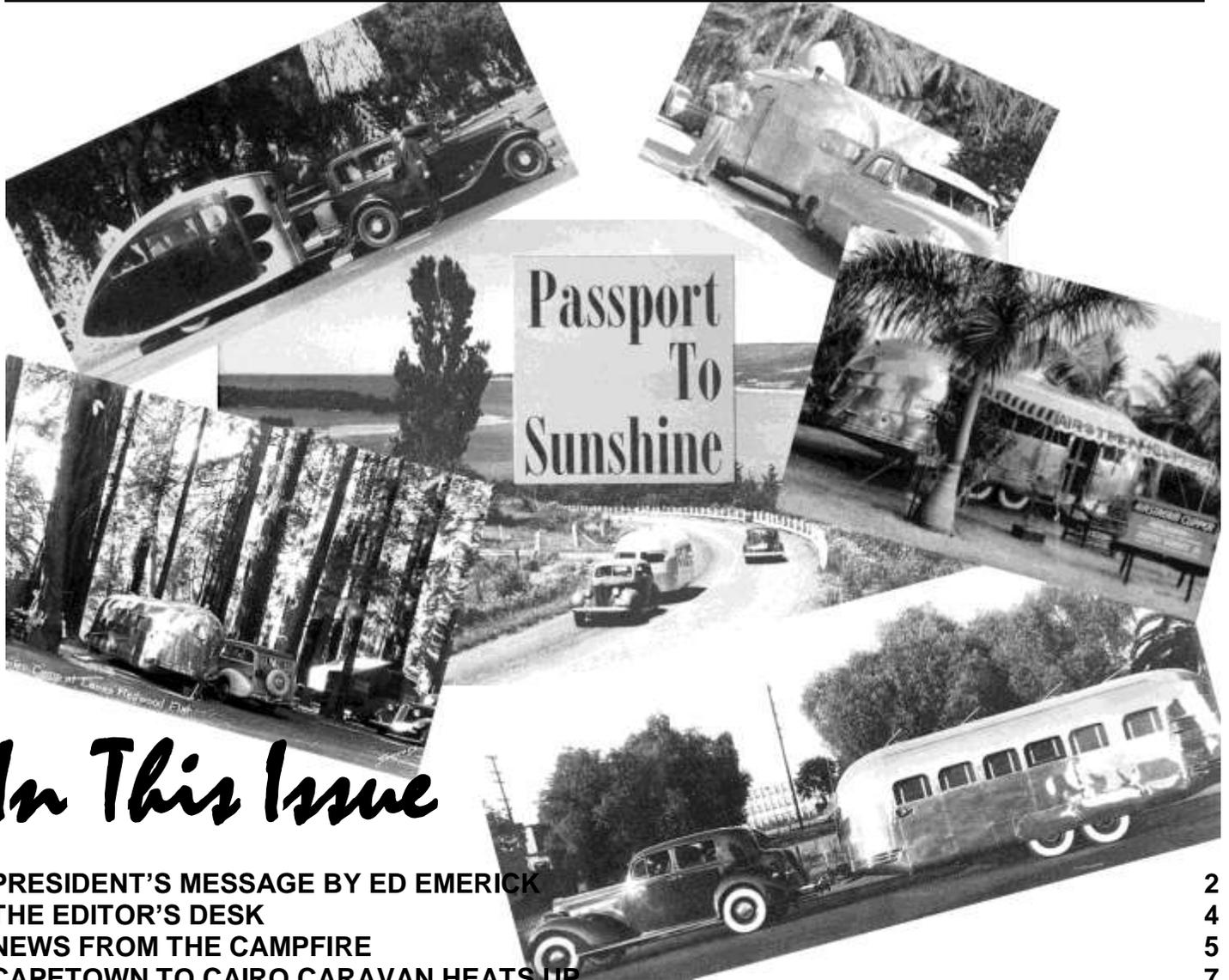


Volume 14, Issue 2

The Vintage Advantage

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



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Contributor's Guidelines

This newsletter will be what you, the member, makes it. Nearly every category of this newsletter needs regular contributions. The Announcements section is the place to tell the VAC about your upcoming rallies. Letters and the Back Bumper are where you express your opinion. Feature articles should be about subjects relating to vintage Airstreams, places, people and history.

- ✓ On the first page of your letter, print your name, address and telephone number. If you're submitting for a particular column, note that as well. Keep articles to 1000 words or less, letters to the editor under 400. If you e-mail your submission, please attach it as an unformatted text file, or simply include it in the body of the e-mail.
- ✓ We accept color and black & white prints, slides or high-resolution digital photos. For prints, include your name and address on the back of each one and a brief description of who, what, when. (use a soft lead pencil instead of a pen so that ink does not bleed through the paper). Digital images should print to at least 4 x 6 inches at a minimum resolution of 300 dots per inch (dpi) and can be sent as jpegs on a CD or via E-mail. Whenever possible, send the original electronic file rather than home printouts, which do not reproduce well. The Vintage Advantage is a black and white publication. If you have the ability, convert digital color photos to Grey Scale (8 bit). Doing so will make downloading faster, and saves us some labor.
- ✓ If you want your materials returned, include a self-addressed, stamped envelope.
- ✓ After you share a story or photo, please be patient. We may hold your material for consideration in a future issue without informing you first, but we will let know if we publish it.
- ✓ By submitting material for publication, you grant the Vintage Airstream Club, its parent organization, the WBCCI use of the material, including your name, and membership number. We reserve the right to modify, reproduce and distribute the material in any medium and in any manner or appropriate place. We may contact you via phone, E-mail or mail regarding your submission.
- ✓ Send submissions to:

Vintage Advantage Editor
3087 S. Mobile Way
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or

vac_editor@earthlink.net

Testimonials

"I just joined the VAC a couple of weeks ago not really expecting anything. Figured I'd just throw some money that way to kinda lend some sort of support and that would be that. In no time flat I get this nice letter welcoming me, a really cool looking sticker and one of the best newsletters I've ever read! I read that newsletter cover to cover in one night and my dear wife read most of it too. For the first time in a long time I feel like I'm going to be getting a lot more than my money's worth! Thank you."

"I will second the recommendation the Vintage Advantage is worth the price of admission alone. Especially if you are at all interested in some of the lesser known tidbits of Airstream History, as well as letters and articles from Caravans back in their golden days."

"Forrest, I just got back the Bass Lake Rendezvous, what a blast. The nicest group of people in WBCCI in my opinion. It's good to remind everyone that you don't need to have a Vintage Airstream to be a member of the Vintage Airstream Club. When I joined I had just purchased a 2006 Safari, when I met some Vintage members they told me if I wanted to join, I just needed a vintage mindset. No problem. Join the Vintage Airstream club and go to a rally, you will have a ball."

"Even if you can't attend a VAC rally, and even if you're not vintage, the VAC newsletter is worth the subscription price. I really soak up all the vintage articles and I love the page "from the VAC library" with the old Globetrotting with Wally Byam column. For me, getting the Vintage Advantage is like getting a family genealogy newsletter for my '06 Bambi. Very nice."

"I also enjoy the VAC President's (Ed's) perspective in the opening pages of the newsletter. And Forrest does a great job as Editor, keeping it all balanced, allowing "much needed debate and discussion" on WBCCI issues. Excellent job, Forrest! Both Forrest and Ed write thoughtfully on WBCCI and VAC; they're not afraid to face the hard issues. I highly recommend VAC for anyone enthusiastic about Airstreams, new or old."

On the cover: Photos courtesy VAC Library and Herb Richter.

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President's Message by Ed Emerick



I can't believe that the year is gone and this will be my last President's Message to the Vintage Airstream Club. I want you to know that when I am asked "How did you end up as VAC President?" and I respond with "I was standing in one place too long!" that I am truly honored that I am now part of a very distinctive group of WBCCI/VAC members, a

soon to be Past VAC President.

When I joined the club in 1998 and attended my first Vintage gathering in 1999, the Pre-Rally in Springfield, OH. I was in awe of the VAC members I had read about and now had a chance to meet. I was amazed at the VAC parade into the International and attended every VAC sponsored seminar and event, I just wanted to be a part of the VAC. I remember working hard at polishing my 1961 Trade Wind according to the directions of the Vintage Airstream restoration guru Bud Cooper. I had read everything I could get my hands on about the subject. All in all the gathering in Dayton, OH made me want to become more involved in Airstream restoration, that rally still brings back great memories. Just as a side note, I still have a photo of my two girls sitting inside Bud and Betty Cooper's trailer; this is still one of my most favorite rally photos I have. It is the "New Breed" sitting in Airstream tradition, I just hope my girls appreciate the history that photo will represent when they go out on their own in Airstreams I restored for them.

This tradition is why I ended up as VAC President and more importantly a active member in the WBCCI and the VAC. I like this club, its people, AND the product. I wanted to offer my limited talents to help the club grow and in some way entice others to also become involved, I think I have had some success that this.

If I could offer some advice to the newer members of the VAC, those who are scratching their heads asking, "Who in the heck are Bud and Betty Cooper?" My advice is, get involved! Don't worry that your trailer isn't polished, that it's not original, that you have never been to a rally or you don't know anyone in the club. Come out and join us. You will be welcome. You can ask any question of us and not be made to feel like you just asked the dumbest question in the world (believe me I have asked many and will ask many more in the future!). All the VAC and I are asking is that you get involved at some level. What I am trying to say is that we all started out not knowing a damn thing about these trailers and learned as we went. I remember when Sandy and I brought home our first Airstream, we went to light the stove with no idea what to do. With me on the inside with a match (and a very good

insurance policy) and Sandy outside with a fire extinguisher we lit our first stove without killing me, this in our eyes was a major accomplishment. We all start some place some how. What I like most about the VAC and its membership is that we are willing to share our adventures, our time and most of all our Vintage Airstream Club way of thinking. This will help many members light their first stove in the future.

I am amazed today that my name will be added to this list of very impressive Past Presidents that have donated their time to make this club what it is today. I want to thank Bud Cooper, Clyde Wagner, Forest Bone, Tom Reed, Don Perry, Noland Vogt, Rick Davis, Tom Howarth, Wayne Moore and all the others who have come before me blazing the Vintage Airstream Club trail, your efforts made my job easier this year.

There are many other VAC members that also helped make the year enjoyable that the club should recognize. Our Membership Chair Scott Scheuermann as spent YEARS refining our membership process, he also has put up with my ranting about a number of issues that he did not deserve to hear. Scott deserves big thanks from the VAC for all his efforts and his commitment to the club, next time you see him down the road tell him so. Also Scott and Lise were the first VAC members that Sandy and I met what a great introduction to the club, thanks Scott for all your help.

For all of us who have enjoyed the Vintage Advantage this year we need to thank Forrest McClure for all his efforts. He and his family have had a tough year, but he has still managed to put out the promised 4 issues a year. Forrest, I don't think that I could have done it, you are the man!

To all the other Chairs, thanks to Herb Spies for taking on the Concourse, those in Perry, GA will see the fruits of your efforts. Kevin Garrett blazed a very big trail while relocating half the way across the country to set up our merchandise as VAC Quartermaster. Kevin has now stepped down and our newest Chair has stepped up to continue what Kevin set up, Bill Kerfoot will now move this effort forward, thanks Kevin and Bill. I have abused the VAC web master a bit this year but again another Chair steps up to the plate and does a great job, Toby Folwick has worked hard to meet everyone's demands. Bob Herman has made sure this year that the VAC's activities are part of the Blue Beret, this is the first time in a long time the VAC has had a constant column in the BB, thanks Bob. Our Historian Fred Coldwell has again shared his knowledge with the club and offered at times his perspective on how the club could change for the better, while he and I may not always see eye to eye I thank him for his insight, it did keep me grounded.

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The VAC Board is in great shape, we have all positions filled at this time with members who are very dedicated to the cause. I can't say enough nice things about this group, from Sidra Spies who had to work too hard keeping me in line at meetings, to ex-Treasurer Kathy Green for working hard to transfer her duties to our new Treasure Jim Cooper. Thanks Jim for taking on this challenging position. Shari Davis will become your new VAC President this year, and she has been my saving grace, the person I could bounce ideas off of and at times complain to (putting that comment as nicely as I could!). She will be a great VAC President. Your support of her efforts will strengthen the club and I'm glad she has a year to clean up the mess I am leaving behind!

To the VAC membership, thanks for letting me be a part of your club, I have had a blast this year. Without your support and kind words I would have been miserable at times, thanks for your support just when it was needed.

Until the next time I see you down the road, remember, yes it is about the people but more importantly it's the PRODUCT that has brought us together in the first place.

The Vintage Advantage and VAC thanks Ed and Sandy for all they've done for us this past year.



The Editor's Desk



Forrest & Patrice McClure at a Denver Colorado Unit luncheon in February 2007.

Photo courtesy Roger Pruter.

There is a rumor going around that I will be "bailing out" as editor of The Vintage Advantage. Most rumors have some truth in them and this one is no exception. This will be my last issue as editor, but I reject the conotation that I'm abandoning the newsletter.

When I volunteered to be editor back in July 2006 I did so only because no-one else stepped up. There does seem to be the assumption that the

editor's position lasts for years. Bryan Burkhart was editor for seven years, but constitutionally the position is a yearly appointment. I said I'd do this for a year and I have.

It's not that I don't want to continue. I would have liked to, but my obligations changed drastically last October 17th, 2006. That night my wife, Patrice, suffered a stroke. Since then I have found myself in roles that I never anticipated. I spent two months commuting twice a day to and from a variety of hospitals. When Patrice came home in December I became her primary caregiver – nurse, cook, house husband, chauffeur, etc.

Being newsletter editor has been gratifying in that it is a challenging creative outlet. For a time it was even a welcome distraction. Patrice nearly died, and the hospital experience was distressing to say the least. She stopped breathing before the ambulance could get her there. Emergency medical services were unable to intebate her, requiring an emergency tracheotomy. Brain surgery followed. Then came pneumonia, then a blood clot. A filter to catch clots had to be implanted in a major vein. Then a month of rehabilitation just to get her well enough for me to take care of her. Then back to hospital for another lengthy "procedure." Most times progress has been marked by three steps forward and two steps back.

She has come through it all but says she will not go through it again. I can now take her on a walk to the park behind our house. We started by just getting out the door. A few days later we made it to the corner. Now,

with her walker, we are up to about a half-mile, a trip that takes about forty minutes.

Time and energy are not in great supply for me anymore. I want to continue writing for *Airstream Life* magazine. I still have a gutted '66 Overlander in my driveway that I want to put back together. The contents occupy my garage. I want my garage and driveway back.

She wants her life back. She used to play the piano. She loves to scrapbook. She's getting there but needs me nearly every step of the way.

We want to travel again, and will. We are signed up for the Rocky Mt. VAC rally in Breckenridge, Colorado this coming August.

But there is just too much, and so I can not continue as editor. I have to divest myself of some obligations and this is one of them.

