

THE VINTAGE *Airstream* CLUB



presents **THE VINTAGE ADVANTAGE NEWSLETTER**

In this issue

TWINKY TRAVELS (PART 3)

Forrest McClure

1958 TO 1960 AIRSTREAM TRAILERS

Fred Coldwell

LANSING CONCOURS D' ELEGANCE

Hunt Jones

FINDING ONE BUCK

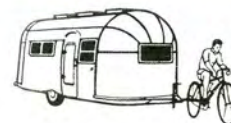
Randy Unter

COOPS CORNER

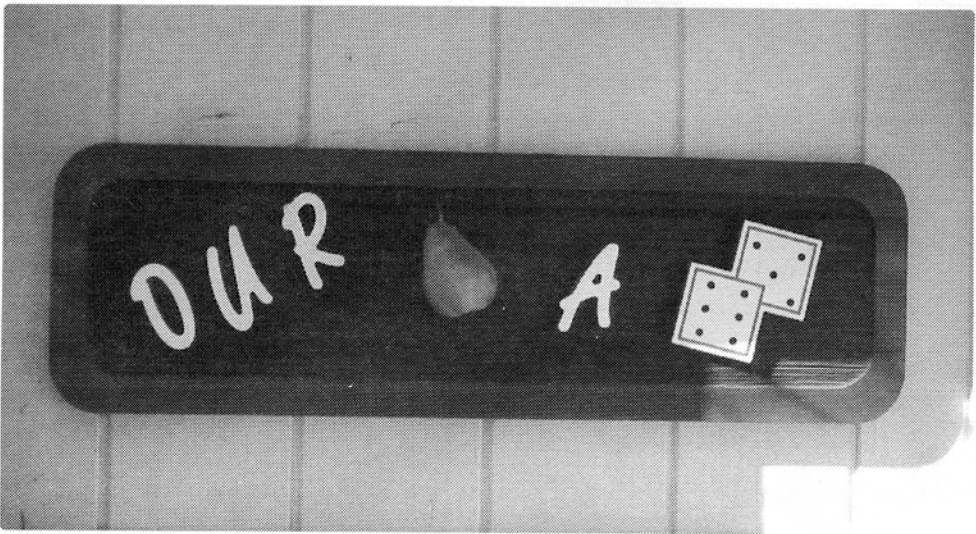
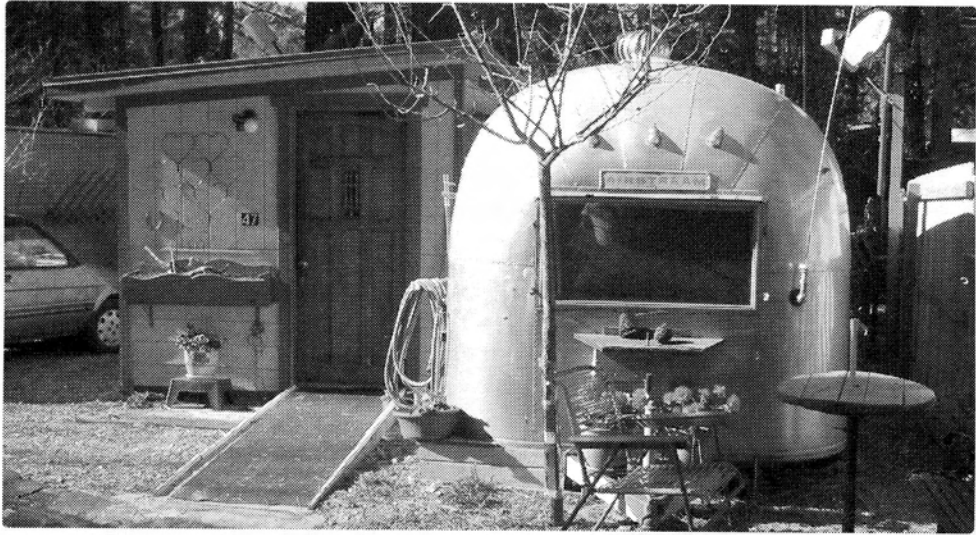
Bud Cooper

www.airstream.net

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Photos from the road



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Presidents Message

Greetings from your new President. We had a great time in Lansing at the International Rally. Our parade into the rally site will be talked about for years. Lauren Carlson counted 67 vintage rigs parked in the Vintage area. Scott Scheuermann, our Membership Chairman, and Daisy Welch, our Subscription Chairwoman, were actively signing up new members. The open house was well attended and Hunt Jones, Concourse Chairman, and his Concourse de' Elegance Judges, were extremely busy judging the many entrants. President Tom Howarth had a tent set up in the Vintage area for our social functions. Tom was presented a plaque of appreciation for his year as President, and for the many years of dedicated service he has given to the VAC. He was also given an aluminum vintage thermos (needs polishing) and this just might help keep him busy until he can get his trailer repaired and back on the road.

A few notes about Springfield International next June. Water will be daisy chained as in the past. All members will have the option of

either 3 amp or 30 amp electrical hookups. We do not like splitting up our group, but some of our members wish to remain with the normal 3 amp electric, while others, possibly with children or pets, wish to pay the additional \$125.00 for 30 amp electric due to the hot weather anticipated in Missouri. We will have a Vintage section in both the 3 amp and the 30 amp areas so that you may sign up for either area and still be parked with Vintage members. The two areas, 3 and 30 amp, will be separated by about 500 yards. There will not be enough room in the 30 amp section, but hopefully, there will be room in the 3 amp section so we can again have a hospitality tent. Wayne Moore, VAC 1st VP, will be in charge of the pre-rally parking site, the parade into the rally, and rally parking. Additional information about Springfield will be given as the year progresses and plans are made. We will mail a short newsletter before International with a schedule of Vintage events.

We have a great Board of Officers, and hard working Committee Members and Region Reps for this

upcoming year. Each year we are adding a few more Vintage events, and Vintage members are parking together at more State and Region Rallies. My primary goal is to continue to increase our member activities and get more of our younger members and families actively involved. I plan to promote Vintage 3 day, Friday thru Sunday Rallies, so our working members can attend and enjoy our unique club.

Bonny and I ran away from home with our '64 Globetrotter in February 2003 and have since driven more than 48,000 miles back and forth across North America. Our trip was greatly enhanced by the many types of activities available in our WBCCI Club. We have attended 2 Internationals, 4 National Caravans, 4 National and Special Event Rallies, and 9 Unit or Region Rallies. We spent last winter in Southern California and many days and nights in the desert -- quite a contrast to our life in Florida. We have wonderful memories of the WBCCI functions we attended, and the many places and things we have seen in our fabulous country. But most of all,

WELCOME AIRSTREAMERS

we treasure the times we had with our old WBCCI friends, and the new WBCCI friends we met and now include in our Airstream family. This friendship and camaraderie is what our club is all about.

We have just completed scouting a Wagon Wheel Vintage trailer caravan into Springfield for next June. Here is a sampling of the 15 night, 16 day caravan that will end at the pre-rally site the day before our Vintage parade into the Springfield International Rally.

We will meet with our Vintage rigs in St. Louis. Some of the St. Louis highlights will be a tour of the city and a tour of the St. Louis Transportation Museum with our own Molly Butterworth, Curator of Collections. We will visit a charming historic German town surrounded by wineries. As we travel Old Route 66 into Southern Missouri, we will have many Route 66 memorabilia adventures, and visit several quaint historic towns. There will be a tube float trip in the Ozark National Scenic Waterways. Our Branson stop will be for 3 nights, and we will attend

3 shows. Our final stop will be near the Kansas border, and we will again travel Old Route 66 into Springfield.

30 amp service will be available every night and 3 breakfasts and 8 dinners are included in the costs, as well as many other activities. The kitty fee system will be used and this means that all unused funds are returned to you after all expenses are paid.

Kitty fees: \$808.00 - 2 in RV;
\$550.00 - 1 in RV. Deposit
\$200.00.

MAKE CHECKS TO "VINTAGE AIRSTREAM CLUB".

Note: Maximum of 24 rigs. When the caravan is full, we will accept Vintage standbys with a deposit. Standby deposits will be returned, if not included in the caravan.

Bob and Bonny Herman, #8556,
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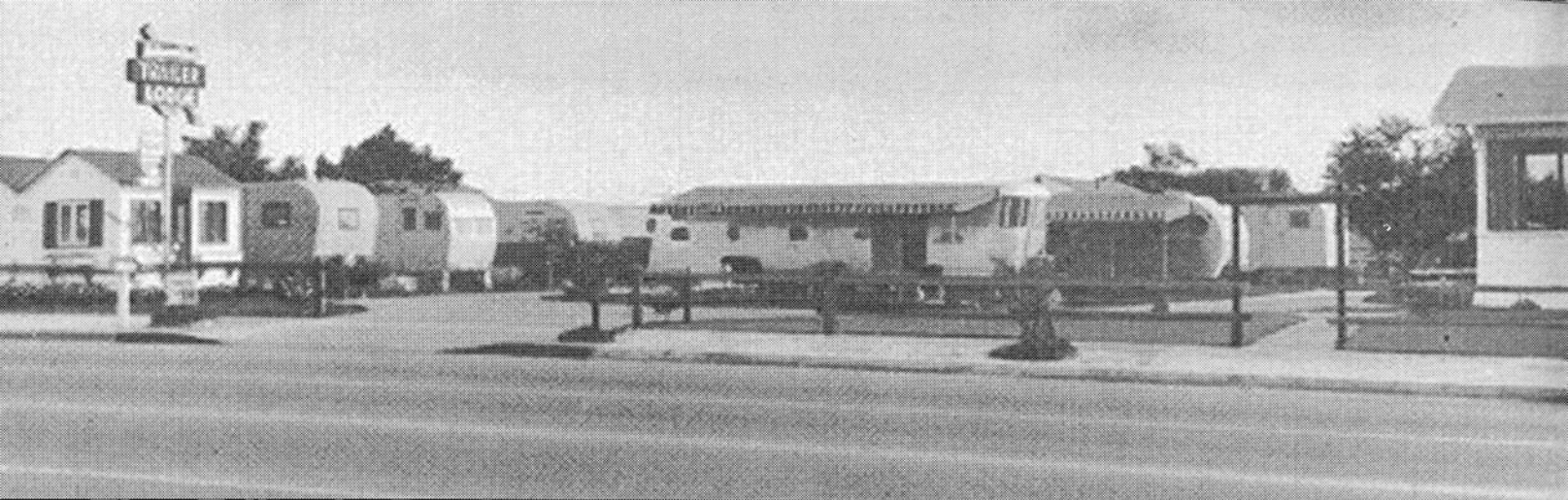
Address: 2092 Culbreath Rd, C12,
Brooksville, FL 34602.

Cancellation costs after reservations are made will be \$50.00 plus all deposits not refunded. Leaders discretion later.

Since many of our nights will be spent in extremely active tourist areas, we must make reservations with deposits very quickly. Cutoff date for deposits is January 05, 2005. We can only secure sites with deposits, so make your deposit soon.

A portion of Wally Byram's Creed is as follows: "To encourage clubs and rallies that provide an endless source of friendships, travel fun, and personal expressions." I think Wally, with his legacy of seeking the great adventure, would have loved our Vintage Club.

Bob Herman
President, Vintage Airstream Club
2004 - 2005



The Editor's Desk

MORE SCOOP, LESS POOP

Just when you wondered if your subscription has run out, the newsletter appears.

We have another interesting historical kernel from our VAC historian, Fred Coldwell, this time he looks at, '1958 to 1960 Airstreams' Additionally we have a nice detailed account of the 'Concours d' Elegance that went down at this years International in Lansing, Michigan. Take note of the judges checklist on last page of the story, along with who was awarded for their efforts. Our readers have sent in great stories of personal experiences in sniffing out and finding a gem of a trailer for, you won't believe it, 'One Buck', an account that rivals winning the proverbial trailer lottery. Randy, its probably a once in a lifetime moment but I suspect it gives us all some hope for your kind of luck / and good fortune.

Take note of Bud Coopers account of the caravan stopped short, by a train.

Thank you all for your input and once again, patience!

