

# THE VINTAGE *Airstream* CLUB



*presents* **THE VINTAGE ADVANTAGE NEWSLETTER**

*In this issue* **How We Spent Our Summer Vacation**  
Bill and Beth Kerfoot

**Wagon Wheels 2005**  
Bob and Bonny Herman

**Forming a VAC Rally**  
Randy Unter

**Smart Guy, Dumb Guy (part 2)**  
Bud Cooper

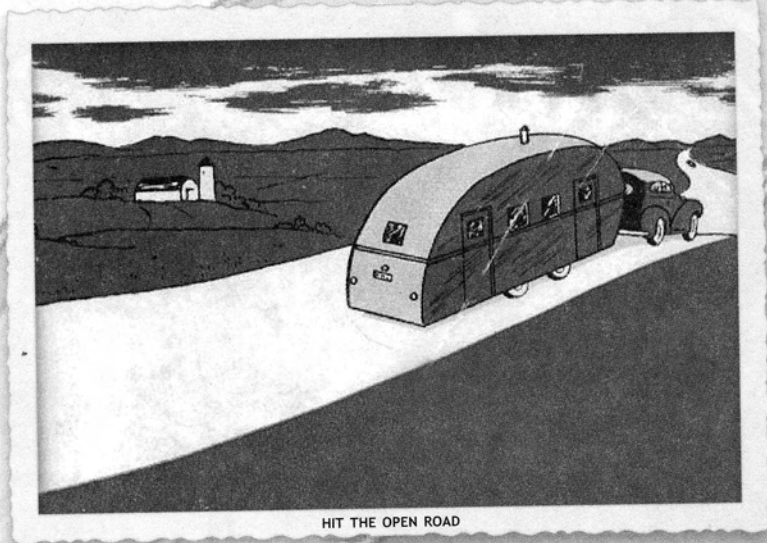
**Water Torture**  
Hunt Jones

[www.airstream.net](http://www.airstream.net)

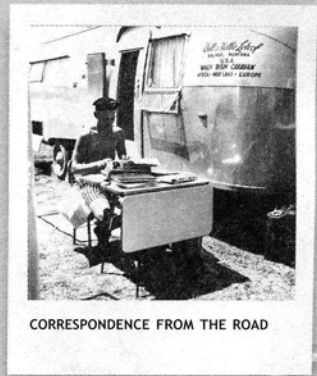
Issue Q4 2005



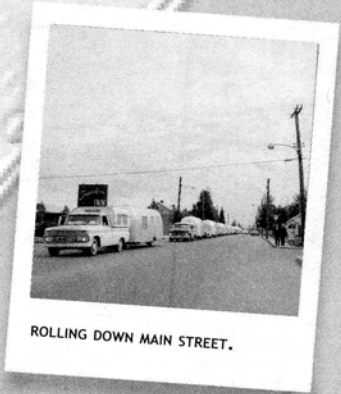




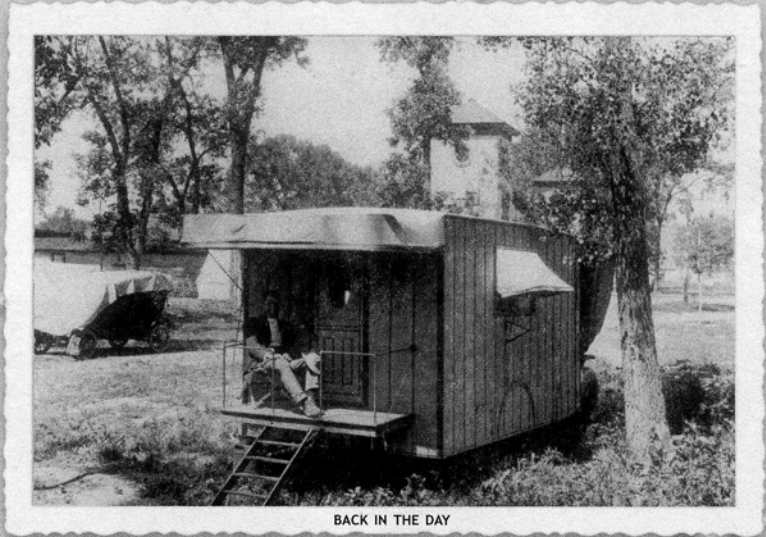
HIT THE OPEN ROAD



CORRESPONDENCE FROM THE ROAD



ROLLING DOWN MAIN STREET.



BACK IN THE DAY



PICKING FLOWERS WHILE OVERLOOKING THE LAKE.

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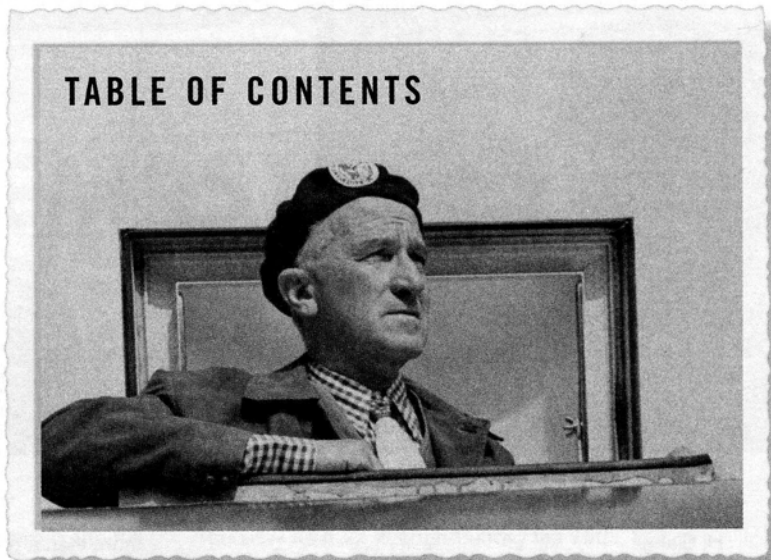
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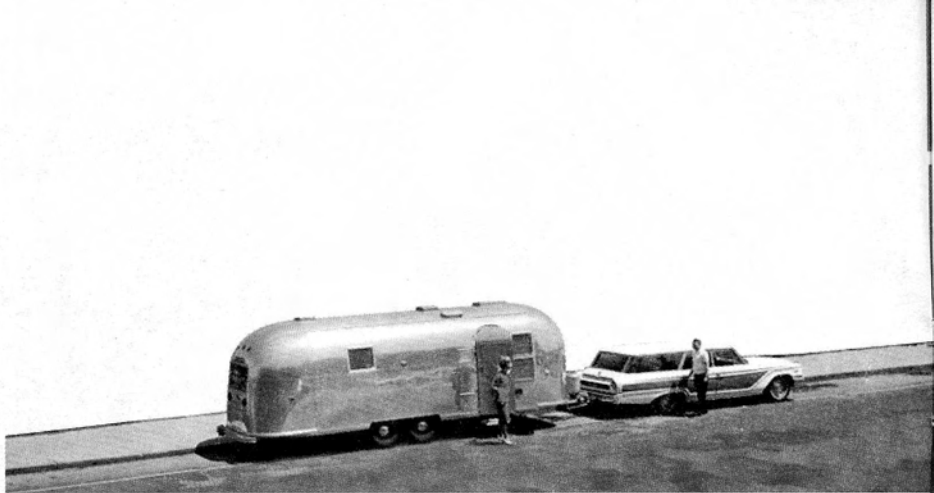
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## Presidents Message

Hi Gang,

For many of us, it's that time of year again when we must grab the antifreeze and/or compressed air and perform a yearly ritual.....Winterizing. Of all the tasks we perform in keeping our trailers in tip top traveling condition, I consider this among the most crucial. Forgetting any one step or leaving a slug of water trapped in an elbow can be most aggravating and expensive. It can have very undesirable consequences when you open the rig the following spring or worse when you get to your winter vacation destination. How many of you purchased your first vintage trailer and hooked the water up to it and discovered Niagara Falls coming out from the belly pan. This is definitely the number one thing to check when considering the purchase of a formerly owned trailer.

