

THE VINTAGE *Airstream* CLUB



presents **THE VINTAGE ADVANTAGE NEWSLETTER**

In this issue

VINTAGE WATER & LIGHT

Daisy Welsh

1960 TO 1963 AIRSTREAM TRAILERS

Fred Coldwell

HOW TO CLIMB ON YOUR ROOF

Bud Cooper

www.airstream.net

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Photos from the road



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Presidents Message

Bonny and I feel our Vintage Airstream Intra Club is well suited to continue Wally Byam's creed of travel and adventure. We Vintage folks definitely do not need all the bells and whistles that seem to be required items on newer and larger Airstream rigs. In fact, our members seem to thrive when we can gather together in remote and out of the way places that usually do not have hookups.

Our VAC lifestyle seems to me to follow Wally Byam's dreams as shown in his Creed, and hopefully, with our desires to travel the backroads and find the unusual, we can continue to keep his dreams alive.

THE WALLY BYAM CREED

"In the heart of these words is an entire life's dream. To those of you who find in the promise of these words your promise, I bequeath this creed...my dream belongs to you."

Wally Byam

To place the great wide world at your doorstep for you who yearn to travel with all the comforts of home.

To provide a more satisfying, meaningful way of travel that offers complete travel independence, wherever and whenever you choose to go or stay.

To keep alive and make real an enduring promise of high adventure and faraway lands... of rediscovering old places and new interests.

To open a whole world of new experiences... a new dimension in enjoyment where travel adventure and good fellowship are your constant companions.

To encourage clubs and rallies that provide an endless source of friendships, travel fun and personal expressions.

To lead caravans wherever the four winds blow...over twinkling boulevards, across trackless deserts...to the traveled and untraveled corners of the earth.

To play some part in promoting international goodwill and understanding among the peoples of the world through person-to-person contact.

To strive endlessly to stir the venturesome spirit that moves you to follow a rainbow to its end...and thus make your travel dreams come true.

We personally look for unusual and out-of-the-way places as we travel the back roads of America. If you have not visited the Mustard Museum and the Concrete Park in Wisconsin, put them on your list. The motel in Bisbee,

WELCOME AIRSTREAMERS

AZ with the Vintage trailers, (and even an ocean-going yacht), used as motel rooms, Goblin Valley State Park in Utah, or a trip down memory lane on old Route 66 are further examples of gems of America. The 2005 wagon wheel caravan will hit the high spots on Route 66 in Missouri. Possibly we should add a section to the VA where members can list their great "finds" in our country for others to visit.

Tom Howarth did excellent writing last year encouraging Boondocking. Bonny and I are now out again for the summer and we will boondock many times before we return home again. Our early era trailers, 40's, 50's, and 60's were not equipped for waste water storage. Past regulatory requirements were such that wash waters could be dumped on the ground., But alas, times have changed. More and more states and organizations have stopped this procedure. With not too large an outlay of funds, and with lots of labor (not unknown to VACers), both large wash and black water storage can be added to most all of our vintage rigs. I have installed in our '64 Globetrotter 32 gallon wash water and 35 gallon black water storage. Many of our members have added tanks and there are many variations as to method. If you need to do storage additions to make your rig more "boondocking friendly", we have members who can help you with this effort.

It does take many hours, including removal of a portion of the belly pan, but major changes can be done with innovative planning.

We are making steady progress in furthering vintage parking at WBCCI activities. This promotes more Vintage member participation, and keeps us connected with our non-vintage members. We VACers are known to have a good time, although we are a bit "nutty" when it comes to the restoration of our rigs. Our interaction with non-vintage members can do much to help move the Club into the future.

See you on the road.

Bob Herman

**President, Vintage Airstream Club
2004 -2005**



Many people will be packed up and on their way to the great migration, the International rally to see many good friends and share road trip stories, enjoy sunsets, perhaps a distant thunder storm, several happy hours and many good bull sessions...

I would welcome you all to take Bob Herman up on his interest for you all to share your destinations found on the road, simple photo narratives perhaps ... Bob says we should call it, 'Great Finds' ... that works for me. Share your discoveries as you travel the lesser road, well off the

highway, a discovery overlooked by most, enjoyed by a lucky few. I welcome it and feel free to collect your ideas and send them in.

I would like to thank Daisy Welsh, Fred Coldwell and Bud Cooper for their entries once again. Thank you for your input and continued involvement for stories and content. We all benefit from your efforts.

Until next issue,
drive slowly, appear quickly

Bryan Burkhart

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 images and text, or for questions about sending material thru the mail, contact anyone at the newsletter, or email me: 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 and mail me your images and text.



VINTAGE Water & Light

Or lessons from the car camping world.

Water. Did you ever have to haul water to your campsite in a bucket? By the time you have carried 2 or 3 buckets any distance, you begin to treat water as if it was gold. When camping in a pre-1974 Airstream, we have a new reason to be very skimpy with our water use: the lack of a gray water tank. Gray water, which comes from the sinks and shower, used to be considered harmless enough to simply dump on the ground, but newer health laws now prohibit this. So you can put a cover on your sewer outlet and let the gray water back up into the shower, or use a "blue boy" tank to drain into. These come in various sizes up to one that can be towed to a dump site somewhere on the grounds. (I prefer the 5 gal one, it's easier to lift and set in the back of the truck) No matter what you chose to do, conserving water is very important.

Navy shower- Get naked, turn on water, (catch the cold water in something until it warms up), get wet, turn off water, soap up, turn water back on and rinse. No luxuriating in steamy water, and no singing. No fun, and you may want to revise your cleanliness standards further and shower only every other day or consider a sponge bath in the dish rinse water. [Historical note: in days of old, folks took a bath once a week...] There are usually showers available at rally sites somewhere.

Dish washing- Use two dishpans or other containers, one for wash, one for rinse. Instead of letting the water run until it's hot, you may want to heat it over the stove. Be sure the rinse water is really boiling hot to kill germs. Wipe off food and grease with a paper towel, and wash the glasses, cups and silverware first, then the plates, then the pots. When, not if, the wash water gets disgusting, dump it into a bucket to use for flushing the toilet, put the rinse water in the wash pan and get new rinse water. You need

to tread a fine line here, the dishes need to get clean enough to keep everyone healthy, but use the least amount of water possible. The rinse water can be used to scrub down a dirty kid, or wash your hair. It's not very environmentally cool, but you might consider paper plates and cups if you have a lot of mouths to clean up after. One-dish meals save water too. So does eating out. In the old days, we used to just heave our dirty water into the bushes, but there are few bushes at a rally and we are close together, so we can't do that.

Hand washing- Don't scrimp on this, the number one way to prevent germs spreading. Use a basin in the sink, and save water for another use. Waterless clear hand cleaner is actually better than soap and water, especially after handling the stinky slinky or anything it may have touched. Always take advantage of a public restroom to have a really good scrub.

Face washing- Use a washcloth or Handiwipe and a bowl in the sink and save water for toilet.

Toothbrushing- Put some water in a glass (or paper cup) and use that to rinse your mouth instead of letting the water run.

General cleaning Use a spray cleaner and paper towels.

Toilet- While we're conserving space in the gray water tank, give some thought to how fast you're filling up your black water tank. Depending on your toilet's water supply, and water pressure, it may use less water if you flush the bowl after 2sies with the shower head instead of letting the toilet run. For 2sies, put some water in the bowl first. When flushing, do it really fast, just enough to empty it. Some full-timers put used toilet paper in a coffee can or ZipLoc bag instead of down the toilet, which help save space and keep

the contents liquid. Don't use huge amounts of toilet paper if you do flush it, and single ply is better. Use a public toilet whenever possible.

Road Test- With just me using the trailer, I can go 24 hours on a 5 gal "blue boy" and over a month on my black water tank (17 gal.)I take a shower and wash a few dishes every day Electricity. When you are at most rallies and some campgrounds you will have limited electrical service, namely 3 amps. Simply put, this means:

no air conditioner
no microwave
no hair dryer
no electric coffee pot
no toaster oven
no big TV
no vacuum cleaner

If you want to get technical, this means nothing over 300 watts, and since up to 10 trailers may be sharing one outlet, even that is high.

