

THE VINTAGE AIRSTREAM CLUB



presents **THE VINTAGE ADVANTAGE NEWSLETTER**

In this issue

- ⊕ **SIOUX CITY INTERNATIONAL RALLY** noland vogt
- ⊕ **LEARN TO TOW YOUR TRAILER** pearl main
- ⊕ **MAJESTIC MOUNT BAKER** patrick ewing
- ⊕ **ROCKY MOUNTAIN RALLY** randy unter
- ⊕ **WEBSITE MEMBERS AREA** rj dial
- ⊕ **THE BELIZE CARAVAN, PART 3** chris yelland
- ⊕ **ACCIDENTAL ICON, RE-EXAMINED** bud cooper

www.airstream.net

Volume 8
Q3, 2001
Issue #3



TABLE OF CONTENTS

Vintage Airstream Club



Elected Officers (2000-2001)

Noland Vogt (#447)

President
447 Maple Way
Woodside, CA 94062
650.364.7458
Noland@flash.net

Don Perry (#5031)

Immediate Past President
4 View Street
Greenwich, CT 06830-6126
203.869.1180
don-dee@airstream.net

Rick Davis (#1602)

1st Vice President
P.O. Box 328
Jamestown, TN 38556
K8DOC@twlakes.net

Tom Howarth (#6490)

2nd Vice President
5860 Scaggs Road
Owings, MD 20736-4200
howarth@airstream.net

Wayne Moore

3rd Vice President
(INFO TO COME)

Linda Moore (#15116)

Membership Chair / Treasurer
131 Castle Hill Road
PO Box 4173,
Windham, NH 03087
MooreLinda@airstream.net

Bonnie Herman (#8556)

Recording Secretary
2092 Culbreath Road C-12
Brooksville, FL 34602

The President's Message	p2
The Editor's Desk	p3-4
VAC Announcements	p11-14
VAC Membership and (\$) Report	p35-36

The Articles and Essays

Sioux City International Rally, South Dakota	p5-8
Learn to tow your trailer	p9-10
Coldwater, Michigan Rally	p9-10
Bill Scott Memorial Fund	p17-18
Website Members Area	p21-22
Belize Caravan (part 3)	p23-30
Coops Corner	p31-33
Airstream Dream Vehicle	p34
Accident Icon, re-examined	p38

Appointed Board Members

Bud Cooper (#26019)

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

Bryan Burkhart

VAC Newsletter Editor
2479 Folsom Street
San Francisco, CA 94110
bjb@modernhouse.com

Fred Coldwell (#1510)

VAC Historian
2031 Krameria Street
Denver, CO 80207
Agrijeep@aol.com

RJ Dial (#16262)

VAC Webmaster
2709 Vista Diablo Ct.
Pleasanton, CA 94566
510-382-8319
webmaster@airstream.net

Joanne Ewing (#3675)

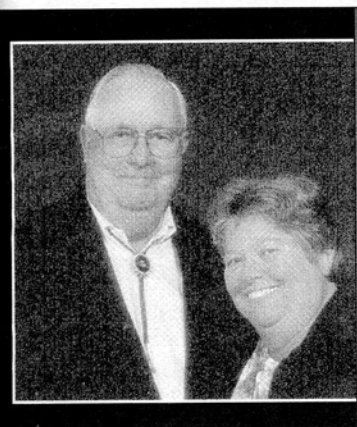
Parliamentarian
3661 Alm Road
Everson, WA 98247
360.988.8407
pre52@gte.net

Ed Stanley (#21491)

Blue Beret Editor
18940 Marine View Dr. SW
Seattle, WA 98166-3846
206-243-2895
estanley@gte.net

Herb Spivey (#6074)

Concours de' Elegance chair
P.O. Box 27
Baldwyn, MS 38824
601-365-5594



Hi!

This is your new President speaking. In my term of office as the President of the Vintage Airstream Club, I will continue the programs started and supported by previous presidents: Don Perry, Tom Reed, Forrest Bone, Clyde Wagner, Dick Mumma, Bob Brubaker, Stanley Baston and Bud Cooper. (wow! what a great group). Thanks to them all for making the VAC what it is today.

At the WBCCI International Rally in Sioux Falls, the VAC meetings were successful. Many thanks to Kathy Heany for taking over as Secretary at the rally for Bonnie Herman who was unable to attend. Bob Herman, our 3rd Vice President is going through some heart difficulties. We wish him a rapid solution and recovery.

Our appreciation to Terry and Sandy Tyler for a job well done as the Blue Beret editors over the past two years. Ed Stanley will now take on this job. Ed's experience and knowledge of the Vintage Airstream Club will certainly give us a strong voice in the WBCCI publication.

Herb Spivey has stepped forward to be the Steward for the Annual Concours d'Elegance at the International Rallies. This is a very important and vigorous position previously held by the late Bill Scott. The term of office is three years. Herb has been a concours winner in the past. We are pleased to see Herb bring his vintage Airstream knowledge and enthusiasm to this job. This year Bud Cooper performed as Concours Steward with Rick Davis, 1st Vice President, assisting. Kudos to them. (see article on the Concours in this issue of the Vintage Advantage).

While on the Concours subject, the Board of Directors passed a resolution that when there is a "Best Bambi" category, and an award is given, the award is to be the "Bill Scott Trophy".

At the VAC Awards breakfast on July 3rd, Bud and Bettye Cooper were awarded individual Honorary Memberships in the Vintage Airstream Club - very much deserved.

Wayne Moore has volunteered to be our 3rd Vice President at the end of this current term of office. Thank you

Wayne. This is an example of making our club work and grow and making the job of current officers a lot easier - step up and get involved, even before being asked.

Region 8 now has a VAC representative in the personage of Russell Moss. Region 8 includes Iowa, Missouri, Nebraska and Kansas. We appreciate your presence, Russell. Region 11 is in need of a new representative to take the place of Alice Stephenson, who is stepping down. Thanks to Alice for her representation of Region 11. Applicants may contact me or Bonnie Herman. (come on gang, the pay is great and you'll enjoy it)

The activities in the WBCCI Regions are the heart of the Vintage Airstream Club. A very small percentage of our membership attend the Annual Wagon Wheels Caravan or the WBCCI International Rally. It is the local Region, Unit and individual State VAC functions that provide the venues for those who are still working, have young families or can not travel longer distances. Please join in the fun and get involved in your WBCCI units and regions.

There are plans underway for the Wagon Wheels Caravan 2002 prior to the WBCCI International at Rapid City, SD. One strong possibility is to retrace / revisit the grasslands caravan of 1996. That was the very first VAC caravan and was organized and led by Bud Cooper. A "fearless leader" for this trip is yet to be determined.

With our current membership at 1287 - of which 766 are "members" - the only means of total communication is the Vintage Advantage. Please support your newsletter editor with articles, photos, etc. We all owe a big "attaboy" to Bryan Burkhart for his efforts. Under his leadership the Vintage Advantage is, without a doubt, the best publication in the WBCCI.

I look forward to an exciting term and ask for your help, input and enthusiasm. Above all, HAVE FUN!

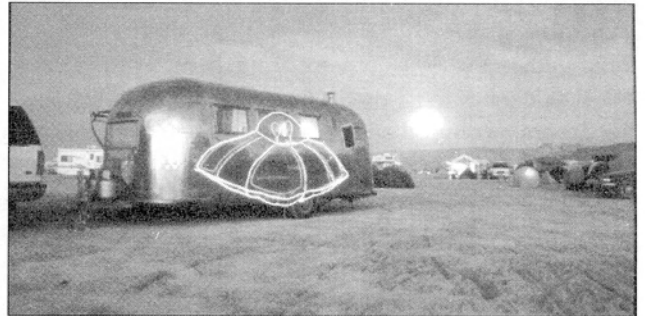
Cheers,
Noland Vogt #447



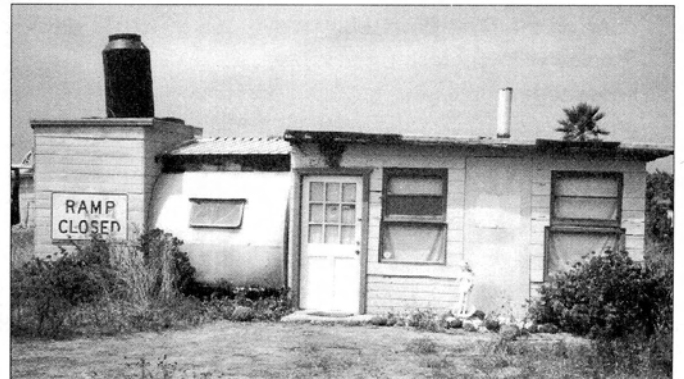
The Editor's Desk

We have another nice blend of material for this issue covering a wide range of travels and sites seen: ● Rallies both in the states) and far away (Belize, part 3) ● an article on towing tips from Pearl Main ● several regional rallies both written about and photographed, a nice way to share what was at the event for both those who attended, and those who could not ● new president Noland Vogt speaks ● photographs from solo travelers and dinosaurs ● some charts on fuel economy and the benefits of streamlined vehicles ● photos of trailers that have become permanent addresses in Mexico ● an update on the Airstream.net website by RJ Dial (password is: globetrotter) ● sighting of many Airstreams at Burning man in Black Rock desert from campers in tents ● Thank you all for organizing stories and submissions. Your work and thoughts make this newsletter better and better from my perspective also. How about sending in materials for the next issue December 15th. Hopefully to get it printed in January. Thanks!

Bryan Burkhart
bjb@modernhouse.com

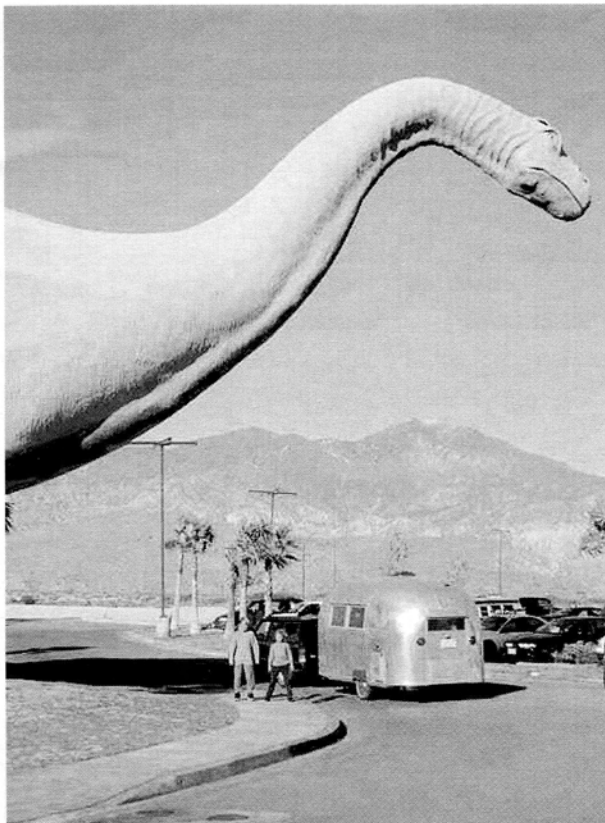


BURNING MAN, BLACK ROCK DESERT WITH GLOWING UFO



TRAILERS AS A PERMANENT ADDRESS





MARCINIKS GO BACK IN TIME AND INTO THE FUTURE >



THE BEST OF BOTH WORLDS?



AIRSTREAM PEOPLE



The password for the members area of the website as of this issue is:

g l o b e t r o t t e r

New passwords will replace it, those new passwords will be printed in future issues of the VAC Newsletter. Thanks to all the contributors to this issue: the writers, the photographers, (the printers!) assembly and distribution, and all the caravaners who have had a good time at the events covered or not covered in this issue. Keep rolling.

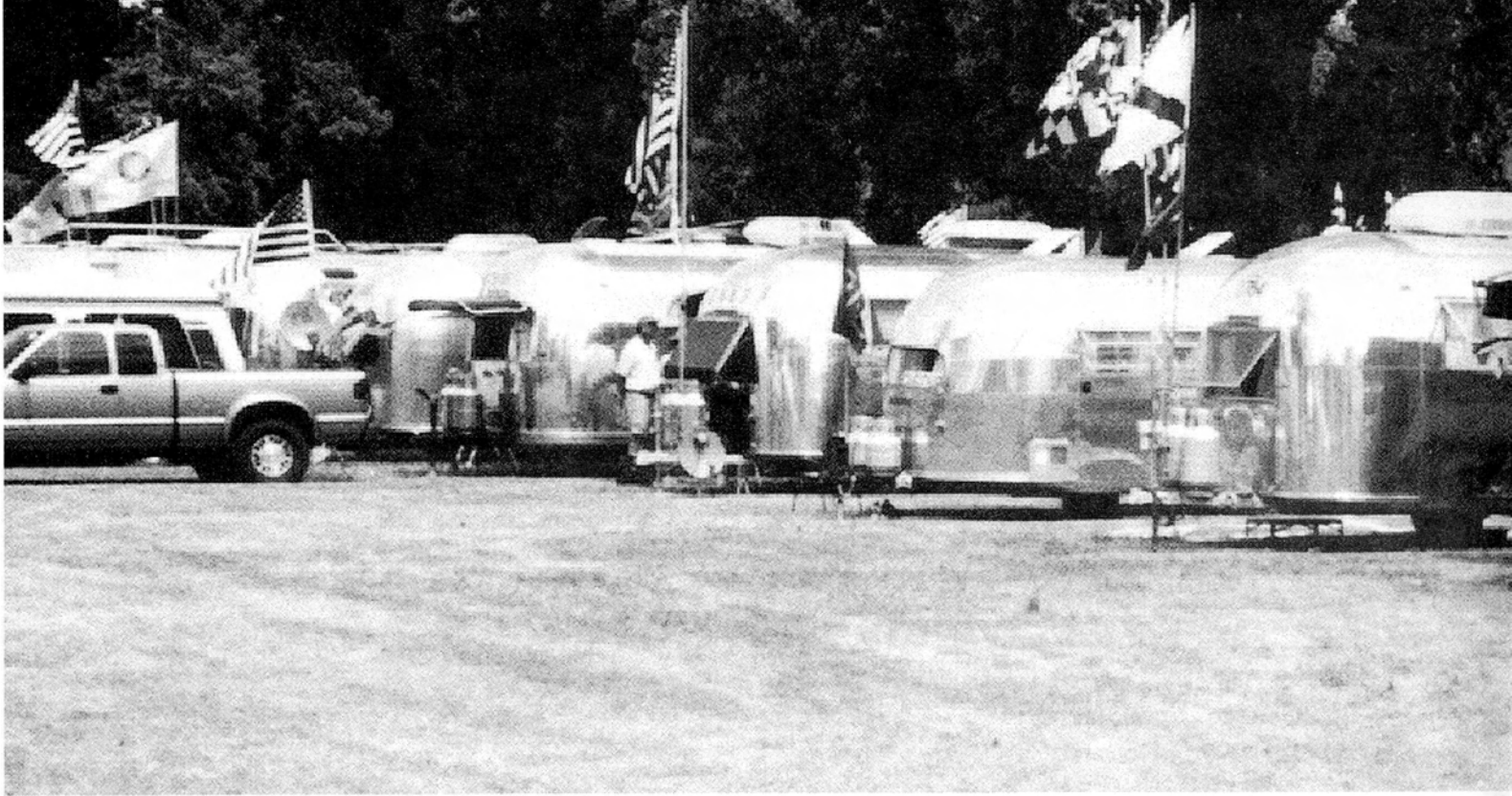
Submit material for future issues!

