

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

Caution: JOINING THIS CLUB COULD CHANGE YOUR LIFE



The Vintage Airstream Club

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

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THE VINTAGE *Airstream* CLUB

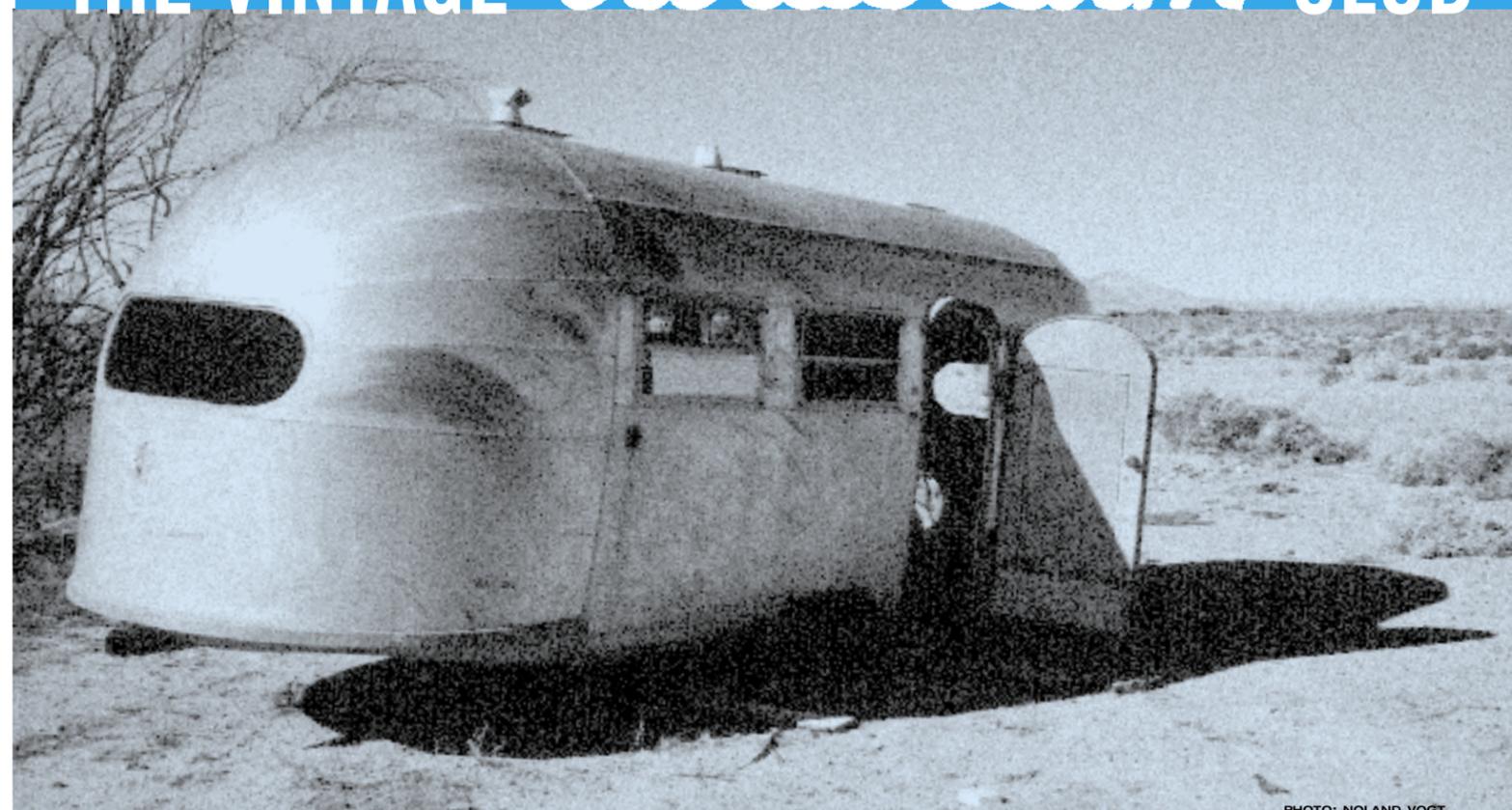


PHOTO: NOLAND VOGT

presents THE VINTAGE ADVANTAGE NEWSLETTER

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- ⊕ **MYSTERY TRAILERS**
RL McFarland
- ⊕ **THE BELIZE CARAVAN: THE FINAL EPISODE**
Chris Yelland
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Hi!

As we look back at 2001 we remember many great Vintage rallies and gatherings throughout the country. I'm sure that this year will bring many more memorable times with our Airstreaming friends. It certainly is great to be a part of this organization.

At one of the National rallies a year or so ago, as we sat around at our evening "social circle", I remember looking out at row upon row of new or nearly new Airstream trailers, fifth-wheels and motorhomes; all sizes, shapes, materials and finishes. I thought to myself; "someday all of those rigs will be 'Vintage', someday they will all be 25 years old or older." I didn't think much more about it until recently when that inevitable fact was brought again to my attention. Concern and interest has been voiced by some of our VAC members. What will happen when there is no longer a unique Vintage Airstream image?

I'm raising this question to you, the Vintage Airstream Club membership, in hopes of getting your feedback on a concept of establishing a "cut-off" date of manufacture for an Airstream product to qualify as "Vintage". This would change the "25 year" rule to something else. Some have said that such a date should be 1969/1970, when there was a major body design change. But then, what of the current members who have 1970 - 1977 models? Could they be grand-fathered In? Or should we set a model year date at sometime in the future - say 1979 or a year when there might have been another significant change? Or, should we leave it be at 25 years old or older? If this is the option, perhaps there could be two, or more, classifications within Vintage: 1930's, 40's, 50's, 60's and 70's as one. The other could be the 1980's, 90's and newer. (?) I would really appreciate your reactions / responses vogt@airstream.net If there seems to be a significant membership opinion or concern, I will bring this up to the VAC Board of Directors at the next meeting for action.

Thanks to Scott Sheuermann and Kevin Allen for stepping forward to lead the 2002 VAC Wagon Wheels Rally

in the Black Hills of South Dakota prior to the International WBCCI Rally in Rapid City. At the end of Wagon Wheels we will gather, on June 24th, at the Rapid City Elks Club grounds with the non-wagon wheelers arriving on the 25th. We are scheduled to parade into the WBCCI Rally site at 2:00 P.M. on June 26th - with police escort and flags flying!

At the 2002 WBCCI International Rally the Vintage Airstream Club is scheduled to host a "seminar", as has been the case in past years. We have reserved a spot in the rally agenda, but do not yet have a subject or leader for this Seminar. I have thought that one entitled "Survival - Dry Camping" might be a good one. This could cover a multitude of sub-subjects that we all are concerned with: water conversation and disposal, power usage and generation, heating + cooling, cooking, hobbies, medical needs (handicapped), communications, etc. But, beyond my thoughts, I am soliciting you all for any other subject and a leader. (could be a panel discussion with facilitator). Step right up, the pay is great!!!

Those of you out there that are VAC "Friends" and own a Vintage Airstream who do not belong to WBCCI, I urge you to join up. You can get help through your local WBCCI Unit, the WBCCI website at www.wbcci.org or call 937-596-5211 or our membership chairman, Linda Moore. There is a lot of fun in belonging to a WBCCI Unit and sharing your enthusiasm for Airstreams.

I hope that all of you saw the feature article in the Dec. 2001 issue of Trailer Life magazine. Jim Foster's combo on the cover really sets the image that I am sure we all admire. Within the text of the article, by Chuck Campbell, there are some very familiar names: Reed, Cooper, Burkhart, Danaher and Howarth. Isn't it fun to read an article like this and know the people mentioned? My opinion is this has been one of the best issues of Trailer Life to date.

Go Airstream! Go Vintage!

Once again, here's to a great new year of fun and games.

Cheers,

Noland Vogt #447



The Editor's Desk

I am happy to report to with this current newsletter. Sometimes it take a moment to juggle time into my schedule, but this issue was in dire need of material. Eventually after sending out requests we have our material together. Enough about that. Let's get our material in April 1st and see if we can hustle another together before the International.

As this is going to the printer, I received a message from Ed Stanley that I will print on to you all right here and now. Our best regards go out to you Ed...

Hi Folks,

I am very sad to report that Lorraine died in her sleep after a short illness, Sunday morning Feb. 24, 2002

Regards, Ed

We also have lost Norman Holman, Sr. this past February. You will find a note regarding Norman and a photograph in this newsletter... Our best go out to the Holman family.

The password for the members area (www.airstream.org/members/login.html) **of the website as of this issue is:**

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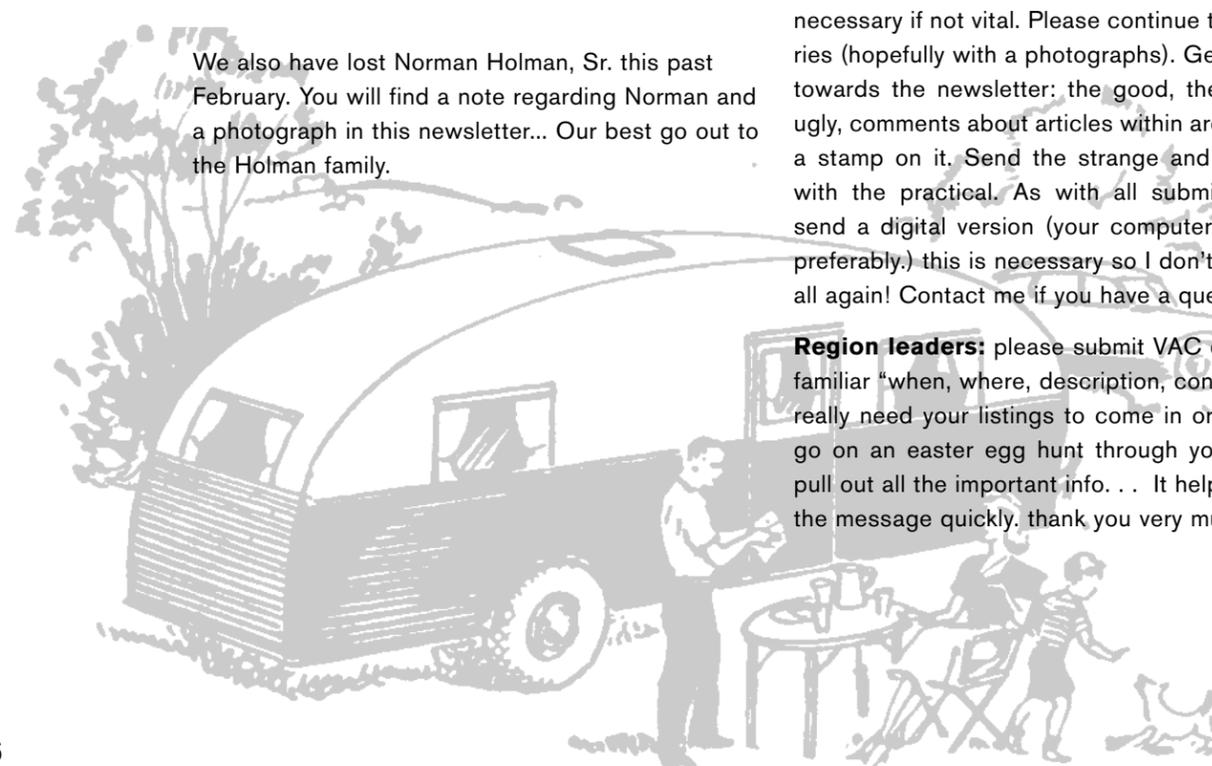
All lower case letters. The password will change at the time each Vintage Advantage newsletter is published. There will be a 30 day overlapping grace period with the old password.