NO air conditioner? – Many Vintage people have put in Fantastic Fans, which run on 12V and are very efficient air movers. If you put on a fan in the front of the trailer and open only a window in the rear, you will get a nice breeze. Fantastic also makes a very efficient 12V stand up fan. Drink lots and lots of water and mist yourself. Car sunscreens in the windows can help too. If you have medical problems that require AC, you need to get a generator, at least 3,000KW. The noise from this may put you in a special generator section of the rally. There are sometimes special sections of rallies that will offer a full 30 or 50 amp service for an additional fee.

No microwave? - Use the stove or ask your mother what to do.

No hair dryer? –And no curling irons either. Let the sun dry it, and never mind the curls.

No electric coffee pot ?- Oh say it isn't so! Get a drip coffee maker, boil the water on the stove, and keep it hot in a thermal carafe.

No toaster oven-Use the broiler in the oven, or a 5 lb coffee can with the ends cut off and wires across one end over a burner. (I have personally tested all commercial versions- only this one works)

No big TV. – A search will find many tiny TV's that operate on 15W or under. Mine is 12 V and 6 W. Can you say book ?

No vacuum cleaner-Can you say broom ? Actually many small 12v car vacs are OK, about 100 watts. The Shark vacuum is 600 Watts !

Those are the biggest electrical users that can't be used on rally electrics, if in doubt check the wattage. If you blow the breaker and someone has to come with a key to reset it, you will be very embarrassed, especially at night when your whole row goes dark.

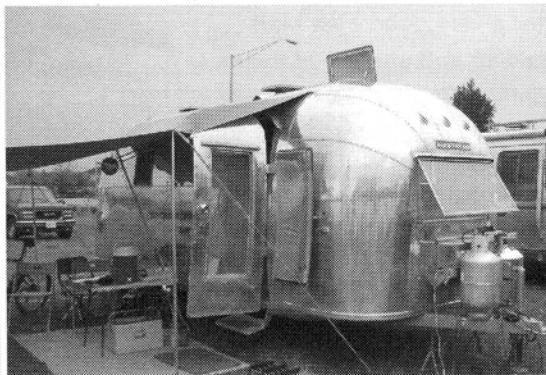
Some of us make a hobby of using the least amount of water and electricity we can so that we can boondock or camp where there are no services at all.

Don't be put off by these minor restrictions, you will find that the fun of being at a rally (with lots of folks who are being just as careful as you are about power and water) is loads of fun. Vintage folks are thrilled to talk about water and power saving tricks they have picked up, or anything else about their trailers for that matter. And the sight of that many silver trailers is one you will never forget !

Vintage Fun in the Sun at the Florida State Rally 2005

On Tuesday Feb 22, the roads around Sarasota FL began to fill up with silver trailers all heading for the fairgrounds for the Annual Florida State Rally of the WBCCI. Parked out in the front for all to admire, the Vintage Club once again provided a grand welcome sign for participants. 24

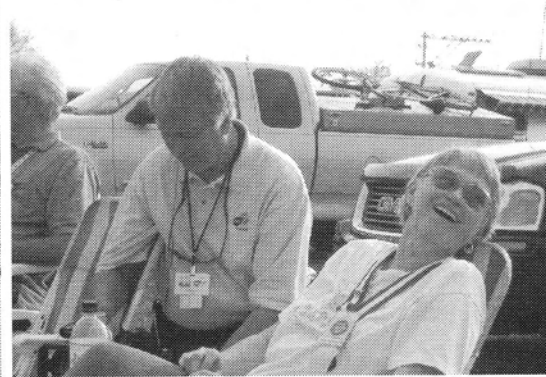
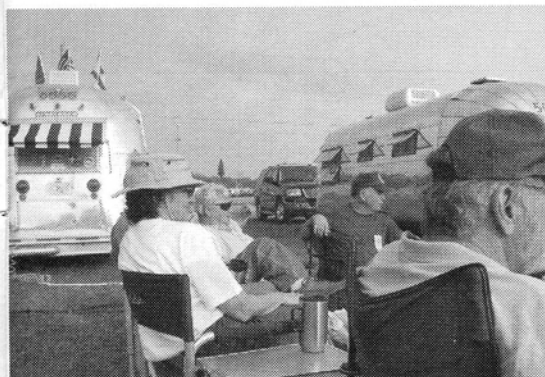
an Argosy, Terri put a new cover on the gauchos with scenes of Washington DC on it ! (guess what unit Doug is president off.) Even before the Open house on Saturday, there was much visiting and comparing and ohs and ahs over other people's trailers.



Vintage trailers, including 2 Argosies, lined up proudly. We had trailers in all stages of restoration and refurbishment. Some folks just came with their new-to-them-trailer in barely ready-to-sleep-in condition, and others had potential concours winners. There were 4 trailers from Canada, smart people to run from all that snow. 4 trailers from Indiana, another snowbound state and one all the way from Maine. We had

Some of the local events we took in were the Royal Lipizanner Horses, The Ringling Museum, and a lot of very serious shopping from the upscale St. Amand's Key to the thrift shop row.

Friday evening we had the Vintage Dinner, a covered dish pot luck with roasted chicken , and got to visit with other Vintage club members who parked with their units, including Herb and Sidra



10 from FL, 2 GA, 2 TN and 1 NC. Of particular note Vic Smith's 30' polished Excella, Paul and Gary Campbell's subtle period piece. The Rowbottoms were in their newest acquisition:

Spies, who were both very busy running the rally. Sidra looks great in a 50's red skirt ! We had a total of 47 folks at table.



Saturday morning after a very good Flea Market, there was a great cleaning and stuffing of things into closets for the Vintage Open House. (will I ever find any of it again?)We had a lot of visitors, and the "Membership Office" trailer did a brisk business.



As we were relaxing, there was a great Bang, several ex-service men dropped to the ground and when the dust settled, it appeared that Jim Stewart's spare tire had a blow out while sitting on his bumper ! No damage except to the tire cover, but we all went back to look at our own tires....



We didn't miss many of the Rally events, a lot of new members took advantage of the seminars Saturday nights entertainment was great, and your humble servant won an insulated cup.



Except for a short period on Friday evening, the rain held off until Sunday when it came down hard with lots of wind, no fun to hook up and go home in that kind of weather.

The Florida State rally has a well-deserved reputation for being a great one and this time was no exception. Next February you should put it on your calendar, and come down for some warm weather and a warm welcome.

1961 to 1963 Airstream Trailers

AIRSTREAM INTERNATIONAL FLEET
Effective November 1, 1960

Optional Models include as standard equipment:

Model	Suggested Retail
18' Caravel	\$4176.00
22' Safari	5293.00
24' Tradewind	5740.00
26' Overlander (tandem wheels included)	6360.00
28' Ambassador	6675.00
30' Sovereign of the Road	6965.00

Pressure water system	Water purifier	All lights 12V and 11
Septic tank	Toilet hand spray	1 12V-110V ceiling l
Gas refrigerator	1 hose carrier	1 110V ceiling fan
Gas water heater	Front end shelf	1 12V flood light
Battery	Police type radio	12V shaver socket
Compressor	antenna	Wall pads
1 Solardome	Bedspreads	Double 7 gal. gas tar
Automatic tank regulator		Deluxe hub caps

International Line is further distinguished by its deluxe interior appointments... .
walnut-stained oak cabinets, vinyl floor tile, exquisite upholstery with harmoni-
curtains and snap-on curtain attachments.

1960 International price list

1961-63 Airstream trailers continued the overall appearance of the 1958-60 trailers: 7 panel exterior end caps front and rear, Hehr "clearview" windows having square corner frames, rectangular serial number plates that also identified the trim level series, tear drop shaped marker lights mid-height on the side of the front and rear end section; and tiered "wedding cake" round plastic tail lights. The major change was underneath, as Airstream replaced the old leaf springs and one piece solid axle with independently sprung Dura-Torque axles for an improved ride. During 1961, line up changes occurred only among the shorter trailers. The popular but basic Ohio built 16' Pacer ceased production at the end of the 1960 model year. It was replaced in mid 1961 by a new self-contained limited production model, the 16' Bambi manufactured at both plants. The versatile 18' trailers (the former Traveler or Wanderer in California and Caravel in Ohio) continued being manufactured during early 1961. They were replaced later in 1961 by a one foot longer, new self-contained limited production model, the 19' Globe Trotter, built at both plants. At the beginning of 1961, only the California plant made the 22' Flying Cloud and only the Ohio plant made the 22' Safari.