Until next issue,
drive slowly, appear quickly

Bryan Burkhart
bjb63@yahoo.com



SUBMISSIONS

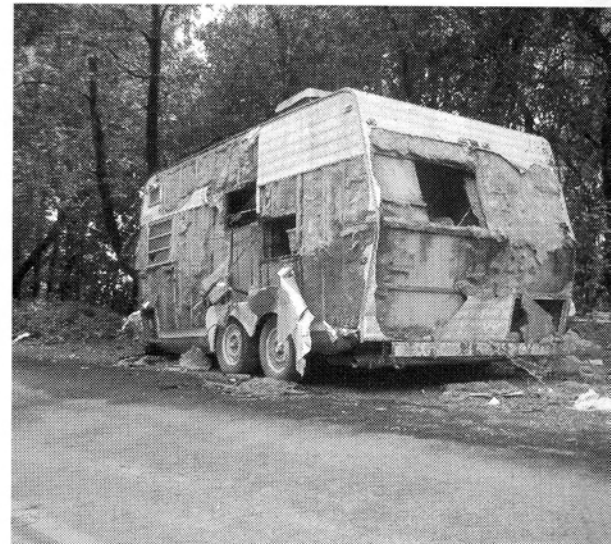
I want to invite all readers to send in letters, stories and photos for upcoming issues. Your contributions make each issue what it is. So lets move forward and leave only tire tracks behind . . .

email me material or for questions:
bjb63@yahoo.com

LETS GET TECHNICAL!

*(Image specs: up to 5 megabits per image per email message, black and white, 240 dpi (name image w/ text that helps me with captions). . .

Text: Word documents, or within the body of an email.) shoot me a note if you got a question. Or burn a CD (mac compatible) and mail me your images and text. I am Mac powered. Of course...



Example of poor judgement? Or simply poor aerodynamics?



Twinky Travels, part 3

"Wally Who?"

Wherever we travel with our Airstream people take interest in it. At Leo Carrillo State Park the ranger stopped and stared intently. Our Globe Trotter was neatly tucked into one of the smaller sites. I began to worry that we had done something wrong, but after a moment, he told us, "That is just the perfect size isn't it?" Then there were the inner-city kids camping nearby. I was sitting inside quietly reading and heard them talking as they walked past our site. "Wow! Look at that!" One exclaimed. His friend replied, "Cool, that thing must be bullet proof!"

I know our Airstream isn't, but given LA's violent reputation it gave me some small degree of comfort knowing that some think it is.

Some places show their age like a well worn but favorite coat. Leo Carrillo is just such a place. It is one of a series of coastal parks easily accessible from Los Angeles on the Pacific Coast Highway. The park was named for actor Leo Carrillo (1880-1961), best known from the early fifties when he played Cisco Kid's television sidekick, Pancho. He served on the California Beach and Parks commission for nearly two decades and was instrumental in California acquiring the Hearst property at San Simeon.

Leo Carrillo beach provides one and a half-miles of swimming, surfing, windsurfing, surf fishing and beach combing. There are tide pools, coastal caves and reefs for exploring. The park offers backcountry hiking, nature walks, campfire programs and children's programs in the summer. There is a small visitor center with fascinating information on sea life, a general store, showers, and toilets. The campground sits snugly in a narrow canyon of the Santa Monica Mountain range where a number of sites are shaded by giant sycamores.

This is a perfect place to escape the heat of Los Angeles. Flowing from northwest subarctic waters is the cold, slow-moving California Current. Whereas one mile inland it might be ninety degrees (Fahrenheit), the current can keep the shoreline at a cool sixty degrees. To demonstrate how dramatically the temperature can vary Los Angeles was in the nineties, but our campsite, only a

quarter mile away from the beach, was seventy-five, and the beach itself was sixty-two.

My wife, Pat, and I walked on a path under the highway overpass to get to the beach. Artisans have painted an underwater mural of ocean life there. It can be unnerving to walk under a highway when the concrete above and alongside are a dark foreboding gray. The mural lightens the passage making it palatable and entertaining.

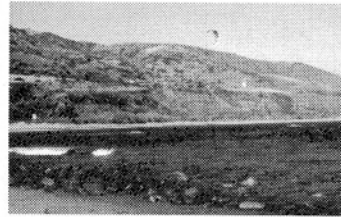
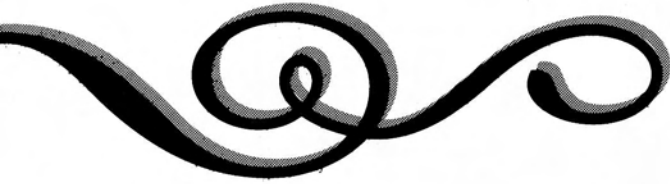
At the beach, I was astounded watching kitesurfers hundreds of yards out from shore launch themselves from waves to fly through the air. The wind was strong and the colorful parasails pulled the surfers so high that at times I thought they might not come back down. It was an incredible display of athletic prowess.

Pat wrote in her journal: "The campsite is pretty and it is cooler near the ocean. No hookups still. We did take a very nice walk to the beach to dip our toes and ankles. The beach is beautiful. Lucy [our cat] is doing better. It will be good to stay here two nights."

There is no accounting for taste though, especially mine. The showers are individual stalls with locking outside doors for privacy. Without hookups for the trailer, I felt obliged to use them. Pat felt privileged to use them. From my perspective the fixtures were rusted, the grout was moldy, and rubber flip-flop sandals were mandatory. Of course, that is just my opinion – for what it is worth. I heard some women try my door. "Oh," one said. "This one's occupied." She went to the neighboring stall, opened the door, and exclaimed, "Look how nice the showers are!" My wife said the same. Perhaps I was being squeamish. One thing for sure, the water is hot and plentiful. The shower Pat used was even free. They are coin operated, but corrosion had jammed hers.

The LA Central Public Library (May 22, 2003)

I was determined to use my time in California to research Wally Byam's early development of Airstream in the Los Angeles area. The following morning I waited until ten to begin my commute to the Central LA Public Library. I did that to avoid the rush hour traffic. Nice thought, but it was hard for me to tell the difference. Pat had me memorize the route I was to take to get there. She was staying behind to have a day to herself, and would not be along to help navigate. It seemed simple enough. Pacific Coast/Highway 1 to Santa Monica Freeway/Interstate 10 to Harbor Freeway/Interstate 101 then exit at Wilshire Boulevard. One to ten, to one-O-one, then exit at Wilshire. What could be easier? It should have been easy. Except at Harbor Freeway I went south when I should've gone north. Oh, well, it was a tense but



interesting two-hour commute through and under an amazing helter-skelter pickup sticks system of towering, sky scrapper high, ramps, and interchanges.

Once I was turned around, I exited the freeway without seeing any sign saying Wilshire, and found the library at 630 West Fifth Street purely by accident. I turned the corner to look for a place to park and voila! I spotted a sign that said "Library Parking." That would be the 524 S. Flower Street Garage. I followed the sign down into underground parking and there at the bottom of the ramp was an attendant to greet me. With a distinctly clipped middle-eastern accent he told me, "Sir, you have a big vehicle. Let me have you park here." With that he unhooked a chain and directed me into a parking spot next to the elevators.

I normally think that such things are too good to be true, and sure enough, my cynicism returned when the attendant asked me for the keys to my truck. Unaccustomed as I was to giving my keys to parking attendants I questioned him, but it became clear that it was a normal part of the operation. All the vehicles in the structure were double-parked, making it necessary to move one car to allow another out. "When you return I will have likely moved your truck. So, do not panic if you don't find it in the same spot. Just ask any attendant and he will locate it." I was not reassured, but I was relieved to at least have a parking spot.

The library didn't seem all that big until I reached the escalators to go down to the basement where the History and Genealogy Department is located. The escalators move up and down in the block long Bradley Wing atrium. They are not stacked together as in department stores, but instead descend and rise end to end at each level to give the library a terraced appearance. Overhead are three magnificently large 2,000-pound cast-bronze chandeliers hanging from the ceiling. The library is an incongruity of inventive Art Deco architecture decorated with an eclectic collection of fine art, modern art, and art nouveau objects.

This is one of the premier libraries in the nation. I don't say so myself, the library says so. There are over 200,000 volumes alone in the history book collection with especially strong collections in biography, travel, and Los Angeles area history. There is a computer database and card file called the California File that provides detailed retrospective indexing of local people, events, buildings, issues, and neighborhoods. The Genealogy Collection has over 40,000 volumes, including more than 10,000 genealogies. A family name index to the collection is available through the on-line database and the Library's collections include 350,000 photographs of Los Angeles starting from the 1880's.

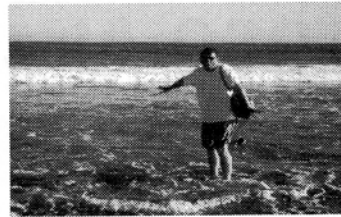
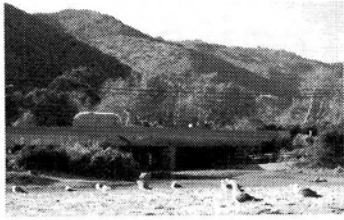
I immediately located a librarian to help get a start on my research. He was helpful and friendly. I gave him Wally's name. "Do you mean Byron, the poet?" "No, Byam the trailer maker." I quipped. The librarian frowned in puzzlement.

I gave him different spellings. He entered it into one database after another. "Try Wallace Byam" – no luck. "Try Wallace Davis." Davis was the name of Wally's stepfather – still no luck. When all was said and done this impressive library had the one book, and only one book, by Wally Byam, that already sat on the shelf in my own library at home, Trailer Travel Here and Abroad. I asked for newspapers on microfilm and the weary librarian directed me to a dim periphery of the basement. I resigned myself to looking through microfilm indexes of the Los Angeles Times newspaper from 1935 to 1938 for the rest of my afternoon in a vain attempt at discovering something, anything, of Wally Byam and early Airstream trailer development.

Bleary eyed, I looked at my watch and was astonished to see that it was five o'clock. I had not stopped for lunch or even a drink of water, yet it suddenly occurred to me that I was enjoying my little adventure. It would appear though that the LA Library has few contemporaneous articles or books documenting Airstream or even the early development of motor camping and trailer travel in general. For my effort I found only one LA Times story: We'll Soon Be Living On Wheels by noted and often quoted, prognosticator, Roger W. Babson.

I had told Pat that I would try to return by six-thirty for dinner, and so I hustled back to the parking garage. As the attendant predicted my truck had been moved, but not far. Cars were beginning to stream out, but one considerate driver paused to let me out of my parking space. I handed my parking stub to the toll booth attendant expecting to get a little discount for the library validation. Realistically, I knew LA parking would be more expensive than home. I expected to pay as much as ten or even twelve dollars, but to my surprise, the attendant asked for twenty-four dollars and fifty cents. "What?" I protested, dumbfounded. "That can't be. I haven't even been here a whole day."

The attendant gave me a bored look and dryly repeated the amount. "Twenty-four fifty. It would have been only a dollar an hour if you'd been here after three." My head swam and traffic backed up behind me. Did he mean the rate was a dollar an hour for three hours but after that the rate went to twenty-four fifty for a little over five? Or, did he mean that after three p.m. the rate was a dollar an hour? It was too confusing for my tired head to calculate.



I gave up. It wasn't as though I would be back any time soon. I decided I was grateful to at least have the money to pay. After all, I got the library card free!

It took three attempts to get into the line of cars waiting to enter the freeway. Somehow, I kept missing the lane I needed to be in to get to the on-ramp, but then once I did I found myself in bumper to bumper traffic for my return trip 'home'. This trip out of LA was uneventful with only motorcyclists speeding down the lane lines between cars to terrorize me. I learned later that motorcycling of that kind is legal in California. Because I was late returning, Pat and I decided to eat out. We had a nice casual dinner at a place just up the road from Leo Carrillo called Neptune's Net, and from there we drove to Point Mugo to watch the sunset.

Finding the Road Less Traveled May 23, 2003 – California Wine Country

We left Leo Carrillo State Park and continued traveling west on Pacific Coast Highway 1. We had hoped, from looking at the map, that the ocean would be our constant companion, but past Point Mugo the road turns inland to go around the Naval Air Weapons Station and joins the heavily traveled U.S. Highway 101. That busy highway efficiently connects the coastal cities of Ventura, Santa Barbara, and Goleta. Occasionally, though, there were brief but tantalizingly scenic stretches. The drive took us through strawberry fields around Oxnard where, the week before, they held their annual Strawberry Festival. Farther along, we saw a string of inviting beach parks. There, recreational vehicles camped with the sand of the beach just off their doorstep.

Past Gaviota the highway turns sharply north and intersects with State Highway 246, the road we would take to my sister's home in Solvang. Solvang is a post-card cute town that came into being as a Danish-American colony in 1911 and is situated in the picturesque Santa Ynez Valley. The word itself translates from Danish as "sunny fields."

Trees line both sides of the road into Solvang. The canopy of branches and green leaves filtered rays of sunlight that danced on the windshield and reflected from the shiny aluminum skin of our Airstream. The gentle warmth made us drowsy and the beauty was so distracting that we arrived in Solvang unprepared to find my sister's house. Pat asked me how I was going to find it. I told her that she was the navigator and to look at the map. When she told me she couldn't find it, I became anxious and snapped at her. "I put the map to Gwen's house in the road atlas!"