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 on, keeping on!

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! Contact me if you have a question(s).

Region leaders: please submit VAC events with the familiar "when, where, description, contact" format.. I really need your listings to come in organized, I cant go on an easter egg hunt through your message to pull out all the important info. . . It helps me decipher the message quickly. thank you very much...



A TOW VEHICLE OF MERIT PULLING A BOWLUS



HAPPY CAMPERS.

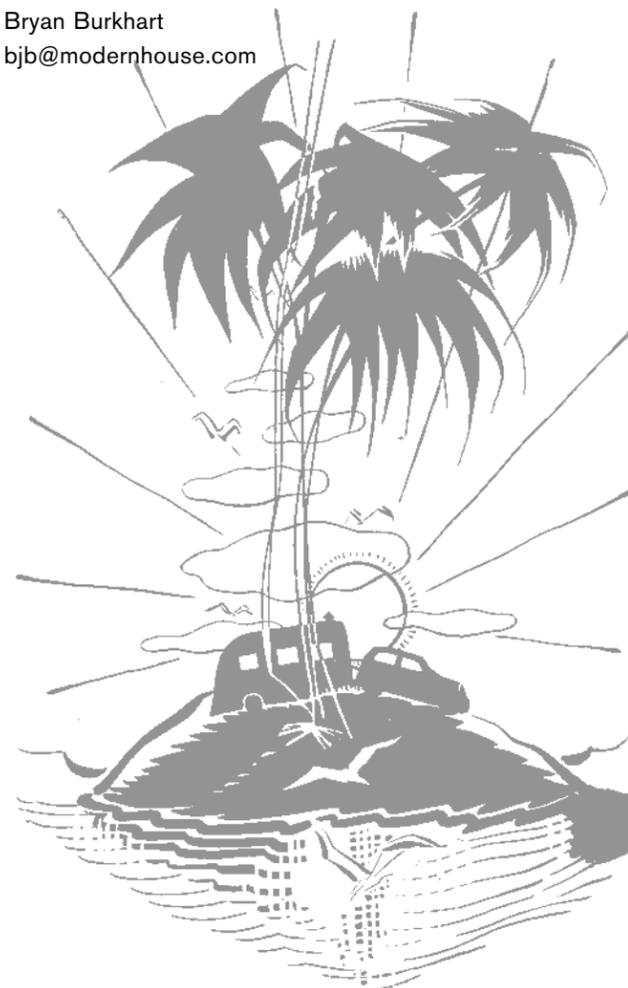
SUBMISSIONS FOR THE NEXT ISSUE.

Send sooner instead of later. This issue had to wait until material came in. Ideally we want four issues a year, quarterly. Your work and thoughts make this newsletter better and better from my perspective.

How about sending in materials for the next issue April 1st?

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

Bryan Burkhart
bjb@modernhouse.com



TRAILER TRAVEL

A VISUAL HISTORY OF MOBILE AMERICA

I have been working on a new trailer related book recently. Teaming up with Phil Noyes and Allison Arieff, this 160 page book focuses on the period of 1920-1960 and covers a wide range of color and black-and-white images culled from public archives and the private collections of passionate trailerites vividly documenting the travel trailer's storied past. This book takes a fun look at motor-camping trips in the early 1900s, the unparalleled innovations in trailer design during the thirties, rare and unique trailer models and interiors, and an extensive array of bold and graphic promotional material, literature, and postcards that illustrate the undeniable attraction of living on wheels. Several of you have asked about this and know about it. It can be ordered now, but will be available in May / June. I will have more to show next issue!

EDISON

RETHINKING THE FUNCTION AND INTERIOR OF AN AIRSTREAM
1958 Traveler (4080)

PAUL WELSCHMEYER, A.I.A.
ZIMMERMAN WELSCHMEYER ARCHITECTS



PHOTOGRAPHS BY MIKE O' CALLAHAN



EDISON

RETHINKING THE FUNCTION AND INTERIOR OF AN AIRSTREAM

1958 Traveler (4080)

PAUL WELSCHMEYER, A.I.A.
ZIMMERMAN WELSCHMEYER ARCHITECTS



AFTER DEMOLITION WITH MIKE AND ERIC

THE WAY IT WAS

There it was, secured in the yard. Within the first hour we began the project, demolition. By the end of the day my boys and I had ripped everything out and the debris now resides in the city dump. We never looked back.

Everyone asks what it looked like when we first bought it. They want to see the before-and-after pictures. I suppose we should have, but at the time there was no compelling reason to honor the interior with a picture; it was disgusting. Any image of a vicious piece of road-kill could summon a similar emotion, and know one would consider taking a picture of that!

The Vintage Airstream Acolytes probably are appalled at what we had just done, so an explanation is in order. Based on our research of the probable trailer type and an analysis of the potential original plan, the debris we had just taken to the dump was barely recognizable as original. After all, the trailer had been "fixed up", as proudly described by the previous owner. This is what was in it.

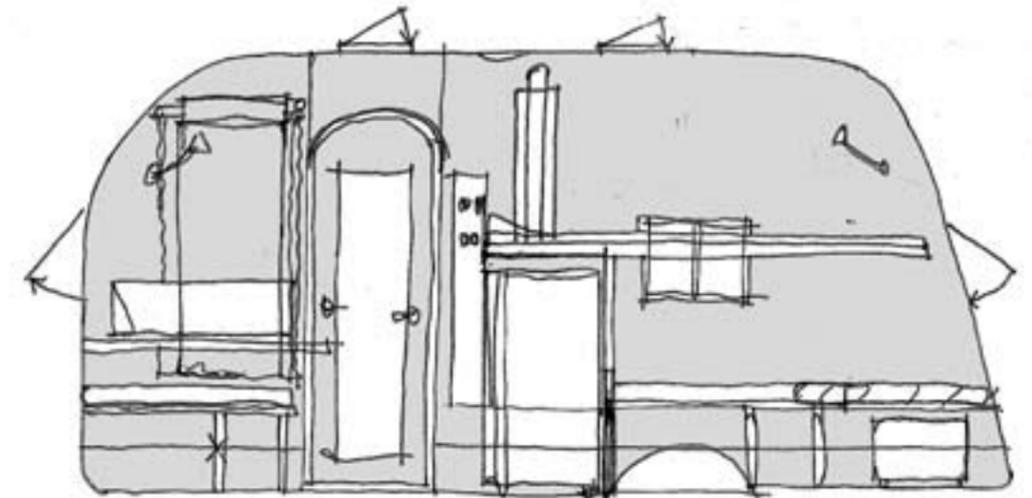
The original toilet was nonexistent. Instead a chemical toilet sitting on the floor, jammed in a closet adjacent to the curbside wheel-well. No window or ventilation. When you sat, your knees would press against the wall. I suppose this feature was well thought out as, this compression fit, kept the toilet from sliding around on the floor. The water tank was also nonexistent, however it did have a kitchen sink! Quite a contraption; from a discolored polypropylene food service vessel, a fish tank sized water line connected to the fish tank water pump. With the throw of a toggle switch, water would appear to flow from the flexible copper tubing, dipping towards the ash-tray-sized sink. As for the drain, under the sink another discolored polypropylene food service vessel.

But it was "fixed-up"! Sleeps four the ad said. At the rear were two single beds, one a bunk. The bottom bed worked, however the top one would only sleep your child until they reached the age of 4 or 5. The front banquette converted into a double bed, with the required addition of a plywood slab, shaped to span across the door and connecting to the modified wall where the heater probably used to be.

So as you can now visualize, there was no heater, no water heater, no shower nor functioning kitchen. Instead, lots of dresser drawers on both sides of the aisle (floor to ceiling) just in front of the rear double-decker beds. If I recall correctly, 10 to 12 of them. Now these drawers were well built, but a little excessive considering all the other deficiencies of the camper. They had to go. The stove (burners and oven) appeared to be original and the refrigerator (which was not) seemed to be salvageable. They were removed, thoroughly cleaned and sent to storage.

The electrical system was also "fixed-up". Under a bench the battery sat. Several floor strewn romex cables and an exposed circuit block were also visible. During demolition these cables were found everywhere. As I pondered the electrical configuration, safety certainly did not come to mind. So, it too was hefted into the truck. We were now proud owners of an empty shell.

All of this may seem a little flippant, however our respect for the inventors and fabricators of the shell is beyond reproach. The exterior of this Airstream was in excellent shape and was the reason we bought it.



