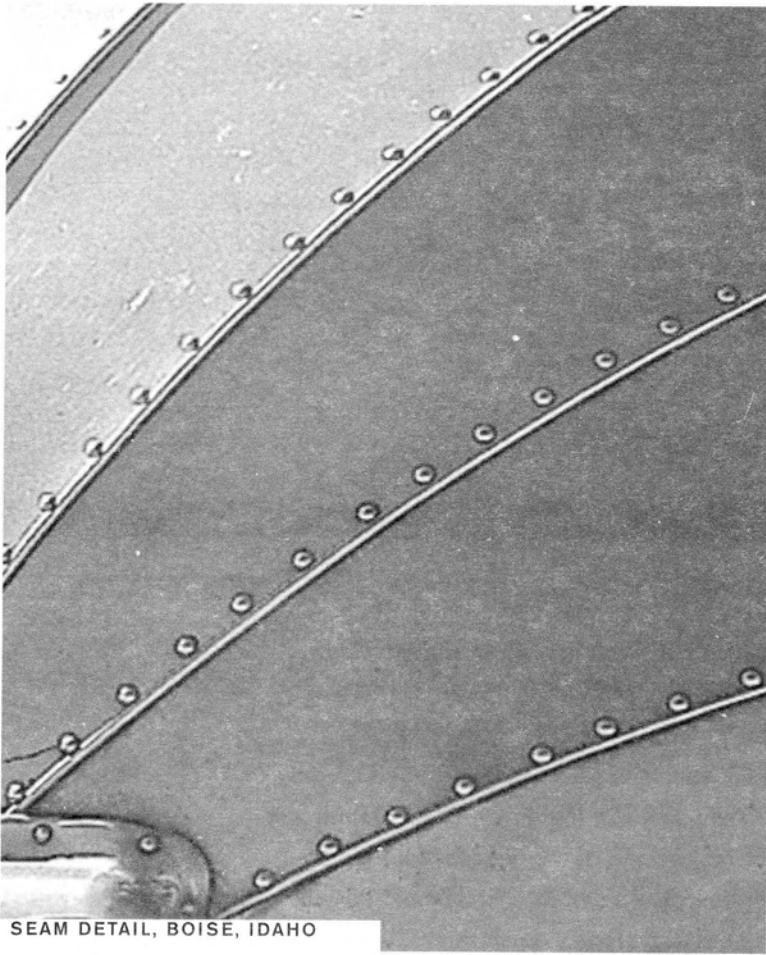
from the trailer's humble beginnings as a glorified trunk or luggage rack propped up on the flatbed of a stripped-down chassis.

While early advertising copywriters traded on the romantic pioneer vision of the covered wagon, the first trailers actually grew out of the necessity for storage, not manifest destiny. As camping equipment spilled off roofs and out of strapped down trunks, the need for a place to stow one's gear drove some tinkers to build small wagons. Wally describes his own first experiment in the late 1920s, as a "crude, boxy structure which rested none too easily upon a Model A Ford chassis, little more than a bed you could crawl into, a shelf to hold a water bottle, a flashlight, and some camping equipment . . . protected from the elements." Legend has it that he built his own trailer in response to his wife's refusal to go camping without her kitchen. From this point forward, Wally would beta test his own products, seeking ever-higher levels of comfort and convenience based on his own experiences on the road.

Design innovations, however, were secondary in comparison to the massive demographic shifts that were sweeping the nation as a result of the Great Depression. At the height of this economic collapse, the cultural critic Gilbert Seldes remarked, "We are facing a movement of population beside which even the Crusades will seem like Sunday school picnics."² Wally Byam set himself up to be the leader of this

