

THE VINTAGE *Airstream* CLUB



presents **THE VINTAGE ADVANTAGE NEWSLETTER**

In this issue **Make Your Own Airstream Book**

Bryan Burkhart

49th Wbcci International Rally Is Coming To Oregon

1964 & 1965 Airstream Trailers

Fred Coldwell

www.airstream.net

Issue Q1-2 2006



WELCOME AIRSTREAMERS



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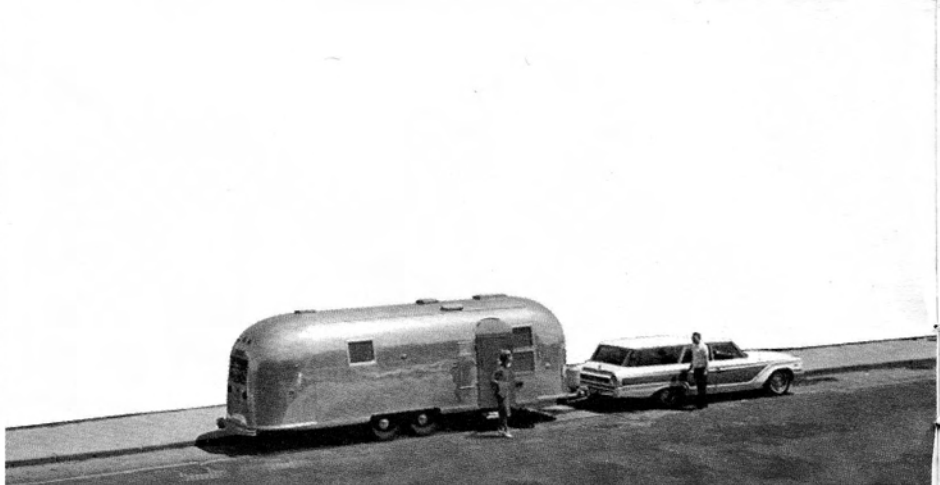
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Presidents Message

Hi Gang,

Long distance traveling in your Vintage trailer can be a challenge at times. Always keep a ready supply of tools and repair items with you and think Safety First. In my last message, I gave a step by step description of winterizing a trailer. That story ended with the exclamation, "Now we 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!". Well, we couldn't wait for Spring. In the closing days of February, the snow and cold had the northeast in its frosty grip, so we hit the road and headed to Daytona Beach Florida for the annual clash of motorcycle maniacs and the local populace of this destination resort community. With our bike strapped tightly into the bed of our Dodge pickup and our 24 foot "Stream" trailing behind us, we were on our way.

Traveling at night to avoid a major winter storm, we made our way down the east coast to southern New Jersey in about 7 hours. The following day we had planned to be in Georgia for our next stopover. Late that afternoon we were making a pit stop on I-95, when a passerby noted we had something dragging beneath the trailer. I got out thinking a piece of cardboard was stuck under the "A" frame, but when I went back to check, to my dismay, the whole front of the trailer belly pan was dragging and the front 3 inches was grated away. Well with that bad news we also received a gift, considering it was a balmy 70 degrees and clear skies, it turned out to be a good day to work on the trailer. A temporary repair to hold it up, and a stop at the Fayetteville, NC Home Depot, had us repaired and back on the road in about 2 hours. As luck would have it, a call from our friends the Jones', revealed that they were

on their way north staying at the world famous "South of the Border" Shops, Campground and Amusement Center about 60 miles south of us, just off I-95 on the Border of North and South Carolina. So we decided to cut our journey short for the day for a little relaxation, refreshment and socializing after a long day behind the wheel.

After nearly 6 years of Vintage Airstreaming, what we have come to realize is that it's nearly impossible, no matter where or when we travel, to avoid some kind of emergency road repair. My advice is to keep a well stocked tool box and an assortment of repair materials. Duct tape, stainless screws, baling wire, a small roll of aluminum roof flashing, some pop-rivets, a rivet gun, portable drill and bits. I'm sure you all have had your own horror stories so, if you would like to add to this list, just email me and we'll put out a "VAC emergency road repair kit list"!

Since my last message, the request for an Airstream Life Magazine Subscription Manager has been filled. VAC member David Morrison dave@dwmorrison.com has accepted the position and is working with our Membership Director Scott Scheuermann S.L.Scheuermann@att.net. David is taking orders for this quarterly publication. 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 process member subscriptions in batches to meet a quarterly deadline. This means your first issue could take up to 3 months to be delivered. Do not let this deter you, Thanks to David, Scott and ALM Editor Rich Luhr, we will soon receive the benefits of this great magazine. Look for a subscription order in this issue. Please order your subscription today!

Last issue, I asked for a volunteer to be the new VAC Quartermaster. I'm happy to report, we have had a tremendous interest in this position, so much so, we have decided it would be best to have a network of folks working with the Quartermaster to take orders and get the items out to the membership at all VAC attended events. The Quartermaster will be responsible for coordinating sales between all the folks in the QM Network, Airstream and their authorized suppliers. So again, if you have a desire to become more involved in the club and want to ensure your region can receive this great benefit, please email me wam52@prodigy.net or our new Quartermaster Kevin Garrett kgarrett@new.rr.com and become be part of the QM Network.

Salem, Oregon, is the home of the 49th International Rally. As of this writing, the annual VAC Wagon Wheels Caravan has been cancelled. Steve Laxton and his wife Elaine spent months of planning a winding trip through the northwest countryside, but to no avail. Only a handful of members responded, making the caravan high cost per member financially unattractive to most members. However, the VAC will be at International in force with large contingents from the Midwest and California. This year Ed Emerick VAC 1st VP will coordinate the pre-rally parking and parade (details are posted in this issue and on the website). 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. A "VAC Rendezvous" sponsored by the California units will be at Sisters, Oregon, and 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. They will caravan down to Salem on Sunday the 25th or Monday, the 26th to a staging area with other VAC members - including those coming in from the Region 7 and Region 11 Caravans. From there, a parade of Airstreams will converge on the International Rally site - with flags flying - to park in two groups at the site. An 8:00 AM departure is planned to meet a 10:00AM arrival and parking time at the Rally Bullpen. The International is scheduled to run from the 28th through July 4th. Again, arrival and parking details will be available this issue and on the VAC website. For more details on the California Rendezvous contact Herb Richter by email at superquake@cox.net

By now you should have received three editions of the VA, since the 2005 International. I would like to