TRAILERING TAO

We would not have attempted this project without the moral support my good friend Mark Marcinik. The Marcinik's own a 1962 Bambi. Over a two-month period he helped us shop for ours. Many discussions of trailer philosophy occurred during this period and I became enlightened. I had developed the ability to critique and appreciate the trailer through its function and detail. Our goal was to satisfy our needs within the smallest space as possible in order to keep the weight down. We had no interest in purchasing a gas guzzling SUV. Our Volvo Cross County would be the tow vehicle. In studying the many Airstream trailer types, it seemed that the larger they got, the bigger the bathroom was and the more like a house it became. Being like a house was to be avoided at all costs. Our 18-foot Traveler was a little larger than the 1962 Bambi and would do the trick. It was also important that the trailer was as comfortable as possible; this would insure that our travel experiences would not be remembered as backaches.

CONCEPT SKETCH

Our use of the trailer bridged both business and family needs. My partner, Jeff's and my architectural practice was branching into custom residential work in remote locations. We desperately needed a Job-Site Design Trailer. As for family, our two boys were becoming teenagers and common ground was really desired.

Being a retreat vehicle, some basic family rules needed to be established; pack light and no video games - Boys! Art, literature, music, science and vintage board games - Please! We are going on an adventure. But on the other-hand, when the trailer was used as a Job-site Design Trailer, full technology was required. Mike and Eric ultimately understood.

Everyone in the family had their own impressions of the places we would soon be visiting and what the trailer would ultimately be like. I think Jana sensed something when she named it Edison. We owned it for a year before the trailer type (Traveler)

EDISON CONTINUED

was confirmed. During this period of the unknown, it needed a proper name, which has stuck. We were anxious and prepared to take on the task of design and construction.

Coupled with our understanding of the 1962 Bambi, our critique, our needs and our vivid daydreams, we formulated the essential performance specifications to match our camping Tao.

As much as possible, everything must have two or more uses.

It must sleep 4 adults - two single beds and one double. At least one single bed must be available for afternoon napping without interfering with cooking / dining activities and must not require any conversions.

The plan must accommodate ample aisle space free and clear during travel, day and night use. This way, the bathroom could be used at any time.

The bathroom must have a toilet, hand sink and shower with lots of light.

It must have a functional and efficient kitchen and pantry. We enjoy good food but when it comes to space consumption, sleeping accommodations out-weighed indoor cooking needs.

Cooking outdoors is an important camping ritual. In order to insure its occurrence, the original temperamental stove/oven was to be replaced with a quality indoor cook-top and an outdoor marine barbeque/oven.

It must have ample stowage vs. storage space. Storage space is for items that stay in the trailer during normal use. Stowage is for items which are taken out of the trailer during camping use such as chairs and tables and other nonessential things that we may find essential. It was unacceptable to use the aisle space for any type of stowage.

Bedding will be accomplished with sleeping bags and pillows. Appropriate storage must be considered.

The water tank must be visible so you can monitor its consumption. Electronic monitoring systems are a poor solution to this issue as electricity is a limited resource.

A small water tank for drinking water, which is not connected to the plumbing system. This was a good idea for two reasons: 1 - If we ever ran out of water and needed to filter some specifically for drinking, we did not want to store it for showers and toilet use. 2 - With this separate water tank we will not take up valuable space in the refrigerator with bottled water.

As we were about to invent something new, all appliances and mechanical /electrical systems are to be current state-of-the-art technology. We did not want to have to depend on something that one could not get the parts for.

The electrical system must consist of both 120 volt AC and 12 volt DC systems, and its operation must make common sense; more like a Macintosh, less like a PC. A photovoltaic panel, in addition to house power and the cars alternator, must recharge the batteries.

The banquette would be the office desk when used as a Job-Site Design Trailer. It must be as large as possible and have ready access to the following: Cat-5, Telephone, AC,DC and inverted DC to AC power sources and Cable.

As an aesthetic, the interior must attempt to reach an ergonomic perfection equal to the sophistication of the aluminum shell.

MOST IMPORTANT, IT MUST BE FUN AND EASY TO USE.

TESTING AND EXPERIENCE

This was the hardest and most frightening project I had ever attempted. It occurred over the course of two years. At various points in the design / fabrication process, Edison was taken out for camping spins. This proved to be an invaluable experience. It led to refined thinking, redesign and elimination of the superfluous.

HOT DAYS

First Test - 3 Nights, Standard Campground Facilities June 2000
Tahoe National Forest

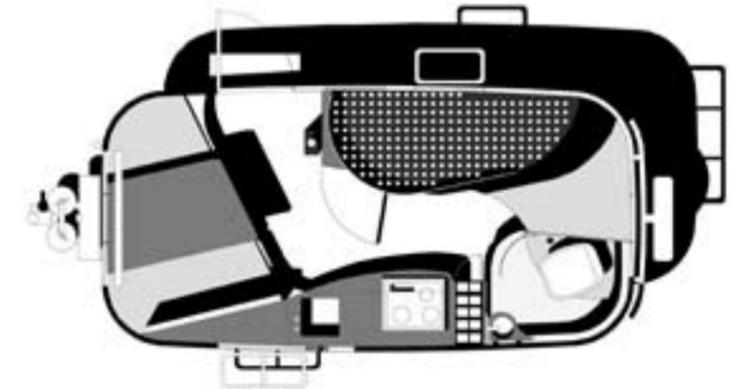
At this point, Edison was an electrified metal tent with nothing in it whatsoever. We slept on the floor with our travel gear roped down. Our campsite was in full sun all day and the outside temperature was ± 95 degrees. We were able to keep the trailer cool by running the two ceiling fans all day. The new fans allowed for "in/out" directional flow, so we experimented. The solar panel worked perfectly. By the end of the day, the charge on the battery was the same as in the morning. The sun replaced the electricity drawn by the fans. The trailer remained cool. I even experimented with some evaporative cooling techniques. Close all the windows, turn the fans to the "out" position, and place a wet evaporative cooling filter over the door screen. This really worked; we had air conditioning.

The heat on this trip solidified the methods for providing adequate ventilation space for the refrigerator, which was yet to be installed. Because of the high surface temperature of the trailer skin, it seemed ridiculous to place the lower vent anywhere on it. In the shade, under the trailer was the best location in order to induce a chimney effect within the ventilating cavity for the refrigerator. Now we had to figure out how to build this idea.

FREEZING NIGHTS

Second Test - 4 Nights, No Campground Facilities January 2001
New Years Eve Mohave Desert, Trona - BLM Property

The refrigerator, toilet and black / grey water systems were functional. There was no hot water and the kitchen, pantry and shower were not installed. We were carrying water for the first time. In planning for this trip, the drain for the exterior Main Water Tank was located for easy access. We connected a hose to the drain valve and this was our faucet. The valve was located prior to the pump. This way we could always get our water without consuming electricity. Not really a big issue, but if the batteries were ever bone dry, we would still have access to the water.



FINAL PLAN

KIDS LISTEN TO BILL COSBY FROM EDISON



WITH THE ROCKS



EDISON CONTINUED

In the morning, the hose was frozen and we had no water. So we learned, all exposed plumbing lines must be insulated. In addition, the exterior hot-and-cold faucet we were going to install needed to have a way to drain all water in the line susceptible to freezing. This meant additional valves on the interior and more to plan for.

The electrical system was really put to the test. This was a four-night trip with short solar days. The solar panel did its best to replenish the battery, but on New Years Eve we really consumed those amps. Our camping group watched "2001 A Space Odyssey" projected onto a white sheet laid over the Bambi. The DVD was played off a Lap-Top and projected with a digital projector. Our friends provided the High Technology and we provided the power. The lamp in the projector was still 120 volt AC and a large wattage. Our battery pack consists of 2 "Yellow Top" Optima deep cycle batteries with a combined rating of 130 amp hours. As I recall, the projector was drawing 12 amps and ran for about 2 and a half hours. We constantly monitored the battery voltage and at the end on the movie it read 11 volts. 10.5 volts was the point of no return and we had survived!

We recognized the need to better restrict our carry-ons. The trailer was a mess. Each family member must be restricted to one carry-on bag. We also needed bags that collapse into the smallest shape as possible. We later found them, small duffels, which fit in your coat pocket when not in use. Storage of sleeping bags and pillows was another dilemma. Jana had the great idea to design some hollow bolsters, which contain all the bedding. This completely solved our bedding problem and provided the necessary back support through out the trailer. Six bolsters store four sleeping bags and four standard pillows.

Another design necessity discovered during this trip was some type of removable thermal pad on the interior skin around each bed. This way our tongues won't get stuck to the freezing metal at night.

ENTERTAINING

Third Test – 3 Nights, No Campground Facilities June 2001
Pacific Coast on the San Francisco Peninsula – Private Property

Kitchen facilities and hot water heater were installed and working. We had made the transition from camping to trailering and everything was getting simpler. The interior was really working and Jana cooked and served dinner for nine adults, two nights in a row. She loves the kitchen. We had purged all the unnecessary items we previously brought with us and were beginning to move with the shape of the interior. The carry-on bags still remained on the floor at night. But that also changed, four hooks on the ceiling and they were out of the way.

ON THE EDGE OF THE PACIFIC



FAMILY FUN

Final Test – 2 weeks, Standard Campground Facilities October 2001
California / Oregon Camping Extravaganza – Lassen National Volcanic, Newberry Craters, Oregon Dunes, the Redwood Empire and the Napa Valley

On the official maiden voyage the pantry and shower were finally finished and Edison was complete. Mike and Eric were now fully enlightened to the beauty of our natural environment and had shed their electronic games. We stayed warm, clean, well fed, comfortable, and had great fun - always eager for adventure. We also made a bit of a full circle. We purchased a two-man tent that remains in the trailer. Mike and Eric decided that they like the outdoors and a little privacy. No complaints mixing camping with trailering.



HIDING IN THE WOODS

HOME

When at home, Edison stays in the back yard like a good dog. He is the biggest appliance we own and plugs into the house water, electric, telephone, cable and Internet systems. We use him as a Guest House and have had several visiting friends from Europe spend their first weeks in the USA with us. The best is, Jana and I now have a quiet place to retreat to.

Beyond our expectations this little trailer has become a significant aspect of our family life, and in our own way we have become Airstream Acolytes too.

