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The Vintage Airstream Club
a WBCCI Intraclub

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The Vintage Airstream Club

Vintage Advantage Newsletter
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THE VINTAGE *Airstream* CLUB



presents **THE VINTAGE ADVANTAGE NEWSLETTER**

In this issue

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Daisy Welch
- ⊕ **HOW I BUILT HOLDING TANK FOR MY 1964 BAMBI**
Stuart Natof
- ⊕ **TWINKY TRAVELS**
Forrest McClure
- ⊕ **CIRCLE THE WAGONS**
Forrest McClure
- ⊕ **OUR FIRST AIRSTREAM**
Brett Smith
- ⊕ **SOLAR CEL INSTALLATION**
Garnett Horner





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Presidents Message

The questions for future directions for the Vintage Airstream Intra-Club have been discussed with remarks running the gamut. There are strong sentiments towards organization of more independent activities outside of the WBCCI as well as strong sentiments towards increased integrations. Much of these remarks appear to be regional in nature but the overlying sentiments appear to be directly related to the beliefs of the individual volunteers. Those of us who have been involved with both the WBCCI and VAC for a number of years have witnessed a progressive change while there are those organizers who feel more constrictive within the larger context. A common sentiment by all the voices has been that the VAC represents the original ideals and goals of the Wally Byam creed as set forth in the original formation of the WBCCI. The VAC is truly a way of life for many of us regardless of sentiments to belonging to a larger organization or not. This understanding needs to be continued and fostered such that hopefully, the continued emphasis on this newsletter, our web site and in providing support for organiza-

tion of rallies and events will remain the focus of this Board and future Boards as well.

In this same context, this year the VAC is going to be a more informal gathering at the 47th WBCCI International Rally in Lansing, MI. The rally is from June 28 to July 4th although we will be pregathering at an off-site so that we can parade into the Rally grounds on June 26th. Bob Herman has more details available in this issue about boondocking for the night of June 25th at a nearby mall parking lot. As far as the informality, this year the VAC has not scheduled ANY "official" events but will conduct its annual business meetings, lectures and even its final awards meal within the gathering area of the vintage parking. Our schedule of events will be determined through discussion and determination during the infamous social hours with postings on a vintage bulletin board. The only exception to this will be the annual Concours d'Elegance, which will be held on Wednesday, June 30th, 2004. Hunt Jones has taken on the role of Concours Steward and has

worked hard on developing a set of guidelines and selection of judges to represent a more qualitative approach. There will also be new special categories that award features such as the best engineering, etc. So please come out and join us as the casual nature of the VAC will be tested for the first time at the International rally.

In terms of our web site, we have had a number of growing problems that have recently come to a head. Our host server suspended the mail forwarding service indefinitely. Those of us who have relied on this for a number of years are frustrated with this but based on the overwhelming level of spam, it was past time to do this. Much kudos to Toby Folwick for his handling of this as well as the overall web site improvements that he has been working on. We are hopeful to have membership renewals and subscriptions up in the very near future. We are also looking towards having a VAC shopping center available sometime later.

Stuart Natof continues our discussions of boondocking in this issue

with an article on a holding tank design and installation on a Bambi followed by an article by Daisy Welsh on using LED lighting and an article on solar design by VAC rocket scientist Garnett Horner. All of these are insights into how one can begin to reconfigure their vintage rig for increased use without taking away from the natural beauty of the coach. I'd still like to hear from more folks on how they have approached their reconstructions for increased functionality as well as design.

This winter has been a brutal one here in the northeast as it has seriously challenged my use of Airstreaming full time in all climates. Slowly I have been addressing each of the weak points for year round enjoyment. The cold does odd things to hamper this but with present technology, and much effort, I honestly believe that our rigs can be configured for all seasons as well as unlimited travel. This is my personal pursuit as it still remains to be seen how realistic this goal is.

Happy 'streaming!

Tom Howarth
President, Vintage Airstream Club
2003-2004





The Editor's Desk

MORE SCOOP, LESS POOP

Checking that empty mailbox getting you down? Well blame it on me this time. Life took some great turns in the last 3 months and at the same time delivered some very difficult times too, the kind of difficult that makes a dead hard-drive or a jack knifed trailer looked simple. (of those two, only my hard-drive died, the trailer still shines and loves a good barbeque, a strong cocktail and a scandalous story. Life is good and life goes on. Time is the best medicine.

Our readers have sent in great stories of personal experiences trailering, and of the virtues of boondocking, converting and updating ones trailer. thank you all for your input!

We have a story or two for the next issue and I promise that will be out in a timely fashion.

Until next issue, drive slowly, appear quickly

Bryan Burkhart



Time traveller

**Anybody have an answer on this query below??
If so, send it into me and I will include it in the next issue.**

Hello Bryan
We have the typical trailer infect and collecting and restoring vintage American trailers over here in Switzerland. 3 years ago we where in holidays in California and we met you at the spring rally that was held close to Santa Cruz in California at that time (after 4 years we like to come again in 2004 to pick up our 53 Flying Cloud who is at the Airstream Factory in Ohio for some repair work and display). We are members of the VAC, we have your really great books and we have different trailers. So far so good.

One of these trailers is a Curtis Wright 1947, 22 footer. I was always told that the trailers are from the same company like the famous airplanes (the flight pioneers), this is written too at the tag beside the door of the trailer. Now my question : why are the company names different ?

- * the trailers are "CURTIS WRIGHT" Curtis with single s
- * The aircrafts are "CURTISS WRIGHT" Curtis with double s

Is it the same company or not and wy the different Curtis names.
If you have some informations or know where I can get

SUBMISSIONS

I want to invite all readers to send in letters, stories and photos for upcoming issues. Our goal is to have an issue 4 times a year if your nice = every three months if possible. So lets move forward and leave only tire tracks behind . . .

LETS GET TECHNICAL!

*(image specs: up to 3 megabits per image per email message, black and white, 240 dpi . . . Text: Word documents, or within the body of an email.) shoot me a note if you got a question. Or burn a CD and mail me your images and text. I work on a Mac, fyi.



some would be great. The question is may be not that important but it is something I asking me since we got the trailer 4 years ago. Until now, there is no one with an answer and over here are hillbillies with no knowledge about the American trailer history.

Have a great o4'
Thanks and regards Rene

Rene Bayer
Bern, Switzerland

Very interesting question Rene... Let me throw this query to our local hillbillies back over here and see if we can get to the bottom of this interesting kernel you have noticed. Any and all answers sent in will be posted in the next newsletter.

**Those who have please send us your answer and we will share in the next issue... thanks.
Bryan Burkhart**

From: hiroshi okamoto
To: bryan burkhart

Dear, Sir. Bryan.
How are you? Hello!
Hiroshi here. You can see this Bambi yes, which came from USA Arizona! Now, It' s mean; Many Japanese Young people will see this Bambi. It will be first encounter for them.

Yes, In my memory "first encounter is Record Jacket too "You know "Pat Methany group, Jazz Guitarist" That's Name Record "American Garage", It is famous. I had seen it in high school days. it was my first.

By the Way, Now, this Shinger Group in Japan, Always we can see on TV in Japan. Actually they are pretty popular, this is their Christmas Song, New single CD.

I guess, they have over 100000-200000 young FAN people. Also TV media. So, Many people will see and knows "What is IT, and Great American Airstream" This jacket has My WEB URL ,but little haha, muhahhaahaaa..

But many Japanese new Generations will experience their 1st. seeing "Great Travel Trailer".

Yes, I am good AD agent of Vintage airstream in Japan Ha! In japanese, history, there wasn't exist such a Number of Printing without that newspaper.

Any way, Thank you very much again for your Kindness and Communications. Well Well I will gift pack this CD to you soon, Please, tell me NEW postal Add again. Thank you very very much!
Sorry, my poor English.
Hiroshi
Now i am gonna Weekend camp with this Bambi for AD in tokyo.

God Bless you!
Hiroshi

thanks hiroshi once again for your updates from Japan. We see trailers in Helmut Newton photos and other fashion photography here too... Keep up the good work!

The LED Story 12v lighting on an electrical shoestring



The Good News: Lights that use no power ? Well, sort of, not quite....

12 LED's embedded in plastic

A Light Emitting Diode is an electronic light source that produces a lot of light using much less electricity than an incandescent lamp. The usual #1156 incandescent bulb that is in many 12v RV fixtures is rated at 1.5 amps, an LED version of a #1156 uses .5 amps. They also produce much less heat. LED's have a very long life, so long that in a trailer they will last nearly forever. Taillights that use LED's are much brighter than the standard bulbs; look at an 18 wheeler's taillights or traffic lights, and you are probably seeing LED's.

The Bad News: \$\$\$\$\$\$

Although a single LED is quite cheap, a ready to plug in/screw in/wire in LED array is expensive. A regular #1156 12v lamp usually costs less than \$2.00, but the same bulb with LED's runs around \$15, and some of the fancy sealed units cost over \$200. If you are dedicated enough, you can go to Radio Shack and get single LED's, solder them to the right size resistor, and then stick 12 to 18 of them together to make your own bulbs. There is some hope that increased



sales would bring the price down.

Other News:

LED's are very directional; all the light comes out the tip and none from the sides. So replacing a #1156 lamp in a standard 12v RV fixture will do a fine job of lighting up the opposite side of the fixture, and not much will bounce out. Also the plastic cover diffuses it and loses more light, so some modification or redesign of the fixture is needed. The color of the white LED's (more expensive than red or green, of course) is a cold light, a bit like a fluorescent or BMW headlights. This could be remedied by adding some yellow ones to an array, since you are

(yet). I also like to be able to aim the light either at what I'm doing or for general artistic effect. (Mood lighting ...) But I guess the real reason is they are nifty and too cool.

How to and where.

You can go to my web site page on LED's and see what I did and where I got them. Probably you would start with one bulb, and see how you like it. Or just get an LED flashlight and use your imagination. You also have to decide how much you like playing with wires. This can get really, really expensive if you don't do it yourself. The light over the door is a good place to start. I bought an array that was encased in plastic, and shaped it to fit inside the metal hood. The original socket was a rusty stump, so I removed it. I replaced the opaque cover with clear plastic, and connected the wires. There are some fixtures that are designed for

LED's, Not very pretty and not enough bulbs.