"Well, it's not there! Maybe, you left it at home?" Pat responded with a tone implying to me that she thought

I was likely becoming senile. Not wanting to trailer through the traffic of an unfamiliar town, I decided to park. I spotted a place in front of a bank, and continued with our squabble there. "I did not. It's with the others." I said resentfully. "What others?"

"The other Yahoo maps I downloaded and printed!" I shouted in exasperation. Pat said icily, "I don't know what you're talking about," but her demeanor abruptly changed and she gasped when a man knocking at the door startled her. We stared stupidly at him dumbstruck by his sudden appearance. He looked familiar, but who was he?

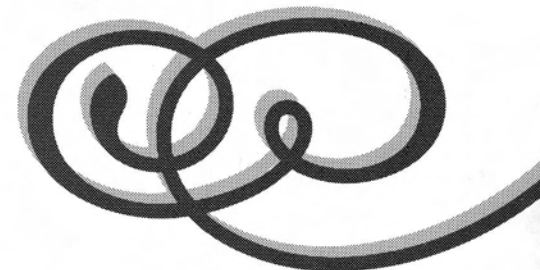
Amused by our 'deer in the headlights' expressions he told us, "I was trying to use my cell phone when I looked in the rear-view mirror and saw a shiny Airstream parked behind me. I couldn't imagine it would be anyone else but you. How's your trip been so far? Gwen can hardly wait to see you."

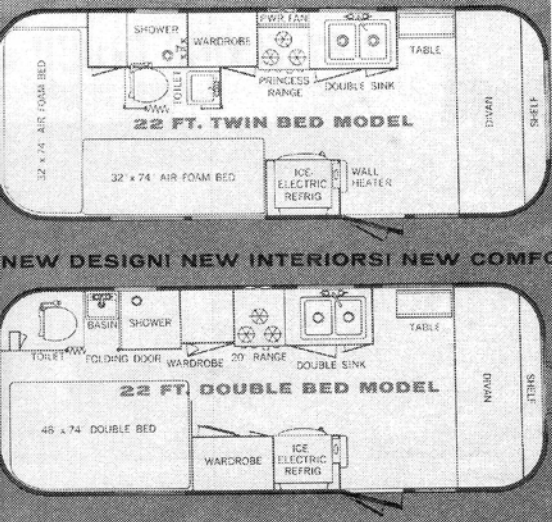
Grinning ear to ear and standing by our truck was my brother-in-law. "Tim!" We shouted with sudden recognition. I reached over to shake his hand. He leaned in to kiss Pat. "How did this happen?" I asked, smiling in relief.

"I have a lot of free minutes left on my old cell phone service," Tim explained, "but for some reason the only place in town I get reception is here in front of the bank. I'll park here sometimes just to make a long distance call."

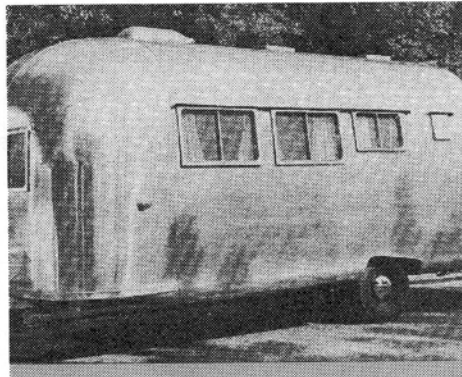
"Well, it's real opportune for us, cause we can't find the map to your house." "Oh, I don't need a map. I think I know how to get there." He laughed. "Follow me."

A number of coincidences had to happen in a specific order for us to meet Tim at that particular time and place, but there also had to be a common thread to synchronize the events and give them effect. If that thread, that resonance, had been missing I would not have parked at the curb, Tim would not have noticed us, and the day would have soured because our trivial argument might have continued, unabated. Who knows what other road we might have gone down instead of the one intended? That thread, that one synchronizing element was, of course, our Airstream. An interesting thought, is it not? Think about it. Maybe it is more than just a trailer.

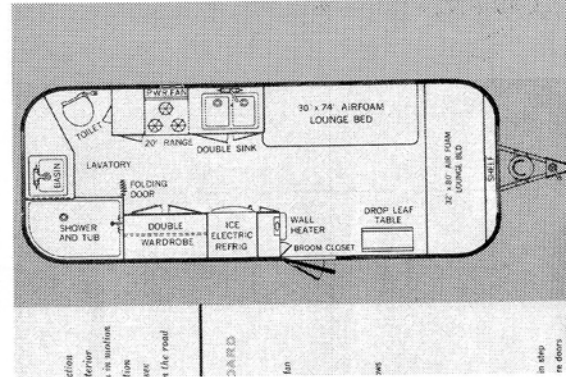




1958 Flying Cloud floor plan



1958 Flying Cloud



1958 Flying Cloud / Standard

The International models

The trend toward travel trailer self-containment took a leap forward in late 1957, when Airstream announced a new series of completely self-contained trailers named "International" models. These were standard production model trailers with a factory installed package of extra equipment: pressurized cold and gas-heated hot water, a large water storage tank, complete bathrooms including septic tank, a built-in 12 volt electric supply charged by the tow vehicle, gas refrigerators, a water purifier and plenty of storage. They lacked a grey water tank, a necessity in today's more regulated world, but otherwise allowed trailers to camp most anywhere, completely independent of trailer parks.

Five trailers initially could be "Internationalized" in 1957: the 16' Bubble, 22' Flying Cloud, 22' tandem axle World Traveler, 26' Cruiser Tandem and 30' Sovereign of the Road. By 1960, all trailers 22' and longer could be outfitted with the International trim package.

1958 Airstream Trailers

The standard base model trailers in 1958

were named the "Land Yacht", but this base model nomenclature soon changed to "Standard" during the 1958 model year. The first month for the 1958 model year presently is unknown but likely was in early Fall 1957.

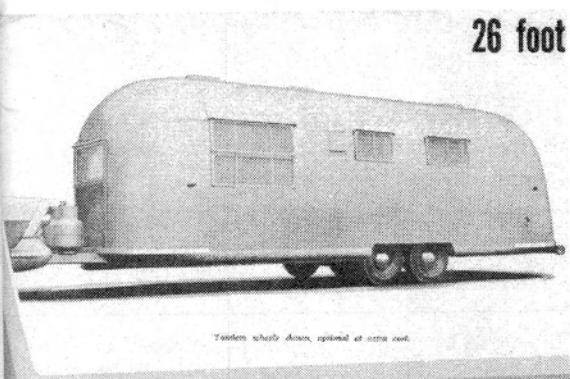
The California plant built 1958 trailers in four lengths: the 18' Traveler and Wanderer, the 22' Flying Cloud, the 26' Overlander, and the 30' Sovereign of the Road. The Ohio plant had a much broader 1958 line up. The low cost 17' Pacer (1958 to 1960) replaced the discontinued 16' Bubble. Other Ohio models included the 18' Caravel and Globe Trotter, 22' Caravanner, 22' Flying Cloud and the 22' tandem axle World Traveler. The 26' Cruiser Overlander and 30' Sovereign of the Road completed the Ohio offerings.

From 1958 to 1960, both plants used small (2-3/4" high by 4" wide) rectangular serial number plates with the name "AIRSTREAM" with speed lines along a wave-shaped curve. The trailer serial number was stamped into this plate, which was riveted to the body. The wave serial number plates differed between the factories. The California plates usually listed only the California factory address in the lower left corner with the serial number stamped into a pad in the upper right corner. There were two California

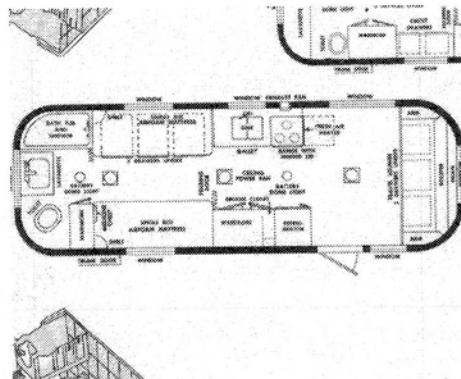
factories and each had its own serial number plate, distinguished by their Los Angeles or Norwalk city address. The Ohio factory serial number plate listed the 1755 No. Main Street, Los Angeles, California plant in the lower left corner and the Jackson Center, Ohio plant in the upper right corner. The Ohio serial number was stamped into a pad at the upper left corner.

By 1958, the Ohio factory had begun riveting identically sized small rectangular trailer model name plates above or below their wave serial number plate. Ohio was quite diligent about identifying their trailers by model name, so most 1958-60 Ohio built trailers left the factory with a model name plate, including a few "Custom" trailers. The California factory appears more lackadaisical in riveting model name plates to their trailers. Few, if any, 1958 California built trailers had model name plates. Model name plates appeared on many 1959 California trailers, yet some 18 footers still left the factory without any name plate.

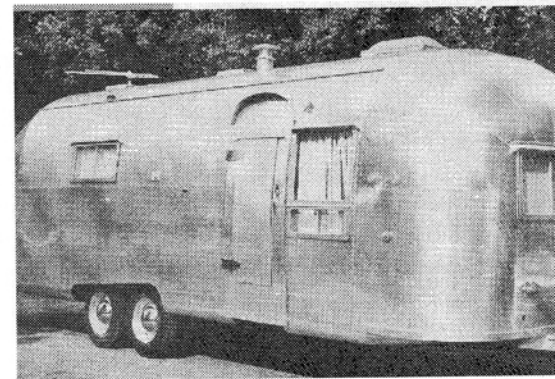
In 1958, the California plant introduced special versions of the standard 22' Flying Cloud and 26' Overlander for a travel two-some and named them "Sleep-Two" models. The big innovation was eliminating the



1958 Overlander / ohio

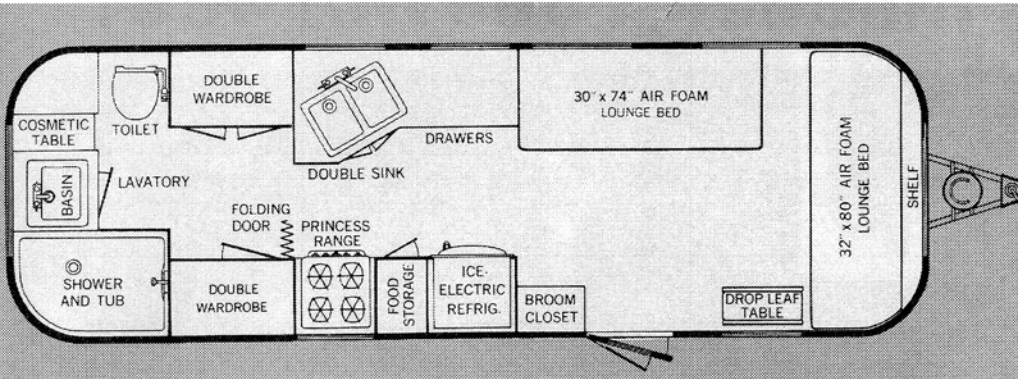


1958 Overlander / ohio floorplan



1958 Overlander

continued next page . . .



1958 Overlander



1958 rear decal

dedicated bed(s) in the rear of the trailer, located a neck craning yell away from the front gaucho, and placing two single beds in an "L" configuration up front to use as couches during the daytime. This layout facilitates face-to-face conversation in the living area and concentrates storage closets and drawers in the rear, next to the full width bathroom. These convertible floor plans are for people who don't mind making the couches into single beds every night or who avoid that ritual by using sleeping bags.

The 1958 Ohio built 18' Globe Trotter also had "L" configured couches in the front street side corner but had a full width double bed instead of a bathroom across the rear. These "L" shaped front couch floor plans forecast similar 1960 small trailer couch layouts of the Bambi, Bambi II and Caravel.

A third sleep two model introduced in 1958 was the tandem axle 22' World Traveler. It's a rare trailer; only 7 were made, 4 in 1958 and 3 in 1959. That rarity arises from very low sales during the World Traveler's brief and quickly terminated two year production run. The World Traveler cost \$5,250 and had no more storage space than the \$3,650+ Sleep-Two Flying Cloud. Its single bed was in the rear curb side, and the only benefit over a double bed in the same location was a marginally wider adjacent aisle, an insignificant feature. The front gaucho still had to be made into a bed every night whereas a double bed in the rear might have eliminated that task. Social conversation was difficult when those on the rear bed were at the opposite end of the trailer facing 90 degrees away from others sitting on the front gaucho. I haven't seen any sales literature on the World Traveler so don't know the sales promises or product benefits. I'd guess it was primarily the rugged tandem axle chassis under a short 22' trailer. But Airstream customers voted thumbs down on the World Traveler. They could get equiva-

lent practical features in a less expensive single axle 22' Airstream or could buy a larger trailer for the same money. Whatever the reason for poor sales, the World Traveler was discontinued by 1960.