Paul Welschmeyer

paul@zwarch.com

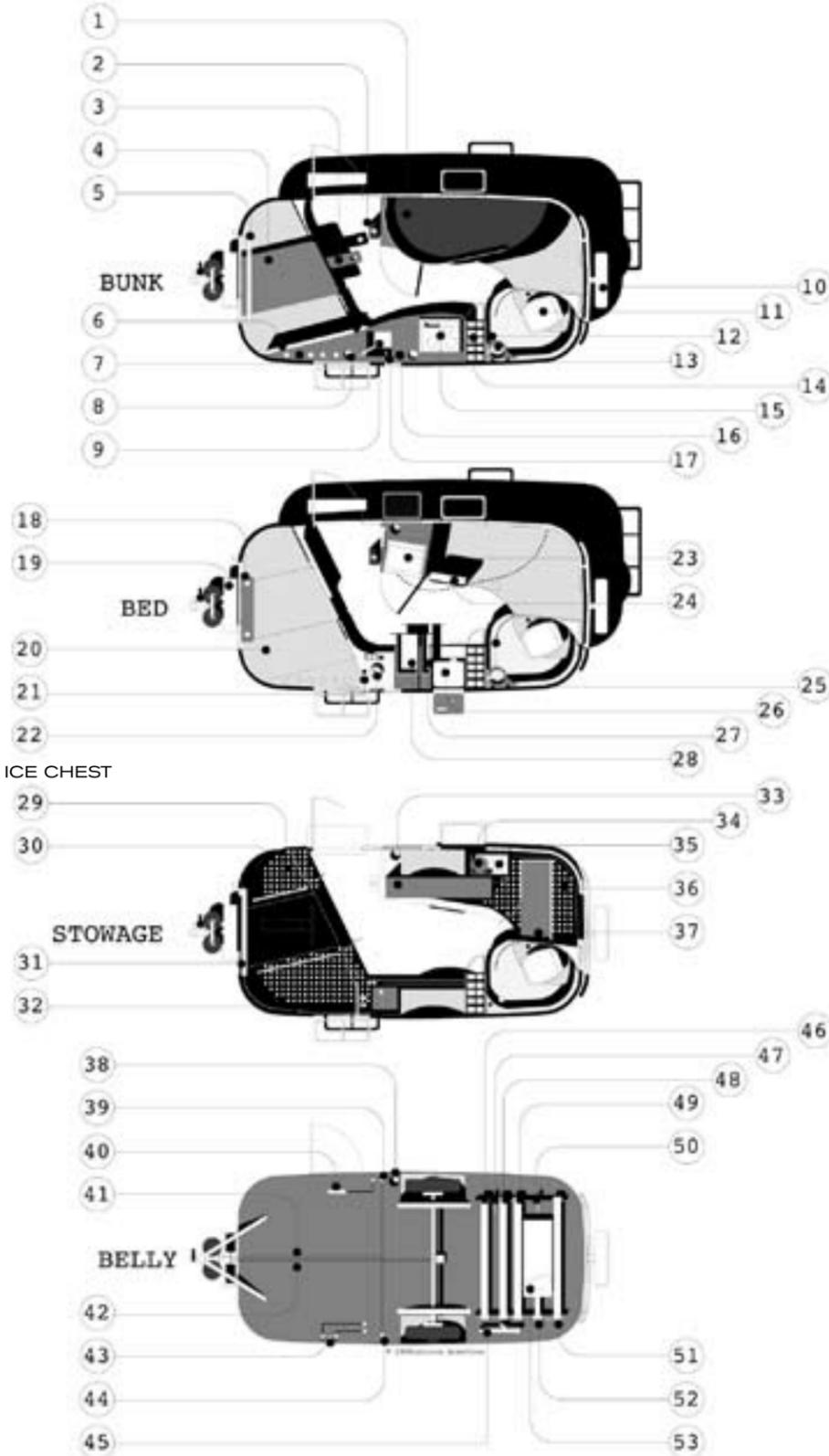
EDISON AT HOME



PLAN KEY

- 1 - UPPER BUNK AND DAY STORAGE
- 2 - HEATER
- 3 - RETRACTABLE POT TRAY
- 4 - TABLE
- 5 - CONTROL PANEL
- 6 - MOVABLE BACKREST
- 7 - CUP HOLDERS
- 8 - FLATWARE CONTAINER
- 9 - SINK
- 10 - SPARE TIRE
- 11 - TOILET
- 12 - SHOWER
- 13 - HAND-SINK
- 14 - PANTRY
- 15 - COOK-TOP
- 16 - COOKING UTENSILS
- 17 - HAND PUMP FOR DRINKING WATER
- 18 - BEDSIDE TABLE
- 19 - BATTERY PACK
- 20 - DAY BED AND DOUBLE BED
- 21 - SHUT OFF FOR EXTERIOR FAUCET
- 22 - MOVABLE LAZY SUSAN
- 23 - REFRIGERATOR
- 24 - GAME STORAGE
- 25 - RUBBER DOOR
- 26 - WATER HEATER
- 27 - CUTLERY AND PLATE STORAGE
- 28 - POTS AND PANS / JUNK DRAWER
- 29 - STOWAGE FOR HITCH AND TOOLS
- 30 - FOLDING TABLE LEG
- 31 - LOWER ELECTRICAL JUNCTION BOX
- 32 - STOWAGE FOR CHAIRS, BARBECUE AND ICE CHEST
- 33 - MAIN WATER TANK
- 34 - ACCUMULATOR TANK
- 35 - WATER PUMP
- 36 - STOWAGE (LOW USE)
- 37 - STOWAGE (HIGH USE)
- 38 - INTAKE FOR REFRIGERATOR
- 39 - GAS SLEEVE TO HEATER AND REF.
- 40 - STEP LIGHT
- 41 - GAS LINE
- 42 - ELECTRIC BREAK LINE
- 43 - EXTERIOR HOT AND COLD FAUCET
- 44 - GAS SLEEVE FOR COOK-TOP AND WH
- 45 - GREY WATER DRAIN
- 46 - DRINKING WATER HOSE
- 47 - MAIN WATER TANK DRAIN
- 48 - GREY WATER HOSE
- 49 - 3" GREY WATER DRAIN LINE
- 50 - BLACK WATER TANK HOSE FLUSH VALVE
- 51 - 3" BLACK WATER DRAIN LINE
- 52 - BLACK WATER DRAIN VALVE
- 53 - BLACK WATER TANK

EDISON PLAN VIEW AND KEY



MYSTERY TRAILERS

More Mystery Material

In the last issue of the Vintage Advantage (vol.8 #3) it was suggested that a trailer shown at the Spring 2001 Vintage Vacations Rally, featured in the Summer 2001 Vintage Advantage (vol.8 #2) and represented as a 1939 Airstream might actually be the same trailer that was featured in a Vintage Advantage article back in the Winter of 1998 (vol.5 #2).

I did not attend the Spring 2001 Vintage Vacations Rally but I had an opportunity to view a comprehensive set of photos taken at the Rally taken by many people.

I am familiar with the trailer in the 1998 article and it has little in common with the trailer at the 2001 Vintage Vacations Rally. In fact the trailer from the 1998 article appears to be related to a trailer I own that was included in a small photo feature in the End of Summer 2000 Vintage Advantage (vol.7 #4).

The trailer in the 1998 article is an impressive original that will be a great reference point when it comes time for me to design and reconstruct the wood paneling in my trailer.

The trailer in the 1998 article was represented to be a 1939 Airstream when the current owner purchased it over 20 years ago. My trailer was represented as being a 1936 home built unit when I purchased it 8 years ago. Our trailers share exterior similarities to Airstreams built in the 1930's however their structural frame designs share similarities with Bowlus.

I have several theories that suggest our trailers might actually be close relations to the Bowlus/Airstream line. One theory suggests that they might have been built as prototypes by Airstream in an exercise to adapt and use the Bowlus style tubular frame which Airstream did not put into production (possibly to save on construction costs) when they took over the bankrupt Bowlus operation. Another theory suggests that they might have been built by former Bowlus employees who for one reason or another did not transfer over to Airstream when it took over the Bowlus operation. It has been suggested that our trailers might have been built by Reyer & Hanson (I have seen several spellings of this name). Might it be that Reyer & Hanson was an operation comprised of former Bowlus employees?

The 1939 Airstream pictured at the 2001 Vintage Vacations Rally appears to be quite similar to the 1937 Airstream featured in the photo section on the VintageAirstream.com website. The features and outlines of the curbside windows and entry door appear to be nearly identical. The two trailers do not appear to be identical in their front corners (as best I can tell from the photos). This may be due to the angle at which the photos were taken or it may be due to the fact that the trailers were built a year or two apart. They also do not (currently) have the same wheel opening design. The 1937 has the traditional skirts while the 1939 is confusing. It's curbside has an open design with a curved (custom?) trim piece while it's streetside appears more like the 1937 design (less the skirt)(and possibly missing the curved trim piece seen on it's curbside?). It has been suggested that there were no 1939's built. If that is the case then the "Airstream" pictured at the 2001 Rally may not be a 1939 - but it must certainly be a 1937 or a 1938.

Time will hopefully provide more about the history of 1930's trailer production. In the meantime I am constantly reminded that the journey is what this is all about...not the destination.

Many thanks to all the helpful and friendly people I've met along the way. When I learn more I'll send in an update.

RL McFarland
estatewagons@worldnet.att.net

REGION 4 RALLY

When: May 30th - June 2nd 2002
Where: Richland County Fairgrounds, Mansfield, Ohio

Description: Preregistration reserves parking in the vintage section. Show off your trailer and investigate the others at the vintage open house on Saturday morning. Relive the first Wally Byam caravan as presented by Bud Cooper. Experience the "Round the World" caravan of 1963 & 64 through a series of videos narrated by Vincent Price. Fellowship with the VAC members at the late afternoon gatherings. Enjoy the activities and entertainment planned by Region 4 of the WBCCI. All owners of Airstream/Argosy RV's are welcome to attend along with their Airstream regardless of membership status.

Contact: Scott Scheuermann
363 Baldwin Drive, Berea, Ohio 44017, 440-243-1907,
s.i.scheuermann@worldnet.att.net or see the latest edition of the Blue Beret.