Getting enough light to read by requires a fixture with at least 12 LEDs, even 18 . I hate to admit it, but that might be a place for an efficient 12v fluorescent. They remind doctor's offices, and me of school but they are the most efficient power to light bulbs.

Places you can buy LED's

Holly Solar
<http://www.hollysolar.com>

Best source for arrays, and other DIY resources



Reading: a 12 LED regular edison base lamp



This is an 18 LED Array with reflectors

And of course, keep searching for new and cheaper sources.....

For those who want to know lots more:
Don Klipstein's LED Pages
 Technical info and links: <http://members.misty.com/don/ledx.html>

The LED Museum more technical and comparisons of flashlights: <http://ledmuseum.home.att.net/>



Real Goods

<http://www.realgoods.com>
 Real goods joined up with Jade Mountain. These folks have everything you need to get off the grid and out of the grind. LED's here are a tad expensive.

Buy Truck Stuff

<http://www.buytruckstuff.com>
 Lots of taillights, clearance lights in different patterns and shapes. Only in Red or Amber, and only in full housing. Might work for some taillight replacements, but not with the original lenses.

LED.NET

<http://www.led.net>
 This outfit has a lot of good stuff. I thought they would solve the taillight problem with their angled tail light bulbs but they have the off set pins the wrong way.

Also they are a little scatterbrained about their orders. I think they would really like to sell 100's not just one or two. You should definitely look at their other products for ideas too.

Super Bright LED's

<http://www.superbrightleds.com/>
 Lots of interior auto and marine light, including 1156 replacements.

LED Marketplace

<http://www.ledmarketplace.com/>
 Gateway to tons of info and suppliers (looks like mostly wholesale)

The LED Light

<http://theledlight.com>
 I got the mounted arrays here.

West Marine

And last and best: come find me at a rally, I LOVE to show these off.

Daisy Welch
jtdjtd@tiac.net

<http://home.tiac.net/~jtdjtd/aspix/LED/LED.html>

How I built holding tanks for our 1964 Bambi II

When we bought our Bambi, the second owner told me that the holding tank had frozen and cracked, and he had removed the tank, toilet etc. So we were starting with a clean slate - there was nothing on the floor in the back of the trailer. We wanted a flush toilet, both black water and gray water tanks and a standard waste valve assembly. To begin, I backed the trailer up onto a stack of 2 X 10's, lowered the front, and removed the belly pan aft of the axle. I was a little disappointed to see how little space was available when the frame is only 3 inches deep. I took the measurements to an RV mechanic who has extensive catalogs of repair parts. I found nothing that even began to be workable. So I bought a waste valve assembly and went home to make the tanks.



Results: We have a 12-gallon black water tank and a 20-gallon gray water tank. Photo 1 shows that the left side ground clearance has been reduced to 10 inches under the forward, lowest point, and 13 inches at the back. For comparison, we have 15-inch wheels. With this reduced ground clearance, we've pulled 11,000 miles with no problems. Photo 2 shows that the right side has more ground clearance. Photo 3 shows the business end, with the doors open. The bumper was moved back a couple of inches for an aluminum box to hold the sewer hoses and elbow.



pint's a pound, the world around;" 32 gallons weighs 256 pounds. At that time, we had the original axle, with petrified rubber, and almost no spring action. The back of Bambi would bounce severely on a rough road. Therefore, the vertical forces on the bottom of the tanks, as well as on the trailer plywood floor can be substantial, if not devastating. (Replacement of the axle is another story.)

Photo 6 shows the tanks, with the cover not yet installed. The tanks are one box, with a divider between the black- and the gray-water holding tanks. Photo 7 shows why the divider



is on a diagonal; the shower drain goes to the gray tank and the...etc. Photo 5 shows the waste valve assembly. I bought that first: "begin with the end in mind."

The clear space between the frame channels and the forward and aft crossmembers defined both the top

At the start, I was mindful of two things: 1. A small leak is a big stink; this thing must be leak-proof. 2. "A



(a piece of 3/4 inch plywood that just fits in the space) both inside and outside of the 1-inch perimeter wall. (I also marked a large arrow pointing forward; I have had some very bad experiences with things that can be turned around, but better not be...) I placed the top up to the underside of the Bambi floor, secured with a couple of small wood screws. I drilled some 1/8-inch holes through both in order to mark on the topside of the Bambi floor (the clean slate area) the location of the perimeter wall.

Next, I located our new toilet and the shower stall drain hole. I drilled five "1/8-inch locator" holes downward from the inside of Bambi to locate the diagonal divider, the toilet 3-inch (that's the plumber size term) nipple, the black water tank vent, the shower drain, the gray water tank vent, and the sink drain to the gray water tank.



Then I removed the top piece from under the floor of Bambi. Now I was able to locate and install the black/gray divider in the perimeter. I used epoxy and wood screws to attach the bottom - two pieces of 3/4-inch plywood, first one and then the second, epoxyed together and to the perimeter and divider - while the assembly was held to the flat concrete. After 2 days of curing time, I turned it over, right-side-up, applied epoxy and glass cloth and cotton flock (to increase the viscosity) to the inside of the box and also to the top of the perimeter and divider.

and the outside dimensions of the sides. After numerous calculations, considering the tradeoff of reduced ground clearance versus capacity, I settled on the depth dimensions. The four sides and the divider were cut from 2 X 8 lumber. This measures about 1.5 inches thick; a more accurate worker might use 1 inch or 5/8 inch thick wood, in order to increase the capacity. The front tapers from 7

to 6 inches, the left side tapers from 7 to 5 inches, the right side tapers from 6 to 5 inches and the back is 5 inches deep. The top is flat, to match the underside of the Bambi plywood floor. The bottom is a curved plane, to allow draining of both tanks. The four perimeter pieces were assembled upside down on a flat concrete floor. Then, the perimeter was marked with a felt pen on the bottom of the top

After the epoxy cured, I made the two holes in the sides of the box for the waste-valve assembly and the 1-inch PVC gray water drain nipple, low enough for draining (the inside of these two must be at or below the floor of the tank at that point); these were installed with ample epoxy and flock. All of the plastic parts that were to be epoxyed in place were first sanded



thoroughly at the attaching areas. The the entire assembly was leak tested



3-inch toilet nipple and the 1-inch PVC drain and vent nipples (and a trap for the shower drain) were installed in the top. Then the top was attached to the box with ample epoxy, cotton flock, and wood screws. Then the entire box was wrapped for strength with epoxy and glass fabric. While the curing was quietly proceeding, I went into Bambi to revisit the five "locator" holes, using a hole saw and saber saw to make the five holes in Bambi's floor appropriately large for these plastic nipples to pass through.

After curing and the assembly of 1 inch PVC drain to the dump valve,

with colored water. Naturally, there was no leak

Next, I put it up into place using a car jack and secured it with many long wood screws (with fender washers) down through the floor into the perimeter and divider. Before the pan was installed, shows the steel weldment skid plate to protect the valve/box, same on both sides. Finally, I made a new aluminum rear belly pan that transitioned from the original front belly pan.

The total out-of-pocket cost was about \$300, and it has worked perfectly for

3 years and 11,000 miles.

What would I do differently, starting over? One option is to relocate the crossmember a few inches forward, to allow a longer (more capacity) tank. Photo 3 shows that the dump valve could be a few inches forward and still be clear of the tire. But, I would use the same wood/epoxy/glass approach.

Other approaches: There are shops that can weld a custom tank made of aluminum or stainless steel or plastic. The attachment of the plastic dump valve assembly may be tricky. There are companies that make rubber bladder fuel tanks for single engine Cessna aircraft; this is a possibility for the gray tank. Probably, a steel cage would be needed to provide structural support. I have not investigated these, and I suspect that these approaches cost a lot more than I spent.

Stuart Natof

Twinkie Travels: Into the maddening crowd . . .

My attraction to trailer travel has always been to get away from the megalomania of urban life; to find that quiet place so distant from the wash of city lights that the night sky is like black velvet sprinkled with specks of diamond stars. There are a few places in the continental United States where such solitude still exists. My wife and I would find one, but first we would trailer into the heart of the largest megalopolis in North America. Worse, we were going to do this around the Memorial Day weekend. Originally, we simply wanted to visit my sister, Gwen, who was living in Solvang, California. It is a destination in and of itself, and I should have been satisfied to simply make it so. However, Solvang is only a few hours drive from Los Angeles, the birthplace of Airstream travel trailers.

Los Angeles County is where Wally Byam began his Airstream travel trailer business in 1930. The Thirties were a hotbed for trailer development. By 1937 nearly 400 companies were locked in fierce competition for domination of the industry. The economic potential for the industry during that period was staggering. An article from the Los Angeles Times Sunday Magazine in 1935 reported that the Tin Can Tourists trailer organization had 250,000 members. The enthusiasm and optimism was so strong the author predicted that "within twenty years, more than half the population of the United States" would be living and traveling in automobile drawn trailers. Wally Byam, was in Los Angeles, in the thick of it, competing with the likes of Curtis Wright. Surely, I thought, Los Angeles would be a good place to research his involvement in that socially important and interesting American experience. So, I set my sights on the Los Angeles Public Library.

However, why drive to Los Angeles just for information? Why not access the databases through the Internet first? Unfortunately, entry requires patrons to have a library card, and while an application can be sent in by mail, the card itself must be picked up in person from the desk.

May 19, 2003 – Green River State Park

Since our cat, Lucy, did so well on our first Twinkie Travel, to Bonny Lake State Park, we decided we would take her on our trip to California. This may have been a mistake. We thought she would stop meowing after four or five hours, but we were wrong. The second day out my wife, Pat, asked a rhetorical question. "I wonder what she's trying to say?"

"I know exactly what she's saying," I said smugly.

"Oh, you do, do you?"