One of you reading this must step up and become editor. One of you has the knowledge, ability, time and even the experience to do this. If I can do it then you can too. Consider that I have never taken a class in journalism, never even worked on a school newspaper. Surely, one of you knows how to do this better than I. If you are that person call or write our first vice-president, Shari Davis, to let her know you are available, willing and able. She'd love to hear from you. Her address, and e-mail is in the front of this newsletter under VAC Officers.

See you down the road, and remember, "trying to squash a rumor is like trying to un-ring a bell."

Stroke Symptoms include:

- ◆ Sudden numbness or weakness of face, arm or leg - especially on one side of the body.
- ◆ Sudden confusion, trouble speaking or understanding.
- ◆ Sudden trouble seeing in one or both eyes.
- ◆ Sudden trouble walking, dizziness, loss of balance or coordination.
- ◆ Sudden severe headache with no known cause.

News from the Campfire



Housing project based on study of Airstream Trailers

Canadian Architect, May 2007, reports that 26 new single-resident-occupancy apartments were added to the roof of a Toronto Kensington Market building. The firm of Levitt Goodman Architects designed prefabricated units and hoisting them to the top of the existing roof.

"The modules were delivered to the site on the back of a flatbed truck arriving at one-hour intervals and were installed ... at a rate of six per day. As one module was being assembled to the transfer grid, another module was being hoisted into place. After six days, all the units were... into position."

The 220-square-foot apartments were designed after studying an Airstream trailer and boat interiors. The concept of built-in furnishings and finishes where appliances and fixtures are tucked into alcoves and corners rather than being located in separate rooms was incorporated into the design.

Alcoa plant hosts Airstream enthusiasts

The Lancaster, PA Intelligencer Journal reported on Apr 21, 2007 - The Penn-Lehigh Unit of the WBCCI visited Lancaster Alcoa plant while staying at Oak Creek Campground in Bowmansville.

25 members of the chapter traveled to the plant to observe how Airstream aluminum is made.

450 million pounds of aluminum are produced annually at the plant, and Alcoa has been supplying aluminum sheet for Airstream since the 1960s.

In particular "the Lancaster plant, 1480 Manheim Pike, has produced the aluminum for the Airstream since 1986, said Jim Engledow, plant manager of Alcoa's sheet facilities."

"About 150 workers work on the coated aluminum that is eventually manufactured into an Airstream," Engledow said.

The visit coincided with another event that puts a spotlight on Airstream. The Museum of Modern Art in New York City recently opened an Airstream exhibit in its main lobby.

Steve Fries, spokesman for the plant, commented that Alcoa is very proud of its relationship with Airstream and its place in American history.

Airstream Bambi Travel Trailer Inducted into New York's Museum of Modern Art

Airstream Press Release, New York City, April 5, 2007 – In a private gathering, hosted by Airstream, Inc., on Monday, April 2, invited guests celebrated the installation of a 1963 Airstream Bambi Travel Trailer as part of the Museum of Modern Art (MoMA) collection.

"Airstream has delivered a design legacy with the Bambi" said J Mays, special key note speaker at the event and Chief Creative Officer for Ford Motor Company. "Timeless and beautiful, it's perfectly at home in the Museum of Modern Art along with other design masterpieces." He also added, "Airstream is loved the world over, not just for lighting a path on the road to discovery for millions but because Airstreams do what only the best designs do...put a smile on your face each and every time you see or use one."

"The recognition of a design we've cherished for decades is a wonderful confirmation for Airstream, Inc. and Airstream owners around the world. It's truly an honor to be part of the MoMA collection" said Airstream, Inc. President and CEO Bob Wheeler. "All the qualities that make this 1963 Bambi a fit for the MoMA are the same things that make the trailers we are producing today so appealing."

"The selection of this Bambi by MoMA confirms Airstream's status as a true American icon, and further enhances Airstream's already superior reputation for quality, innovation and design," said Thor Industries Inc. Group President Richard Riegel. Thor (NYSE:THO) is Airstream's parent company.

"On The Road: Airstream Bambi Travel Trailer" is on view in the main lobby of The Museum of Modern Art, 11 W. 53rd St., New York, NY, until November 12, 2007.



Photo: courtesy of MOMA

Hollywood Star modifies Airstream



Starpulse News Blog reports that "Pamela Anderson has revamped her Airstream trailer to include a vibrating bed and a light-up stripper pole. The former Baywatch babe had her 'Lovestream' home from home "pimped" by the experts behind makeover TV show "Unique Whips."

And this from Pamela Anderson's on-line diary (www.pamelaanderson.com) dated 2/26/2007:

"Finally got my airstream from Unique Whips, Will pumped my airstream. We had a fun time in it yesterday vibrating round bed. Pole in middle of bed. We staged a fun scene inside to make it fun. I'm hoping to use as my trailer on my new show. Or maybe ill (sic) auction off for charity.."

Really, just not that original, didn't we see something like this before in a scene from *Mars Attacks* in 1996?

Thor Industries Inc. Investigated for Possible Securities Laws Violations

by KAPLAN FOX & KILSHEIMER LLP

New York – April 10, 2007 – Kaplan Fox & Kilsheimer LLP (www.kaplanfox.com) has been investigating Thor Industries Inc. (NYSE: THO) ("Thor" or the "Company") for potential violations of Federal Securities laws. Thor is a Jackson Center, Ohio company that claims to be the "world's largest manufacturer of recreation vehicles and a major builder of commercial buses."

On January 29, 2007, after the close of trading, Thor disclosed that its Audit Committee had initiated an internal investigation regarding certain accounting issues at its Dutchmen Manufacturing, Inc. operating subsidiary, primarily involving inventory, accounts receivable, accounts payable, and cost of goods sold. The Company stated that "Based on the information the Company has learned to date, the Company currently estimates that the cumulative effect of the issues identified at its Dutchmen subsidiary would be a reduction to income before taxes of approximately \$25 million, or approximately \$16 million in net income, and that the periods affected are the fiscal years 2004 through 2006, as well as the

first five months of fiscal year 2007, with the primary impact occurring in fiscal year 2006."

The next trading day, Thor shares declined from a closing price of \$45.17 per share on January 29, 2007, to close at \$41.83 per share, a decline of \$3.34 per share or approximately 7%, on heavier than usual volume.

On April 9, 2007, the Company disclosed that its Board of Directors concluded that the Company's previously issued "consolidated financial statements relating to the fiscal years 2004, 2005 and 2006 and the quarter ended October 31, 2006 contained in Thor's filings with the SEC, including related reports of its independent registered public accounting firm, Deloitte & Touche LLP, and press releases, should no longer be relied upon." Thor stated that it "plans to restate its consolidated financial statements for the fiscal years 2004, 2005 and 2006 in an amendment to its Annual Report on Form 10-K for the fiscal year ended July 31, 2006 and plans to restate its consolidated financial statements for the period ended October 31, 2006 in an amendment to its Quarterly Report on Form 10-Q for the quarter ended October 31, 2006."

Investors who purchased Thor securities between December 1, 2003 and April 5, 2007 may have been affected. If you would like to discuss our investigation, please contact mail@kaplanfox.com or:

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CONTROVERSIAL 'DINER' TO GIVE MEAT-EATERS FOOD FOR THOUGHT

by Mike Brazell,

Columbia, S.C. – March 21, 2007 – Occupying a 28-foot-long 1955 Airstream trailer and depicting Jesus and 12 famous vegetarians sitting down to a "last supper," Dallas artist Greg Metz's "The Diner" will go on display in Columbia tomorrow—just in time for Holy Week. Likenesses of Sir Paul McCartney, George Bernard Shaw, Louisa May Alcott, Leo Tolstoy, and other vegetarians are visible through the windows on one side. Graphic images of animal factories and slaughterhouses occupy the view through the windows on the other side. During the Columbia unveiling, activists will screen PETA's hard-hitting "Meet Your Meat" video, narrated by actor Alec Baldwin, and hand out vegetarian starter kits.

Capetown to Cairo Caravan Heats Up

by Forrest McClure

Last year, Dr. Bert Kalet and a few other stalwart members of the WBCCI and VAC began signing up other members to reenact Wally Byam's historic 1959 Capetown to Cairo Caravan. That caravan, often abbreviated as "CCC", was captured in photo and film by photographer Pete Turner, and footage is still available from AIRSTREAM on a DVD that comes with the purchase of the deluxe issue of the book, *Wanderlust*. The planned reenactment would happen in 2009 on the fiftieth anniversary of the original caravan.

There are obstacles beyond the obvious factors present today in Africa. It was hoped that the WBCCI would back the proposed reenactment as a sanctioned club event, but the WBCCI Executive Board declined – stating that liability issues were too great. As a result the 2009 caravan will not have WBCCI insurance coverage or participation.



Site off-line

In a related story it has been learned that Moriarty Media, owners of the Capetown to Cairo website, www.capetowntocairo.com, have temporarily shut the site down for "maintenance." However, The

Vintage Advantage has learned that there has never been any official connection between Moriarty Media and caravan organizers. According to Dr. Kalet, Mr. James Moriarty attempted to sell the website to him. A common practice in the Internet world is to purchase domain names on speculation with the intent of selling the rights later at a profit without ever having any real connection to the name of the project or business. There is little doubt though that the website for a time gave the appearance of having a relationship with the caravan, the VAC, AIRSTREAM Inc. and Pete Turner.

Moriarty claimed to have a memorandum of understanding with AIRSTREAM allowing him to acquire "both Mr. Byam's book, *Trailer Travel Here and Abroad: The New Way to Adventurous Living* and Lillie B. Douglass's book, *Cape Town to Cairo*." And also, "Pete Turners' video and photographs" for use online, "edited from the video he took in 1959 and pictures from both books." AIRSTREAM Inc. owns the copyright to Wally Byam's books and the Capetown to Cairo movie and photographs.

The Vintage Advantage contacted John M. Garmhausen, Esq., attorney for AIRSTREAM and the WBCCI regarding Moriarty's claims. His response was that, "Airstream did in fact have an agreement at one time with Moriarty Media. However, that agreement has expired and no new contract has as yet been negotiated." As a result, Moriarty Media no longer has acquisition of the above referenced materials and is not collaborating with AIRSTREAM on the CCC project.

Story continues on page 25

Land Yachting



WITH
**Wally
Byam**

[originally published in *Trailer Topics*, Sept. 1959]

CAPETOWN, THE UNION OF SOUTH AFRICA—Well, here we are in Africa. In spite of all the dire predictions, we're ready to begin the great adventure. And, as usual, we're discovering that things are much better than we had been led to believe. The ladies have found out where they can get their hometown brands of canned goods, our rendezvous camp is a real knockout with everything we could want, and the people are trying to outdo each other to make us welcome.

All this just proves a point I've been trying to make for years. You have to go ahead and just do what you want to do and stop listening to the people who say it is impossible. While we have been planning this tour to Africa I must have talked to dozens of self-appointed experts who told me this was a pipe dream scheme. If you could see our 41 Land Yachts all "wagon-wheeled" with Table Mountain in the background, you'd have to admit that this is a pretty substantial dream. I'm really proud of all these Caravanners who had the courage to decide that they were going to run their own lives, and if that management included a Caravan to Africa, no one was going to talk them out of it.

Of course, we can't all just take off to explore the DARK CONTINENT, but I spend a lot of time wondering how many of you wanted in the worst way to be here with us and then "listened to reason"? And how many just plain thought, when they read about our plans, how much they would like to be going somewhere—just anywhere. In this day and age it's practically a sin, in my book, for anyone to be mired down in one spot. How are we ever going to figure out how to get along with the rest of the world, if we don't find out something about it for ourselves.

Sure, we'll be telling you about our experiences in Africa, but where are YOU going to be traveling so we can exchange ideas? You wouldn't be reading this if you didn't have some plans, secret or otherwise, to get out and get moving around. If what you need is a shot in the arm to get your plans into action, think about these folks just like you who are over here. The oldest one is 85 and the youngest is 6, with the others every age in between. They're not all millionaires by a darn sight, either. Some of them are doctors, others are farmers, quite a few are managing on a pension. We only have one couple I'd call more well off than average. But all of them have made the big decision to invest in living, not just existing.

Next month, when we've found out more about it for ourselves we'll start telling you what Caravanning in Africa is like. In the meantime we hope you start widening YOUR world by getting over that first hill.

Letters



Dear Editor

I read with interest the President's Message in the March 2007 issue of the Vintage Advantage. I agree with Ed on most points; however we need to be careful not to see conspiracy where none exists.

The logo of the WBCCI is the one we have been seeing for years. 'The Airstream RV Association' is not the part of the logo and I think is used only to further define who we are. Over the past months, that script has been in several forms.

In the March 2006 issue it was written in Lucinda Handwriting font in bold print. In November 2006 it was in the same font but not bold. In December 2006 the statement was placed in a silver oval. In April 2007 the statement was in a blue rectangular box in New Times Roman font with bold and italics.

My point here is that the publishers of the BB are at liberty to be creative in how that statement is presented. They are not changing the logo.

What I would like to see presented to the IBT is a motion to go to the appropriate Ohio government entity and ask to change the name from the 'Wally Byam Caravan Club International, Inc' to 'Wally Byam Caravan Club International, Inc, doing business as (DBA) The Airstream RV Association'. This should satisfy all factions. It saves Wally and it officially places the name AIRSTREAM into the club name.

With regard to the constitutional amendment to allow Four Winds motorhomes into the club, The Florida Unit 027 has instructed me to vote 'NO'. I am told that the Airstream Company will not allow the 'Airstream Edition' to be placed on the Four Winds motorhomes because of liability and warranty issues. I believe the loss of membership will be hardly noticeable. The Airstream Motorhomes will be bought by members wishing to upgrade or by non-members some of whom will join the WBCCI. I am told also that there is something like 100,000 Airstream trailers in existence. It would seem that membership efforts should be focused on that target-rich population. Every member of the WBCCI should carry a few applications and hand them out to Airstream owners who are not members. Applications can be printed out from the WBCCI Website.

Victor Smith WBCCI# 6782
President, Florida Unit 027

Dear Editor,

We wish to thank Bob Bennett for his Letter to the Editor in the last Vintage Advantage. His perspectives, weighted by his extensive contributions to the Club, are very important to us. We are glad that you renewed your VAC membership.

By way of introduction, I am Herb Richter a third generation Airstreamer. My grandparents Herbert and Harriet Richter were WBCC #275 and were charter members of the club. Thus, Airstreams have been in our family for over 50 years. My wife Pat and I have a strong interest in the VAC dating back to 1993 when Bud Cooper welcomed us into his new VAC.