By 1962, trailers were standardized under the following lengths and names. The 16' Bambi and 19' Globe Trotter were self-contained limited option models. The common 22' trailer became the Safari which could sleep four people, two in a double bed or twin beds and two on a front travel lounge. The 22' trailer built for the long range traveling couple was the "sleep-two" Flying Cloud. Longer trailers available with either a double bed or twin beds and a front travel lounge were the 24' Trade Wind, 26' Overlander, 28' Ambassador and 30' Sovereign of the Road. Tandem axles were standard on 26' and longer trailers but could be special ordered on the 24' Trade Wind.

1961 to 1963 production totals available only for the California plant reveal customer preferences. The 26' Overlander was the most popular trailer with 702 made, followed closely by the 22' Flying Cloud and Safari (699), the 24' Trade Wind (540), the 19' Globe Trotter (453), the 16' Bambi (376), the 30' Sovereign (est. 155) and the 28' Ambassador (139).

By 1961, the smaller Airstreams were being built with very compact and space-efficient floor plans. The 22' double bed Safari is

one such trailer. Its full width rear bathroom has a shower, sink (lavanette) and toilet, and can be closed off with a curtain. The double bed rests above one wheel well while two full height closets with a chest of drawers between them fits above the opposite wheel well. The bed room can also be closed off from the galley with a second curtain. A full galley is street side and a thin closet and refrigerator are opposite on the curb side. A travel lounge sofa that pulls out into a double bed runs across the full front of the trailer while a folding table sits opposite the entry door in front of a street side window. Only 2 years earlier the shortest trailer having a three area floor plan was 24' Trade Wind. But by 1961 such a floor plan was available in the lighter, shorter and less expensive 22' Safari. That's product progress.

1961 Airstream Trailers

The 1961 model year began in August, 1960. The 18' Caravel was still listed in a 1961 price list (dated November 1, 1960) as the shortest trailer available, and at least one 1961 Caravel (serial number 18 1 D 092) has been found and verified. It has an unusual factory floor plan, with the galley running

OPTIONAL EQUIPMENT AVAILABLE IN CRUISING FLEET

Effective August 1, 1960
(Revised Nov. 1, 1960)

Optional Groups	Retail	General Optionals	Retail
*Self-Containment Group	\$446.25	*Double 5 gal. gas bottles (18', 22', 24')	\$ 25.00
18' Self-Containment Group (no water heater)	316.00	Mid-A-Bed (28' double & 30')	137.50
Propane water	79.50	Exterior Protective Coatings:	
Septic tank	102.50	18'	37.50
Gas refrigerator	222.50	22'	42.50
Gas refrigerator, 18'	162.50	24'	45.00
Gas refrigerator, hand light (except in 18')	92.00	26'	47.50
		28'	50.00
		30'	52.50
*Convenience Group	193.00	Police type radio antenna	25.00
Battery	61.25	TV antenna	40.50
Compressor	95.50	12V shaver socket	12.50
All 12V interior lights	35.00	12V-110V ceiling fan	30.00
Toilet hand spray	11.25	12V-110V stove exhaust fan	57.50
1 6' hose carrier	11.25	12V Flood lights	10.75
		Bunk	52.50

Deluxe Group	64.00
1 110V Ceiling fan	19.50
Front end shelf	19.50
Automatic tank regulator	15.50
2 gal. gas bottles (two)	**17.50

**Plus double tank charge if not standard

Road Group	40.50
1 10' Sewer hose	6.50
25' Water hose	4.45
2 Stabilizing Jacks	8.00
Jack Pad	3.75
Water line "Y"	2.45
110V Service Line	17.75

Specific Equipment for 18' Caravel	
Electric water heater	67.50
Gas water heater, hand light	160.00
Shower	127.50

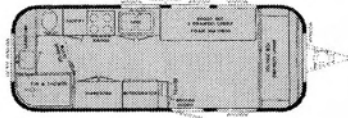
*These optionals are basic requirements for Lund Yacht Models

Bunk Airfoam mattress	69.00
Wall pads, each (22, 24, 26, 28, 30)	12.50
18'	22.50
Bedspreads: Twin, each	17.50
Double, each	22.50
Air Conditioner	371.25
Solardome, 14" vent	11.25
Gas light	20.00
12V Radio	103.75
Battery box only	25.00
Front and rear cluster lights	18.75
Bot-Pak Kit, not installed	68.75
Spore Assembly: 6 ply	60.00
8 ply	65.00
8 ply tires, pair (in place of 6 ply)	11.25
Spore tire carrier	40.50
Water purifier	70.00
Sink covers, each	3.25

AIRSTREAM FLOOR PLANS

THE 1962 AIRSTREAM FLEET

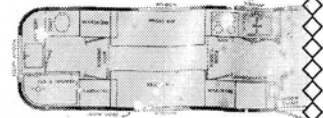
The Airstream 20th Anniversary Fleet offers you a wider selection than any other travel trailer... 13 exciting models, raring and daring to go. One of them is meant for you!



22 FOOT FLYING CLOUD



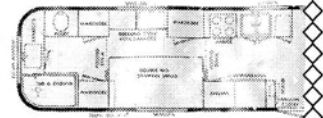
24 FOOT TRADE WIND TWIN



28 FOOT AMBASSADOR TWIN



24 FOOT TRADE WIND DOUBLE



28 FOOT AMBASSADOR DOUBLE

California Floorplans

crossways at the center of the trailer, perpendicular to the street side wall. This layout provides room for a double bed in the rear street side corner and a gaucho across the front that also converts into another double bed. The Caravel was discontinued and replaced during the 1961 model year by the 19' Globe Trotter.

All 1961 trailers other than the Bambi and Globe Trotter were available in two broad trim levels, the basic "Cruising Fleet" and the luxuriously self-contained "International Fleet". Cruising Fleet trailers were further divided into park model "Standard" and self-contained "Land Yacht" series.

"Standard" Airstream trailers had 120 volt a.c. conventional appliances (lights, ice/electric refrigerator, electric water heater), a hose connection for pressurized city water, and regulation drainage outlets for waste water. The "Land Yacht" trailers were self-contained and had the features of both the "Self-Containment Group" and the "Convenience Group" along with two 5 gallon butane tanks. Optional Groups and General Options for all early 1961 trailers are shown on the nearby page. Except for the Bambi and Globe Trotter, any trailer could be customized at a 10% surcharge. Every trailer had certain optional equipment available beyond the listed factory accessories.

All early 1961 trailers, including the 18' Caravel, could be upgraded to "International" trim, so keep your eyes peeled for a 1961 International 18' Caravel. Standard equipment in and prices for early 1961 International series trailers are shown on a nearby page. The limited production model Bambi and Globe Trotter were never available in "International" trim.

The rectangular "Land Yacht" and round "International" exterior trim level badges were discontinued during 1961. Trim series information was incorporated into new, larger rectangular serial number plates, which named the Santa Fe Springs, California or Jackson Center, Ohio factory that manufactured the trailer.

A standard non self-contained 22' or larger trailer was identified simply as an "Airstream" on the new serial number plate. Self-contained 22' or larger trailers having the required equipment were identified as an "Airstream / Land Yacht" on their serial number plate. They have parallel but separate 12 volt and 120 volt electrical systems and butane appliances (refrigerator, stove & oven, and water heater) that allowed dry camping.