In order to keep this lively, your reader input is always necessary if not vital. Please continue to send me stories (hopefully with a photographs). General feedback towards the newsletter: the good, the bad, and the ugly, comments about articles within are welcome. Put a stamp on it. Send the strange and unusual along with the practical. As with all submissions, please send a digital version (your computer file, via e-mail preferably.) this is necessary so I don't have to type it all again! If you want, send the printed story too. Contact me if you have a question(s).

BEST TO ALL, DRIVE SAFE AND ENJOY THE VIEW AS YOU GO.

THE WBCCI INTERNATIONAL RALLY 2001

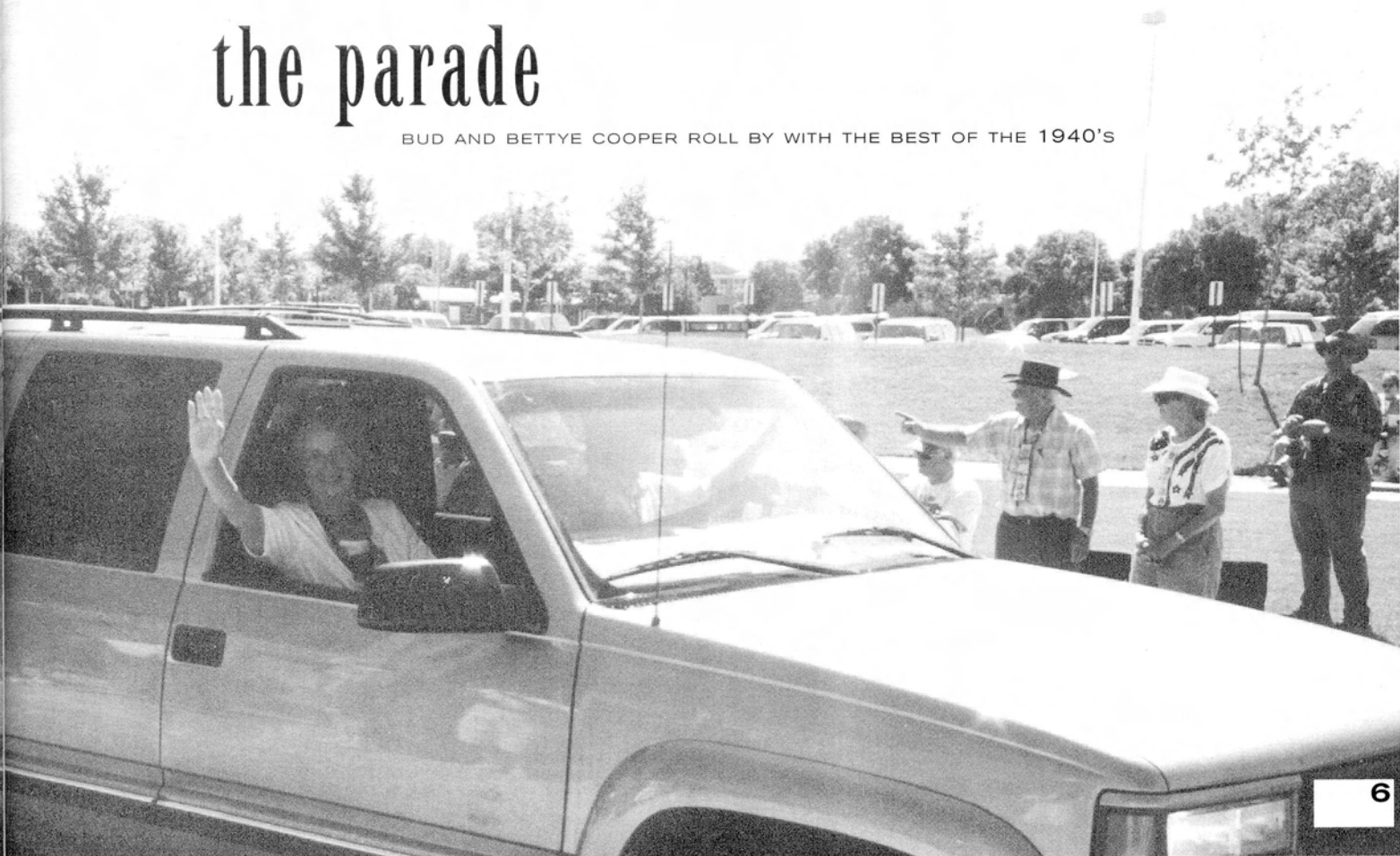
SIoux FALLS, SOUTH DAKOTA





the parade

BUD AND BETTYE COOPER ROLL BY WITH THE BEST OF THE 1940'S



WORDS FROM **SIoux CITY, SOUTH DAKOTA**
JUNE 30, 2001 ABOUT THE **Concours d'Elegance**

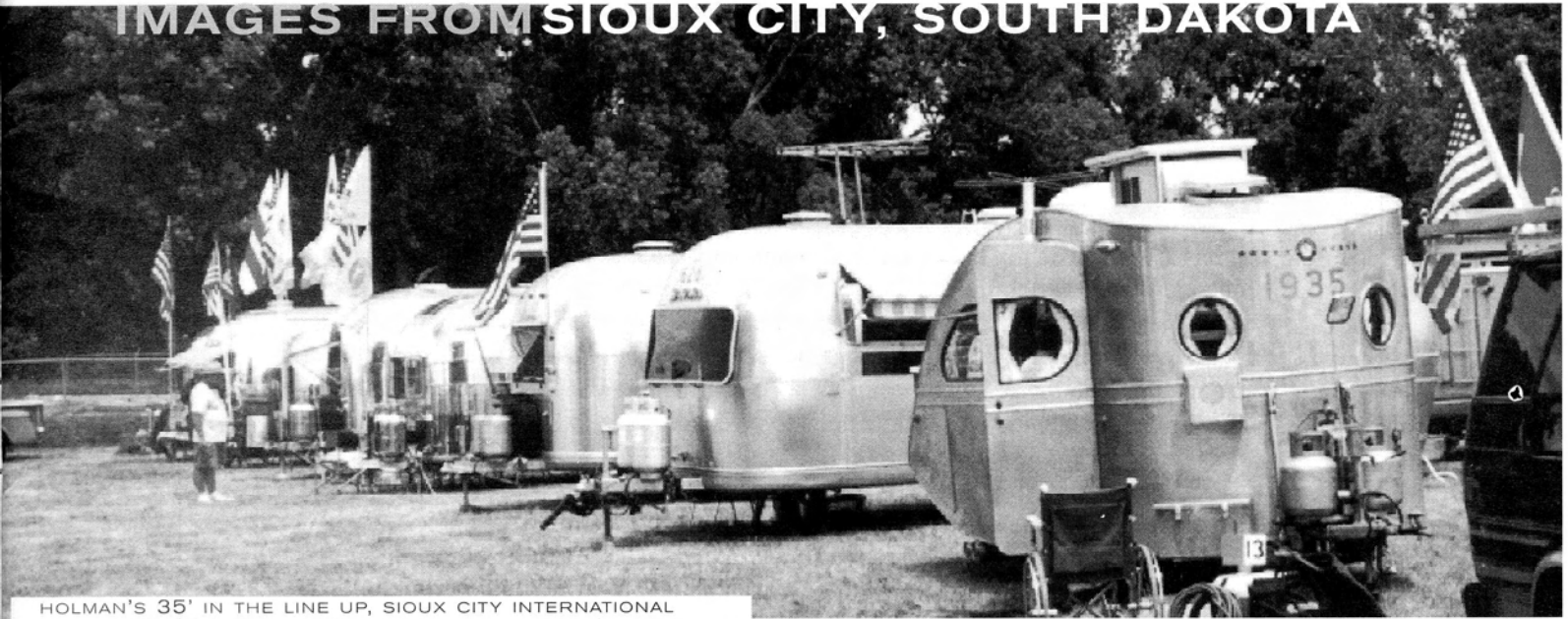
A nice day, flags flying, visitors enjoying the VAC open house, kids, dogs, etc., a real festive affair. The concours Steward had enlisted three distinguished judges from veteran WBCCI members: Rose Bowery #1398 from Pharr, TX, Norm Hewer #133 from Malcomb, MI and Dick Bartram #281 from New Hartford, CT. Bud Cooper officiated as Steward with 1st Vice President Rick Davis assisting. The competition was extremely close: in the 1960's and 1970's decade categories duplicate awards were given as a result of the judges balloting

Noland Vogt

CONCOURS WINNERS

1930's Decade - Best in Class	Dr. Norman Holman, Sr.&Jr.
1940's Decade - Best in Class	Bud and Bettye Cooper
1950's Decade - Best in Class	Rick Davis and Carol Deaton
Reserve Best	Walter and Ruth Jennings
1960's Decade - Best in Class	Ed and Sandy Emerick
Reserve Best in Class	Hunt and Susan Jones
Honorable mention Best in Class	Wayne and Linda Moore
	Mell and Glenda Wood
1970's Decade - Best in Class	Alex and Rozella Szabo
Reserve Best in Class	Donald and Marie Horn
	Mark and Becky Weimer
	Dallas and Pamela Peak
Honorable mention Best in Class	Dan and Vicky Kirkpatrick
Best Tow / Trailer combo	Hunt and Susan Jones
Members choice	Mel and Glenda Wood
Best in Show	Ed and Sandy Emerick

IMAGES FROM SIOUX CITY, SOUTH DAKOTA



HOLMAN'S 35' IN THE LINE UP, SIOUX CITY INTERNATIONAL



RALLY SITE



BEST TOW AND TRAILER COMBO



630 '01

Not just "MENS WORK" anymore, Pearl Main reveals the virtues of knowing how to hitch the trailer up to your tow vehicle.

It has always been my belief that both members of a couple should be familiar with the outside work to hitching and unhitching and connecting utilities. Yes, I know that many gals don't think it necessary but you never know when your partner is going to bend over to pick up a bar of soap in the shower and not be able to straighten up and be unable to do the so called "man's work" Tho many women have always shared both the inside and outside work some need to be encouraged to become familiar with the outside jobs.

When we bought the A/S we were both working and I could arrive home early where my husband traveled and would usually fly in and take the shuttle home. If we waited till he got home to hitch up we would be much later arriving at a weekend rally. So I learned to hitch up and after finishing loading the inside would hitch up to the tow vehicle and open the fence put the ramps in the drive by the curb (so steep the hitch would drag) pull the tow vehicle and trailer out and park it on the street in front of the house and put the ramps away and close the fence.

When he arrived home he would get out of the shuttle and right into the tow vehicle and we could be off for the week end. After he retired we would share the work of getting the trailer ready for a rally or trip. We always shared the driving and thus neither would be more tired when we arrived at the nights destination.

My routine for hitching up made it a fairly easy job:

Insert **hitchbar** into **receiver on tow vehicle** (use a **locking pull pin** sometimes called **draw bar lock**) so no one can unlock your hitchbar to steal your trailer or "Vandalize" your hitch by removing the "pull pin" so your receiver bar is unsecured....some people think it a great game to see the hitch bar pull out of a receiver....this could happen when you first start up or while rolling down the road ...causing great damage to your trailer.

If where trailer is parked or going to be parked is not level put leveling blocks under tires to level or put chock at wheel so trailer will not move while hitching

Lubricate the ball and trunnion end of bars

position your tow vehicle so somewhat close and ready to back into position

make sure there is clearance above ball so coupler will clear

back tow vehicle into position and lower receiver onto ball (I back slowly and get out and look to make sure in proper position a couple of times) unless you have someone watching and signalingthen I slip a cotter pin in the lock (**do not use padlock because if you ever need to unhitch in an emergency the pin is easily removed**)

If you are using **Spring bar** (sometimes called **Equalizer bar**) with **trunnion** and **saddle** ends.....raise jack very high (the higher it is the easier it is to slip **trunnion** end into position and attach chain above saddle) then position bar with trunnion towards

hooking up with a Reese... (cont)

tow vehicle bottom of trunnion slipping into rounded receptacle of ball mount using other hand raise **trunnion latch pin** and slip upper rounded end into rounded receptacle of ball mount..releasing **latch pin** position the other end of the bar on the saddle and raise the chain and connect at the proper link to maintain level of trailer inserting a pin thru all four holes

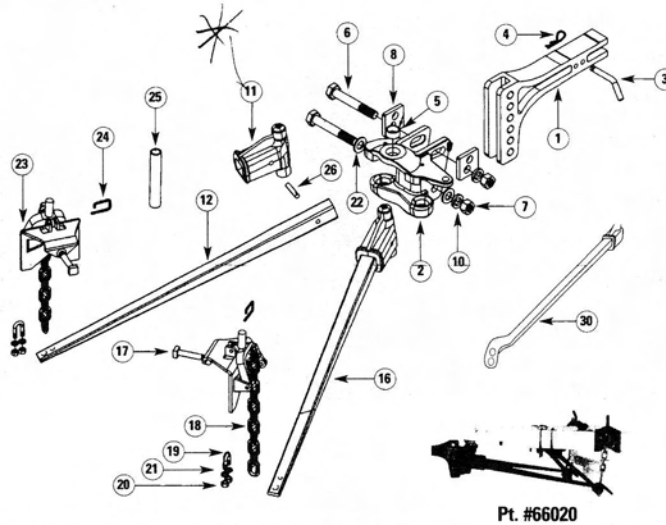
You are now ready to retract jack post to its highest level so it completely clears the roadbed then connect your electrical pigtail and your breakaway cable from the trailer to the tow vehicle and make your check around trailer to make sure any tire locks have been removed and all utilities are disconnected and put away ...inside is ready to roll and step is retracted ...rearview mirrors are set properly.