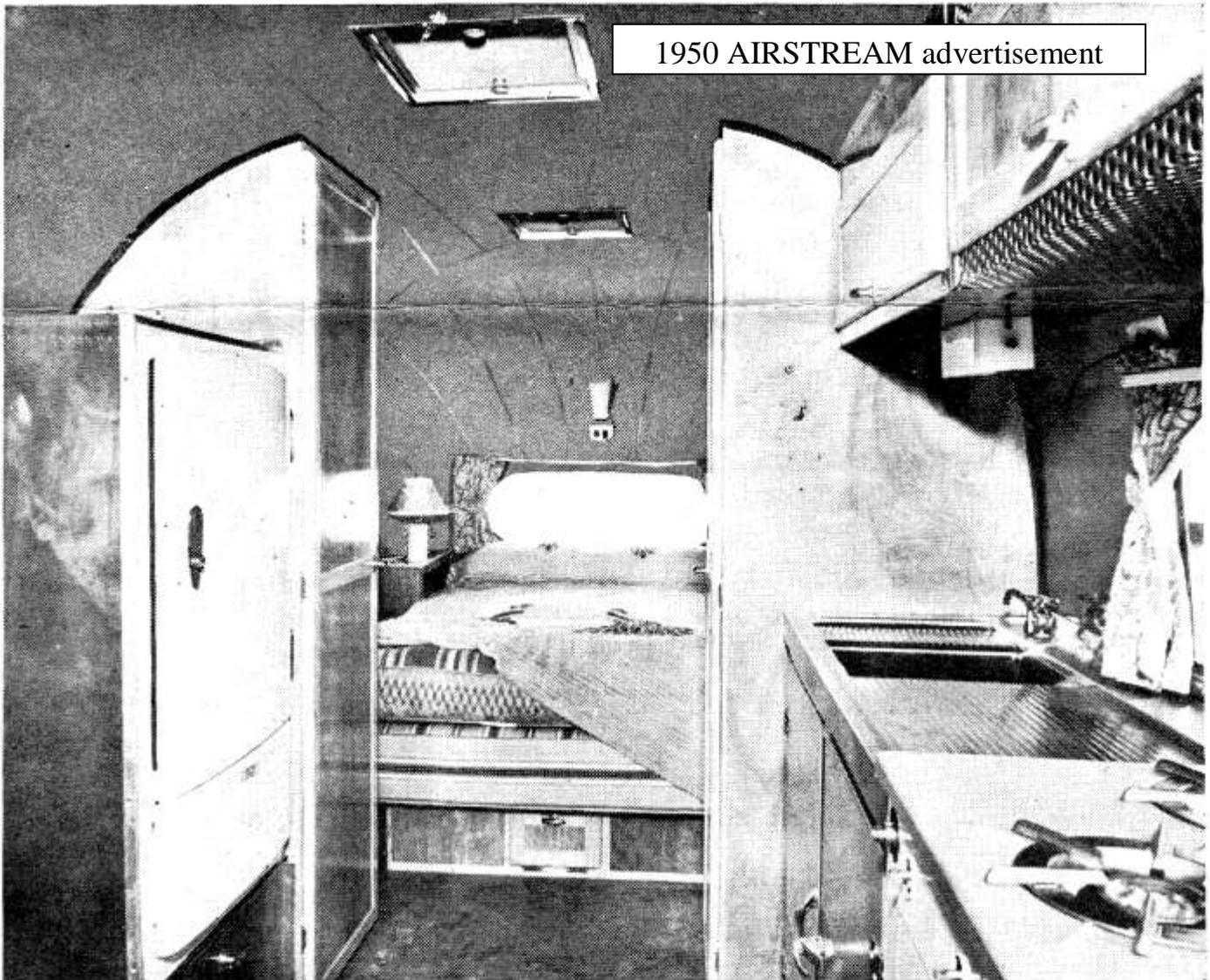
The most significant Club advantage in our minds is the special family-like bond that develops between Airstreamers. Pride in owning an Airstream is a very big part of it. But, we don't know if caravanning or rally activity, with the mutual planning, sharing and helping each other out, is the glue that bonds us together or what is it? Thankfully, for many of us, it is unique to our WBCCI experience and we treasure it. We see much less of it in other clubs or groups we participate in. This Airstream extended family bond is now a tradition that has endured for more than 50 years. This is what makes the Club so very special.

Your recent Vintage Advantage Letter, and the very perceptive one that follows by friends Jack and Linda Laughlin, suggested that we simply let members choose and focus on the many diverse activities that our Club offers. Both letters suggest (in my words), "we live and let live - but just make sure we have fun doing it". Problems between WBCCI and the VAC concern you and we share that concern. These are challenging times for the Club, with the non-Airstream motorhome issue at the forefront today. But, there are others that will certainly surface as we make changes going forward and changes we must make. We strongly discourage the idea of splitting VAC from WBCCI. The many advantages of Club participation far outweigh the few that could divide us. Certainly, Wally Byam was known to constantly seek improvement in his Airstream products and in his Club adventures. Our Club is now focusing on improvement, hopefully to sustain an important part of our lives.

We appreciate your long-term efforts to bring adventure and fun to many of us.

Herb and Pat Richter #2672
Region 12 VAC Representatives

1950 AIRSTREAM advertisement



AIRSTREAM LINER IS SAFE ON HIGHWAYS

The AIRSTREAM LINER is the SAFEST trailercoach in the WORLD for the highway . . . easier on your car . . . *on your nerves* . . . safer in traffic, mountains—"tight" places . . . safer when passing or being passed by buses or trucks, as the *Airstream Liner* design keeps the vortex, or suction of the wind, to an *absolute minimum*.

PRESENT AIRSTREAM LINERS

Length—20 ft. body 22 ft. overall
Width—7 ft. Height—8 ft. 2 in.

Weights Approx. 1350 lbs. Unfurnished
Weights Approx. 1900 to 2000 lbs. Furnished

The "TRAILWIND"

Length—16 ft. body; 18 ft. overall
Width—7 ft. Height—8 ft. 2 in.

Weights Approx. 1090 lbs. Unfurnished
Weights Approx. 1650 lbs. Furnished

New Additional Model Airstream

Length—22 ft. body 24 ft. overall
Width—7 ft. 10 in. Height—8 ft. 5 in.

Certified Weight 1795 lbs. Unfurnished
Weights Approx. 2500 to 2600 lbs. Furnished

This new model represents the utmost in livability—coupled with light weight and easy towing — making it one of the most desired trailercoaches on the market today. Luxuriously furnished, Toilet, Shower, Water heater, Electric Refrigerator, Twin Beds optional.

LIST PRICE \$2595

1947 to 1951 Airstream Liner Trailers

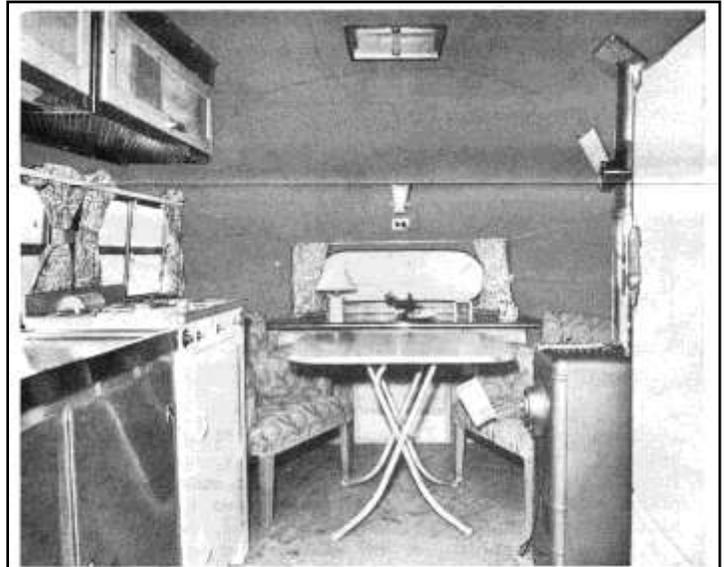
by Fred Coldwell, VAC Historian



Airstream Trailers, Inc. was formally incorporated in California on November 1, 1948. It acquired manufacturing assets and inventory from Wally Byam in exchange for stock and cash, and also acquired McFaul Brothers exclusive distributorship rights for stock & cash. The five initial directors of the new corporation were Wallace M. Byam, William W. Lampkin, Daniel W. Gage, Arthur R. Costello and Claude McFaul.

The 1949 model Liners were announced in November, 1948. First among them was the loaded 22' Globe Trotter, aptly named because "it can be taken anywhere an automobile can go and still have all the facilities for comfortable living." It's claim to fame was the toilet and shower bathroom for comfortable camping anywhere. Many options were available, including an oil stove, gasoline stove or butane stove, and many choices in front and rear end bedding and furniture. The Globe Trotter was the first nicely self-contained 22' Airstream (these features were available earlier on the 28' Whirlwind). Two other 22' models also appeared for 1949, the Southwind "Honeymoon Special" with a walk-around double bed for first timers and the Southwind "Second Honeymoon Special" with twin beds for those hitching up a second time.

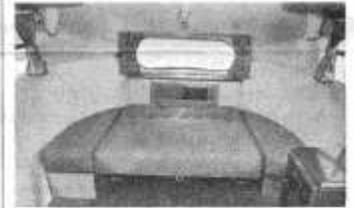
With the introduction of the 1949 Globe Trotter and the two new Southwind floor plans, many of the other "wind" name 22' models disappeared, except for the Tradewind. Instead of a confusing array of model names, most floor plans became available in the 22' Globe Trotter. It always had the same center floor plan: a stove and galley on the street side and a clothes closet, Marvel combination ice/electric refrigerator, and heater on the curb side. But the ends could be furnished to suit each customer's taste. Three different beds were available in the rear: two twin beds, a centered walk around double bed, or a cross ways double bed. Three different seating arrangement were available in the front: a 3 piece divan



AIRSTREAM LINER'S 3-PIECE DIVAN SET



Above photo shows the 3-piece divan set for day use. Note storage space under both pads. There is also additional storage space under the divan. This divan is especially well constructed with double inner-springs. The formica-top folding table sits in front and permits comfortable seating for four people—one on each pad and two on the divan itself.



The divan folded down for sleeping—The divan itself is 48" long, permitting your whole body to rest on one unbroken surface, using one pad for pillows and the other pad for your feet. This is standard in the 18 ft. model but can also be furnished in the larger models. (Note window permitting clear vision through trailer.)

"The World's Most Traveled Trailer"

**22-FOOT
AIRSTREAM
GLOBE-
TROTTER**



trip over most of them at high. And it is just as much at home as your automobile is on the rough, rough roads. It is tougher than your car and will outlast several of them.

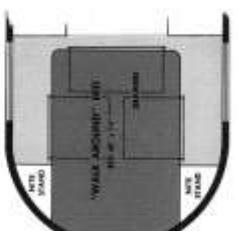
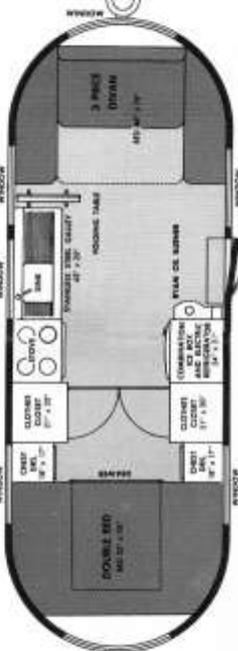
This Airstream Globe-Trotter was not built just to sell. It has been made and tested since 1934 in just about every country where there is a possible road. Everything that it and your car has been used over and over again by thousands of people. The Globe-Trotter has been eliminated and the good things that have been left are perfect, as nothing in life is ever perfect, but it is close to perfect as you will ever find an air trailer anywhere.

Your Airstream Globe-Trotter will always be tugging at those best strings, chafing at the bit to get out to a new adventure whenever you may want to go.

This is the trailer that is revolutionizing travel all over America and Europe. It is the inspiration for the book, "Fifty Amazing On Wheels" - in rough and slow, handled by word and picture just to show you the pleasure and comfort they can have. This is a trailer you live with and in. It provides the comfort of your home wherever you are. It becomes as much a part of you as your watch or your car. It is as comfortable as an old hat. You get more attached to it than you do to your automobile. It goes where you go and does what you do. And it does it all so easily that both you and your automobile almost forget that you have it with you.

The center section of all Globe-Trotters is the same. Two

as you would without it. It is easy on the mountain grades, you



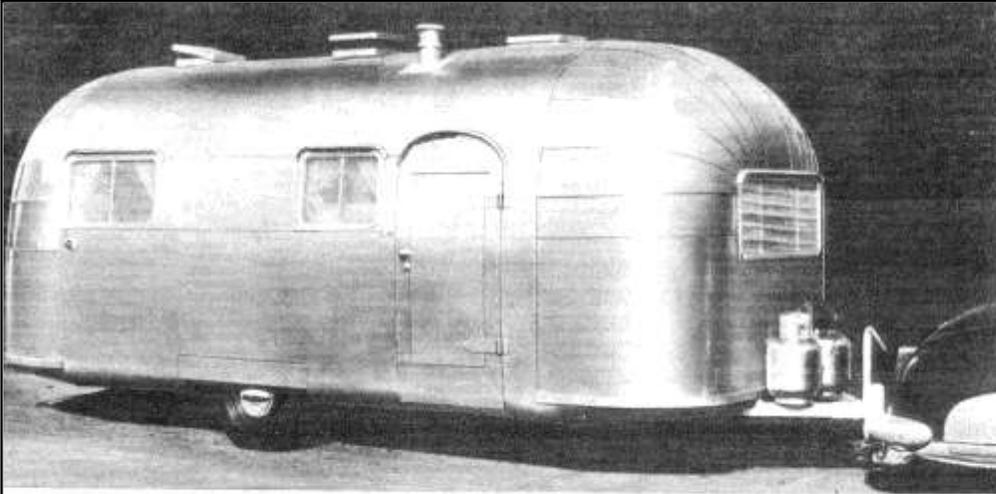
that folded out into a double bed, two barrel shaped easy chairs with a folding table, or two bench seat dinettes (that each became a single bed) with a folding table for dining. The 22' Globe Trotter was the main versatile trailer.

New features for 1949 included shock absorbers on each wheel and a swing up jack lever at the front of each wheel well for lifting the trailer with an automobile jack. Clothes closets now extend all the way to the ceiling, effectively enclosing the top shelf which formerly was open on 3 sides. An oil heater with blower became available for an extra \$60.00 retail.

In Spring, 1949, Airstream discontinued the 16' Wee Wind and the 19' Trailwind, and replaced both with a one-foot-shorter 18' Trailwind having a 16' body. The 18 footer was 7' wide, 8' 2" high, and weighed 1090 pounds unfurnished and 1650 pounds furnished. It sold for \$1,995.00 furnished.

In August 1949, Airstream announced a new BIG 24' trailer, the "Airstream Limited" priced at \$2,895.00 with toilet, shower and electric refrigerator. It had a 22' long body on a 24' pipe frame, but at 7' 10" wide it was a full 10 inches wider than any Liner. At 8' 5" high, it was a high as the no longer available tandem axle 28' Whirlwind, but the Limited had only a single axle. It also had flat front and rear ends which allowed the use of stacked double casement windows for ventilation from each end, something impossible with the fixed oval Liner windows. The name "Limited" appears only in very early ads and sales literature, typically a folder. But by the time the first Airstream sales booklet appeared in early 1950, it was rechristened the 24' Cruiser even though it still had a pipe frame chassis. Apparently the name "Limited" had limited appeal.