There are probably as many methods to winterize as there are members of the club. I can only attest to the one I use every year. I start by dumping all waste tanks at our last camping stop for the season and drain the fresh water when we arrive home. Then I disconnect the suction side of the pump and attach the valve and fitting that is designed for connection to a gallon jug of non-toxic antifreeze. After this is accomplished, I turn on the pump and start at the nearest outlet and open each faucet until the antifreeze comes out and fills the sink/shower drain traps, then turn them off. I do this till all 6 faucets, hot and cold, have been flushed. I then flush the toilet and use the sprayer till all the fresh water is out of the system and the antifreeze is clearly visible coming from the hose. The last steps are to go outside and open the rear drain valves for hot and cold water and the waste tank valve (previously dumped and flushed).

Now some of you must be thinking it takes

more than a gallon to fill the water system!! You right, it does, however I don't fill our water tank with antifreeze and our water heater is tank less so I don't have to use more than a gallon to winterize. Now I can just sit back and wait for spring with the confidence that as soon as the snow is gone, we'll be "streamin" down the road to our next adventure.

I may have mentioned this in my last message, but at the risk of being redundant I want to tell you all about a fantastic offer from Airstream Life Magazine. Rich Luhr Editor of ALM and fellow VAC member has extended an offer to all VAC members to subscribe to his quarterly publication for less than half the regular subscription rate. VAC Members will get the magazine for \$15/ year. There is only one catch!! We need to make bulk payment for these subscriptions. So, we need to find a volunteer to work with our Membership Director to process member subscriptions. If you have a desire to become more involved in the club and want to ensure that we receive this great benefit, please email me Wayne Moore [wam52@prodigy.net](mailto:wam52@prodigy.net) or our Membership Director Scott Scheuermann [S.L.Scheuermann@att.net](mailto:S.L.Scheuermann@att.net). Thanks in advance for stepping up.

Many of you may not know that we have gone through a small transformation in the area of Vintage Airstream merchandise. We now have an Airstream Inc. authorized Logo for marketing our club and a small line of approved apparel. Here is the new Logo!





# WELCOME AIRSTREAMERS

Before we can take orders and get the items out to the membership we need a volunteer to become our Quartermaster to take charge of coordinating sales with Airstream. So again, if you have a desire to become more involved in the club and want to ensure that we receive this great benefit, please email me Wayne Moore [wam52@prodigy.net](mailto:wam52@prodigy.net) or our 2nd VP Shari Davis [maxwell@insideout-design.net](mailto:maxwell@insideout-design.net). Thanks in advance for stepping up.

It's not too early to be thinking about Salem, Oregon, the home of the 49th International Rally. The VAC will be there in force with large contingents from the northwest and California. There is still some measure of coordination that needs to be done and although still too early to confirm, I am still looking to arrange a pickup caravan from the East to arrive a day or so before the Parade. Before committing to such an adventure we'll need to see what the interest is. If you live in the east and are interested in caravanning to the west coast email me.

This year Ed Emerick VAC 1st VP will coordinate the pre-rally parking and parade. As soon as we get an arrival time and parade date locked in we will let everyone know. It is my understanding that there will be 30 and 3 amp parking again this year so you will need to keep that in mind when pre-registering. Oregon Unit Past President Steve Laxton and his wife Elaine are currently planning our 2006 Wagon Wheels Caravan through the northwest. We will share all the details as soon as they are finalized. If you would like to volunteer to help or just attend the Caravan please email Steve [dfn30@earthlink.net](mailto:dfn30@earthlink.net).

A "VAC Rendezvous" at Sisters, Oregon is being planned for 4 days preceding the International Rally. Bob Stephan of the El Camino Real Unit will be the wagon master. The Rendezvous will be held from

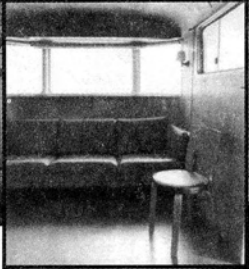
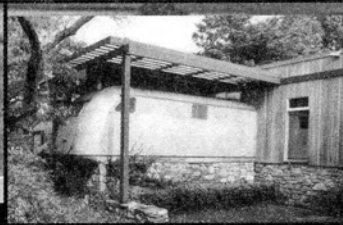
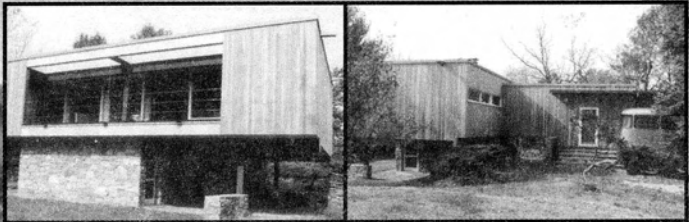
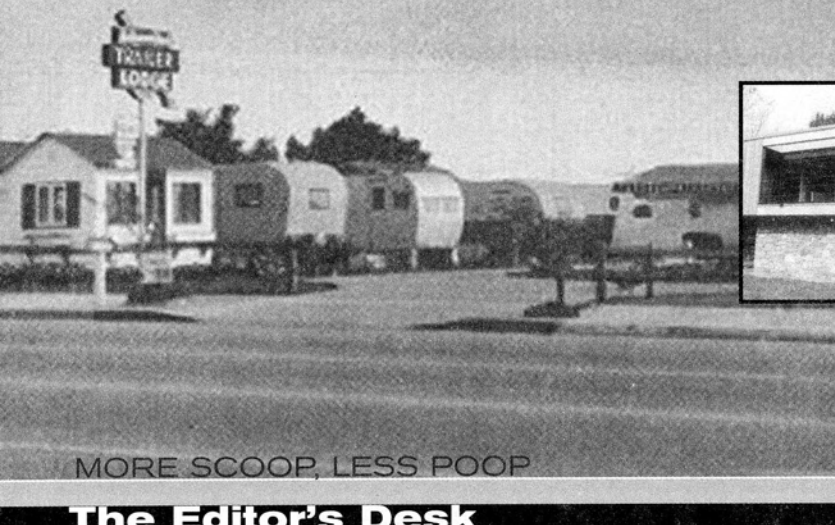
Thursday June 22 through Sunday the 25th. Following the Rendezvous, they will caravan down to Salem and spend Monday night, the 26th at a staging area with other VAC members - including those coming in from the Wagon Wheels Caravan. We expect that on Tuesday the 27th a parade of Airstreams will converge on the International Rally site - with flags flying - to park in two groups at the site. The International is scheduled to run from the 28th through July 4th. Again, arrival and parking details will be available on the VAC website when plans are finalized. For more details on the Rendezvous contact Herb Richter by email at [superquake@cox.net](mailto:superquake@cox.net).

Hopefully by now you have received the two editions of the VA, since International. I would like to acknowledge what a great job the team has done in getting these out. We have a new format, committee, and printing/ mailing house. Great job and many thanks go to Bryan and Linda for expediting the VA to your doorstep.

One last item, as you can see from reading my message for this edition, our Intra-club runs almost entirely on volunteers, we need your support. If you have any desire to work in any of the areas I've mentioned, help us work towards a better Vintage Club and volunteer some time, please email any of the current volunteers or officers, their email address's are listed in the front of VA.

Thanks!  
See Ya Down he Road!