To unhitch you reverse the procedure.....first making sure leveled and wheels chocked.

To all you gals doing this for the first time take it slow and remember to always check your hitch when returning to your parked tow vehicle/trailer after having been away even for a few minutes.....always some mischief makers around.

Pearl Main #22170

REESE Hi Performance Weight Distributing



Pt. #66020

Ref. Number	Part Number	Description	Ref. Number	Part Number	Description
3	74055	1) Pull Pin	5	50008	1) Ball Mount Assembly
4		1) Spring Cotter Pin	5		1) Bushing
23	21501	1) Frame Bracket Assembly (Snap-up)	10		2) Split Lock Washer
17		1) Sq. Head Set Screw (1/2"-13x3-1/2")	6		2) H.H.C. Screw (3/4"-10UNC-2Ax5")
24		1) Safety Pin	7		2) Hex Nuts (3/4"-UNC-2B)
4	74056	2) Spring Cotter Pins	8		2) Adjustment Washers
3	66014	1) Pull Pin	1	54070	1) Hitch Bar (12")
4		1) Spring Cotter Pin	1	54032	1) Hitch Bar (14")
5		1) Small Bushing	1	54033	1) Hitch Bar (16")
17		2) Sq. Head Set Screw (1/2"-13x3-1/2")	5	55080	1) Small Bushing - 1" - 1-1/4"
24		2) Safety Pins	5	55040	1) Large Bushing - 1-1/4" - 1-3/8"
19		2) U-Bolts (3/8" attaches chain to sp. bar)	25	55479	1) Handle for Snap-up Bracket
18		2) Chains - 9 Link (8/0)	30	23227	Sp. Bar & Trunnion-600# W.D. (1-1/8" x 30-1/2")
20		4) Lock Nuts (3/8"-16)		22225	Sp. Bar & Trunnion-800# W.D. (1-1/8" x 30-1/2")
21		4) Flat Washers (3/8")		66000	Sp. Bar & Trunnion-1200# W.D. (1-3/8" x 30-1/2")
19	55630	1) U-Bolts (3/8" attaches chain to sp. bar)		66010	Sp. Bar & Trunnion-1700# W.D. (1-3/8" x 30-1/2")
18		1) Chains - 9 Link (8/0)	11	50007	1-3/8" Trunnion & Pin
20		2) Lock Nuts (3/8"-16)	11	50008	1-1/8" Trunnion & Pin
21		2) Flat Washers (3/8")	5	50133	1) Bushing
24	50029	2) Safety Pins	22		2) Flat Washers
8	50104	2) Adjustment Washers	10		2) Lock Washers
17	50033	2) Square Head Set Screw (1/2"-13x3-1/2")	6		2) H.H.C. Screw (3/4"x5")
			8		2) Adj. Washers
			7		2) Hex Nuts
			16	50153	Sp. Bar & Trunnion-600# W.D. (1-1/8" x 30-1/2")
				50154	Sp. Bar & Trunnion-800# W.D. (1-1/8" x 30-1/2")
				50155	Sp. Bar & Trunnion-1200# W.D. (1-3/8" x 30-1/2")

Use if you want

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

4TH ANNUAL NORTHEAST VINTAGE AIRSTREAM GATHERING

When: October 25-28, 2001
Where: 3 Seasons RV Resort,
727 Country Club Road
Rehoboth Beach DE 19971
302-227-2564 www.3seasons.com

Description: Sites have cable TV, electric, water, and sewer hookups. Check-in time is 2 p.m.

Activities: **Thursday, October 25**

Arrivals and informal happy hour at 5 p.m.
Dinner on your own

Friday, October 26

8-9 a.m. Breakfast provided in lounge
Spend the day on your own*
6-8 p.m. Potluck dinner in the lounge

Saturday, October 27

8-9 a.m. Breakfast provided in the lounge
Spend the morning on your own
1-5 p.m. Open house - visit your neighbors' Airstreams
6-8 p.m. Dinner provided in the lounge
8 p.m. Installation of officers - Tom Howarth

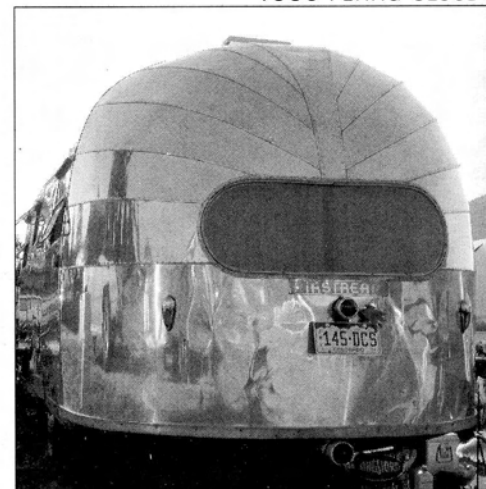
Sunday, October 28

8-9 Breakfast provided in the lounge
Departures

* Perhaps spend the day at the Rehoboth Beach Sea Witch and Fiddlers Festival which will be happening all weekend.

Contact: Margaret Natof
Questions: Call 301-977-4334 or e-mail: natofs@aol.com

1950 FLYING CLOUD



VINTAGE RALLY IN GEORGIA

When: First weekend of November, 2001
Where: the Top O' Georgia Airstream Park, near Helen GA

Description: "Fun, Fellowship, Food, Frolic" and "How to" seminars. If you think you might be interested, send a card, letter or e-mail to:

Geo. James III
348 lotla St.
Franklin NC 28734 (we'll send you details.)

(e-mail: bygeorge@airstream.net)

George James. NORTH GEORGIA IS BEAUTIFUL IN NOVEMBER!

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

CALIFORNIA DELTA VAC SPRING RALLY

When: April 17-21, 2002

Where: Ryer Island in the California Delta, close to Rio Vista and Walnut Grove.

Description: You and your Airstream will ferry to the Snug Harbor Resort <http://www.snugharbor.net> across Steamboat Slough - quiet, peaceful and off the "beaten path". Over 1000 miles of waterway afford fishing and boating galore. A tour of the Western Railway Museum <http://www.wrm.org> has been arranged, and bring a kayak or canoe and join us on a paddle up the Mokelumne Slough, or just visit some of the small delta towns and get the feel of early California. For an application or more information, e-mail Tom Toedter at ttoedter@sonomacutrer.com.

Contact: For an application or more information, e-mail Tom Toedter: ttoedter@sonomacutrer.com
Hope to see you there.

POLLY



PHOTO: R. UNTER

1966 TRADE WIND



PHOTO: L. MOORE

WANTED

CARAVAN LEADER FOR WAGON WHEELS 2002, RAPID CITY. THE INTENT WOULD BE TO "REVISIT" THE 1996 WAGON WHEELS THE BUD COOPER HEADED. WE HAVE A COMPLETE FILE ON THAT CARAVAN, SO IT WILL BE RELATIVELY EASY TO PUT IT TOGETHER.

CONTACT: NOLAND VOGT
650-364-7458
noland@flash.net

WANTED

A VAC REPORTER TO PROVIDE WRITE-UPS FOR THE MONTHLY WBCCI BLUE BERET.

CONTACT: NOLAND VOGT
650-364-7458
noland@flash.net

OR
TERRY AND SANDIE TYLER
tlyerbears@airstream.net

FLORIDA ALL STATE RALLY

When Feb. 20 - Feb. 24th 2002
Where Sarasota, Florida.

Description all Vintage club member will park together, we will have an open house for the public to view our rigs, a seminar for those interested in old trailers and a happy hour each afternoon at 4pm.

Dr. Bert M. Kalet
Region 3 Rep.
email: dkalet@juno.com

REGION 3 RALLY

When May 9th thru the 13th, 2002
Where Myrtle Beach SC at Ocean Lakes Campground

Description When making your own reservations (1.800.722.1351) please do the following if you want to park together—ask for the center of the campsites 3,000. Pay a deposit with a charge card, and balance when checking into the campground. Tell the operator you are with the Region 3, WBCCI, Vintage Club. I hope we can all be together. We hope to have an open house and a place on the program for a seminar for those interested in old trailers. Happy hour is scheduled for 4pm each afternoon. Each campsite has a phone jack so be sure to bring your phone and extension cord. Myrtle Beach is known for its wonderful restaurants. There will be a special campground rate, so please come early and stay late.

Dr. Bert M. Kalet
Region 3 Rep.
email: dkalet@juno.com

1950 FLYING CLOUD.



WORDS FROM COLDWATER, MICHIGAN RALLY REGION 4

This rally was held May 23-27 in Coldwater, Michigan. Flyers were designed, printed, and mailed (or emailed) to VAC members in Region 4.

We had special parking. Most, but not all VAC members in attendance took advantage of the vintage parking area where we had nine rigs. This more than doubled last year's participation. We also had a rig that was for sale show up that belonged to the friend of one of the entertainers, giving us a total of ten rigs for open house.

We also held a Concours d'Elegance under the guidance of our founder, Bud Cooper. First Place went to Clyde & Ellen Wagner for their 1963 Bambi. Second place went to John & Clarice Rocho for their 1965 Globetrotter. Honorable Mention went to Dave & Ada Stockton for their 1956 Custom.

Bud Cooper gave a presentation on last Fall's caravan to Belize. It was well attended. It looks as if there will be future VAC caravans to this interesting neighboring country to the south.

Larry Huttle, President of Airstream, during his presentation to the rally called upon Bud to answer a couple of questions pertaining to vintage Airstreams and the number of VAC members.

Despite the rain we all had a good time. We even found a sheltered place to hold our happy hours. About the only time the rains stopped was during open house, for which we were all grateful!

Respectfully,

Scott Scheuermann
Region 4 VAC Representative



VAC REGION REPRESENTATIVES

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

REGION 1

ME-NH-VT-MA-RI-CT-NB-NS-NF-PEI-PQ

Bard Fuller #5406
36 Panorama Drive
Southington, CT 06489
BardFuller@aol.com

REGION 2

NY-NJ-PA-MD-DE-DC-ON

Walt Sandy #4159
1157 Rt.40
Pilesgrove, NJ 08098
swsandy@mindspring.com

REGION 3

VA-NC-SC-GA-FL (exp. CT ZONE PORTION)

Bert Kalet #6957
3132 Gladstone Street S.W.
Winston Salem, NC 27104
dkalet@juno.com

REGION 4

MI-OH-WV

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

REGION 5

IL-IN-KY

Dan Kirkpatrick #5168
4801 Illinois Street
Loves Park, IL 61111
KIRKDANVIC@aol.com
Tel.# 815-877-2607

REGION 6

TN-AL-MS-AK-LA-FL (CT ZONE PORTION)

John Dustin #3728
505 N. Airport Road
Jasper, AL 35504
jofd@earthlink.net

REGION 7

WI-MN-ND-SD-MB

Ed Emerick #4425
838 E. Eldorado Street
Appleton, WI 54911
EEMER59728@AOL.COM

REGION 8

IA-MO-NE-KS

RUSSELL MOSS #335
Rt.2 Box 2681
PIEDMONT, MO 63957
RUSSNORA@AOL.COM

REGION 9

OK-TX (except MT ZONE)

Bud Cooper #26019
1401 S. Cage Blvd. #600 -
Pharr, TX 78577
RUC00p@aol.com

REGION 10

MT-ID-WA-OR-BC-AB-SK-YK

Pat Ewing #3675
3661 Alm Road
Everson, WA 98247
pre52@gte.net

REGION 11

WY-CO-UT-AZ-NM-TX (portion in MT)-MEX

Randy Unter ##4991
2400 Sims St.
Lakewood, CO 80215
runter@earthlink.net
303.237.0629

REGION 12

CALIFORNIA-NV

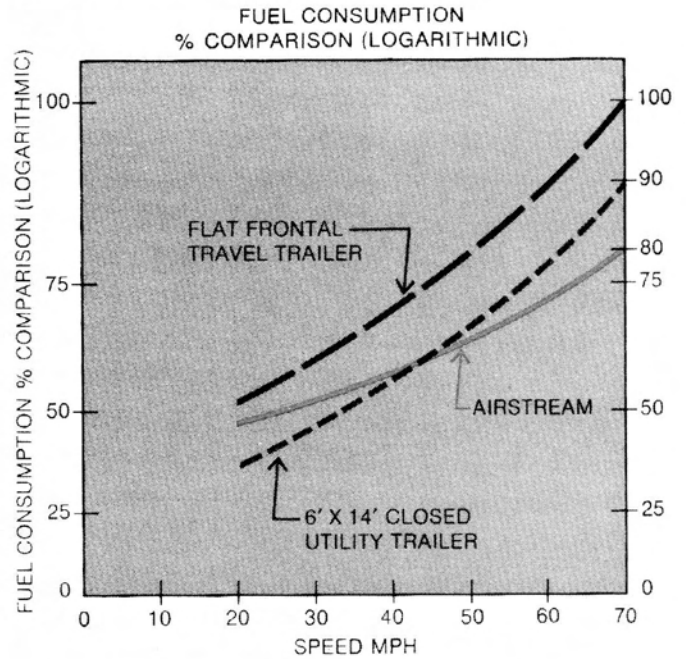
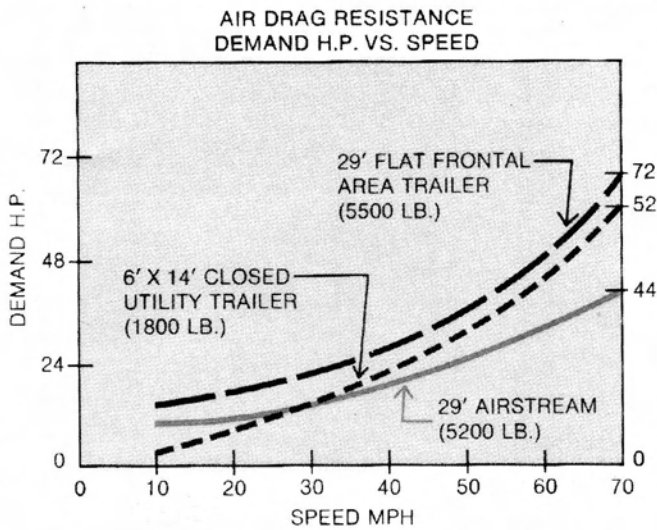
Tom Reed #10283
1038 Meadow View Ct.
Corona, CA 91720
tereed@pacbell.net



AIRSTREAM TOWS EASIER, SAVES FUEL

The shape of a trailer determines fuel consumption more than any other single factor. The Air Drag Resistance graph below shows that at 70 mph a square-type trailer requires 72 Horsepower to overcome air drag while the aerodynamic Airstream requires only 44 Horsepower. The Fuel Consumption scale below shows that an Airstream requires 20% less fuel at 70 mph than a square-type trailer and a

15% savings at 50 mph. Notice it requires substantially less horsepower and less fuel to tow a 29-foot Airstream weighing 5200 lbs. than a small 6 x 14 closed utility type trailer weighing 1800 lbs.!