The new 7 panel front and rear end "stretch-formed" aluminum end cap panels first appeared during 1957. These rounded end caps distinguish Airstreams from all other brand aluminum trailers, which continued to use lapped flat sheet end cap construction. Airstream trailer width increased to 7-1/2 feet (90 inches) with the adoption of 7 panel end cap construction, where it remained until Airstreams become 8 feet (96 inches) wide in 1969. Trailer width remained at 7-1/2 feet (90 inches) with the 1964 change to 5 from 7 end cap panels.

Except for a few lost cost models, 1958 was the last year for Hehr "standard" aluminum frame windows that had one or more vertical interior braces. Being a window transition year, some early 1958 trailers had the older Hehr "standard" windows all around. As the year progressed, many trailers had the old Hehr "standard" windows on the sides and newer Hehr "clearview" windows on the front and rear ends.

Many 1958 trailers and some 1959's had one long drip cap on each side that covered numerous windows and a wall fan, instead of individual short drip caps for each window or fan. These long drip caps visually act like "speed lines" that, along with the smooth 7 panel end caps and absence of hatch doors on the rear panel, give these 1958-59 trailers a particularly sleek and slick appearance.

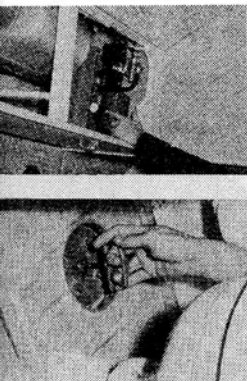
Other exterior identifiers that first appeared during 1958 are the oblong refrigerator vents (only on trailers with gas fired refrigerators) that have a slightly larger one piece oblong aluminum cover. This refrigerator vent is usually mounted to the rear of the curb side door. Another identifier is the

tiny rolled top "T" shaped vent cover on the sides of some 1958 to 1960 trailers for stoves or water heaters. Side venting eliminated a hole in the roof where water could leak inside. These small "T" vents were used into the early 1960s, when replaced by less expensive round protruding side vent covers from the heater manufacturer.

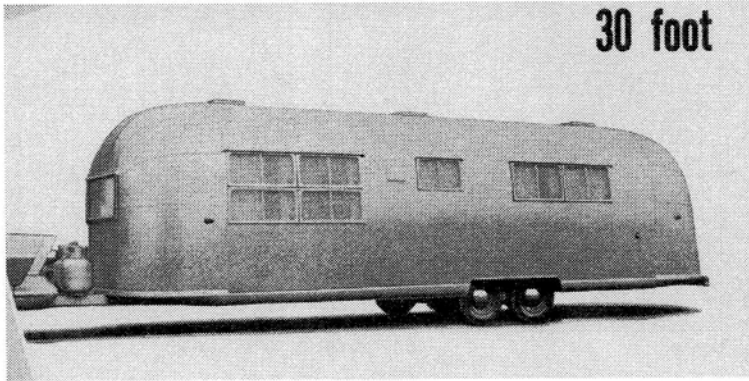
Tail lights changed during 1958 from the recessed Bargman No. 9 4" diameter lamps with the inset Bargman No. 6 Trail-Lite plastic lens to the larger surface mount Bargman No. 99 "wedding cake" stacked tail-lights with a built-in reflector. This change met new DOT requirements for rear reflectors. All 1958 to 1960 trailers used teardrop side marker lights at mid-body height.

Shortly into 1958, the forward roof vent was increased in length from 14" to 25" long, given a translucent fiberglass cover and named the "Astro-Dome". The butane fresh air heater drew in outside air and came with a blower for increased warmth. 700 x 14.5 tubeless tires were standard equipment for 1958, with heavier ply ratings used on larger trailers. Drop leaf tables that could be taken outdoors for picnics provided the dining surface. A TV antenna was added to optional equipment. Many 1958 trailers have dual voltage (12 volts d.c. and 120 volts a.c.) large round interior ceiling lamps with translucent glass covers drizzled with strings of different colors, very Jackson Pollack.

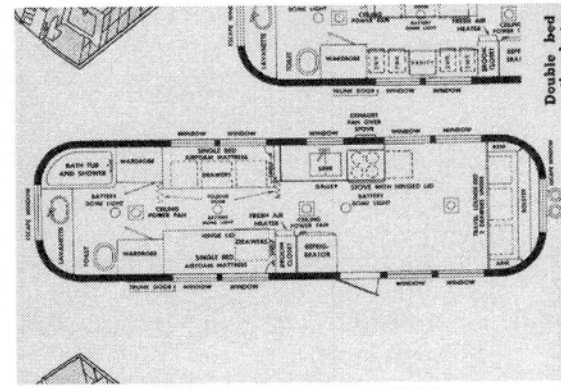
From 1958 to 1960, the California plant used tall wall mounted panel heaters in most 22' and longer trailers. These were religiously mounted in a floor-to-ceiling wall just aft of the entry door and were vented through the roof, usually into a low "eyebrow". Their placement presented a view-limiting wall of wood to the left upon entering the trailer. The refrigerator typically was installed immediately to the rear of the heater in a continuation of the full height curb side wall. A few short California trailers with in-



1958 sewer drain



1958 Sovereign / ohio



1958 Sovereign / ohio

sufficient wall space for a panel heater used the floor mounted Carlson heater.

Sales literature from 1958 to 1962 shows the California and Ohio factories often built identical model trailers with partial mirror image floor plans. As merely one example, the 1958 California 22' Twin Bed Flying Cloud had the toilet and shower on the street side and the two "L" configured twins beds on the curb side and across the back. The 1958 Ohio built 22' Flying Cloud had the toilet and shower on the curb side and the two "L" configured twin beds on the street side and across the rear. Other features were in the same location. The galley was forward street side and the refrigerator was just aft the door curbside in Flying Clouds from each plant. This projected sameness and masked the bed and bathroom differences between plants.

Partial mirror image floor plans between factories were found in most trailer lengths into the early 1960s. Keep this in mind at your next Vintage Airstream Rally and see how many partial mirror image floor plans you can discover in same year, same model 1958 to 1962 California and Ohio trailers. This task may best be undertaken before the late afternoon Social Hour, when such subtle differences may blend into the background.

The greatest visual identifier for a 1958 model year trailer is the 7 panel end caps combined with Hehr standard windows on the sides beneath very long drip caps that cover multiple windows. The year can be nailed down more specifically by the trailer serial number, shown in the Model and Serial Number chart below.

Three Trim Level Series

By the end of the 1958 model year, Airstream had abandoned the Cruising Fleet and Custom Fleet groupings adopted in 1956. All

trailers were now members of the "Airstream Fleet", comprised of three series of production model trailers identified by their degree of self-containment. I call these trim level series.

All Airstream trailers had the same aluminum aircraft construction and interior basics: airfoam beds, efficient butane space heater, well-planned galley and attractive interior decoration. Trailers came in three trim level series.

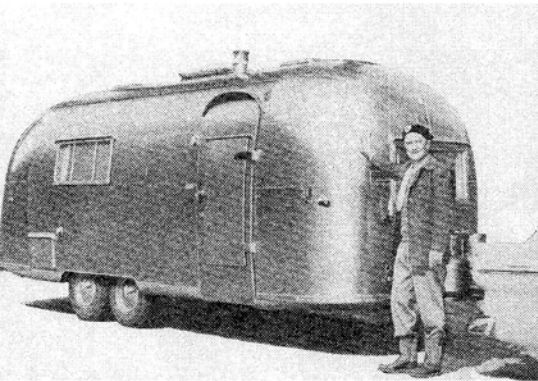
The base model was the Standard Airstream. It had conventional trailer equipment and appliances such as an ice-electric refrigerator, electric hot water heater, 110 volt a.c. wiring, 110 volt a.c. interior lighting, and copper water lines with easily accessible input connections and drain outlets. All Standard Airstreams had a butane air heater but otherwise were dependent on land based electrical, water and sewer connections for operation. Some people informally call these standard trailers "park" models because they function best when hooked up to utilities in a trailer park. Standard Airstreams had only a small rectangular wave serial number plate riveted to the exterior curb side near the door. They can be further identified by the absence of an exterior battery box on the front panel and the absence of a refrigerator vent stack on the roof. Most trailers pictured in 1958-1960 full line sales catalogs are base model Standard Airstreams.

The intermediate Land Yacht series Airstream was the base model self-contained trailer. It was completely outfitted for extended stays away from the standard light, water and sewer connections. It's self-contained equipment included an air pressure water system with 25 gallon water storage tank and 12 volt Grover air compressor, 12 volt d.c. electrical system with a 12 volt battery in an exterior weathertite container, four 12 volt d.c. light fixtures in addition to the 110 a.c. volt wiring, a gas refrigerator and

gas hot water heater, dual 5 gallon butane tanks, a marine type toilet with hand spray flush device, and an Airstream sanitor black water holding tank and hose carrier. Any trailer 22' or longer could be equipped as a self-contained Land Yacht. For 1958, the 17' Caravel and 18' Traveler were available only in Standard trim, with a few extra cost self-contained optional appliances.

When equipped with this basic self-containment package, the trailer was identified by a large (7-1/2" high by 9-1/8" wide) "Land Yacht" plaque featuring Wally Byam's beret capped visage inside a yacht steering wheel superimposed on a stylized globe. This "Land Yacht" plaque was pop-riveted to the curb side forward of the door, sometimes on the end cap. 1958-1960 Airstreams without this "Land Yacht" plaque were simply conventionally-equipped Standard trailers that required land-based utilities to be fully operational.

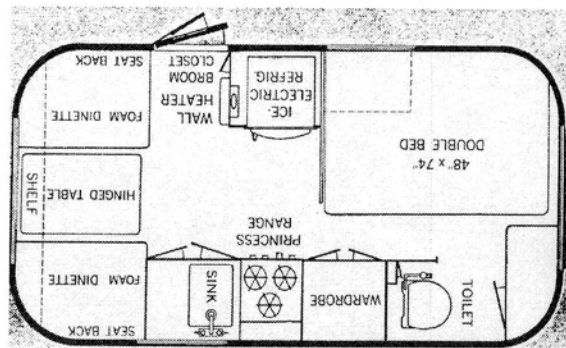
The top-of-the-line Airstreams were the International Land Yacht series. They had all the Land Yacht self-containment features plus an Ogden water purifier, a 12 volt d.c. electrical system throughout with a 12 volt battery, two 12 volt ceiling ventilator fans and three 12 volt outlets for shaver and other appliances. All light fixtures had dual light sockets, one 12 volt d.c. and the other 110 volt a.c. The water storage tank capacity was increased to 32 from 25 gallons. Two oversized 7 gallon gas tanks with automatic switchover regulator, police type radio antenna, two hose carriers, deluxe hub caps, and a spare tire, tube, wheel and rack on a special bumper rounded out the exterior equipment. Lined draperies, upgraded upholstery, matching bed spreads with bed side wall pads to give the appearance of a couch, Formica galley back splashes, space heater thermostats, special linoleum tile, and exquisitely finished cabinets complete the interior appointments. International



1958 World Traveller



1959 Caravel



1959 Caravel

Land Yacht features were never “frozen” but were constantly being improved to give their owners the very best.

All International trailers have an “I” prefix to their serial number. Customized Internationals have a “C” suffix as well. All 1958-60 International Land Yacht series trailers can also be identified by their cumulative exterior badging, consisting of one “Land Yacht” plaque on the forward curb side and three 4 inch diameter globes bisected by a banner proclaiming “International”. Two International globe plaques were mounted up front on each side of the end cap. The third was mounted on the rear end cap centered above the window. They were a very classy way of identifying Airstream’s top of the line trailers from 1958 to 1960. If you have a choice among 1958-60 trailers, go for the Globe as it identifies the most fully appointed trailer.

1959 Airstream Trailers

The big change for model year 1959 was the exclusive use of Hehr “clearview” windows that had no interior vertical braces, hence their name: they provided an unobstructed clear view to the outside. The window corners were sharp 90 degree angles. One exception to the all-around use of Hehr “clearview” windows is the economy model

17’ Pacer, which retained the less expensive Hehr “standard” windows until Pacer production ended in 1960. For most of 1959, individual stamped aluminum drip caps returned above each window and side fan lid, losing the speed line effect prevalent on 1958 and early 1959 trailers having long single drip caps.