Wayne A. Moore (WAM)  
President 2005-06  
Vintage Airstream Club  
VAC/WBCCI 15116



MORE SCOOP, LESS POOP

## The Editor's Desk

Happy New Year!

A 2 MILLION DOLLAR SPARTAN TRAILER?  
ONLY WHEN ITS ATTACHED TO A MARCEL BREUER HOUSE.  
INFO SENT TO ME VIA RICHARD MCFARLAND ... thanks richard!

**Marcel Breuer**  
**Wolfson House, 1949-1951**  
**Salt Point, New York**



Thank you all for your articles during the busy end of the year crunch time. We have many good tips for setting up your own rallies both big and small.

Please enjoy this issue and when the new year comes around we will do what we can to put together another issue.

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, or mail me your images and text.

Property of 10 acres is located in Dutchess County, an easy drive up the scenic Taconic Parkway. The land is mostly mature growths of hard wood with the Eastern Branch of Wappinger's Creek on its eastern border.

The house is wood construction with vertical tongue-in-groove cypress siding newly replaced in 1997. It sits on an on-grade storey of local stone. The flat roof is rubber EPDM newly installed in 1998. The house is integrated with a Spartan Trailer, Mansion Model 30, 1947, which was the existing structure on the land when Breuer was first commissioned. Though retaining the trailer was the client's idea, Breuer was intrigued enough to go along with it. The combination of a modern house with a streamlined aluminum trailer is unique in architectural history.

The studio which forms a compound with the house was built 10 years later in 1960. It was designed by Tip Dorsel who was very respectful of the Breuer house. Since the resulting structure is much larger than the main house, the designer used various trompe l'oeil devices to mask its bulk. The studio was completely renovated beginning in 1997. The standing seam galvalume on the big volumes with cypress wood siding on the smaller one references the relationship of wood to metal of the main house.

Each of the two structures has independent services which is separately metered, has full kitchens and multiple bathrooms.

The two 1000 gallon underground fuel tanks were replaced in 2003 by new ones of equal capacity with 30 year guarantees.

Offered at cool \$2,190,000

website for more history:  
<http://www.breuertrailerhouse.com/>





## COOP'S CORNER

### smart guy, dumb guy / by r.l. cooper

For two weeks I had been in jail. To be exact, I had been a prisoner of my own self-recriminations over my failure to properly form a bumper for my 1948 Airstream. How could I have been such a "dumb-guy". How could I have assumed that my job was simple?

Then, one day as I was getting into my car, I had another thought. Just suppose that the smart guy (the Superintendent) was just a little too smart? Suppose he were guilty of being over-cautious? Was he really so smart? Or was he timid? Or, just plain too busy?

What then? Maybe the smart guy was just a little too smart. I mulled this over for a couple more days and finally convinced myself that the idea was worth one more test.

I already knew of a decrepit little shop in a neighboring town that had an ancient pyramid roll. Next day I dropped by. I found the owner in an adjoining hovel. His desk was piled with crumpled papers. He listened to my requirements with a detached air. To him, it was not complicated at all. All I had to do was deliver him a drawing and a suitable piece of stock. He could do it in a couple of days, he said.

The next day I delivered a drawing and a piece of extruded aluminum stock. I returned some days later with high expectations. Once again I was disappointed. The finished part was rolled inside out, that is, flanges outward. To top this off, they had mistaken the radius for a diameter; it resembled a wagon wheel, not a bumper.

In due time the boss was summoned to witness the devastation. With few words he asked for another piece of aluminum and promised me a correct part in two days. I found little comfort in his words. Was this dumb guy smart or dumb?

Two days later I returned. To my surprise the part was perfect. I looked at it and found myself speechless. After so many reversals I found it incredible. Had the impossible finally happened? Did I really have a correct part?

Amazing! I paid my bill and departed. Indeed, the part conformed exactly to the drawing; I was home free.

Some brackets were necessary. I cut them from left over aluminum. These would be bolted to the frame and welded to the bumper since you can't weld aluminum to steel. I took everything to a shop I had used before. The welder smiled at my return. I liked his work, he liked mine. In jig time the bumper was structurally complete and looking just grand. In another day it was buffed and sprayed with clear lacquer. Done, done, done.

In future I shall refrain from making hasty generalizations about dumb guys and smart guys. It is possible that there is room in the world for some of each.

R. L. Cooper

(part 2 of 2) ... thanks Bud! always ready for your wisdom ... bryan



Maiden Voyage

## HOW WE SPENT OUR SUMMER VACATION

By Bill and Beth Kerfoot

For those of you who have Bryan Burkhart's book "Airstream History of the Land Yacht" turn to pages 130 and 131. Go ahead, we will wait. Dum te dum te dum, waiting, waiting. All right now that you are back, you found a curb side picture of a Double Door Liner. Bryan labels it as a 1958, I think that it is a 1954 and I will tell you why. In February of this year, a 1954 Double Door Liner Serial Number O 5006 became available on the Vintage Airstream List in Florida. The cost, a trip to Florida. I have been intrigued with the Double Door Liner since I saw the picture in Bryan's book and I discussed it with my wife, Beth and my daughter and son, they agreed to assist in the rehab and we took it. We then worked on when we could make the trip to Florida, knowing that it would take a minimum of two weeks, we decided on the end of June this year.

The Liner was being temporarily stored near Tampa by an Airstream Samaritan (Pete) who did not want to see it scrapped. I had many email conversations and then phone conversations regarding wheels (original wheels-split rims still on trailer), tires, brakes, axles etc. A gentlemen on the VAL was giving away four new Carlisle 700-15 tires for shipping cost only, we took them. The Liner had 5 bolt wheels, I sent four new wheels to Florida. I also sent

two new fully loaded brake backing plates only to find out that the Liner had the original 1954 brakes and the new brakes would not fit. So I ordered new axles with 6 bolt drums, brakes on one and hubs on the other and springs and had them sent to Florida with a set of 6 bolt wheels.

On Saturday June 18, at 5:45 AM, the four of us, myself, my wife Beth, my daughter Anne and her friend, Tricia, left Orange, CA in our 1977 Lincoln Continental for Tampa, Florida, to pick up and bring back the 1954 Double Door Liner. We spent the next six days traveling to Florida. through El Paso (783 miles); San Antonio (334 miles), dinner at Riverwalk; a tour of the Alamo, Houston (207 miles), baseball game, home team Astros won; lunch at Nicks in Eunice, LA, center of cajun culture and home of 101.1 FM KBON Louisiana Proud, stop at Avery Island and the Tabasco Plant, dinner at Emerils in New Orleans (432 miles); begnets at Cafe DuMond, lunch at Lulu's (Jimmy Buffett's sister) at Homeport Marina in Gulf Shores, AL, stop in Marianna, FL (361 miles); and then to Tampa (346 miles) on Thursday night, June 23.