"She's asking us over and over, are we there yet? Are we there yet?" Pat laughed and agreed with me. "Well, no! Lucy, we're not there yet, so stop asking." As if she understood, she suddenly stopped meowing, for an entire fifteen minutes. Seriously, I noticed that she meowed most when the drive took us to a higher or lower elevation. Perhaps the change in air pressure bothered her.

The first overnight stop of our journey was Green River, Utah. The State Park is along the river in the southeast corner of this small town. Our Rand McNally road

map places the park on the south side of Interstate 70 and is misleading. To get to the park take exit 162 or 158 and head into town (north of the Interstate). The long driveway into the park is off the south side of the town's main street, Highway 19, just west of the river. There are signs showing the way, but they can be easy to miss. Signs for the golf course seem to be easier to follow and lead to the same entrance. Camping is economical at \$11 a night.

This pretty fifty-three acre park is treed with hundreds of Cottonwoods and reminded us of Cherry Creek State Park in Colorado. The shade they provide can be an important consideration as this is desert area. Numerous birds sing from the overhead tree branches. The river and golf course border the park. We walked to the river at dusk. It was full to its banks, and the gently swirling muddy water gave it an air of mystery. Later, a large group of young people camped next to our site and I anticipated a noisy night, but they were quiet. They went to bed shortly after sundown to get an early start on a rafting trip. The park has a wide boat ramp used as an

embarkation point for river trips through the Labyrinth and Stillwater canyons. The park is a good base for visiting the surrounding area, but is also a convenient and pleasant over-night road stop. Each paved and level site has a large picnic table and is surrounded by lawn. There were no hook-ups, but fresh water, showers, toilets, and dump station are included with the camping fee. There is a train trestle over the river within sight of the park. The first to shake us awake was a freight train at two in the morning. The second was a passenger train just after dawn.

May 20, 2003 – Lake Mead

We continued traveling west on I-70 and then turned south on I-15. The junction is the terminus for I-70. Our trip so far has not done justice to the many scenic wonders that lay practically just off the highway. Colorado National Monument near Grand Junction is one, or Arches National Park in Utah is another. Both are worthy destinations.

An alternate and more scenic route to

I-15 is the parallel Highway 89, but our timetable did not allow for it. I-15 itself is scenic, but is heavily traveled by commercial trucks. **We often keep our CB radio tuned to channel 19, but along this stretch of highway, it was not a family channel. We trailed two truckers for miles who were cursing each other, using every profanity known, but worse used their big rigs to threaten each other. Mostly, these two drivers terrified everyone else by swerving toward each other, and passed to get in front only to slam on their brakes. Other truckers warned them by CB they were notifying the State Patrol, and I thought their game of chicken would surely result in a jack knife or overturned rig. Eventually, they exited to a weigh station where I hoped and prayed the police awaited them with handcuffs.**

I-15 southbound is a downhill run through the Mineral Mountains to the desert surrounding Lake Mead. In a matter of hours (and time zone), we went from cool May temperatures at 5,600 feet to Mojave Desert temperatures at 1,200 feet.

We had hoped that the weather at Lake Mead would still be temperate, but it was hot. Only days before our arrival temperatures were in the seventies. To forestall setting up camp during the hottest part of the day we extended our drive time by leaving I-15 at junction 93 to enter Lake Mead National Recreation Area through its northern-most entrance on Highway 169.

The Lost City Museum in Overton is a worthwhile stop. The museum was built by the National Park Service to exhibit artifacts excavated from Pueblo Grande de Nevada. The waters of Lake Mead threatened these Anasazi Indian sites as it backed up behind the newly built Hoover Dam. Eventually, about five miles of sites were submerged,

thus, the aptly named Lost City.

The Civilian Conservation Corps assisted in the excavation of the sites and the construction of the museum. Among the displays inside the building is an actual Anasazi site in various stages of excavation. Admission is only two dollars.

We continued our progress in a leisurely fashion skirting The Valley of Fire State Park and into Lake Mead Recreation Area, stopping whenever possible at roadside points of interest, but still arriving in Callville Bay campground during the heat of the late afternoon. When we opened the door to our Airstream we found that it was only 106 degrees inside. I am not being facetious, as I thought it would be much hotter. Fortunately, we kept rigid foam panels with reflective foil in the windows to cut down on solar gain. Still, we were very worried about Lucy. She is a long hair cat and in a short time, she was in distress. We had to hose her down with water. Normally, she would protest a bath, but she kept still and let us soak her.

The Park describes the sites as partly shaded, but that is an exaggeration. Flowering and fragrant Oleander bushes surrounded all the campsites, but there are no trees other than imported Palms. Oleanders are poisonous and there are signs everywhere to remind the visitor of this. The wood of the bush should not even be used for firewood. We had hoped that the campground would be close to the water with a view of the lake, but the shore is about a quarter mile away hidden from view. It is not an easy stroll to get there either, as the lake surface is perhaps a couple hundred feet lower in elevation. The layout of Callville caters more to folks using watercraft than to campers. The facilities, such as the restaurant and store, are in the marina closer to the docks. While there are no hookups in the camping areas, fresh water, pay show-

ers, toilets and dump station are provided. Given cooler days, perhaps in late fall or early spring, this might be a good place to camp for ten dollars.

I found the National Park Service web site information confusing as it stated there are RV sites with full hookups. Read that information carefully. Only park concessionaires provide sites with full hookups at Lake Mead. The sites are available only by reservation and on a limited basis since most are occupied by employees or semi-permanent residents with mobile homes. The trailer courts are separate from the campgrounds. Spaces in them rent for over three hundred dollars per month, but the rent does not cover utilities. The cost for each hookup is separate. Trash pickup, electricity, water, sewer, and propane add up. A store employee told me that with her salary she barely breaks even with these expenses.

May 21, 2003 – LA County

We continued south on U.S. Route 95 to Searchlight, and then headed west on State Highway 164 to avoid some of the heavy traffic on the Interstate. At first I thought we'd made a mistake doing this as Route 95 was under construction and had heavy truck and RV traffic, but when we turned west this abruptly changed. Highway 164 is a lonely, but well paved road that goes through a forest of Joshua trees. There were so many that I mistakenly thought we had driven into Joshua Tree National Park, some one hundred miles farther south in California. The road then climbs steeply into the barren mountains of the McCullough range. There the Nevada and California border is unmarked except that the pavement changes to a distinctive maroon color. The secluded hamlet of Nipton is three miles from the border.

Nipton came into being as a train stop for the San Pedro, Los Angeles and Salt Lake

Railroad. Originally, it was called Nippeno Camp after a nearby gold discovery, but was changed when the SPLA&SL merged with the Union Pacific. It has served the sparse population as cattle loading station and social center, but increasingly is host for visitors to Mojave National Preserve. Accommodations are available at the small bed and breakfast Hotel Nipton, at prepared campsites with fire rings and platform cabin tents, or at four RV sites with hookups. A general range of supplies and books are available at the Trading Post.

Our little indulgence for back road travel was soon over. There was little alternative other than to get on Interstate 15 until Victorville. From there, we took State Highway 18 and 138. These roads are a sort of no-mans-land of dreary flat country separating the southern edge of the Mojave Desert from the San Gabriel Mountain range.

Jerry's Truck Stop on State Highway 138 is a large aging Quonset hut in Pear Blossom, California. It has just one, although busy, fueling island in front and it appears that the rear of the Quonset is used as a residence. I was pumping gas when a haggard looking, mostly toothless middle-aged woman approached me. Turquoise silver rings were on all her fingers. Her scraggly blond hair almost reached her shoulders and was bleached from baking in the sun. Likewise, her skin was a leathery dark tan. Her faded thin beige dress hung limply to the tops of her soiled canvas boat shoes. She smiled, revealing that some crooked teeth were actually still there. I greeted her with a smile also, and said hello. "Is that a '67 Globe Trotter?" She asked.

"Close. It's a '66." I replied. I was immediately impressed by her knowledge of Airstreams, but I could see what was coming and chanted a mantra to myself. "Please, don't make me feel like trailer

trash. Please, don't make me feel like trailer trash." But as punishment for my Hindu blasphemy, she did so anyway.

"Ya got that all tricked out inside, I bet!"

"Oh, not that much really." I responded.

"I had me a '61 Bambi once. Should've kept it, but let it go for a song. Now I could have made a fortune selling it to some rich Hollywood type as a Yuppie accessory. You know what I mean?" She inquired.

"They do seem to have gotten expensive." I said, wondering if she considered me Yuppie scum.

"Yea, I'm livin' in a '63 Overlander right now." She explained, and for a moment, I coveted her 26-foot trailer, but then she continued. "Had the wheels off for quite some time now, so haven't been able to drag it anywhere." She dug some wax out of her ear with her fingernail and continued. "Yep, it's up on blocks. I really should fix her up, but ever since Everett opened up the street side to make her an addition to the house I figured there was no point to it. So, where you headin'?"

"Opened her up?" I thought to myself wide-eyed. "Oh, the barbarity!" I felt light-headed. Was it the dry desert heat? My mouth was so suddenly parched. "LA." I said weakly as the gas pump shut off.

"Well! You be careful drivin' in LA. I don't bother to go there anymore."

"Thanks, I'll be careful, and you have a nice day." I hung up the nozzle as she walked over to her '66 Chrysler Newport. We exchanged waves as she drove off, and I remembered that I had the same car not too long ago. I thought about how I should have kept it since it would have been a match with my Globe Trotter at vintage

Airstream rallies. I sighed and went in to sign the credit card receipt.

The Pakistani behind the counter tells me I owe \$29.06 for sixteen and a half gallons, plus a fifty-cent surcharge for using a credit card. I raised an eyebrow, wondering if I should protest, but realized that my karma was working against me, and so paid without complaint. On the counter behind him was a photo of a severe looking woman that I figured must be his mother.