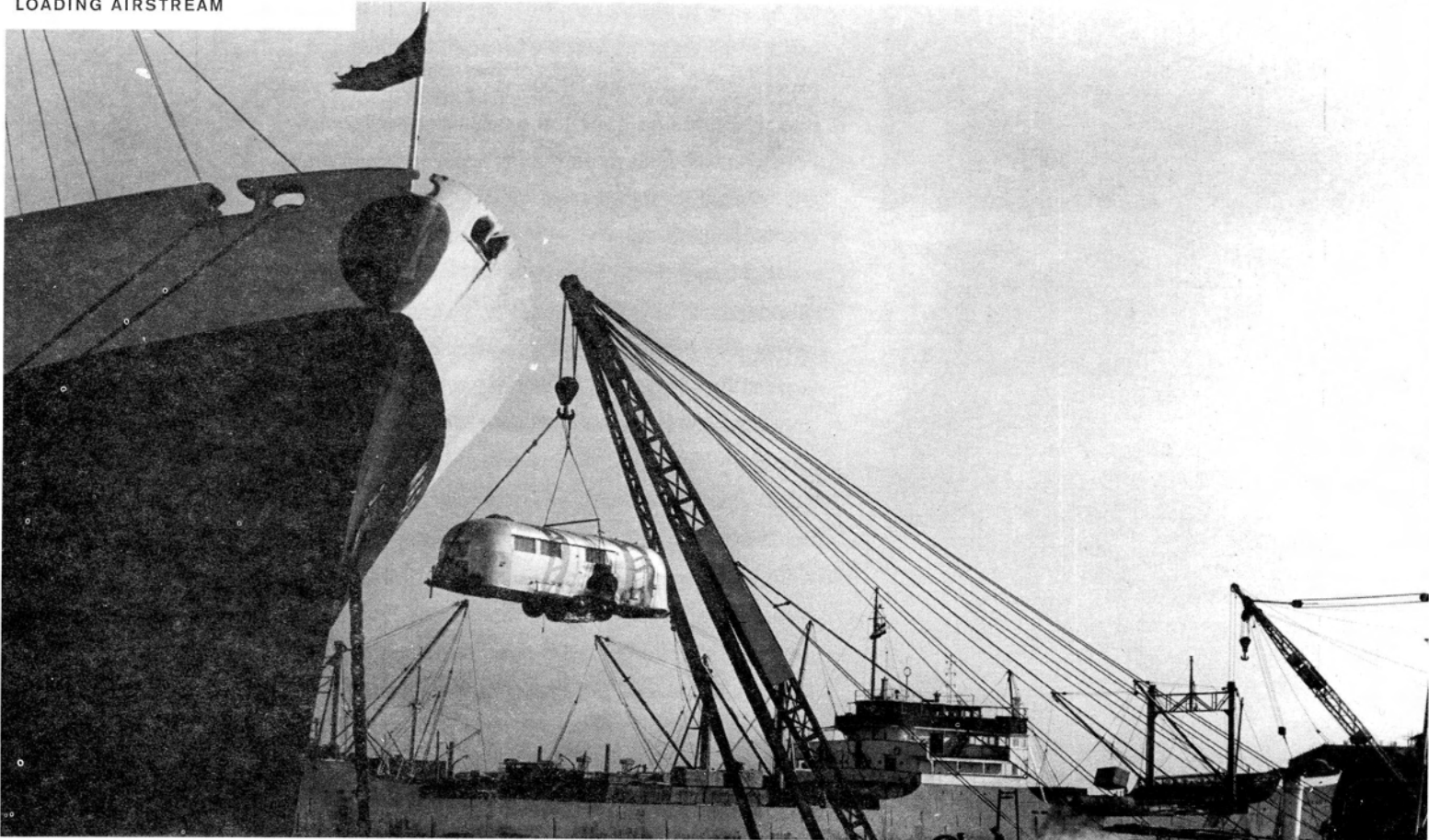
"Airstream, The History of the Land Yacht"

excerpt from chapter 1 titled, "drive slowly, appear quickly"



SEAM DETAIL, BOISE, IDAHO

LOADING AIRSTREAM



movement. He saw early on that the legions of wheat harvesters, cotton pickers, journeymen mechanics, and factory workers migrating from job to job, like the Joad family of John Steinbeck's *The Grapes of Wrath*, were seeking a simpler, low-cost alternative to the skyrocketing rents of the city. Though Wally saw the potential for sales among these disenfranchised groups, he discouraged "living" in a trailer, championing instead the notion of the travel trailer. By the middle of the jazz age, while many crowded the juke joints and speakeasies hoping to wait out the Depression, Byam foresaw a population eager to take to the road to let out its pent-up war-time tensions.