On Friday, June 24, we went to Pete's house to start work on the Liner, Pete had already told me





Our first Look

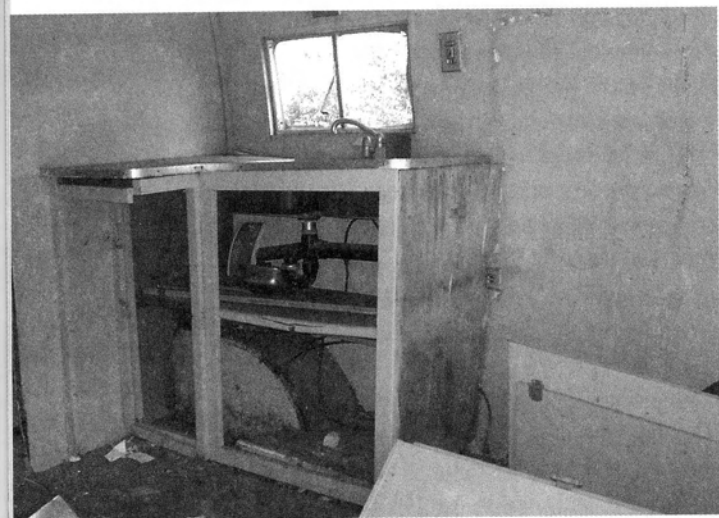
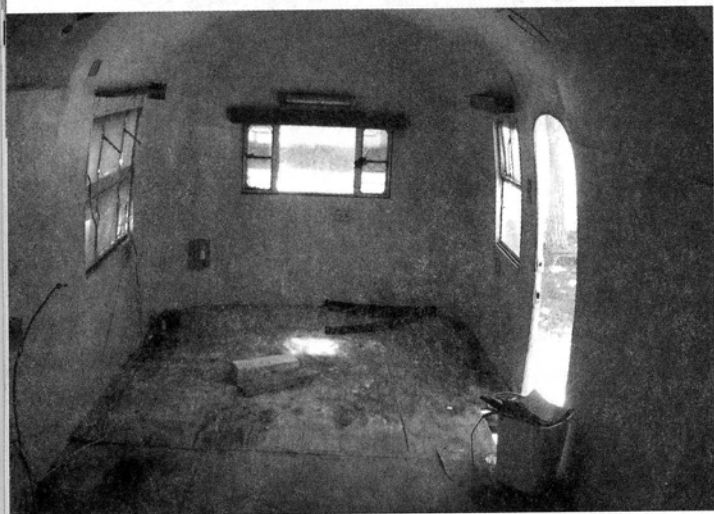


Back end

that he would not be home as he was on a previously scheduled boat trip, however he gave me the phone number of his neighbor who had the key to open the garage and pool room, Pete told me that I could use any of his tools. (How did that ad go - You meet the nicest people in an Airstream?) The tires, both sets of wheels and the new axles and springs were waiting for us. I loaded up the 6 bolt wheels and tires and went to Billys Tire Service to have them mounted, \$6 each to mount and \$6 each to balance, while Anne and Tricia started taking off the old springs and axles. We managed to disconnect the front and rear of the springs, but could not disconnect the center. Plan B, install the new axles on the old springs and get it apart when we got home, even if I had to cut the center bolt with a torch. Problem, the old spring pack is thicker than the new spring Pack and the U-bolts were not long enough. Another gentleman, who I have come to know on the Vintage Airstream List, came by to look at the Liner. He suggested Red Neck Trailer Supply for longer U-bolts. They did not have longer U-bolts but suggested Century Spring who makes custom U-Bolts. One hour and \$10 each later I had new longer U-bolts. We were exhausted and decided to call it a day.

Saturday, June 25, we did some shopping first, lexan to cover a missing window and roof vent and a breakaway switch. Then Anne and Tricia started installing the axles and I went to Billys for the tires. When I returned, I found out that I had only purchase four U-bolts and we needed eight. Certified Spring is closed. Plan B again, luckily we were able to use the shorter U-bolts supplied with the new axles on the outside of the springs and the longer U-bolts on the inside, problem solved. Patched the window and vent with lexan, connected the brake wiring, breakaway switch and backup battery, installed the tires and called it a day. Pete's wife came home, Pete had boat problems and was not expected back until Sunday. That evening we went to the Tampa Bay Devil Rays baseball game, man that is one ugly stadium.

Sunday, June 26, finished a few small things, cleaned up the area, returned Pete's tools, gave his wife four bottles of California wine, hooked up, checked the lights and by 11:40 AM we were on our way home. First stop, Valdosta, GA (242 miles), since we now had a 29' trailer behind a 20' car we left the car at the motel and walked to Waffle House for dinner. Next stop, Meridian, MS (420 miles), a stop at the Georgia welcome center reminded us



interior views

that Jimmy Carter was from Georgia, so we planned the route to visit Plains, would have also liked to see Andersonville, the Civil War prison, but no time. Next stop, Shreveport, LA (338 miles) with a stop in Vicksburg and a tour of the Civil War Battlefield with the Liner in tow. Went through the cemetery, 17,000 civil war graves and 14,000 are unknown. Next stop, Dallas (217 miles), returned the 5 bolt wheels and loaded backing plates which we could not use and purchased a spare wheel. Went to an Angels game at Arlington Field. Next stop Carlsbad Caverns (499 long miles), somewhere between Snyder, TX and Hobbs, NM, one of the two remaining interior partitions fell and took out the only cabinet, this made the demolition that much easier. Next a tour of Carlsbad Caverns and Deming, NM (262 miles). Last stop, Phoenix (347 miles) met with another Airstream List member, who gave me several good restoration ideas, if I can only remember them. Sunday, July 3, 6:00 PM (366 miles), home after fifteen days, twelve hours and 5,605 miles.

Monday, July 4, we removed the interior and started laying out the new floor plan. Rear queen, center bath and kitchen and large U-shaped dinette, convertible into at least a queen bed, in front. The first step on the reconstruction is to replace 2" coupler with a 2 5/16" coupler, have the tongue extended so that the equalizer brackets do not touch the body, install a manual tongue jack and install water, black and gray tanks.

Our immediate goal is to have the Liner complete enough to take to Salem in 2006 for the International next year and parade in with the Vintage Airstream Club, if not we will take our 1979 Safari.

PS: If you look at the picture in Bryan's book and compare it to the picture of mine, they are identical, window placement, door placement and the front and back are straight not sloped. Therefore, I believe that the picture in Bryan's book is a 1954 29' Liner.

To be continued.



## WAGON WHEELS 2005: Rambling around Missouri

We gathered from around the country in a setting where the arch in St. Louis rose just across the river from our rendezvous point. It became obvious that we had the perfect group when a blowing rainstorm came in just as we started eating at our opening cookout and no one bailed out.

In St. Louis, we enjoyed a guided "Discover St. Louis" tour, a trip to the top of the famous Arch, a personal tour of the Airstream Exhibit at the Sheldon Art Museum, and a tour of the Transportation Museum which our own Molly Butterworth (Region 8 Rep.) hosted for the group. The first of two major picnics occurred as we stopped by the Route 66 State Park. After lunch, we toured the Visitor Center and Museum and saw a display of old Route 66 memorabilia.

We continued on to historic Hermann for a two day stay. Highlights there included a visit to the Deutcheim State Historic Site, a German School Museum tour, and a Stone Hill Winery tour. Then it was back to Route 66 for a second picnic and a tour of Mera-mac Caverns.

We continued on to Cuba and viewed the murals in this Route 66 town. Our Cuba campground was nostalgically named the Blue Moon RV Park. Our next stop was at "Memoryville, USA" and many of our gang was seen buying various items from the past before being led on our tour of one man's extensive collection of old cars, an in-house village made up of original stores from the early days of Rolla, and his antique car restoration shop. We were allowed to wander through the shop and talk with the restorers about the cars being worked on.

We moved into the second week of our caravan as we drove south to Eminence for our tube float on a National Scenic Waterway. Then, it was on to Branson for three days and three shows. Branson is truly a Mecca for entertainment, and it is a given that many of us will return in the coming years. We slipped down to Eureka Springs, Ark. and enjoyed a guided Trolley Tour of this historic village. There was quite a bit of activity there concerning Ukuleles, but you would have to talk to Tommy Green to learn about this subject.

Our campground at Eureka Springs was at Dam Site River Park at Beaver Lake. We had a wonderful cookout at the lake the first night, and we enjoyed it so much we went back for another cookout the second night and added a dip in the lake to this night's event. I guess you would call this our real nature stop as this was our almost boon docking stop, and one which we all enjoyed immensely. I think we would have enjoyed staying at this spot longer, but we needed to move on to Carthage.

