

The VINTAGE

a d v a n t a g e

The official newsletter of the Vintage Airstream Club



Concours d'Elegance



The Joys of Owning a Vintage Airstream Composite Wood Floor The Solar Solution The "F" Model Heater

Fall/Winter 2008-2009

a i r s t r e a m . n e t

The VINTAGE AIRSTREAM CLUB is an Intra-club of the Wally Byam Caravan Club International (WBCCI)

In this Issue

4

Concours d'Elegance

83 trailers and motor homes in our Vintage Parade and 33 trailers and motor homes entered in the Concours. See who made the cut.



Departments

President's Message 3
 Int'l Rally Notice 6
 Membership Reminder 20
 VAC Representatives 22
 Membership Form 23
 Calendar 24

Cover photo by Tim Kendziorski

6



International Rally Retrospect We came, we saw, we rallied. Bozeman, Montana—scenic, rugged and shiny, in the summer of '08. Read all about it in this overview by Daisy Welch.

9

Helpful Hints

Here's how "not" to fill up your gray water tank, while waiting for the hot water.

10



Restoration 101 Join VAC Quartermaster, Bill Kerfoot, in his "Joys of Owning a Vintage Airstream." This story is hinged on excitement and is one road story that you're not likely to forget anytime soon.

12

Renovation Breakdown

A step-by-step model of replacing a sub-floor—including pictures!

14

Vintage Reading Corner

Any vintage Airstream library should start with one of the two books written by Wally Byam himself. Read more here...

16

Boondocking 101 Let the sun shine in! Read about what you need to get started with a magical and wondrous solar-powered system for your Airstream.



18

Retro How-To So what is that sculpture in the corner, anyway? The "F" model stack heater. Stack heaters were placed in some of the 50s-series Airstreams. Find more info, here, in this two-part story.

20

Rally-A-Go-Go

Stars were born and "VAC Open House" signs dotted the landscape at the "Campaign Antics" Rally.



21

VAC Logo Wear

Wear yours soon – order it today!



The **VINTAGE**
 advantage

Volume 15, Issue 3

VINTAGE AIRSTREAM CLUB OFFICERS 2008 – 2009

Elected Officers: (Elected at the WBCCI International Rally every July)

Herb Spies (#1861), President
 Spies@nwflorida.net
 P.O. Box 844
 Shalimar, FL 32579

Scott Scheuermann (#13497)
 1st Vice President
 SLScheuermann@iowatelecom.net
 1310 Plum Street
 Tipton, IA 52272-1355

Rob Baker (#2820), 2nd Vice President
 robbaker91@roadrunner.com
 115 County Rt. 16
 Plymouth, NY 13832

Dallas Peak (#8481), 3rd Vice President
 dallas.peak@gmail.com
 3250 W. 100 S.
 Franklin, IN 46131

Jim Cooper (#3056), Treasurer
 jcchome@frii.com
 6200 Choke Cherry Drive
 Loveland, CO 80537

Sidra Spies (#1861), Recording Secretary
 sssbiol@yahoo.com
 P.O. Box 844
 Shalimar, FL 32579

Forrest McClure (#2671), VAC Librarian
 forrest@mcclurefamily.org
 13992 E. Marina Dr. #301
 Aurora, CO 80014

Shari Davis (#1824),
 2007-2008 Immediate Past President
 Maxwell@insideout-design.net
 2520 Gray Street
 Edgewater, CO 80214

Past Presidents:

2007-2008 Shari DAVIS (#1824)
 2006-2007 Ed EMERICK (#4425)
 2005-2006 Wayne MOORE (#15116)
 2004-2005 Bob HERMAN (#8556)
 2003-2004 Tom HOWARTH (#6490)
 2002-2003 Rick DAVIS (#1602)
 2001-2002 Noland VOGT (#447)
 2000-2001 Don PERRY (#5031)
 1999-2000 Tom REED (#10283)
 1998-1999 Forrest BONE (#9712)
 1997-1998 Clyde WAGNER (#8441)
 1996-1997 Dick MUMMA (#4333)
 1995-1996 Bob BRUBAKER (#2501)
 1994-1995 Stanley BASTON (#1348)
 1993-1994 Bud COOPER (#26019)



Having Fun and Improving Relationships

Pictured in front of
their vintage
Airstream is Sidra
and Herb Spies

I had the honor of being elected President of the VAC at this year's Bozeman Rally. But the best part was being sworn into office by Dale (Pee Wee) Schwamborn — Pee Wee is the second cousin of Wally Byam. Pee Wee's mother, Helen Byam Schwamborn was Wally's first cousin — who went on many of the famous caravans with Wally. Helen Schwamborn was instrumental in running the WBCCI during the early years. Pee Wee was also one of the scouts for the '58/'59 African trip. I can think of no one better to conduct the Vintage Airstream Officer Induction Ceremony. Thanks Pee Wee !

Your new VAC Officers for 2008/2009 are:

President – Herb Spies. Sidra and I have 3 Airstreams, all from the early 60s. One is restored and the other two are waiting...