A new 24’ overall length (21’ body) model named the Trade Wind was added at both factories for those who wanted the spaciousness of a large trailer with the mobility of a smaller unit. It featured across-the-aisle twin beds above the wheel wells, previously available only in longer trailers. The double bed model allowed installation of a rear bathtub and shower in the full width bathroom. In the twin bed model, the shower shared a small area with the toilet. The Trade Wind name was first used by Airstream in 1947 to identify a 22’ Liner with a particular floor plan but was retired by 1951 when the 22’ Liners were discontinued. After an eight year rest, it blew onto the scene again.

In yet another example of partial mirror image floor plans, the California built Twin Bed and Double Bed 24’ Trade Winds had the toilet street side and shower curb side, whereas the Ohio built Trade Winds had the opposite: the toilet curb side and the shower street side. In Double Bed model

Trade Winds, the California trailer had the double bed curb side and the closets and chest street side, but the Ohio built trailer had the double bed street side and the closets and chest curb side. The kitchen galley was street side in Trade Winds from both plants but the sink and stove were in switched positions, the sink most forward in California trailers and the stove most forward in Ohio trailers. There are many small differences in same year, same model floor plans between the California and Ohio factories.

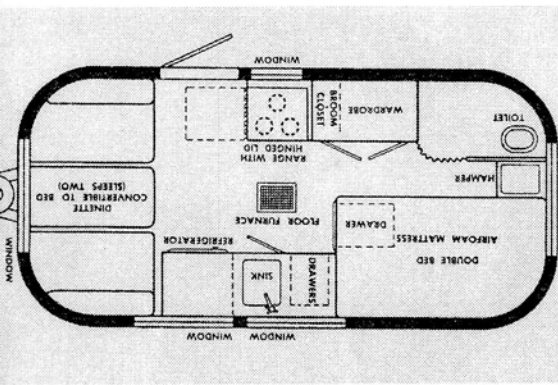
A new 28’ overall length (25’ body) model named the Ambassador was added during 1959 in Ohio only. An old 22’ model name, the Falcon, was revived in 1959 for a 22’ two person trailer built only in Ohio. A similar but not identical 22’ two person trailer was available from the California plant as the Flying Cloud Sleep-Two.

The full width rear bathroom came into greater use during 1959, allowing twin beds to be placed above the wheel wells in successively shorter trailers. By late 1959, the 22’ Safari offered a twin bed layout with full length (76 inch) twin beds or a double bed with closets on the opposite side of the aisle. A full width bath occupied the rear of the Safari.

The roof mounted mushroom cap and eyebrow style heater vents were replaced on California trailers during 1959 and 1960

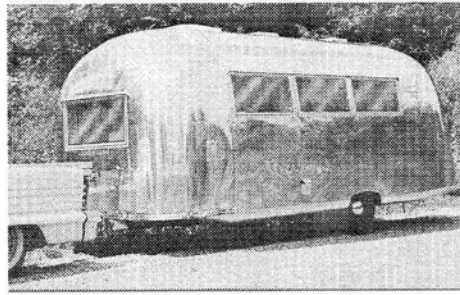


1959 name plate

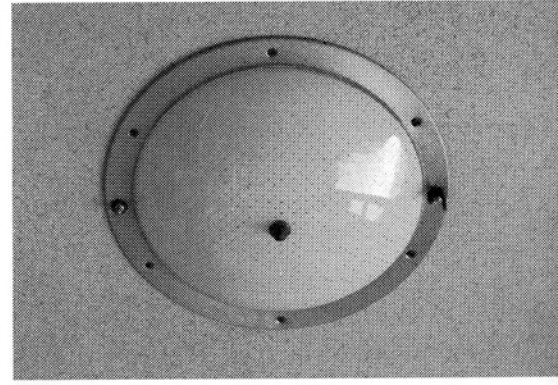


1959 Caravel

22 FT. CARAVANNER



1959 Caravel



1959 ceiling light

by a tall two piece vent cap that looked like the outside of two intersecting circles. It sat on top of a cover on an upward tapering base. This type vent may have appeared late in 1958, but is a ready identifier of most 1959 and 1960 California trailers that used a tall rectangular butane heater set into a full height wall just aft of the entry door.

Beginning in 1959, the Ohio factory used a shorter propane interior heater primarily on the street side at the forward end of the galley. The vent for these heaters climbed through a shallow wall at the front of the galley and was topped by a small diameter mushroom cap after it exited the street side roof. This heater placement allowed the curb side refrigerator to be moved adjacent to the entry and a useful flat TV shelf to be placed atop the fridge. This Ohio floor plan increased the sense of interior spaciousness by opening up rear sight lines upon entering the trailer.

The AIRSTREAM front and rear end name plates with the deco style round lettering used from 1948 to 1958 were replaced during 1959 and 1960 with AIRSTREAM name plates having a thicker block style lettering against a dark blue background. These new name plates were moved from below to above the front and rear end windows for greater visibility.

Before this change, the deco style name

appeared in two forms, slightly raised letters on an aluminum name plate riveted to the trailer and as a water decal applied to the trailer. Deco style decals appeared as early as 1956 and seem to have been used indiscriminately and alternatively with the riveted aluminum name plates. No reason or rule has yet been discovered that signals when each was used. Sometime during the mid-fifties, a medium blue background began to appear on the deco style AIRSTREAM name plates in addition to the plain unfinished aluminum background prevalent since 1948. Again, no apparent reason has yet been discovered that controls when a medium blue or aluminum background deco name plate was used on trailer ends. It is possible that the plain aluminum background on late 1950's trailer name plates simply results from all the blue color having faded away. But some late 1950s factory photos of new trailers clearly show the deco style AIRSTREAM lettering against an aluminum background, with no hint of blue.

The 700 x 14.5 tubeless tires described in 1958 factory sales literature disappeared in 1959. Perhaps they did not hold up to the rigors of trailer use, or perhaps tubeless tires and wheels became available in a larger 15.0 inch diameter size.

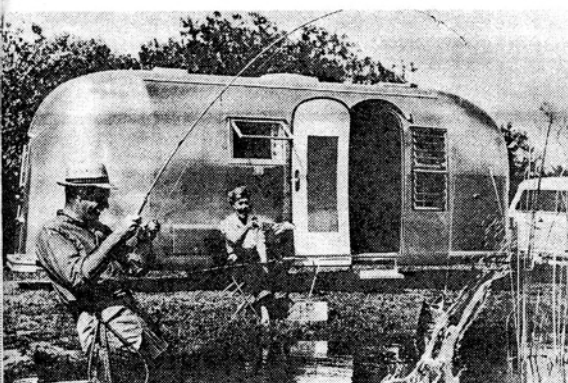
For 1959, Airstream's second California factory that opened in 1950 at 12804 E. Fire-

stone Boulevard in an unincorporated area near Norwalk, Calif. became the "Santa Fe Springs" factory after that new city was incorporated in 1957. The factory never moved from 12804 E. Firestone Boulevard and kept the same street address. Only the city name was changed, from Norwalk to Santa Fe Springs, Calif. The unincorporated area in which this factory was located was formally annexed by the City of Santa Fe Springs in 1965.

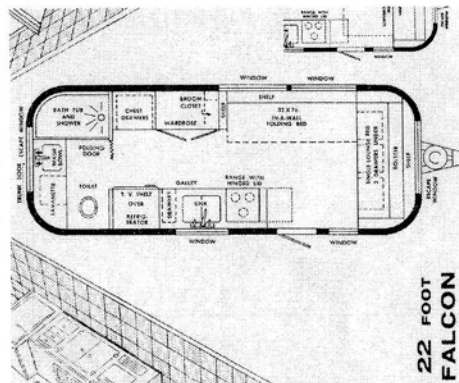
The city name on California wave serial number plates and California factory sales literature likewise changed for 1959 to Santa Fe Springs from Norwalk, a useful fact for dating purposes.

My rule of thumb is any California trailer or document using the Norwalk name was made between 1950 and 1958, and any trailer or document having the Santa Fe Springs name was made between 1959 and 1968. The California plant at 12804 E. Firestone Boulevard closed at the end of 1968 model year, when all trailer production was moved to Ohio.

1959 trailers can be visually identified by the combination of 7 panel end caps at each end, square corner Hehr clearview windows all around with (mostly) individual window drip caps, and the tall heater vent cap halves on an upward tapering base just rear of the door. During 1959, the Ohio serial

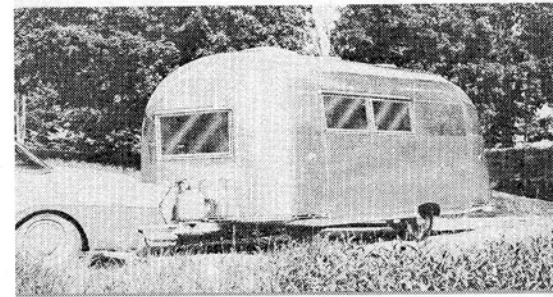


1959 falcon

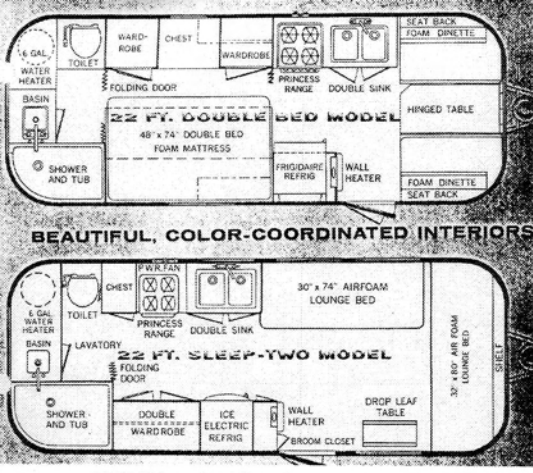


1959 falcon

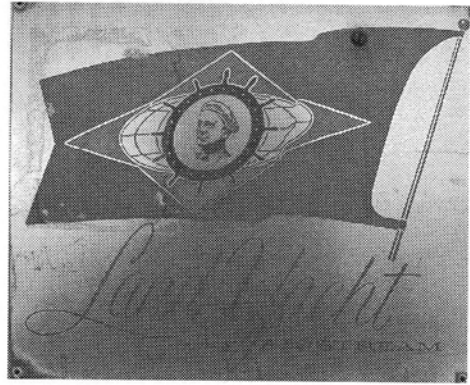
22 FT. FALCON



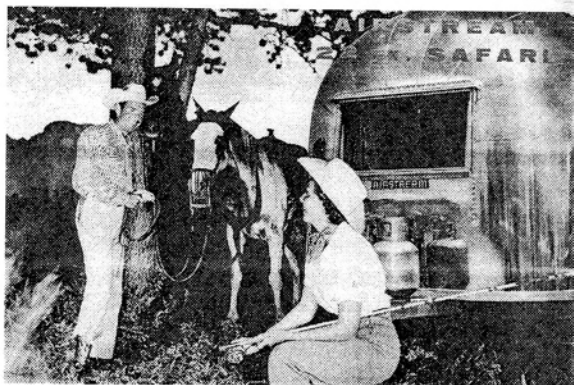
1959 falcon



1959 Flying cloud floorplan



1959 emblem



1959 safari

number format changed from a consecutive four digit numbers to: [length] [last digit of year] [sequential number], which format was carried over to 1960.

1960 Airstream Trailers

Wally Byam and his African Caravan, slogging their way from Capetown to Cairo during June 30, 1959 to February 9, 1960, set the stage for 1960 model year Airstreams. "Travel tested through the rugged heart of Africa and over the highways of the world" appeared throughout 1960 sales literature. "Land Yachting, the better way to travel" was the big theme for 1960.

Factory sales literature defined a "Land Yacht" as a personal highway cruiser manufactured by Airstream that was specifically designed and outfitted for unlimited Road Voyaging, which was travel independent of roadside facilities. As before, the Land Yacht was a self-contained Airstream trailer to be used in the woods or desert, besides a brook in a state or national park, or wherever one decides to drop anchor and rest a spell.

Model changes for 1960 were minor. The 28' Ambassador was added to California factory production. In Ohio, the 26' Cruiser "Overlander" and 22' Falcon were dropped; the Falcon was replaced by a "Sleep Two"

optional floor plan in the 22' Caravanner. Otherwise, each factory's 1960 model production was generally the same as in 1959.

In 1960, Airstreams were built in 18', 22', 24', 26', 28' and 30' overall lengths. Ohio continued to build the limited production low cost 17' Pacer as it had in 1958 and 1959. Both California and Ohio built 18 footers, named the Traveler out west and the Caravel back east. The 18' Traveler was available only as a Standard model; it could not be ordered as a Land Yacht or International Land Yacht. All trailers 22' and longer could be ordered as Land Yachts or as International Land Yachts.