A local historian led a tour of their historic courthouse. A highlight for some of the caravaners was a visit to the Precious Moments Chapel and grounds. Our final banquet was held in Carthage at our Red Barn Campground Activity Center. Since we began our trip on Route 66 in St. Louis, it was appropriate that we would end our caravan traveling on another section of old Route 66 Highway into Springfield to meet the Vintage group for the annual parade into the International parking grounds. Thus ended the 2005 Wagon Wheel Caravan.

Wagon Masters  
Bob and Bonny Herman

## FORMING A REGIONAL VAC RALLY

The Rocky Mountain VAC rally has grown from humble beginnings to one of the largest VAC rallies in the country. Wayne Moore asked if I would share some of our methods that might help others create similarly successfully VAC Rallies.

First for some history. I take no credit for originating the approach to forming a VAC rally. When I first purchased my '66 Overlander in 1997, I was eager to restore it to its original condition. I sought sources for assistance from my local WBCII chapter in Denver; the folks there were very kind and helpful. I finished my restoration in 1999 and was eager to join with others who had similar vintage trailers where I could learn more. In the Rocky Mt area, there were no VAC rallies to speak of but browsing the VAC website opened my eyes to the Californians and their large VAC rallies.

Since both my brothers lived in No.Cal, I signed up for the CA VAC Rally in Olema, CA in 2000, and we decided to make it a "guys weekend out". I towed the O'lander out to the Bay Area to team with my bro's and off to Olema and the Point Reyes National Park. It was at that rally that I discovered what VAC rallying was all about. There were close to 90 vintage a/s at the rally including 13 Bubbles. I was smitten.

It was at the Olema Rally that I met Tom Reed, co-rally organizer and then VAC President. As I made my way back the thousand miles to Denver, I contemplated how I was going to attend VAC rallies in the future. At Home I contacted Tom Reed and told him how much I enjoyed the Olema Rally, but the 2K round trip was a drag for frequent attendance. I asked what could be done to form a similar rally in Colorado/RM region. This was his advice:

1. Reserve a good spot and date.
2. Invite folks to come
3. Collect the rally and campsite fees
4. Vintage Airstreamers will come and good things will happen.

I thought, "good things will happen". I sure hoped so, because I didn't have a clue what I was doing. So I followed Tom's advice, selected a great campground in Estes Park, CO, outside the entrance to RMNP, reserved some camp sites, sent out the notice on the then VAC list, and people began responding. Our first Rally had 15 attendees. And true to Tom's prediction, good things did indeed happen. Polly Pulver attended and provided the Bill Scott memorial awning for happy hour rain protection, Roger and Leslie Hightower came all the way from Mesa AZ to help. I had met them at the Olema Rally. Luke Bernander and Donna Thomas came up from Ft. Collins, saw that the rally was real, and returned with his 1950 Ford Firetruck to liven up the trips to the restaurant. Jodi and John Guerin brought their wonderful coffees from Laramie. So the first was a success, even if it wasn't organized. Good things happened.

The second year, we did a similar approach, with the local press getting wind of the Rally. We had some 25 attendees, but that year I began to realize that more organization was necessary. Since I had to guarantee the sites, I found late cancellations left me holding the financial bag, a hard lesson to learn. Also after that rally I had numerous offers to help organize the Rally. Shari Davis (current VAC 2nd VP), offered to help organize the '02 Rally. We moved the Rally in '03 to La Veta in So. Colo. At the 3rd RM Rally, because of the limited hookups we had to combine electrical, water and sewer hookups. Attendees were good sports about this but the poor management from the campground owner left us less than pleased.

By then the Rally had received national attention with NBC cameramen following our rally events. We had over 40 attendees and it was clear that we would need a large, well-organized campground that could handle our growing numbers. Furthermore, the organization of all the events was more than one or two people could handle. The 4th annual RM VAC rally was organized with a planning committee also chaired by Shari Davis. Tasks were

assigned for parking, campground coordination, happy hour, breakfast and dinners, coffee, Chili dumps, and evening talks from VAC (now WBCCI) historian Fred Coldwell.

This proved to be the most successful rally. The Garden of the Gods Campground in Colorado Springs did a superb job of "valet" parking for attendees. With 70 a/s, attendees would have overwhelmed our parking team "parking bastards". With parking resolved, the organizing of the happy hrs, chili dump, made the first night a nice opener and mixers for the eager to relax traveling VACers. The chili dump sounded awful to me, but the concoction turned out to be very tasty without the need for antacids as expected.

We had some screw-ups from the caterers, and we took note of the need for this feature.

#### **Other issues:**

Make it a nice place if it is in the summer.

It is a vacation for many

Accommodate long stays Vs weekenders; park the long stays in the center core area near the gathering place. That way when the short stays leave it isn't empty in the center

Have a gathering place near the center of the rally where folks can come for coffee a beverage and meet folks.

If weather is variable, have large enough covered area for folks to gather without weather issues.

Have an activities person to arrange tours and sites for those who want them

#### **Other successes:**

Polishing demos

Auction of old stuff-everyone bring their "junk"

Give aways-posters, medallions, etc.

T-shirts for sale or give aways.

#### **Other points-**

Collect campground and rally fees up front, have drop dead cancellation date, and make it clear to attendees up front. Make sure the campground is clear on what they charge for. Have a contract

Make it a WBCCI event, obtain a certificate of Insurance from the WBCCI. Include WBCClers. New and old makes for differences and harmony.

In '05 we had the same planning committee and location which changed the events:

No catered meal, potluck instead. We were fortunate to have the potluck outside at the central core area that we closed off to create a "village" feel by closing the street through the area. The money saved was used to provide "Butt posters"-photos of a/s rears, courtesy of Shari Davis' creative photography and already collector's items. Also Fred made additional presentations in the open air on a hanging sheet with folks sitting in folding chairs and camp fires smoldering.

We had nearly 75 attendees, which is probably as large as we would want to manage. The periphery a/s began to be far enough away to lose the "village" feel.

So if you are hesitant to form a VAC rally, no matter how small, do as Tom Reed suggested. Good things will happen.

Randy Unter  
Region 11 VAC representative  
September 30, 2005

I followed up with an article and photos that were posted on the VAC site. <http://www.airstream.net/rallies/01-RockyMtn/01RockyMtn.html>



## WATER TORTURE

I was enjoying a Scotch-induced sleep on the side gaucho with my head at the bulkhead between the bed and the tub. In my dream at the time, cold water began filling my right ear...one of those dreams where your sub-conscious takes command of reality. I woke up when my ear became full of water, promoting total loss of hearing, as my left ear was pressed against the pillow. "What the hell is this?" I shouted, waking my wife. "I've got an earful of cold water!" I shook my head, clearing the water and turned on the light in time to see another drop splash on the pillow. I looked up to see another drop forming on the ceiling seam.

It had been raining for a few hours, not hard, but enough to create a new leak. Leaks are the bane of both vintage and new Airstreams, and the more front and rear cap sections you have, the greater possibility (Argosy owners rejoice). Leaks are also very difficult to trace to a source, and most of us have caulked all roof seams to prevent them, then sit back and stupidly scratch our heads when they reappear. How can this be happening again to me? Well, Gunga Din, get out the towels at 2 a.m. and vow to search and destroy the gap later.

There's a better way. I asked my elders in my Watchung Unit about leaks. Most had vintage coaches when they were considered new and had experienced the same annoyances some time ago, though none had enjoyed a personal water torture. The advice was simple. Take the trailer to an Airstream dealer and request a pressure test. They said it was simple, quick, and inexpensive. So at the Parkview Rally held annually in southern Delaware, sponsored by Parkview RV, I made a date/time appointment for this service on our way home.