It is simply amazing. LA County extends from two islands in the Pacific Ocean, through the passes of the San Gabriel Mountains, and out onto Mojave Desert. Its boundaries enclose 4,084 square miles, down from its 1851 size of 34,520 square miles. The megalopolis seems to begin in the desert around Lancaster and Palmdale and ends only at the coast of the Pacific Ocean. The eighty-eight cities within the county blend one into the other, and the nearly ten million occupants give it a population exceeded only by eight states. Into that, Pat and I drove with our trailer at rush hour.

We drove from Palmdale on Highway 14 toward LA, hoping to skirt the worst of the traffic by staying on the western edge of the city. The plan was to connect with the Golden State Freeway (Interstate 5) to the San Diego Freeway (Interstate 405) to the Santa Monica Freeway (Interstate 10) to State Highway 1 (the Pacific Coast Highway). We would take Highway 1 through Santa Monica, past Malibu and Pepperdine University to our reserved campsite in Leo Carrillo State Park.

First, we had to get there. I practiced a relaxation technique. "Breathe deeply in, through the nose, hold it. Now release slowly through pursed lips. Repeat. Now loosen your grip on the steering wheel," and color returned to my knuckles. Without my wife, Pat, I could not have towed our

trailer through LA. I concentrated simply on the driving while she navigated.

"This is awful." She complained. "There are no exit ramp numbers, or mile posts, just street names, and they're mostly not on the map. Here! Here! Get in that lane. It's the ramp to Highway 1! Whew! All right! We made it all the way through LA! Give me a high five!" She beamed.

I sneered at her in mock disdain; "We're not out of the woods yet!"

The Pacific Coast Highway is an old narrow four-lane road with houses, in many cases, hugging the pavement a mere parking space away. Only a double yellow line separates northbound and southbound lanes. Traffic was still heavy, but added to it were bicyclists, skateboarders, cross traffic and pedestrians.

Just ahead of us was a man driving a new glossy black Mercedes Benz SUV. I saw him staring slack jawed into his rear view mirror as if a UFO was following him. He seemed to be mesmerized by our Airstream and drifted across the double yellow line into oncoming traffic. Someone honked, and he was jolted back to reality. He panicked, seeing a herd of cars coming at him head on, and violently swerved his car into what seemed like a ninety-degree turn. I anticipated trouble and had my foot ready on the brake. I expected him to roll, but to my amazement, the Mercedes stayed upright and instead rocketed across the lanes in front of us. I brought us to a stop – praying that no one would rear-end us, and watched the luxury car fishtail head on into a light pole.

The sound of the impact was just "bang!"

Nothing like the screeching of brakes and prolonged crash and crunch, you might



hear in a movie. Just, "bang!" The light pole severed from its base and swung wildly as it hung tenuously from the telephone and power lines. "Stop! It'll fall on us!" Pat hollered as I drove around the wreck.

I continued anyway, saying, "If we stay here it might fall on us." The airbag saved the driver's life. The last we saw of him he was coughing and waving away the propellant powder from the airbag deployment.



Residents ran to help, and I decided there was no point in our staying. We would only have created a bigger traffic problem with the trailer. "Breathe deeply in, through the nose, hold it. Now release slowly..."

To be continued...

BY FORREST McCLURE

Circle the Wagons!

How many people can you stuff into a vintage twenty-foot travel trailer? I wondered about that as the interior of my '66 Airstream Globe Trotter filled with visitors during the open house phase of the third annual Rocky Mountain Vintage Airstream club rally in La Veta, Colorado .

One family was in the area for a jazz festival, and like a number of other people knew of the rally from reading an article in Newsweek magazine . The mother told me her daughter was a freelance writer. "Really?" I inquired, and turned to her. "What do you write about?"

"Just about anything. We thought this rally would be interesting, and I'm going to do an article about it."



"How much do you know about Airstreams, or do you own a different trailer?"

"Oh, I don't know anything about trailers, I just think old Airstreams are really cool."

"So, you've got a lot of homework to do." I thought to myself. "Well, you've come to the right place!" I said.

La Veta is located in Huerfano County, in the southeastern part of the State. With a population of

around eight thousand it is one of the poorest counties in the region , but is rich in scenery and history. It has often been ignored by the media and historians alike, and is too often treated as a backwater in Colorado politics and history. So, I thought the rally would be an isolated event attended only by vintage Airstream owners, but I was wrong.

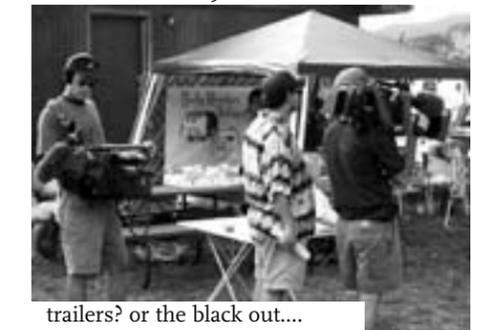
The growing interest in vintage Airstreams is a phenomenon that has not gone unnoticed. We started the event on a Friday morning in the parking lot of Park Meadows shopping center on the south side of the Denver metro area just off Interstate 25. Finding no one else there my wife and I wondered if we parked "Twinkie" (my wife's nickname for our trailer) in the right spot, but to our surprise an NBC film crew and producer Mario Garcia soon joined us. A short time later the organizer of the event, "wagon mistress" Shari Davis and her husband, Rob, arrived with their recently polished "Maxwell", a '64 Globe Trotter. Luke Bernander arrived towing his '65 Caravel with his '60 Ford American Fire Apparatus Truck. Randy Unter arrived with his '66 Overlander, and Lou DeCarolis with his '72 Argosy. Our Vintage Airstream Club Historian, Fred Coldwell, arrived with the oldest Airstream trailer in the rally, a '47 Wee Wind. One of the other Airstreams he owns, a '64 Globe Trotter, was pulled in by a friend. Altogether, there were seven vintage travel trailers at the start of our caravan to La Veta.

Luke led the parade at a leisurely pace. By that I should say I've driven on the Interstate this way a few times in my life, but it was only when I had a blow out and

highway speed from his old fire truck, but up every hill, we slowed to twenty or thirty miles an hour. Downhill, he picked up as much speed as possible, meaning he topped out at near the posted speed limit of seventy-five, so as to roller coaster his way up the next hill, but it was largely futile. This caused some anxiety as Airstream caravans usually move along at a faster clip, but one State Patrol Officer after another passed us without so much as a stern look, so I relaxed and enjoyed the event.

There were two advantages to our slow pace though. We got fourteen miles to a gallon of gas when normally we only get twelve, and NBC easily shadowed us. They would leapfrog ahead, set up a camera shot, and videotape as we paraded past. Sometimes they would videotape from an overpass. At other times, the cameraman, Scott, virtually hung from the open rear hatch of their rented SUV to get the shot Mario wanted.

Ben and Molly Butterworth from Valley Park, Missouri waited patiently with their '64 Tradewind at an on-ramp and joined our entourage as we passed through Colorado Springs. Finally, at Walsenberg we left southbound I-25 to head west on State



trailers? or the black out...

Highway 12, the "Highway of Legends," and surprisingly, we arrived at Circle the Wagons RV park around noon. The park sits along the Cucharas River on the outskirts of La Veta.

The Spanish Peaks are the dominant feature of the area. The west peak rises to over thirteen thousand six hundred feet. Unlike the rest of the Rocky Mountains, these sister mountains are volcanic in origin. The

Held August 8th to 11th 2003.

Trailer Chic: Go Vintage. With their shiny, "machine age" looks, Airstream Travel trailers are on a roll again. By Paul Tolme. NEWSWEEK, July 14, 2003. As determined by unemployment. Source: Southern Colorado Economic Development District (SCEDD) Although final editing of the video is complete, it has yet to be shown on NBC Nightly News. It was scheduled as a two minute segment to be shown at the end of the August 15th newscast, but was pre-empted by the Power Outage of 2003.



rest of the Rocky Mountain Range is the result of uplift. That gives the peaks a distinctive appearance. The Ute named these mountains "Wahatoya." I commented to my wife that the mountains looked like a woman's breasts. **Later, I learned that "Wahatoya" means "Breasts of the World."**

These sacred mountains guided Native Americans, French trappers, Spanish explorers, and immigrants long before the wagon trains used Pike's Peak, near Colorado Springs, for a landmark. The volcanic upheaval left over four hundred huge seams of granite radiating out in all directions from the peaks. Millions of years of erosion wore the softer sandstone and soils away leaving us today with the seams called dikes, standing like giant walls. Over four hundred of these dikes, ranging in width from one foot to one hundred feet, have been identified.

In the midst of this dramatic scenery is the small town of La Veta. It is a town in transition and may become an "artist colony" or continue as a lay over for tourist attractions in the region. It started simply as a train stop. William Jackson Palmer, a Philadelphia Quaker and railroad builder, made history in June 1877 by engineering a narrow-gauge rail line over 9,382 foot La Veta pass. At the time such a feat had never before been done and railway engineers from other continents made pilgrimage here to see how it had been accomplished. Thus, the town of La Veta was created, first

as a rail terminus during construction of the line, and later as the station where the Denver & Rio Grande left behind extra cars. From there "an extra locomotive [was] added, and the train start[ed] out on an average grade of 211 feet to the mile, for twenty-one and a half miles. In some places the grade [was] much higher." The train depot in La Veta is a park now and the town is refurbishing the station, but D&RG trains still rumble through (on standard gauge tracks and over another Veta Pass ten miles south), and woke nearly everyone our first night there.

Most rally participants were from Colorado, but others had traveled long distances. Herb and Sidra Spies came from Florida, Steve Laxton, and Elaine Greenhagen from Oregon, Tom Howarth and Kim Benjamin from Rhode Island, and Bert and Marian McWhoter from Texas. Diane Bailey pulled her '61 Bambi solo from Midland, Texas, and Patti Raimondo with her '54 Flying Cloud did likewise from Port Washington, New York. There were new owners of old Airstreams as well. Jim Lane & Chris Hildenbrand from Wheat Ridge, Colorado came with a restoration in-progress. Their '67 Globe Trotter was absent furniture. Of the fifteen or so newcomers, at least one couple decided to join the WBCCI while at the rally. Welcome new members Ray and Jean Demuth from Dodge City, Kansas. A number of other Airstreamers arrived with newer trailers just to partake in the activities. Theirs will be vintage also in a mere twenty-three to twenty-five years!