SNUG HARBOR 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.

ROCKY MOUNTAIN VAC RALLY

When: August 7-10
Where: Blue Arrow RV Park in Estes Park

Description: Randy has reserved 30 spots, around \$30/day. Some members are planning to bring polishers for demonstrations, our VAC Historian may be persuaded to share some of his vast knowledge and there will be the opportunity to check out other trailers of course! Attendees will be free to explore Rocky Mountain National Park (which is absolutely astounding if you've never been) and the quaint town of Estes Park during the day. The area has a YMCA camp offering horseback riding, hiking and a cool obstacle course that my kids thought was really fun. Down the canyon a bit from Estes Park are many antique stores, a winery and Loveland and Fort Collins for those whose interests are more related to shopping. So, the invitation is to come one, come all, bring the kids, the dog, maybe even the mother-in-law, we'll have a good ol' time. Thanks for the help.

Contact: jodi guerin at guerin3j@fiberpipe.net

We have a personal invitation to join the Denver Airstream Unit at their first rally for 2002 directly from Louie De Carolis, President. The location is just east of Denver about 30 miles just off I-70 at Exit 305. The rally will feature a garage sale for all those unwanted camping items, a visit to the Colorado Donkey Rescue, dinner down the road a piece at Antelope Hills Country Club, after dinner camp fires in the barn and general relaxation on the open plains. Camping fee is a wopin \$3.00 for electrical service and water beginning 4/26 - 28/02. Early arrivals are welcome to come in on 4/22/02 with limited service until 4/25/02. Early entertainment includes, feeding the livestock, hearing barn cats, and generally basking in the sun. On Saturday afternoon we are encouraged to have an open trailer tour for the nubes to our way of camping. Once you exit I-70 look for the first house on your left going south. Take the second entrance and proceed to the rear of the house next to the barns. Rancher Ken Ainesworth will greet the early arrivals with Denver Unit members welcoming the the remainder of attendees. Our very own Fred Coldwell, VAC Historian will be speaking to the Denver Unit on some facet of Airstream history. This is a must rally! Contact: runter@earthlink.net for specific details to this event.

REGION 7 RALLY

THE 2ND GATHERING OF THE REGION 7 VINTAGE AIRSTREAM CLUB

When: August 14, 2002 to August 18, 2002
Where: Northern Wisconsin State Fairgrounds, Chippewa Falls, Wisconsin

Description: The Wisconsin residents of Region 7 are excited to welcome you to Chippewa Falls, located in the heart of the Chippewa Valley. This region of Wisconsin is known for its rolling hills and river valleys of West Central Wisconsin; easily accessible from Interstate 90/94 and other major state highways. The Chippewa Valley combines natural beauty, history, family entertainment and turns it into an experience that is relaxing and enjoyable. Come enjoy a tour of one of Wisconsin's treasures, Leinenkugel Brewery or visit Madison Shoe Company. Play a round of golf at one of the many finely groomed golf courses in the Chippewa Valley or attend a craft demonstration or safety seminar. Vintage group parking with water and electric and an open house are planned. The rally fee of \$110/ unit w/2 persons, \$80/unit w/1 person and \$30 each additional person includes 4 nights parking with E&W, all breakfasts, Thursday night steak fry, and the Saturday night banquet. A golf outing and water ski show is also planned. Directions: From the south, Exit I 94 to HWY 53 North through Eau Claire, WI to County Highway S. Exit HWY 53 at County Highway S and turn right traveling 2 miles to HWY 123, turn right on HWY 123. Follow the signs to the Fairgrounds. From the West, travel I 94 to HWY 29 west traveling 13 miles to HWY 53 North. Follow HWY 53 north to County Highway S and turn right traveling 2 miles to HWY 123, turn right on HWY 123. Follow the signs to the Fairgrounds.

Send Check to: Payable to Region 7 WBCCI, mail to Vernon Schultz, 3175 Danbury Drive, Janesville, WI, 53546-8825 Identify yourself as a VAC member.

Contact: Vernon Schultz at 608-752-6370 or schuvl@ticon.net Region 7 VAC Representative Ed Emerick at 920-954-1585 or eeemerick@new.rr.com

REGION 10 / MAJESTIC MT. BAKER RALLY (SECOND ANNUAL)

We are planning another joint Vintage Airstream Club and Tin Can Tourist rally near Bellingham, Washington. This will be held at the Deming Log Show Grounds Thursday, August 15th through Sunday, August 18th. There are several dozen water and power hookup sites and unlimited dry camping spots available. There is a trailer dump provided.

The grounds are nicely wooded with grass covered sites. There are numerous antique logging equipment displays and clean restrooms. (There are noshowers provided.) Near by there is gas and grocery's available.

We plan on nightly camp fires (weather permitting), a potluck "sharing dinner", the showing of several vintage trailer movies, and lots of time to visit with fellow trailer lovers. We just might get together a car pool tour if the interest is there. This will be a great time for fun and fellowship with like minded folks. There will be a \$10.00 rally fee plus the camping cost depending on which type of site you choose. The water/power sites should be \$10.00 per night and dry camping should be \$5.00 per night.

DIRECTIONS: In Bellingham, WA from I-5 take exit #255, the Sunset Drive/Mt. Baker Hwy exit. head east on the Mt. Baker Hwy until you pass mile marker #9. Then at the bottom of a hill turn LEFT onto Cedarville Road. In around a mile you will see the Deming Log Show Grounds on the left. We will be camped in the back away from the little country road. There will be signs posted.

Contact Pat & Joanne Ewing for reservations.

VAC Region 10

We are planning an "informal" type of caravan traveling the scenic North Cascade Loop this next October. There will be several mountain passes, North Cascade and Stevens, with a number of beautiful spots to stop and drink in the scenery. We plan on spending two nights in Winthrop, WA which is a beautiful old west style of town. The Swiss Alp town of Leavenworth, WA will be another stop on our little tour.

If interested please contact Pat & Joanne Ewing. Since we are still in the planning stage we might be able to accommodate any special requests if we hear from you soon. We will be limited to ten units so please contact us promptly if you plan on attending.

2002 WAGON WHEELS RALLY

When: June 20th - June 24th 2002
Where: Hill City, South Dakota

Description: Join us for 6 days and 5 nights at Mount Rushmore KOA in the beautiful Black Hills of South Dakota. Be as busy or as relaxed as you wish exploring the myriads of attractions that the Black Hills have to offer.

A partial list of things to see and do include: Mount Rushmore, Crazy Horse, Custer State Park, waterfalls, canyons, caves, Needles Parkway, a wild horse sanctuary, a mammoth dig site, gold mines, muse

ums, an aerial tramway, a steam engine train ride, amusement parks, water parks, fishing and horseback riding.

Caravan to whatever daytime activities you wish or go exploring on your own. Then plan to continue the tradition of late afternoon gatherings to share the day's experiences. We are also planning several evening meals together. Camping Cabins may be available for those whose vintage Airstreams are still in "rehab". There is a limit of 28 trailers/motorhomes. Those attending International can caravan to the rendezvous site.

Fees: Yet to be determined, but interested parties will be kept informed.

Contact: Scott Scheuermann
 363 Baldwin Drive, Berea, Ohio 44017, 440-243-1907,
s.i.scheuermann@worldnet.att.net or see the latest edition of the Blue Beret.

4TH ANNUAL VAC FALL VINTAGE RALLY-CALIFORNIA

When: 4TH Annual VAC Fall Vintage Rally-California October 22-27, 2002
Where: Santa Maria, CA

Description: "The Real Wally Rally" What do these words mean to you? Well, welcome to the 4th annual Fall Vintage Rally, California! Let's start with a spoke wagon wheel configuration in a grassy field. Add a fire pit in the center and a 25 foot flagpole flying our colors, a shade area in the center that is 35 feet across and water and electricity. Can you see it? (There will be bathrooms with showers very close by) The potluck dinner on the 22nd (this will also include a potluck Sangria) will get us together again sharing what we have been up to! There will be a "Solvang Day" (it takes more than a day to see this quaint Danish Village), a "Day on the Dunes" with a hearty biscuits and gravy breakfast (just a little ways up the coast), A "California Ranchero Day" with breakfast burritos (check out the air museum and other historic sites) and traditional "Santa Maria BBQ, and wine tasting tour day with traveling poker hand followed with the famous "Alexander Fried Chicken & Fries" dinner. Maybe a craft or two like scrap booking, or games, kicking back in our chairs and just having fun! Whatever... just make sure you are there!

Only the first 100 will have a spot saved, so get your reservations in early. Look forward to seeing all our good friends again at the Real Wally Rally in Santa Maria, California!

Fees: Yet to be determined, but interested parties will be kept informed.

One Airstream with 2 adults \$135.00 \$ _____
 One Airstream with 1 adult \$115.00 \$ _____
 Each extra night \$ 15.00 X ___ night = \$ _____
 Your rally fee will include a Tee Shirt and Rally Plaque
 Tee Shirt sizes Sm Lg XLG XXLg XXXLg

Name: _____
 Address _____

 Day Time Phone _____
 Evening Phone _____
 Email Address _____

Tee Shirt Size ___ @ ___ @ ___ (Extra shirts \$15.00)

Arrival date _____ Departure Date _____
 Length of unit _____
 Mail to: Don & Joyce Alexander
 3710 Rudnick Dr. Jamul, CA 91935 (619) 445-5396 (H) (619) 660-6290(w)
 Email: donjoy.alexander@worldnet.att.net

REGION 3 RALLY / MYRTLE BEACH

When: May 9-May 13,2002
Where: Myrtle Beach, S.C.

Unusual Description:

to: dkalet@juno.com
 from: joe3758@juno.com

Dear Bert,
 Unfortunately the description given of how VAC folks can park together will only get them outside the 400 sites reserved already and far from the action. Please correct the story to tell VAC member that wish to park together they should send in their reservation in one envelope to the registrar, asking sites close together. If I had any idea who how many might register i can set side specific sites for better visibility after they send in their registration for the rally. When you get someone to coordinate VAC member at the rally in your place, please have them email me. Registration flyers can be had on www. wbcci3.org

Joe Bova, President
 Region 3

*those attending please have a 8.5x11" sheet of paper with the words "Vintage Parking Please" placed in your windshield. Got questions? (me too!). Email the fellows above to sort it out....