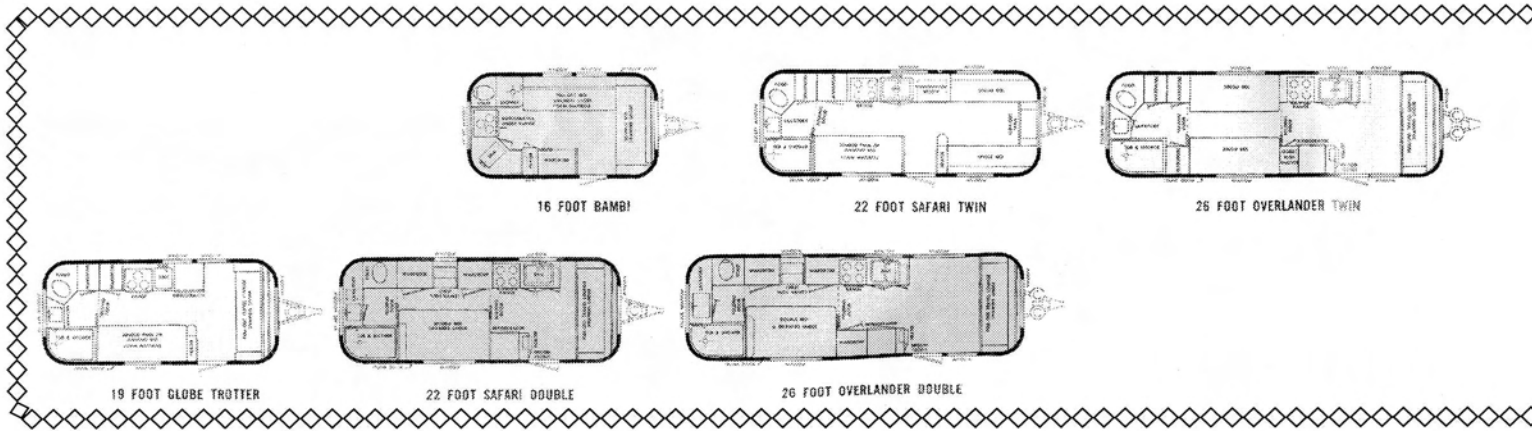
The most fully equipped self contained trailers were identified as an "Airstream / International / Land Yacht" on their serial number plate. International series trailers also had an "I" prefix to their serial number. International had upgrades such as a water purifier, larger butane tanks, larger water tanks, etc.

The trim level description on the serial number plate tells you how well equipped the trailer was when it left the factory. This useful information helps you determine the amount of modification that may be necessary to rescue, revive or restore a particular 1961-1962 trailer from its long sleep of disuse and make it fully functional in today's environmentally sensitive world. Standard "Airstream" trailers are best suited for use as long term "park" trailers, while a "Land Yacht" or "International Land Yacht" trailers would need little, if any, modification to be great self-contained travel trailers.

With the move to larger serial number plates, the small stamped rectangular model name plates were dropped in favor of trailer model names in chrome script attached to the curbside front exterior. California trailers often had the script name angled upward at a jaunty angle on the front end cap, while Ohio trailers usually had it mounted just above and parallel to the top of the serial number plate.

All 1961-63 trailers had tiered "wedding cake" tail lights but their different mounting locations reliably identify each factory. California mounted the tail lights on the rear edge of the curved lower quarter panels, giving their trailers a somewhat wall-eyed look, while Ohio mounted the tail lights near the outer edge of the flat rear center panel, providing a more centered look. The Bambi is the only exception to this rule. Due to their narrow width, all Bambis had their tail lights mounted in the California position on the curved lower quarter panels.

The big news for 1961 was the mid-year introduction of the smallest new Airstream, the 16' Bambi designed to be towed by then popular American compact cars. This limited production trailer was advertised as a "perfectly scaled down replica of its large sister trailer, the magnificent Land Yacht". And it was, with a body only 13' long 81 inches wide, 9 inches narrower than any other Airstream. The Bambi's narrow width is apparent in the narrower middle top exterior end panel and the tighter interior aisle. Its water tank and 12 volt air compressor pump, butane air heater, butane water heater, butane refrigerator, butane stove top, and shower and toilet with holding tank made the Bambi as fully self-contained as any larger Land Yacht. It weighed a mere 1,850 pounds and had a 200 pound hitch weight. The low 16-1/2" hitch height resulted from using 650



X 13" 4 ply nylon white side wall tires. Early Bambi seem to favor the two piece door-within-a-door, but a one piece door with a jalousie window was an available option.

The Bambi floor plan had two forward couches forming a sociable "L" across the front and down the forward street side. This "L" plan originated in the 1958 22' Falcon with a street side fold-down Murphy bed, and remained available from 1961 to 1963 in the larger 22' "Sleep Two" Flying Cloud, which used a second sofa in place of a Murphy bed.

The limited production 19' Globe Trotter was introduced later during the 1961 model year. Airstream reached back to 1948 for the Globe Trotter name, which was used then to identify a very well equipped 22' trailer. Like the Bambi, the Globe Trotter came only as a fully self-contained trailer with limited optional equipment consisting of a spare tire, tube & wheel, spare tire rack, Ogden water purifier, automatic butane regulator and TV antenna & jack. It weighed 2,770 pounds and had a 400 pound hitch weight.

Being limited production models, both the Bambi and Globe Trotter were built in brief production runs during the slow winter months. Once the factory stock was sold out, a customer would have to wait until the following year to buy either one of these trailers. He could not order one and have it manufactured during the busy months, which were reserved for the more profitable larger trailers. Thus, demand for these small trailers was high back then, and remains even more so today.

The big engineering news for 1961 was the introduction of the Henschen brand Dura-Torque axle in all Airstreams. Five

years of field testing proved the durability of the rubber torsion bar Dura-Torque. It had 148 fewer parts than the leaf spring suspension it replaced and provided a smoother ride because each wheel responded independently to road conditions.

Secondary engineering news for 1961 was adoption of a new style sewer tank drop out which incorporates a "frying pan" cover for the drain line. The cover requirement originates in the Motor Home Manufacturers Association Travel Trailer Standards to prevent inadvertent discharge of sewerage when not hooked up to a hose. The sewer hose connections used through the 1963 model year are not compatible with modern sewer end fittings, so look for original sewer fitting in these trailers.

California built Airstreams were subject to State of California Division of Housing building code applicable to mobile homes. This was a sore point with Airstream, which believed a travel trailer should not be subject the same construction code requirements as a mobile home built to be stationary residence. All 1961-1963 California built Airstreams have a small black and silver data plate riveted next to the California serial number plate, certifying the trailer complies with the California Division of Housing Code. California trailers can be identified at a distance by the curb side presence of this small dark compliance plate next to the factory serial number plate.

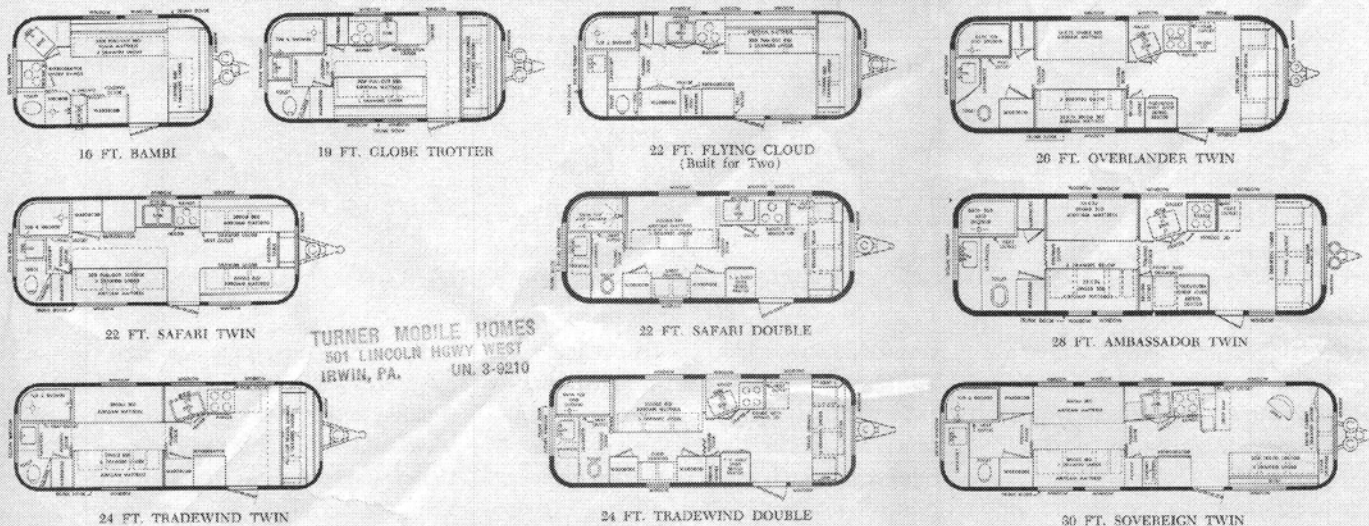
Ohio trailers, by contrast, were not subject to state law mobile home regulations. Nevertheless, Airstream built Ohio trailers to comply with the Motor Home Manufacturer's Association Travel Trailer Standards for electrical, plumbing and heating systems. To certify compliance with the MHMA standards, all 1961-1963 Ohio built Airstreams

had a small, individually stamped oval MHMA badge riveted underneath the Ohio serial number plate. Today this oval badge serves as a long distance identifier of an Ohio trailer. California trailers do not wear the MHMA oval badge.