ABOVE FUEL SAVING GRAPHS MIGHT NOT APPLY IN THIS PHOTOGRAPH.

MAJESTIC MT. BAKER RALLY

near Bellingham, Washington

The very first annual "Majestic Mt. Baker" rally located near Bellingham, Washington was a huge success. Patrick & Joanne Ewing were the rally hosts with Forrest Bone of the Tin Can Tourists generously providing funds for a pizza dinner. There were just over thirty units attending along with their happy owners. There were numerous "drive ins" as well that just wanted to stop in to look at & to photograph the various vintage units. For several this was their very first rally and chance to view other units. Two different photographers attended and spent much time shooting various units.

There were some newer units and numerous older and some very well restored and preserved ones as well. Some of the unique rigs were a Spartan "motor home" with the trailer being beautifully blended onto a school bus chassis. It is a 1954 Spartan Imperial Mansion on a 1970 GMC school bus chassis owned by Rod & Phyllis Johnson. This was a wonderful looking unit both inside and out. There was a unique old 1949 Curtis Wright that Mark Cooper toured up from California with. The 1950 Boles Aero of Mike Beech's that is in the restoration process. A beautiful 1957 Shasta towed in by Gerry & Lynda Hagelund with their 1956 Chev.. A 1952 Airstream Flying Cloud proudly owned by Kris & Donna Hylton being towed behind their 1956 Buick. A very nice 1961 Airstream Bambi owned by Pat & Joanne Ewing. A 1960 Oasis lovingly restored and hooked to a 1963 Thunderbird driven by Don & Mary James. Jack & Sue Jacobson brought their wonderful home built teardrop towed behind their neat old 1951 Chevy fastback.

There were many newer rigs including Bob & Gay Konnagan all the way from Lake Worth, Florida with their 1992 Sovereign. Numerous Airstreams both old and new including several Caravels and all the way up to large 31 foot Sovereigns.

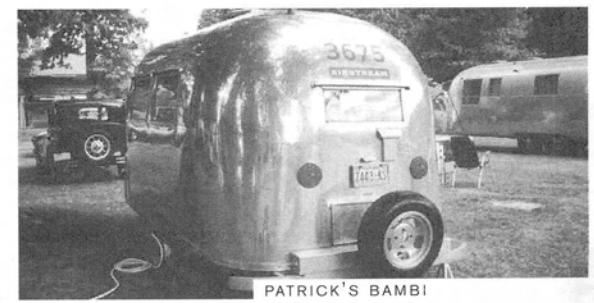
There were many positive comments by rally participants. Everyone greatly enjoyed both the pizza feed and the potluck dinners. The vintage trailer movies



MARK COOPERS TRAILER



RED TOW CAR AND TRAILER



PATRICK'S BAMBI





SPARTAN ON A BUS FRAME

by the Ewing's rig in the evenings were a hit and many had some good laughs. The late evening camp fires were great to visit around. The car pool tour to Mt. Baker and some of the surrounding area was of great interest to many. Too bad that it was cold, cloudy & windy up at the top.

PAT EWING

THOSE IN ATTENDANCE THAT TURNED IN THE INFORMATION SHEETS WERE JON & NADINE YARLOTT, SANDPOINT, ID, DON & MARY JAMES, LACEY, WA, GERRY & LYNDA HAGELUND, COQUITLAM, BC, MIKE BEECH, COVINGTON, WA, ROD & PHYLLIS JOHNSON, ISSAQUAH, WA, MARK COOPER, COLTE MADERA, CA, KRIS & DONNA HYLTON, MOSSYROCK, WA, JACK & SUE JACOBSON, TACOMA, WA, BOB & GAY KONNAGAN, LAKE WORTH, FL, RANGER & DOLORES TRAVIS, DES MOINES, WA, JAN HALL, ANCHORAGE, AK, RICHARD ARONER, ISSAQUAH, WA, TOM & PAT MORELAND, SAMMAMISH, WA, SHARON & SIMON FRAZER, LANGLEY, WA, DAVE ALLEN, P-HILL, OR, WARREN & LAURIE LITTLE, VICTORIA, BC, JERRY & SHIRLEY BELL, SURREY, BC, RON WIEBE, BC, ERNIE & DOROTHY FARINHA, AUBURN, CA, TED & KAREN MARTINEZ, TACOMA, WA, RON & CAROLYN WILLS, PARKSVILLE, BC, RICHARD & BEVERLY BROWN, SURREY, BC, LAWRENCE & MARY ANNE PARKER, NORTH VANCOUVER, BC, BRUCE & JANETTE HIGHAM, COQUITLAM, BC, FRED & RUTH MALONEY, YAKIMA, WA, KURT HUNT, ORCAS, WA, RICHARD PHILLIPS & DEBBIE GIRTS, SEATTLE, WA, TOM & GWEN AKAM, RICHMOND, BC, MARK & RACHEL PETERSON, YELM, WA, LEONARD & KATHERINE LAWSON, MARYSVILLE, WA, PATRICK & JOANNE EWING, EVERSON, WA.

This first annual rally was very well accepted and many commented that they will attend next year the third week in August. If interested in the 2002 "Majestic Mt. Baker" rally please contact Patrick & Joanne Ewing at 3561 Sorenson Rd., Everson, WA 98247, (360) 966-4253, or e-mail: pre52@gte.net

ROCKY MOUNTAIN RALLY

by Randy Unter

We wrapped up our first (annual) rally at Blue Arrow RV Park Aug 8-11 at Estes Park, CO yesterday, and I must admit it exceeded my expectations. We had 15 attendees, including vintage Caravels, Flying Clouds, Globe Trotters, Safari, Sovereigns, Overlander, Argosy, a pristine 1995 35' Classic MH diesel pusher (one of 12 made), and a beautiful vintage Avion. The Rally began on Wednesday in full monsoon, with the early arrivers huddled under JP Polly's 'memorial Bill Scott awning' with her make-shift Flamingo lamp; the more the wind and rain blew the closer we came together, but not our spirits. Twin brothers Roger and Bob Hightower from AZ, with matching Sovereigns and white Dodge pullers stood in the rain with me relishing the cool oasis absent elsewhere in the country. High energy Jodi and John Guerin of Laramie, coffee roasters exceptional, and their two delightful boys, provided us with their secret blends each morning. Barbara Moran and Richard of St. George, UT added their enthusiasm. We were all 17 again.

By Saturday, all arrivals were aboard including Phil Patterson who drove non-stop from Sturgis to attend the last night. Our open house on Saturday afternoon gave us all and other RV-ers the pleasure of seeing the wonders and differences of the vintage treasurers. That evening, we all climbed aboard Luke Bernander's (Cool Hand Luke) 1960 Ford- American Fire Truck with light and siren to the Rock Inn Steak House. **Taking a spin around Blue Arrow was met with astonishment and grins, especially from the visiting Europeans in their rented RV America rigs.**

Following dinner and ice cream social provided by Blue Arrow, Luke's and the Guerin kids all piled into my Overlander for an evening of cartoons while the adults were treated to a John Denver evening. The same meteor shower event that was the genesis of 'Rocky Mountain High', dazzled us to "fire rain'n in the sky" while we were serenaded to Michael Matheny and Don Horn's guitars until the Overlander was sleepy as were the adults.

Sunday, we broke camp with Cool Hand Luke, '65 Caravel in tow behind the fire truck, leading the Guerin's, Roger Hightowers, the Pattersons, my Overlander, and Fred Coldwell's vintage Jeep through Estes Park, much to the astonishment and smiles of the pre-GW Bush visit tourist crowd. In Loveland, we headed our separate ways, a bit sad the magic was over, but relishing the experience as an event we will all remember. Before finishing, we vowed to have a second RM Rally next year, with more vintage attendees and bigger rain cover. So all those who didn't attend plan on another RM rally next year. You won't want to miss this one.

Randy Unter

'66 Overlander

Wagon Master, 2001 RM rally.



KRIS GOSAR

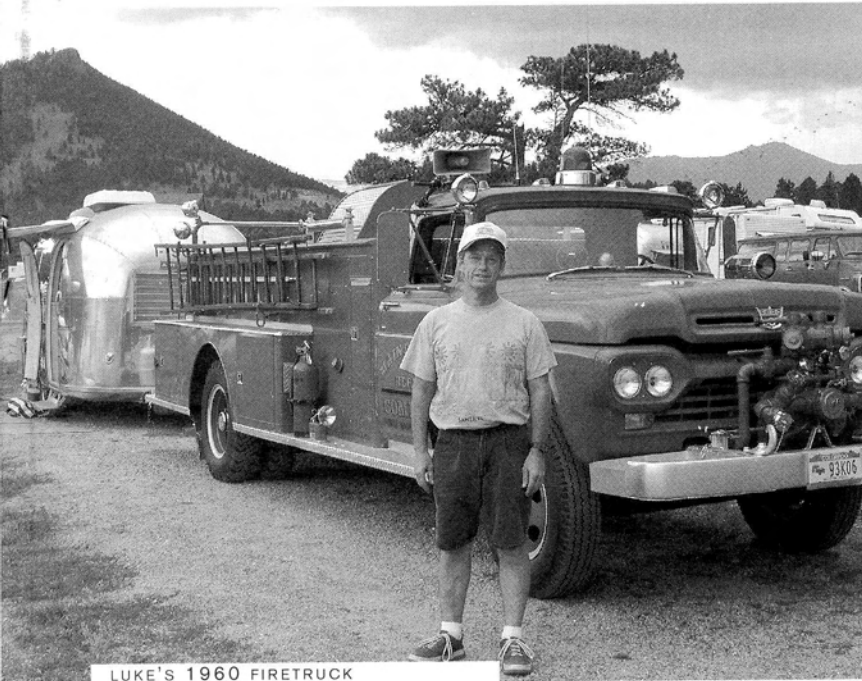


GUERIN'S 1965 CARAVEL

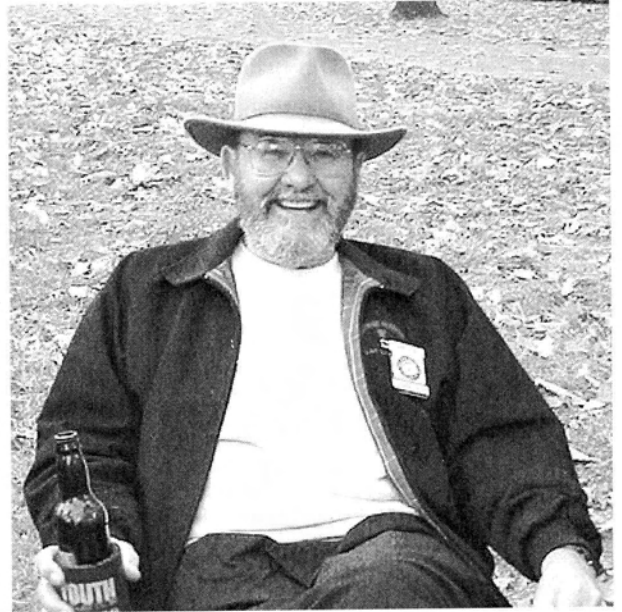


BOB AND BERTIE

BILL SCOTT MEMORIAL FUND



LUKE'S 1960 FIRETRUCK



#3221 JULY 1941-APRIL 2001

Thank you to all who have sent in donations to the Bill Scott Memorial Fund. We have spoken to Bill's son Michael and now have an idea of how much we need to succeed in our goal of making sure that Bill is laid to rest with his wife who died of cancer 20 years ago. She is buried in Santa Barbara, CA.

Bill lived very modestly and was not able to leave Michael an inheritance. Michael, Bill's only child, is in his mid 20's and lives in Longview, TX. Our goal is to raise enough money to cover burial costs at the cemetery, engrave Bill's name on the marker already there with his wife's name and provide an airline ticket for Michael so that he can bring Bill's ashes to Santa Barbara for burial. We are approximately \$500 to \$800 short of our goal.

Bill was a technical expert on the VAC website list. There were many times when someone needed help and he was there to provide the information needed. He was the 2000 Concours d'Elegance Steward as well as cofounder of the WBCCI's Washington DC Unit.

If you knew Bill and feel that he has helped you in some way either personally or on the VAC website and would like to send a donation for our cause, it is not too late. Please send your check to:

Linda Moore – Bill Scott Memorial Fund
PO Box 4173
Windham, NH 03087

Yours respectfully,

Tom Howarth – VAC 2nd VP

Linda Moore – Treasurer/Membership Director



RANDY UNTER



HORN'S AVION

VAC WEBSITE "MEMBERS SECTION"

BY RJ DIAL

The Vintage Airstream Club has developed a section on the VAC Website to archive older Airstream documents useful for restoration and researching vintage Airstreams.