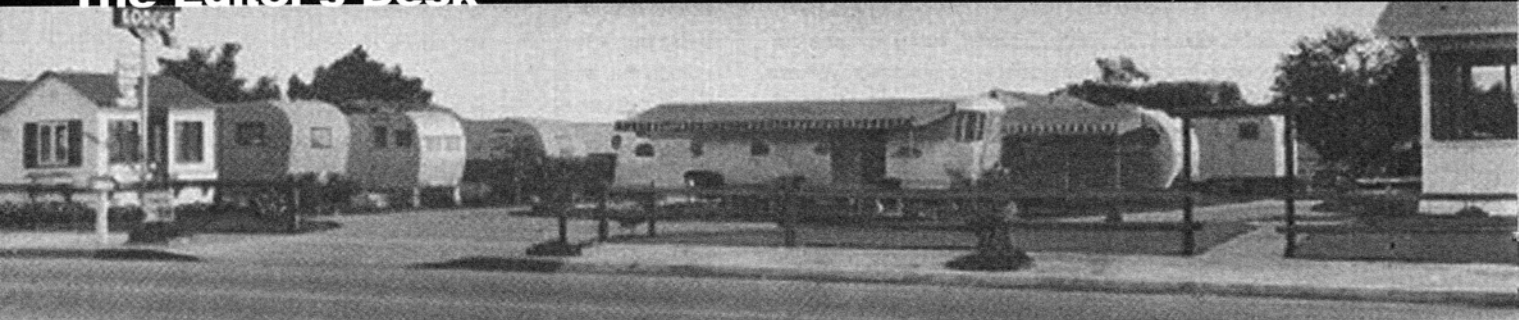
acknowledge the great job the team has done getting these out. If time allows we will try to get a late spring edition out. Many thanks to Bryan and Linda for expediting this issue of the VA to your doorstep.

As always, I like to put in a pitch for volunteers, we need your support. If you have any desire to work in any of the areas I've mentioned or are interested in becoming a VAC Region Rep/Assistant, 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.

I think I would be remiss if I didn't encourage you all to discuss the proposed name change with other members of your unit before International and be sure your delegate is voting your units majority position. I have my own opinion regarding the name change and the delegates vote at the business meeting in Salem, Oregon but I feel it is inappropriate to use this forum to express my personal views. They will vote by unit block to accept or decline the proposed change from the "Wally Byam Caravan Club International" to the "Airstream Owners Association International". It is your club, so please find out the pros and cons and let your vote be heard.

Thanks!
See Ya Down the Road!

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



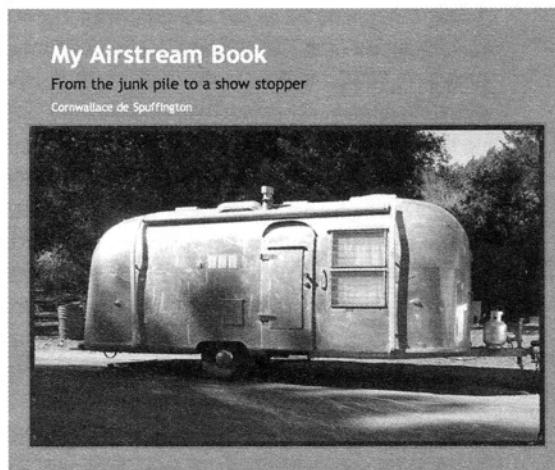
YOU ARE ON YOUR WAY TO THE INTERNATIONAL THIS YEAR. TAKE LOTS OF PICTURES AS **THE TIME IS NOW** TO

make your own airstream book

You travel the road and see the sights, share adventure with friends and most certainly tell stories, take pictures and laugh. Many of us download our digital prints to our computer, make prints or share email images to others. But in the end, most of your stories and photographs seem to stay buried away. Even a website full of images is nothing compared to telling your story in a real book.

You can now make your own book with your own images and text by taking your images from your computer and drag them into page templates and make your own book in the comfort of your own trailer, your house, your laptop in less than a day, using a free downloadable software that is easy to use and works on both computer platforms: Mac and PC, and is available to download at www.blurb.com

I have been fortunate in having books published myself, but I am very aware at how many of us have book-worthy ideas in there head every time I go to a trailer rally, for instance, books on: *Trailers!*, *Renovations / How To Books*,



My first personal book on my trailer

My Trip to the International Rally 2006, Trailer Poetry, even Campfire Cooking Books...

Editing this newsletter over the years I have worked with many lively contributors who love history both trailer and family histories, have a great sense of storytelling and have so much to share, from Daisy, to Fred and of course all of Bud Coopers essays, somehow it would be great to find them all in one place, one book. I am always filled with so many great stories, great trailers, cookouts, campfires and



VAC SUBMISSIONS

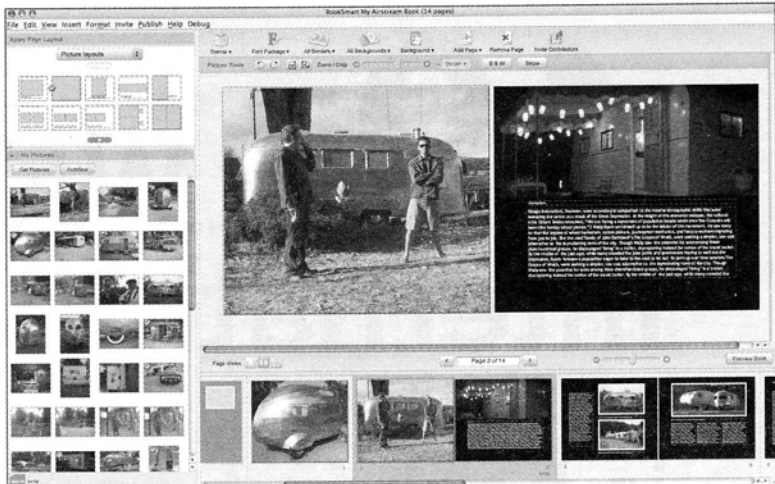
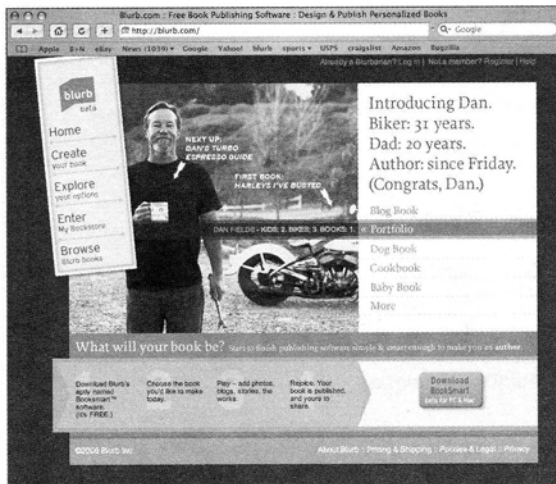
I want to invite all readers to send in letters, stories and photos for upcoming issues. Your contributions make each issue what it is. So lets move forward and leave only tire tracks behind . . .