A description by passenger George Crofut. Colorado's Century of "Cities" 1858-1958, by Don and Jean Griswold, Smith-Brooks, 1958. The tally is somewhat varied, as not all campers were with the rally and the Circle the Wagons RV Park is divided by Main Street. I noted one Airstream trailer parked on the side opposite the rally. Also, there were Airstream and Argosy motor homes present.



waste not, want not...

Eventually, there were about forty Airstream and Argosy trailers jammed into the old trailer park. This was more than had been planned for and consequently many of us were double-parked in the spaces. This also necessitated sharing hookups. The organizing committee provided each site with a WYE hose coupler for the shared sewer connection. This became known affectionately as the "Y Thingy," and there was a contest to see who could come up with the best reason to share it. The winning entry was "so that we can be number one in a number two business!"

Four-thirty in the afternoon is happy hour, and so too for Airstreamers. The beer on hand was the very best not just because it was brewed in Colorado, BUT BECAUSE NEW BELGIUM BREWING COMPANY SUPPLIED IT FREE. They make Fat Tire Beer and delighted everyone by arriving in the **"Beerstream"**

a 1963 Airstream Land Yacht converted into a traveling "classroom." It is easily recognizable by the large red logo on the side of the trailer. **Then there were margaritas provided by the Vintage Airstream Club, mixed and served by Donna Thomas.**

A community chili dump, where everyone brings something to add to the large simmering pot of beans, followed this. It may not sound appealing, but wow! Somehow, that was the best chili I've ever had. A good



every rally should have one...

time was had by all.

The townspeople took great interest in the influx of visitors and the owner of the Second Chance Ranch antique store, Elizabeth Henson, decided to park an old sheepherder's camp wagon at the curb in front of her establishment to help generate business. She cleaned and dolled up the camp wagon by covering the cabinet doors with canvas painted in a dark maroon, and attached stamped tin plates from Mexico of a heart or bird on each one. A romantic dinner setting complete with flowers and fine china adorned the table. A bright red flannel blanket and lace pillows covered the bed. Another pillow, with needlework reading, "My heart is in La Veta," faced the

door. I tried to picture a sheepherder with that kind of camp wagon, but couldn't come up with an image. Still, it was cute. Next to the door was posted a note saying, tongue in cheek, that the wagon was "possibly a predecessor to the Airstream."

It would be more accurate to say that such camp wagons and even the Conestoga wagon preceded all recreational vehicles. However, the sheepherder's camp wagon may have had a greater influence on Airstream trailer design than Ms. Henson realized. Wally Byam, the founder of Airstream Inc., is said to have been a

primitive than the one shown (it was made around 1950), but if there are no true inventions – only innovations – then it's safe to say there was an influence.

It seems that this is a small world where our connection with people and history is a separation of only a few degrees. For instance, I had previously only met fellow Airstreamers Herb Spies and Kevin Allen through the Internet, but thanks to the rally I got to meet them in person. Rob Davis, who came

Colorado from California, became a friend of Alan Fine, the president of Turin Bicycles. Not too long ago they were talking about bicycle racing and Alan remembered me from 1971 when I was a local, near-do-well, racer. Yet, I have not seen or talked to Alan for what must be decades. My niece, Beth Tindall, was talking to a co-worker in Fort Collins, Colorado about her uncle and aunt who travel around the countryside in a small silver trailer called an Airstream. That co-worker is Donna Thomas whom we met just this year at a rally. Why the world seems full of such synchronicity might be answered by Wally Byam himself, who wrote in 1960, "Whether we like it or not, any fool can see that this earth is gradually becoming one world."

Out of the many visitors to our trailer there was one group from Texas. They were older folks who were excited to see the vintage units, as their first trailers had been Airstreams. Somewhere in the course of the conversation, my wife told them she had never been to Texas. One of the women exclaimed in response, **"What? This is your first time in Texas?"** Her companions laughed and reminded her that as big as Texas is Colorado isn't yet one of its counties. Perhaps it wasn't forgetfulness on her part, but simply a sense of the world becoming small. That may hold the answer to how many people you can stuff into a vintage twenty-foot Airstream travel trailer – apparently, the whole world!

Byam, Wally. Trailer Travel Here and Abroad -- The New Way to Adventurous Living. New York: David McKay Company, Inc., 1960.

Our first Airstream

Our first trip in the Airstream was a big success despite the rain. We traveled only about 1/2 hour away to the woods of SW Rhode Island. We were adjacent to Arcadia Wildlife Management area and in the heart of horse country. Even though it was short trip, it really felt like we were out in the middle of nowhere.



This was definitely the “shake-out” trip since we’ve been working on fixing-up our 65 Airstream since we got it in December 2002. Broken pipes and windows were repaired, rotten upholstery was replaced, flooring was replaced, and all services (furnace, stove, hot water heater, refrig, etc) were cleaned and checked-out. Surprisingly, everything worked pretty well. In cold, pouring, 3 days of rain, we had no leaks, the furnace kept us toasty, we cooked great meals in that 40 year-old kitchen, the hot water heater stayed online for washing dishes and even allowed to kids to take a bath. If I sound surprised, YOU'RE RIGHT! The weather did not work out but our neat little vintage Airstream sure did! We can't wait to go on our next trip (after replacing tires and repairing the toilet - having a function-



ing potty was sorely missed on this trip. Parts have been obtained and it will be in service for the next trip).

We spent Saturday morning taking our time packing to leave. We were in no hurry because of the weather. By 3pm, we were ready. Georgia, my 3 year-old daughter, had gone to sleep in her bed. Before waking her and throwing her in the truck, Mommy and Elvis pose for a couple of photos celebrating the fact that we are **FINALLY PACKED AND READY TO GO!** Then, we scoped-up Georgia and headed her straight for her car seat in the truck. She started to wail like there was no tomorrow but if we get on the road, she'll fall right back to sleep. I started up the truck and as a quick, last check, I had Alex step on the brake pedal while I stood in back of the trailer to make sure the lights were working right. **THEY WERE WORKING BACKWARDS!** When Alex pushed the pedal, the brake lights on the trailer went off and when she let up, the lights went ON. Meanwhile Georgia is still screaming for her life in the truck and Elvis has by now joined in on the wailing. I told Alex I need 30 minutes to find and fix the problem. So Georgia got to go back to her bed and me with visions of being a NASCAR pit crewman at the Dayton 500, opened the expertly packed toolbox on my truck and started pulling out my expert-looking tools. It was cold, raining, the kids were crying, Alex was starting to lose patience, Murphy's law was rearing its head, but

I won't lie to you... I was loving it. As a family man, life often does not contain true challenge and battle and struggle (at least not physical) so we often have to create it. My family was counting on me to prevail ;)

So anyway, within an hour I had found the wiring faux pa and we were ready to go again. I had grounded the truck's wiring harness on a hot terminal (duh – and I'm lucky I hadn't started a fire). The delay worked out better anyway because now when we woke Georgia up to leave, she was in a better mood.

So we left at 4pm, stopped at Home Depot to buy some indoor/outdoor carpeting to keep the mud at bay outside the trailer and then realized that nobody had really eaten lunch. Now you just don't take this rig through the drive-thru at Wendy's. So we ended up getting pizza and hot dogs to go at the snack bar at Target. So with cheap pizza and chips on the dashboard of the truck and all of us wet and grubby and the bed of the truck full of bikes, and tools, and wet firewood, and strollers and folding chairs... we totally looked like the “Clampets go camping”. People were staring... we were laughing...

So about 20 minutes later (lol), we arrived at the Oak Embers campground. Trailers and RV's were installed everywhere and when I say installed I mean **INSTALLED**. These things moved at one time but not now. Not anymore. Their owners had built decks, and sunrooms and mudrooms onto these things. About half the sites seemed to have these permanent residents. We checked-in at the office and tried not to look like total amateurs. The guy in the golf cart directed us to our site on the edge of an open field. The “permanent campers” have long claimed all the wooded sites. I wondered if the golf cart guy and I would have an encounter later when he discovers our 5 gal



bucket under the trailer being used as a gray water tank. I liked the added danger.

Once parked, Alex and the kids jumped in the trailer to start unpacking the stowed gear and getting us set up. I stayed outside in the mist to hook-up the water and electric and to start lighting the many pilot lights on this old girl. When I went to hook up the electric, I found that the campground box had only a 220 connection. Our trailer was a standard 110. Back at the office, I admitted my problem and the fact that we were first-timers and the old lady gladly sold me an adapter. We were all set and I strategically placed Alex's bike in front of the gray water bucket before heading into our new home for dinner.

That first night (Saturday) was rainy and cold. So we set the thermostat on 70, cooked-up a hot dog dinner, and settled in on the couches for a movie. We were roughing it! Then it was time to convert our comfy lounging space into sleeping space. The midship couch pulled-out to make a double bed opposite the galley. It had room enough for us to set Elvis' porta crib on top of it and still have room for a nest for Georgia. We hung up a sheet to section off the kids “room” and all was looking good as we headed through the PJ's /brush-teeth routine. The kids settled-in to bed without a hitch and we thought we were home free until Elvis discovered that he could slam his feet down in his crib and



For breakfast, we decided to go to a diner up on the main road. After 16 hours in the trailer, we were ready to get out for awhile.

Back at camp, we spent the rest of the morning enjoying the cloudy but rain-free weather. We met some of our neighbors and enjoyed showing those who noticed, our vintage Airstream.