This section is password protected to allow it to be a VAC membership asset. The current password will be listed in each issue of the Vintage Advantage. The log-on page can be found at: <http://airstream.org/memebers/login.html> or go through the Home Page at <http://www.airstream.org>

The "VAC Members" section is one of the benefits of belonging to the Vintage Airstream Club. This is seen as an area with great growth potential and of the greatest value to the club. The section is divided into categories.

Historical Airstream flyers, brochures, ads & documents. We currently have 25 documents uploaded, with many more to go. More material is always appreciated.

Vintage trailer and appliance manuals for downloading or reading. This is just a beginning, and will be of the most help to restorers. Go through your trailer documents and let us know if you have additional manuals.

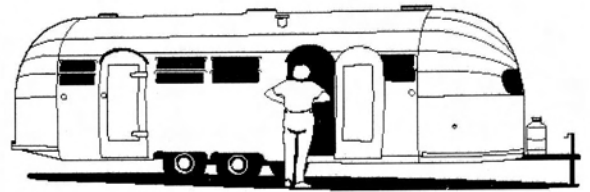
Back issues of this Vintage Advantage Newsletter, dating from 1993 and the club founding up to the present. We have finished scanning all the back issues now, and have reduced the older files that were there by 60%, resulting in much faster download times.

Free custom "Airstream.net" e-mail addresses. Keep the same "your-choice@airstream.net" e-mail address regardless of your current or future Internet Service Provider (ISP) assigned address.

A future planned model listing of Vintage Airstream trailers from the 1930's to the mid 1970's. The free application Adobe Acrobat Reader is required to view/print the documents. Information is on the website on how to download it.

RJ Dial
VAC Webmaster
webmaster@airstream.org

VAC WEBSITE "MEMBERS AREA" PASSWORD



Use this password to access the Members only section of the VAC website at:

<http://www.airstream.org/members/login.html>

for access to:

Historical Airstream related documents and manuals for viewing or downloading

Back issues of the Vintage Advantage newsletter.

Your own free custom airstream e-mail address (yourchoice@airstream.net)

The current password is: **globetrotter**

All lower case letters. The password will change at the time each Vintage Advantage newsletter is published. There will be a 30 day overlapping grace period with the old password.

A screenshot of a Netscape browser window displaying the VAC Members Area website. The browser's address bar shows "Netscape: VAC Member Services". The website has a navigation menu with links for HOME, ABOUT THE VAC, CLASSIFIEDS, MEMBERS, VACLIST, RESOURCES, and RALLIES. The main heading is "VAC MEMBERS AREA" with a sub-heading "Welcome to the Vintage Airstream Club Members Area." Below this, there is a paragraph of introductory text and a link to "Back Issues of the Vintage Advantage Newsletter (1993 to present) - New smaller file size!". There are two promotional banners: one for "THE VINTAGE ADVANTAGE" newsletter and another for "AIRSTREAM TRAILERS, INC." featuring a logo with a motorcycle and the text "WALLY STAM". At the bottom, there is a link for "Free Airstream.net personal e-mail address (yourchoice@airstream.net)" and the website URL "WWW.AIRSTREAM.ORG". The browser's status bar at the bottom shows various icons and the URL.

**Part 2 in the Belize Caravan Series
Wagonmaster Logbook
Chris Yelland, Wagonmaster
WBCCI #3205**

BELIZE



caravan

In the summer of 2000, I received a phone call from Bud Cooper, founder of the Vintage Airstream Club, asking my opinion about a caravan to Belize. That's where the ball started rolling! I outlined an itinerary that would follow the Gulf Coast of Mexico then cut across the bottom of the Yucatan peninsula into Belize. The focus of this tour was to spend time in the English-speaking, central American country of Belize. While I made preparations and hammered out a proposal for the VAC, Bud started contacting people he thought may be interested in joining us on this tour. In addition to this, the VAC Discussion list talked about the trip in their chat room. In preparation for this trip, I created a web site: <http://belizecaravan.homestead.com> for people to get details on the tour. As we approached departure date, more people started joining up and we ended up with the following tour members.

TOUR LEADER: **Chris Yelland** TEXAS

Bud & Bettye Cooper, TEXAS
Bill & Jimmie Cotton, OKLAHOMA
Jim & Mary Smith, FLORIDA
Herb & Faye Spivey, MISSISSIPPI
Haywood & Faye Overcash, NORTH CAROLINA

Gary & Sandi Danio, NORTH CAROLINA
Andy & Regine Carey, WASHINGTON
Ken & Petey Faber, MICHIGAN
Mike & Betty Ivy, GEORGIA
Betty Zimmerman, MARYLAND

PLANCEN

Day 13 – Monday November 13, 2000
Corozal Town, Corozal, Belize

Hectic Morning! Woke up at 4:45am, and left at 6:00am to inspect the next camp in Orange Walk. After the recent floods in this area, I thought it best to see the area before committing our group to staying here. The rear of the hotel parking area is still flooded from Hurricane Keith, but there is enough room for 10 units on the side and in front of the business. Returned to camp just in time to dump my tanks and pull out at 8am.

We arrived in Orange Walk at 9:00am and I parked the smaller units first, Bud, Betty Z, then it was Herb's turn...but the ground was a bit soft and he became stuck in the mire. I used my winch and pulled him out with little effort. Bud caught the entire operation on film. I'm sure it will make it on the official "First Ever VAC Foreign Caravan Video".

After a brief orientation, we walked to the rivers edge and boarded the boat that would take us 35 miles up the New River to the lost Maya city of Lamanai.

Lamanai is one of Belize's largest ceremonial centers. It is also one of the most important. The name "Lamanai" translates to "submerged crocodile" in Maya. Many representations of the crocodile were found during excavations here.



GARIFU

Situated on the New River Lagoon, Lamanai features monumental architecture of temples and palaces dating from the Classic and Pre-Classic Periods. Post-classic artifacts are primarily of a residential nature. On the southern flanks of the site are two Spanish churches. The central area of the site covers approximately one-half square mile. The entire site covers an area of 950 acres. Lamanai was first visited by archaeologists in 1917, but serious excavation and preservation did not occur till the Royal Ontario Museum began a long term project in 1974. Lamanai, like so many other Mayan sites in Belize experienced heavy looting between 1920 and the early 1970's.

Pollen evidence dates the earliest occupation at the site to be about 1500 B.C. The earliest pottery has been dated to about 500 B.C. Archaeologists have dug through layer after layer of occupation dating from 500 B.C. onward. In one case, buried deep inside a 6th century masked temple, lies a well preserved Late Preclassic temple dating back to 100 B.C. with elements similar to those found at Cerros

Our guide, Heriberto and the boatman, Gilberto did a fantastic job of guiding our group, pointing out birds, orange, green and brown iguanas, a 4-5 foot crocodile and yellow head parrots. The Jabiru Stork's nest was intact, but they were not in it yet. Heriberto said that the storks were just in the area last week, but today were apparently out scouting the area. Even though we didn't see the Jabiru, we did see a group of Howler monkeys (up close and personal). It was a group of 4 adults (the lead male and 3 females). Two of which had young! Very exciting indeed. Many climbed the temple of the mask but nobody wanted to climb any others, too hot today. We had a great lunch, (prepared by Heribertos Mother) which consisted of Coconut Rice and beans, barbeque chicken, salad, potato salad, fried bananas and refreshments – everyone enjoyed.

The floods caused by Hurricane Keith uprooted many trees at the ruins and has caused further damage to certain structures. The main temple can't be climbed today because some of the staircase was washed away by Keith.

Day 14 – Tuesday November 14, 2000
Orange Walk Town, Orange Walk, Belize

Tropical Morning in Orange Walk town. Woke up at 4:30am to the sounds of the surrounding jungle. A lone bird in the trees, singing to itself, a chorus of frogs in the nearby floodplain of the New River and assorted insects added to the ensemble. Very peaceful indeed. Now I understand why these sounds are recorded and sold in the store as "soothing music".

Orange Walk Town and the communities that line the New River were the hardest hit by Hurricane Keith. The river crested at fourteen feet above flood level. Even the park we are staying at was submerged under 18 inches of water and has yet to reopen for business. The plan is by next Saturday!

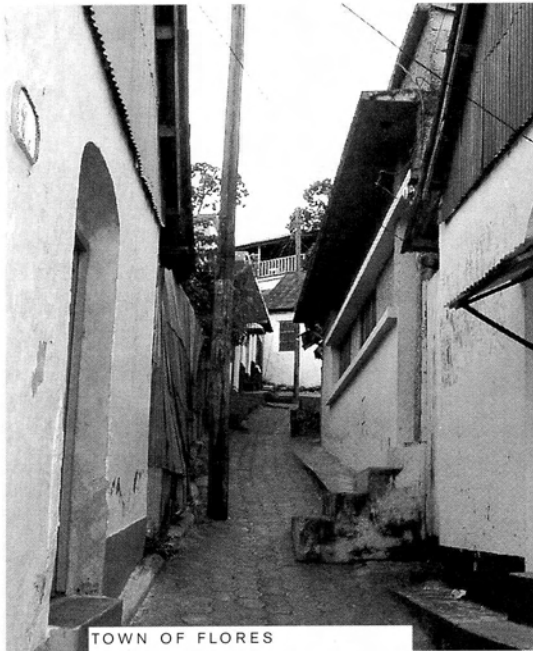
We left promptly at 8:am, and drove into Belize City. We decided not to take the Burrell Boom shortcut because of the recent rains. We stopped for supplies at Brodies Supermarket (just past the Best Western Hotel). We also had time to stop in the bank and exchange some currency. Scotiabank has a branch here that can make a cash advance on a credit card or cash travelers checks. The land changed from coastal swampland to rolling hills as we approached our base camp for the next several days—Caesars Place! Upon

The Belize Caravan

arrival, parking everyone took over one hour, but we finally got everyone in and situated with electricity and water hookups. Dumping will have to be made on an individual basis. 10 units is about all you can get in here (with hookups). I could have squeezed another 5 units on this hill with me, but it would have been tight.

Once everyone was settled in, I filled with water and joined Ken and Petey for lunch in their unit. After lunch I went down to the lower parking area to find Julian wiring a new electrical connection for the Danios and the Cottons. I also ran into Gary and Sandi at the bar. I picked up Ken somewhere along the way and invited him to join me for a beer. We all sat at the bar and chatted for a while, then Andy came by and joined us. Soon afterward, Herb walked in and joined the discussion which centered around parallels between South Africa and Belize living/working conditions (Caesar is from South Africa).

At 4:30pm, I walked down to the social hour going on at Bud's house. Soon after, Caesar showed up to take our din-



ner order. Tonight's menu consisted of fish dinner, burgers, T-bone steak, burritos, fajitas and Guarachas (Tostadas). We placed our order and started our "Side-Trip Orientation" meeting at 5pm. We discussed what the plan was for the next week here in Belize... tours and options available.

The house paid for the first drink—Belize rum with fruit punch (papaya, pineapple, orange and lime juice). At 5:30, Haywood and Faye arrived from the airport with their son, Mike who will be joining us for the next few days. Mary Ivy and myself went for fuel for tomorrow's trip, but the gas station closed before we arrived at 8pm, so we will have to get it in the morning.

Dinner at 6:pm with the Spiveys, Overcash's, Danios, Coopers, Ivy's, and Betty Zimmerman. The fish was said to be fantastic. The burgers were not so great – thick bun, thin meat! Tomorrow it's on to Caracol Maya Ruins!

Day 15 – Wednesday November 15, 2000

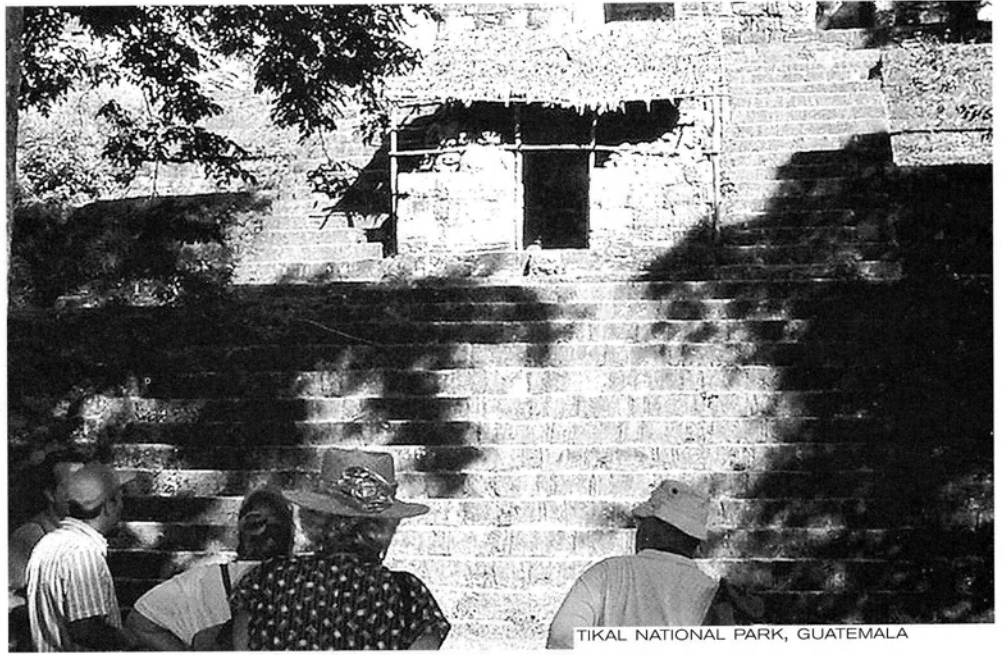
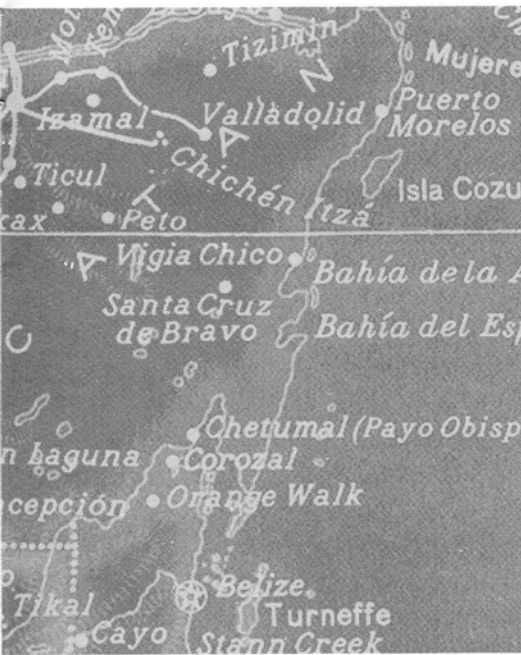
Ceasars Place, Georgeville, Cayo, Belize

Today will be yet another exciting day on this historic VAC Caravan. At seven o'clock we were scheduled to depart for Caracol ruins, but alas—mechanical problems with my truck (electronic fuel module) caused us to leave 20 minutes late. Mike Ivy came up with the solution, a gasoline soaked rag placed over the air intake, caused the engine to start right up. He has had that same problem with his diesel in the past.