This dream so captured the public imagination that Sinclair Lewis fictionalized it in his 1929 novel *Dodsworth*. Sam Dodsworth, a visionary in the mold of Henry Ford, is dubbed a crank for raving about the beauty of "stream-lines." He dreams of:

land yachts, of a very masterwork of caravans: a tiny kitchen with electric stove, electric refrigerator; a tiny toilet with showerbath; a living-room which should become a bedroom by night—a living room with radio, a real writing desk; and on one side of the caravan, or at the back, a folding veranda. He could see his caravaners dining on the veranda."³

But if there was ever a volatile industry, it was trailers. Without market research to determine who would buy them, focus groups to see if they actually worked, or polls to chart their popularity, the trailer industry was a high risk enterprise—the high-tech start-ups of the day, minus the venture capital. In 1932, there were less than forty-eight trailer manufacturers; but by 1936, that number had grown to eight hundred, only to dip back down again to around forty in 1940. They were mostly backyard entrepreneurs eager to capitalize on high-profile predictions made by economic sages like Roger Babson, who had previously warned of the market crash of 1929. In 1935, Babson boldly proclaimed, “200,000 trailers will swarm the roads this spring. Whether they betoken a New Way of Life or a plague of locusts is something that makers, taxpayers, hotelkeepers, and lawmakers are quietly disputing. This much is certain: trailer making is becoming a \$50 million industry.”⁴

Although engineers and vacationers alike were enthralled by the transatlantic flight of the *Spirit of St. Louis* in 1927, the “Lindbergh boom,” with its emphasis on healthy design principles such as low weight and streamlined simplicity, had yet to take effect. A template for “organic design” that merged the harmony of nature with structural dynamics seemed inevitable, but proved to be elusive. As a result, in the late 1930s, *Automotive Daily News* reported 160,000 trailers on the road, only 35,000 of which were factory built.

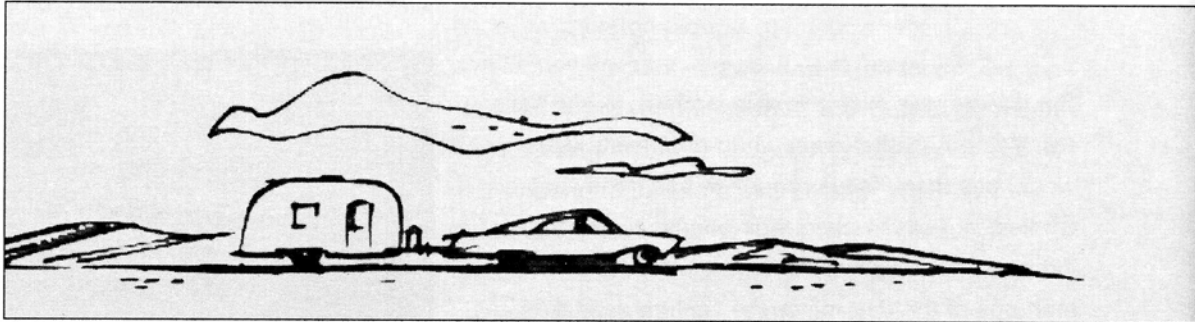
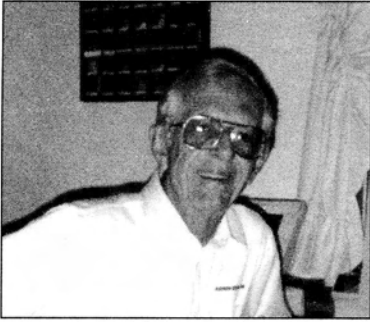
Detroit’s failure to take notice of the growing popularity of the trailer didn’t stop the rest of the Midwest from becoming a hive of activity. Elkhart, Indiana, became the epicenter of the industry, followed by Wisconsin and Illinois, while in California, production was concentrated in the “island industry” of Los Angeles. From the beginning East Coast trailers differed from their West Coast counterparts in shape, construction, and modes of distribution. Both made it through an extended adolescence to experience the business’s second big growth spurt.



AIRSTREAM INTERIOR, ADVERTISEMENT



ARCH OF BOST, IRAN



COOP'S CORNER

This year Bettye and I chose to go to Texas the long way. What really happened was that President Tom Reed and wife Corinne put together such an attractive package of rallies in California, that we decided to take them in on the way to Texas. We set aside the entire month of October to do this.