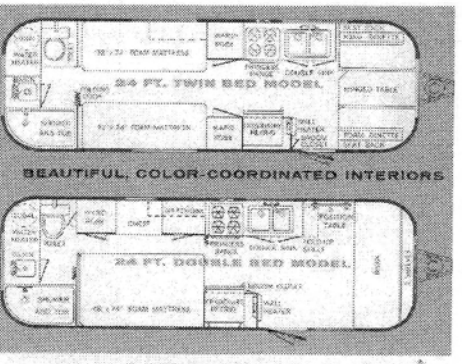
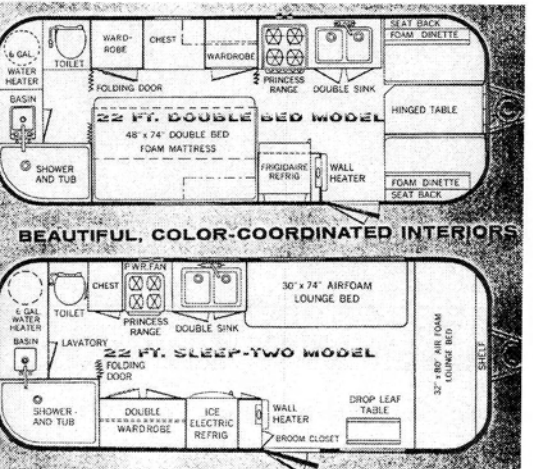
For 1960, floor plans for all series (Standard, Land Yacht or International Land Yacht) of the same length California built trailers were identical; only the series equipment varied. Twin or double bed floor plans for each model were the same price. California housing codes prohibited any rearrangement of heating, plumbing or wiring, so accounted for the standardized layouts in California built trailers, which had a state Department of Housing approval plate riveted to the body. Strict California housing codes may explain why California trailer floor plans were mirror images of Ohio trailer floor plans. It may also explain why "Custom" trailers were built primarily,

if not exclusively, in Ohio. The California 1960 factory catalog showed dinettes instead of gauchos in the front of every trailer floor plan. I wonder if that resulted in more dinettes than divans being ordered in California that year.

Optional extras available in any length 1960 trailer regardless of trim level were bunk beds with a 4" airfoam mattress (\$90), TV jack (\$8), TV antenna (\$35), TV shelf (\$20), and Plasticote at \$1.00 per linear foot. A Duo-Therm Air Conditioner (\$425) and double aluminum ribs and wiring for it (\$30) were required to be ordered prior to the time the trailer started production. This suggests only trailers factory built with air conditioning have the double ribs necessary to support a roof mounted air conditioner today. If you are considering adding a roof top air conditioner to your 1950's Airstream, first look at the exterior rivets to see whether your trailer has the extra factory rib installed for a roof top air conditioner.

Dometic butane refrigerators were available in 3 and 6 cubic foot models, as were Norcold combination butane and electric refrigerators. Bowen 6 gallon gas water heaters were used in 18 and 22' trailers while Bowen 10 gallon ones were used in 24' and longer trailers. A Valliant instantaneous gas hot water heater was an available op-

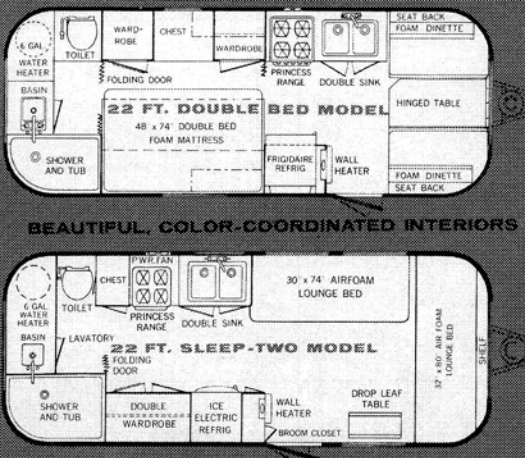
1959 flying cloud floorplan



1959 tradewind floorplan



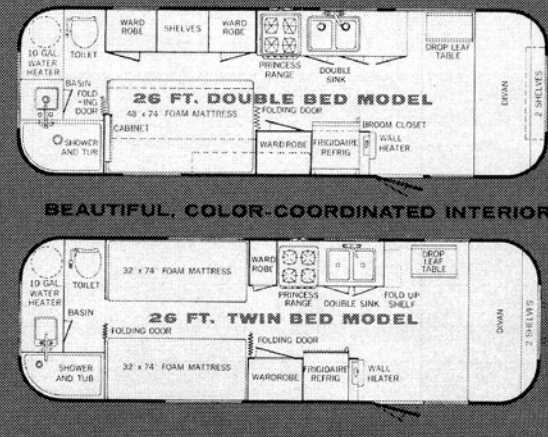
1959 tradewind



1960 Flying cloud floorplan



1960 Overlander advertisement



1960 Overlander floorplan

1. For California, XXX are increasing consecutive numbers.

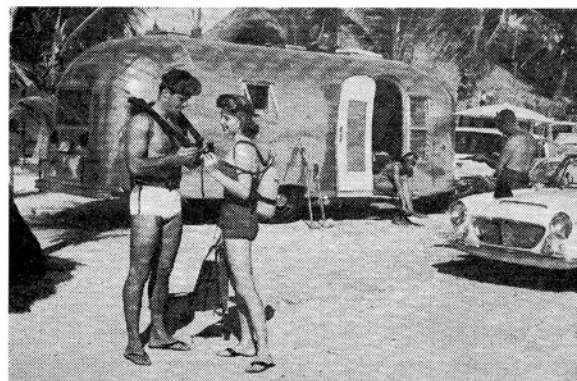
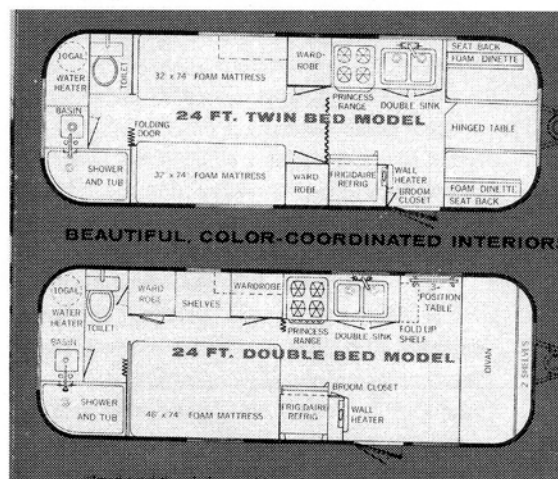
2. International trailers have an "I" prefix to the serial number, while Custom trailers have a "C" suffix to the serial number.

3. "T" is twin beds, "D" is double beds, and "TD" is for two double size beds.

4. For Ohio only, the number of particular model manufactured is shown inside the parenthesis: [XX].

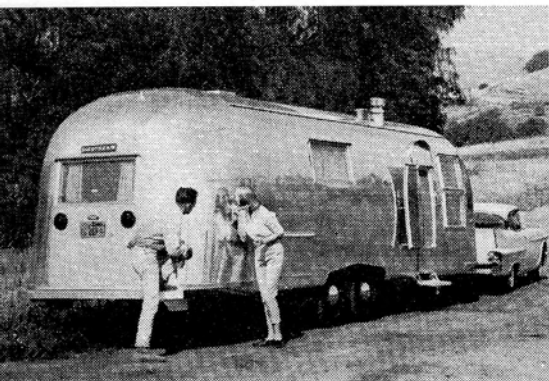
Production numbers for 1958-1960 California trailers are unknown.

Ohio - 22'	Flying Cloud O-3500 to O-3544 [45]	Falcon O-4301 to O-4305 [5]	---
Ohio - 22'	Caravanner O-9300 to O-9399 [100]	Caravanner 22 9 001 to 22 9 225 [225]	Caravanner 22 0 226 to 22 0 408 [183]
Ohio - 22'	World Traveler (tandem axle International) OI-3800 to OI-3803 [4]	World Traveler (tandem axle) Serial numbers within above 22' Caravanner numbers. (3)	---
Ohio - 24'	---	Trade Wind 24 9 0001 to 24 9 187 [187]	Trade Wind 24 0 188 T to 24 0 458 [271]
Ohio - 26'	Cruiser Overlander O-7500 to O-7741 [241]	Overlander O-7741 to O-7750 [10] 26 9 001 to 26 9 301 [301]	Overlander 26 0 302T to 26 0 596 [295]
Ohio - 28'	---	Ambassador 28 9 001 to 28 9 081 [81]	Ambassador 28 0 082T to 28 0 195 [114]
Ohio - 30'	Sovereign of the Road O-5200 to O-5231 [32]	Sovereign 30 9 001 to 30 9 014 [14]	Sovereign 30 0 015T to 30 0 025 [11]

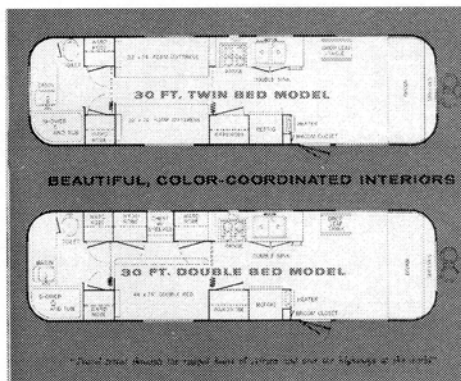


1960 Tradewind and floorplan

1958 TO 1960 AIRSTREAM TRAILERS



1960 Overlander advertisement



1960 Overlander floorplan



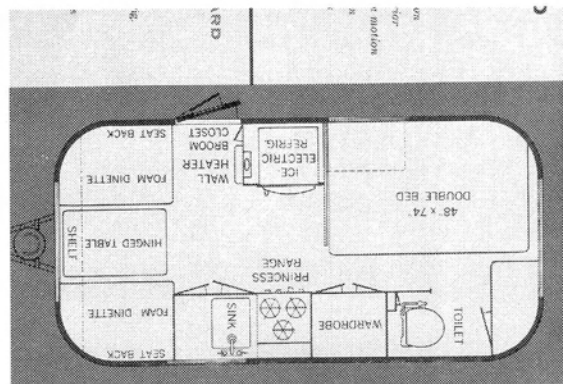
AIRSTREAM 22 FT. FLYING CLOUD

1960 Flying Cloud

International name plate



1960 Traveller + floorplan



AIRSTREAM 18 FT. TRAVELER

A hearty thank you is extended to R.J. Dial, Brad Noorgard, Louis Mraz, Ken Nickolai and Doug Francis for their knowledgeable help with this article.

Lansing's Concours d'Elegance

Under blue breezy skies, thirty-seven coaches were entered for our VAC Concours. This event, held on June 30, is always scheduled in conjunction with "Open House" for all Airstreamers and the public.



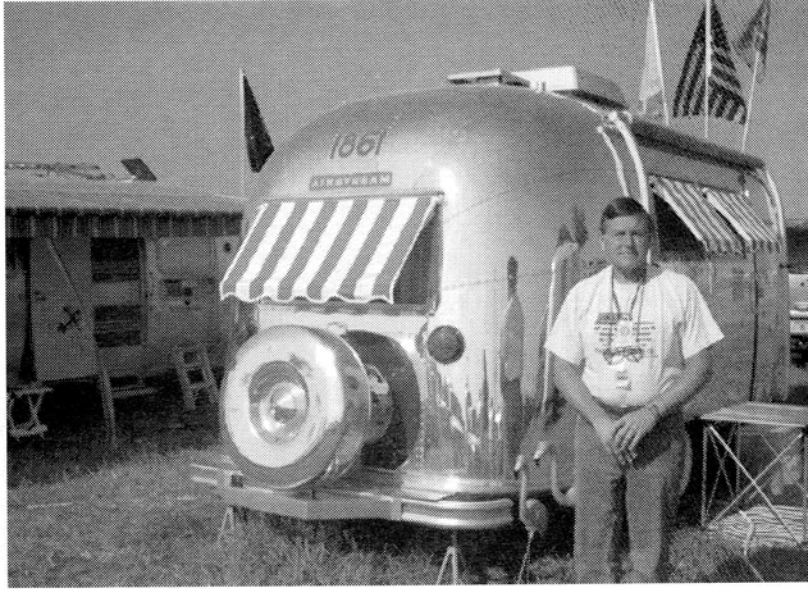
This year, we used the new judging criteria (look for the form elsewhere in the Vintage Advantage) as well as Vintage member judges experienced with restoration efforts. Tom Howarth, Wayne Moore, and Ed Emerick, all previous Best of Show winners, provided a lengthy and very thorough judging exercise. In addition, the "Best Engineered Feature" was reviewed from 13 different coaches via a show and tell by the owner/inventor. These proved not only fascinating but also piqued the curiosity of Airstream executives who were also at the Vintage site for Open House.