Here's how it works:

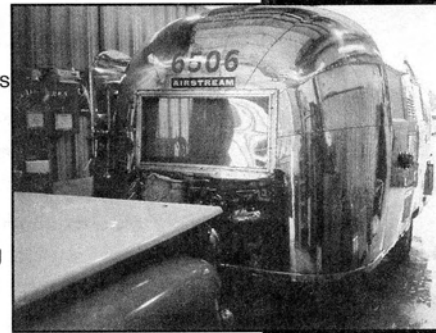
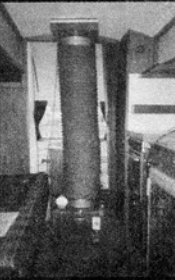
- You yank your coach in to the bay where the pressure equipment is
- The service tech plugs shore power to your external outlet
- He removes the 12x12 inch vent cap and places a padded plastic cap on the roof in place

- A companion padded cap is fitted on the coach ceiling beneath the roof cap and bolted tightly in place with huge wing nuts
- A large flexible hose is attached to the ceiling cap via a band clamp
- The other end is attached similarly to a blower on the floor
- The blower has a pressure gauge with a tube leading up to and into the ceiling cap
- The blower is plugged into a grounded receptacle in your coach
- The service tech hoses the entire exterior with water, then turns on the blower
- From a step ladder, he sprays each seam length from a spray bottle of soapy water
- Where small or gigantic bubbles appear, you note the seam and appropriate distance of the leak source from seam start or rivet number (yeah, you gotta count)

The cost? \$75, and every dollar is well-spent. I was amazed at the quantity of bubbles, and this was after I had caulked two years previously. Some were so huge I expected them to lift and float away. In fact, I was so surprised I thought I was lucky the Globe Trotter hadn't spewed a Niagara every time I externally opened the door in a rainstorm. The bubbles larger than my hand were surrounding all the lights, tail and running, so keep this in mind when you caulk. While they don't create ceiling leaks, they are a source for floor rot.

There're a lot of humorous old entries on The List from members who heard about the pressure test but never experienced it, expecting negative pressure to collapse the inside walls together. Nope. It's just harmless air pumped between the inner and outer skins.

— Hunt Jones



# ANNOUNCEMENTS

## CROSS SECTION

### Region One Rally

**AERO  
CORE  
FIBERGLASS**

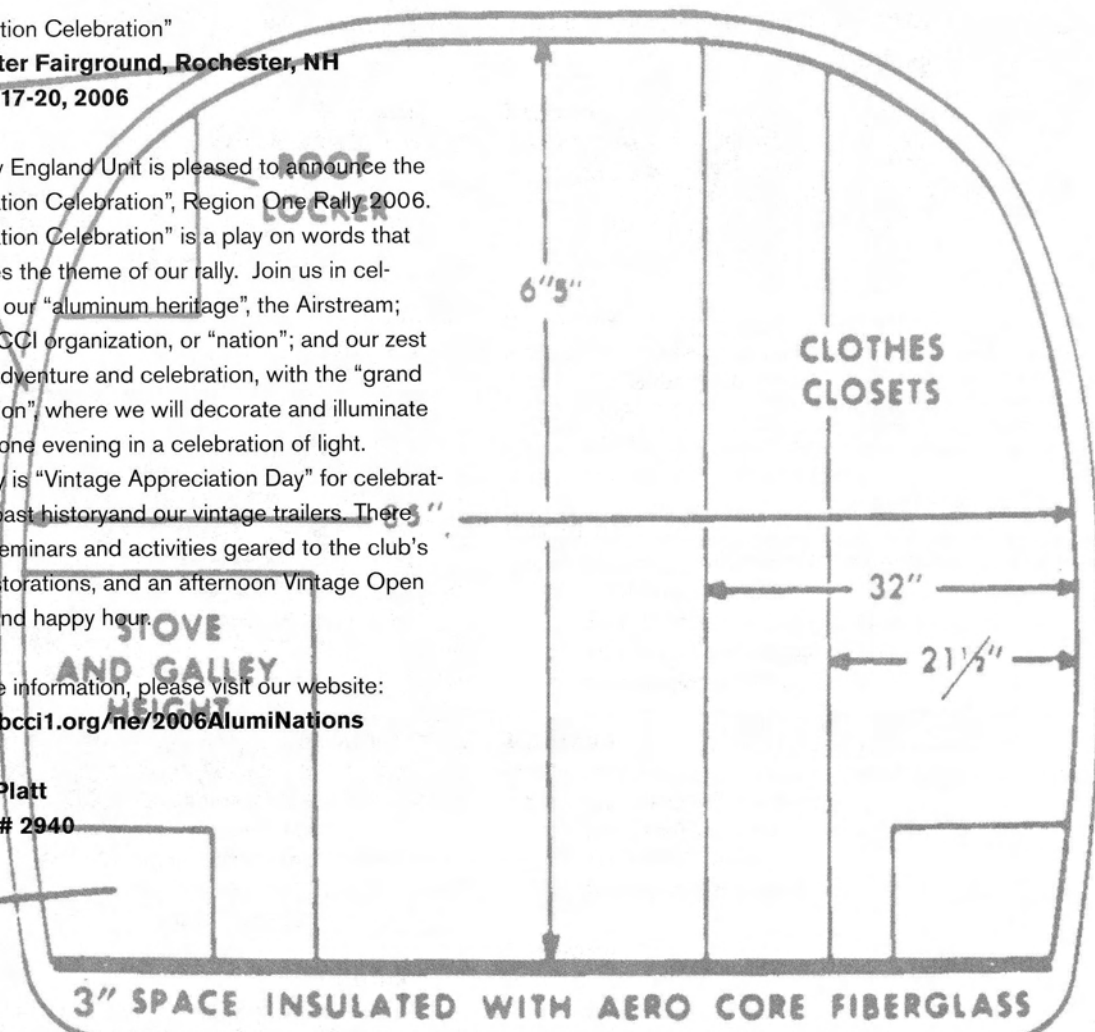
"Alumination Celebration"  
**Rochester Fairground, Rochester, NH**  
**August 17-20, 2006**

The New England Unit is pleased to announce the "Alumination Celebration", Region One Rally 2006. "Alumination Celebration" is a play on words that describes the theme of our rally. Join us in celebrating our "aluminum heritage", the Airstream; our WBCCI organization, or "nation"; and our zest for life, adventure and celebration, with the "grand illumination", where we will decorate and illuminate our rigs one evening in a celebration of light. Saturday is "Vintage Appreciation Day" for celebrating the past history and our vintage trailers. There will be seminars and activities geared to the club's past, restorations, and an afternoon Vintage Open House and happy hour.