Because of the Division of Housing Code, the location of electrical, heating and plumbing utilities could not be changed or customized in any California trailer. All 1961-1963 California trailers had exterior venting of all gas appliances, including refrigerators, so a vent stack above the fridge usually signifies a California trailer. Ohio built 1961-1963 trailers vented their gas refrigerators indoors, a curious but apparently industry standard practice that would increase interior heat load at the worst possible time, on the hottest days when the refrigerator was working the hardest. A few 1961-62 Ohio trailers have been retrofitted with exterior refrigerator roof vents, but most have not, so the absence of a gas refrigerator roof vent suggests an Ohio built trailer.

The California Mobile Home Housing Code was responsible for the different bathroom layout between the two factories. For 1961-1963, all California built trailers have the toilet on the street side and the tub on the curb side. An unsightly sewer vent pipe adjacent to the tub runs up through the bathroom sink countertop and through the roof, an illogical mid-room location only a building inspector could love. By contrast, all 1961-62 Ohio trailers have a mirror image bathroom with the toilet curb side and the tub street side. Ohio trailers do not have the mid-room vent pipe; instead, it is hidden in the wall forward of the toilet.

THE 1962 AIRSTREAM FLEET



Ohio Floorplans

1962 Airstream Trailers

To celebrate its 30th Anniversary, Airstream introduced its new trailers to the public at eight on-the-road shows called the Airstream Caravanorama. These shows were held for two days each from August 4th to September 9th, 1961, in Harrisburg, Pa., Fort Worth, Texas, Dayton, Ohio, Colorado Springs, Colo., Rock Island, Ill., Los Angeles, Calif., Portland, Ore. and Columbus, Ga. Factory sales staff in dark blue blazers and service department personnel in white inspection coats were on hand to answer questions. Caravan Films of Mexico, Central America, Canada and Europe were shown throughout the day, and the WBCCI fielded inquires at its on site Caravan Club Headquarters. Copies of Wally Byam's latest book "Trailer Travel Here and Abroad" were available at \$4.95 each, along with refreshments.

The 1962 trailers had 48 engineering and construction changes that made them more serviceable and convenient, including additional storage space in each model, positive locks on all drawers, hinged wood roof lockers, fiberglass wheel housing covers, front end overhead storage cabinets in all models, a shut-off valve on the shower head, a TV antenna lead-in wire in the body shell, a combination sink cover and chop-

ping block, ironing boards in most models (short-lived!), travel tie downs for drop leaf tables, a new double bed travel lounge with drawers underneath, and a vanity fold-away mirror in double bed models. The 1962 trailers weighed almost 200 pounds less than their 1961 counterparts, due mostly to new extruded perforations in the Aerostress welded steel frame chassis.

Although 1962 sales literature touted self-containment features and the freedom to camp anywhere in an Airstream "Land Yacht", the basic Airstream trailer 22' and longer remained the "Standard" series trailer with 120 volt a.c. conventional appliances that required land-based utility connections for operation. The self-contained "Land Yachts" were an upgrade option package, as were the plusher yet "International" Airstreams.

Trailer features of the near future were found in the two shortest trailers, the fully self-contained 16' Bambi and 19' Globe Trotter. Their propane interior air heaters vented out the side of the trailer instead of through the roof. This allowed air heaters to be placed under as well as at the end of counters and galleys, completely freeing heater placement from the tyranny of a vertical chimney.

A side benefit is better weather protection by eliminating a vent hole in the roof where leaks could eventually originate.

In larger 1962 trailers, California retained vertical heaters inset into a full height wall just aft of the entry door while Ohio placed heaters under a counter and used front and rear distribution vents. In double bed models, California placed the double bed curbside and closets and chest street side while Ohio, again, was opposite. Kitchen galleries from both factories were street side, but the location and orientation of the sink and range was different at each plant.

Side and rear dual voltage interior lamps changed shape during 1962. In 1961, the galley, bed and bathroom dual voltage interior lamps all had a quarter-round profile when viewed from the end, and looked like well finished RV lights made by an outside supplier. In 1962, these lamps were enlarged and given a rectangular shape, their end profile becoming an irregular 4 sided box. These more clunky dual voltage lights look like they might have been made in house or by an outside supplier to Airstream specifications. The reason for the change is unknown, but it might have been a change from close curved plastic lens to a sturdier flat glass lens that was less prone to melting.

AIRSTREAM, INC.

Retail Price Schedule - 1962 Models
F.O.B. Santa Fe Springs, California

August 15, 1961

12804 E. Firestone Blvd., Santa Fe Springs, California - Phone - U-Niversity 8-1751

16'	BAMBI - Self Contained	\$2,895.00
19'	GLOBETROTTER - Self Contained	3,895.00

	STANDARD	LAND YACHT	INTERNATIONAL	
22'	SAFARI - Double or Twin Bed	\$4,125.00	\$4,780.00	\$5,330.00
22'	FLYING CLOUD - Sleep Two	4,125.00	4,780.00	5,330.00
24'	TRADE WIND - Double Bed or Twin Bed	4,415.00	5,095.00	5,790.00
26'	OVERLANDER - Double or Twin Bed, Tandem Axles, Four Wheel Brake	5,135.00	5,800.00	6,420.00
28'	AMBASSADOR - Double or Twin Bed, Tandem Axles, Four Wheel Brake	5,540.00	6,210.00	6,835.00
30'	SOVEREIGN OF THE ROAD - Double or Twin Bed, Tandem Axles, Four Wheel Brake	5,975.00	6,640.00	7,295.00

STANDARD SERIES - Our literature gives specifications as to equipment.

LAND YACHT SERIES - The following self-containment equipment is included in the prices.

25 gal. Pressure System w/12v. air compressor	One hose carrier
Double 5 gal. Butane tanks	12 v. Battery w/weathertite container
Butane Hot Water Heater	5 - 12 v. light fixtures
Butane Refrigerator	Septic tank
Automatic Butane Regulator	Toilet hand spray

INTERNATIONAL SERIES - The following self-containment equipment is included in the prices.

2 - Hose Carriers	Butane Hot Water Heater
Double 7 gal. Butane Tanks	Butane Refrigerator
Automatic Butane Regulator	32 gal. Pressure System w/12 v. air compressor
12 v. Battery w/weathertite container	Thermostat
Police Type Antenna	Space heater Fanette
Double Wiring - 110 v. - 12 v. to all light fixtures	Bedspreads
12 v. Vent Fan	Wall Pads
110 v. Vent Fan	Septic Tank
12 v. Outlet in Bathroom	Toilet Hand Spray
Formica Splash over galley	Spare Tire Rack
Spare tire assembly w/cover	Water Purifier
Special decorator fabrics, formica and linoleum available only in the International Series	Special Bumper
	Stove Cover
	Sink Cover

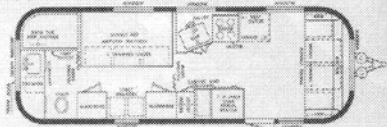
remained between the factories. The most curious one is mentioned in the September 30, 1967 Mobile Home Market Report, a blue book for trailers. It states the California built Bambi was 6'9" wide whereas the Ohio built Bambi was 7'0" wide. Fact or fiction? Bambi owners will have to get out their measuring tapes and let me know.

Door hinges on all Bambis were moved to the front for 1963, whereas in 1961 and 1962 they were on the rear. Globe Trotter door hinges remained at the front for 1963, while longer trailers continued to have entry door hinges opposite the adjacent window, if any, with few exceptions.