We will be asking several owners to share their inventions in upcoming VA's. Overall, the quality of restorations continues to improve almost exponentially, and we had many top coaches appear for their initial Concours, including the Fancy/Munt '75 Ambassador, our first ever Best of Show from the 1970's decade. Lastly, it was a privilege to have Bud Cooper, our VAC founder, present his namesake trophy to the winners. Thanks to all who supported this event.

1940s Decade Silver Level	#26019 #9712 #3113	Bud & Bettye Cooper Forrest/Jeri Bone Ken/Petey Faber
1950s Decade Silver Level	#7532 #5350 #3940	Lauren Carlson Tommy/Kathy Green Jack/Linda Loughlin
1960s Decade Silver Level	#2392 #6893 #5128 #2867 #22821 #3061 #2889	Linda Bell/ Jake Brubaker Bill Kirkendall Jim/ Ev Landry Dick/Kris Parins Philip Souders Jim Stewart Mel/Glenda Wood
Gold Level	#3113 #13497 #7139 #2802	Ken/Petey Faber Scott/Lise Scheuermann John Starcher David Winnick
Platinum Level	#1861	Herb/Sidra Spies
1970s Decade Gold Level Platinum Level	#6517 #6998	Daisy Welch Paul Fancy/Pat Munt
Best Engineered Feature	#6517	Daisy Welch (LED Lights)
The Bill Scott Best Bambi Award	#3113	Ken/Petey Faber
Best Tow/Trailer Award	#3113	Ken/Petey Faber
The Bud Cooper Best of Show Trophy	#6998	Paul Fancy/ Pat Munt



concours stewards



Herb Spies / 1963 Globetrotter

1948 Liner
 1949 Southwind Liner
 1949 Wee Wind

1959 Tradewind
 1953 Flying Cloud
 1956 Bubble

'61 Tradewind
 '69 Overlander
 '64 Ambassador
 '62 Bambi
 '67 GlobeTrotter
 '61 Bambi
 '67 Caravel

63 Bambi
 '60 Overlander
 '60 Overlander
 '68 Caravel

'63 GlobeTrotter

'73 Ambassador
 '75 Ambassador

'75 Ambassador

'63 Bambi

'55 GMC 100 & '63 Bambi

'75 Ambassador



Jerri and Forrest Bone / 1949 Clipper

John Starcher and Tom Weigand / 1960 Overlander





Paul Fancey with Bud and Bettye Cooper



The Scheuermanns



Ken and Petey Faber / 1963 Bambi and 1948 WeeWind



Herb Spies / 1963 Globetrotter

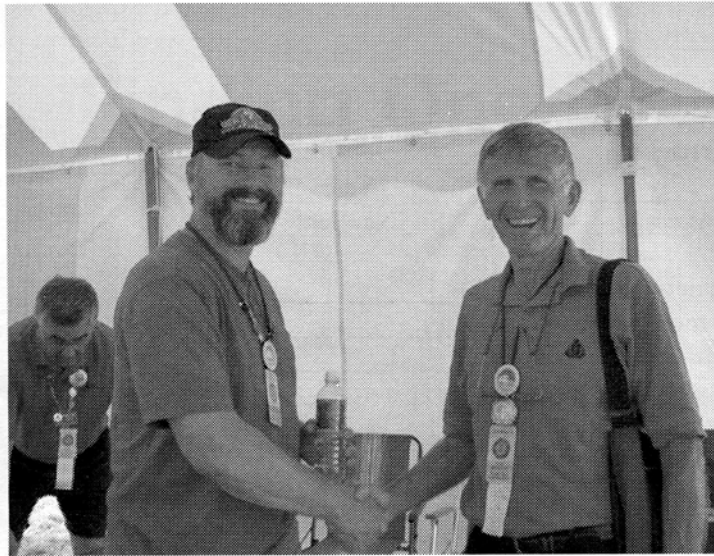


Herb Spivey



Best in Show winner, Paul Fancey

INTERNATIONAL PHOTOS



Wayne Moore and Bob Herman



Dave Winick / 1968 Caravel



Daisy Welsh



Rosies diner gets our attention



Linda Moore / Kathy Green / past and present treasurers

**VINTAGE AIRSTREAM CLUB
Concours Judging Form**

Trailer# _____ Name _____ Model _____ Year _____
 Scoring: 0=Unsatisfactory, 1= Very Poor, 2= Poor, 3= Average, 4=Good, 5= Excellent

EXTERIOR

- 1. Body Workmanship(dents, scratches, waves, grindmarks, panel match, rubstrips) _____
 - 2. Body Finish(polish/paint/clearcoat quality on panels, vents, roof, bananawraps) _____
 - 3. Windows/Screens(scratches, cracks, rips/tears, weatherstripping) _____
 - 4. Door(paint, polish, rust, hardware, locks, hinges, screen door, folding step) _____
 - 5. Tongue/Hitch/Jack, Tanks, Battery Box(paint/polish,tankrack/platform, pigtails) _____
 - 6. Wheels/Tires/Spare(paint, polish, rust, matching tires, hubcap condition) _____
 - 7. Bumper, Trunk(paint, polish, dents, creases, rust, exposed frame condition) _____
 - 8. Lights & Bezels(clarity, fading, haze, cracks, bezel condition: rust, pits) _____
 - 9. General Overall Finish _____
- SUB-TOTAL** _____

UNDERCARRIAGE

- 1. Bellypan(complete, fastened, clean) & Wheelwells(clean, paint, rust) _____
 - 2. Suspension: axles, shocks, springs, brake backing plates(clean, paint, rust) _____
 - 3. Pipes & Lines(propane & sewer lines fastened, cleanliness) _____
- SUBTOTAL** _____

INTERIOR

- 1. Beds/Chairs(neatness, condition of upholstery & bolsters) _____
 - 2. Cabinetry/Overhead Bins(finish/paint doors, drawers, tambours, hardware) _____
 - 3. Galley/Appliances(cleanliness, condition of sink, range, oven, fridge/icebox) _____
 - 4. Walls/Ceiling/Vents/Lighting/Window Hardware(paint, finish, condition) _____
 - 5. Floor Covering(condition of wood, vinyl, tile, carpeting: wear/scratches/stains) _____
 - 6. Bath(condition/cleanliness of tub/shower, curtain/door, vanity, mirror, toilet) _____
 - 7. General Overall Finish _____
- SUBTOTAL** _____

OVERVIEW

- 1. VAC Decal displayed(does not have to be attached) 1 point _____
 - 2. Judges Overall Impression 4 points _____
- TOTAL** _____

TOW/TRAILER COMBINATION

VEHICLE EXTERIOR

- 1. Body Workmanship(dents, scratches, grindmarks, panel match, rust) _____
- 2. Paint & Finish(gloss, uniformity, quality) _____
- 3. Tires & Wheels(condition, cleanliness, caps or covers, matching tires) _____
- 5. Chrome & Glass(pits, scratches) _____
- 6. General Overall Appearance _____

VEHICLE INTERIOR

- 1. Seats & Carpets _____
- 2. Door Panels/Headliner/Trim _____
- 3. Dash, Instruments, Pedals, Steering Wheel, Radio, Glovebox, hanging wires _____

UNDERCARRIAGE

- 1. Underbody cleanliness including exhaust, rust/holes _____
 - 2. Suspension(cleanliness of axles, springs, shocks, differential) _____
- TOTAL** _____

BEST ENGINEERED FEATURE(Narrative)

Finding One Buck

The owner was in a hurry to go to town for supplies and stated that Airstream had not moved for 10 years, so probably had frozen bearings. He said, look, if you just take it off the site, it's yours. So, I gave him one buck to consummate the sale, and he was off to town.

Vintage Airstreamers have a fondness for recalling that moment when they discovered or first saw the vintage treasure of their dreams. To many, it is a Significant Emotional Event they never forget. At VAC Rallies, owners recite the "and then I saw it; it was love at first sight" stories. Even the chicken coop versions are adored.

I'm no different. Before my '66 Overlander, I had owned a "B" Van, one of those stuffed super vans with typical pressboard, plastic veneer, and velour seat covers. It served its purpose when our son was small, easy to start the generator while traveling and microwave the baby food. As our son grew, our B Van shrank, so camping became less enjoyable. It was at that time that I experienced a "then I saw it" at a used RV lot only a mile from my home in Lakewood. There, sitting in the back of the lot was a shiny Airstream TT that drew me like a tractor beam. The dealer grabbed the keys and we walked to Airstream. Stepping inside, I experienced a rush of video flashback to the '60's when my father took us camping in his home built MH. It was a time warp experience. The Overlander was as if it had been frozen in time, untouched.

Well of course I had to have it. Two days later I traded the B Van for the Overlander and leased a pickup for the change out. Towing that home was one of the happiest days in my life. I spent the next year changing out the worn materials while preserving the Overlander's '60's character.



Much of the fun of owning a Vintage Airstream is the restoration process. Fortunately, the Overlander came with original owner's manual with pictures of layouts. Further searches on the Vintage Airstream Club website brought a wealth of information. My first visit to the Denver Chapter WBCCI helped answer questions about aluminum maintenance from the sages in attendance. A trip to California to attend my first VAC rally opened my eyes to the variety in early Airstream designs and construction. It was there that I learned that many owned more than one vintage Airstream. As I drove the long trip back on I-80, I pondered the question of why people own more than one Airstream.

It was not long afterward that my

business partner, who owns a second home in Wyoming, told me about an Airstream TT at his neighbor's house that was under construction. I asked the usual questions: What kind, how big? And received the usual answer from the non-hooked-"Don't know.. Big and silver". He stated the owner came up from Texas only a few weeks a year to work on the house. I asked him to check if the Airstream was for sale.

The months rolled by and I had all but forgotten about the Wyo TT, when my partner stated that his neighbor might be interested in selling, but the TT currently was being used as a tool shed, so pending completion of the house. More months passed and an updated third party reply that he would be interested in selling the

continued next page . . .



Airstream. When asked the price, he stated the previous offered price was \$500, but was never picked up. I offered the same price, sight unseen. He accepted the price with the previous condition.

So, now it was time to go see what I had bought. A trip to Harriman, Wyo. brought me face-to-face with the glistening gem. Wow, was I surprised! It WAS Big and Silver!! It had good skin, a huge awning, and most of its clear coat still attached. I took digital photos as shown and returned to research its origin. Research revealed it was a '73 31' Sovereign, a model I had coveted from the beginning of my Airstream addiction. In fact, not much different from the Franklin Mint Sovereign that occupies the lighted cabinet at home.

A year passed when in June of '02 I got the call from the owner. He was going to start construction on the garage, and he wanted the Airstream gone. I scrambled to gather up different sized hitches, wiring harnesses, etc., and headed the Power Stroke up to Harriman, just across the Colorado border, North of Fort Collins. First discovery was the original round 5-plug connector didn't fit my standard 7-plug receptor, so we spent some time rewiring the trailer side, however with some difficulty. When I backed the brakes

engaged. The owner was in a hurry to go to town for supplies and stated that Airstream had not moved for 10 years, so probably had frozen bearings. He said, look, if you just take it off the site, it's yours. So, I gave him one buck to consummate the sale, and he was off to town.

I had brought new bearings and grease, so was prepared to repack all four wheels. The original tires, albeit cracked and split held air. So, I figured what the heck, let's see if it'll roll. Well, it rolled fine, but I stayed on US 287 all the way home to Lakewood, just in case I had trouble. A quick trip to CW replaced the bearings, tires and brakes, so she was ready, in a crude sense, for the '02 VAC Rally in Estes Park.

I towed the Sovereign and Overlander to the '02 VAC Rally at Blue Arrow RV park, parking them back to back (see photo). The Sovereign, with its big awning adorned with tacky lights, served as the party trailer. It was at that rally, that I got to know Shari and Rob Davis better. Sitting inside Maxwell, Shari asked what were my Airstreams' names.