INTERSTATE MEDITATIONS

In 1903, my Grandfather Rutherford developed a persistent cough. The doctors, after cautious consultation told him that there was a good chance he had TB. They recommended he move to a warm climate and get lots of bed rest. Tuberculosis used to be called consumption, and once you had it, you almost always died. So, Grandpa took it seriously, closed up the house in Michigan and hastily moved his family to Pasadena, California. While in California, the family took the train to Yosemite Valley. They were met at the station by an outfitter with horses, wagons, and camping gear who took them camping around the park for several days. My mother, 12 years old, had the time of her life. While my sister and I were growing up we heard the stories repeated over the years, Mom never quit talking about them. So naturally, when Tom provided an excuse to see Yosemite in detail under the guidance of John and Rosalyn Skadden we couldn't refuse. By the way, after a year in California Grandpa's cough went away and he moved back to Michigan.

On such a long trip, I always use the inter-states. I consider them boring but much safer. Reliable parks are pretty evenly spaced along the way so that one can avoid parking after dark. Inter states often parallel the railroads and at night, as you doze off to sleep you will hear the mournful sound of train whistles in the distance. They provide lots of time for musing, meditating, and planning my column. Bettye took notes. This issue is a kind of variety-package. I call it Interstate Meditations.

ABOUT INTER-STATES

When we started talking about these arteries in 1939, planners had done a very good job. They sold us on a good concept that served very well up till recent years. It took about 20 years for the first flaws to appear. The road-beds became rough, developed huge pot-holes, and in general failed. Why so soon? Because they were purchased and engineered for a mere 20 year life; so I was told by a highway engineer. Many of them are now 50 years old. No wonder it took a major rescue effort to rebuild them, and they aren't first rate even yet.

Now I see a second flaw developing. The major cities which the inter-state system serves, have now enveloped and usurped the inter-states. It is now accepted fact that at quitting time, the inter-states become stop-and-go. This is not at all what we planned in 1950. The reason is obvious. We have ignorantly allowed the cities to use the inter-states as commuter routes. I say ignorantly, because we have done little or nothing to stop it. Perhaps no legal recourse exists, but somehow we have to change this pattern or suffer the consequences. The obvious rescue plan would be to build bypasses that give cities like Detroit, Chicago, and even Las Vegas a wide berth.

TRAILER PARKING \$5

We were in southern New Mexico close to the Mexican border; desert country, barren, poor, and a bit ugly. We found a surprisingly good space near an Airstream motor home. The owner was neighborly, came over for some talk. Soon his dog showed up, a large platinum-blond female. I never extend my hand to a strange dog. A hand is, after all, just a piece of meat. I always let the dog make the approach. "What a beautiful animal," I commented. "I need a dog like that. Would you sell her to me? How much do you want?" (Bettye glared.) "Why, I wouldn't sell her for a million dollars. No way," the owner beamed with pleasure, and gave me the details; many more details than I wanted. The dog glanced from one to the other of us, came over, began licking my hand, and didn't stop till she had thoroughly licked all the way to my elbow. Do dogs understand English?

ARIZONA

It is my opinion that this state has the best sunsets of all. At least, they are distinctive. The compositions are simple and the colors are pure: "right out of the tube" an artist would say.

On the other hand we loved Death Valley in California. It was utterly quiet. The setting sun turned an orange light on the mountain range to the east. We sat in deep shade savoring the silent beauty of the spot. I commented, "It will soon be d---". I never finished. It had become dark in mid-sentence.

THE BROKEN HITCH

We were on I-80 in Nevada, tomorrow we planned to see lake Tahoe in California. Every stop in Nevada is a casino of sorts, and even this run-down park was no exception. It was getting dark and I was plugging in the power cord of the 48. There on top of the electrical box was a 2 inch hitch ball. To be exact it was only the top half. The base was missing. I grabbed it up eagerly and took it into the light. "What do you want that old thing for?" Bettye asked. An engineers treasure!

Everyone has been cautioned to change their hitch balls every three or four years. Why? Because they break, silly. But no one has ever seen a broken one, and yours has not broken, has it? Now, at last we have a specimen that we can examine and diagnose. I will bring it to some events, probably to the International.

