

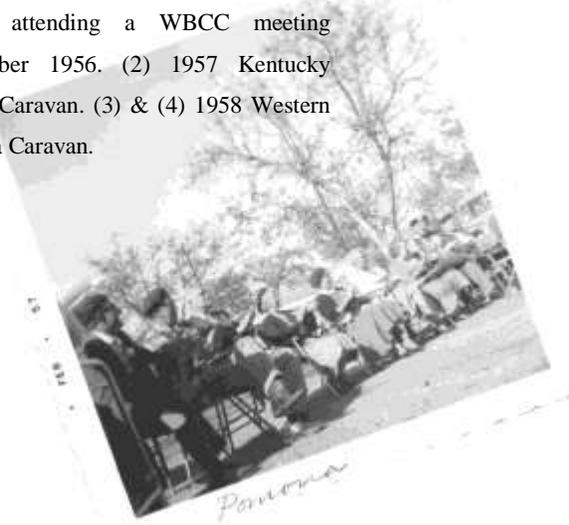
# The Vintage Advantage

The newsletter of the Vintage **AIRSTREAM** Club  
(An Intra-Club of the WBCCI)



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More photos from Herb Richter. Starting clockwise with photo below: (1) Wally Byam attending a WBCC meeting December 1956. (2) 1957 Kentucky Derby Caravan. (3) & (4) 1958 Western Canada Caravan.



**On the cover**  
Is this possibly the origin of crop circles?  
Photo donated by Herb Richter from an inherited collection. Unknown rally, and unknown location. Date is approximately 1958.



**CONTRIBUTIONS**

E-mail any plain text file, or include within the body of an e-mail your letters, stories, articles. Attach photos to e-mail but do not include them in the body of the text. Leave text unformatted, but do provide an explanation of the photos - who, what, when. Photos can be up to 800 KB in size per image per e-mail message. Alternatively, you can burn your drafts and photos to a CD-R, or even mail them the old fashion way via USPS to:

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**Departments**

This newsletter will be what you, the member, makes it. Nearly every category of this newsletter needs regular contributors. The Back Bumper is open to anyone wishing to submit a personal essay, and/or cartoon. The Announcements section is the place to tell the VAC about your upcoming rallies. Feature articles should be about subjects relating to vintage Airstreams, places, people and history.

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Shown left to right  
in photo at bottom

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## President's Message

by Ed Emerick

Hello All!

I'm excited to start the 2006-2007 year as your President, there is a lot going on that will keep us all busy. The first thing I had to do was recover from attending the International rally in Salem; I don't think I sat down the whole week! There were many things to do at the rally site as well as the surrounding area, a lot of time was spent planning for the future of the Vintage Airstream Club, I think that I will focus on that in this message.

First I want to thank VAC Immediate Past President Wayne Moore for all his efforts and time he spent building this club. Wayne has a vision for the VAC and he has worked hard during the past year to improve a number of areas. Wayne was instrumental in working with Airstream on the new VAC logo, he and Linda have supported the publication of the Vintage Advantage and he has always supported club's growth and freedom from the norm. I would like to think that his ideas will be carried into my term and I hope to continue improving this club the way he did.

We have a new Vintage Advantage Editor; Forrest McClure. He will be assisted by Airstream Life's Rich Luhr and these two volunteers will continue to publish a quality newsletter that we came to expect from Bryan Burkhart. I think that all of us owe Bryan a great deal of thanks for the time and effort he put into the Vintage Advantage. I believe he served the club for the past 7 years or so. Bryan's publication

Continued on page 2



provided me hours of enjoyable reading that helped me understand Airstream history, the intricacies of restoring that product and most of all, sharing the stories about the use of a vintage Airstream, which is what this club is all about. Again, thank you Bryan for all you have done to help the Vintage Airstream Club. I think you will notice that the "New" Vintage Advantage will have a lot of Bryan Burkhart in it today but with a little "edge" that Forrest and Rich will bring to the table.

I think that most of us will agree that our parent club, the WBCCI is going through some changes most of which are dealing with the decline in membership. The VAC is holding its own with active growth noted at the Unit levels and steady numbers of Vintage activity nation wide. In other words the VAC members are active in the club and are going to impact the makeup of the WBCCI in the very near future. What I think is interesting is most of us VACer's have a very different outlook on how we fit into the WBCCI and its activities than that of a non-VAC WBCCI member. We seem to not want to do things the "old school" way; we look for the fun and not the pomp and circumstance that are a large part of the WBCCI. A typical VAC sponsored event focuses on the use of the Airstream product and sharing information to help us keep these old coaches on the road. We want to take our limited time off from our jobs and see the country, talk of our adventures and expand our horizons learning new things. In short this is not the only thing in our lives but a part of our lives, a hobby that we fight for time from our "real life" to enjoy.

When the VAC Board had a chance to meet with the WBCCI board at the International Rally this year in Salem, these differences became even more apparent. I will not bore the VAC membership with the details of that meeting(s) here but it is very clear that the two groups are very different in how to approach the future. The WBCCI Board stressed

control, club liability, the Blue Book, approval of activities, and attendance at meetings. The VAC Board on the other hand expressed a desire to comply with the limited Inter-club rules outlined in the Blue Book, autonomy while not exposing the WBCCI to undue risk, having fun and stressing to the Board that we are on vacation and this is not a major part of our lifestyle (at least for most of us, not yet!). For the VAC to continue to grow and our events to be enjoyable for our members we need to continue to look for ways to support the VAC member. I don't think focusing on rules and regulations are going to do that, nor do I think that mindset will increase WBCCI membership in the future. I am asking all VAC members to travel on a caravan, host a rally, meet new people, enjoy the club and most of all HAVE FUN! These basic "rules" will help keep our club strong and growing. We can't forget that Vintage Airstreaming is a state of mind, and I think the current Airstream, Inc's marketing line of "SEE MORE. DO MORE. LIVE MORE." truly expresses the Vintage Airstream Club's outlook. Until next time, I'll be working at my real job, raising my kids, paying bills, restoring my vintage Airstreams and in my spare time, seeing you down the road.

.....