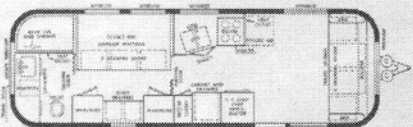
1963 was the last year for the 7 panel end caps and their sleek stream-of-air appearance, due in no small part to the often perfect alignment of side panel seams with end cap seams. The careful cutting and

matching of side panels to end cap panels gave most 1958-63 Airstreams a smoothness, unity and continuity of line that has not since been equaled. When combined with top of the line self-containment features and fine interior woods and appointments, the 1958 to 1963 trailers approach the apex of Airstream art.

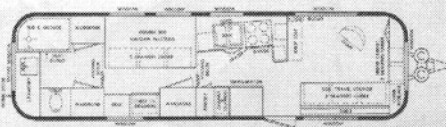
1963 was also the last year for the model name "Flying Cloud". That name was retired in 1964 and replaced by renaming that year's 22" "sleep two" model the "Safari Sleep 2" trailer. In light of Wally Byam's 1959-60 African Caravan from Capetown to Cairo and the 1963-1964 "Around the World Caravan" then under way, the nautical name "Flying Cloud" had outlived its reference and relevance. A Safari was more pertinent to selling travel trailer adventure in the mid 1960's than was the forgotten Flying Cloud.



26 FT. OVERLANDER DOUBLE



28 FT. AMBASSADOR DOUBLE



30 FT. SOVEREIGN DOUBLE

Ohio Floorplans

On July 22, 1962, Airstream founder Wally Byam died in Los Angeles, California of a brain tumor. He was 68 years old.

The 1963 model year began on August 1, 1962. "Standard" trim level Airstream series trailers were discontinued and the self-contained "Land Yacht" became the new base model trailer, making the entire line of Airstream trailer fully self-contained by 1960's standards. All electrical fixtures were now dual wired for both 120 volts a.c. and 12 volts d.c., so light could be summoned at all times. The boxy dual voltage interior light fixtures continued to be used in 1963, the exception being the front lights on either side of the gaucho, which looked more like commercial sourced lights.

The 12 volt battery remained the same since 1957, a rather small farm tractor battery kept outdoors in an aluminum box on the front panel beneath the window. It was recharged from the tow vehicle 12 volt alternator and discharged when used while the trailer was stationary. There was no factory provision for recharging the 12 volt battery when stationary.

In 1963, the two factories standardized all bathrooms to the California layout, with the toilet street side and the tub curb side. But some construction and detail differences



Wall-eyed tail lights and the small dark Division of Housing certification plate adjacent to the Airstream serial number plate identify this 1963 Globe Trotter as California built.

CALIFORNIA	1961	1962	1963	Total Built
Number built is given in parenthesis				
16' Bambi	16 T SS 1600 to 16 T SS 1847 [248 built]	16 T SS 1848 to 16 T SS 1880 [33 built]	16 T SS 1881 to 16 T SS 1975 [95 built]	376
18' Traveler	18 S 0367 to ?? --- ---	??		
19' Globe Trotter	19 T SS 1900 to 19 T SS 1975 [76 built]	19 T SS 1976 to 19 T SS 2121 [146 built]	19 T SS 2122 to 19 T SS 2352 [231 built]	453
22' Safari ---	22 T(D) SS 0630 to 22 T(D) SS 0875 [246]	22 T(D) SS 0876 to 22 T(D) SS 1116 [242]		699
22' Flying Cloud	22 T(D) SS 0419 to 22 T(D) SS 0629 [211]	included in Safari serial numbers above	included in Safari serial numbers above	see above
24' Trade Wind	24 T(D) SS 0516 to 24 T(D) SS 0649 [134]	24 T(D) SS 0650 to 24 T(D) SS 0847 [198]	24 T(D) SS 0848 to 24 T(D) SS 1055 [208]	540
26' Overlander	26 T(D) SS 0430 to 26 T(D) SS 0553 [332]	26 T(D) SS 0554 to 26 T(D) SS 0728 [175]	26 T(D) SS 0729 to 26 T(D) SS 0923 [195]	702
28' Ambassador	28 T(D) SS 0224 to 28 T(D) SS 0269 [46]	28 T(D) SS 0270 to 28 T(D) SS 0317 [38]	28 T(D) SS 0318 to 28 T(D) SS 0372 [55]	139
30' Sovereign	30 T(D) SS 0124 to 30 T(D) SS 0176 [53]	30 T(D) SS 0177 to 30 T(D) SS 0232 [56]	30 T(D) SS 0233 to 30 T(D) SS 0XXX [??]	109+?

For California, T = twin beds, D = double bed, () indicates alternate..... letter, SS suggests Santa Fe Springs, I = prefix on International models.

OHIO	1961	1962 (June 1961)	1963
These are beginning serial numbers only			
16' Bambi	16 I T 101	16 2 T 401	16 3 T 101
18' Caravel	18 I 075 --- ---		
19' Globe Trotter	19 S 1901 ??	19 2 D 101	19 3 D 101
22' Safari	22 I 425	22 2 T(D) 601	22 3 T(D) 101
22' Flying Cloud	---	22 2 F 101	22 3 F 103
24' Trade Wind	24 I 475	24 2 T(D) 800	24 3 T(D) 102
26' Overlander	26 I 601	26 2 T(D) 901	26 3 T(D) 101
28' Ambassador	28 I 201	28 2 T(D) 351	28 3 T(D) 101
30' Sovereign	30 I 026	30 2 T(D) 095	30 3 T(D) 101

For Ohio, T = twin beds, D = double bed, () = alternative letter, I..... prefix on International models. Third digit is last number of model year

Airstream's first "Flying Cloud" sailed onto the scene in 1949, when it so christened the new 21 foot long trailer having a flat front end and a semi-circular Liner rear end. The Centennial celebration of one of history's greatest nautical feats was fast approaching in 1951, and Flying Cloud fever would soon sweep the country. The original "Flying Cloud" was a merchant Clipper Ship that on its 1851 maiden voyage sailed from New York to San Francisco in a record break-

ing 89 days, a world record that held for more than a century, until 1989. But speed was not the only legacy of the Flying Cloud. Most unusual for the mid-nineteenth century was that it was navigated by a woman, Eleanor Cressy, the wife of Captain Josiah Cressy. She guided this ship in record-breaking time through 16,000 miles of the fiercest, most unpredictable oceans in the world. But by the mid 1960's, the significance of "Flying Cloud" and "Clipper" references in

travel trailer names as indicative of sleekness and speed had dissipated, so the revered old nautical name was dropped in favor of Safari, the Swahili term for a journey or expedition over land.

by Fred Coldwell

RETAIL PRICES - 1962 MODELS

ONLY OPTIONAL EXTRAS available for BAMBI and GLOBETROTTER

	<u>BAMBI</u>	<u>GLOBETROTTER</u>
Spare Tire, Tube & Wheel	\$48.00	\$62.50
Spare Tire Rack	40.00	50.00
Ogden Purifier	70.00	70.00
Automatic Butane Regulator	11.25	11.25
TV Antenna and Jack	42.50	42.50

OPTIONAL EXTRAS - All other Models STANDARD LAND YACHT INTERNATIONAL

Thermostat	\$40.00	\$40.00	Incl
Space Heater Fanette	18.00	18.00	Incl
Pressure System	75.00	Incl	Incl
Compressor - 12 V.	85.00	Incl	Incl
Butane Gas Refrigerator	200.00	Incl	Incl
Butane Hot Water Heater	83.75	Incl	Incl
Battery	55.00	Incl	Incl
12 V. Light Fixtures	12.50	Incl	Incl
Toilet Hand Spray	10.00	Incl	Incl
Hose Carrier	12.50	1-Incl	2-Incl
Automatic Butane Regulator	11.25	Incl	Incl
Std. Radio Antenna	10.00	10.00	10.00
Police Antenna	25.00	25.00	Incl
TV Antenna and Jack	42.50	42.50	42.50
TV Shelf	20.00	20.00	20.00
12 V. Shaver outlet	12.50	12.50	1-Incl
Bunk Bed and Mattress	93.75	93.75	93.75
Spare Tire Carrier	50.00	50.00	Incl
Spare Tire Assembly-6 Ply	56.25	56.25	Incl
8 Ply	62.50	62.50	Incl
Flood Light	11.25	11.25	11.25
Water Purifier	70.00	70.00	Incl
Cluster Lights	18.75	18.75	18.75
Formica Splash	18.00	18.00	Incl
Butane Light	18.00	18.00	Incl
Wall Pads, each	10.00	10.00	Incl
Bedspreads, each	20.00	20.00	Incl
12 V. Vent Fan	25.00	25.00	Incl.
12 V. Wall Fan over toilet	30.00	30.00	30.00
110 V. Vent Fan	16.00	16.00	Incl.
Double 5 gal. tanks	* 25.00	Incl	n/a
Double 7 gal. tanks	**	15.00	Incl
Double rib and wire	*** 30.00	30.00	30.00
Duo-Therm Air Conditioner	425.00	425.00	425.00
Stove Cover	10.00	10.00	Incl.