What I see is a classic fatigue failure. Naturally, the neck broke at the smallest diameter. Some unseen defect started the crack; nearby are gauges from perhaps a pipe wrench. They could have started the crack which progressed slowly across the neck, probably taking at least five years. No bending was involved during these years, only millions of stress reversals, each well below the elastic limit. Eventually, the sound steel was so reduced that bending and rupture followed simultaneously. That portion is rather battered.

AT THE FACTORY

I took my trailer to the factory to have it coated; a most pleasant experience. While there I took the factory tour as always, and was pleasantly surprised at the care and quality I saw going into those units. (More than half are motor homes.) In the Wally Byam store I noticed two things that my friends might like to know. (phone 937.596.6111 x7404)

- 1) They had a surprising assortments of door locks (latches) for all ages, something worth noting.
- 2) They have copies of the book "Airstream" by Phillippi. I believe the price is \$10. This book is largely a collection of caravanning photographs.

DOES YOUR REGION RALLY HAVE VINTAGE ACTIVITIES?

About ten of the twelve regions have a rally in any given year. Virtually every region president would be delighted to have a vintage activity, but who knows how to do it? Every vintage member who has attended an event knows how. Mainly, it takes a host and hostess who are willing to stick out their hands and shake with whomever shows up. The fun will naturally follow. So, if your region has no vintage activity, seek out your region president and volunteer. Now read the following.

The Region 12 Mariposa Rally

"The nicest event I have ever attended." "The most friendly group I have ever seen." "When I showed up with my vintage trailer and my Woody station wagon, I thought I'd be the only one with both a Vintage Car and trailer. Was I surprised!" "I haven't done thing one to my 57 Airstream and thought everybody would laugh at it. It wasn't like that at all. Everyone was anxious to help. After all the things I have learned here, I can't wait to get started." "We thought we were the only ones in the world who felt that the older Airstreams were worth saving. We are dumb-founded to meet all kinds of nice people who felt the same way we do."

These quotes were all Californians meeting at the Mariposa rally, most for the first time. Corinne and Tom Reed hosted the Vintage activities for 17 couples. Any further comment about its success would be superfluous.

It was Californians who introduced the world to the hot-rod concept. So, the idea of restoring an Airstream fits that culture perfectly. I saw trailers with an unbelievably fine finish, each using a different method. Look for great things from these gifted and imaginative craftsmen.

BASS LAKE RALLY

After leaving the rally at Mariposa, 17 trailers drove some 40 miles to Bass Lake where there is a well equipped campground with good access to Yosemite. All had already had introductory tours, so now they could concentrate on select areas with more time to photograph and hike. John Skadden, who knows these forests like the back of his hand, took us to forests of huge trees via scary roads. We loved it, lunched under the high canopy. A high point for a few brave souls was the hike down the wall of Yosemite canyon from Glacier Point, 4.4 mi. Steep, it invited spills, called for ballet steps. Some fell with minimal damage. Photographers soon gave up. Every ten steps provided a fresh picture of the the opposite valley wall, the floor below, or the trail ahead.

Meals were a delight, ranging from catered to pot luck. The open house, with no concours, provided three hours of alternate visiting and hosting; many new friends were made in this way. The Kuhn trailer broke new ground with original art tastefully painted on such places as a wall, a door, even on the ceiling. Chris Perry showed up unexpectedly with his new 57, joined the club, and departed with his head full of plans.

What would I tell my mother about Yosemite? Mom, it's still great, probably a little worn down from what you saw, but the park service has done a really great job of preservation. The tree through which you rode on a horse drawn wagon has fallen, but another still stands. When it falls, there will never be another, we are too civilized for that now. The trails that you traversed with pitiful lack of haste, now echo to the sounds of a sight-seeing bus, but it is still a thrill. It seems that nature selected a good specimen of everything that is grand and beautiful, and planted the collection in Yosemite. Then, to give it life and sparkle, she created three great waterfalls, thus lifting it above all of the other beauty spots of the world. Did they have the fire fall at glacier point when you were there? I thought not: that came later. Anyway they had to stop it because it was causing monster traffic jams. Believe it or not, we set fire to the forest on purpose every once in a while. What? Well, it's sort of hard to explain. Love you Mom. Bye, now.