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

VAC: LETS GET TECHNICAL!

*(Image specs: up to 10 megabits per image per email message, black and white, 240 dpi (name image w/ text that helps me with captions). . .

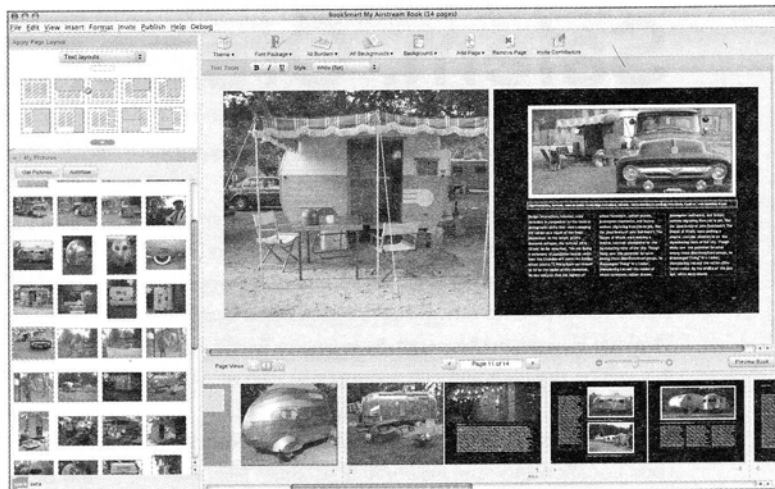
Text: Word documents, or within the body of an email.)
shoot me a note if you got a question. Or burn a CD, or mail me your images and text.



Page view of 'Trailer Rallies' in Blurb's Booksmart software

load up on as many photographic memories as I can before I must move along.

What I really like is this book making software is it puts the ability to make a book in your hands, so in that sense it really democratizes how books get made. What is great about that is we all can become an author even if we want to make just one book, a dozen books for family and friends, or hundreds and sell them in the Blurb Bookstore.



Page view of 'Trailer Rallies' in Blurb's Booksmart software

When my *Airstream, The History of the Land Yacht* book went to print, the most difficult thing was knowing this great historical time line just cant be corralled in one book at one time. So many kernels of story are walking around in each of us ready to be told, we sometime just need a little prompting. The beauty of YOU the author making your own book is you can do it your way, tell your unique and personal stories and continually update and edit your book since you don't need to order hundreds as once.



The software is free to download and design your books, you only pay for the books you order, 1, 15, 30, you name it... Be warned, its rather simple to use and is addictive, in a good way.

49th WBCCI International Rally

is back in beautiful Salem, Oregon

Vintage Airstream Club Activities and Schedule

Sunday, June 25, 2006 Last Day of VAC Wagon Wheels Caravan Assemble near Salem, Oregon Location (Sliver Falls State Park). Be sure to dump your waste tanks prior to arrival at the rendezvous location (Antique Powerland Museum Association Facility) as this will be dry camping.

Monday, June 26, 2006 Parade assembly at Rendezvous Location (Antique Powerland Museum Association Facility) and police escort to Rally Site. Leave the Rendezvous location (Antique Powerland Museum Association Facility) @ 9:00 AM to arrive at VAC Parking Site by 10:00 AM. Flag Flying is optional depending on weather conditions. Arrival Gathering and Sidewalk Café 4:00 PM

Tuesday, June 27, 2006 Habitat for Humanity project. Led by Bob Herman, Location to be announced, Leave VAC Area by 8:00 AM. VAC Function Tent setup at VAC Location (TBD) VAC Seminar #1 @ 2:00 PM Cascade Hall, Willamette Room, WBCCI Opening Ceremonies at Convention Center Evening Program.

Wednesday, June 28, 2006 VAC 1st Board Meeting @ 8:00 AM Cascade Hall Santiam Room, followed by VAC Seminar #2 @ 2:00 PM Cascade Hall Willamette Room. VAC Sidewalk Café and Memorabilia Swap @ Vintage Function Tent

Thursday, June 29, 2006 VAC Membership Meeting and Installation of Officers 2:00 – 4:00 pm, immediately followed by the VAC 2nd Board Meeting at Center Cascade Hall Willamette Room. Sidewalk Café at Vintage Function Tent, immediately following the membership meeting.

Friday June 30, 2006 VAC Concours and Open House 11:00 AM – 3:00 PM in Both VAC Areas followed by the Sidewalk Café. VAC Night Seminar #3 at Vintage Function Tent @Dusk.

Saturday July 1, 2006 VAC Social Gathering, Sidewalk Café, Special Guest Speaker (TBD), and VAC Merchandise Sales/Auction 2:00PM at Vintage Function Tent.

Sunday July 2, 2006 VAC Awards Luncheon/Pot Luck, 11:00 AM -2:00 PM, Vintage Function Tent.

Monday July 3, 2006 Alternate time and date for 2nd VAC Board Meeting Cascade Hall Santiam Room, WBCCI Flea Market and Registration for 2007 International Rally

Tuesday July 4, 2006 WBCCI Fourth of July Parade and Closing Ceremonies

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
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REGION 2

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swsandy@mindspring.com

REGION 3

VA-NC-SC-GA-FL (exp. CT ZONE PORTION)
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Winston Salem, NC 27104
dkalet@juno.com

REGION 4

MI-OH-WV
Scott Scheuermann #13497
363 Baldwin Drive
Berea, OH 44107
S.L.Scheuermann@sbcglobal.net

REGION 5

IL-IN-KY
Jeff Elliott #3132
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
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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
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2267 Lewis Ln
Villa Ridge, MO, 63089
molly4006@aol.com



REGION 9

OK-TX (except MT ZONE)
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30910 St Hwy 100, Lot 165
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cwtravlin@aol.com