In 1950, hinges on the 22' Globetrotter door were moved to the rear, so the door now swung open towards the rear, away from the windows just forward of it. This allowed the front curbside window to be opened when the small door-within-a-door was open, improving crossways ventilation.



21-FOOT AIRSTREAM FLYING CLOUD

The Flying Cloud is a direct descendant of the very first Airstream built in 1934. It is the same all aluminum, all metal, all riveted lifetime construction. This newest Airstream with millions of miles of ancestry behind it, and with thousands of Airstream owners to tell us what to improve, is the last word in deluxe travel and a genuine "Fifth Avenue on Wheels."

The body is a little less than 20 feet in length, slightly over 7 feet wide and high enough for a Texan to walk around with his hat on, but, still small, light weight and light footed. It sails along like the breeze behind your car. Owners tell us "We take

practically all the hills in high." Dollies are unknown to it and overload springs seldom used. With the big windows fore and aft, you see right through it, and travel as if it were not there.

There is a choice of twin beds or a walk around bed. Standard equipment includes two clothes closets, two chests of drawers, one a high-boy, a formica topped galley with stainless steel sink, a Marvel combination electric and ice refrigerator, a circulating oil heater, a formica topped folding table and a three-piece divan in the front that seats four at the table easily and makes one good comfortable double bed for two.

The last new pipe frame Airstream was introduced in 1950, the 21' Flying Cloud. It was available with the new vertical flat ends introduced on the 24' Limited. But old ways die hard, so Flying Cloud buyers were given a choice of end types: two semi-circular ends with the fixed oval windows, two flat ends with stacked casement windows that opened, or one of each type end. The most popular choice was a flat front end with a semi-circular round rear end. Every pipe frame Flying Cloud found to date has this combination of ends. Other combinations may exist but they have yet to be found.

The one-foot shorter length of the Flying Cloud, 21' as compared to a 22' Liner, comes from its flat front end. The semi-circular Liner round ends are about 4 feet deep, whereas the new flat end with stacked casement windows is only 3 feet deep. The typical Flying Cloud has a 19' long body comprised of a 3' deep flat front end, a 12' center section, and a 4' deep round rear end. All Liners, by contrast, have a 20' long body comprised of two 4' deep semi-circular ends and a 12' center section. Adding 2' to body length for the front pipe frame on all trailers results in an overall length of 21' for the Flying Cloud and 22' for the Globe Trotter, Southwind and Tradewind. Not surprisingly, the new pipe frame Flying Cloud was advertised as a 21' trailer, reflective of its most frequently found (and presently only known) floor plan on a pipe frame chassis: a flat front end with a round rear end.

Beside their one foot shorter length, two other characteristics distinguish Flying Clouds from Liners: their serial numbers and door position. Early Flying Clouds have serial numbers in the 7XXX range, beginning at 7001 in 1950 and

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continuing into the 8XXX range in the late 1950s. Liner serial numbers began at 1001 and ended around 1481 in 1951.

Flying Cloud doors are at the very front curbside and have hinges on the forward edge, so swing open to the front. Globetrotter doors remained about 3 feet back from the round front end, aft of the curb side front windows, and in 1950 were given rear hinges so the door swing open to the rear. The different door positions reflect the different floor plans between the Flying Cloud and the Globetrotter. The only known exception to this useful general rule is Globetrotter serial number 1481, which has its door and hinges in the Flying Cloud forward location. Perhaps it is only fitting that the last known Liner has a Flying Cloud layout.

Although early Flying Clouds have pipe frames and could be ordered with two round ends, none have been found to date with two round ends, so I do not consider them to be Liners. Instead, Flying Clouds are the first mid length Airstream to depart from the 3 year old Liner design. Moreover, they have their own distinct serial number series; further indicating Airstream did not view them as a continuation of Liner production. For these reasons, I have not included them in the table below.

No Liner production records exist, and we don't know how many were manufactured. So we are left to estimate production totals from the highest known serial number for each length. Since it is unlikely the currently highest known serial number (s/n) for each length is the last trailer produced in each length, I'll round those numbers up just a bit to make the below estimates:

Liner Length	Beginning serial #	Highest known serial #	Rounded up serial #	Production estimate
22' Liner	1001	1481	1490	490
28' Whirlwind	2001	2008	2010	10
16' Wee Wind	3001	3052	3060	60
18'/19' Trailwind	5001	5077	5080	80

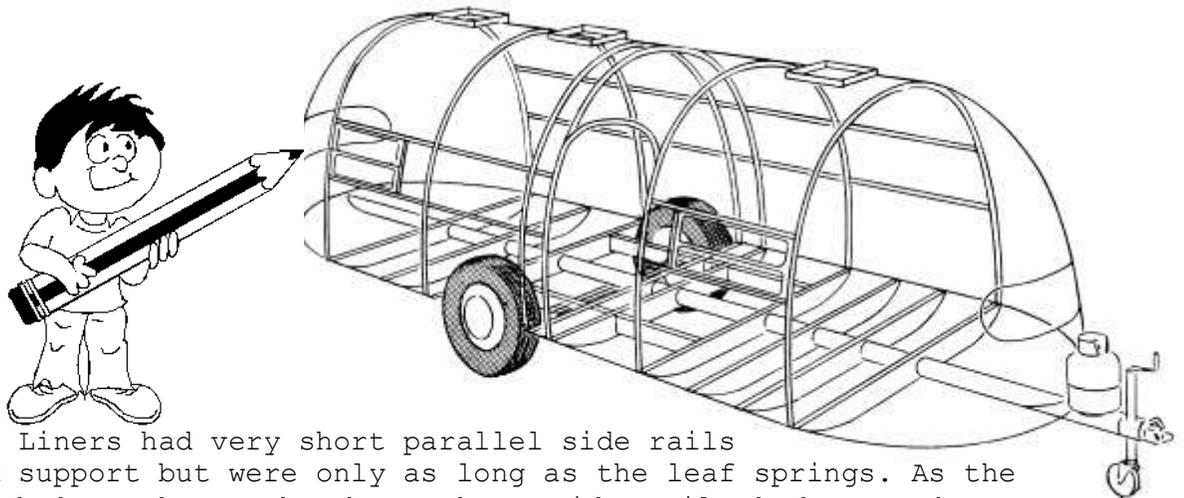
Estimated total Liner production = 640

In addition to their serial numbers, for the first 9 or so months of production, Liners also had a "model number" stamped into the serial number plate. Model numbers were code for build dates. For example, Liner s/n 1007 had a model number of 4761, code for the year (47), month (6) and a place keeper (the



meaning of "1" is not yet known). Liner 1028 has a model number of 4781, so was built in August 1948. Liner s/n 1049 has a model number of 47101, so it was built in October 1947. Wee Wind s/n 3001 has a model number of 4812, so was built in February 1948 (4812) with placeholder "1" in a new position, while Wee Wind s/n 3003 has a model number of 4813, so it was built in March of 1948 (4813). Model numbers disappeared in around the end of March 1948.

**Restoration
and use issues**



1947 and 1948 Liners had very short parallel side rails that provided support but were only as long as the leaf springs. As the Liner traveled down the road, these short side rails had a tendency to pivot around the pipe frame, twisting the body near the door and knocking it out of alignment. Cracks also appeared in the floor along the seams between the plywood sheets, especially up front. For the 1949 model year, Liner side frame rails were extended forward to ahead of the door to provide better support for the floor and body. However, even that extended frame rail design is still marginal for today's greater than 45 mph highway speeds. Some Liners that have been rebuilt replaced the front pipe frame with an "A" frame that included angled frame rails from the front of these extended side rails to the ball hitch, while others have wholly new custom ladder frames underneath, a better way to go for extended long distance use.

1947 and 1948 Liners had only a single thickness 4" diameter tube for its backbone. As the trailer traveled down the road and met the numerous expansion joints between concrete slabs, the forward end of the pipe would flex. This constant flexing would fatigue the metal tube, and some eventually failed a foot or so underneath the front body. Beginning with 1949 model year Liners, Airstream welded a 3 foot long round sleeve to the outside of the pipe frame and named it a "doubler". This doubler strengthened the pipe frame at its most vulnerable spot. Some late Liners also had "C" channel mounts for dual propane tanks welded to the front pipe frame, again increasing rigidity in that area.

Liners lack many modern amenities: no 6 or 12 volt electrical system, typically no bathroom or shower, no holding tanks of any type, no permanent on-board water storage, etc, etc. If you are gentle, slow and old fashioned, you can use a Liner in original condition, but it's a matter of adopting yourself to the trailer, not vice versa. Doorway openings are short, the end oval windows don't open for ventilation, and the trailer is narrow at only 7'0" wide. On the positive side, Liners are very light weight, easy to tow and quite distinctive.

If you demand modern conveniences and a Liner to carry them, then you are looking at a new frame and most probably a complete rebuild. So with much work and modern lightweight appliances and electronics, you can -- to a great extent and likely at great expense -- adopt a Liner to your modern desires.

Yet whether original or modernized, it's always a joy to see an Airstream Liner rolling down the highway. So if you find one that melts your heart, pursue it to either revive it or renew it. In the meantime, may all your clouds have a silver Liner.

AIRSTREAM LINERS

WORLD'S LIGHTEST, FASTEST, EASIEST TOWING TRAILERCOACHES

TOURING EUROPE VIA AIRSTREAM LINER



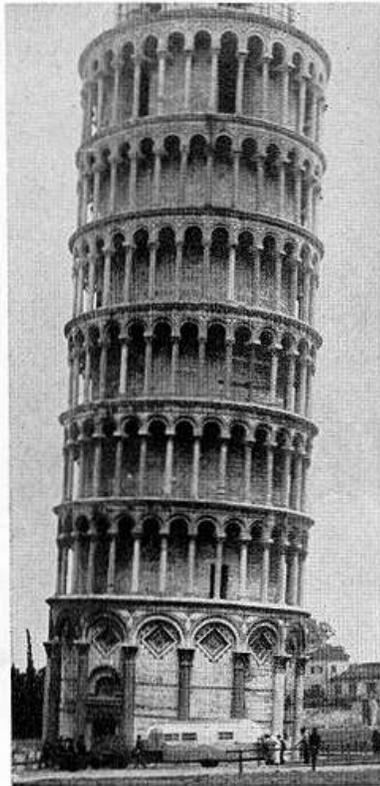
"YES, HE DID"

ALASKA HERE WE COME !! (maybe)

Plans under consideration to publicize and demonstrate AIRSTREAM LINERS' ease of towing, under every possible condition within the realm of reason, are to tow an AIRSTREAM LINER to the A-R-C-T-I-C C-I-R-C-L-E via automobile on the Alcan highway IN THE DEAD OF WINTER . . . OH BROTHER!! Information received from the Canadian government states that we may expect temperatures as low as 60° below. B-r-r-r-r.

A prominent automobile agency has agreed to "tie-in" with us so that they can say they drove their car to Alaska in the dead of winter and towed a trailercoach. (Pretty smart, eh, to choose the world's easiest towing trailercoach.) When this idea first came up, we were not too enthused but as we mulled it over in our mind, the more practical it became. We thought, "gee" this is a good way to illustrate to prospective purchasers of AIRSTREAM LINERS that not only will the AIRSTREAM LINER take the roughest terrain, the heat of the desert, but also the rigors of the frigid Arctic Circle. Sure, we may get snowbound for a spell, we might even have to continue the journey via dog sled. What we will do is put a hitch on the sled, put the more "delicate" members of the party in the AIRSTREAM, put skids in place of the wheels, and stand on the dog sled and yell . . . MUSH!!

If final permission is granted by the Canadian government to make this perilous journey, it will take place sometime in January or February. As you sit beside your cozy fire and read this, think of those who are pioneering a new area in the American way of traveling and living and how unlike Perry, Amundsen, Shackleton, Adnairl Byrd, and other intrepid pioneers and adventurers who blazed a trail to the frozen north *without* the comforts of the modern AIRSTREAM LINER. Wanna Go Along?

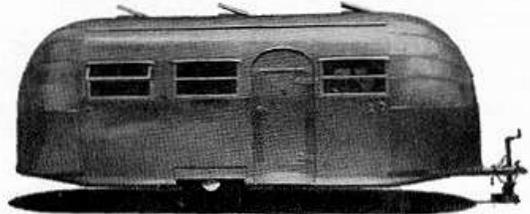


Above, against the background of the historic Coliseum in Rome, stands the modern AIRSTREAM LINER. Wouldn't it have been spectacular if "Nero" (or was it Ben Hur?) could have hitched an AIRSTREAM LINER to his Roman chariot? We make the statement that AIRSTREAM LINERS are the most self-sustained trailercoaches on the market, that one can literally live in luxury even in the Sahara desert. Wouldn't Antony and Cleopatra have had a (censored) of a time?

The photograph at left of the new world-famous AIRSTREAM LINER in front of the world-renowned Leaning Tower of Pisa in Italy is another in a series of photographs taken by Wally Byam and Cornelius Vanderbilt during their exciting tour of Europe via AIRSTREAM LINER. Could you blame us very much for taking this opportunity to say the "trend" is "leaning" toward AIRSTREAM LINERS?

Do You Know?

The 1949 AIRSTREAM LINERS represent over 12 years experience in building all metal trailercoaches? . . . The '49 models are the result of 12 years of know how!! . . . Ability to see clear through the trailer from your car rear-sight mirror is a safety feature that is practically indispensable? . . . "All metal" makes the AIRSTREAM LINER the most fire resistant trailer in the world? If light weight, easy towing, quality, long life, mean anything to you—you just can't beat the AIRSTREAM LINER? . . . If you intend to travel with a trailercoach—you just can't beat the AIRSTREAM LINER?



1949 22 FT. MODEL

The Airstream Liner is the safest trailercoach in the world for the highway . . . easier on your car . . . on your nerves . . . safer in traffic, mountains and "tight" places . . . safer

when passing or being passed by buses or trucks as the Airstream Liner design keeps the vortex, or suction of the wind, to an ABSOLUTE MINIMUM.

F-L-A-S-H!!

NEW AIRSTREAM LINER ON THE WAY—16 ft. body—18 ft. overall—weight under 1500 lbs.—full size double inner spring bed—lots of new ideas too—this one is a beauty—write for your free folder showing floor plans, etc.