* Extra in only 22' and 24' models

** Double 7 gal. tanks in 22' and 24' - \$37.00; in all other lengths - \$15.00

*** Must be ordered prior to time trailer is started in production.

NOTE: Because of the Calif. Division of Housing Codes, there can be NO rearrangement of plumbing, heating and wiring.

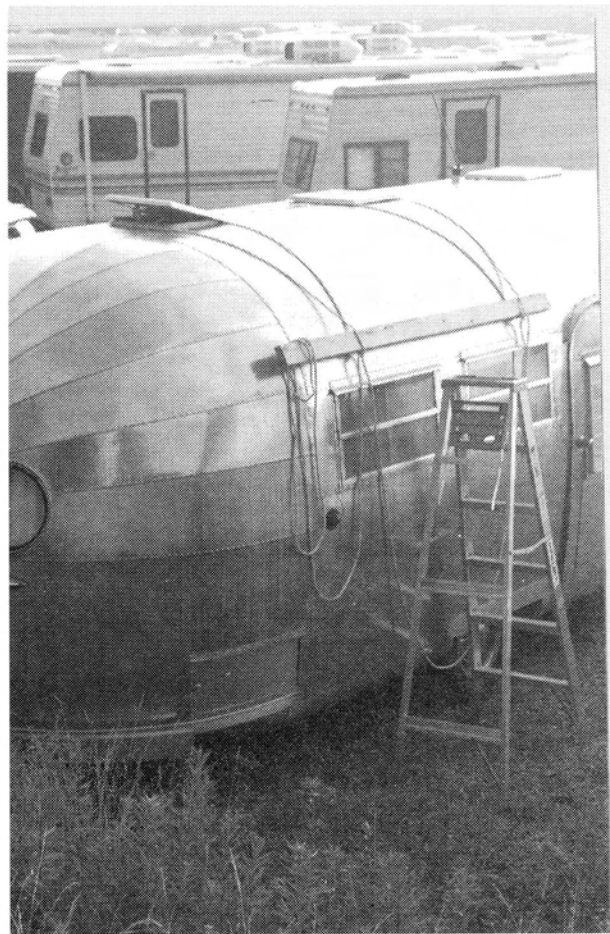
Floor Plans of all Series are identical.

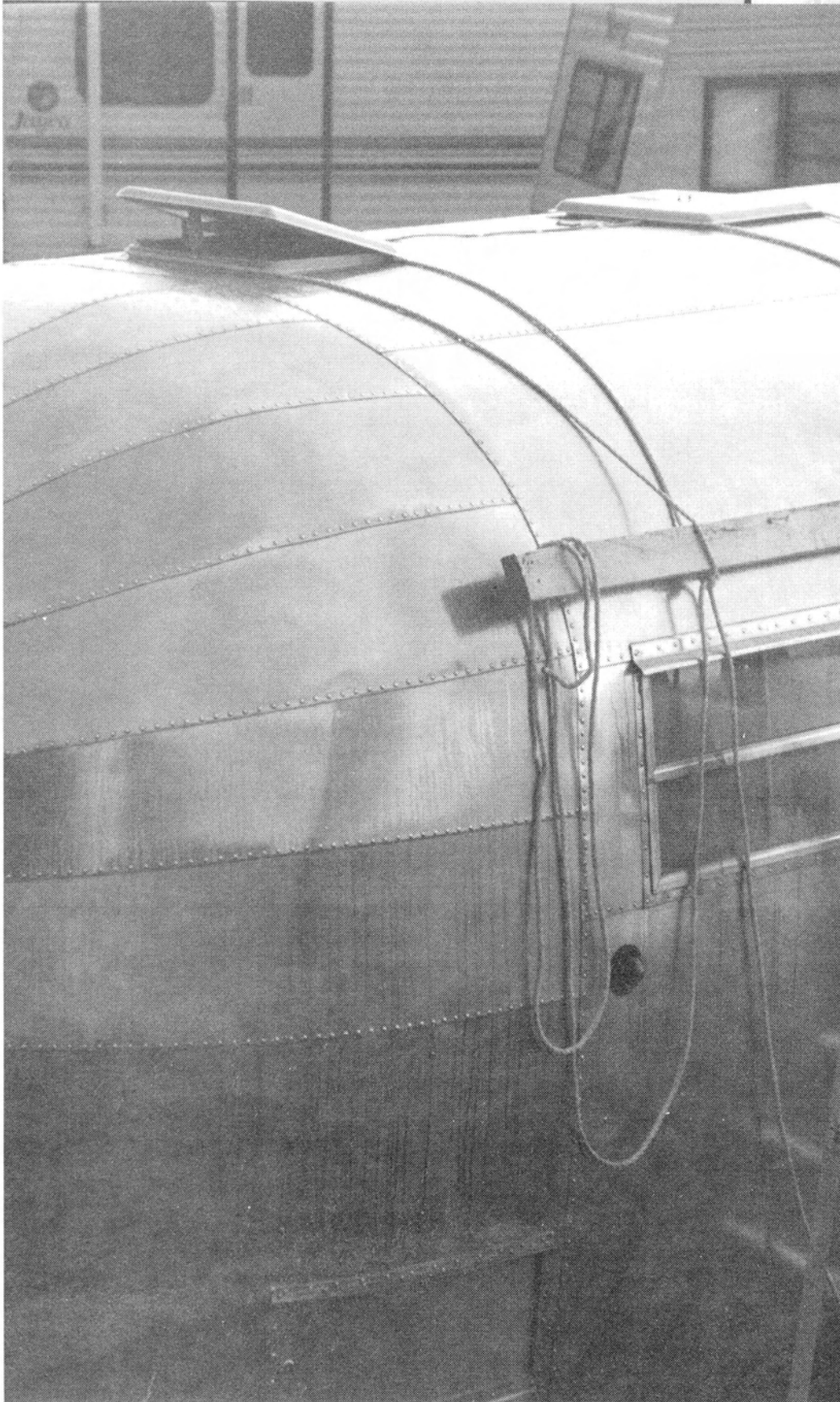
COOP'S CORNER



HOW TO CLIMB ON YOUR ROOF (And Live To Talk About It.)

Prudent owners walk on the roof as little as possible. However, there will arise those occasions such as a water leak, or peeling coating which call for a visit skyward. The need is urgent, but the danger is real and two-fold. First, needless walking about will surely cause its own damage to the roof. Second, the danger of falling is real. The author had the agonizing experience of seeing his best friend lying hurt and helpless on the ground while he himself was stranded on the roof top. In this case a ladder sunk into the ground dumping its owner off sideways. Fortunately he lived to laugh about it. Illustrated is the authors standard approach for a trip aloft. It starts with a six foot step-ladder erected between two vents. (A straight ladder will do in a pinch) Next, a loop of 3/8" rope is thrown over the trailer so that it wraps around the upstanding collar of a vent. Tie the two strands together above the windows. Repeat the same loop over a neighboring vent. Insert a 2X4 through both loops. Tug at the 2X4 to be sure everything is seated around the vent collar and will not slip out. You are now positioned to take your first step upward. The 2X4 trick is important both for taking that first step upward, and that last step down. Some jobs can be completed while lying on ones stomach. This has the advantage of safety. Besides, I have the feeling that a trailer doesn't really love these aerial visits. I like to have a helper standing by. You will probably need some tool that you overlooked. Study the pattern of rivets in the area you wish to visit.