LET'S GET TECHNICAL

The following is a list of technical articles which have appeared in past issues of The Vintage Advantage. First published in 1995, it has been brought up to date by adding articles from more recent issues. Old issues are available from Noland Vogt, 447 Maple Way, Woodside CA 94062 for \$1.00 ea.

These articles are of general interest to vintage owners, and were thought to be accurate at the time of publication. You should be aware, however, that addresses can change, manufacturers may now be out of stock of listed parts, and different approaches to these problems may now be popular. So, in using these articles protect yourself against such possible disappointments.

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*Obsolete, or later info available.

Order past newsletters from:
Noland Vogt
447 Maple Way
Woodside CA 94062

VAC Membership Report

Since the Fall 1999 Issue of The Vintage Advantage we have welcomed 95 new VACers. They include: Members (54), Associate Members (13), and Friends (28). The total number for the three categories together, as of December 5, 1999, is 1,292. The subtotals are as follows: 759 Members, 84 Associate Members, and 449 Friends. This represents an 8.6 percent increase during that three month period, a level with which we should be very pleased. It is also interesting to note that many of those who decide to become part of the VAC family also choose to join WBCCI in order to have full membership in our

intraclub, as well as to take advantage of all that our parent organization has to offer. A key point to remember, of course, is that retention of these new members and friends is at least as important as seeing them join us in the first place. To that end, I wish to remind everybody that the 1999/2000 VAC dues were due 7/31/99 and that those whose current year's dues are not paid by 2/1/00 will be dropped from the active rolls and will not receive The Vintage Advantage. If your mailing label includes the designation (Jul99), you will be included in that group. If you have any questions about your membership status, please do not hesitate to contact me. I will be pleased to check your file and let you know where you stand.

To understand the levels of VAC membership and subscribers, the following classifications are provided.

Member: Members of the Wally Byam Caravan Club International (WBCCI) who own a vintage Airstream trailer (where a vintage trailer is defined as an Airstream trailer 25 years old or older). This is the dues paying voting membership. A VAC member may hold office or be appointed to a position.

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

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

Friend: Any person 18 years old or older who has an interest in vintage Airstream trailers and wishes to receive the VAC newsletter (The Vintage Advantage). **Trailer ownership is not a requirement, but you will have a lot more fun if you get one! (See Classifieds)** This category is for non-WBCCI members who want a subscription to the newsletter only. It is the hope of the VAC that the Friends subscribers will be introduced to the WBCCI through the VA and then join the WBCCI such that they may be full VAC members.



**THE FOLLOWING IS AN IMPORTANT NOTICE
FROM YOUR MEMBERSHIP CHAIRMAN FOR YOU, THE READER**

Important Notice #1

You will note next to your name on the address label that there is a designation that reads (Jul99), (Jul2000), (Jul2001), etc. If the designation is (Jul99) it means that you are past due with your annual dues that became due 7/1/99. The next issue of The Vintage Advantage (Winter 2000) will be the last issue of the newsletter that you will receive if your dues for the current year are not received by February 1, 2000. Please note that the date shown represents the time your membership expires in the absence of annual renewals.

Important Notice # 2

This newsletter, The Vintage Advantage, will not be forwarded by the US Postal Service. To ensure that you will continue to receive the VA, please notify me of any address changes at:

670 Plantation Drive
Titusville, FL 32780
Phone: 407-269-8209
Email: RDMumma@aol.com

Dick Mumma, #04333
VAC Membership Chairman

VAC Treasurers Report *dollars in, dollars out...*

For the reporting period of 9/12/99 to 12/13/99.

BEGINNING :	\$10534.88
<u>INCOME :</u>	<u>\$3221.82</u>
EXPENSES:	
Internet site	> \$3570.00
flags	> \$1100.00
decals	> \$ 700.00
other	> \$ 2251.43
	<u>\$7621.43</u>
ENDING BALANCE:	\$6104.91

Patrick Ewing #3675

Classified Ads

COMMERCIAL

MEMORABILIA:

Three-dimensional pewter vintage camper key chain, perfect for the trailerite or collector. RV is a replica of a 21ft. 1953 Airstream Flying Cloud travel trailer. Available for \$12.99 plus \$2.00 S+H (US), payable by check or money order.