In the afternoon on Sunday, since we were having such great weather (no rain) we headed for the beach! The restaurants and surf shops were stocked with goods and employees but some hard-core surfers and we were their only customers. Playing on the beach in a coat is not all bad! Of course Georgia fell once running from a wave and a foamy cold blanket covered her in a second. Surprisingly, she handled it well and Alex had spare clothes for her in the truck.

rock the whole entire trailer on its axle. The trailer would rock, the cabinet doors with the broken latches would applaud his trick, and then he would laugh like a devil. Georgia tried to act like she was annoyed by his noisiness but she like us, ended-up laughing at the fact that this little baby could make the whole trailer rock and roll. Now, I know why people use stabilizer jacks. They are not necessarily to level the trailer, but to keep it from swaying around on its suspension when you are in it moving around. From then on, no matter how



sleepy Elvis was, whenever we laid him down in the crib, he would try to get the trailer rocking and start laughing like a crazy person. I put in the stabilizer jacks the next day...

Alex and I slept in the dinette area which converted into 2 large twin beds. The beds were comfy, the trailer was warm and dry and we had a great night's sleep... except when I woke up at 5 in the morning, I saw everyone except Alex happily sleeping. In fact she wasn't even in the trailer! I was more curious than concerned when I put on a coat and headed outside to investigate. She was sleeping in the **TRUCK!** Evidently, my snoring had kept her up so she sought more silent ground. It was funny at the time but, I worried that something like this could seriously threaten the fun factor of camping. I saw myself probably getting banished to a tent in the future. That didn't sound good.

(continued next page)



The rides were not busy at the beach-side arcade. We really had the place to ourselves. It was funny seeing storefront displays stocked with sunscreen!

Sunday evening was spent back at the campground. The good weather (no rain) continued. We built a fire, toured some neighbor's trailers, hit the playground and cooked-up a delicious seafood dinner with fresh scallops and cod from a fish market at the beach. The best part for me was: NO CHORES! No grass to mow, to pool to clean, no home repairs to be done...

Night two (Sunday) was much the same as the prior night with Elvis laughing and trying to rock the trailer but on this night, Alex and I could close the screen door and sit outside by the fire. It was a pleasant end to a pleasant day. But now we had to figure out how to keep Alex in the trailer all night. She promised

to wake me up if I was keeping her up and I resolved to find a sleeping position that would be as snore-free as possible. With the deal sealed, we slipped off to sleep.

Things were looking good when after being awakened at 2 am by kid noises, I saw that Alex was still there.

When I woke up in the morning though, she was gone... RATS! When she rejoined us just after 7am, I was feeling pretty defeated. But as it turned-out, I was not the culprit this time. The furnace had aggravated her super-sensitive mommy hearing. Every time it turned off or on, she woke up. And that, we agreed would just take time to get used to and her super-sensitive hearing will dull as the kids get older. I hope, lest I be banished to a tent while the rest of the family stays in the trailer.

On our last morning (Monday), it was pouring outside. We cooked-up a big breakfast with bacon and eggs and sautéed onions with hash browns and made the best of it. The breakfast was wonderful and afterwards the kids were entertained with watching Free Willy on TV and taking a bath in the trailer's fun little tub while Alex and I cleaned-up and got things ready to be stowed for our departure.

After stalling all we could, it was finally time to give up on the hope that the rain would let up, and head outside to break camp. It was a wet affair but it went pretty fast and before we knew it, we were on our way home. This was the only time I was glad we didn't have a working toilet because everybody else was lined-up at the dumping station to empty their tanks as we pulled out of our site and headed straight for the road.



The kids went right to sleep on the drive home and as we putted-up I 95 at a solid 55 mph, I palmed the topline of Alex's hand and thought to myself, "I'm a lucky boy"...

RV electrical systems & solar cell installation

Tired of the dead battery blues? Garnett Horner is here with some tips to get your solar on . . .

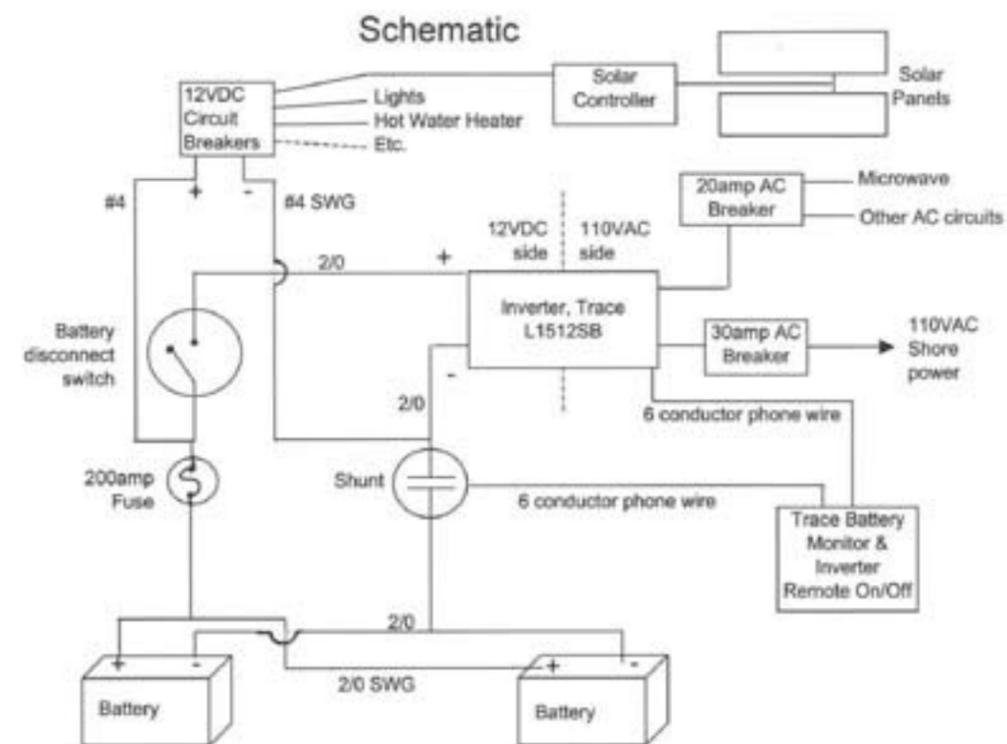
I have been asked several times about the electrical wiring in my trailer and the solar cell installation. I'll try to answer some of these questions but bear in mind that I am not an expert and to question anything that you see that you think is incorrect. I'd like to know so that I can fix my own wiring. Also, the following discussion is based upon my desire to have a trailer that is setup for boondocking. This gives you freedom from the electrical hook-ups at campgrounds and greatly expands your options for places to spend the night. Hopefully, more of you with Vintage trailers will purchase and install more of the items that will enable you to boondock. With that in mind, I have eliminated all AC lighting and I use only DC lights. The only major AC appliance in my trailer is the air conditioning unit, which I use only when hooked up to shore power. One final comment, I may mention name brands that I have used and which I have chosen after talking with others who had experience with these items. I am not necessarily endorsing the name brand item but rather giving you a benchmark or guide should you choose to embark on this boondocking approach.

To start off, I have a 1960 Caravanner that originally came with a two wire AC system and a one wire DC system with the trailer skin as the DC negative or DC ground. Because of the DC wiring, I was forced to use the trailer as the DC negative unless I was willing to do extensive re-wiring of the DC circuits, which I was not. So, while I'm talking about the grounds, let's try to sort that out right now. The DC negative, the trailer, and the AC ground, the green wire, are not the same and should be kept separate.

I found this out at a campground that

uses ground-fault-circuit breakers. When I plugged my AC power cord into the receptacle, the breaker would trip. The reason was because I had put the AC ground to the trailer skin. Bad move. This can be fixed by bringing all of the AC grounds inside of the trailer to an insulated plastic terminal strip with all terminals tied together. Now, bring the shore power ground to this terminal and the problem should be solved.

Before getting into the details of the solar panels and their installation, I want to go over the general schematic that I used for wiring my trailer. I'll go over just a few preliminary items. First, I left most of the original AC and DC circuits. I used a volt-ohm meter to trace all of the original circuits and made a diagram. I replaced the original AC circuit breaker boxes with small 2-4 circuit



One minor detail is that the original AC duplex receptacles, only a two wire system, are mounted to the inside metal skin and do not offer a convenient way to ground the receptacle. I replaced the original two-prong receptacles with modern three-prong receptacles and left the respective grounds unconnected. There is a concern that an appliance plugged into this receptacle could short and cause an electrical accident so be VERY careful.

Square-D boxes. I removed the original front mounted battery box, the narrow long tractor battery holder.

I brought these wires inside and incorporated them into the schematic that is shown in figure 1, above.

(CONTINUED NEXT PAGE)

I added two Absorbed Glass Mat (AGM) batteries inside the trailer and they are shown towards the bottom in Figure 1. Since I added a DC-to-AC inverter, I'm able to operate AC appliances while not being hooked up to AC. The inverter converts DC power to AC power. This is why you see heavy 2/0 cables between the battery and the inverter. I don't know the exact numbers but a 1000-watt AC load, such as a microwave, will possibly draw approximately 150 Amperes (DC) from the batteries. The large cables allow this large current to flow to the inverter. Actually, the inverter I have is a combination inverter and battery charger so that the battery disconnect shown in Figure 1 basically disables the battery charger when you are connected to shore power (i.e., an electrical outlet). I have not used this feature but it could be handy for cases where limited shore power is available such as at International. Also, there is a 200amp catastrophic fuse that will protect the system should something unforeseen happen. In the negative DC line there is a shunt, which allows for the installation of a battery monitor. When you purchase the battery monitor, the shunt should be included. The battery monitor is very useful for boon docking since it will show you how many amp-hours remain in your batteries. Batteries are rated as having a certain number of amp-hours. I have two batteries rated at 105 amp-hours each. In normal use, I will use possibly 20 amp-hours over night. The particular battery monitor I have also has a remote to turn on the inverter. For example, if I'm boon docking and want to use the microwave, I turn the inverter on and operate the microwave as if I'm plugged into shore power. A word of caution about choosing appliances such

as a microwave to operate off of the inverter, my inverter is a 1500-watt inverter so the input power of the appliance(s) can not exceed this number. Microwaves are rated on output power and not input power. So be careful and check that the input power does not exceed the output power of your inverter.