### Moving On by Bryan Burkhart

It has come time for me to move on to other adventures and pass the newsletter torch to Forrest. I want to thank you all for a dynamic 7 year run designing and editing the VAC newsletter. I have enjoyed everyone's input and certainly found great support and freedom, from my initial handoff from Tom Howarth through all the presidents who followed. My first International rally and caravan introduction was back in Boise, Idaho and I really found the

whole group of caravanners very warm and I was quickly brought into the vintage Airstream family as I was working on initial research for my book, Airstream, The History of the Land Yacht back in 1998. Traveling through the Sawtooth mountains in absolutely epic weather and a breathless landscape continues to be a vivid and clear memory in my brain, one that I will never forget. I will continue to be involved and intend to contribute a story or two down the road. I would like to push all who want to contribute to the newsletter to do so, in the end the newsletter is best served when the membership shares their stories within the newsletter and help us editors create a publication that is full of life and vitality.

See you down the road!



*With my wife, Patrice, at Bullards Beach State Park, Oregon wearing our "off-duty" berets. They helped keep us warm on cool days and nights along the Oregon coast.*

### The Editor's Desk

Bryan Burkhart has done a fabulous job elevating this publication from a humble newsletter to magazine status. He has set the bar high indeed. It is not likely that I will be able to duplicate his work, but I do intend to borrow from it freely because, "Imitation is the sincerest flattery."

So that you know a little about me, I'm a 55 year old retired policeman. I've been married to my wife, Patrice, for 35 years. We have three grown children, and four grandchildren. We've lived in the same house, our first and only, since 1973.

I dreamed of owning an Airstream since I was sixteen years old and only made good on that dream five years ago. Since then, I've refurbished a 1966 Globe Trotter and am about a third of the way through doing the same thing with a 1966 Overlander. We've traveled in them from the Pacific to the Atlantic, and I'm currently the Denver Colorado Unit President and VAC Librarian.

I have contributed a number of articles to this publication in the past, as well as to Airstream Life.

Certainly, I want to continue with the same type of articles we've seen in the past. It's time now though, to get a little more edgy, show some humor, while also allowing the members to voice their own opinions – all in a way that has not been available to us in other publications. So, there will be a Letters to the Editor page, cartoons, satire and personal essays.

Much of this depends on your participation of course. So, send in your letters, stories, photos, etc. They are needed to move us forward "and leave only tire tracks behind..." (Thanks for that one, Bryan)

Forrest McClure, Editor

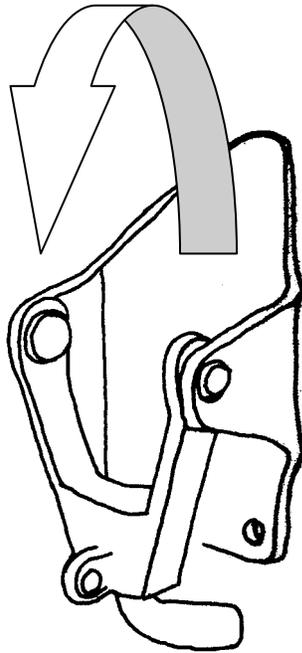
## Tips and Hints

*How does your spring bar hang?*

by Forrest McClure (#2671)

After unhitching, there is often the question of where to store the spring bars. All too often the bars end up lying on the ground under the trailer. Inevitably, the bars get muddy, dirty or scratched. All inviting rust and the inconvenience of cleaning them. Whether your spring bars are round or trunnion **if they have a chain attached to one end** there is an easy, convenient method to secure them so that they are off the ground.

First, turn the "snap-up," also called the "chain lift bracket," down.



Next, thread the spring bar with the chain hanging below it through the chain lift bracket. Secure the chain to the bracket using the safety pin through the eye on the bracket. (See photo in far right column.) Alternatively, the chain can be secured with a small padlock in place of the safety pin. (See photo at left)



**Do you have a Tip or Hint that would benefit the members? Send it in!**

## Letters to the Editor

Dear Editor:

As a proud member of the Vintage Airstream Club, I was thrilled to join an active group of West Coast Airstreamers at a pre-rally "gathering" in Sisters, Oregon, in June. And as I write this, we are getting ready to join another bunch of great people at the Rocky Mountain Vintage Rally in Creede, Colorado.

Even though we aren't currently traveling in our '68 Caravel, and we've sold the '77 Argosy and the '52 Cruiser, vintage is still where we started and where we plan to end up. Hanging out with the other vintage Airstream owners always reminds me that our little organization has a huge amount of untapped potential. There are those outside our club who prefer to have business meetings during their Airstreaming weekends, but I've noticed that vintage Airstreamers focus on having fun, sharing knowledge, and making friends. That's terrific, and we should continue to encourage that emphasis.

Recently the club has been bombarded by the powers-that-be to be more businesslike, more scrutinized, and (I think) less adventuresome. There are those who would prefer the club take no risks, and achieve nothing new. I think we should stretch our muscles a bit and do more. The VAC is large enough and blessed with sufficient volunteerism to achieve great things. It has money in the bank. It has a dedicated membership. It has a huge bank of knowledge in its members. It has enthusiasm and vibrancy and plenty of good ideas for the future.

So let's move forward with the new Vintage Advantage. Let's develop logo products to support the club's coffers. Let's make affiliations that help the club attract new members. Let's increase the educational opportunities for members, hold more rallies and parades, sing campfire songs loudly, drink cold beer in public, and even fly pirate flags if we feel like it. These things may not please those who wear uniform jackets on the weekends, but they certainly are fun -- and fun is why we do this, right?

**Rich Luhr (#9990)**

### Perspective

**To All [VAC members],**

The most recent confrontation with the IBT has initiated much needed discussions about how to counter the attempts to control the intraclub. Over the last month, I have had the opportunity to privately email many of you. Some have agreed with my positions, some have not. At the urging of our new president Ed Emerick, who by the way, never accepted my resignation, I have decided to reconsider and rescind my resignation.

The reasons are varied but I have come to the realization that I was too close and personally invested in the problem. Something Kathy Green stated in an email last week really hit the nail on the head for me. The VAC Board is the (Bullshit) Buffer between the intraclub and the International Board of Trustees.