For more information, please visit our website:  
[www.wbcci1.org/ne/2006AlumiNations](http://www.wbcci1.org/ne/2006AlumiNations)

**Nancy Platt**  
**WBCCI# 2940**

**WHEEL  
HOUSING**



# 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  
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  
Jeff Elliott  
1331 N 1709th Rd  
Streator, IL 61364  
jelliott@illmo.com

## REGION 6

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

## 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

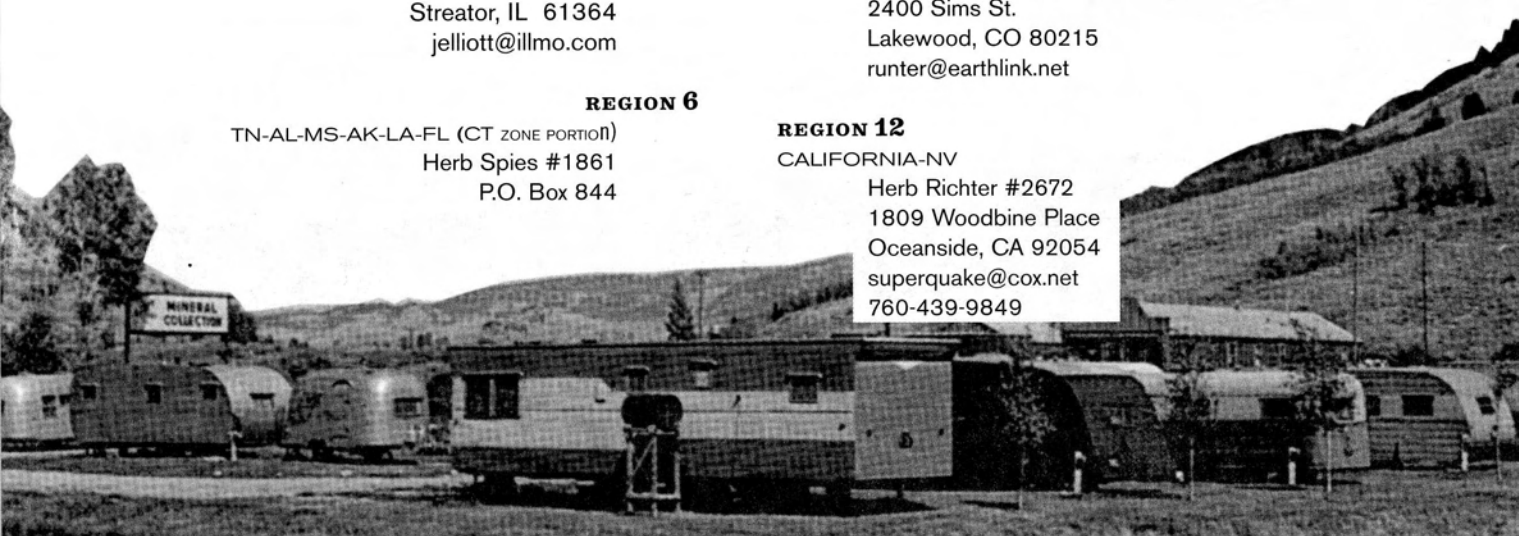


## REGION 11

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





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## VINTAGE TRAILER MERCHANDISE

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## TO PLACE AN ADVERTISEMENT IN THE VINTAGE ADVANTAGE

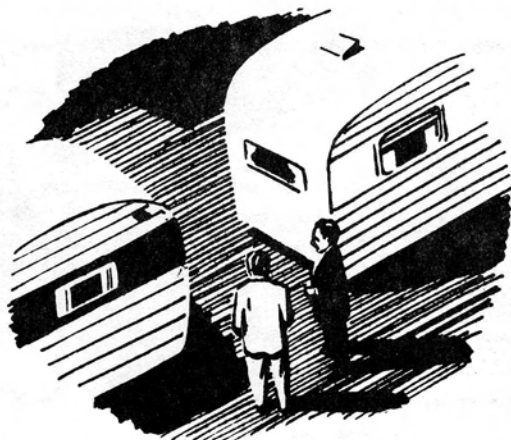
Commercial Advertiser must be a VAC Member Please submit your ad To: (check first on price. space as volatile as gold!)

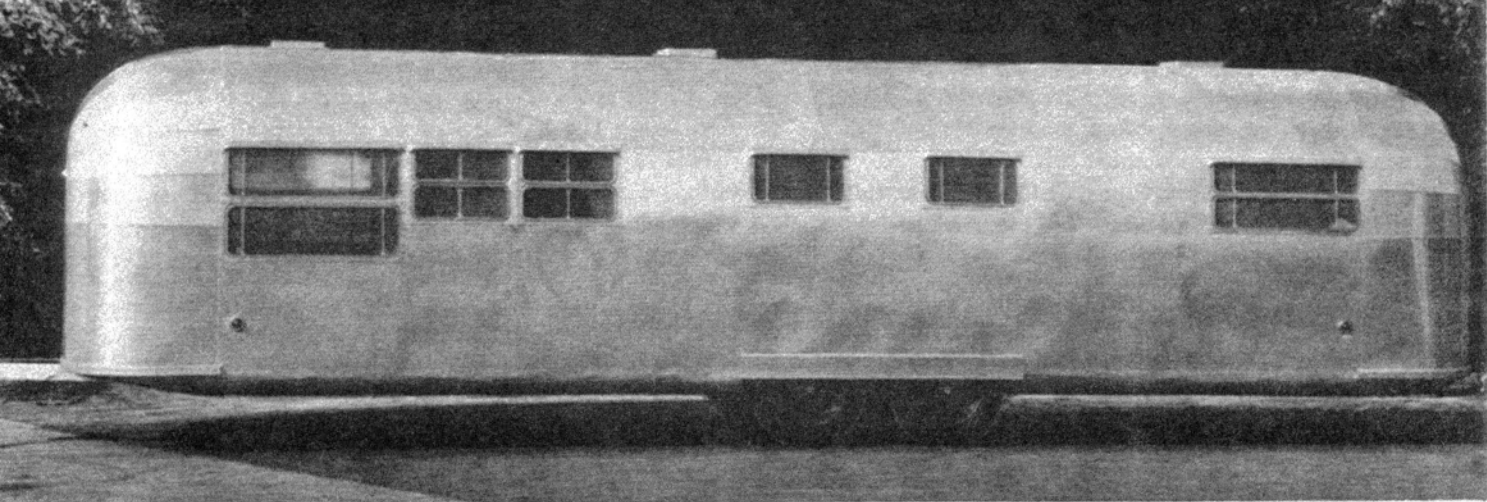
Linda Moore #15116  
131 Castle Hill Rd  
Windham, NH 03087

Or, contact me by email at [moorelinda@prodigy.net](mailto:moorelinda@prodigy.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





## 32-FOOT AIRSTREAM LINER

The Airstream Liner is a big trailer to live in that is still light enough to tow, with any ordinary automobile. It is 30' of Body and 32' overall. It sails straight as an arrow behind your car, as fast as the law will allow, and more, and it takes the hills in stride.

Yet, here is a trailer nearly as big as the biggest. It features a separate shower room in an especially large and convenient bathroom. It has all the features including double sink, formica galley top, a charm of a kitchen, stove with oven, and a plastic upholstered dining nook.

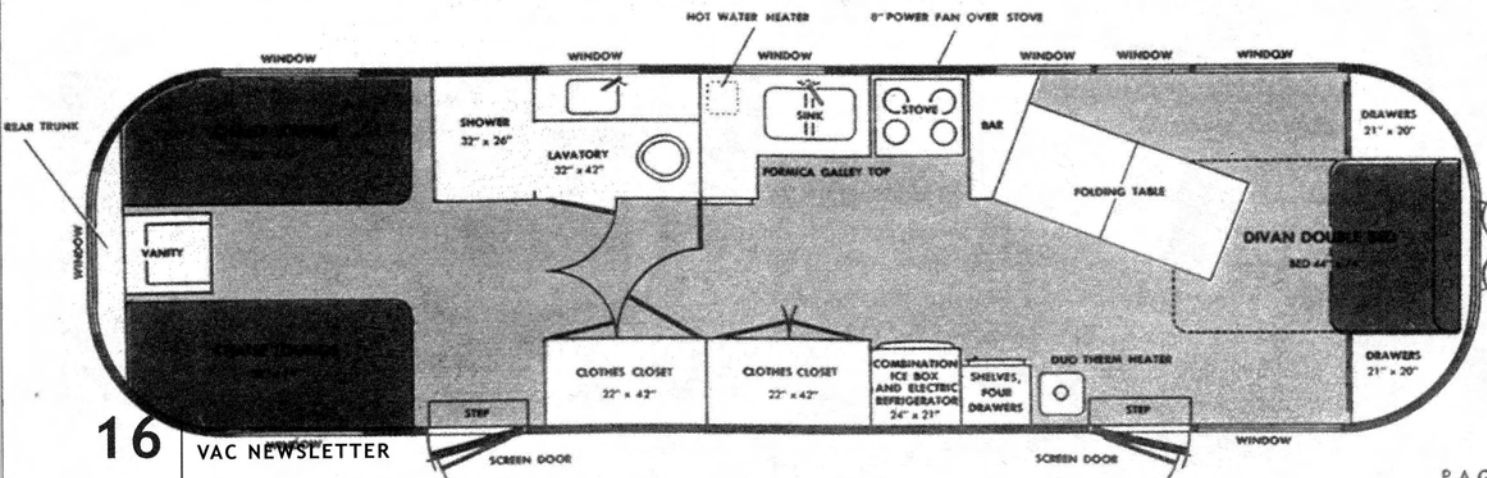
### *Big Trailer to Live in -- easy to tow*