February, 1949

Please Mention TRAILER TRAVEL MAGAZINE in Writing Advertisers

INTERNATIONALLY DISTRIBUTED BY:



CLAUDE McFAUL
President

4660 SAN FERNANDO ROAD
GLENDALE 4, CALIFORNIA
CITRUS 3-6906

Tips and Hints

A Fantastic-Hehr Vent by Herb Spies #1861

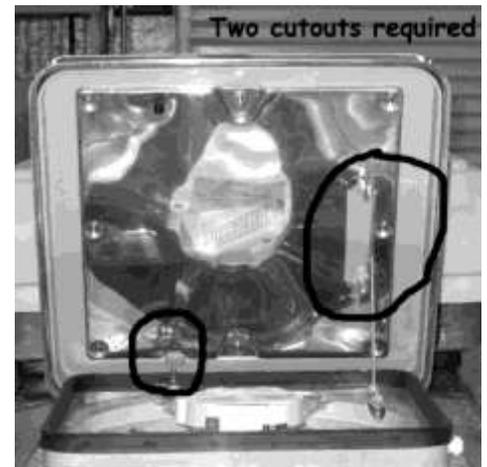
Several years ago I bought a Fantastic Fan with the idea of combining the superior air flow of the Fantastic Fan with the vintage looks of the original Hehr vent. This was for my 1963 Globetrotter that uses the square 14 inch roof vent. However due to the motor size I couldn't make it work and use the original Hehr flat aluminum cover. Now Vintage Trailer Supply sells a special Fantastic Fan with a flat top vent that is made to resemble the original Hehr vent. As soon as I saw it I ordered one.

When mine was delivered I decided to pursue my original idea of combining the Hehr aluminum cover with the new Fantastic Fan. And with just a few modifications it worked. I'll detail what I did with a few pictures.



The Fantastic vent cover is attached to the vent with rivets that must be drilled out. The old Hehr vent is also held together with rivets that must be drilled out. The Hehr cover is composed of 5 pieces and I reused two, specifically the outside aluminum cover and the cool inside aluminum piece that retained the rubber gasket. The Hehr openers and the rubber gasket can't be reused.

The Hehr Aluminum cover will fit almost perfectly over the new plastic cover and the cool inside piece of aluminum will fit on the inside of the plastic Hehr cover with 2 modifications. You have to make cutouts in the aluminum around the opener slider and around the plastic pad where the safety switch contacts to make the hybrid cover



function properly without binding and to close tightly. Once the cutouts were made I carefully used the Hehr cover rivet holes as a pattern to drill through the new plastic cover. Then I reassembled the hybrid cover using stainless screws and locknuts.



Then the Fantastic hinge holes in the plastic were used as a pattern to drill new holes in the side of the Hehr aluminum cover so as to reattach the new hybrid cover to the fan base.

My 63 didn't have 12 volts available at the vent opening, just 110v. I taped off the 110 v wires and ran a +12 volt wire from the nearest 12v light by fishing the wire thru the skin. The Fantastic base fit into the 14 inch opening without any trimming. The new fan/vent base was screwed to the roof along with a few rivets on the corners where I could get my rivet gun to work. Sealer was used under the base, around the edges and over the screw and rivet heads.



The finished product looks just like the original from the outside and can create quite a breeze (3 speeds) thanks to the Fantastic motor and blade.

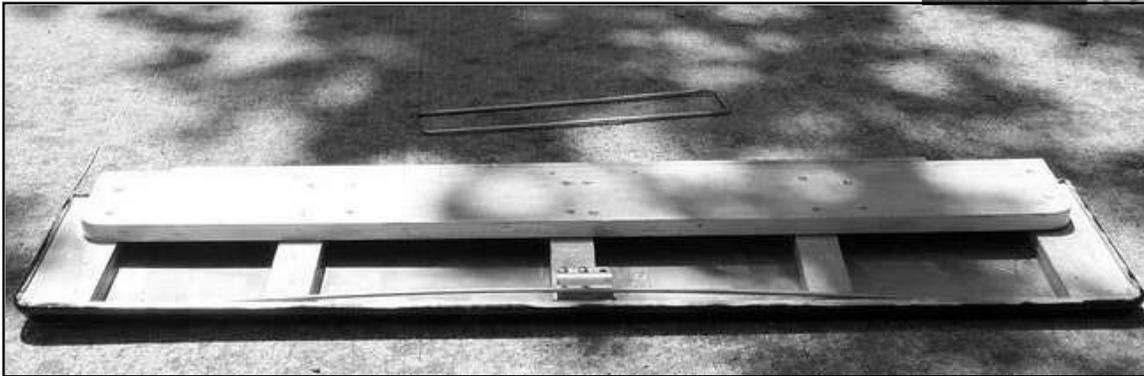
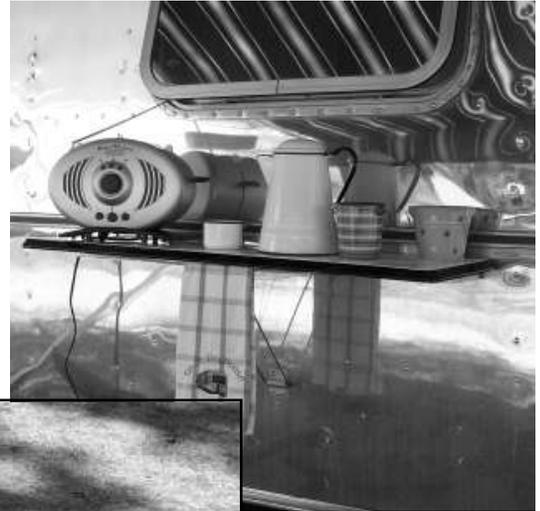


Outdoor patio shelf by Carol & Art Hall #12461

We wanted an outdoor shelf to hold our coffee pot and toaster/radio, so Art came up with one and we got a matching table to boot!

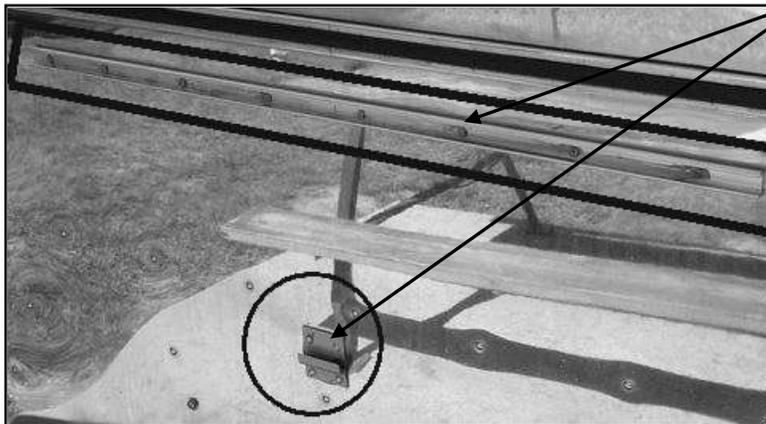
To make our shelf and mount it, we purchased an old enamel over steel table top with 2 leaves from an antique dealer for \$35, but only one leaf is used for the shelf. From Vintage Trailer Supply, we ordered a table wall mount (VTS-516 \$5.99), "Vulkem" (VTS-190 \$6.37), Olympic Bulb-Tite Rivets (VTS-179). Other parts used were from our scrap pile: a 1/4" x 32" steel rod, a 3/16" x 36" brass rod and miscellaneous pieces of 3/4" plywood.

First, we cut plywood into five 2" X 9" pieces that would fit snugly into the bottom of one of the leaves. Then, we cut a piece 5" X 38" to screw into the five 2" X 9" pieces. This piece is where the male half of the trailer mounting bracket will mount.



To assemble: Lay the leaf upside down and install the snug fitting 2" X 9" pieces of plywood, evenly spaced, into the underside of the shelf using the Vulkem to secure them in place. Let dry overnight. When

dry, mount the 5" X 38" across the rear of the shelf, insuring that the back edge is even with the back of the shelf and attach it to the 2" X 9" pieces with 1-1/4 screws. Attach the male half of the trailer mounting bracket to the rear of the 5" X 38" piece.



Next determine where you will mount the shelf and attach the female half of the mounting track to the trailer with the Olympic rivets and Vulkem.

We used a 1/4" rod with brackets we had in our scrap pile to hold the shelf up and a thin brass rod fastened to the bottom of the shelf for the towel bar.

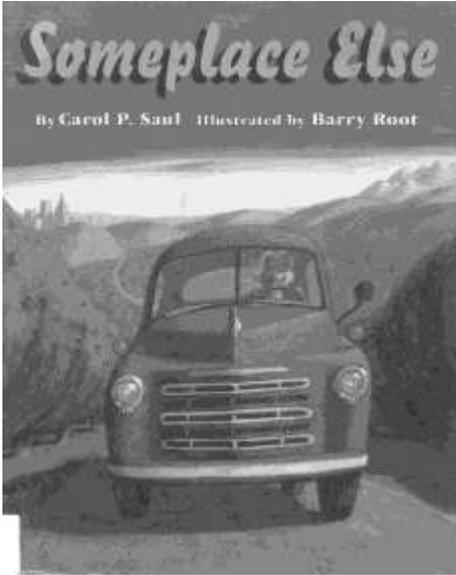
We also painted the bottom of the shelf, as well as the wood and metal, with an aluminum paint.



June 2007

Book Review

Someplace Else



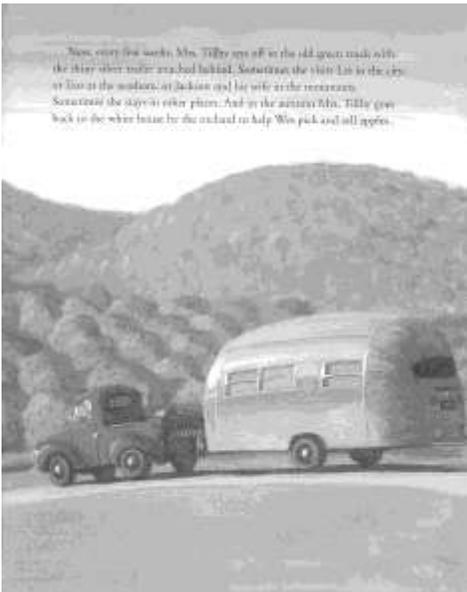
This is a Simon & Schuster “young reader” book written by Carol P. Saul and illustrated in color by Barry Root, copyright 1995, 30 pages. It is a sweet story about the widow Mrs. Tillby. She had always lived in the same place and she realized that if she were to ever live somewhere else she’d have to find that place while she was still able. First she tried living with her children. A son lived in the city, a daughter on the seashore, and another son in the mountains. Each wanted her to live with them, but she soon moved on. She looked for that one place that might satisfy her, but to no avail. “All my life,” said Mrs. Tillby, “I’ve wanted to live someplace else. Now I’ve tried all kinds of places, and nothing suits me.” Just when she was about to give up, she spotted a “shiny silver trailer.” Looking inside she saw



it had “a cozy bedroom, a tiny bathroom, and a kitchen that folded out of sight.” She’d found the solution to her problem and “bought it on the spot.” Now she was able to live where she wanted for only as long as she wanted. For at the end, “Mrs. Tillby is always home, and she is always someplace else.”

Unfortunately, this book is out of print, but check it out from your local library. Otherwise, try online at AbeBooks,

<http://www.abebooks.com>, Alibris Books, <http://www.alibris.com/>, or Amazon books at, <http://www.amazon.com>. This book appears to have become something of a collector’s item as the cost will likely be a bit of a shock. Expect to see asking prices of \$23 for a copy with some wear to \$237 for one that is in very fine condition.



Mrs. Tillby is always home, and she is always someplace else.

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
silvertwinkie@adelphia.net

REGION 2

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

REGION 3

VA-NC-SC-GA-FL (exp. CT ZONE
PORTION)
George James III #5324
348 Iotla Street
Franklin, NC 28734
828-524-8081

REGION 4

MI-OH-WV
Kirk Taylor #6057
18685 St Rt 33
Wapakoneta, OH 45895-9717
419-739-9378 home
419-235-2972 cell
dkirkt2001@yahoo.com
dkirk@bright.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
Shalimar, FL 32579
spies@nwflorida.com

REGION 7

WI-MN-ND-SD-MB
Dick Parins, #2867
16025 County Road T
Townsend, WI 54175
dkparins@ez-net.com

Region 7 Assistant:

Curt Gunderson # 31920
88816 Wild Oak Loop
Kerrick, MN 55756
curgund@aol.com

REGION 8

IA-MO-NE-KS
Ben and Molly Butterworth #14637
2267 Lewis Ln
Villa Ridge, MO, 63089
molly4006@aol.com

REGION 9

OK-TX (except MT ZONE)
CW Flynt, #1256
36097 Farm Road 2480
Los Fresnos, TX 78566
cwtravlin@aol.com

REGION 10

MT-ID-WA-OR-BC-AB-SK-YK
Steve Laxton #3957
9101 Steilacoom RD SE #168
Olympia, Washington 98513
619-871-5827
dfn30@earthlink.net

REGION 11

WY-CO-UT-AZ-NM-TX (portion of MT) -- MEX
Chris Hildenbrand #5812
8888 W. 38th Avenue
Wheatridge, CO 80033
chlildenbrand@comcast.net

REGION 12

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

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Announcements!



Airstream Life magazine is still a great deal for you & the VAC

You may have heard that for 2007, *Airstream Life* magazine has reduced its price for all subscribers to \$16 per year, or \$30 for two years. The VAC already had a special arrangement with the magazine of \$15 for VAC members who were subscribing for the first time. Now the VAC offer has been **extended to all VAC members**, whether subscribing for the first time or renewing an existing subscription.

By subscribing through the VAC, you save \$1 on an annual subscription, but more importantly **the VAC gets to keep \$3 of the subscription price** for its treasury. So subscribing or renewing through VAC helps support your intra-club.

One-year VAC rate: \$15

Two-year VAC rate: \$29

Rich Luhr, editor *Airstream Life* magazine, 1/5/07

To take advantage of this special VAC offer, send a check and the form below to:

David Morrison #6481
VAC-AL Subscription Coordinator
30 Lake Shore Drive
Rockaway, NJ 07866

Are you currently an *Airstream Life* subscriber? Check one -- Yes No

Is this a NEW subscription, or a RENEWAL? -- Check one -- Yes No

Name: _____

Address: _____

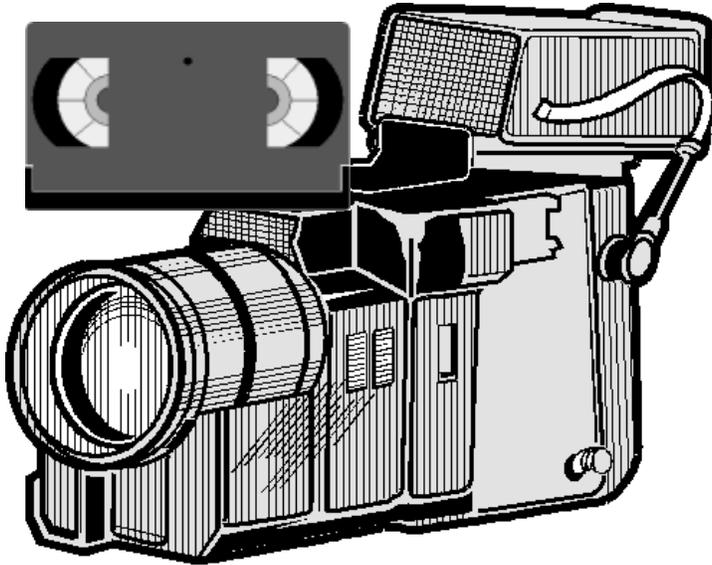
City: _____ **State:** _____ **Zip:** _____

Phone: _____

Email: _____

WBCCI#: _____

Please note that because *Airstream Life* is a quarterly publication, it may take up to three months for your first issue to arrive. This is a special offer for VAC members, please note the magazine will not be able to process refunds for any reason. Please keep the VAC informed of any address changes.