I have in the past, advocated the departure of the VAC from the WBCCI and that action may eventually play out, only time will

tell. In all the politics, I have lost sight of what people (myself included) really want, a good time, with good friends.

I'm in total agreement with the move towards a little satire in the newsletter. It should eventually contribute to much needed discussions about the direction of the club. Two Years ago, the VAC Board had a private meeting in Lansing with the IBT. At that time we were reprimanded for a perceived bid at trying to take control of the club and in the same breath they were expressing their surprise that the VAC had not already pulled out of the club.

This volatility in behavior and attitude has been directly related to whoever the current IBT President is. My comment at that time was we all know change is coming, but it will come in the form of "evolution not revolution".

I was very discouraged by the IBT's actions at the recent VAC/IBT meeting, but in retrospect, is not any different from their actions toward past VAC Boards.

I will rejoin the ranks of the membership, promoting those ideas that make being a VAC member fun and interesting without the pomp, circumstance and arrogance. Renewing my convictions that this is the long-term solution was difficult and I want thank all of you for your input. Let's go and have some fun. See ya down the road,

**VAC Immediate Past President,  
Wayne Moore (#15116)**

The views and opinions expressed in the Letters to the Editor column are those of the writer, not of the editor or VAC. The VA welcomes letters up to 400 words. Letters may be edited for length, grammar and accuracy.

September 2006

## The VAC Parades into International



Scott and Lise Scheuermann (#13497) and family (too cute to leave out).



Queuing up for parking under sunny skies.



**Above: Find shade and wear sunglasses, because it's just too bright ! In the lead, Herb & Sidra Spies bring in the ultimate "door prize," a polished 1958 Pacer, to be given away in a raffle on October 15<sup>th</sup> at the Region 6 rally in Gray, TN.**

**Below: The Colorado contingent rolls into place.**



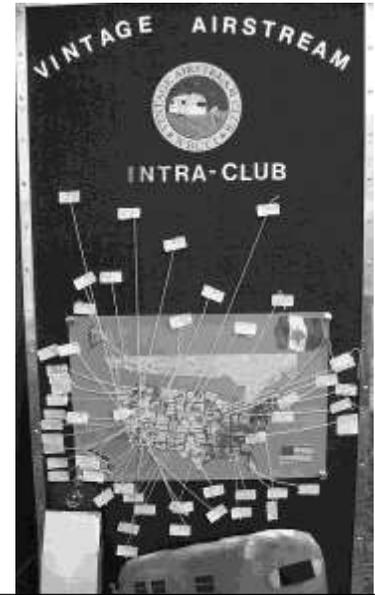
## 2006 International Rally



Rich Luhr stalking high-muckety-mucks from the floor of the auditorium.



Fred and Renee Ettline (#27910) dance to a slow song.



The VAC bulletin board shows where our members come from.

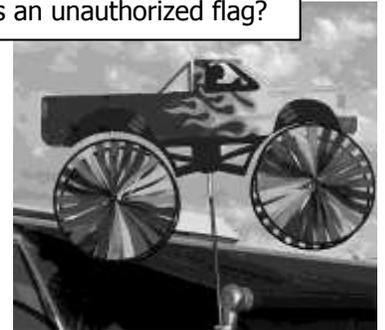


Meanwhile, Airstream Chairman, Larry Huttle, wows the crowd.



Ed Emerick walks his daughter home.

Oh, oh! Is this an unauthorized flag?



Strummin' Streamers, playing & singing *Dead Skunk in the Middle of the Road* at dusk.



## Concours Best of Show

First time at International, Fred and Penny Delaney (#7271) won the Bud Cooper Best of Show Award. Fred is the new VAC 3<sup>rd</sup> VP and Penny is Past President of the El Camino Real CA Unit.



Concours d'Elegance Chairman, Steve Laxton (#3957), swears the Delaneys in with Wally's oath to return the trophy in 2008.

Fred wrote, "The trailer is a 1956 Safari 22' built in Jackson Center serial #O643. It has the original layout with twins in the rear and a dinette opposite the door with a galley and head forward."



"The interior is original but all the woodwork has been refinished with several coats of varnish. The interior aluminum has been painted sea foam green and we installed bamboo flooring. The refer is new, but the sink and stove are original, the stove being a Princess 3 burner with oven. We replaced the original, pink plastic, corner sink in the head with a stainless steel corner sink that looks more appropriate with the stainless wall. Penny found the sink on E-bay in England. I think the shipping costs were more than the cost of the sink."

"All of the plumbing and electrical has been replaced. New water tank and water pump as well as new water heater and Air Conditioner. Sure glad we had the AC in Salem as well as the 30 amp to run it! It also has a new Dexter 5200# axle and brakes as well as rims with 7.00 X 15" tires. The axle has a 4" drop so the ground clearance is low but close to original."

"I had both black and gray water tanks installed and the black is approximately 9 gallons and the gray about 20. Good for at least 5 days or so if you don't shower too much."

"I am told that a family of six was living in it when the person I bought it from bought it. We bought it about 2 years ago and sold our 62 Bambi."

"The polishing was done first by a truck polisher in Los Angeles and later by a polisher at Jim Randall's house in Vista and then I went over it with my Cyclo and Nu Vite S to get rid of the swirls. You are never done polishing!"



Fred standing in the front kitchen with bath to his right.

Dinette in foreground, bedroom in rear.





Left: Best of show "porch."



Best of Show – The End



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### Restoration Parts & Supplies

Vulkem Sealant – Olympic Rivets & Tools – Window and Door Gaskets – Door Locks – Replacement Windows  
Nuvite & Rolite Polishes – Genuine Cyclo Tools & Supplies – Aluminum Propane Tanks  
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### Vintage Trailer Merchandise

Silver Trailer Jewelry – Books, Cards & Videos – Trailer Birdhouses – Bumper Stickers  
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## 1966-68 Airstreams by Fred Coldwell

Up until a year or so before his death in July 1962, Airstream founder Wally Byam encouraged friendly competition between the California and Ohio factories. He would tow a California trailer to Ohio and brag how well it was built, then tow an Ohio trailer to California and do the same. Art Costello ran the California plant and Andrew Charles ran the Ohio plant. Different approaches to trailer construction and certain laws, like the California Division of Housing mobile home regulations that covered California built but not Ohio built trailers, caused many differences in the same model trailer built at each plant.