If you must stand or crawl, be sure your weight is on rivets. Why? Because the stiffening members of the roof will be under those rivets. It would be dreadful if you accidentally left a large dent in an unsupported area. I have seen bold service people strut about on the roofs of Airstreams. I would discourage this since it cannot be helpful. Those upstanding collars are themselves leak prone and may have to be caulked from above about every ten years. Be aware that the water may enter at the collar and fall onto the inner roof panel. From there it will often flow to the side and may masquerade as a leaking window.

Rutherford L. (Bud) Cooper



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:

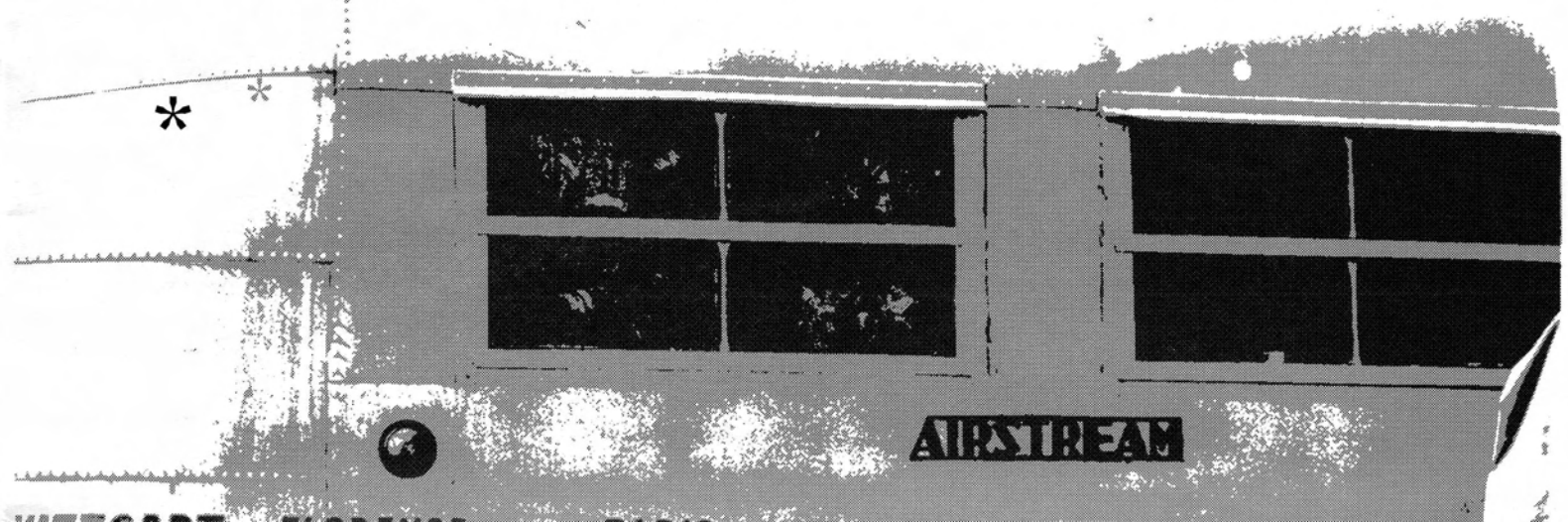
Year: _____ Length: _____ (ft) Model: _____ Serial Number: _____

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
S.L.Scheuermann@att.net

REGION 5

IL-IN-KY

No rep currently.
Want to be one?

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

Ben and Molly Butterworth, #14637
2267 Lewis Ln
Villa Ridge, MO, 63089
molly4006@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

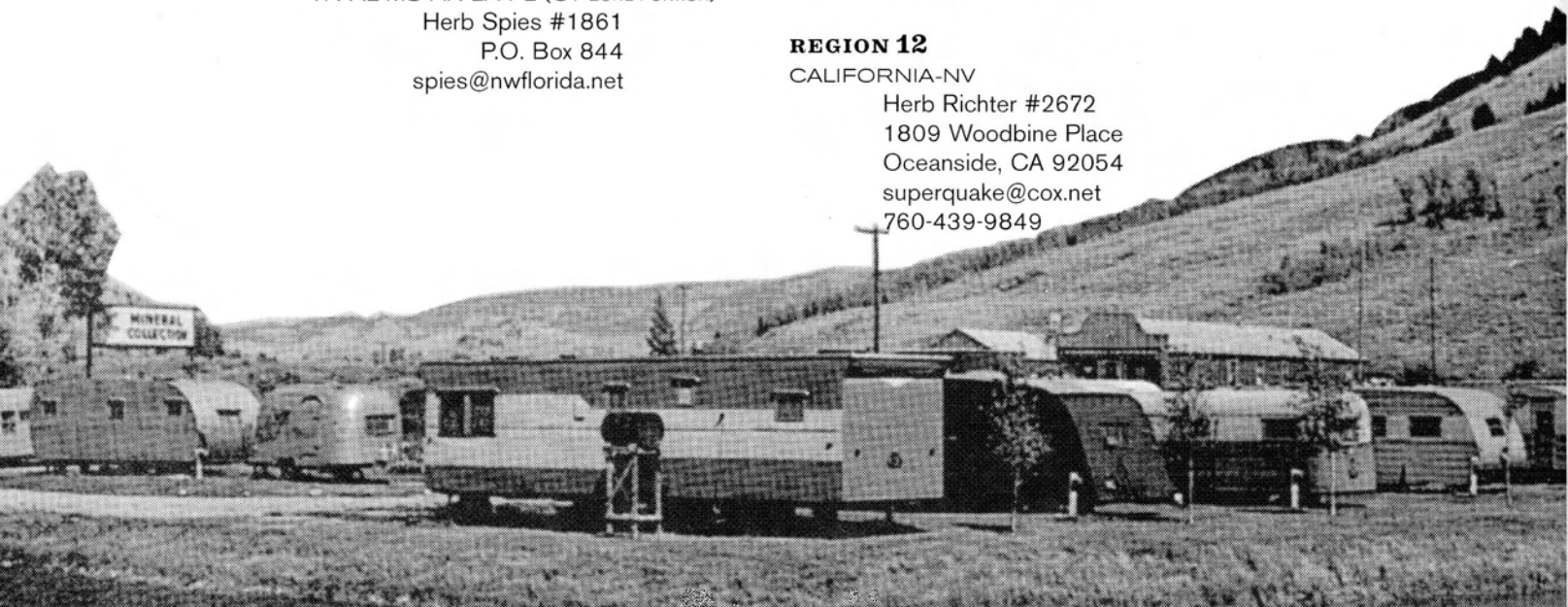
WY-CO-UT-AZ-NM-TX (portion in MT)-MEX

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

REGION 12

CALIFORNIA-NV

Herb Richter #2672
1809 Woodbine Place
Oceanside, CA 92054
superquake@cox.net
760-439-9849



vac classifieds

PEOPLE / COMPANIES / TRAILER PRODUCTS

The store for vintage Airstream lovers...

airstreamdreams.com

Restoration Parts & Supplies

Vulkem Sealant
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Bumperstickers
Patio Light Strings
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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

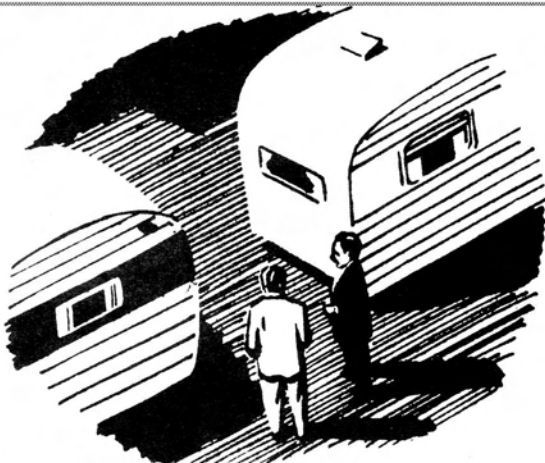
Or, contact me by email at wam52@airstream.net Payment MUST accompany the ads to be considered for publication.

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



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
C/O Scheuermann
363 Baldwin Drive
Berea, OH 44017

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
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