Courtesy: Mobile Homes Manufacturers Association

The travel trailer is a familiar sight on the highways of the nation.

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 Fulle
 36 Panora
 Southington, CT
 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
 3132Gladstone 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

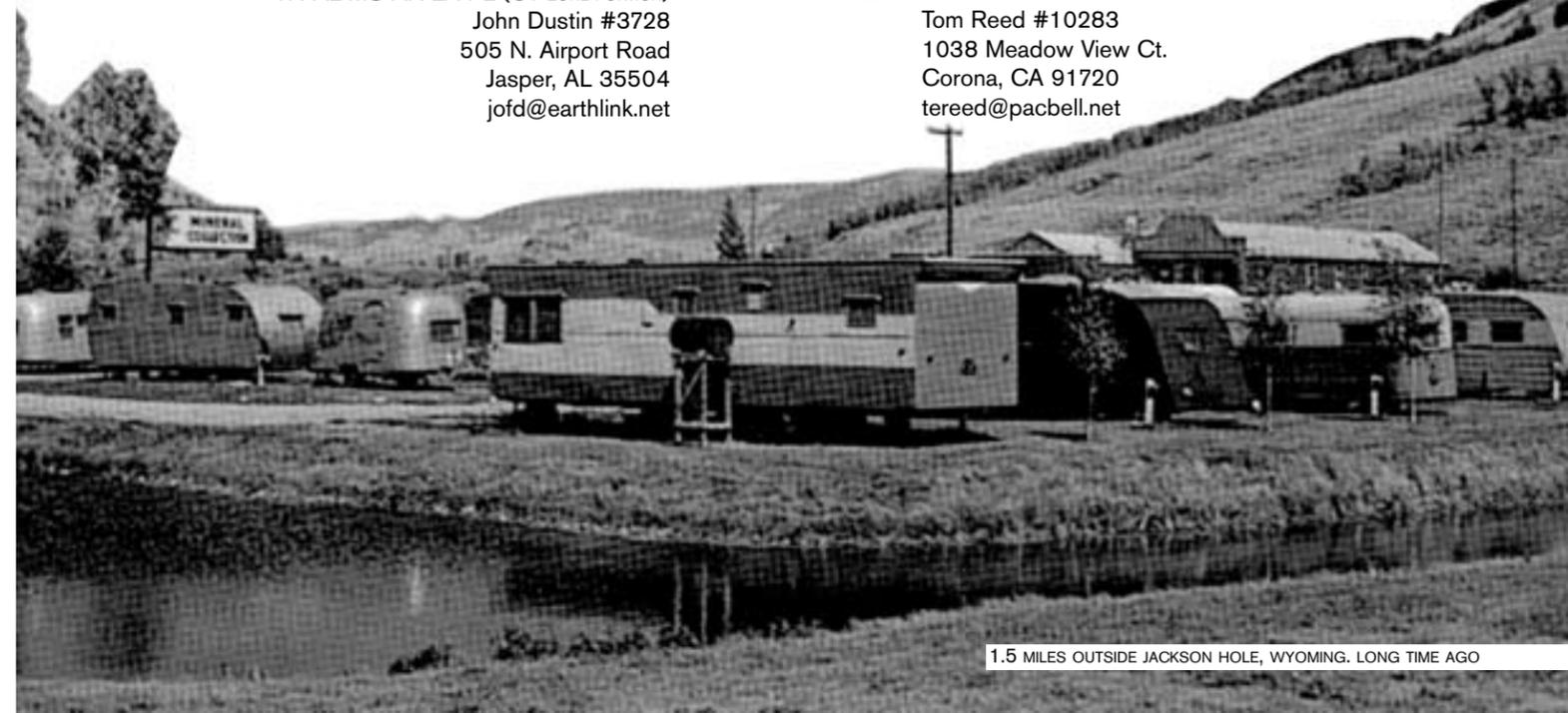
MT-ID-WA-OR-BC-AB-SK-YK
 Pat Ewing #3675
 3661 Alm Road
 Everson, WA 98247
 pre52@gte.net

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



1.5 MILES OUTSIDE JACKSON HOLE, WYOMING. LONG TIME AGO

VAC WEBSITE "MEMBERS SECTION"

BY RJ DIAL

The Vintage Airstream Club website Members Area continues to grow. The section was created to archive older Airstream documents useful for restoration and researching vintage Airstreams.

The VAC currently has about 400 pages of documents uploaded in the following categories:

Advertising Flyers and Catalogs

- Advertisements from the 1940's
- Airstream Flyers from the 1950's
- Catalogs from 1939, 1951, 1954, 1955, 1959 & 1964
- Informational brochures from the 1950's

Trailer Manuals

- Some Owners Manuals from 1954, 1965 & 1966

Appliance Manuals

- Owners' manuals for refrigerators, heaters, HW Heaters, ovens and pumps

Service Bulletins

- 1969+ Frame Separation bulletin (we are looking for more bulletins!!)

Back Issues of the Vintage Advantage 1993 to the present

All the VAC will benefit from any contributions of additional material that can be placed on the website. Contact the VAC Historian Fred Coldwell, Denver CO, or agrijeeep@quest.net for information on how to provide material or copies.

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



RJ Dial
VAC Webmaster
webmaster@airstream.org

PHOTO: JODI GUERIN



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: **weewind**

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.

HABITAT NOTE

REACHING OUT

2001 was a tough year, certainly one we were ready to see the last of. The September 11 attack, our military response, economic uncertainties and grim glimpses of Afghan life were all overwhelming. Most of us felt powerless as individuals to affect what was happening around us. However, focusing on a local scale rather than intercontinental brings things into a more do-able perspective. One of the bright spots of 2001 was the outpouring of support for the World Trade Center victims. It was wonderful but the flip side is that many local charities and agencies are now struggling, due to shortfalls in expected donations. Here is where we can really help. Even the smallest act can make a difference to someone. This summer at the International Rally, consider putting a little of yourself in any of these projects:

- Habitat for Humanity – Build-site day sponsored by the Vintage Club. Help put a roof over a family.
- Blood Drive – Agencies were overwhelmed in the fall, but stocks are lower now and the need never stops
- Read to Children – Remember how much your kids loved being read to?
- Nursing Home / Senior Center visits – Always a surprise on these – hear true stories; meet early settlers and their descendants. I met a woman still living on the family's original Homestead, the full 160 acres.
- Food donations – This is real life America – today's needs right now.
- Warm Hats and Blankets – Give yourself a warm-fuzzy while working on these.
- Pull-tabs – Of course you save but have you enlisted your friends and family as well?

So, do yourself a favor and set some time in Rapid City for Community Service. Whether you call it altruism or self-indulgence, the rewards exceed the outlay.

Contact Jane Gorden 6386 or Anne Barrett 8973 with suggestions, ideas and volunteer offers.

The last episode 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 & Bettie 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

Day 23 – Thursday November 23, 2000
Corozal Town, Corozal, Belize

Broke a spring on the way back to Belize City, so I sent the rest of the group on to Corozal Town 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.

Day 24 – Friday November 24, 2000
Becan Ruins, Campeche, Mexico

Beautiful Morning, weather is perfect! Today we crossed the border back into Mexico. This time the crossing took us very little time and soon we were on the road heading westbound across the bottom of the Yucatan peninsula. Our travel routing will take us back-tracking from here to the U.S. border. We stopped in the small town of Xpujil, to see the Mayan ruins of the same name. This was much like the ruins at Caracol with very few other people at the site. It was slightly overcast when we arrived which made it a pleasure to explore these ruins. After lunch, we continued down to road a few miles to the ruins of Becan, our final destination for the evening. We all entered the ruins and spend a couple of hours exploring the site. Becan is unique because it is one of the few Mayan cities that were surrounded by a deep protective moat (like a castle). After visiting the ruins, I found out that the director of this site was no longer there and our reservation had been 'lost'. After some discussion with the current management we were allowed to stay overnight. Things can change so quickly south of the border.



Day 25 – Saturday November 25, 2000
Palenque, Chiapas, Mexico

More axle problems for me today . the weld job I was concerned about it Belize City a couple of days ago has now given out! I had to leave the trailer at a welding shop in the small crossroads town of Escarcega while the rest of the caravan continued into Palenque. I drove 90 miles north to the city of Campeche to get the spring fixed. Again no correct sized springs, so another 'patch-em-up' repair job which won't be ready until tomorrow. I drove to Palenque to check in with the rest of the group. I arrived late and spent the night in a hotel room at our RV Park.

Day 26 – Sunday November 26, 2000
Palenque, Chiapas, Mexico.

Today the group took the wonderful tour of the Mayan ruins at Palenque. This is my favorite Mayan city in the entire region. There is something mystical about the towering temples set in the dense Lacandon Rainforest-covered hills of the Chiapas Mountains. This pre-Columbian city is situated at an elevation of 300meters (1000 ft) and has the highest average rainfall in Mexico (2160mm). Covering an area over 15 square miles, this is one of the few cities that were governed by a female ruler. So far, only 34 out of 500 ruins have been excavated. But the studies have revealed a lot about ancient Mayan culture. As with most Mayan cities, earliest occupation of the site dates to about 100 BC, it becomes a major population center only at about 600 AD and all construction at the site ceased by about 800 AD.