After Wally died in July, 1962, two factions arose in the board of directors, supporting either Mr. Costello or Mr. Charles as Airstream's new president. Over a year later, at a board meeting held in autumn 1963, Art Costello was elected president and Andrew Charles was named Chairman of Airstream, a position with no power. Accepting his defeat with good grace, Mr. Charles agreed to lead the 1963-1964 Around the World Caravan. Art Costello was then firmly in control of the company and quickly implemented his ideas on how Airstreams should be built. That process began with the 1964 models, but was in full bloom with the 1966 to 1968 Airstreams, which truly reflect his ideas about travel trailer construction.



Fred in 2004 with "Ruby," his 1948 Wee Wind.

### Overview

The model line up was identical for all three years, consisting of seven lengths: 17' Caravel, 20' Globe Trotter, 22' Safari, 24' Trade Wind, 26' Overlander, 28' Ambassador and 30' Sovereign. For 1966, all trailers except the Caravel were available with either two twin beds or one double bed. For 1967 and 1968, the Globe Trotter twin bed model was dropped, leaving only the double bed model available these two years. All longer trailers retained the twin or double bed floor plans.

The 17' Caravel and 22' Safari got heavier each year, the Caravel increasing by 190 pounds and the Safari by 153 pounds over the three years. The mid-length trailers vacillated. The 20' Globe Trotter gained 201 pounds for 1967 then dropped 146 pounds for 1968 while the 24' Trade Wind did the opposite, dropping 208 pounds for 1967 but increasing 140 pounds for 1968. The largest trailers each went on diets, losing weight over the three years with the 26' Overlander dropping 45 pounds, the 28' Ambassador shedding 135 pounds, and the 30' Sovereign sweating off 22 pounds. The total combined weight (trailer plus hitch) is show for each year in this table:

Trailer Model	1966	1967	1968
17' Caravel	2600	2750	2790
20' Globe Trotter	3303	3506	3360
22' Safari	3737	3855	3890
24' Trade Wind	4498	4290	4430
26' Overlander	4650	4630	4605
28' Ambassador	4955	4915	4820
30' Sovereign	5176	5055	5055

Increased use of standardized common components in twin and double bed models caused these floor plans to become more similar during this period, with only the second twin bed being replaced by a chest and closet for most models by 1968.

Trim level differentiation increased during these 3 years. Visual differences between the base trim level Land Yacht trailers and the top-of-the-line trim level International trailers became more pronounced, making it easier for salesmen to step up customers to the more expensive Internationals by pointing out readily seen stylistic differences as well as the more hidden greater functional features. On



the exterior, International trailers received a new mid-body, mid-height International flag plaque at the forward end of one (1966) or two (1967 & 1968) sweep spears that wrapped around the rear end and extended half way forward along

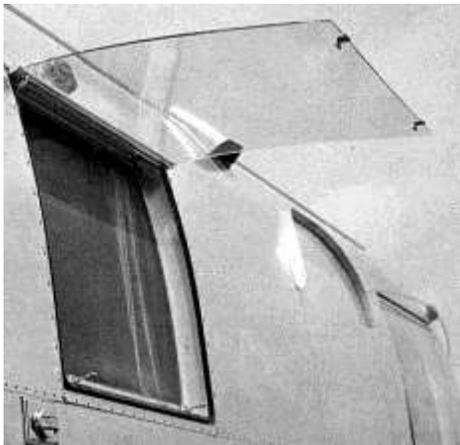
each side. The trim name "International" was added to the rear panel for 1967 and 1968. Land Yachts got a "Land Yacht" script across their rear panel for 1968. All these minor changes made the more expensive International trailers more readily recognized on the road.

On the interior, the Internationals were further distinguished from the Land Yachts by the use of darker, richer woods, as shown in this table:

<i>Trim Level</i>	<b>1966</b>	<b>1967</b>	<b>1968</b>
<b>Land Yacht</b>	Honey stained ash	Natural ash	Natural ash
<b>International</b>	Walnut	American Cherry	American Walnut

The sales literature became more colorful and lush, featuring full color photographs of travel to exotic locations and numerous creature comforts. Overhead trailer floor plans were replaced by three-dimensional illustrations of the different models to help customers more easily visualize the trailer interiors. Comfort, style and glamour features that appealed to females became prominent in the sales brochures.

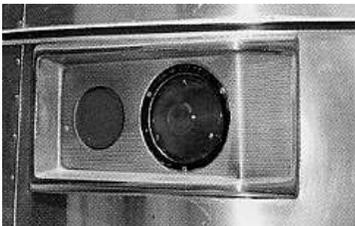
**1966 Airstream Trailers**



**The big news for 1966 was the introduction of frame-less Corning chemically tempered curved glass windows on the sides of every trailer, which hugged the exterior contour and gave all Airstreams a very slick and smooth appearance.**

Touted as tough and strong, these curved windows could withstand a direct frontal assault with a baseball, but were susceptible to shattering if hit along an edge. Until last year, finding original Corning windows to replace broken ones was an expensive and time-consuming process. Plexiglas could be used as a functional substitute but lacked the beauty of glass. Last year **Vintage Trailer Supply** began having replacement Corning windows and hardware manufactured, so replacing a broken or missing Corning glass window is no longer the challenge it once was.

**International trailers used smaller 4 inch diameter taillights in raised aluminum bezels mounted on the rear corner panels.**



Base model Land Yachts continued to use the Bargman style wedding cake tail lights, while the 1966 Internationals had the Airstream name above the front and rear windows spelled out in individual cast letters instead of being on a one piece name plate. Running lights had two bulbs for greater safety, leaving one lit of the other burned out. Tandem axles were standard on the 24' Trade Wind and all longer trailers.

The 17' Caravel and 20' Globe Trotter were given new molded fiberglass wet baths with a "walk-thru" shower in the middle, while all 22' and longer trailers continued to use the airliner bathroom first introduced in 1964. The removable telephone style showerhead had a water saver switch on it to reduce water consumption while bathing.