The road to Caracol Ruins was rough and dusty. Unpaved for fifty miles, this "trail" took us 3.5 hours to maneuver through. Joining us this morning are the Coopers and Fabers in Buds 4WD Chevrolet Tahoe, and the Overcash's and Spiveys in Haywoods Suburban. In my vehicle were the Ivy's and Danios. As we started down the dirt road south of Georgeville, we first passed orange groves hidden in the mountain valleys. Past butterfly farms and equestrian centers, we entered the

Mountain Pine Ridge Forest Reserve. Here we had to check in at the Mai Gate (Main Gate) where the ranger took our license plate number and name, then flagged us through. He said the road to Caracol is passable today because it has not rained in the last week. At the forest camp town of Augustine, we stopped for a pit stop and used some of the local outhouses. This community is almost like a ghost town. Several homes were built at this ranger station and are currently used by employees of the logging company who operated here. This is one of the few areas of Belize that allows controlled logging, as many of the pine trees have diseases which the forestry service is attempting to eradicate.

Driving through the Mountain Pine Ridge, one would think they were in Montana or Idaho. Tall Pines, ground ferns, deep blue skies ... but then all of a sudden, you remember where you are because of a lone palm tree or banana tree among the pines!



After Augustine, the road became worse! I imagine Mike Overcash must be wondering what he flew down and got himself into about now! Bumpity, Bumpity, Bump, down the trail we go! Many times we had to ride in the bushes to avoid hitting large chuckholes and river washes, but we made it! Within 3 miles of the Guatemalan border, we arrived at the Caracol Archaeological Zone.

It was so nice to arrive at the well-manicured lawns and see the new visitors center building. This was built with funding from US universities and the USAID program for developing nations. Since this site was only recently discovered, there is still current archaeological digs going on in the site. As we entered the park, we noticed a row of buildings off to the left...these are student/archaeologist cabins used when the university sends its teams down to excavate the site.

We ate lunch under the shade of the picnic pavillion then began our trek into the largest known Maya city in Belize. Caracol (Spanish for snail due to the large number of ground snails found here) was occupied for a long period of time. Inhabited from 1200 BC to 900AD (over 2000 years), these ruins were discovered in 1936 by Chicleros (gum sap harvesters). Excavation started in 1938. Studies were conducted throughout the 1950's but most records were destroyed by hurricane Hattie in 1961. In 1985, the Caracol Project was started under the auspices of Drs. Arlen and Diane Chase of the University of Central Florida. Fifteen years later, excavations and studies of this huge city are still underway. It is estimated that over 150,000 people lived at Caracol. There are over 30,000 structures. Tikal was believed to be the largest Mayan city in the region until the discovery and investigation of Caracol.

Found in the 1930's and "rediscovered" in the 1950's, Caracol was known to be an important ceremonial center of the Mayan Civilization. But due to its difficult accessibility, Caracol remained shrouded in jungle and mystery until 1985, when a long term excavation of the site began.

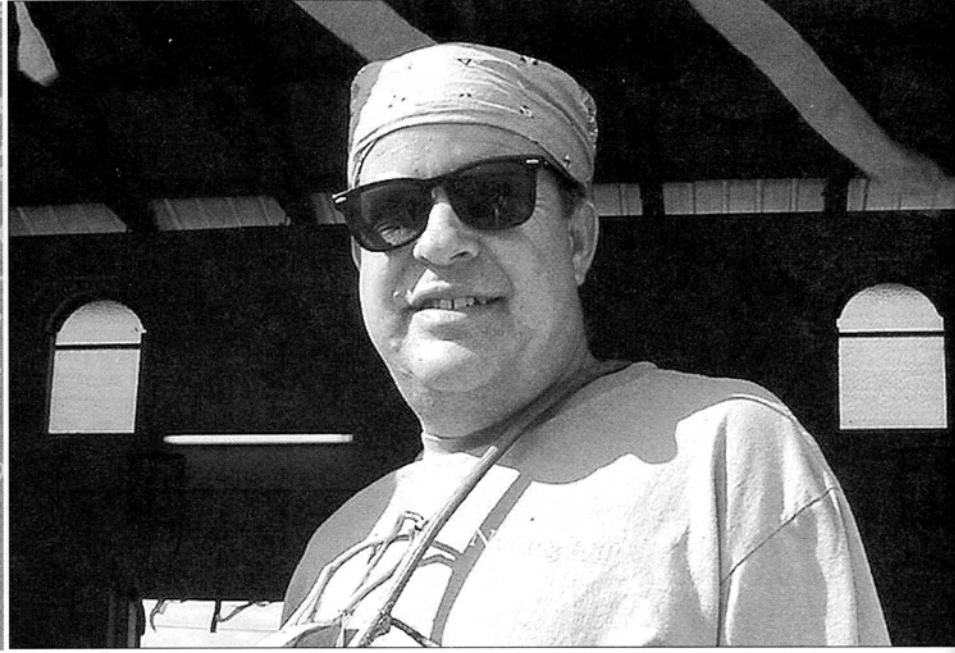
The Belize Caravan

Caracol is one of the largest sites in the Maya world, and the largest in Belize. This site is special for many reasons; its size, large architectural construction, vast array of monuments and the artistic beauty of these monuments testify to the importance of Caracol during the Classic Period.

Caracol was not the Maya name for the site. What the original name was is still unknown, though the hieroglyph for the site is prominently displayed on many monuments. The name Caracol, meaning "snail", comes from the large quantities of ground snails found in the area.

The center of the site has approximately 20 major plazas surrounded by temples, the largest of which is known as Caana (meaning "room with a view" in Maya) which rises 145 feet above the forest floor. From the top of Caana, one has a commanding view of the surrounding forest and other temples.

Among the most highly publicized aspects of the archaeology at Caracol is the discovery of an elaborately carved ball-court marker dating to the end of the Early Classic Period. Engraved on this altar is a reference to the mightiest of all Mayan cities, Tikal. Archaeologists believe that the markings testify to a military victory over Tikal, more than 60 miles away.



After walking around the ruins for 2.5 hours, we found the archaeologists lab and camp which was opened (it appeared that someone had broken the lock to get in). Maybe we were not supposed to be in there, but we investigated anyway. Seeing the categorized pottery and other artifacts was, to me, the most impressive highlight of this visit. We also saw a giant Ceiba tree (over 700 years old). Betty Z., tripped over a hidden root in the ground and landed hard, spraining her wrist.

A long drive home, but on the way, we stopped at Rio On Pools, a series of rolling rocks and small pools where you can swim in the cool water. Photos, then we returned to camp.

Day 16 – Thursday November 16, 2000
Ceasars Place, Georgeville, Cayo, Belize

Today is a "free" day. Many people in the group are headed for the Ixchel Medicine Trail and Blue Morpho Butterfly farm. I showed the two drivers (#9, #10) the turnoff to the trail, then I continued to the Guatemalan Border to find out about tomorrow's trip to Tikal..

The word from the border officials is "No Problem" and our trip is a go! On the way back from the border, I ran into Gary and Sandi Danio who were traveling the opposite direction. They were looking for the medicine farm and missed the turn. Since I already finished my border chores, I decided to join them on the walk. When we arrived, the rest of the group was nowhere to be seen – but as we were getting ready to leave for the trail, the two lost vehicles arrived.

The young lady attending us, Jasmine, gave us a very good explanation of the trail, then we were off into the forest. Thirty-five medicinal plants are listed on the trail. A interpretive guidebook was provided to each person which showed the individual plants and their medicinal properties. Some of the group decided to walk up to the Chaa Creek Lodge for a cup of coffee while the rest of us continued down the trail. After our visit, the Danios and myself continued to "Black Rock" (Caesars other place). What a surprise! To get to Black Rock we had to travel six miles through the Belizean jungle, orange groves, along steep drop-offs into canyon gorges and ford a river! A very exciting six miles (30 minutes drive). When you arrive at the lodge, it is absolutely beautiful! Nestled on the edge of the Macal River Gorge, Black Rock is a completely self sufficient, solar powered eco-resort. Twelve cabins are carefully situated along the riverbank which provides a spectacular view of the white-faced cliffs and untouched forest across the river. The restaurant served an excellent Chicken Fajita plate as we relaxed in hammock chairs overlooking the river.

A couple of great things happened this afternoon. The first was an opportunity to witness an actual archaeological dig being performed on one of the temples at Cahal Pech. In 1988, a team of students from the University of Belize started excavations here and this work still continued today. They even allowed Sandi to help with the dig. She got right in there on her knees and with brush in hand, chipped into centuries of dirt and stone to uncover a section of ancient floor covering.

The second thing that happened today was that Bud spoke with the curator and got permission to take his Bambi up into the ruins for a photo shoot. This is something he has wanted to do ever since he started the trip. Tomorrow morning at 9am, he is going to bring some volunteer assistants and shoot some film. Back at camp in the afternoon, we had a Tikal trip meeting and I was surprised to find that most people changed their minds about going! Many members opted to miss Tikal and help Bud get his trailer up to the ruins. That's too bad... I don't think Bud will need too much help, because the road did not look too rough, but that's all right. Gary, Sandi, Betty Z and Mike Overcash will be joining me tomorrow on our Tikal expedition.

Day 17 – Friday November 17, 2000

Ceasars Place, Georgeville, Cayo, Belize

This morning, the five members of "VAC Tikal 2000" headed out to visit the most magnificent of all Maya cities (according to many) – Tikal. The border crossing to Guatemala was quick and painless. After about 1 hour, we were on our way! In the Guatemalan border town of Melchor de Mencos, we took the scenic route for a while and saw parts of the town that no other tourists ever see! When we finally made it back on the main highway (CA-13), we traveled over 14 miles of rough dirt road before hitting pavement.

At the town of El Remate, we turned north toward Tikal National Park, driving alongside Lake Peten-Itza, Guatemala's largest lake. We stopped at a gift shop called "El Gringo Perdido" (the Lost Gringo) for handicrafts and a pit stop. There was a good variety of handicrafts including textiles, wood carvings, stone mayan idol reproductions, corn husk dolls and the typical cheesy keychains and fridge magnets. I bought a hand-carved wooden coatamundi from a young boy selling in the parking lot.

On to Tikal National Park. Admission to the park cost \$8/person. Our guide, Noah, cost US\$40 for a 4.5 hour tour of the principal areas of Tikal. Created in 1958, the United Nations declared the park a "Monument of the World's Heritage" in 1979. It is regarded as one of the most important cultural and natural reserves in the world. There are more than 4,000 structures in Tikal. The oldest date from the Pre-classic period (800 BC), and the most recent from the Post-classic period (900 AD).

"Tikal" means "Place of Whispers" and even though the excavated area covers 16 square kilometers, the entire city has been mapped at over 500 square kilometers! If it takes 4.5 hours to visit 16 square kilometers, imagine how long it would take you to see the entire city! It is suggested that those who really want to explore the city, spend at least two days here. For us, one day will be enough. We started by visiting the central acropolis (temples 1, 2 and the mask temple). Here everyone was able to see the magnificent building techniques of Tikal. The tall temples and high roof combs are characteristic of this city and different from all others we have seen on this trip. I have been to Tikal three times before, and enjoy each time more than the last!

The Belize Caravan

After the main acropolis, we continued through the dense Peten forest to see Spider Monkeys and birds, ending up at temple 4, one of the most famous in the Maya world. Standing at 46 meters high, this colossal pyramid has its roof comb sticking out of the jungle. You must climb several flights of stairs to get to the top, but once you do, the view is incredible! On the way back down we found a group of Howler monkeys in the trees which still stand on the sides of temple 4. On the ground was a coatimundi, walking from one tourist to the next, begging for a handout, and he was successful!

All in all, a very interesting day of discovery here. We saw black soldier ants (in swarm), red leaf cutter ants, a tarantula, a giant butterfly, toucans, ocellated turkeys (25-30 of 'em), 2 groups of Howler monkeys (with 8 in each group), spider monkeys (3) and 2 coatamundis. We left the zone at 5pm and headed into Flores, an island city located in the middle of Lake Peten Itza. This is a unique 5-square block city with a 300 foot hill in the middle. The entire town is built on the hill and some balconies are so close together, you can reach out and shake your neighbors hand from the second story of the house. Upon arrival in Flores we started looking for a hotel. Caesar told us about one on the north side of the island that was right on the lakeshore. Well we found it – the Hotel Sabana. H/C water, cable TV, pool, restaurant/bar, lakefront, and 1 block from the downtown plaza (well everything here is one block from the plaza). US\$30 for a double room.

Two rooms downstairs and two upstairs (Mike and I took the upstairs, the Danios and Betty Z had enough steps today at Tikal).

Day 18 – Saturday November 18, 2000 Flores, Peten, Guatemala.

Woke up at 5:am! Where did this 5:am thing come from? It's good I did though because it gave me chance to catch up on my log a little bit and better yet I was able to enjoy the beautiful sunrise over the lake. When you look at the town of Flores, you can see why the Maya chose it as a location for a city. Its strategic location on the island made it easy to defend. We headed back to Belize, and after another easy broader crossing, we were back at camp in time to chat with the others that went to Bud's photo shoot, which apparently went very well.