See us on the web at: <http://users.rcn.com/jnpdesign/TRH>

Allow six weeks for delivery. TRH Enterprises, 5860 Scaggs Road, Owings, MD 20736.

ROUTE 66 HISTORIC RV TOUR:

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

Call 800.455.8687 www.adventuretrek.com

NEW VINTAGE AIRSTREAM CLUB FLAGS

The new version of the 2x3ft dark blue nylon flag now has the Vintage club logo printed on both sides with the words VINTAGE AIRSTREAM CLUB also printed on both sides.

To Order: Send 25\$ to Robert Herman 2092 Culbreath Rd. C12, Brookville, 34602

Sun-Mar COMPOSTING TOILETS

Sun-Mar composting fibreglass toilets. Eco friendly and elegant engineering and design. Ecolet model fits in Airstreams including vintage classics. No holding tanks, smells or mess cleaning out. Twenty-five year warranty. World leader in this technology. I have many proven references of clients of Sun-Mar from around the world. Garden use fertilizer at the end of the use and decomposition cycle. I personally use one in my own classic Spartan trailer. Call for free brochure and consult on your application, for your trailer, boat, cabin or sparebath room need. EarthSteward Design at 415.331.7576.

VEHICLES FOR SALE

1989 GMC Suburban, \$2,800. Trailer towing ready. Two tone blue, rear barn doors, bucket seats, F.I. 350 with O.D. automatic transmission. 128,000 miles. Located in western Oregon. Contact Gene Hoff at 503.981.0307 or khunt@oregonsbest.com

TRAVEL TRAILERS FOR SALE

1956 23' Airstream Safari, \$7,000. Body in straight condition. Restored interior with Birch cabinetry, repaired floor and new classic linoleum. Back bed, dinette, forward shower. In final stage of restoration of plumbing and wiring. Still in love with our friend but need to sell. Located in Sausalito, Calif. 415.331.7576

1961 24' Trade Wind, Twin, \$6,500. Very clean inside and out. New fresh water system includes holding tank and water heater. New tires, curtains, couch cover and tile floor. Fantastic Fan installed in the summer of 1999. Newer refrigerator. Polished by owner and many other repairs too long to list and have all receipts. Road worthy and fun to use. Contact Ed Emerick (#4425), 838 E. Eldorado St., Appleton, WI 54911. 920.954.1585 Eemer59728@aol.com

1962 19' Airstream Globe Trotter, \$7,450. Completely restored. Interior cabinetry original, new drapes, upholstery, floor covering, gas/electric refrigerator, overhead air conditioning, gas/electric automatic ignite water heater, demand water pump, queen size pull out bed, carefully buffed exterior in excellent condition. Stored under roof. Dave Keller, phone 941.485.4746 (Florida)

1966 21' Airstream \$3,700. Refurbished with new floor, counter top, refrigerator, water heater, curtains and upholstery. Includes spare tire, A&E awning and hitch. Call 810.733.5363 (Flint, Mich.)

1970 27' two year old refer, stove, carpet and lino in galley area and upgraded cabinets. With solar panels on roof. 30# aluminum bottles. Needs Tires and a battery. price \$3000. Call Bernie Henning @ 909.797.6042

1971 29' Airstream International \$5,500. New refrigerator, new furnace, added gray water tank, new black water tank, new brakes with brake hardware updated, Coleman AC with heat strip, Fantastic fan. Excellent re-polished finish. This trailer is in great shape and is ready to travel. Can be seen at JR's RV Service in Findley, OH. Call 419.422.4239

1972 31' Airstream \$1,000. OBO. Rear bathroom, twin beds, full awning, needs work. Contact Tom Christie, 17 Woods Edge Road, Rockaway, NJ 07866 973.586.4392

1973 31' Airstream Sovereign \$8,900. New tires, updated H2o controls, custom new Birch interior including bulkheads, ceilings, side walls and desk. Also light hardwood parquet floor installed and cabinets modified for greater space. Beautiful, airy and light. Over \$4,000. spent in upgrades. Use for office, studio, cottage or travel? You will appreciate this labor of love and also love the natural wood look in this trailer. Located in Sausalito, CA. Call 415.331.7576