Zolotone painted interior side walls completely disappeared in 1966, being replaced by vinyl laminated aluminum in all trailers. This textured vinyl fabric was the same as used inside contemporary airliners. It did not retain odors and was easy to wipe clean. The fiberglass front-end caps in 1966 Land Yachts were painted with Zolotone, but this changed the next year to a solid color.

A larger 12 volt demand pump on the water system delivers 3 gallons per minute from the 30 gallon polyethylene water tank. The Univolt now included a battery charger as well as a rectifier (which changes 120 volts AC to 12 volts DC). All

interior lights were 12 volts and 12 volt service was wired to each standard roof vent. The 22' Safari and longer trailers all had an enclosed towel drying area above the refrigerator.

Double 5-gallon gas bottles were standard on all trailers. The heaters were all thermostat controlled side vented sealed units, with 9600 BTU input for the 17' Caravel, 15,000 BTU input for the 20' Globe trotter, and 22,500 BTU input for all longer trailers. The 22' Safari and all longer trailers had a Univolt 12-volt blower and under-the-floor heating ducts. The gas/electric refrigerators varied in size with the trailer: 2 cu. ft. in the Caravel, 3.5 cu. ft. in the Globe Trotter, and 5.5 cu. ft. in all longer trailers. Water heater capacity was 7 gallons for the Caravel and Globe Trotter and 9 gallons for all longer trailers.

### 1967 Airstreams

The 17' Caravel lost its street side fold up table in 1967, replaced by a gaucho arm rest and adjacent cushion, and the 20' Globe Trotter front end twin bed trailer was discontinued. Front end twin beds were available in 1967 only in the 22' Safari; all other 1967 trailers had a front gaucho.

One big change for 1967 was under the skin. The new Aerostress chassis had additional floor supports to support the entire floor and was made of a special high tensile strength alloy produced to Airstream's own specifications. It used the aircraft construction principle of flanged, perforated beans to combine light weight with strength. It included new Super Dura-Torque axles having horizontal mounted shock absorbers that took up less interior space and provided 50% more shock absorbing capacity than before, resulting in a "cloud nine" ride.



**A new front window guard** made of clear Butyrate protected the front window from flying rocks and gravel while maintaining see-through visibility out the rear window. The walls and floor in these 1960s Airstreams had 2-1/4 inches of spun fiberglass insulation, making them one of the heaviest insulated trailers on the market. Optional overhead Vista View skylights with built in airline

type shades were introduced in 1967. Square corner roof vents were replaced by low profile ones having round corners. Interior lights now featured three settings for varied illumination and better power management when boondocking. All ranges got stainless steel covers to increase galley countertop work area.

The all new "penthouse" bathroom was touted as being the most lavish bathroom on wheels, a luxurious place that adds joy to travel. Sculpted fiberglass reduces weight, conceals the toilet, provides extra storage and is easy to clean. A full thickness bathroom door that slides into the adjacent wall provides maximum privacy when closed

**A swing-out boudoir mirror adds a sense of glamour to an otherwise functional room.**



New Herculon carpeting becomes standard in the International trim trailers in all areas except the bathroom. As in prior years, Internationals also have quilted wall and ceiling covers in the bedroom for greater warmth in the winter, better cooling in summer and increased quietness year round. Other typical International features were: 7 gallon gas bottles with automatic switch-over regulator; a water purifier; two Univolt ceiling fans; a Univolt range exhaust fan; two 12 volt outlets for shavers and other appliances; a battery condition meter; a large Astrodome roof vent over the living area; twin sink covers with cutting boards; a hand galley spray; deluxe plumbing hardware; and exclusive shower fold away enclosure; double reflector tail lights; bedspreads; and deluxe hubcaps. The Internationals with American Cherry interior wood were the upscale alternatives to the self contained Land Yachts that used natural ash interior wood.

### 1968 Airstreams

This was the last year for the current 5 panel stretch-formed end cap aluminum body shape that was introduced back in 1958, so changes for 1968 were evolutionary, not revolutionary, which would occur in 1969.

The 24' Trade Wind Twin bed trailer changed its floor plan from two twins above the wheel wells in 1967 to two twin beds forward of the door in 1968, with a fold away table between them. This same twin bed floor plan was also used in the 22' Safari. All other trailers had a gaucho across the front. The 26' Overland Double used a new curb side galley from the longer trailers while the 26' Overlander Twin retained the street side galley from 1967. Because 1968 was the last year for the current shape aluminum body, there may be more variations among late 1968 trailers as Airstream cleaned out bins of parts that could not be used on the new 1969 trailers.

Stainless steel perimeter frames were added to the contoured Corning tempered glass windows to increase strength and provide a better foundation for the window operators to pull the windows into the trailer body.

**International trailers featured a new Central Control Panel that contained gauges for various operating systems; battery charge condition, ammeter for battery charging rate, water pump "on" indicator, water level gauges for potable and waste water tanks, 12 and 120 volt outlets, TV antenna plug in, and 120 volt AC polarity light to warn of incorrect campground electrical connections.**

A few new interior appointments provided a sense of freshness. Up front a new molded overhead storage compartment included built in speaker enclosures at each end. Focused beam reading lights allowed more direct task lighting. In the bathroom, a redesigned swing out "Movie Star" mirror surrounded with light bulbs notched up the Hollywood glamour factor.

With little new in the way of standard features, the 1968 catalog illustrated many of the Optional Accessories like 200 pound capacity bunk beds, a 12 volt electric jack head end, various entertainment centers (transistorized solid state AM/FM radio and hi-fi tape deck for four or eight track tape cartridges), the sturdy and rebuildable Armstrong Bay Breeze air conditioner, Vista View skylights, white side wall tires, spare wheel and tires, main entry step extension, front end outside cluster lights, backup lights, outside doorway floodlight, deluxe television antenna, and bathroom exhaust fan. As in prior years, many standard features on International trailers could be installed at extra cost on any Land Yacht, so there are many possible variations in features among Airstreams of any given year.

1968 Land Yachts had their trim level name in script placed across the rear panel, similar to Internationals. Early year Land Yachts used the Bargman 99 style wedding cake tail lights, but later ones used International style tail lights in raised pods, perhaps to reduce the stock of parts on hand in light of the wholly redesigned bodies coming along in 1969.