Day 19 – Sunday November 19, 2000 Ceasars Place, Georgeville, Cayo, Belize.

Today we went to participate in the Settlement Days festivities on the Caribbean coast. Every year on this date, the native Garifuna people celebrate the day their ancestors arrived on Belizean soil from the isle of Trinidad. Very colorful recreation of the boats landing on the white sand beaches. Then a mass was held by the archbishop of Belize who came down from Belize City for the event. After spending a couple of hours here, we continued down the coast. We stopped for lunch in a small village right before the road got really rough. The last 20 miles to Placencia were very bad, but the trip was worth the bumps because of the unspoiled beauty of this place. The main street in this town is a sidewalk which runs down the middle of the village. Easy going people and white sand beaches are what people come down here for. Fishing and scuba diving are also on the top of the activities list.

Day 20 – Monday November 20, 2000 Placencia, Stann Creek, Belize.

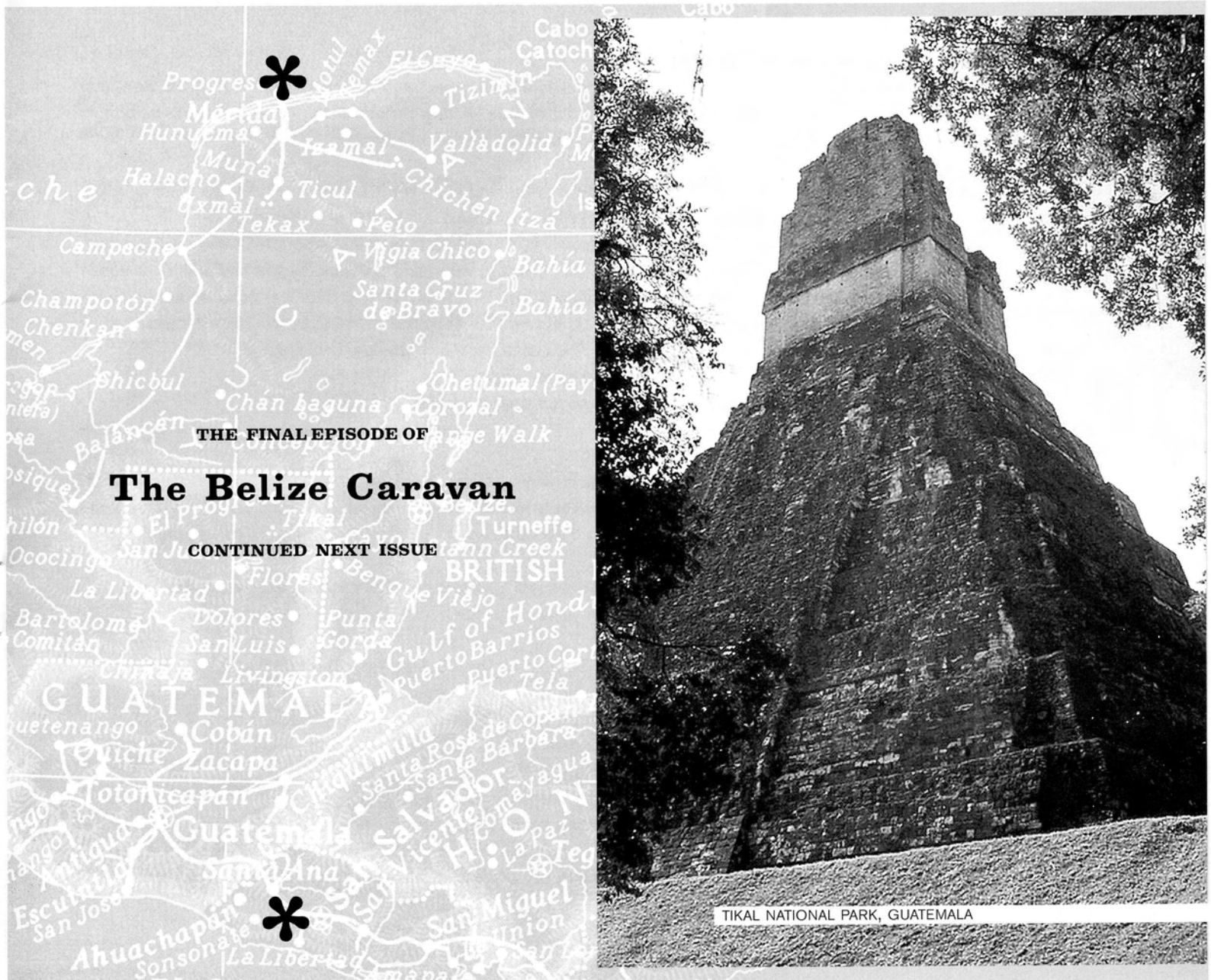
Today we went snorkeling to Laughing Bird Caye (Key). Laughing Bird Caye is a beautiful Belizean isle situated on the western side of Victoria Channel, only 11 miles off the coast from Placencia in the central lagoon of the Belize Barrier Reef. The Caye gets its name from the Laughing Gull (*Larus arcticus*). This bird once used to breed on the Caye, but due to a growing human presence, the colonies have moved to nearby undisturbed cayes for breeding.

Day 21 –Tuesday November 21, 2000
Ceasars Place, Georgeville, Cayo, Belize.

Today we head back to the Mountain Pine Ridge. We hit some rain on the way back, but the drive through the mountains was spectacular. Relatively uneventful return. Dinner at Ceasars, drivers meeting and preparations for the trip north which starts tomorrow.

Day 22 –Wednesday November 22, 2000
Corozal Town, Corozal, Belize

Broke a spring on the way back to Belize City, so I sent the rest of the group on while I had it repaired at a shipbuilding shop in Belize City. They did as best as they could and got me back on the road. I don't really trust the work, but this size spring is not available here so all they could do is weld the pieces back together. Arrived at dusk in Corozal and rejoined my fellow tour members at Caribbean Village RV Park.





A PHONE CALL FROM LEE LUND, CHEBOYGAN, MICHIGAN, has caused some old ideas mixed with some new ideas to churn around in the old scull. He pointed out two embarrassing truths.

In the early days, The Advantage was loaded with "how-to" articles. Scattered across the country were Airstream owners who, though intelligent and skillful, lacked the basic Airstream knowledge to do repairs. Lee pointed out that these articles helped him do things he otherwise would never attempt. Then, after the basic subjects were covered, we quit. How Come?

To further aggravate the situation we began putting all technical information on the internet making the assumption that it was now available to everybody.

OK, if you are one of those people who are uncomfortable on the internet just drop me a card. I want to know just how many of you are out there. (Please, no E mails, my laptop is full of those already.) And now, note the technical article which follows.



POLISHING UPDATE

The first bulletins on polishing date from about 1993. They captured the basic facts, but by 96 there had been so much progress that they were already out of date. A new bulletin briefly reviews the basics but lists most of the latest techniques and materials. The new part is as follows:

FINAL POLISH You have now completed the first step, you have removed any old coating, and have polished away the aluminum oxide layer. What you do next is a matter of preference.

Owners began polishing Airstreams regularly in 1991. At that time, the standard recommendations were to change to a finer polish like Mother's, and proceed with hand polishing till you had a finish in which all swirl marks had been eliminated. This is still valid, but. One may use finer and finer polishes starting with Met-Al, then Mother's and finishing with say Zephyr Pro 40, or Rollite AP-300. Don't stop till you cannot see the surface. It becomes a perfect mirror. This last is the major change. Owners aren't satisfied with just a polish any more, they want mirror bright.

Then it was recommended that you have a dealer coat the trailer.

THINGS HAVE CHANGED:

(1) At least six professionals have entered the business. Using very fine compounds, they can regularly produce a flawless mirror bright finish. This has become the ultimate objective of successful amateurs as well. In essence, they use one of the following 6 procedures:

- (a) The Wen type axial buffer that you have just used but with compounds like Zephyr Pro 40. Work proceeds slowly, and one will have to search for soft buffing wheels which leave no scratches.
- (b) Hand polishing using compounds like Zephyr Pro 40. Use lots of soft cloths. Takes many hours.
- (c) Buffer using sewn cloth wheel running at, say 5000 rpm, buffing with the edge, using stick compound. Compounds come in brown, green, and white, the color indicating grade. White is finest. This is a technique which can easily be mastered by an amateur. Wear face mask and respirator. Observe safety concerns.
- (d) Drum configurations using extremely fine paste compounds. Superior finish. See A&H Products.
- (e) Using buffers with one or two nutating heads and extremely fine cream compounds such as 3M Finesse-it II. (Nutating heads do not spin but orbit in small circles. Example- Cyclo.) The heads can be pressed against a loose cloth say like a wool blanket cut into size of a small hand towel.

MYSTERY TRAILER



I have received my copy of the Advantage. I now see the reputed 1939 on Page 9, Volume 8, Issue #2.

In December of 1997 one, perhaps the same trailer surfaced for sale in the Blue Beret. I called and talked to the owner who admitted that he was not sure it was an Airstream. Ed Smith became interested and went to the trouble of getting a set of photographs from the owner. We both looked at them and decided it was not an Airstream.

No bonified 1939 Airstream has surfaced ever. Recent lists of serial numbers show none. At least one Airstream retiree says definitely that the last trailer built before 1946 was a 1938. I believe this is true.

I think the trailer in question is a Reyer and Hanson.

Coop

(2) COATING - Due to EPA regulations, most dealers no longer coat trailers. Neither can individuals. P&S in Helena, Ohio, the Airstream factory and three others are known to do coating at this date.

Lacquer coating dulls the finish just a trifle. Without coating, you will have to repeat some kind of hand polishing or coat with some sort of protective coating at least once each year, otherwise the whole effect may be lost in roughly two years. Professional polishers invariably recommend some protective coating.

TRAILER POLISHING MATERIALS AND CONTRACTORS

Buffer- Wen Model 944 (Order by phone, \$65.00) 4 amps 120 V 1600 rpm (Low speed is approx. 900 rpm, varies. Low speed is important.) Wen Products, Inc. 606 West State Road, Fowler IN 47944
Ph 765-884-1513

Cyclo Mfg. Co., 3816 Dalia, Denver CO 80201

Compound for power buffer- Dupont 303S. Still current, but hard to locate in California. A slightly coarser substitute is Cargroom Rough N Ready 600. Removes oxide layer quickly, but leaves prominent swirl marks.

Polishing bonnet. Min. 3 required. Schlegel Part 875. 1 1/2" pile. From NAPA, or phone 1-800-845-2020.

Hand polishing compound - Mother's. (product 05100), from hardware stores.
Mother's Polishes and Waxes, 5456 Industrial Drive, Huntington Beach CA 92649

Stripping Compound- Savagran Stripeeze. Semi-paste formula.
Hardware store. Savagran Co., Norwood MA 02062

Lacquer Thinner - Any automotive paint store.

3M Finesse-it II Any automotive paint store

Zephyr Pro 40, PO Box 2753, Riverside CA 92516 Ph 909-872-9236
Rollite AP-300 Polish, from Airstreamdreams, web address: Airstreamdreams.com
Steve Hingtgen, 12 Poplar St. Burlington VT 05401

Airstream Factory, 937-596-6111 Ask for Customer Service.

P&S Trailer Service, 4702 West US 6, Helena OH 43435. Ph 414-638-6261

A&H Products, Jim Weston, 15500 E. Pine St. Tulsa OK 74116
Offers complete polishing service.

Airstream Dealers who do Coating-
Oasis RV, Tucson AZ, Joe Pershing, 520-889-6361
Ace Fogdall, Cedar Falls IA, 319-277-7390
Billy Sims, Lubbock TX, 806-745-8791

If you are willing to try an unproven coater, contact R. L. Cooper about a source in Ft. Worth, Texas.

ATTRIBUTES STUDY FILL IT OUT AND SEND IT IN.

When I told the board of directors that we only have 225 returned studies out of 1200 distributed, they were shocked. Members of the audience fumed. I was embarrassed and promised to scold you. The study is stalled until more forms are mailed in. If you are sitting on yours, please mail it. If you lost yours, drop me a card, I'll gladly send you another and all will be forgiven. (R. L. Cooper, 6982 Bonaire Ct., Rockford MI 49341)

The need is still great. Serial numbers still make little sense for many years. Particularly needed are all years from 1936 through 1938 and 1946 through 1960. 1951 and 52 have only a single response.

VERMONT IN 2003, AND WATER CLEAR, GRAY, BROWN AND BLACK.

I was stopped in the hall by Max Carmichael (1st VP, WBCCI). We've been friends for 20 years or more. He drew me aside, cautioning me that this was confidential, then he hit me with a question. "Year after next, the International is going to be in Vermont. The authorities there want us to collect all our gray water and dump it in designated nearby disposal points. Will the vintage people be able to do this?"

"Why sure." I replied. "I'm not an officer and can't speak with authority, but in my opinion they will willingly conform." It was considerate of Max to seek out opinions. Moreover, my experience is that Vintage members will conform to any reasonable request, especially where sanitation is concerned. Was I right?

We haven't talked about these things for a long time. Perhaps I should repeat some observations.

My Bambi has no gray water tank. So, I bought the smallest carry tank I could find. It is 18X15X6 inches, holding 7 gallons and weighing 56 pounds full. A man my age shouldn't lift that much, so I only let it get half full. I can carry 28 pounds a considerable distance. To heck with a big tank on wheels. Takes up too much room in the car. I'd rather take a small tank and empty it say once each day.

THE FOLLOWING IS FROM OUR WEB SITE (THE PART ON FREQUENTLY ASKED QUESTIONS.)

Q: I bought an old Airstream. It has a clear water tank, and a black water tank. Now I understand I must add a gray water tank or I am in violation of the federal law. Is this correct?

A: No. Not exactly, but lets straighten out all those colors first:

CLEAR WATER- This is drinking water. Don't put anything in that tank that you wouldn't eat. If you're not sure about the tank, disinfect it with a table spoon of Chlorox per gallon of water. Fill the tank then drain it. You should stay healthy.