Day 27 – Monday November 27, 2000
Agua Dulce, Veracruz, Mexico

Today we visited the center of the ancient Olmec culture in Mexico; the La Venta museum in the bustling city of Villahermosa. The Olmecs were the mother culture to later civilizations. These people rose as a dominant civilization in Mexico's Gulf Coast region between 1200 and 1400 BC (about the same time as the Trojan war, and the golden age of Athens), and ended about 3000 years ago. The Olmecs were among the first Americans to design ritual centers and raise earthen pyramids. The most spectacular trait of the Olmec was that they used hieroglyphs, to record dates, events, and tell stories. There is evidence that the Olmec practiced the traditional ceremonial ball game. The Olmec had early achievements in art. They used basalt to make colossal heads. The size of these heads ranged from 5-feet to 11-feet tall and weighs 10-20 tons. Some say the heads represent sacrificial offering, others think they portray the elite Olmec ancestors. These heads have also been interpreted as being warriors or ball players. Basalt was also used to carve thrones. After visiting the museum, we continued to the Tabasco/Veracruz state line and stayed at Graham Brothers RV Park. We hit rain just outside of Villahermosa and when we arrived at the park, it was wet and a little muddy, but we were assured by the manager that if anyone gets stuck, there is a tractor ready to pull us out. That is real comforting! Cool, quiet evening nestled under the tall Australian pines on this hilltop campground.

continued >

The Belize Caravan

Day 28 – 30 Return Trip to U.S.A.
Veracruz, Veracruz, Mexico.

These final days heading north were uneventful. Basically we backtracked over the same route that we traveled on the south bound leg of the caravan. We spent one night in Veracruz on the beach, one night in Poza Rica and the third night on Soto La Marina where we spend the first night in Mexico, 29 days earlier.



Epilogue

Ceasars Place, Georgeville, Cayo, Belize.

On this tour we discovered many new places, saw incredible sights and met wonderful people. It was the first VAC International Caravan and we had one of the best groups of caravaners I have ever had the pleasure of traveling with. After 30 days on the road together, these 20 individuals have become a family. We have shared an experience that no one else will have the opportunity to ever share. I am looking forward to future trips with my fellow VAC members. There are new destinations in the planning stage which include colonial Mexico, West Coast Mexico, Copper Canyon and in the US - a Route 66 tour. If anyone would like more information, give me a call at 800-455-8687 or email: VAC@adventuretrek.com



VINTAGE AIRSTREAMS RECEIVE MORE NOTORIETY

The San Bernardino California Unit of WBCCI has been the recipient of some notoriety lately. A photo taken at the Vintage Spring Rally at Bass Lake in California by Jim Foster ended up on the cover of the December issue of Trailer Life. In addition other photos of the caravan to Bass Lake appear in the article. A couple of Vintage trailers from the San Bernardino Unit also appear on the cover of the 2002 WBCCI Directory... photographed in a poppy field on the same caravan.

San Bernardino California Unit now has more than 45 beautiful and rare vintage Airstreams thanks to the past president of the Vintage Intra-club, Tom Reed, who has been instrumental in developing and promoting the vintage image—small is beautiful—encouraging people to caravan and travel as Wally would have liked.

My wife and I have been dreaming

OF TRAVELING IN A VINTAGE AIRSTREAM FOR SOME TIME NOW.

RECENTLY, WE REALIZED THAT DREAM AND PLAN TO LIVE FULL TIME IN OUR NEWLY REMODELED 1964 OVERLANDER.

THIS IS OUR STORY.

Before we begin, if you believe that an Airstream should never be changed, only refurbished, then please read no further. We changed ours a lot. But we think that the original spirit and elegance has been preserved, perhaps enhanced by our efforts. In any case, we love her.

Since our trailer was not designed for the full-time lifestyle, we knew we had to make some changes. We spent almost a year researching the issues, resources and companies that could do the work. The Internet definitely helped and we used the VAC website extensively to find information and gain confidence in our endeavor. We hope to personally thank those at the VAC who developed such a great resource when we do finally hit the road.



no one to do the work. Fortunately, his craftsmen have a passion for building trailers and agreed to work on our project.

As with most remodeling projects, our simple vision became more sophisticated and expensive as it progressed. Matching current technology with a Queen Mary look was a challenge, to say the least. We also needed to be able to fix anything while we traveled, so we chose modern RV technology for critical components like the oven, fridge and water heater. We wrapped the fridge and oven with stainless steel though, for durability and so it didn't look like we got it at "Camping World". **On some things we refused to compromise: a California King sized air mattress, a real workspace and beer on**

Our design goals were simple: make it livable for two people and two dogs; allow us to continue to earn a living while on the road; make it possible to boondock for at least a week; make it to last our lifetime; and finally make it cool and fun to live in. Our vision for the interior reflected our love of Art Deco/Streamline Modern design from the 30's & 40's. One of our favorite examples is the Queen Mary ship, which is also where we got married.

Since we had just finished remodeling a San Francisco Victorian, we thought that we had what it took to undertake such a project. Boy, did we have a lot to learn! We planned to design and manage the remodel ourselves, but leave the actual construction to professionals. Without getting into too many details, we hired Airstream Classics to do the work. Unfortunately, the owner died just as we were to begin the project, leaving us with a gutted trailer and

One of the first projects was to evaluate and upgrade the chassis. We learned from our house remodel that a good foundation is crucial and money spent here is repaid many times over. Although it was in good shape, several factors caused us to redesign and replace the chassis with a new one. Aside from the fact that it was already 35 years old, we knew that we would be adding a substantial amount of weight to the trailer (about 2500 pounds when it was all finished!) Also, we knew that recent Airstreams had all of the holding tanks inside of the chassis frame members, which seemed a great idea for gaining additional space for all of our stuff. Last but not least, we wanted a side bath, instead of the original rear bath layout. Fortunately, we were able to hire someone who had previously worked for Airstream (as well as Silverstreak) to design us a chassis. Moving the body was nerve wracking, but was surprisingly straightforward for the people we had working for us. Now we felt comfortable that our remodeled Airstream would be road-worthy for many years to come.

Next, we re-wired everything for the new layout. Since we wanted to live "off the grid" as much as possible, we chose 12V or LPG fixtures and appliances wherever possible. We got an inverter for the microwave and air mattress compressors, which are only available in 110V. Fearing that we might change our minds or have forgotten something, we ran empty conduit throughout so that we could easily re-wire. This turned out to be very wise, as we've already used it twice!

To get the Queen Mary look, we wanted to cover the walls with Lacewood veneer, so the next project was to apply 1/8" bending board throughout the coach as a base. Doing this also not only covered up the many holes in the interior, but also allowed us to create a 5-panel look to match the exterior. We used "half oval" aluminum rub rail as battens to cover the panel seams; using different sized rub rail for the window and vent trim gave it a cohesive look. While on the subject of trim work, we found a novel solution for the cabinet trim. Normally, a plastic welt or gimp is used to cover the places where the cabinets meet the walls. Since we were using aluminum for the other trim, why not use aluminum rod for the welting? Some of the details got a bit tricky, but it has an advantage over plastic – once you





Building cabinetry for Airstreams is a special form of torture known only to a few crazed souls. Let's just say that it takes a long time. I was comfortable with our Victorian being "out-of-square", but this is completely different – there is no "square" to begin with! We'd build a template, cut the pieces too big and then repeatedly sand it down until it fit. Every piece. It still hurts to think about it. Let's go on.

The bathroom was a great challenge, because we only wanted to give up 40" x 40", including a shower. The faucet is a hand shower, so it does double duty. We covered the walls with copper and plan to let it age to a natural patina, although we gave it a head start with some vinegar. The trash can and T.P. holder are built



into the cabinets, which are Teak and can also handle getting wet.

Designing a small kitchen takes courage and patience. There is an amazing amount of food to be stored, equipment to prepare it with and a way to clean it all up. We are pleased to report that we found room for all of the amenities (other than a dishwasher) and that two people can actually co-exist in this prime real estate. We also got lucky with some design decisions. For example, when we decided to put the fridge over the wheel well, it meant that it had to be smaller. A significant benefit became clear, though - being above floor-level meant that we could open the door without hitting a dog.

Our front room has to be many things – living room, dining room, guest bedroom and office. The only caveat was that the office needed to be hidden when not in use. As you can see from the pictures, our solution was to slide the office down into the cabinet. We hid the file cabinet and printer underneath the seats. A living room is accomplished by sliding the tabletop underneath the front cabinet to create a sofa space. The dinette and guest bed were easy, since the typical trailer solution is still the best.

There are still a million more details that we'd love to discuss, given a chance. Designing and building our rolling dream house has been the experience of a lifetime. In fact, it has been so rewarding that we would like to do it again. We have gone into business with the craftsmen who created our work of art and we are already hard at work to realize someone else's dream. We hope to also be a resource for other remodelers, whether we do the work or not.

Bob & Sam Krumwiede

Please email us at bobnsam@yahoo.com to get a link to pictures of our project or ask us any questions.



BE A WRITER- Become rich and famous this easy way. This is your invitation. Airstreams from year 66-67-and 68 have some unique window problems which the owners of these models have solved. If you know the tricks, it's no big deal. But, if you don't know, you could be in for some surprises.

I would like to write an article on the "care and feeding" of 66-68 windows, but since I have never owned one, I haven't a clue. Do us all a favor, send Coop a letter explaining your "fix and trix". The best of these will be combined and published.

BELIZE CARAVAN - Where is it?

The board of directors of VAC has authorized a search for a person or entity who will agree to conduct such a caravan on an annual basis, and who will do so in accordance with club rules. So far, both the Club Caravan Chairman, Bob Bennett, and the International Caravanning Chairman, Joe Gore have cited club rules as preventing their participation. The Airstream company caravanning group has expressed a high degree of interest, and is currently working up a proposal. Bud Cooper is spokesperson for The Vintage Club. All of these steps were essential even though they appear non-productive. Expect announcements soon.

ARE YOUR DUES PAID?

Don't ask your wife. Be brave, just look at the mailing label on your last Vintage Advantage. It explains in plain English the date to which you are paid. There will be no special notice. We sure hate to lose good members when they forget to pay.

I ADORE YOU, THE STORY OF A DOOR.

My old friend Bob Cannon, of Klamath River, CA, phoned me about a neat old Airstream he had found. It was, as I recall, a 64, a nice size, restorable and dirt cheap.

Naturally we were both excited about his good fortune and discussed the work-list in some detail. There was one major item, challenging, essential, and unusual. We kept returning to this one item time after time.

It seems that the elderly rancher had used this beauty as a kind of storage shed. It had not moved for years. At some time in these years the door had been removed. Even the hinges were missing. In place of the original door was a sort of crude wooden storm door which stood away from the trailer body a foot or so.

The rancher apologized for the shortcoming, but explained that the door had been removed years ago, and he had no idea what had happened to it. He was sure that it was nowhere on the ranch. He was polite but firm on this point.