Due to a worldwide shortage of copper, many 1966 to 1968 Airstream trailers used aluminum electrical wiring in their walls, same as houses built during that period. The connectors may oxidize over time, increasing resistance and heating up the electrical joint, occasionally to the point of failure. If you are experiencing electrical wiring problems, it may be necessary to disassemble, clean and reconnect the electrical connections, using proper crimpers and dielectric grease made specifically for aluminum/aluminum or aluminum/copper joints. If the aluminum wiring in your trailer extends to the fixtures and outlets instead of stopping at a copper pig tail from a fixtures or outlet, then you should replace them with ones made specifically for use with aluminum wiring. Ask for or about them in the electrical department of your favorite supply house. I mention this issue here simply to make you aware of the facts and to get you to investigate your electrical wiring further during any renovation or repair. Please do further research into aluminum electrical wiring and how to deal with it.

With their strong chassis and smooth Dura Torque and Super Dura torque axles, with their sleek exteriors and rich warm real wood interiors, the 1966 to 1968 Airstreams are among the best of the 5 panel old shape Airstreams ever made, and well worth your serious consideration.



## Your Region VAC 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](mailto:nanplatt@earthlink.net)

### REGION 2

NY-NJ-PA-MD-DE-DC-ON  
Walt Sandy  
1157 Rt.40 Pilesgrove, NJ 08098  
[swsandy@mindspring.com](mailto:swsandy@mindspring.com)

### REGION 3

VA-NC-SC-GA-FL (exp. CT ZONE PORTION)  
George James II #5324  
348 Iotla Street  
Franklin, NC 28734

### REGION 4

MI-OH-WV  
Scott Scheuermann  
363 Baldwin Drive  
Berea, OH 44107  
[S.L.Scheuermann@sbcglobal.net](mailto:S.L.Scheuermann@sbcglobal.net)

### REGION 5

IL-IN-KY  
Jeff Elliott (3132)  
1331 N 1709th Rd  
Streator, IL 61364  
[jelliott@illmo.com](mailto:jelliott@illmo.com)

### REGION 6

TN-AL-MS-AK-LA-FL (CT ZONE PORTION)  
Herb Spies #1861  
P.O. Box 844  
[spies@nwflorida.com](mailto:spies@nwflorida.com)

### REGION 7

WI-MN-ND-SD-MB  
Dick Parins, # 2867  
1 6025 County Road T  
Townsend, WI 54175  
[dkparins@ez-net.com](mailto:dkparins@ez-net.com)

### Region 7 Assistant:

Curt Gunderson # 31920  
88816 Wild Oak Loop  
Kerrick, MN 55756  
[curgund@aol.com](mailto:curgund@aol.com)

### REGION 8

IA-MO-NE-KS  
Ben and Molly Butterworth #14637  
2267 Lewis Ln  
Villa Ridge, MO, 63089  
[molly4006@aol.com](mailto: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](mailto: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](mailto:dfn30@earthlink.net)

### REGION 11

WY-CO-UT-AZ-NM-TX (portion in MT) - MEX  
Chris Hildenbrand (5812)  
8888 W. 38th Avenue  
Wheatridge, CO 80033r  
[childenbrand@comcast.net](mailto:childenbrand@comcast.net)

### REGION 12

CALIFORNIA-NV  
Herb Richter #2672  
1809 Woodbine Place  
Oceanside, CA 92054  
[superquake@cox.net](mailto:superquake@cox.net)  
760-439-9849

September 2006

**\*\*\* Dues are now due! \*\*\***

The dues year runs the same for the VAC Intraclub as it does for WBCCI. When you renew your WBCCI membership please use the very next check to renew your VAC membership. Both sets of dues must be current in order to maintain your VAC membership. So if you have not yet done so please contact your local unit's treasurer (or Jackson Center if you are a member at large) to renew your WBCCI membership. Once that is done use a copy of the form below to renew your VAC Intraclub membership.

A few of you have paid your VAC dues in advance. To check if your VAC dues are due, look at the mailing label on this issue. If "2006" appears on the top line of the label, your dues are expiring and need to be paid now.

**Please do not delay.** We have cut back the number of extra copies we print. If you let your membership lapse and miss a mailing there may not be any copies available. **You snooze, you loose!**

To renew your membership please use a photocopy of this page or go online to our website at: <http://www.airstream.net/VACMembershipRenewalApp.pdf> for a membership renewal form. You can also contact me for the form via mail at the address below or by email at: [S.L.Scheuermann@sbcglobal.net](mailto:S.L.Scheuermann@sbcglobal.net)



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

WBCCI #: \_\_\_\_\_ Region #: \_\_\_\_\_ Unit # or name: \_\_\_\_\_

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State/Province: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Country (if other than USA): \_\_\_\_\_ Telephone #: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Vintage Trailer Information:

Year: \_\_\_\_ Length: \_\_\_\_ (ft) Model: \_\_\_\_\_ Serial Number: \_\_\_\_\_

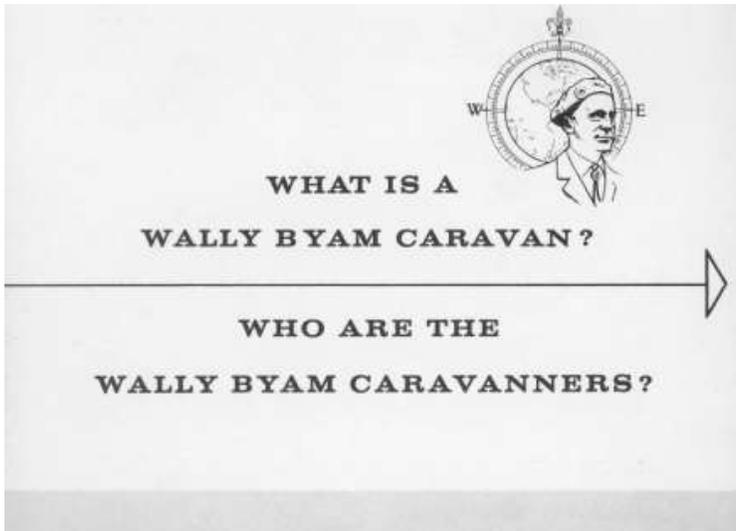
**Please mail payment and this completed form to:**

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

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**\*\*\*Not a member of WBCCI?\*\*\***

It is time to renew your subscription to the VA. Subscriptions are \$20 (US) per year and checks may be made out to: "Vintage Advantage Subscription." Please mail payment along with your complete mailing address to:

Daisy Welch, 3213 W Main St #117, Rapid City, SD 57702



Some samples of scans contributed by Airstreamer Dacia Susleck



*This booklet was written to acquaint you with the Wally Byam Caravans and the people who travel with them. Here we will try to answer the questions so often asked.*

government. Their only interest is the pleasure and education of travel. They want to learn what is unique about each country and different from their own. They are sincerely interested in local history, temples, ruins, art, customs and food.