The AC outputs of the inverter should be hooked up to the AC circuits, via the Square-D boxes that I mentioned earlier, in your trailer with the shore power coming to the inverter. The inverter has an automatic transfer switch so that when you are hooked up to shore power, the inverter simply passes the power to the AC circuits in your trailer. The charger operates automatically when hooked to shore power. When you are not hooked up to shore power, and the inverter is turned on, the AC circuits in your trailer are operational but now the AC power is provided to the inverter via the stored amp-hours in your batteries.

Now, we'll talk about the DC circuits and the solar panels. From Figure 1 you can see that plus and minus 12 volts DC via 4-gage wire is brought to a DC circuit breaker box. I choose to use a marine grade circuit breaker box made. The original DC line for the lights now passes through a breaker. Likewise, as I have added new appliances to the trailer, I've added new two-conductor wiring to that appliance that first goes through a separate circuit breaker. For example, the refrigerator controller, hot water heater controller, water pump, charge line from tow vehicle, and the solar panel all go through separate circuit breakers.

The solar panel(s) output goes to a solar panel controller (I have an RV Solar Boost controller) and then into the DC circuit breaker box. The solar panel line looks like an ordinary DC circuit hooked to the batteries. This covers most of the electrical items



but other items such as the break-away switch should also be incorporated. Now, I'll go into the mechanical installation of the solar panels. Before I go there, you must first select the solar panels you want to install. Foot-print of the panel was a primary consideration in the selection. I chose to mount two panels on each side of the rear vent. I chose a panel that was 13" wide by 51" long. It is Siemens model SM55 made which weighs 12 pounds and has a peak output of 55 watts. For reference, this web site has a description of the solar panel, <http://www.affordable-solar.com/shsm55wa12vo.html>.



Figure 4 Well-Nut

helps to eliminate heat build-up that can reduce the panel output. These particular panels have four mounting holes along each side. The manufacturer says that only two holes are needed to support the panel. Being an engineer, I used all eight holes to mount to the top of my trailer.

Special mounting brackets were designed for mounting the panel to the trailer and for providing the 1" air gap. The bracket in Figure 3 is made from 2024 T3 1/8" thick aluminum. A sheet metal break was used to bend a wide sheet to the desired shape and the individual mounts were cut using a band saw. This custom fabrication approach was chosen so that the change in curvature of the top of the trailer could be accounted for from one side of the solar panel to the other.

There are two concerns in mounting the solar panel. First, the panel needs to be securely mounted so that it stays attached to the trailer as you are traveling along the interstate highways. Second, the panel very likely has a different coefficient of thermal expansion than the aluminum trailer. This means that as the trailer and panel heat up, they will expand a different amount. If this effect is not compensated for in the mechanical attachment, then thermal stresses could potentially cause buckling or tearing of the aluminum skin. Also, since we will be drilling holes in the top of the trailer we want to be sure there are not any water leaks. A fastener called a well-nut was used and they are available from McMaster-Carr via the Internet.

The manufacturer recommends that the panels be mounted 1" above a surface to allow air to circulate below the panel. This

I believe I used the well-nut for a number 10 screw. The well-nut is a rubber cylinder with a shoulder so that it will not fall through the mounting hole in the trailer. It has a threaded insert in the rubber where the number 10 screw that holds the solar panel bracket is inserted. As the screw is



tightened, the well-nut is compressed. As it is compressed axially, it expands radially, thus sealing the hole to prevent water leakage. Now since the solar panel is mounted with these well-nuts, any differential expansion is compensated by the elasticity of the rubber. Finally, I thought it would be an added safety measure to mechanically anchor the two front brackets securely while electrically grounding the panels to the trailer skin. Here I used a PlusNut.

Performance?

* Lets here more next issue...

Greetings from the new Membership chairman!

My name is Scott Scheuermann.

You will notice that there are some changes to the rear cover of this issue of the VA. Gone is the old application form. You may wonder, why the change? Good question. Well, the forms change from time to time and often prospective members are given forms from old newsletters. Many of the forms coming in to us have outdated information on them. Minor things like where to mail them and how much dues are! And who wants to cut up their copy of the VA anyways?

In place of the application form is contact information for both the Membership Chairman and the VA Subscription Manager.

Hi Gang, This will be my last report as your Membership Chairman. I did however; want to convey two things, changes in personnel and the status of membership.

I would like to take this opportunity to introduce to you, our new Membership Chairman Scott Scheuermann, s.l.scheuermann@worldnet.att.net VAC/WBCCI Member from the Cleveland Ohio Unit of Region 4. Scott and his wife Lise and their young son Steven have a long family history with the club. They own a 1960 Overlander that is in original condition and belonged to their grandparents. Scott has agreed to take on the tasks of this all-important Club position to promote and grow the VAC of the future. In addition, we have added a Subscriptions Director to manage non-WBCCI member Subscriptions. Daisy Welch, jtdjtd@tiac.net VAC/WBCCI Member of the Washington DC Unit of Region 2, has agreed to take on this important task of promoting the clubs benefits to non-members through the sale of our newsletter. I want to wish them the best of luck in their new endeavors and thank them for their volunteer support. Please take every opportunity to make their jobs easier and thank them for their service.

Over the last two years, there has been a significant decrease in total membership and subscriptions. We have taken the action to contact as many of these folks as possible and find that most if not all were fair-weather friends of the club or have other interests besides club membership. Some joined for the prospect of finding information on how to restore and use their trailer, some got subscriptions in hopes of locating and purchasing a primo vintage trailer. Some were just trying us on for size. No single reason stands out as the spoiler.

There appears to be however, a common thread of comments about participation. The membership of the Vintage Club is becoming increasingly younger as we attract families looking for adventure and a source of recreation. The most common complaint I hear from that portion of the membership that really has a vintage focus, is that they have a hard time getting away and when they do, there is either not enough time or too many miles to travel to an event. These folks may or may not belong to a WBCCI local unit, and would like to share time, interests and passion for nostalgia and vintage hardware in general with others that have the same interests.

The question before the VAC directors and the membership is how do we shape future events and our organization to provide the membership the best opportunities for participation and fun!

We need your input! Please take the time to email your comments and ideas to the Board via email wam52@yahoo.com so that we can discuss and make the changes necessary to achieve the long-term success of our organization.

Thanks for all your time, energy and support, and we will

“See You.....Down the Road”

Wayne A. Moore

We have split the old membership position in order to help alleviate some confusion and to spread the workload. Contact one of us and we will provide you with the proper form. Those who are (or desire to become) WBCCI and VAC members can contact the Membership chairman. Those who don't desire to become members, but wish to receive the VA newsletter can contact the Subscription Manager, Daisy Welsh. We are hoping that this will eliminate more confusion than it causes and at the same time ease the workload for the club's volunteers.

Another problem that we face is that of late renewals. Often people are unaware that their membership or subscription has lapsed until they have missed an issue or two of the newsletter in spite of the dues-paid-through date on their address labels and being contacted by my predecessor. We are currently working on ideas to help solve this problem without draining the treasury and hope to have something in place by the next issue of the VA.

Scott Scheuermann.
s.l.scheuermann@worldnet.att.net



REGION 4 RALLY

When: May 24 - 30, 2004
Where: Mineral Wells, WV

Description: Once again Vintage parking will be offered at the Region 4 Rally. A Vintage Club open house is planned for Saturday the 30th. Other activities are in the planning stages. This year the rally will be held at the WV Interstate Fair & Exposition located in Mineral Wells West Virginia just south of Parkersburg on I-77. Please contact Scott Scheuermann, Region 4 Rep at s.l.scheuermann@att.net or 440-243-1907 if you plan to attend. Registration forms are available in the Blue Beret and a weekend-only rate may be available.

VINTAGE AIRSTREAM CLUB 4th ANNUAL ROCKY MOUNTAIN RALLY

Garden of the Gods Campground
(Adjacent to Garden of the Gods Park)
3704 West Colorado Avenue
Colorado Springs, Colorado 80904
Tel. 719.475.9450

July 30th - August 4th, 2004 *

Open to "Members" of the WBCCI & the Vintage Airstream Club and those interested in joining

Join us at the foot of one of Colorado's celebrated 14-ers, Pikes Peak in Colorado Springs for a few days of relaxation and spiritual refreshment. Colorado Springs and the neighboring towns of Old Colorado City and Manitou Springs have something for everyone! Quaint shops, hiking trails and lots of unique opportunities for exploring at 7,000 feet where the nights are refreshingly cool. We'll gather at Garden of the Gods RV Park near the south entry and awesome beauty of Garden of the Gods Park.

Friday night brings us together for a "Chili Dump" supper where everyone pours their favorite chili fixin's into the community cauldron for a multi-leguminous experience. Full of beans, we'll start Saturday with a Continental Divide breakfast and visiting. After lunch, the curious will be able to inspect our trailers at the VAC Open House. We'll cap off the afternoon with our ever-popular social hour then we'll share a catered dinner.

The fun continues on Saturday night as VAC Archive Historian Fred Coldwell expands on Airstream trailer evolution from the 1940s to 1960s. The remaining days are set aside for exploration of the local attractions and just hanging out. Day trips offer you the choice of visiting the Pikes Peak via the Cog Railway, the Pro Rodeo Hall of Fame, U.S. Olympic Training Center or many other attractions. Tuesday night is the last escape, as we all return to reality on Wednesday.

For additional information and to download a registration form, visit:

<http://www.insideout-design.net/2004vacrally/info.html>

* The minimum Rally sign-up is for 2 nights, Friday and Saturday...however extended stay is strongly encouraged ~ there is so much to do and see in the area!