Bob and I both felt that a new door could certainly be built. Starting with the right types of aluminum stock, and working entirely with hand tools, we thought one could be made that would "fool the trailer's own mother".

So confident were we, that I went so far as to sketch up the construction, and to

share my experience in bending structural aluminum shapes. I could hardly wait for the day when a triumphant Bob would proudly show me his new (old) door. Bob completed the deal and brought the trailer home.

More than two weeks passed when I received a call from Bob. The rancher, it seems, had gotten curious about what really happened to the old door. Searching somewhere among his buildings, covered by other stored treasures, he had found the old door. Putting it in his pick-up, he delivered it to Bob's house.

Bob and I were, to be sure, relieved. We both, however, felt a bit cheated because we were so cock-sure we could do the seemingly impossible.

1959 DOUBLE DOOR
LINE R
ORIGINALLY USED AS A
MOBILE LABORATORY
FOR A MINING COMPANY
... SOLD THROUGH THE
AIRSTREAM
COMMERCIAL DIVISION
WHO HAS THIS UNIT NOW?



Bud "Junk yard dawg" Cooper finds another treasure

PERHAPS ANOTHER MYSTERY TRAILER ...
stay tuned...



Dr. Norman W. Holman, Sr. / October 6, 1909 - January 29, 2002



Dr. Norman W. Holman (above) passed away January 29th, 2002. Many of you had a chance to meet Norman at the Airstream International rallies and peer into his 1935 Airstream (above) which he built from plans purchased in 1935 from the Airstream company. His trailer is the oldest known Airstream on the road today.

His wish to you would be to remember: "Keep new horizons and you will never grow old".

Dr. Holman is survived by his two sons, Dr. Norman W. Holman, Jr., Harry Herndon Holman; two grandchildren, Shane Holman, Dothan; Lance Holman, a half brother, Charles C. Holman; and numerous nieces and nephews.

In lieu of flowers, memorial contributions may be made to the First Methodist Church of Ozark, the Boy Scouts of America, or Auburn University.

THE GOAL HAS BEEN SUCCESSFULLY SATISFIED

The day that we had worked so hard to scrape up enough money to lie to rest our friend, Bill Scott, was finally here. I was finally going to meet Bill's son who I had worked so long to make this day a reality. Michael, the son who's responsibility was to make sure that his Dad was honored properly and make sure that his wish to be buried with his dear wife that past away 24 years ago, with no means to do it.

A call was put out to the VAC community. Anyone who knew and was helped by Bill in some way was invited to become a part of making sure that it would happen. A number of you listened to that call, and I am greatly appreciative.

Wayne and I flew into Los Angeles International Airport and drove north to Santa Barbara. We were excited to be out of New England for a few days to escape the snow and cold but yet the reason that we were there was always in our focus. We would be meeting with Tom Howarth that evening.

We made a visit to the cemetery to see where we would be going the following day and to meet with them to make sure that all was to go smoothly. They were very helpful and cooperative. I wanted to make sure that Michael didn't have to worry about any monetary problems. We went up into the cemetery and couldn't believe our eyes. It was the most beautiful area that I could imagine. Behind us were the mountains and in front of us was the ocean. I couldn't imagine a more beautiful, restful place to be for eternity.

Michael had driven to Chula Vista to see and meet with his Grandmother, Dorothy Lamark. They would be driving up to Santa Barbara on Friday morning and I couldn't wait to meet them. I had made arrangements to meet at a restaurant before the service to have a chance to meet, talk and share some lunch. Noland and Barbara Vogt along with Ants Uiga, VAC members, had come to attend the service were there also.



It was wonderful to finally meet Michael, he seems like a great young man. His Grandmother, Dorothy Lamark, was great to talk to also and Michael's uncle and aunt came with them, Carol Ann and Jerry Dunn. Bill's sister Dot was to meet us at the cemetery along with her son and his family. I think they were all glad that the day was here and the process of making sure Bill was laid to rest would come to a close.

I felt so sad, not only because Bill was a very dear friend of mine but because I had finally met the people that I had been talking on the phone with and felt an emotional bond with, but I probably will never see them again. They were all warm and friendly and when we departed we all hugged each other and were close like we had known each other for much longer than that day.

Many thanks are due.

Thank you Tom Howarth for being such a good friend to us and we know that you and Bill had a very special bond, very much like brothers. Your eulogy was sincere, touching and emotional. You described him to a T.

Thank you Noland Vogt, Ants Uiga and Paul Farley for joining us at the cemetery. Your presence there helped Bill's family understand that he was a great guy and liked by many. I was glad to finally meet you all.

Thank you Wayne for being my husband and getting me into this new extended family. Your support during all these arrangements was very helpful and you kept me focused.

Thank you Michael, Dorothy, Carol Ann, Jerry, Dot and your family for letting us share Bill with you. Your many cards of thanks let us all know that you are very appreciative. I hope to see you again, down the road.

And last but not least thank you to all of you that sent me donations to make this happen. We were able to get Michael to Santa Barbara, pay for the burial and have a new marker installed on the gravesite. The marker now has both Bill and Judy's name on it. They are now together.

We did the right thing.

Linda Moore #15116
VAC Treasurer/Membership Director
2/1/02



PHOTO: L.MOORE / WAM



Here we are into another year. I hope you all had a great Holiday! We had some fun and memorable times with family and friends, which is what the Holiday is for. I think that this Holiday was particularly dear after the events of September 11. What a horrible tragedy. My wish for you for the new year is to enjoy your family, enjoy traveling, enjoy life and share your time with as many family, old friends and new friends as you can.

What a wonderful article about the Vintage Airstream Club (VAC) in the December issue of Trailer Life. I received many inquiries about membership due to the article and many of them are joining. I am amazed at how many people out there own a vintage Airstream or wanted to but had no idea there was a club just for them. Now that they have found us, make them feel welcome and comfortable. I am sure that we will be seeing more newcomers at our rallies this year.

MEMBERSHIP REPORT

MEMBERSHIP (as of 9/30/01)		
Members		759
Associates	119	
Friends	450	
Honorary	5	
Total Membership	1333	Down 54 since last newsletter.
Inactivated	303	Memberships not renewed.
New Membership		
September	19	
October	50	
November	62	
December	25	
Total New	156	

That is all for now. Make sure to mark your calendar for the last week of June to make your way to Rapid City, SD for International. See you there...

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 to 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 7/31/01 – 12/31/01

DEPOSITS		
Membership Dues-New \$1590 Renewals \$1239	5801.74	
Other	175.00	
Interest Income		28.99
TOTAL INCOME	\$6005.73	

EXPENSES

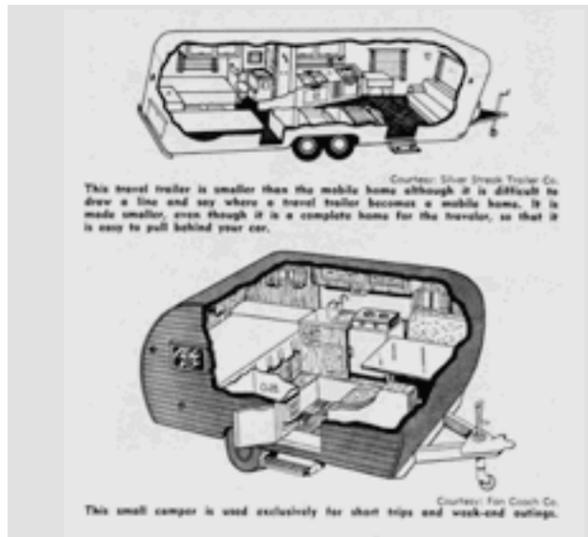
2001 International Expenses		
Concourse	\$ 134.00	
Misc	56.55	
Internet Exp	466.25	
Server Fees	1300.00	
Website Fees	70.00	
Misc	28.59	
Office Supplies	125.97	
Postage		460.23
Shipping	125.26	
Vintage Advantage		821.61
Labeling		2481.20
Publishing		
TOTAL EXPENSES	\$6069.66	

NET PROFIT or (LOSS) (\$ 65.93)

Cash balance as of 7/31/01	\$9794.49
Deposits	6005.73
Expenses	6069.66
ENDING CASH BALANCE	\$9730.46



PHOTO: JODI GUERIN : A PICTURE FROM MY BROTHER'S WEDDING. OUR TRAILER WAS THE BRIDAL CHANGING SUITE, AND YOU CAN SEE IT IN THE BACKGROUND.



Classified Ads

COMMERCIAL

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

until next issue:

Advertisements from the past . . .

CLASSIFIED

SIXTEEN FOOT BUBBLE used by Wally and Stella in Europe in 1955. Towed with a Volkswagen. Exceptionally light weight construction. Magnesium frame. Metal and plywood furniture. Completely self-contained. This is one of the nicest small trailers in the world today. \$1,950. Can be seen at the Airstream factory in Jackson Center, Ohio.

TWENTY-SIX FOOT TANDEM used by Wally and Stella in Mexico and Europe in 1956. The first of the International models, Tub, shower, automatic hot and cold water, dual wiring, batteries, gas refrigerator, jalousie windows, cork floor, panel ray heater. Probably the most photographed trailer in the world today. \$2,950. Can be seen at the Airstream factory at Norwalk, California.

THIRTY-TWO FOOT TANDEM. The biggest and most deluxe Airstream ever built. Used by Wally Byam and Neal Vanderbilt as the "host" trailer to the Democratic and Republican Conventions that nominated Eisenhower in Chicago. Visited by many of the world's famous personalities. Interior by a world famous decorator. Deluxe main salon with plexi-glass astradome. Finest equipment throughout . . . including large, deluxe Servel refrigerator, built-in TV, exceptionally large shower. A wonderful trailer for a showman. \$3,950. Can be seen at the Airstream factory at Norwalk, California.

THE FAMOUS WALLY BYAM SHOWER TRAILER. Twenty-six foot tandem with toilet and shower for ladies and toilet and shower for gentlemen. Including super-sized gas water heaters, pumps, living quarters for two with all conveniences. \$1,950. Can be seen at the Airstream factory at Norwalk, California.