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dfn30@earthlink.net

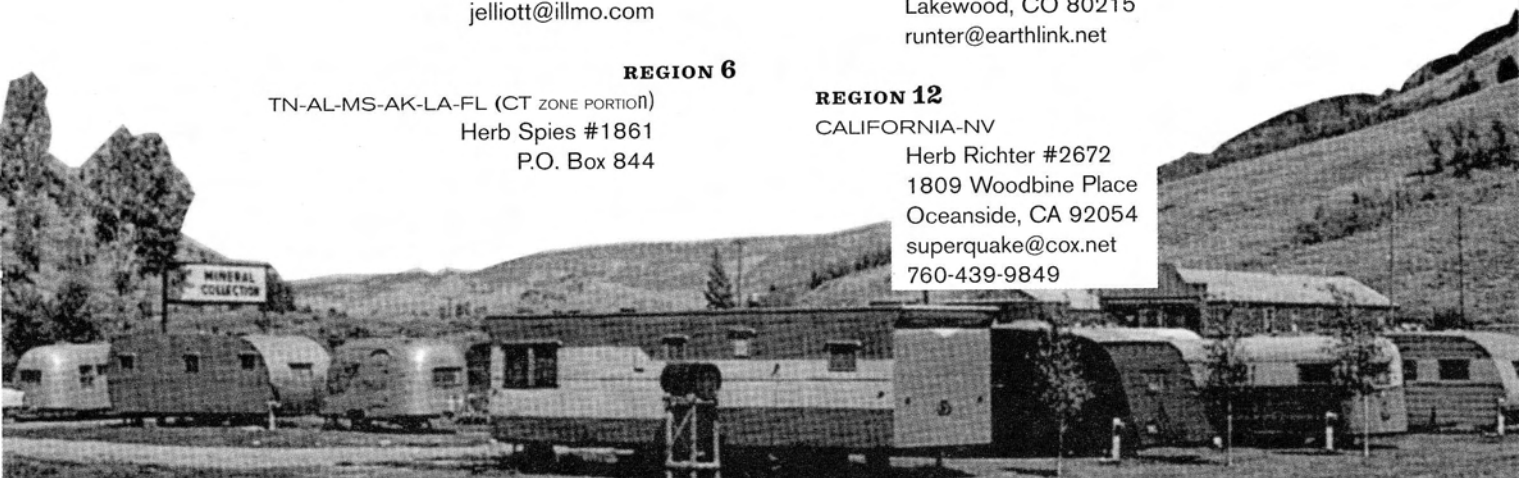


REGION 11

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





African Caravanners to sail to Capetown left New York on the S.S. African Enterprise. Wally Byam and Helen were there to see them off.

AFRICA GROUP LEAVES FOR CAPETOWN . . .

unit of the 106 Caravanners will adventure with Wally Byam through Africa, leaving on the S.S. African Enterprise for Capetown, South Africa. They are here about July 10th with the others who had rolled out the red carpet and are now enjoying the rendezvous parking committee that they have a campsite and everyone in Africa is having a wonderful time getting acquainted with the continent, new to the Caravanners.

The Caravanners range in age from 16 to 85 and represent an average age of the group of 55.2 years, and most of the youngsters are in their 20s. Their Land Yachts are the smallest in the group—the longest—30'—with Wally Byam in the middle, 26', and Helen—26'. All of them have been specially selected for the rough terrain it is they will encounter.

On the 15th this most ambitious Wally Byam Caravans left from Capetown and headed for Mossel Bay — and the odyssey began. A nature that will take them all the way from the most tip of Africa up to the Mediterranean. And like this, one will take them on the way. These Caravanners will see all the sights and have the guide books, and in

true Caravan-style, will also experience hundreds of things never encountered by the average tourist. Caravan Headquarters has been busy for months answering letters of invitation and informing various officials on what day to roll out the red carpet to greet the Caravan. There's no doubt about it, these 106 Caravanners are going to have the time of their lives!

Here is the complete roster of the Africa Caravanners:

- Andrew, Dr. Earl, Helen and Carmen (14), 117 North Main St., Maquoketa, Iowa.
- Benham, Elmer and Ida, P.O. Box 665, Coquille, Oregon.
- Bigham, Dr. Reginald and Dorothy, 910 Melaleuca Rd., Delray Beach, Florida.
- Bos, Joe and Toots, 108 1/2 West Linn, Marshalltown, Iowa.
- Byam, Wally and Stella, 3684 Roseview Ave., Los Angeles 65, California.
- Calmes, Dallas and Helen, 4605 Locust St., Bellaire, Texas.
- Carle, Abraham and Helen, 650 Dunlieth Circle, Elm Grove, Wisconsin.
- Christie, Don and Genevieve, 420 NE Second St., Carmel, Indiana.
- Diamond, Darrell, Janis, and Susan (14), 9353 Lemon Ave., La Mesa, California.
- Dickey, Horace and Alice, Route 1, Box 162, Bakersfield, California.
- Douglass, Leon and Catherine, Ronald (16) and Barry (15), 1285 Crest Drive, Encinitas, California.
- Douglass, Ralph and Lillie, Box 143, Sedona, Arizona.
- Edgar, John and Ruth, Route 1, Box 330C, Ramona, California.
- Engfinger, Paul, 1000 NE 84th Street, Miami 28, Florida.
- Frosch, Alfred and Mildred, Judith (12), Linda (10), and Susan (6), Alfro Farms, Hurlock, Maryland.
- Germann, Norman, Ruth and Gregory (15), 402 Main St., Ripley, Ohio.
- Golden, Virgil, Grace, and Lee (19), 605 South Commercial St., Salem, Oregon.
- Golden, Walter and Carrie, 13096 Blackbird St., Garden Grove, California.
- Graboski, Anthony, Gladys, Toni (15), and Michael (8), Box 233 Hershey, Pennsylvania.
- Gustafson, Henry and Nina, 327 East 13 Mile Road, Royal Oak, Michigan.