LANSING VINTAGE PARADE AND PARKING INFORMATION

Vintage members who wish to park together at the Vintage site at the International Rally at Lansing will rendezvous at the Mega Mall (a former outlet mall) located at the intersection of exit 87 off I-69 and Business 27. Go south on Business 27 and turn east or left into the mall. Arrangements have been made for us to dry camp the night of Friday, June 25th at the Mega Mall so that we can prepare for our parade into the Vintage Rally site on Saturday, June 26th. There may be a nominal parking fee for this night. If so, Bob Herman will collect this fee at the mall. Vintage members who cannot join us on the 25th but who wish to parade in and be located in the Vintage section at International must be at the Mega Mall by 12:00 noon on Saturday, June 26th. Our parade is scheduled to enter the rally site at 2:00 p.m. IMPORTANT INSTRUCTIONS REGARDING RALLY SITE PARKING. The order in which you are parked at the pre-rally site will establish the order of the parade lineup and the order of the parking for the International site. Therefore, if you wish to park with a particular member, you must arrive at the Mega Mall with that member, or notify Bob Herman on your arrival who you are expecting so that a vacant space can be left in the parade lineup for that member. Once the parade lineup is established at the Mega Mall, this will be the order for the parking at the International Site. In order to assure adequate parking at the Mega Mall and at the Lansing site, I need to know whether you plan to arrive on Friday, June the 25th or by 12:00 noon on Saturday, June 26th.

You may email me at: bobbonherm8556@aol.com, or send a note or card to me at 2092 Culbreath Rd, C12, Brooksville, Fl. 34602.

We will have about a six hour Habitat for Humanity work date on Sunday, June 27th.
Ladies are welcome.

We will have a sign-up for this Habitat Day at the mall and also after we enter the rally site.

Bob Herman, 1st VP



Betty and I once had an embarrassing moment. Put yourself in our place. You have come to an International Rally. You and your friends are seated in the auditorium along with 5000 other people. Over the public address system you hear your trailer number called out. You slide out on the edge of your seat, listening. You hear 26019 There is water running out of your unit: 26019. You and your wife now cover your faces and slink out the back way as 5000 people laugh and watch.

Such accidents can happen to anybody, but most frequently to the naive or inexperienced. Don,t get caught, look for this one.

As trailers age, so do owners. They become forgetful. Often a trailer gets frozen before the owner remembers to have it winterized. As the ice in the pipes expands it creates enormous pressure within the system. Something has to give in order to relieve the pressure. Often it will be one or more points in the soft copper tubing. Typically, a small rip opens up looking like the pipe had been pierced by a nail. Normally this can be fixed by sawing off this section of pipe and replacing it with new.

This may be the end of the problem, or there may be further damage which is not so obvious. The entire system suffers from the high pressures created. For example, a faucet may in future drip, or worse, a fitting at some hidden point may slowly drip.

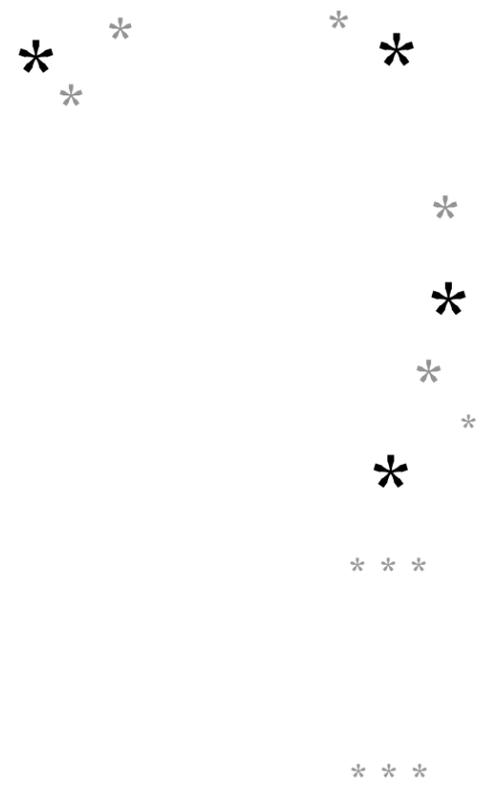
Typically, the owner will wake up in the summer that the plumbing has a huge leak. Examining the system he sees that there is a small hole in the copper tubing. A friend advises that if he first cuts the pipe at the leak point, he could then slide on a one foot piece of rubber hose so as to cover over the hole. Then putting on a hose clamp at each end of the hose, the leak is fixed.

Yes, it is fixed for now, but there is a weakness. These rubber hose repairs never last for long, and should be replaced with new pipe to match the rest of the system. Further, rubber hose gets weak with age. Besides, the water pressure is anything that the supply point happens to deliver. While 45 psi is common, 125 psi is also possible and it will burst that rubber hose.

The whole plumbing system suffers from the high pressure that burst the pipe in the first place. The damage is sometimes hidden and shows up as a valve which does not close easily, a valve which now drips, or a fitting which now drips. That is why you always ask to see the trailer water tested before you buy. The end.

Regards, Coop

Coop



Vintage Concours Judging

Ten years ago, VAC founder Bud Cooper developed guidelines for our Concours d'Elegance(our restoration competition held annually at WBCCI International rallies). While these have served us well in the past, the quality of coach restorations has improved considerably, and competition has become keener with significant attention to details. Many Concours entrants are not aware of the judging process or the resultant awards, so as the VAC enters its second decade, we have revamped the Concours with two primary goals: to open up the competition for more entries and to set a clear, objective method of judging.

Judging criteria for all Airstreams and Argosys consists of detailed items within four categories.

EXTERIOR: Body Workmanship(dents, scratches, waves, grindmarks, panel match), Body Finish(quality of polish/clearcoat/paint on panels, roofs, bananawraps, vents), Windows/Screens (scratches, cracks, rips/tears, weatherstripping, Door (paint /polish, hardware & hinges, screen door, folding step), Tongue / Hitch / Tanks (paint / polish, tank rack / platform, pigtails), Wheels / Tires (cleanliness, paint, polish, rust, matching tires), Bumper / Trunk (paint, polish, dents, creases), Lights (clarity, cracks, fading), General Overall Finish.

UNDERCARRIAGE: Bellypan (complete, fastened, clean), Suspension (cleanliness /paint of axles, shocks, springs), Pipes & Lines (propane/sewer lines properly fastened)

INTERIOR: Beds / Chairs / Curtains (neatness, condition of upholstery), Cabinetry / Overhead Bins(finish/ paint), Galley / Appliances (condition, cleanliness), Walls / Ceilings / Vents / Lighting / Window Hardware (paint, finish, condition, presence), Floorcovering (condition, cleanliness), Bath (condition, cleanliness), General Overall Finish

OVERVIEW: VAC decal displayed(1 point), Judges Overall Impression(4 points)

Each item is worth 5 points (0=Unsatisfactory, 1=Very Poor, 2=Poor, 3=Average, 4=Good, 5=Excellent) and the maximum total is 100. Three judges will individually score each coach and agree on a total final score. Judges will be chosen from previous Best of Show winners or class winners who are not participating. To further encourage entries undergoing restoration, two tiers of competition have been created: Junior and Senior, by decade. Based upon total points, plaques will be awarded as follows:

Junior		Senior	
Platinum	91-100	Platinum	93-100
Gold	81-90	Gold	85-92
Silver	73-80	Silver	77-84

This allows multiple awards by decade within the bands, not just Best in Class and Reserve as we do now. Winners of Junior Platinum advance to the Senior category the following year where the point spread is tighter since the quality of coaches is at a higher level. The coach receiving the highest Senior score(Junior in 2004 to begin with) is awarded the Best of Show trophy. This is a monster three foot high traveling trophy(like the Stanley Cup) named in honor of VAC's founder Bud Cooper and contains individual plaques to take us to 2036. The winner will keep it for a year, then return it for awarding to the new "owner." We will also retain two current awards: Best Tow/Trailer Combination in recognition of the dual effort in restoring a vintage rig, and the Bill Scott Best Bambi honoring this honoring this late VAC legend and Bambi enthusiast.. Lastly, we are re-introducing the concept of Best Engineered Feature to recognize significant engineering upgrades(this in honor of Wally Byam and his lasting statement, "Let's not make any changes – let's make only improvements."

I'll be happy to field any questions you may have at Lansing. See you there!

Hunt Jones



VAC REGION REPRESENTATIVES

Want to get in touch with VAC region representatives to see what they got going on? Do you want to organize a rally? Well here is the list of your region representatives to get it going. 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
(open)

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
(open)

REGION 5

IL-IN-KY
(open)

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
Dan Zile #9068
1517 Ponderosa Ct
Wentzville, Mo. 63385
ars9068@aol.com

REGION 9

OK-TX (except MT ZONE)
(open)

REGION 10

MT-ID-WA-OR-BC-AB-SK-YK
Steve Laxton (PRIMARY) Sue Pfeffer (BACK UP)
2835 SE Lewellyn Ave 14561se 187th Ave
Troutdale, OR 97060 Clackamas, OR 97015
dfn30@earthlink.net sgladinpdx@aol.com

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
Don and Joyce Alexander #1920
donjoy.alexander@att.net
3710 Rudrick Drive
Jamul, CA 91935



1.5 MILES OUTSIDE JACKSON HOLE, WYOMING. LONG TIME AGO

vac classifieds

PEOPLE / COMPANIES / TRAILER PRODUCTS

The store for vintage Airstream lovers...
airstreamdreams.com

Restoration Parts & Supplies

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Window and Door Gaskets
Rollite Aluminum Polishes
Aluminum Propane Tanks
60s and 70s Marker Lights
Replacement Nameplates
Olympic Rivets & Tools
Walbernize

Vintage Trailer Merchandise

Silver Trailer Jewelry
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Vintage Trailer Keyring
Trailer Birdhouses
Unique Mousepads
Bumperstickers
Patio Light Strings
Tableware



VAC Member Owned • Satisfaction Guaranteed
Easy Online Ordering



TO PLACE AN ADVERTISEMENT IN THE VINTAGE ADVANTAGE

Commercial Advertiser must be a VAC Member Please submit your ad with (\$25) payment to: (check first on price. space as volatile as gold!)

Wayne Moore
PO Box 4173
Windham, NH 03087

Or, contact me by email at wam52@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 1/8 page size per issue, \$50 for 1/4 page ad.
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

Ad sizes available: 1/8 page: 2.5x4.25 / horizontal 1/4 page: 2.5x8.5 / horizontal 1/4 page: 5x4.25 / vertical



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