LOST

At one time the VAC owned a VHS video recorder. It was used to document VAC caravans and histories presented by a variety of persons; Bud Cooper, Dr. Holman, Dale Schwamborn, etc. Somewhere along the way both camera and videotapes have been misplaced, and their location are currently unknown. If you have any information as to where or who might have these items please contact:

VAC Librarian
Forrest McClure
3087 S. Mobile Way
Aurora, CO 80013
303-690-8576
forrest@mcclurefamily.org

WANTED

Editor for The Vintage Advantage newsletter.
Contact First VP, Shari Davis
2520 Gray St., Edgewater, CO 80214
(303) 733-2044
Maxwell@insideout-design.net



WANTED

VAC Membership Chairman.
Contact First VP, Shari Davis
2520 Gray St., Edgewater, CO 80214
(303) 733-2044
Maxwell@insideout-design.net

Additional Concours information from Herb Spies, Concours Chairman

We are adding a new HERITAGE CLASS this year. This class will allow 30s and 40s Airstreams to enter the Concours and will relax the requirement to use or sleep in the trailer during the rally. These Airstreams in their original form aren't up to modern usability standards (AC, hot showers etc.) This is being done to encourage the owners of 30s and 40s Airstreams to bring and show them at the Concours.

Another new feature this year is that the judging sheets will be mailed to the owner several weeks after the rally if you supply the Steward with a self addressed and stamped envelope during the rally. Your judging sheet will give you information to enable you to try to improve your Airstream for next year.

2007 Rocky Mt. VAC Pre-Rally Report

by Forrest McClure

Can you sing “Rocky Mountain high?” You will if you have been lucky enough to sign up in time to attend this rally. A few members have questioned why a coupon for this event was not included in the last Vintage Advantage. The answer is that the event was fully booked by March – prior to publication. This raises the question of why a coupon wasn’t available in the Winter issue (December) and the answer is that the campground hadn’t yet committed to accepting the rally.

What’s the solution? More vintage rallies. Past president Tom Reed has a “build it and they will come” philosophy that works well. It need not be complicated. Pick a place, pick a date, make an announcement and it will happen!

So, what will the rally at Tiger Run RV Resort in Breckenridge Colorado be like? The RMVAC committee did a trial run over the Memorial Day weekend and met with the Office Manager, Jackie Hawkins. Unlike last year’s rally in Creed Colorado, this year the campground is truly child and pet friendly. The management is genuinely pleasant and is proving to be very accommodating. The facilities are also superior with full hookups on level wide concrete pads. Tiger Run has one river running through it and another bordering it. Jim Cooper, VAC Treasurer, caught nine trout in a little over an hour. He promises to show us how to do that in his fly-fishing seminar.



A view looking West at the Ten Mile mountain range. In the foreground is the community fire pit that is lit every night.

Prices in the area for eating and shopping can be pricy, but there are numerous other recreations available that are free or inexpensive. There are hundreds of miles of hiking along the Colorado Trail accessible directly from the resort, and over 60 miles of paved bicycle paths that run from Breckenridge to Frisco to Silverthorne and even Vail! This is premier biking and hiking country!

Do bring a bicycle, as the resort is quite large. So, if you are assigned an outlying campsite be forewarned. Campsites are not packed tightly together and it’s possible to be a long walk away from facilities. Toilets, showers, laundry facilities, large indoor swimming pool with two hot tubs, well equipped exercise room and meeting rooms are centrally located in the Club House.



All sites are sized for big rigs so there is plenty of room!

Also be sure to prepare yourself for the altitude. Tiger Run is about 9,300 feet above sea level. Drink more water to stay hydrated. Bring aspirin or ibuprofen for headache. Drink alcohol sparingly as altitude increases intoxication and alcohol tends to dehydrate the body. However, with preparation and some acclimatization before hand the effects of altitude can be lessened or eliminated.

Yet, it is the altitude that provides spectacular scenery. Nearly every campsite has excellent views of the surrounding mountain ranges. The Ten Mile range to the west and the Continental Divide to the east both have peaks ranging in size from 11,000 to over 14,000 feet.

Of course there is shopping and an abundance of restaurants. We lunched at Bubba Gump in Breckenridge. The clam chowder and shrimp were excellent. See you there!

Annual Report of the Vintage Airstream Club 2006-2007

The Vintage Airstream (VAC) Intra-Club has is a vital and growing component of the WBCCI and local units across all Regions of the club. The membership of the VAC is a major contributor to helping increase the growth of the WBCCI through our efforts of advertising the benefits of the club through the restoration of the Airstream product. We have a growing list of projects and volunteers who will continue to bring value to our members and the club as a whole. Units, as well as individual members, continue to plan and execute vintage events from coast to coast.

The Vintage Airstream Club's membership continues to help the Units grow. The VAC membership draws potential members by sharing our knowledge of the Airstream product and the willingness of the VAC member to help others identify the benefits of being a member of the WBCCI and the VAC. A number of units have large contingents of Vintage Intra-club members and have experienced steady increases in membership and participation. Region 1's N.E. Unit, Region 2's Washington DC unit. Region 7's Wisconsin Unit, Region 11's Denver Unit and Region 12's El Camino Real Unit to name a few, will continue to sponsor and plan vintage related events in their areas with multi unit attendance. The efforts of a number of our Region Reps in their bids to host vintage activities at the region level or individually sponsor a vintage event with no unit affiliation also continues to draw non-WBCCI members with Airstream products to our Open Houses resulting in the recruitment of new members. These activities have grown in numbers over the years, and will continue to be very well attended. Most rallies and their organizers post rally recaps, some with pictures, on a variety of Airstream and Vintage trailer enthusiast websites and in other publications as well as being well documented in the Unit's newsletters.

The VAC continues to be engaged in an effort to provide Logo based merchandise to our intre-club membership. This process has been stalled in 2006-2007 because of the inability to obtain WBCCI approval of our new logo at the Mid-Winter IBT meeting. The VAC has secured the permission of Airstream to use the logo submitted for approval that includes the words "Intra-Club" as requested by the WBCCI IBT, at last year's VAC/IBT meeting, for its use. The VAC awaits IBT approval at this years meeting to begin to use our Intra club logo for advertising and sales of items of interest to Intra-club members as well as advertising to the general public with the intent of recruiting new members into the WBCCI. Through discussions with former Airstream CEO Dickie Reigel, we have the ability to move forward with our Airstream approved merchandising partner who will produce items to be sold at any club function, again the VAC is waiting for the IBT to approve our logo prior to moving forward with this endeavor. To facilitate this activity we have named a new VAC Quartermaster who is now in the process of organizing Regional Quartermasters to help with the orders and distribution. A plan for future Internet sales has been discussed and is being evaluated.

The Board Members of the VAC decided to continue our relationship with Airstream Life Magazine. This is an offer of a discounted subscription offered to VAC members who are not currently an Airstream Life subscriber. The VAC has established the function of Subscription Manager who is processing orders and payments to assist our Treasurer.

In 2003 we named a new Webmaster and purchased the web address www.vintageairstreamclub.org. Since that time he has been working to upgrade and redesign our website to include more functionality and services to the membership. Part of the functionality was aimed at providing On-line membership registration and credit card payment of dues and subscriptions. Many changes have been made this year and are listed later in this report.

As the 2006-2007 President of the Vintage Airstream Club I have found the year to be challenging and rewarding. As a club our membership this year discussed in great detail the merits of forging a new path and moving in the direction of independence from the controls of the WBCCI and its Board. There were a lot of positive ideas brought forth in these discussions as well as many that would do nothing but hinder our growth. The year has also given us some time to think about how the VAC will fit or not fit into the WBCCI's plans for the future. Discussions have been driven by some very intense emotions buy a number of WBCCI/VAC members who we believe love our club and would be willing to do just about anything to help it. These discussions involved many members that have given many many hours of their time and talents to the WBCCI/VAC, they are deeply involved in the club's inner workings. Some have offered a plan to build a new VAC, some have looked at the different items that would need to be addressed if the VAC was to leave the WBCCI and how that would work. There are pros and cons to this discussion. The Board of the VAC does agree that as a club the issue of separation needs to be addressed with the membership and put to bed once and for all.

At this time, the VAC Board does not believe that separating from the WBCCI would be wise at this time. There are a number of items that need to be considered including insurance coverage, the treasury, the use of the Airstream name and the potential loss of membership. However with that said there could also be some very positive results as well that comes with independence which could include a self governing club, possibly more membership involvement and the growth of the number of vintage focused events.

These items need some deep thought and planning, whether it is a club name change, allowing non-Airstream manufactured products into the club or the VAC going out on its own, these changes can not be driven by emotions alone. These topics have to be given some serious thought by all of our club members and forms developed to share our ideas. But along the way it can not be forgotten that the true function of the VAC is to provide a resource to allow its members to have fun using the product. Bringing a group of people together who want to continue what Wally Byam started is what this club has to offer. Wally focused on bringing people together to use the product, to explore new places and use those experiences to improve that product. The VAC's membership core competence is just that, experiences and sharing those and our knowledge with others in an atmosphere that encourages fun and participation by all. These activities have lead to the improvement of our vintage Airstreams and that's what the VAC is all about. Wally's primary business

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was building trailers; he used his "hobby" of caravanning to build friendships while gathering ideas for improvement, but most of all he wanted to make sure all involved had fun. That is what the VAC is proposing; a concerted effort of the VAC membership to have fun first and worry about the politics later, this will strengthen our club and draw more members that we could ever dream of!

On the following pages, is a list of our volunteers and the reports of their efforts during the 2006-2007 year. This is a list of WBCCI members who are making the WBCCI and the VAC what it is today, the credit for another successful year is theirs.

Submitted by: Edward W. Emerick, President 2006-2007

Annual Directors and Committee Reports

Treasurer's Report (1-16-07 through 4-10-07)

Balance Forward:	\$15,716.00
Total Income:	7,271.00
Total Expense:	4,833.00
VAC Account Balance as of 4-10-07:	\$18,154.00

Submitted by: Jim Cooper, VAC Treasurer

Membership Directors Report

Membership numbers:

End of 2005, 795 members (746 full, 45 associate, 4 honorary) Subtract 249 for non-payment (216 VAC, 33 WBCCI)

Start of 2006 546 members (503 full, 39 associate, 4 honorary) During 2006 add 210 (141 new members and 69 late renewals)

End of 2006, 756 members (701 full, 50 associate, 5 honorary) Subtract 169 for non-payment (151 VAC, 18 WBCCI)

Start of 2007 587 members (542 full, 40 associate, 5 honorary)

1st Qtr 2007 adds 53 (31 new members and 22 late renewals)

March 31, 2007, 640 members (590 full, 45 associate, 5 honorary)

Prior year's annual reports were:

May 15th 2006, 643 members (597 regular, 42 associate, 4 honorary).

June 15th 2005, 743 members (699 regular, 40 associate, 4 honorary).

June 19th 2004, 667 members (620 regular, 42 associate, 5 honorary).

Membership is up this year over last as our current numbers are nearly identical with the May 15 2006 numbers.

I have thoroughly enjoyed my 4 years as membership chairman.

Scott Scheuermann, VAC Membership Chairman

Note: The VAC is currently recruiting a new Membership Chairman as Scott at tendered his resignation.

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Historian's Report

Date: April 3, 2007.

The VAC continues to gather and disseminate the history of Airstream, Inc., travel trailers and explain how and where they were used in early WBCCI caravans and rallies. Some of the major accomplishments of this fiscal year are:

1. The VAC Historian created the fifth Power Point visual history presentation "Airstream Trailers, 1964 to 1968", which was presented at the 6th Annual VAC Rocky Mt. Rally in August 2006. This Power Point show and four earlier ones were sent on CD-ROMs to six other VAC Region Reps who requested them for presentation by others at various VAC Rallies, such as Vintage Rallies in Florida and at the Region 9 Vintage Rally in February 2007.

2. The VAC Historian wrote the following articles which were published in the VAC's quarterly newsletter magazine "The Vintage Advantage":

- "1964 & 1965 Airstream Trailers" in the Q1-Q2 issue, 2006
- "1966-1968 Airstream Trailers" in the September 2006 issue
- "1947-1951 Airstream Trailers, Part I" in the March 2007 issue
- "1947-1951 Airstream Trailers, Part II" in the June 2007 issue

3. The VAC Historian purchases and maintains at his own personal expense one of the most complete libraries of 1940 to 1980 Airstream product and sales literature, better than what Airstream, Inc. has in its archives. This resource does not require any expenditure of VAC funds but provides the factual basis for the article and presentations written by the VAC Historian and made available to others.

4. The VAC Historian is a regular columnist for the quarterly magazine Airstream Life, and has written the following "Old Aluminum Adventures" columns:

"Wally Byam's Gold Trailer" in the Summer 2006 issue

"Rebuilding an RV Refrigerator" in the Fall & Winter 2006 issue

"Pendleton National Park Blankets, 1916-2007" in the Spring 2007 issue

"Airstream's 1950 Plastic Trailers" in the Summer 2007 issue

5. The VAC Historian also writes the captions for the "From the Archives" centerfold photos in Airstream Life magazine. These two page spread photos often show historical WBCCI events, and teach people new to Airstreams about the rich history, deep heritage, and high adventure of the WBCCI. During the past year these photos pictured:

- The 1959-1960 Capetown to Cairo Caravan rounding a curve on a high bridge in Ethiopia built by Mussolini's troops (Summer 2006 issue).
- WBCCI members riding camels in Khartoum, Sudan during the Capetown to Cairo Caravan (Fall & Winter 2006 issue).
- Airstream trailers passing through an oriental village on a quiet morning during the 1964-1964 Around the World Caravan (Spring 2007 issue).
- Trailers in a partial wagon wheel outside Banff National Park in Canada during the 1954 Western Canadian Caravan (Summer 2007 issue).

These strong adventurous and romantic images cause people to dream about what they can do with their Airstream, and these dreams often turn into action and solid plans that should benefit the WBCCI by attracting new members who are enthusiastic to do things.

6. The VAC Historian actively participates in Internet chat rooms and forums, where he identifies old Airstream trailers via their serial number and answers technical questions about their features for the benefit of people new and old to the hobby. Besides appearing frequently on the independent www.airstreamforums.com, he also posts VAC rallies and comments on current club happenings on the club's www.wbcci.org web site, hoping to draw others to also use the club's web site for club business and dialogue.

7. The VAC Historian is the webmaster for the VAC Rocky Mountain Rally: <http://www.rmvac.org/2007VACRally/info7.html>. This year we published our web site on January 15, 2007 and filled all 70 spaces less than 10 weeks later, on March 26, 2007. By providing people with detailed information online about our rally, including a description of the location, a schedule of events and a list of who is attending, we not only answer their questions efficiently and up front but also make it easy for them to learn about the rally and make plans to attend. We are thrilled to have Dale "Pee Wee" Schwamborn as our featured speaker for this year's Rocky Mt. VAC Rally. There is no better way to make club history come alive and to excite new and old members alike about the attraction of high adventure, travel and companionship through the WBCCI than to hear it first hand from those who lived it.