- Halbritter, Harry and Eileen, Meads Trailer Park, 3880 Greenwood, San Diego, California.
- Hamer, Darwin and Loretta, 317 Curtis Bldg., Detroit 2, Michigan, and nephew, Roger Dixon (13), 3036 W. Wulow, Lansing, Michigan.
- Hawks, Guy and Louise, 4310 Southern Parkway, Louisville, Kentucky.
- LaFrance, Dr. Charles and Beatrice, 296 S. Pacific Ave., Redondo Beach, California.
- Lincoln, Lee, 1000 NE 84th St., Miami 38, Florida.
- Livingston, Mary, 15 Treasure Lane, St. Petersburg, Florida.
- Lohof, William and Nellie, 1145 North 28th Street, Billings, Montana, and Robert Nolte (18), 1201 North 28th St., Billings, Montana.
- Mackay, Adam and Helen, 201 S. Evergreen Ave., Clearwater, Florida.
- Martin, Arthur and Ellen, Maquoketa, Iowa.
- Meissner, Albert and Georgia, Albert Jr. (15) and Michael (11), 442 W. Fleetwood Place, Glendora, California.
- Miller, Dr. Loren, Loretta, and Diane (9), 4443 Beecher Road, Flint, Michigan.
- Miller, Paul and Laurane, 5610 Baltimore Ave., Philadelphia, Pennsylvania.
- Monroe, Dr. Duncan and Alberta, Frances (14), 504 Beattie St., Sterling, Colorado, and Ann Monroe (21), University of Redland, Redlands, California.
- Mousley, Louis and Mildred, Box 3131, San Bernardino, California.
- Olsen, Alfred and Fern, 9954 Rainier Ave., Seattle 18, Washington.
- Payne, Oscar and Etta, Box 674, Laramie, Wyoming.
- Reiser, Dr. Anthony, RFD, c/o Indian River Trailer Co., Jensen Beach, Florida.
- Ritchie, Gene, 97 Memorial Boulevard, Newport, Rhode Island.
- Rutz, Arturo, 12804 East Firestone Blvd., Santa Fe Springs, California.
- Schneider, Herman and Harriett, 73 NE 32nd St., Miami 37, Florida.
- Sutcliffe, Val, Mary, and David (19), R.R. No. 1, Paragon Estates, Boulder, Colorado.
- Tiburszy, Erika, 296 S. Pacific Ave., Redondo Beach, California.
- Totten, Norman and Era, Route 2, Box 526, Benton, Arkansas.
- Turner, Peter, 130 Van Bergh Ave., Rochester 10, New York.
- Waas, Roy and Lorraine, Box 265, Adelanto, California.
- Zeigler, Harry and Grace, 121 Orchard Place, Burlington, Iowa.

that he is convinced this will be the all-Caravan . . . and this will make possible an arrangement that Wally has developed. **Caravalue Plan!** The wonderful news in all this is, that getting yourself and your Land Yacht Packet over to Europe will cost a great deal less than you would ever have believed possible. In fact, this innovation will result in a fantastic bargain rate for shipping each Packet (Land Yacht and automobile). Several steamship lines operating between New York and Rotterdam, Holland, are trying to out-bid each other for the franchise to transport the Caravan. However, to be sure that we get this rate, we must make a definite commitment with the winning company well in advance of our April, 1960, sailing date. If you are interested in joining this Wally Byam Caravan to Europe, you must register NOW. The first bulletins are being prepared at Caravan Headquarters and you will begin to receive information at once. Write for complete details on Wally Byam's amazing European Caravalue Tour TODAY!

The day-by-day itinerary includes every city you have always wanted to see. After unloading in Rotterdam the Caravan will go quickly to Trieste, Italy, where our European group will meet the Caravanners who have come through Africa, the Near East and Eastern Europe. From here we will go to Venice for four days of sightseeing in the City of the Doges. We can make side trips to Padua, Chioggia and Treviso, and also go swimming at the famous Lido Beach. Then into Austria, and a stop at Klagenfurt, capital of the province of Carinthia. Here we will take a boat trip on the Wörtersee and visit the towns of Pförschach and Velden. It was in this area that the 1956 Caravanners burst out in their "lederhosen," the short leather breeches worn by the men in Austria.

Graz next, one of the garden cities of Europe with many quaint, streets and old buildings. And then to gay Vienna with time to see St. Stephens Cathedral, the City Palace, Kapuziner-kirche, the Hofburg, the famous Spanish Riding School, Viennese porcelain manufacture, the Prater, the garden palace "Belvedere," Schönbrunn Palace, and the Vienna

Woods. A mention of Salzburg, Mozart's side trip Innsbruck, Austria, and Ful. The Caravanners will arrive in Vienna when they have performed a chance, camp at Garmisch, Zugspitze mountain, and the Li mad Ki Then to the west" city dau, on stance, v the post by Gerr zerland. Stuttgart boasts t German about tl with its to the u Frankfo many's opment Dusseld Remsch turer of ers will From h the two the exp tie tow and Ha life) cc of the t By fe and Ce spend e will ha Scandi time. S various and 25 to mal Circle leaving stop ir Odense Christi tales a (

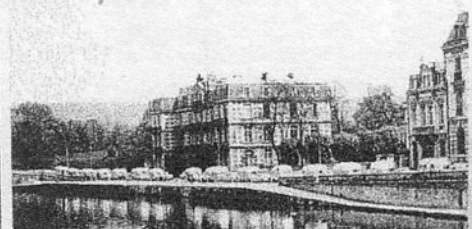
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Thousands of Caravanners,
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Members and Airstreamers!



Joe Peplinski WBCCI/VAC #5533,
Thanks for digging out the list of who
was on the Capetown to Cairo Caravan

1964 & 1965 Airstream Trailers

by Fred Coldwell

© 2006

Airstream trailers built in 1964 and 1965 have more in common than trailers built in earlier or later years, so will be reviewed together in this article.

1964 Airstream Trailers

The 1964 model year began on August 1, 1963. Except for the smallest trailer, which grew a foot and became the 17' Bambi II, trailers model lengths were the same as 1963. The "Flying Cloud" name, used since 1950, that described last year's 22' "Sleep Two" model was dropped forever, and the "Safari" name was used to identify all 22' trailers. The standard trailer line up, available with either twin beds or a double bed at the same price, consisted of the 22' Safari (\$5,075.00), 24' Trade Wind (\$5,405.00), 26' Overlander (\$6,095.00), 28' Ambassador (\$6,565.00), and

30' Sovereign of the Road (\$6,945.00). The California and Ohio factories used identical floor plans for each model, but with many small construction and detail differences.

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The top-of-the-line model was the International version of any 22' and longer trailer. The International pack

(Continued next page)

age included all Land Yacht equipment plus a water purifier, 2 ceiling fans, 2 12 volt outlets for shaver and other appliances, 12 volt flood light near door, battery condition meter, battery operated clock, stainless steel sinks, deluxe plumbing hardware, galley hand spray, bedroom wall comfort covers (to avoid contact with cold aluminum walls), bedspreads, nylon upholstery, Belgian linen curtains, vinyl floor tiles, and deluxe hub caps.