1st VP – Scott Scheuermann. Scott was the VAC Membership Chairman for several years and has his grandfather's Airstream.

2nd VP – Rob Baker. – Rob is an avid vintage Airstream collector and is one of the Pro's on the Vintage Airstream Podcast

3rd VP – Dallas Peak. Dallas also is a vintage Airstream collector and is an expert on the 70s models.

Secretary – Sidra Spies.

Treasurer – Jim Cooper. Jim returns for another year. His thoughtful improvements to the way of handling the VAC treasury have been most appreciated.

Immediate Past President – Shari Davis.

We had a large turnout for the VAC encampment at the International Rally. We had 84 units in the Parade and when we found our parking spot we were greeted by several vintage units that had been parked earlier in the rows next to us. VAC attendance was up even though overall attendance (9XX) was down this year. This year we had a good experience at the International Rally. There were no "issues" to be dealt with. All the WBCCI chairmen we were dependent on went out of their way to help us parade in, get parked and provide us with power, water and pump-out service.

The Sanitation Chairman, Ronnie Erb, needs special recognition. He "invented" a Dump Pump to help us get rid of wash water. He put a 250-gallon tank in the VAC area and installed this pump. You just pushed you blue boy up to the pump and connected the pump's hose to your blue boy and then tilted the blue boy up. The pump then automatically came on and sucked the blue boy dry. Really neat the way it worked.

Also, the Region Presidents sponsored one of our Happy Hours. They brought all the goodies and spent several hours with us. They even brought a sheet caked with icing pictures from the VAC parade. Thanks go out to Region 7 President, Don Rogers for arranging this.

The International Rally is the only time the VAC officers meet and conduct VAC business. This year we spent most of the time discussing a draft set of description of the duties for each of the officers in the VAC. We felt it was time to put into writing what had become expected duties of each of the officers in the VAC. Since the officers change each year it doesn't take too long until all corporate memory is lost if it's not written down. These will be published during this year. We also discussed the need for rewriting the VAC constitution and bylaws to bring them up to date and in conformance with WBCCI guidelines. This too will be published during the year and then submitted to the membership for approval at next year's membership meeting.

My goals for the year are to improve our relationships with all other Airstreamers, improve our Website and to continue to promote HAVING FUN with our vintage treasures. I hope to see many of you at one of the Vintage events around the country.

So, go out and use your vintage trailer, make new friends, and as Wally said "SEE MORE, DO MORE and LIVE MORE" in your Vintage Airstream.

Herb Spies

2008 VAC Concours d'Elegance Winners

This year we had 83 trailers and motor homes in our Vintage Parade. We formed the vintage Airstream parade several blocks away from the campus of Montana State University on a side street. The lineup was over a mile long. The police provided an escort as we paraded by all the Airstreams parked on the campus.

We were parked on the intramural ball fields so we had nice short and level grass.

The Concours and VAC Open House was on the first Sunday after we arrived. There were 33 trailers and motor homes entered in the Concours. Many more participated in the Open House. Twenty-five of those that entered the Concours were

judged to be worthy of being awarded a **VAC Silver, Gold or Platinum Award**. The quality of the restorations keeps getting better and better.

We had ties in two of the "Best Of" awards. There were two Bambi's entered in the Concours this year and they both scored the same.

The winners of the **Bill Scott Best Bambi Award** were:

1) Ken and Petey Faber's '63 Bambi and **2)** R. and D. Ulansky's '62 Bambi.

The **Best Tow Vehicle and Trailer Combo** category also had a tie. The co-winners were:

3) Dal Smilie's 1949 Studebaker Pickup towing a '49 Curtis Wright and **4)** Brian and Patty Casson's 1936 Cadillac pulling a '65 Tradewind.

The **Best Engineering Feature** award was given to **5)** Paul Fancy for his superb installation of a generator in his '75 Ambassador. It looked better than a factory installation!

The **Bud Cooper Best of Show Trophy** (*humongous travelling trophy*) was awarded to **6)** Hans and Birgit Iliew for their '78 Ambassador. In winning this award, they achieved a perfect score on the judging sheet!

Keep polishing and riveting and we hope to see everyone at the 2009 Concours in Madison, Wisconsin.

Herb Spies

2008 Concours Steward



Judging Form!

VINTAGE AIRSTREAM CLUB Concours d'Elegance - 2008 - Judging form for Trailer/MH

VBCCI # _____ NAME _____ Model _____ Year _____

SCORING: 0 Unsatisfactory; 1 Very Poor; 2 Poor; 3 Average; 4 Good; 5 Excellent

- EXTERIOR:
1. Body Workmanship (dents, scratches, waves, grind)
 2. Body Finish (polish/paint/clear coat quality, vents)
 3. Windows/Screens (scratches, cracks, rips/tears, wear)
 4. Door (paint, polish, rust, hardware, locks, hinges, screws)
 5. Tongue/Hitch/Jack/Tanks/Battery Box (paint/polish)
 6. Wheels/Tires/Spare (Paint, polish, rust, matching)
 7. Rear Bumper (paint, polish, dents, rust, creases, etc.)
 8. Lights & Bezels (clarity, fading, haze, cracks, rust)
 9. General Overall Finish