**What is a Wally Byam Caravan?**  
It is a group of ordinary American tourists traveling together with their trailers. They come from all over the United States and Canada...from large cities, small towns and farms. None of them are wealthy and none are poor. Most of them come from the vast middle class of America. They include doctors, lawyers, educators and businessmen, most of whom are in their fifties. There are always children along and sometimes grandchildren. Each person pays his own individual expenses and each does his share of the work that needs to be done. They have nothing to sell or advertise. They do not represent any single church, organization or

**Why are they called Wally Byam Caravans?** Wally Byam Caravans are named in honor of the man who originated the idea of trailer caravans and designed the trailer they travel in. Since the death of Mr. Byam in 1962, the executives of his company carry on this tradition and lead caravans into all parts of the world.

**Why does everyone wear a beret and why does each trailer have a number on it?** The distinctive blue beret is the official head gear of the Wally Byam Caravanners. It was originated by Mr. Byam, and later adopted by the Caravanners. The big red numbers on each trailer are a means of identification. These numbers are assigned when the trailer is

Shown are cover and inside page from 1962-63 Wally Byam Caravan Flyer



## ANNOUNCEMENTS

### Texas Highlands Lakes Vintage Rally

**Jan. 31 to Feb. 4, 2007**

Haven's Landing  
Montgomery, TX

For information:  
Jerry Jackson 512-832-5663  
Region 9 web site: [www.wbregion9.org](http://www.wbregion9.org)

From the editor:

It is my goal to publish The Vintage Advantage newsletter quarterly: September (Autumn), December (Winter), March (Spring), and June (Summer).

### Airstream Life magazine subscription offer

"The offer stands: any VAC member in good standing may purchase a one-year subscription to Airstream Life magazine for \$15, provided that they are a new subscriber (not renewing an existing subscription) and that the member does so through the club. Checks should be made payable to the [VAC], and the [VAC] can retain \$3 for its own treasury."

Rich Luhr, Editor Airstream Life magazine. 7/12/06

### Hooray!

Let's give a hearty thank you to fellow Airstreamer, Dacia Susleck, of Chattanooga, TN. She scanned and contributed year 1958 manuals for Robertshaw, Dometic, Bowen, a Klixon supplement sheet, and owners instructions for 1960 Kelsey-Hayes, Reese Stabilizers, Robertshaw Oven, Tekonsha Breakaway, Eaz Lift Flyer, AND early Airstream supplement sheets for septic, pressure system, and gopher holes. All these items are available through the VAC Library and will eventually be available on-line at the VAC web site.

### Region 6 Rally

**October 11 - October 15, 2006**

Region 6's annual Rally this year will be a "Hillbilly Hoedown" in Gray, TN. It will be held on October 11-15, 2006. Gray is located in the northeast corner of Tennessee in the beautiful Appalachian Mountains and in the center of the "Tri-Cities" area of Bristol, Kingsport and Johnson City. At this time of the year the fall colors should be at their peak. Y'all Come!

Region 6 will have a special parking area for **Vintage Airstreams** and will have vintage presentations and demos included within the rally schedule.

Also, Pensacola's **1958 Pacer** vintage Airstream will be given away via a raffle at this rally.

September 2006

## ANNOUNCEMENTS

(continued)

### MEMORANDUM FOR RECORD\*

July 2, 2006

**A joint meeting was held with the IBT Executive Committee and the Vintage Board** Sunday, July 2, 2006 at 3 p.m. Along with Chuck Kipel, WBCCI member and advising attorney to the board.

Present: WBCCI Executive Board: President Jim Franklin, 1st Vice President Don Shafer, 2nd Vice President Jerry Collins, 3rd Vice President Jerry Larson, Recording Secretary Colet Schmidt, Treasurer Andy Richers. Advising Attorney Chuck Kipel Vintage Board attending. President Ed Emerick, 1<sup>st</sup> Vice President Sherry Davis, 2<sup>nd</sup> Vice President Herb Spies, Fred DeLaney, Secretary Sidra Spies, Treasurer Kathy Green, Membership Chairman Scott Scheuermann.

The Vintage Intra Club board was thanked for working with the Executive Committee in resolving some of the perceived issues with some of the Intra Clubs and assured that the IBT Executive Committee valued the Vintage Club and wanted to do everything possible to assist them.

The following topics were addressed:

- **Review WBCCI Blue Book Intra Club Policies and Procedures.** In discussion it was determined that the present guidelines listed in the Blue Book are insufficient to provide adequate guidance for the Intra Clubs. The Executive Committee said they like the President of each club to give the annual report meeting. There is nothing in the Blue Book that carries this message. *At the 2006 IBT, no one was present because the Vintage entrance parade was scheduled at the same time.* It was suggested Vintage be assigned a parking date that would make it possible to attend.

- **Evaluation of the Agreement Vintage Club has with Airstream regarding use of logo and merchandising items with this logo.** The Vintage Board stated they had no written agreement with Airstream. The past president had spoken to Dickie Regal about their logo. Airstream did not want them to use the logo they had been using and had referred them to develop a logo that was agreeable to Airstream and the Vintage Club. The logo being used at this time is the logo the Airstream marketing department had developed with them. They used Studio 11, which contracts with Airstream, for production and purchase of their products at the request of Airstream.