1964 brought a major change in the exterior appearance of all trailers, a reduction in the number of front and rear upper end cap panels from 7 to 5. It also was the last year for the door-within-a-door, an Airstream signature feature used since 1947. A new one-stop service center for all electrical, sewer and water hook ups was centralized in a rear compartment, and every trailer had a new exterior rear panel lower door for service center access. Exterior lighting continued to be provided by teardrop side marker lights and Bargman wedding cake tail lights. The 700-15 tires, either 4 or 6 ply depending on application, were mounted on split rim truck wheels with bright hub caps. Windows were rectangular Hehr models with easily replaceable flat safety glass surrounded by a full perimeter metal frame. A large translucent plastic Astro-dome was the forward roof vent on all trailers except the Bambi II, and Hehr no draft aluminum roof vents were used in the center and rear locations. Double five gallon propane tanks were standard on all trailers. Trailers 22' and longer had automatic switch-over gas regulators, while shorter trailers had manual switch gas regulators.

Numerous improvements occurred inside 1964 Airstreams. This was the introductory year for the Univolt electrical system, which eliminated the separate but parallel electrical wiring circuits and dual voltage lamp fixtures that were used in 1963 and earlier years. For 1964, all interior lights and motors could be operated on a single electrical circuit by flicking a switch to select either 12 volt Battery Power or 110 volts City Power. For 1964 only, the Univolt was a simple a.c. transformer that, when City Power was selected, ran all interior lights on 12 volt a.c. and motors for the stove fan, roof vents and water pump on 18.5 volts a.c. current. Four or more dual plug 110 volt wall outlets were also powered when the trailer was plugged into City Power. When boondocking, the Univolt switches were set to Battery Power and the interior lights and appliances would run off 12 volt d.c. from the on-board battery in the rear service center. There was no battery charging feature in the 1964 Univolt when the trailer was plugged into City Power. The trailer battery was charged by the tow vehicle only when its engine was running and the trailer was connected.

An on-demand 12 volt marine water pump (2-1/2 gallons per minute capacity) replaced the compressed air water system used in 1963 and earlier trailers. This marine pump produced constant water pressure at all faucets as opposed to the old air pump, where water pressure decreased as compressed air discharged before renewal. Because it no longer had to hold compressed air for water delivery, the 1964 water storage tank was made of plastic instead of metal (less chance of corrosion, rust, or metal aftertaste in water) and was increased in size to 30 gallons for all trailers except the Bambi II, which held 20 gallons. The black water tank (capacity not given) was now plumbed to hold wash water if necessary, a mixed blessing.

Completely new floor plans were used at both factories, resulting in standardization between the plants not seen since the mid 1950s. These new floor plans provided 52% more wardrobe space, 30% more shelf space and storage space, 17% more drawer space and 15% more window area than similar 1963 trailers. Wood was used extensively in 1964 Airstreams, on interior walls, cabinet front and sides, cabinet drawer fronts, and for all overhead storage bins and their doors. All this wood, usually stained as oak with a gray wash, gives 1964 Airstreams a very clubby atmosphere.

No dinette was available in 1964. All Airstreams had a travel lounge up front that converted into a double bed, with four drawers underneath. A Formica drop leaf table was standard in most 1964 trailers. The Bambi II had no table, the Globe Trotter has a folding table that attached to the front of the heater cabinet, and the 22' Safari twin had a pull out dining table attached to the front wall. The 30' Sovereign had the table of the future, a fold away table stored in a street side credenza next to the front travel lounge. This type of fold away table would predominate in 1965. A few owners of 1964 trailers have removed the front couch and replaced it with a fixed dinette.

A new standard airline type bathroom at the rear of the trailer was used in every trailer except the Bambi II, which had a different layout. All airline bathroom fixtures (tub, sink, and toilet deck) were sculpted in fiberglass, which decreased weight at the rear of the trailer and provided a more carefree and longer life than wood in a wet bathroom environment. Fiberglass is also warmer to the touch than metal, making the bathroom tub an ideal baby crib when parked at night.

The 1964 bathroom fixtures were squeezed into two-

thirds of total rear width, allowing a full wall of closets to be installed street side in every airliner bathroom. The squeezing also brought closer together all drains that required venting, allowing two code-compliant sewer vent pipes to be installed in the walls just forward of the curb side tub and the street side closets. This new compact bathroom layout even met the strict vent pipe requirements of the California Division of Housing mobile home building regulations, eliminating the sink deck vent pipe obtrusively found in earlier 1960's California trailers. This compact bathroom layout allowed both factories to use an identical bathroom layout for the first time since the mid 1950s. The earliest 1964 trailers had a round metal bathroom sink with a chrome trim ring, but it was quickly replaced by a fiberglass sink mounded into a slightly larger fiberglass sink structure.

Butane water heaters held 9 gallons in all trailers except the Bambi II, which held 7 gallons. All showers had a water saver shut off valve at the head end of the "telephone" hand-held faucet. Four burner butane stoves with an oven were standard in all trailers except the Bambi II, which had a 3 burner stove. Butane refrigerators with 5.5 cubic feet capacity appeared in all trailers 22' or longer. Capacities were smaller for shorter trailers, 2.0 cubic feet for the Bambi II and 3.5 cubic feet for the 19' Globe Trotter. All butane refrigerators were vented to the outdoors. Double basin galley sinks were used in all trailers except the Bambi II and Globe Trotter, which had single basin sinks.

Cabinet drawers were made of impervious, high impact styrene plastic, which was lighter in weight, odor free and snag free compared to the wood drawers it replaced. These stronger plastic drawers had wood fronts with positive locks to keep them closed while traveling. Storage bins were also made of styrene plastic. A neat swing out medicine chest was built into the street side bathroom cabinets. All trailers except the Bambi II had full width front overhead cabinets with wood facing in an elongated oval shape that appeared to float in the air above the couch.