This easily towed Airstream trailer has storage space, more storage space, and more storage space. It features a total of 17 drawers. It has nearly 8' of clothes closet space. It has everything that you can think of and a number of things that you have never thought of before.

The living room is big and long, long enough for a TV set. The big sun windows are high and wide and deep and all open. It is a trailer that you can live in years

on end, yet hook on and sail away at a moment's notice. It actually does what you have always wanted a trailer to do. If you are looking for a big trailer to live in permanently, look at them all, tow them all, then come and hook onto this big 32' Airstream Liner, and let your car decide.

This model is a dream come true. You must see it to believe it.

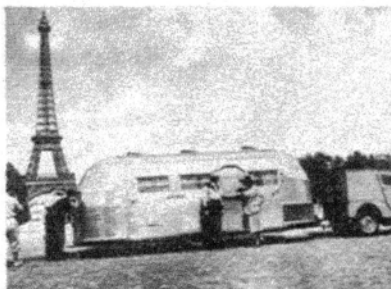




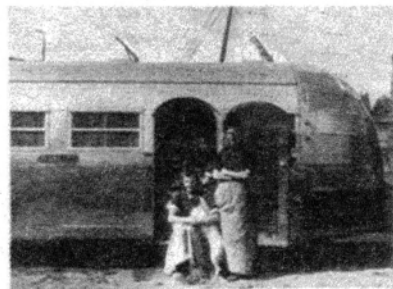
When the first Airstream trailer was built there were no trailer parks anywhere in America. There were only two other trailer "factories" in the United States. Wally Byam conceived Airstream to be a trailer to achieve the utmost in travel comfort and convenience and roadability, and Airstream has always led the field in this class. Many of today's accepted conveniences were originated by Airstream—the jack operated castor action wheel on the tongue, front and back windows that you can see through while driving, the bullet body shape, monocoque framing, and many others.

Wally Byam has traveled over most of the North American continent and most of Europe in Airstream trailers. He lives in his trailers many months of every year. To his experience has been added that of thousands of Airstream owners.

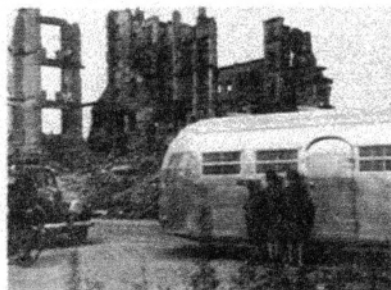
There have been and still are some imitators of the travel-wise Airstream but none that even remotely achieved the comfort, convenience, practicality, extreme ruggedness and light weight of the genuine Airstream. Though many of today's Airstreams are large enough to live in more or less permanently, they still have basic Airstream characteristics; are always at home on the highways of the world.



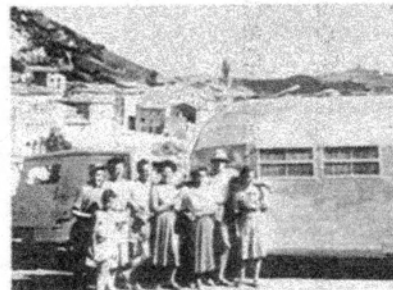
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AMSTERDAM, HOLLAND



COLOGNE, GERMANY



FLORENCE, ITALY

# AIRSTREAM

*"Ask the Man who Tows One"*

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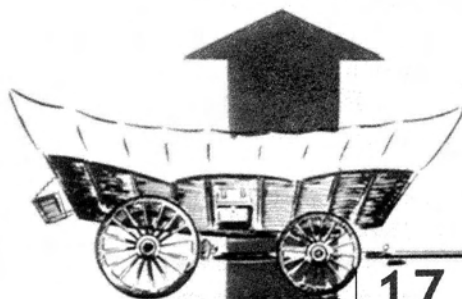
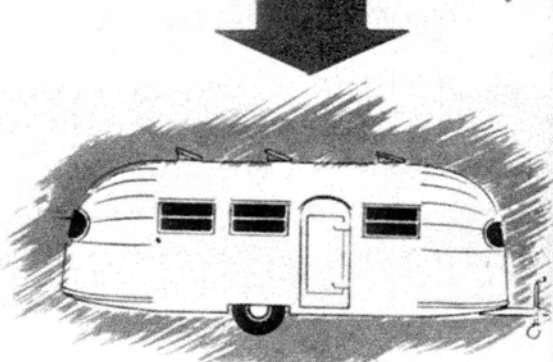
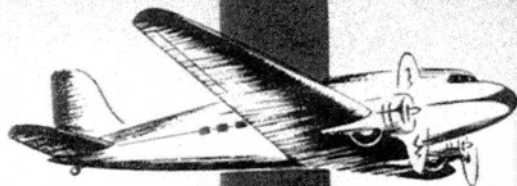
1755 NORTH MAIN STREET  
LOS ANGELES 21, CALIFORNIA

When I was a boy in knee pants I spent many of my summers on prospecting trips in Oregon, Idaho, and Nevada with my grandfather. Grandpa always traveled by covered wagon, the same old Conestoga in which he crossed the plains to Oregon as a young man with his father. It was pulled by four big mules and would go anywhere, absolutely anywhere—over bad roads or no roads. In addition to that, it had the most amazing capacity for stowing away the darndest amount of gear and still have room for more. We lived in it for months on end—comfortably.

Years later when I began to design trailers I could never forget that covered wagon. Its backbone was a hickory centerpole running from front to back. Although it had four wheels it really had three point suspension because the front axle was attached to the pole in what amounted to a "fifth wheel." The front and back of the body were swept up to facilitate the crossing of dips and gullies. The steamed hickory bows which gave the roof its shape had contours startlingly like today's air transports.

So all trailers designed by Wally Byam are distinguished by their practicality and ability to go anywhere—and at today's highway speed. Thus you will find Airstream trailers just about anywhere in the world that a man and a car have been there before him. The bows of the first Airstream built in 1932 were of laminated wood patterned after those of a plane—and a covered wagon. As years went by wood gave way to steel tubing and then to formed aluminum. By the late thirties Airstream was moving step by step with the best airplane construction, aluminum exteriors riveted to aluminum structure. After five years building airplanes during the war, Airstream's crew of skilled aircraftsmen returned to trailers again more aircraft minded than ever.

Thus today's Airstream is more airplane than trailer. It is built on airplane jigs, with airplane techniques, using airplane aluminum alloys, and with airplane insulation. It is light enough and strong enough to fly...but it still has the old reliable covered wagon undercarriage.



*Wally Byam*



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.  
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These are mailed bulk mail and the usps will not forward bulk mail.

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