*Chuck Kipel told the group of the current work being done to make it legal for WBCCI to use the word Airstream and its dress trademark. He told them because of this legal action Airstream will no longer work with them directly. All activities on logos etc. must come through the IBT Board for approval. They said they had an order placed at this time. The Board authorized them to go ahead and sell this merchandise to members but not to place any further orders until the licensing agreement is completed and the IBT advises them it is OK. They agreed to do so.*

- **Discussion of liability of WBCCI with actions of Intra Clubs.** Chuck Kipel explained that the club as a whole is liable for any financial agreements intra clubs make which makes it necessary *for everything to be handled through the Board.* Should an Intra Club commit to a large order and be unable to keep the commitment, the club would have to pay the bills.

- **Proposed discount agreement with Airstream Life for Vintage members.** The Vintage Club reported Airstream Life was not willing to extend the discount to all members. *The IBT Board advised the Vintage Board that their members could no longer participate in the discount program.* The Vintage Board said it was only a one-time offer anyway and was expiring.

The meeting closed on a congenial note with both Boards coming to a better understanding of areas that need to be addressed in the Blue Book and club liability.

Coletta Schmidt

International Recording Secretary

[\* Memorandum is reproduced in its entirety, bold and italic are editor's]

## The Back Bumper

by Forrest McClure

After the International Rally in Salem my wife and I spent about a week camping in several of Oregon's coastal state parks. At Bullards Beach SP I noticed an increasing number of Scamp and Casita travel trailers. It looked to me like they were about to have a rally, and it turned out I was right, but not in the way I thought. Curious, I contacted one of the participants, asking if they were having a "rally." This simple question prompted an almost irritated response. The man reacted to my question as though I was accusing them of doing something malicious. "*Who told you we were having a rally?*" I explained it was just an assumption on my part. The explanation he gave led me to believe that there was no club, but he admitted that over 130 all fiberglass trailers, mostly Casitas and Scamps were going to gather in the park for the weekend, and that Big Foot would be there also with new models to display. But it was futile getting this gentleman to admit that they were having a rally, or to admit to being part of an organization.

It wasn't until I went to the Casita Club web site that any of it made sense. The rally appears to have been loosely organized by that "club" but only to the extent that the original posting on the Internet was started there. The rally was open to anyone with a fiberglass trailer. It didn't matter what the brand was. It was one of those rallies that are coming to be known as a "**forum rally**."



All it takes to have a forum rally is for someone to mention on the Internet that they will be at a particular park on a certain date, and that if anyone wants to join them they should make their own reservation at the park. The rally at Bullards Beach was informal and occurred in a nearly spontaneous way. The forum though, isn't a club, at least in the traditional sense. Let me quote from the Casita Club web site: "*The best thing... is the total lack of commitment - no dues, no contentious elections of officers, no bake sales, no meetings except to party.*" The implication is that participants are responsible to and for themselves, and are only required to obey the local laws and park rules. The Casita Club web site, by the way, is supported entirely by donations, not by dues. In short, that is the full extent of their organization and

philosophy. **No one is listed as being president because they have no formal leaders.** Likely, this isn't something that would have been possible prior to Internet communication. Yet, they had a rally very much in the same fashion as the WBCCI, but without officers, bylaws, pomp or circumstance.

**That's the power of the Internet.** It resolves the dichotomy of bringing people together in a common purpose while simultaneously preserving their liberty. To have a rally in the "Pre-Internet" age required organization, such as what the WBCCI has. The Internet eliminates at least some of those requirements and that is the message – Airstream owners do not need the WBCCI or any large controlling organization simply to get together. That may be an upsetting notion, but it's happening and it's real. If the WBCCI wants to survive then it first has to become as liberating as the Internet and then also find something it can offer that the Internet can't.

This escapes the Club's International Board of Trustees because it means **letting go of control**, and that defies their sense of the status quo. In the "old school" mindset an organization had to have officers, rules, and procedures because in the past, at least, the only way a large group of people could go in one common direction was with leadership tightly in control of the process. That philosophy works well in military organizations, and perhaps in schools and corporations. It does not work well today (if it ever did) in a volunteer organization. That is what appears to me to be the conflict between the VAC and the IBT. When the VAC does its own thing the IBT senses that they are losing control of the Club to a group of rebels. They respond by calling in the VAC leadership (see Wayne's letter in Perspective, page 4, and Memorandum For Record, page 15).

**This does not make them the evil empire as some have suggested.** They are, without exception, good, decent, tax paying, law-abiding citizens, and long term committed members of the WBCCI. But then, so are the members of the VAC. The conflict lies not in goodness or badness, but in perceptions and philosophy.

September 2006

## Vintage AIRSTREAM Club

Organized Airstream trailer gatherings (rallies) are the core of what the Vintage Airstream Club (VAC) and the Wally Byam Caravan Club International (WBCCI) are all about. The rally concept is an early one from the vintage era of the 1950's -a chance to use what Wally Byam intended his Airstream trailers to do - hit the road, travel and explore our country, sharing discoveries and great places with fellow Airstreamers.

This still applies today. Only so much information can be learned by reading or exchanged over the Internet. It is at these rallies, surrounded by all these vintage Airstreams and their owners, where you truly understand and appreciate the attraction to these silver ghosts from the past. People at VAC rallies are always looking to show off their Airstreams, restored or not, and love to answer those burning questions you have on the "how-to" and "why". Restoration discussions are ever present. So, check out the VAC Upcoming Events section on the VAC Home Page [www.airstream.net](http://www.airstream.net) and make plans to attend a rally soon for "Fun, Fellowship, and Adventure."

For VAC membership information, subscription is included, but you must be a member of the WBCCI.

Please contact:

**Membership Chairman**

Scott Scheuermann

363 Baldwin Drive

Berea, OH 44017

[S.L.Scheuermann@sbcglobal.net](mailto:S.L.Scheuermann@sbcglobal.net)

If you are **not** a member of the WBCCI and wish simply to subscribe to this newsletter, please contact:

**Subscription Director**

Daisy Welch #6517

3213 W. Main St. #117

Rapid City, SD 57702

[jtdjtd@tiac.net](mailto:jtdjtd@tiac.net)

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