Sealed unit, side-vented interior butane heaters came in three sizes depending on trailer length: 7,500 B.T.U. in the 17' Bambi II, 10,000 B.T. U. in the 19' Globe Trotter, and 25,000 B.T.U. in all other trailers, which also included a heater duct to the rear, a blower and thermostat. One example of different factory construction details in the same trailer model appears in the 19' Globe Trotter. The Ohio factory used a short side

vented butane heater in a floor cabinet opposite the door, and the top of this cabinet is arm level when one sits in the adjacent street side sofa. The California factory uses a taller side vented butane heater, resulting in a floor cabinet that is head high to someone sitting on the adjacent street side sofa. Heaters are installed with minimum clearances to overhead combustible materials. In the Ohio built trailer with the shorter heater, the overhead wood storage compartment extends forward above the heater cabinet top. In the California built trailer with the taller heater cabinet, the wood overhead compartment ends just before it reaches the taller cabinet top. I attribute the difference in overhead compartment length to meeting at Ohio but exceeding at California the minimum distance between the top of the heater and overhead combustible materials. The street side overhead compartments also differ in side profile and the number and size of doors.

The 1964 Airstream trailers were the first truly standardized trailers made at both the California and Ohio factories. Their extensive use of interior oak stained wood gave them a rich club house atmosphere, inviting to many but perhaps bit overwhelming for a few. The stacked design of the bathroom storage closets is outstanding. Greater use of molded plastics permitted a more trailer specific design suited to compact travel that reduced weight while it increased functionality and service life.

The Univolt concept (all interior lights and appliances being 12 volts d.c. but operable from either 12 volts d.c. or 110 volts a.c.) replaced the dual circuit, dual voltage (12 volt & 110 volt) dual fixture lighting and appliance system, simplifying wiring and maintenance. The single circuit concept also makes it easier today to modernize lighting fixtures and integrate new 12 volt entertainment devices into the trailer. Centralizing all utility connections into one rear service center made trailer hook up and disconnecting easier and quicker and, with the exception of the toilet that sits underneath a plastic bench seat, makes updating utilities easier.

But evolution is bittersweet. The new 5 panel end caps appear stubbier and not as sleek or stylish as the 7 panel end caps they replaced. The horizontal matching of end cap and side panel riveted seams becomes more of a lost art as seam locations varied. The 1964 Airstreams gained interior efficiency and functionality but lost some grace.

(Continued next page)

1965 Airstream Trailers

The 1965 Airstreams had a split personality, becoming more similar on the outside yet more different on the inside. The biggest exterior change to the 5 panel body was a new insulated one piece, single rear-hinged, cast aluminum entry door, which replaced the distinctive Airstream door-within-a-door used since 1947. Inside, a new full length screen door provides bug-free ventilation on all trailers except the 17 footer, which used a small jalousie window in the solid entry door for fresh air. The new unitized rear-hinged entry door swung towards the center of the trailer and easily accommodated a permanently mounted awning, an accessory that was becoming more popular than the put-up-and-take-down canvas awnings.

Short trailers grew. The baby 17' trailer grew 12 inches wider to use the full-width body of its bigger siblings. The greater width squeezed out its former name, Bambi II, which was replaced by Caravel, a small Iberian sailing vessel that harks back to the nautical trailer names of the 1940s. The Globe Trotter grew one foot longer to become a twenty-footer. All longer trailers retained their former lengths: the 22' Safari, 24' Trade Wind, 26' Overlander, 28' Ambassador and 30' Sovereign. All trailers except the Caravel got new 4 inch diameter tail lights in raised horizontal housings. The low cost Caravel kept the large 6-7/8" diameter Bargman 99 plastic tail lights carried over from 1964.

Tandem axles became standard on the 24' Trade Wind and all longer trailers. The Trade Wind had electric brakes on just one of its tandem axles. All longer trailers had electric brakes on each tandem axle. Fifteen inch split rim truck type wheels were used on all trailers. The Caravel wore 6 ply 6.70-15 whitewall tires, the Safaris used 8 ply 700-15 tires, and the Globe Trotter and all tandem axle trailers used 6 ply 700-15 tires. All tires were nylon with inner tubes.

The 22' Safari and all longer trailers continued to use the 1964 two-thirds width Airliner rear fiberglass bathroom with the curbside bathtub. They retrained an exterior rear door to access the rear service center. The Caravel and Globe Trotter got new full width fiberglass bathroom with a "walk-thru" center shower instead of a bathtub. These short trailers did not have a rear service center, so their exterior rear lower panels are solid without any access door. The wall mounted medicine chest used in 1964 was replaced by large medicine drawer, a practical solution which eliminated the problem of medicine bottles falling to the floor upon opening the medicine cabinet door, a drawback to the neat 1964 medicine chest design.

1965 interior woods were exquisite: either Philippine or hand rubbed African Khaya mahogany in the basic Land Yacht trailers (catalog and price list descriptions differ) and hand rubbed walnut in the top end International trailers. These rich dark woods were offset by lighter accents and colors to prevent the trailer from becoming a cave on wheels. Interior walls were painted light Zolotone colors in Land Yacht trailers but were covered with a bright vinyl laminate in the International trailers. Overhead cabinet front door panels were covered in a light fabric to further brighten the upper atmosphere. Overhead cabinets were given larger matching wood ends panels that often

connected to the base cabinet in a sinuous curve for increasing support. A bright metal trim cap provided a modern design flourish while also preventing chipping of the thin wood edge. New plastic "Travel-Sure" locks kept overhead cabinet doors securely closed while underway.

Bedroom base cabinets had a thoughtful storage system of plastic bins on removable pull-out shelves. The sturdy high-impact styrene bins (drawers) were snag-free and easy to clean with a damp cloth. They could be stacked and carried into the house for packing, then returned to the trailer for travel. With the bins removed, the storage area became slide out shelves, which themselves could be removed for storing large bulky items. This lightweight modular storage system was very flexible and efficient.

The most innovative interior feature for 1965 was a fold-away dining table that made unnecessary choosing between a front dinette or a front gaucho; every 1965 Airstream now had the functionality of both. When not in use, this neat table hung bat-like underneath an arm-height shallow shelf at one end of the front gaucho. To use it, one pulled the table forward on a glide, swung it up on its hinge and dropped down the leg for a roughly square table. For a longer table, one pulled the base away from the wall and set in a leaf, resulting in roomy rectangular table.

All 1965 trailers were self-contained (except for wash water tanks, which did not appear until 1973). Gas water heaters increased in capacity with trailer size: 7 gallons in the Caravel and Globe Trotter, 9 gallons in all larger trailers. The on-board marine water pump capacity was increased to 3 gallons per minute, and the polyethylene potable water tank was standardized at 30 gallons in all trailers. Space heaters likewise increased in capacity with trailer size: 9600 BTUs in the Caravel, 12,000 BTUs in the Globe Trotter, and 25,000 BTUs in all other trailers.