8. The VAC Historian has appeared three times as a guest on the bi-monthly Vintage Airstream Podcast (VAP); <http://www.thevap.com/>. A podcast is a digitally recorded radio show that is broadcast over the Internet instead of the airwaves. It can be listened to as it downloads or can be saved and heard later at the listener's convenience on their computer, Ipod, or other personal

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audio player. The 3 podcast shows on which I appeared discussed restoration versus refurbishment of vintage Airstream trailers (Episode 12, 2-16-06), the design and features of 1930's and 1940's Airstream trailers (Episode 30, 10-26-06), and the design and features of 1950's Airstream trailers (Episode 37, 2-01-07).

The VAC continues its mission of gathering, preserving, disseminating and celebrating the wonderful history of the WBCCI, the oldest single brand RV club in the world, via print media, visual media, and audio media to club members and non-members alike.

Respectfully submitted,

Fred Coldwell, VAC Historian

The Vintage Advantage Newsletter 2006-2007 Annual Report

Date: April 7, 2007

Mr. President and members of the VAC Executive Board,

The Vintage Advantage is the newsletter of the Vintage Airstream Club, an intra-club of the greater WBCCI. I was appointed editor of the newsletter in June 2006 at the WBCCI International Rally in Salem, Oregon by incoming VAC President Ed Emerick. From then up to the time of this report the newsletter has been published and mailed three times: Vol. 13, Issue 3 in September 2006 (19 pages); Vol. 13, Issue 4 in December 2006 (29 pages); Vol. 14, Issue 1 in March 2007 (29 pages). The newsletter is to be published quarterly on that time schedule and the next issue will be published in June 2007 prior to the WBCCI International Rally in Perry, Georgia. The newsletter is mailed to approximately 800 members of the club, 55 non-member "subscribers," WBCCI HQ, 8 honorary members and VIPs.

Production and Mailing Costs:

I contracted with Fourprint of Aurora, Colorado to print our newsletter double sided on 60# white (96 brightness) paper and bound saddle stitched. Overall the newsletter is a black and white publication. During the proceeding years when Bryan Burkhart was editor the cover was done in blue and black ink, with the interior in black only. Bryan published with the cover and other pages with what is called a page bleed. A bleed is where the photos and graphics cover the page all the way to the edge of the paper. However, due to the increasing cost of color and bleeds I made the editorial decision to eliminate these two features. As long as text and graphics remain within a half-inch of the edge of the paper there is no bleed. Current formatting is set to print all content within that boundary. To date Fourprint has printed 2,866 newsletter booklets (including an initial free overprint of 300) for us at a cost of \$3,912. This comes to an average of \$1.38 per booklet for printing alone.

Fourprint sub-contracts with a mailing service. "Mailing" consists of ink jet addressing, and sorting. The cost for this to date comes to a total of \$845. The newsletter has been mailed to members via the USPS at a bulk mail rate of 38 cents per booklet (average), with the exception of 165 booklets that were mailed 1st class at \$1.05 each due to a database mix up. The USPS policy is that bulk mail is processed within 5 to 10 business days from receipt. Therefore, if members are to receive their newsletter in the same month it is published it must be to the USPS no later than the 20th of the month. Even then a few members have reported getting their newsletter a month late.

Neither Fourprint nor its sub-contracted mailing service has any control over this. The only way to improve on delivery would be to mail all issues first class at about \$1.05 per booklet. The newsletter costs more than the price of VAC membership or subscription for foreign delivery. Every booklet mailed to Canada costs \$6.16 (\$1.62 printing + .34 sort & address + 4.20 postage). The VAC has about 30 members and subscribers in Canada. Postage alone for one subscriber living in Japan costs \$7.35 and one in England \$5.95. Not all booklets published are mailed directly to members. With each published issue approximately 70 booklets are sent to the VAC Membership Chairman. He, in turn, uses these extra issues primarily to give to new members or for promotional purposes. His postage expenses are not included in this report. Adding to postage expenses are booklets that are returned due to bad addresses. Returns are charged at a 1st class rate however. Total postage to date has cost \$1,418.

Advertisers:

As of this date there is only one advertisement in the newsletter. It is for Vintage Trailer Supply. It is not clear if the ad is paid up to date. Since publication in previous years was spotty I made an editorial decision to carry the ad through June 2007 to be certain of honoring our end of the contract. The owner of Vintage Trailer Supply, Steve Hingtgen, is a member of the VAC and has consistently had an ad in the newsletter for many years. However, the only guidelines available to me in setting advertising policy are back issues of the newsletter. There has been some input from the board and Past President Wayne Moore on what policies exist, but only in the form of word of mouth. Back issues state that ads must meet the following requirements to be considered for publication:

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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.

It does not appear from the number of ads posted in past issues that income of significance was ever produced. It also does not appear that the editor of the newsletter solicited for ads, approved ads, or collected payment for ads. In fact, back issues state that ads will be forwarded to the editor for publication only after being approved. It is not clear who does the approving, and currently no one is assigned that duty. As a result there is currently only the one ad. As editor I could not justify placing only one ad on an entire page dedicated to classified advertisement. So, I have interpreted the policy to mean that wherever the editor places the ad that spot becomes the "classified advertisement section." There have been a few inquiries about placing ads and classifieds in the newsletter. So, the Executive Board needs to address this issue. My recommendation is that a VAC vice president be assigned the task of approving commercial ads and that payments go directly to the Treasurer. The location of the ad in the newsletter should be at the discretion of the editor since ads should fit into the overall page layout of the publication. I also recommend that requirement number 4 above be eliminated. There are many businesses that are of direct interest to the VAC membership but that are not VAC members. Of these might be AIRSTREAM Inc., trailer restorers (such as Timeless Travel Trailers), vintage friendly AIRSTREAM dealerships, salvage yards, television and radio shows and commercial pod casts, etc. With a different policy in place and someone to solicit for advertisers the newsletter could generate sufficient income to justify improvements in its publication, such as, color page layout, 1st class postage, up to date software and/or payment to contributors.

Here are my recommendations regarding classified ads: If a member wants to sell a trailer, vintage parts or the like the classified should run at no charge provided the seller is either a subscriber or member of the VAC. If they are not a member or subscriber then the price of running the classified should be \$20 – same as the cost of subscribing or joining! Member/Subscriber classified ads should be free up to six lines, ½ column (approximately 60 words). Since the VA is a quarterly publication sellers need to pay attention to submission deadlines.

Contributors:

As I have noted in the March issue of The Editor's Desk column, contributors to the newsletter are relatively few. I can only speculate on the reasons for this, but it has been and will continue to be a problem. I believe it is the result of a combination of factors. First of all contributors are not paid. Why write for The Vintage Advantage for free when you can have greater exposure and money writing for Airstream Life magazine? Two, if anyone wants to express themselves without compensation they can do so at Airstreamforums.com. It offers immediate gratification and what is written does not get editorial scrutiny. Therefore, the Executive Board might want to create some form of compensation as an incentive to publish in the VA. It does not have to be money per se, but might take the form of membership fee waiver, prizes, or some sort of special recognition at the International Rally.

Closing:

I regret that I will not be able to attend the International Rally in Perry, Georgia, and hope that this report answers any questions about the VA in my absence. It has been a privilege and honor to be editor. It has given me the opportunity to learn more about publishing and editing a magazine. It has also provided me that sense of satisfaction that comes with doing something creative. As a result I feel I am the one who has benefited most. Thank you. Although I would like to continue as editor I can not do so at this time due to the health of my wife. The newsletter does require some time and energy to produce and for the immediate future it would be best for me to devote that to her recovery. The June 2007 issue will be my last. Best wishes to all, have a good time in Perry!

Yours truly,

Forrest McClure, VA Editor

Note: The VAC is currently recruiting a new VA Editor.

VAC Quartermaster Annual Report

April 22, 2007

The past year has proven to be somewhat challenging and has provided a significant learning curve for all involved. The year started on a positive note in that we learned Airstream had officially authorized the use of a "new and improved" VAC logo. Tee shirts and caps sold briskly both at the International Rally in Salem and at the Rocky Mountain VAC Rally.

Unfortunately, the WBCCI raised concerns about the process by which the logo had come to be used by the VAC. We are still working down inventories of merchandise with the "original" logo and have yet to order anything with the "WBCCI approved" version.

June 2007

Overall, this has been pretty much a "break even" proposition so far. We have ordered approximately \$6,000 in merchandise at wholesale and have sold about the same dollar amount at retail. We have a couple of thousand dollars (retail) of inventory stored in my garage in Santa Fe.

I have had several individuals volunteer to work as regional quartermasters, but I have been unable so far to get them organized into any sort of effective team (my failing, not theirs...). This should be a priority for the current year, along with setting up a system for ordering through the VAC website.

Beyond that, I would hope to also expand our offerings to once again include flags, stickers and patches, along with the currently available tee shirts, caps and fleece vests.

Respectfully,

Kevin Garrett, VAC Quartermaster

VAC Webmaster Report

In the last year we've upgraded the VAC web server to 10 gigabytes of space (at no charge to the club). Currently we're using about 7% of that capacity due in part to the generous document donations of our members and VAC Historian Fred Coldwell. Most of these documents can be found in the updated Online Vintage Library. We have plenty of room for growth in the future.

From January 2007 to April 15th, 2007 the VAC site has received in excess of 44,000 unique visitors, 2,070,320 hits and served 25 gigabytes of information. Our classifieds section remains the most popular feature of our website. The average duration of a visit is 10 minutes, 23 seconds per visit. In the age of quick information and short attention spans, this is remarkable. 72.7% of all our users have bookmarked our site to return more easily.

Our top search keywords/key phrases (that result in a visit) are: Airstream, vintage Airstream, vintage airstream trailers, trailer, airstream club trailers, vintage airstream club, club airstream trailer, travel airstream, travel trailers water, airstream.net, rv vintage airstream trailers, airstream clubs.

Last year I started the redesign of the VAC site to include a more simplified HTML structure so that the design on each page will be cached (or saved) on the user's computer so the VAC only has to deliver the text that populates each page. In simpler terms, each page on the VAC Site that has the new design travels faster over the internet than before, and is more friendly to search engines like Yahoo! and Google. This improves our Search Engine placement (currently 2nd next to Airstream, Inc. on google.com using the search term "Airstream".) This effort has continued and has offered speedy access to all parts of our site to our users and solid and free Search Engine Optimization (SEO) for the club.

Our website is on the cutting edge of web technology. We've embraced AJAX (Asynchronous Javascript and XML) to make our website more usable, user-friendly, and to decrease the amount of time it takes to get where you want. One of the primary uses of this technology, and the VAC will see more of this in the near future, is for the website to communicate with the user and deliver on-demand information without the need for page reloads. The most apparent use of this technology now is the rally listing on the homepage. More information is presented while using a very small amount of screen real estate. More recently I've added a "printable version" of the rallies to improve that interface.

There are many features that will be featured in the coming weeks and months. The membership section is among the most important. Response time for additions to the website has shortened significantly. If there are any feature requests for the website, please route them through your representatives or the VAC board. Have a tremendous 2007 travel season!

Toby Folwick, VAC Webmaster.

Concours Chair Report

The VAC planned and executed a successful Concours D'Elegance at the Salem Rally. Approximately 50 Airstreams entered the competition and 21 Trophy plaques were awarded. The Best of Show honor was given to Fred Delaney #7271 for a beautifully restored 1956 Safari. The event was conducted in conjunction with the VAC's Open House which brought many hundreds of visitors and the public to see the Vintage Airstreams. Even the Sanitation Pump Out crew had to come to the Open House. Planning is complete for another Concours in Perry. This event (Concours/Open House), to many, is the highlight event of the International Rally.

Submitted by:

Herb Spies, Concours Chairman

Region Representative Reports

Region 1

This is a list of activities for Region 1.

(1) August 19, 2006: conducted a "Vintage Day" at the Region One Rally held in Rochester, NH. Vintage Day was one day at the Region One rally set aside for all things vintage. The day started at 10 am with various seminars which ran for four hours:

- (a) Riveting – Chuck Bleakney demonstrated the two types of riveting techniques: buck riveting vs. Olympic riveting.
- (b) Polishing – Brian Platt and Vic Smith demonstrated how to polish a trailer.
- (c) Refrigeration – Stu Snyder demonstrated the basics of refrigerator repair.
- (d) Wheel Bearings – Andre Baillargeon demonstrated how to check and repack wheel bearings.
- (e) Interior Design – Bard Fuller presented an overview of trailer interior design techniques.

There was an open house held from 2 - 4 pm. The Rally had a record attendance of vintage trailers at 28 and each of the vintage rigs participated in the open house. To help vintage house attendees identify the different types of vintage rigs, each open house participant was given a laminated sign which displayed the owners name along with the model and year of their Airstream. We also ran a "vintage sleuth contest" for rally attendees. The contest ballot consisted of photos of each of the vintage rigs at the rally along with three tie breaker photos of other vintage trailers. Rally attendees had to guess the model and year of each photograph. First prize was a Hot Wheels Hemmings Motor News Set which included a '56 Ford truck and '49 Airstream Clipper in a plastic display case. Additionally, the vintage day received press coverage in the local Sunday paper, "Foster's Sunday Citizen."

(2) Ongoing promotion of the VAC at rallies and other Airstream events with the distribution of past issues of the Vintage Advantage newsletter along with sales of VAC patches.

Submitted by: Nancy Platt

Region 2:

Not much going on this year, but there are several rallies possibly in the works for next year. Several Clubs with a large Vintage contingent are incorporating the open house concept into their rallies. One example is the WDCU, which as you know, has a large Vintage membership, usually has an open house at each rally.

Submitted by: Sanderson W. Sandy

Region 3: No Report

Region 4:

Not a lot to report here for Region 4 as I recently took over as Region rep. There will be a vintage area for parking at Van Wert, OH for the Region Rally and an open house on that Saturday. This Rally is at the end of May, and don't have a lot more than that set as of now. I have received several emails from people with questions about the vintage units in the area, so people must be finding the site, and that's a good sign.

Submitted by: Kirk Taylor

Region 5:

As a Region Rep I find thru the year you handle lots of emails and calls, almost like a customer service rep. It is great and I really enjoy it. Questions ranging from what, why, and how's of owning or thinking of owning a Vintage Airstream to where can I find replacement jacks for a unit. The big event this year is the Poplar Grove rally in June 14th- 17th 2007. There will also be Vintage parking at this year's Region 5 Rally. Next year we hope to continue with rallies in Poplar Grove and perhaps one in Indiana.