GRAY WATER - This is bath water or sink drain water. You wouldn't drink this, yet it isn't exactly poisonous either. Certain states, Wisconsin for example, require that it be put into a sewer. You can catch this water in a portable tank and dump it in a sewer later. This is legal and not a big hassle. The trick is to get a small tank and dump it daily. In many situations it is acceptable to dispose of it on the ground.

BROWN WATER - It's pretty obvious that this water comes from the toilet. Every drop of it is potential poison to your neighbor, and you must collect it carefully in a holding tank and dispose of it in a sanitary sewer. There are strict federal laws about this. Don't let a single drop fall on the ground. Don't use a dump station which is sluggish or overflowing. A portable tank is legal for brown water also.

BLACK WATER - This is just brown water with a pretty name. Same rules apply.

Well, that gets that off my chest for another issue. If you see a shiny trailer I'll bet it's vintage.

THE INSIDE SKINNY ON THE
AIRSTREAM DREAM VEHICLE

AN UPDATE BY TOM REED

Thought you would be interested in seeing the model of a '50 Airstream Trailwind being towed by a '59 Cadillac "Woody". The "Collectable Series" model by Mattel will be available sometime in August at Wal-Mart, Target, etc. I believe it will be priced in the \$20 to \$30 range. The models are not plastic, they are die cast with excellent detail.

This is the same model that Larry Huttle from Airstream has been talking about at last years and this years International Rally, except he was saying that the Airstream was being pulled by a Suburban.

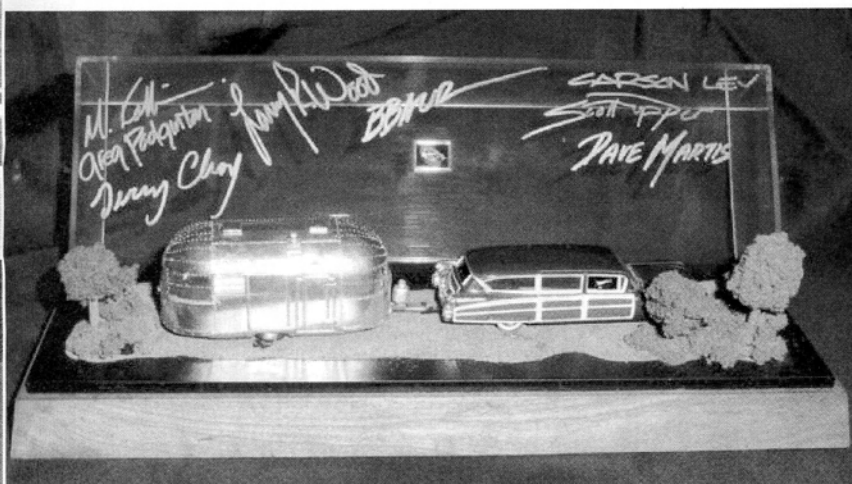
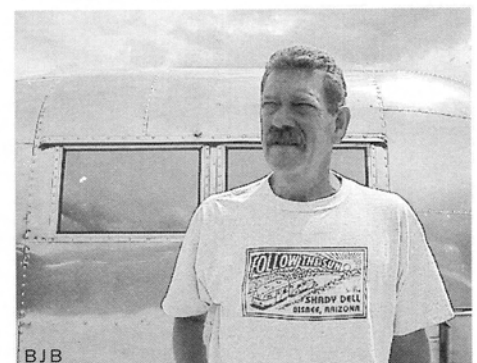
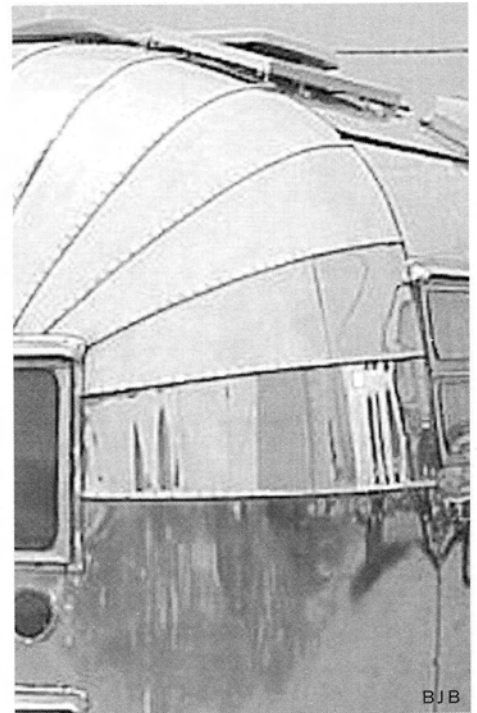
The model has been in work sometime. Dave Martis from the Mattel design team came to our house over a year ago to take measurements and pictures of our 1950 Trailwind. After he took the pictures he had to convince the Mattel executives that the trailer would be a marketable item. He also had to get permission from Airstream to market the model. I understand that they anticipate that the trailer will be a big hit and they are planning additional variations of the car and trailer combination.

One of the pictures show a display case signed by the Mattel Design team that was given to me, a very nice gift, they are a great group to work with and seem to really have fun at their job.

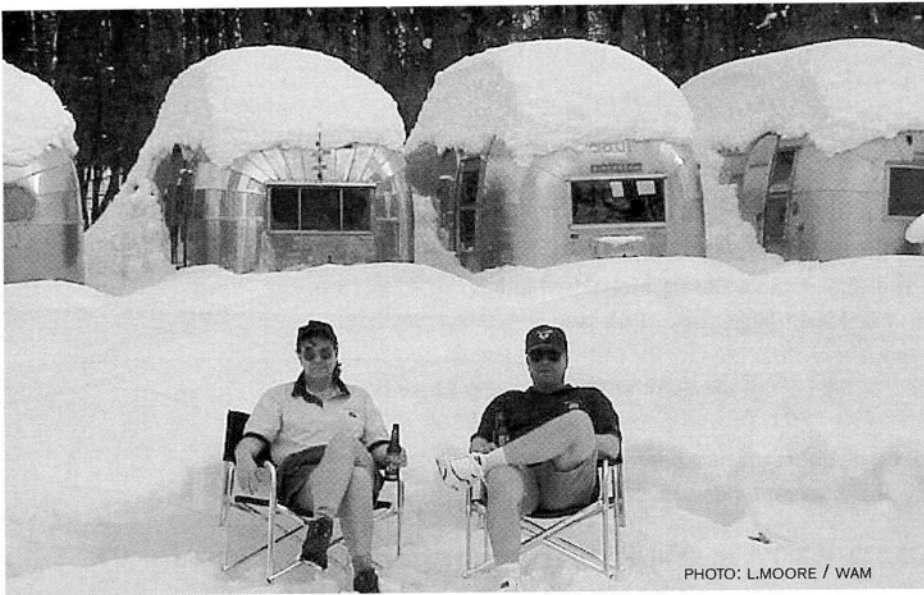
Please let others know that the model will be out soon, I don't think anyone will be disappointed. (BY THE TIME YOUR READING THIS, IT IS OUT)

Corinne said to say hello to all of you also, we hope all is well and we look forward to seeing you sometime in the near future.

Regards,
Tom Reed



DIECAST PHOTOS: TOM REED



I have been back from International for 5 weeks now and I want to tell you that we had a great time. It is always fun to meet up with all the people that you have not seen in such a long time.

The amount of activity that I had at this International was very busy. It was the first time that I was a participant on the VAC board. It was quite exciting and interesting to be sworn in as the VAC Treasurer/Membership Director. I want to give you all my commitment and my goal is to do the best job that I can and to help the VAC grow.

MEMBERSHIP (as of 7/31/01)

Members	825
Associates	96
Friends	461
Honorary	5
Total Membership	1387 up 73 since International

I have been inundated with renewals, it is that time of year. Thank you for sending in your dues on such a quick turnaround. I do want to tell you, though, that if you see your label and it still says that it expires 7/31/01, please don't fret. The amount of renewals that I have been receiving is overwhelming and impossible to post everything by the time my list needs to get to the printer. If you want to send me an email to check on your dues, please do but give it one more issue. I will not be inactivating anyone until December.

It has been a wonderful summer and I hope that you have been joining as many rallies as you can and supporting your unit and VAC activities. Rally till the cows come home!

Happy Travels
 Linda Moore (#15116)
 Treasurer & Membership Director

MEMBERSHIP CLASSIFICATIONS

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

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

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

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. 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 so that they may be full VAC members.

Treasurers Report

INCOME STATEMENT 2/1/01-7/31/01

DEPOSITS

Transfer from Past Treasurer	\$10,221.71
Membership Dues-New \$1590/Renewals \$1239	7406.26
Other	56.91
Interest Income	23.66
TOTAL INCOME	\$17,708.54

EXPENSES

Flag Purchase	\$1,182.13
Shipping	29.95
Website Server fees	400.00
Misc.	5.00
Entertainment	1002.59
Office Supplies	62.20
Postage	847.36
Vintage Advantage Vol 8 Issue 2	
Labeling	664.11
Postage-Domestic	409.93
Postage-International	146.00
Publishing	3800.09
Shipping	77.60
TOTAL EXPENSES	\$8,626.96

OVERALL TOTAL **\$9,081.58**



give me land lots of land
under stary skies above,
don't fence me in...

Classified Ads

COMMERCIAL

AIRSTREAM WALL CALENDAR FOR 2002

Twelve months and twelve classic vintage images of Airstreaming. Walk into Barnes and Noble Booksellers, or order online. It is available to purchase from the VAC web site (in reading material), www.airstream.net. View all 12 months images on www.modernhouse.com

MEMORABILIA:

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. Send \$25.00 to Robert Herman, 2092 Culbreath Rd. C12, Brooksville, FL 34602

TO PLACE AN ADVERTISEMENT IN THE VINTAGE ADVANTAGE

Commercial Advertiser must be a VAC Member
Please submit your ad with (\$25) payment to:

Linda Moore
PO Box 4173
Windham, NH 03087

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

Payment MUST accompany the ads to be considered for publication.

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

(COMMERCIAL AD GUIDELINES)

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

Bud Cooper comments on "An Accidental Icon of American Pop." by Philip Nobel

(ORIGINAL ARTICLE IN NEW YORK TIMES, JUNE 30, 2000)

As the distant rumble of thunder precedes the summer storm, so did early comments predict trouble with Philip Nobel's article. By the time the actual piece arrived for my reading I was already agitated. I was loaded for bear. When I finally read it, I was pleasantly surprised. Instead of the massive miss-statement for which I was prepared, I found Mr. Nobel's essay to be a refreshing new look at the vintage Airstream phenomenon.

Like the reflections that one sees in the side of a shiny Airstream, the scene changes with every movement of your head. Who is to say which view is correct? Perhaps they all are. I too have watched my movements as mirrored in a caravel and wondered which world is the real one. I was delighted to see Philip dwell on this. It's a fitting subject for a poem. Shall we have a contest?

I have already written and said too much about the true meaning of the Airstream, but reading Mr. Nobel's article will surely send me back to the key-board to add yet another dimension. What is the true value (merit, significance) of the Airstream? What was the true significance of the first trailer as an invention? What things did Wally Byam later contribute to the concept? What was special about him that allowed him to make this indelible mark on the face of America. What about the hundreds of others in the industry who failed to make even a scratch? What made the difference?

I liked the term "trailer tappers". I had never heard it before, but I know the type well. It is always flattering to have someone express interest in something you love. But, it is all too true, they invariably ask all the wrong questions. Rarely do they ask about the problems of ownership; the problems that you solved only after agonizing hours (or years). Rarely do they ask if a toilet, or electric brakes, or refrigeration really work. Never do they ask about impassable roads in Alaska, border crossings in Guatemala, drinking water in Mexico. In short, they don't have a clue about what it is like to really own one of these beauties.

I loved the paragraph starting, "Until recently." Of course we know all the details. Since Wally died in 1962 one would suppose that he could not have led the "Around the World" caravan of 1964. But there you would be wrong. Though Andy Charles held the title of leader, Wally Byam may have still been leading. I'm quite sure Andy would agree.

It's OK for an outsider to speak of The Vintage Airstream Club as a rival of WBCCI, the main Airstream club. So it might appear from the outside. Mr. Nobel's perceptive comments show more than average understanding. We insiders know that in order to be at the rally we have to belong to both clubs. We know that The Vintage Club only exists because the governing board of WBCCI had the imagination to foresee its popularity, its need. As the two clubs have literally lived and worked with each other, some of our differences have come to light. That is natural. But give them credit, they have largely accepted our quirky ways.

For example, we brought to the club the first and only continuing trailer concours program in the world. It meant that they had to park the vintage trailers together, a rather difficult feat. But, they gave us our way.

Dealing with trailers up to 65 year old has perhaps shifted our whole viewpoint backward. Vintage members tend to be younger, have children, still be working. We attract interesting people, skilled people, many teachers and PhD's. They tend to be restorers, and nature loves a restorer. They are attracted to the spirit of adventure that prevailed in the Wally Byam days, and, revived, lives yet today.

Far from detracting, The Vintage Club with its 1,300 members world wide contributes measurably to the total club program throughout the year. After all, there are 130,000 Airstreams out there somewhere, and the Vintage Club is the conduit to bring these trailers back into the main club.

It is the vintage group which has enough members in Europe to plan a rally there. Airstreams, Squarestreams, they all benefit the club and they all belong to nice people.

Airstream occupies a unique niche in the American scene. Mr. Nobel, though he has bent the history a bit, has seen and imaginatively reported on an unusual occurrence. He is a gifted writer who created some great images. We should be grateful.

R. L. Cooper, Technical secretary, The Vintage Airstream Club.

membership application
The Vintage Airstream Club
a WBCCI Intraclub

Please Print

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** (I am interested in vintage Airstreams but do not belong to the WBCCI)

Send this application, along with your dues payment of \$10.00 to:

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

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

Caution: JOINING THIS CLUB COULD CHANGE YOUR LIFE



BULK RATE
U.S. POSTAGE
PAID
PERMIT NO. 388
GREAT FALLS, MT 59401

The Vintage Airstream Club

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

Forwarding Service Requested