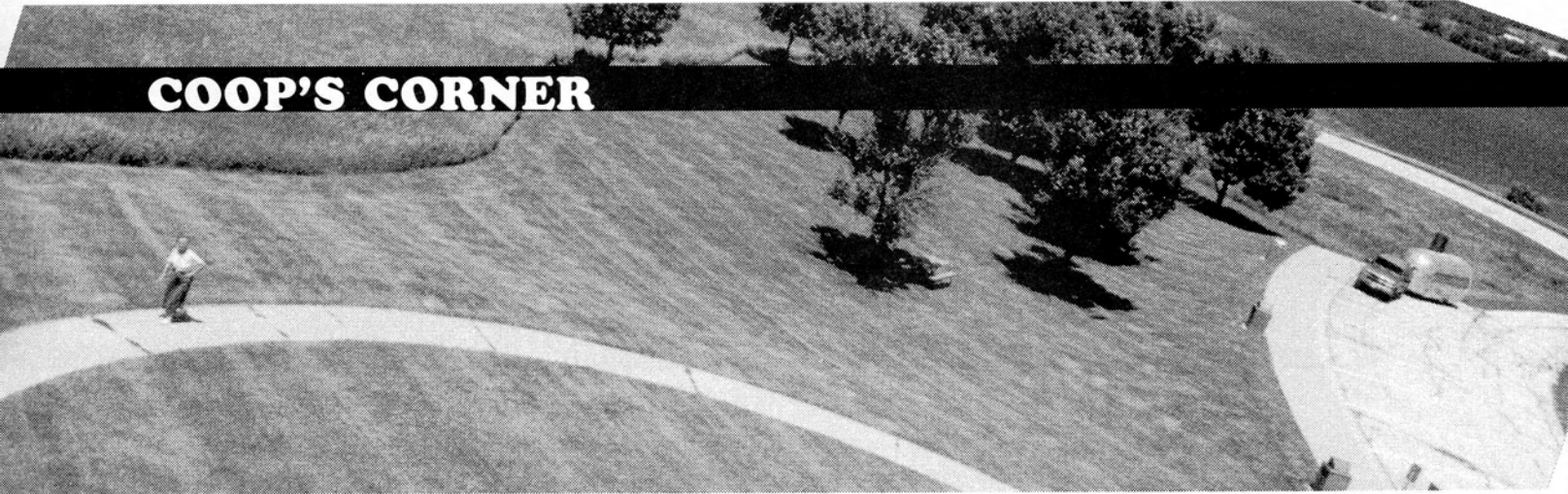
Didn't have any was the reply. "You have to have names," replied Shari, "who were their original owners?" The Overlander came with it's original owners registra-

tion listing Elmer and Erma Schuricht, of Wray, Co, purchased from Denver Airstream, 10560 W. Colfax on November 9, 1965, also a mile from my home. So the Overlander was now "Elmer" which seemed to have a penchant for living in NW Lakewood.

The Sovereign, though was a mystery. Built in Jackson Center, Ohio with rear twins, was all we could surmise. No owners certificates or manuals. Offered Rob Davis, "then it's One Buck, since that's what you paid." And so it was....

Randy Unter
 VAC 3rd Vice President
 VAC Region 11 Representative

COOP'S CORNER



When we heard that the International was to be in Lansing, Michigan, Vintage Club officers arranged for a meeting point outside town. An abandoned shopping mall was the perfect spot. Forty-five trailers assembled, and on the appointed hour started an orderly line headed for the main parking area several miles away. Three police cruisers did an outstanding job of directing traffic. There was essentially zero stoppage. It was a spectacular sight. The weather was perfect.

All went well till in the center of Lansing, we all made a sharp right turn and drove across two sets of railroad tracks. About seven rigs made the turn when the bells started ringing signaling the approach of a train.

Bill Grisso, next in line to cross, clamped on the brakes. He does not argue with railroad trains. The fact that he stopped on an adjacent pair of rails did not bother him at the time; only later. Nor did he notice that the semaphore arm was resting on his trailer roof. <continued next page>



COOP'S CORNER



Thirty eight rigs were lined up blocking traffic for more than three blocks. The police cruiser in the lead, drove on a distance than waited for the train to move on. It did not move on for a long time. The cruiser in the rear , hearing the report from the head end, waited.



Time went on. Florence Grisso got out to see if the arm had dented the trailer. It had not. This energetic lady lifted the arm to be sure. A laughing group of caravanners gathered cheering her on.

A friendly Lansing citizen offered to show us a way out. One of us got in his car and actually scouted the route. He returned shaking his head. For one thing, none of us was in touch with the police, an important consideration, and besides, the route required that the parade cross a busy street without even a light.



Small knots of people stood talking good-naturedly. A man sat on the grass and drank a soda. Children played. Surely, the train would soon move off. There are laws about such things. Well, aren't there? Our wondering went on for 1 1/4 hours.

With a screech of tires, a police cruiser suddenly appeared. It seemed only seconds before we had the Grisso's rig turned around and were on our way again.

The rest was easy. The police stopped traffic where necessary, and we drove without a stop to our parking area.

R. L. Cooper
September 22, 2004

A NOTE FROM THE MEMBERSHIP CHAIRMAN

*** Dues are now due! ***

At the annual membership meeting we voted to change our dues year to match the WBCCI's. As a result we will all receive a half a year's membership for free. Please remember to take the time to renew your VAC Intraclub membership in the fall, when you pay your WBCCI dues! However dues will gladly be accepted at any time. As always, **your dues paid through date appears on your mailing label.** While I now have permission to mail out dues notices, to do so is both costly and time consuming. Please help keep our dues low by paying them now!

To renew your membership please use a photocopy of this page or go online to our website at: www.airstream.net/membership.html for a membership renewal form. You can also contact me for a form via USPS at the address below or by email at: S.L.Scheuermann@att.net

Intraclub Membership is \$20 (US) per year. Make checks out to: "The Vintage Airstream Club"

WBCCI #: _____ Region #: _____ Unit # or name: _____

Name: _____

Mailing Address: _____

City: _____ State/Province: _____ Zip Code: _____

Country (if other than USA): _____ Telephone #: _____

E-mail Address: _____

Vintage Trailer Information:

Year: _____ Length: _____ (ft) Model: _____ Serial Number: _____

Please mail payment and this completed form to:

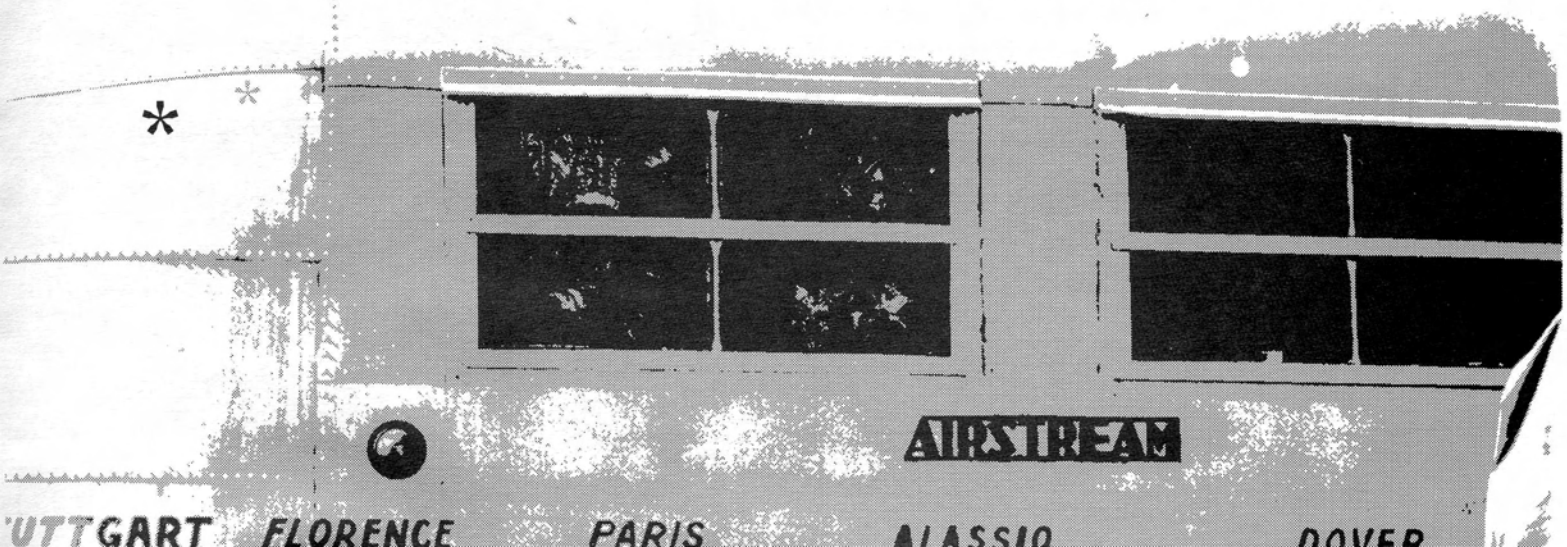
Scott Scheuermann, VAC Membership Chairman, 363 Baldwin Drive, Berea, OH 44017

Not a member of WBCCI?

It is time to renew your subscription to the VA. Subscriptions are \$20 (US) per year and checks may be made out to: "Vintage Advantage Subscription"

Please mail payment along with your complete mailing address to:

Daisy Welch, Vintage Advantage Subscriptions, 213A Concord Road, Lincoln, MA 01773



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
Nancy Platt, # 2940
26 Birchmeadow Rd
Amesbury, MA 01913
nanplatt@earthlink.net

REGION 2

NY-NJ-PA-MD-DE-DC-ON
Walt Sandy #4159
1157 Rt.40
Pilesgrove, NJ 08098
swsandy@mindspring.com

REGION 3

VA-NC-SC-GA-FL (exp. CT ZONE PORTION)
Bert Kalet #6957
3132 Gladstone Street S.W.
Winston Salem, NC 27104
dkalet@juno.com

REGION 4

MI-OH-WV
Scott Scheuermann
363 Baldwin Drive
Berea, OH 44107-2623
s.l.scheuermann@worldnet.att.net

REGION 5

IL-IN-KY
Alex Kensington #8729
901 Tacoma Ave.
Indianapolis, IN 48240
AlexKensington@aol.com

REGION 6

TN-AL-MS-AK-LA-FL (CT ZONE PORTION)
Herb Spies #1861
P.O. Box 844
Spies@nwflorida.net

REGION 7

WI-MN-ND-SD-MB
Dick Parins, # 2867
16025 County Road T
Townsend, WI 54175
dkparins@ez-net.com
Assistant
Curt Gunderson # 31920
88816 Wild Oak Loop
Kerrick, MN 55756
curgund@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)
CW Flynt, #1256
30910 St Hwy 100, Lot 165
San Benito, Tx 78586
cwtravlin@aol.com

REGION 10

MT-ID-WA-OR-BC-AB-SK-YK
Steve Laxton #3957
9101 Steilacoom RD SE #168
Olympia, Washington 98513
360-871-5827
dfn30@earthlink.net



REGION 11

WY-CO-UT-AZ-NM-TX (portion in MT)-MEX
Randy Unter #4991
2400 Sims St.
Lakewood, CO 80215
runter@earthlink.net

REGION 12

CALIFORNIA-NV
Don and Joyce Alexander #1920
3710 Rudrick Drive
Jamul, CA 91935



vac classifieds

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VAC Member Owned • Satisfaction Guaranteed
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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

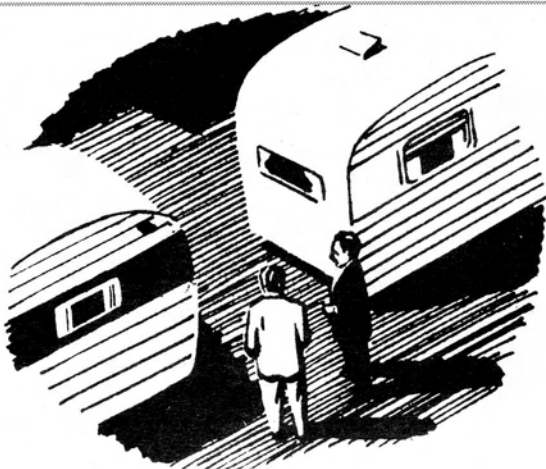
Or, contact me by email at wam52@airstream.net Payment MUST accompany the ads to be considered for publication.

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



www.airstream.net

**The Vintage Airstream Club
a WBCCI Intraclub**

If you wish to join the VAC or renew your membership please contact:

Scott Scheuermann
VAC Membership Chairman
363 Baldwin Drive
Berea, OH 44017
s.l.scheuermann@att.net

If you are not a wbcci member and wish to subscribe to our newsletter, The Vintage Advantage, please contact:

Daisy Welch
VA Subscription Manager
213 A Concord Road
Lincoln, MA 01773
jtdjtd@tiac.net

*** Do you need to renew your membership or subscription? Check your mailing label.
Please keep us updated with any mailing address and email address changes.
These are mailed bulk mail and the usps will not forward bulk mail.**



The Vintage Airstream Club

Vintage Advantage Newsletter
Membership Chairman
Scott Scheuermann
363 Baldwin Drive
Berea OH 44017

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