Submitted by: Jeff Elliott

Region 6:

For the first time, REGION 6 featured Vintage Airstreams at the Region Rally in Gray TN. We had "up front " parking , an Open House, polishing demo and a drawing for a 1958 Pacer that the Pensacola Unit had restored as a club project. A club level Vintage Airstream rally was held in April at Mystic Springs Cove near Pensacola. It is expected that 15 to 20 vintage units will attend along with numerous other newer units. This rally is typically the largest rally of the year for the Pensacola Unit. The VAC's PowerPoint seminars on the characteristics of Vintage Airstreams were on the program at the Florida State Rally in Sarasota in Feb 2007.

Submitted by: Herb Spies

June 2007

Region 7:

Of course you know all about the Vintage Rally in Greenville last summer in August. This year there will be a joint Region 5 / Region 7 Vintage Rally "Airstreams and Airplanes" scheduled for the Poplar Grove Airport in Illinois for June 14 through 17.

Submitted by: Dick Parins

Region 8: No Report

Region 9: No Report

Region 10:

July 5-8, 2007

The first ever British Columbia, Canada, Family Vintage Rally. This is a co-rally with the BC Unit also a buddy rally. Location: Hazelmere RV Park, Surry, BC Canada. Host person Iain Cameron # 5418 e-mail imcameron@shaw.ca

May 3-6, 2007

Washington Unit Crab Feed Rally (this is all the Doneness Grab you can eat). Vintage Gathering, Special parking fee for vintage units \$13.00. Vintage host is Steve Laxton.

We are doing what we can for VAC in Region 10.

Submitted by: Steve Laxton

Region 11:

Region 11 VAC had one rally during the last 12 months. The Rocky Mountain Vintage Airstream Club (RMVAC) sixth annual Rocky Mountain Vintage Rally was a big success. The rally was held in Creede Colorado August 5th to August 9th 2006. We had a total of 54 Airstreams that participated and we sold out with a waiting list by the 1st of May 2006. The mountain views complemented the vintage aluminum very nicely.

At this time there is only one rally planned for Region 11 VAC that I know of. There was some talk of a second rally being held in Hatch, New Mexico in late summer or early fall. At this time I have not heard anything definitive.

This year the RMVAC will be hosting the Rocky Mountain Vintage Airstream Rally at Tiger Run RV Resort in Breckenridge, Colorado on July 27th through July 31st 2007. As of April 1st 2007, we sold out 70 spaces and have started a waiting list. This year's rally has many great events planned including an informal talk by special guests, Wally Byam's nephew, Dale "Pee Wee" Schwamborn and his wife Susan.

Submitted by: Chris Hildenbrand

Region 12:

The Region 12 Vintage Airstream Club has sponsored and is planning a number of events for WBCCI members.

June 21-25, 2006. A Region XII VAC sponsored rally was held at Sisters, Oregon preceding the International Rally in Salem. A total of 38 WBCCI members attended, most of whom were also VAC members. The trailers ranged in age from a 1950 Clipper up to a new 2006 Safari. We concluded the rally with a caravan down to Salem where the vintage trailers took part in the Vintage Parade into the rally site. All but 2 of our attendees went on to the International Rally.

May 3-7, 2007. A Rally sponsored by the Region XII VAC will be held at Bass Lake, California near Yosemite Valley. The event is now filled at 40. All of those attending are WBCCI members and again most belong to the VAC. Trailers and motor homes ranging from a 1947 up to 2007 will be there. Both the Argosy and some Classic Airstream motor homes are now of vintage age.

October 17-22, 2007. The Region XII Rally at Las Vegas, Nevada will be attended by a group of VAC members. Most are planning to park with their respective units but a Region VAC Get Together will be held where all are invited.

June 12-15, 2008. A Region XII VAC Rally will be held at South Lake Tahoe preceding the International Rally in Bozeman. A contract has been signed with the park and a deposit made by the Region Representative. We already have 20+ members who are planning to attend and it appears that the number could grow to 50. A number of small caravans will leave Lake Tahoe after the event and head for the International Rally at Bozeman.

Submitted by: Herb Richter

Land Yachting



WITH
**Wally
Byam**

"LOOKING BACK ON AFRICA"

Now that the Wally Byam Caravan from Capetown to Cairo and then on to northern Europe is an accomplished fact we can look back over the entire adventure in retrospect and see it much more clearly in the overall picture than when we were actually experiencing it. You would be surprised to know how many people have written asking for the exact route so that they could retrace it backwards from North to South this coming year. Well I am not saying it would be impossible—nothing is, but it would be exceedingly impractical and not nearly as easy as we did it.

First the weather. It is important to hit the right weather in the right place in Africa. For instance you would not want to be in the northern deserts in the blazing summer or windy season, and you would not want to travel the steaming jungles of the Congo in the rainy season. We planned our route mile by mile and day by day to take the weather into full account. And we hit it right on the nose. Only two days of warm weather and that not nearly as hot as the Middle West. Only two days of rain, and that not bad. Practically no wind. I don't think you could work a schedule from North to South that good. Planning the weather is not easy. The trip took the better part of a year so you encounter a full round of seasons. Matching the road map to the seasons takes a bit of doing.

We did not just blithely start off down the road in the general direction of Cairo. The amount of planning and preparation that goes into such an undertaking is unbelievable and astounding. Our staff at Caravan Headquarters in Bakersfield wrote thousands of letters all over Africa, the Near East and Europe. Long before any of us landed in Capetown we knew every mile of the road, from correspondence with auto clubs, tourist departments of foreign countries, our own embassies and consulates overseas as well as the Washington offices of the countries we were visiting. So when any co-called experts would tell us that our big adventure could not be accomplished—as many did, both in this country and abroad—we could counter with more facts than they did.

We were also well filled in on the political situation of the countries we were going to visit through the good offices of our own state department, through the above mentioned correspondence but more through the voluminous reading of a couple of dozen newspapers that we subscribed to many months before we embarked. And we were lucky there too. We managed to get into and out of every country before any political explosions occurred. And we passed through some touchy places too. It wouldn't be good diplomacy for me to mention them here.

And we were lucky medically, too. In the first place we had five doctors with us—all active practicing physicians and surgeons, two dentists and an undertaker. All Caravanners. There again prevention made the cure unnecessary. Before we got deep into Africa a committee of our medics called on the tropical disease specialists in Pretoria and got a complete run down on what to expect and where to expect it and how to prevent it.

Gasoline. We never wanted for it. There again in planning paid off. The big oil companies knew we were coming, and were ready for us. In practically every stop we were met by the local representative of Shell or Mobilgas. So "Mr. Shell" or "Mr. Mobilgas" became our friend and guide and Cook's tour conductor throughout the entire journey. They really eased the way for us and we are very very grateful to them. In the few places where we knew that gas would not be available they shipped it in to us in fifty gallon drums or five gallon tins. These are obvious advantages in traveling in a big group this way. A hundred and one people, forty-one trailers and forty-five trucks spend a lot of money and are worth while for the local people to give a lot of unusual service to. Traveling also has some advantages, but it is a lot more work.

[originally published in
Trailer Travel Magazine, Aug. 1960]

Capetown to Cairo Heats Up from page 7

Likewise, Moriarty knew that he did not have permission to imply that the site had any relationship with the VAC. In correspondence, he has admitted that he, "took the copy from [the VAC] web site," but now needs "to verify" that the VAC wants advertising "and that the wording meets with" the VAC's "approval."

Never the less, Moriarty claims that he has "since come to realize that [his] projects can proceed with or without the caravanners or the approval of the caravan by WBCCI."



James E. Moriarty played the character Donny, a loan shark in the 1995 movie, Ten Benny.

On a more positive note, VAC Region 12 Representative, Herb Richter has put together a DVD tentatively titled, Africa Caravan 40 Years Later. It contains a 1999 video interview of Toni Graboski Ruiz, her husband, Art, and brother, Michael. The Graboski family and Art Ruiz were members of the 1959 Capetown to Cairo Caravan. They answered questions from the audience via Bud Cooper who acted as MC.

Theirs is an interesting story of everyday life on caravan and gives a personal perspective missing from the AIRSTREAM documentary. Art Ruiz was on the caravan working for AIRSTREAM. He drove one of the service trucks that had a camper shell attached to the frame, a sort of Class B motorhome.

He was in his twenties at the time and Toni Graboski was a teenager. She was immediately attracted to him and by the end of the caravan they were married.

Herb is waiting for additional photos to include on the DVD prior to producing it for release to the VAC. Sometime this year it should be available through the VAC Quartermaster, Bill Kerfoot, for the price of postage and production only. It was the request of the Graboski family that viewers not be charged a fee.

"If you really love Africa, she will still give herself to you — she is so generous that she never ceases to give; and so greedy that she will never stop devouring you."

Sembene Ousmane (1923–), Senegalese writer, film director, and labor union leader. *God's Bits of Wood* (1960).

The Back Bumper

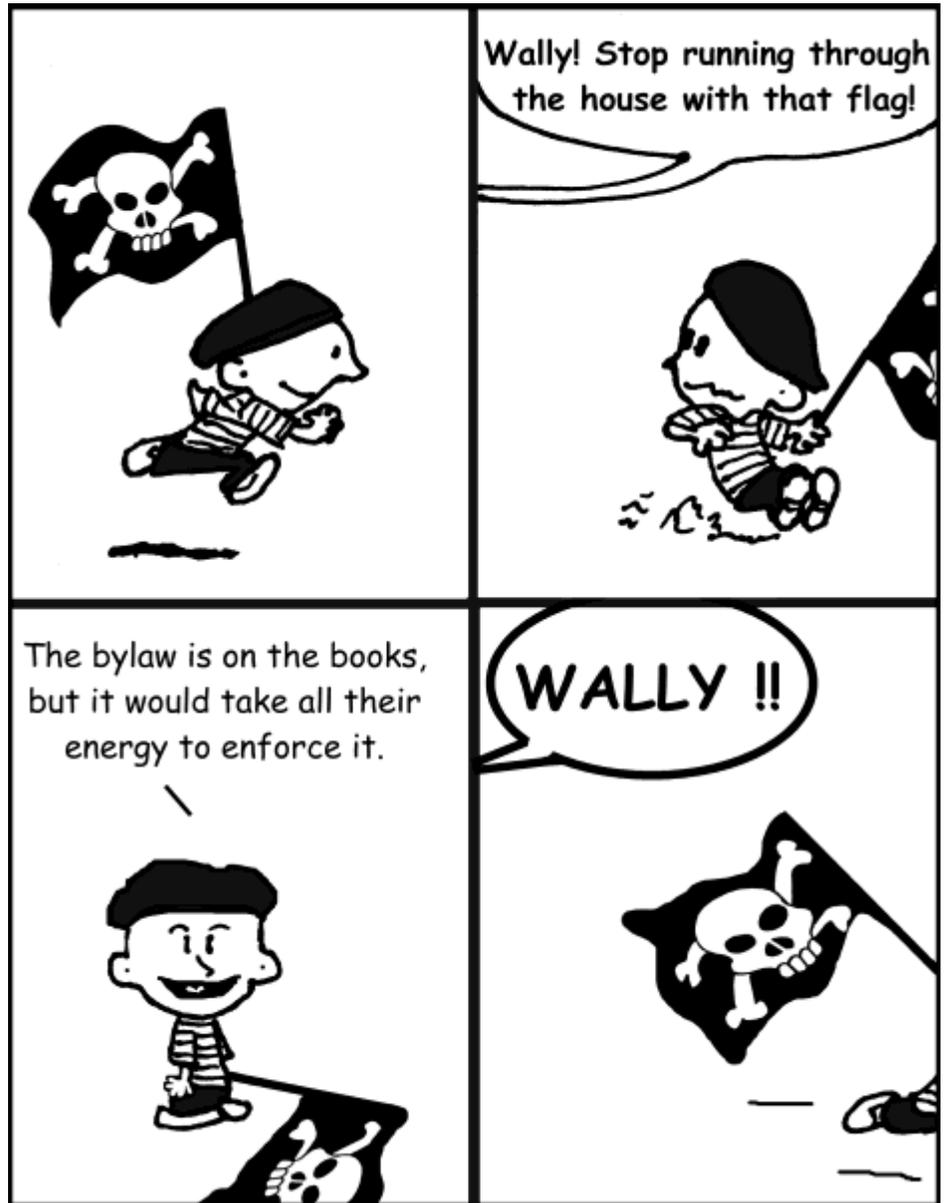
The Blue Beret, July 4, 1964

“Pee Wee” Schwamborn wrote:

“After being away from WBCC for two years I am amazed at its growth. Thirteen years ago when Wally invited me to take part in the first caravan to Mexico and Central American (1951), little did Wally or the first caravanners anticipate the club we have today.”

“When an organization grows, we often lose sight of the reasons and ideas behind it, and more specifically, the man behind it, Wally Byam. We who knew Wally can reminisce individually and it is our responsibility to indoctrinate new caravanners and so perpetuate his memory and the legacy he gave to all Americans everywhere.”

“On Wally’s birthday we should remember that the main purpose of our stay is fun. This annual reunion gets lost at times with, meetings, large tents, etc. but the foremost opportunity is to renew old friendships and make new ones. Our friends are mighty important and I am endeared to all of you caravanners whom I have met since I put on my beret. We owe Wally a debt of gratitude for his foresight and spirit.”



What Wally would do if he'd been inspired by Calvin

Dale “Pee Wee” Schwamborn is the nephew of Wally Byam and participated in the 1959 Capetown to Cairo Caravan. It is anticipated that he and his wife will be guests at the 2007 Rocky Mt. VAC Rally in Breckenridge, CO.

Volume 14, Issue 2

Thanks go out to all the members who responded to my pleas to renew their membership. As of the end of February we now have 581 members. We were at 583 members this time last year! The board is considering publishing a member directory as part of the winter VA next year. To do this the renewal process will need to be finished much earlier than in years past. If you have ideas or concerns about a directory, please contact the board. Points to remember:

- ✓ VAC dues are due the same time as WBCCI's. When you pay your WBCCI dues please consider making your next check out to the VAC. Leave it in your checkbook until you are ready to mail and every time you open your checkbook you will be reminded to mail in your dues!
- ✓ Your VA mailing label should always include a dues paid through date. Just like WBCCI, your VAC dues are good through the end of the year shown, but please pay by November 1st. Delay only creates more work for the volunteers and costs the club money. The less money the club must spend, the longer we can keep our dues low!
- ✓ Please keep me updated with changes in address (both mail and email!) If you move, the US postal service will only forward your VA for a limited time. After that time it costs the club extra for the privilege to have the mailing label returned.

-Scott Scheuermann, Membership Chairman

Vintage AIRSTREAM Club Membership Application

**(To join the VAC you must also be a member of the WBCCI)
Membership in the VAC includes a subscription to this newsletter.**

~~~~~  
Vintage 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
1310 Plum St.
Tipton, IA 52772

Not a member of WBCCI but want The Vintage Advantage newsletter?

You can subscribe to this newsletter for \$20 (US) per year. Make checks 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**

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 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 #13497
1310 Plum Street
Tipton, IA 52772
VACMembership@iowatelecom.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

From:
VAC Membership Chair
1310 Plum Street
Tipton, IA 52772

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