12 volt service was available at all standard roof vents, and a TV lead in was wired into the shell. This is the first year a Univolt battery charger and 12 volt regulator, standard in all trailers except the small Caravel. All interior lights and motors were 12 volt, making upgrading with new 12 volt devices easy. All were powered by the on-board battery when boondocking and by reduced a.c. voltage when plugged into city or campground power.

Outside, an exterior protective plastic coating became standard on all trailers, as were two 5 gallon propane bottles and an automatic switch-over gas bottle regulator. The Land Yacht or International trim level was stated on the serial number plate, so read it to learn what trim level a trailer had when it left the factory. Sometime during the year, International trim trailers were given an additional exterior identifier, a single mid-body height spear that curved around the rear end and terminated with an American flag near the middle of the body. This additional exterior trim identifier, reminiscent of the International globes used during 1958-1961, served to further distinguish the top of the line Airstreams from the base level Land Yacht trailers.

1965 Airstreams have a harmonic convergence of desirable features that make them lustworthy for vintage trailer aficionados. The outstanding interior woods add a clubby elegance that is visually lightened and modernized by the lighter interior elements. 1965 is the last 60's year for easily replaceable flat pane glass in rectangular window frames, as more expensive curved Corning windows were used in 1966-1968. The new unitized, one piece entry door and the higher position of the side marker lights make it easy to install a permanently mounted awning, a great convenience. Inside, the new folding dining table makes unnecessary choosing between a dinette or gaucho up front; both are always available. The "Univolt" system's use of 12 volt light fixtures, appliances and electronics makes it very easy to update them or add modern components not even dreamed of back then. Yes folks, 1965 Airstreams are highly desirable vintage trailers. Check them out at your earliest convenience.

Announcements

2006 Vintage Airstream Club Pre-International Gathering and Parade June 25 & 26 2006

Vintage Airstream Club members join us for a pre-International Rally gathering and parade into the International Rally June 25, 2006. Experience one of the best VAC events of the International Rally, the Vintage Parade; join 100 other VAC enthusiasts as we show our stuff to the rest of the club and the city of Salem Oregon!

Vintage Airstream Club members are encouraged to join us on the afternoon of June 25, 2006 (no parking before noon will be permitted) at the Antique Powerland Museum located at Western Antique Power, Inc., 3995 Brooklake Road NE, Brooks, OR 97303 the phone number is (503) 393-2424. Directions to the parking area: I 5 to Exit 263, go west on Brooklake Road NE, the Museum and parking area will be on the north side of the road. We will be located about 6 miles from the International Rally. At 8 am on June 26, 2006 we will line up and parade into the International for a 10 am arrival. All those that plan on parking with the VAC at the International should plan on joining us on the afternoon 25th. The cost of parking is \$10/VAC trailer and a \$1 to \$3/person fee for the Powerland tour and admission will be changed. (This cost per person is dependent on the number of people we have in attendance).

For further information on the Antique Powerland Museum go to www.antiquepowerland.com for maps and information. There are many things to see and do at this facility, plan on spending a very enjoyable afternoon and evening touring.

If you have any questions or needs please feel free to contact me! Ed Emerick, 1st VP Vintage Airstream Club, eemerick@new.rr.com, eemerick@jkkeller.com, home phone 920-954-1585 or by cell phone at 920-475-7891.

I'll see you in Salem!
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**STREAMVILLE! - The 6th Gathering of the
Region 7 Vintage Airstream Club**

When: July 27, 2006 to July 30, 2006

**Where: The Greenville Grange, Greenville
(Appleton), Wisconsin**

Description: Come join Rivet Man and his trusty sidekick Pop as they join Oxidation Woman, Frame Separation Girl, Silicone Seal Man and of course the Mayor of Streamville, Mayor Vulkem for a Vintage Airstream Rally. In this city of Airstream restoration see how these Super Heroes have used their super powers to fight Airstream aging and defeat the enemies of shine. Come learn how Mayor Vulkem keeps a mirror shine on all the buildings in Streamville, how Silicone Seal Man defeated the attacks of the sinister Water Man and his partners Mildew and the Floor Rot and how Rivet Man and Pop keep the panels of society together. A special appearance is expected from the king of all crime fighters, "Super Shaver", come see him take the edge off of crime.

The Streamville residents of Region 7 are excited to welcome you to Greenville, WI as it is known to our non-crime fighting citizens, located in the heart of the Fox Valley (and Region 7's the fighters for great Airstream restoration). This region of Wisconsin is known for hosting the EAA which is the same weekend as our Vintage Rally! This site is easily accessible from State Route 41 exiting off on State Route 76 and going north about 5 miles to the Rally site. We will be parked about 19 miles from the EAA activities.

Come enjoy Oxidation Woman, speak about her battles with Tarnish, Streaks and the most evil of all Streamville enemies Swirls. Golf and the Air Show will be available for those just wanting to just relax with other Vintage Airstream Enthusiasts. Grassy parking with limited water and electric, an open house and People's Choice Award for the favorite Airstream Super Hero at Streamville are planned. THIS IS ALSO A "BUDDY RALLY", bring a friend and introduce them to the Airstream way of life (help make them a Streamville Super Hero too!).

The rally fee of \$35/person, kids under the age of 18 are free and a parking fee of \$15/night with all breakfasts, Thursday night pot luck/burger fry, Friday night Fish Fry (Pay as you go) and the Saturday night banquet. THERE WILL BE WATER & VERY

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Directions: From the south, Exit US 41 north to HWY 76 to Greenville Grange (look for the WBCCI signs to guide you). This site is west of Appleton, WI on the corner of HWY 76 and County HWY BB. From the North take US HWY 41 south to Prospect Ave. exit and go 4 miles west.

Contact: VAC 1st VP Ed Emerick at 920-954-1585 or eemerick@new.rr.com

Send Check to: Payable to Ed Emerick, mail to Ed Emerick, 838 E. Eldorado St, Appleton, WI 54911.

**Region One Rally
"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.wbcc1.org/ne/2006AlumiNations

Airstream Life magazine

has made a generous \$15 annual subscription offer to VAC members. To qualify for the special subscription rate, you must be a full member of the Vintage Airstream Club, in good standing, and presently own a vintage Airstream.

If you currently are enjoying a subscription to Airstream Life please note that you cannot replace your current subscription with this special VAC offer.

However, when subscribing via the VAC you will add a year to your present subscriptions expiration date.

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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



www.airstream.net
The Vintage Airstream Club
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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@sbcglobal.net

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

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