1976 25' Caravaner (party model) 30# aluminum bottles. most soft wear upgraded. (needs sofa covers) 4 new tires. This trailer was garaged after painting, well kept, ready to use. Price \$5000. Call Allan Hamilton @ 760.745.2890



TO PLACE AN ADVERTISEMENT IN THE VINTAGE ADVANTAGE

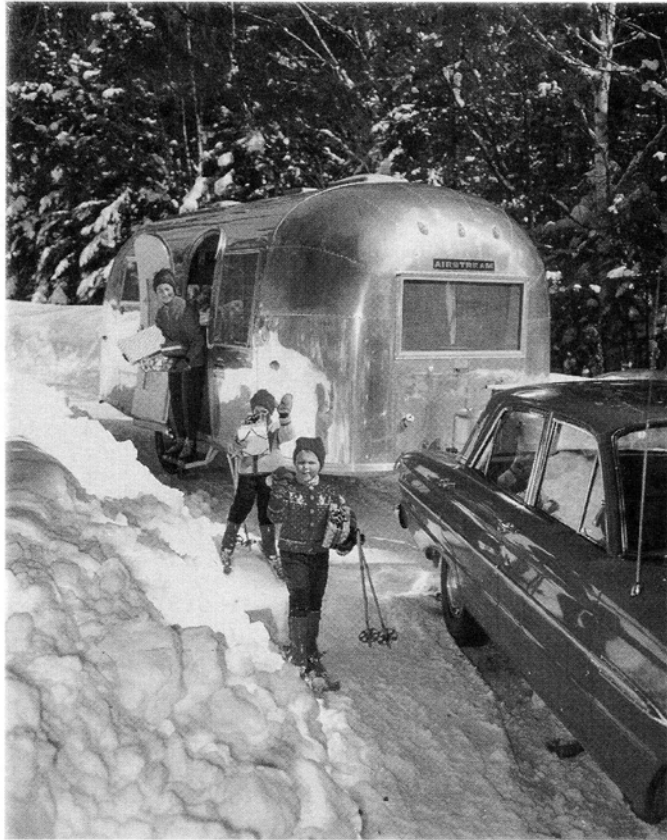
*(Future Ads for Trailers: Please include photographs. I would like to have a small image of the trailer for sale.)

Anyone may advertise in the Vintage Advantage. Membership is not a requirement. please submit your ad with (\$5) payment to Mr. Patrick Ewing, Treasurer, 3661 Alm Rd., Everson, WA 98247, who will then forward them onto the Editor in the format shown. Payment MUST accompany the ads to be considered for publication.

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

Announcements for non-VAC sponsored Rallies and activities of direct interest to the VAC will also be provided in the classifieds ad section. These ads are free to the organization and are encouraged in order to promote other vintage activities within the club.

until next issue:



**“Let’s not make any changes—
let’s make only improvements.”**

Wally Byam

membership application
The Vintage Airstream Club
a WBCCI Intraclub

Date _____
Last Name _____ First Name (his) _____ (hers) _____
Mailing Address _____
Telephone Number _____ WBCCI # _____ Unit Number & Name _____
Trailer Year _____ Length _____ Model _____ Serial Number _____
Hobbies & Interests (His + Hers) _____
Occupation (now or before retiring) _____
Winter address & Telephone number _____ email _____

- Please check one:**
- Member** (own a vintage Airstream & belong to WBCCI)
 - Associate Member** (do not own a vintage Airstream but belong to WBCCI)
 - Friend** (am interested in vintage Airstreams but do not belong to the WBCCI)

Send this application, along with your dues payment of \$10.00 to Dr. Richard Mumma, Membership Chairman, 670 Plantation Drive, Titusville, FL 32780 (email: rdmumma@aol.com)

Note: If you are not a WBCCI member, we will be happy to assist you with the application.
Caution: **JOINING THIS CLUB COULD CHANGE YOUR LIFE**



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The Vintage Airstream Club
Vintage Advantage Newsletter
Dr. Richard Mumma,
Membership Chairman
670 Plantation Drive
Titusville, FL 32780

Forwarding Service Requested