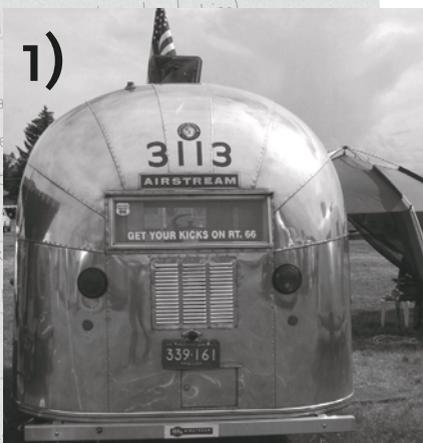
- UNDERCARRIAGE:
1. Bellypan: (complete, fastened, clean) & Wheel
 2. Suspension: axles, shocks, springs, brake back
 3. Pipes & Lines: (propane, sewer lines, fastened)

- INTERIOR:
1. Beds/Chairs (neatness, condition of upholstery)
 2. Cabinetry/overhead bins/ doors, drawers, tanks
 3. Galley/ Appliances/ Sink (cleanliness, finish, etc.)
 4. Walls/Ceiling/Vents/Lights / Windows (paint, etc.)
 5. Floor / Covering (condition of wood, vinyl, etc.)
 6. Bathtub, sink, curtain, door, vanity, mirror, etc.
 7. General Overall Condition

OVERVIEW:

1. Judge's Overall Impression - 5 Points max _____
2. VAC Decal Display - 1 Point _____

TOTAL _____





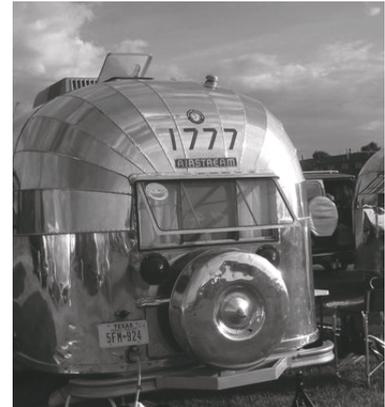
52nd INTERNATIONAL RALLY

June 28 - July 4, 2009
Madison, Wisconsin

The largest WBCCI rally of the year will take place in Madison, Wisconsin in 2009, from June 28 to the 4th of July.

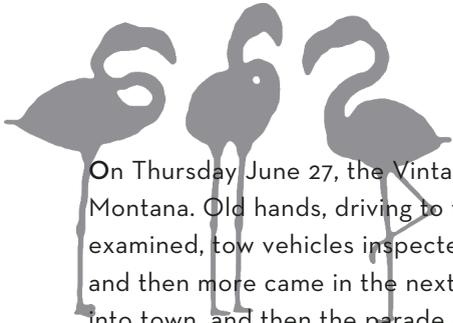
Save the dates and join us for the Vintage parade into the rally grounds and camp with us in the in the **Vintage Airstream parking section.**

Registration forms appear each month in the *Blue Beret*, or go to wbcci.org and go to "Intl. Rally." Look for more information on VAC parking in upcoming issues of the *Vintage Advantage* and on the VAC Website at airstream.net.



FLAMINGOS WERE EVERYWHERE...

along with vintage camping gear and lighting displays.



On Thursday June 27, the Vintage diehards gathered at the Bozeman KOA for the parade into the rally in Bozeman, Montana. Old hands, driving to their 10th or 20th rally met new vintage owners here for the first time, trailers were examined, tow vehicles inspected, including some great vintage ones. The arrivals continued through Happy Hour, and then more came in the next morning, until the parade had 84 Airstreams, a new all time record. We straggled into town, and then the parade reassembled, put up flags and paraded around the campus to cheers and applause, and then went through the elaborate square dance of parking. Herb Spies was the Grand Marshall for the parade, and it went off like clockwork (although I kind of missed the old chaos) We were lucky enough to get one of the only grassy parking areas, water and power were laid on and Happy Hour came around again, this time in our tent.



Tim Kendziorzski

The most important activity, visiting and talking about every aspect of Airstream trailers went on from morning until night, in the tent, under awnings, sometimes even under trailers.

There were formal Vintage seminars on various periods offered by Fred Colwell and Kevin Allen, a riveting seminar by Rob Davis with help from Paul Fancey a certified Aircraft technician (wow does he know rivets!).

Our board held three open meetings, and the annual members meeting including installation of new officers.

The big show, the Vintage Open House was held on Sunday the 29th, preceded by a flurry of cleaning and buffing and primping, and the setting out of props. Flamingos were everywhere, along with vintage camping gear and lighting displays. The evidence of daily living was stuffed into closets, or hidden in cars, and at 1:00 the crowds came. No way to get an accurate count, Rhonda Cooper said she had well over 100 at her trailer alone. Even though it was hot, there were lots of visitors, and a number of new members signed up.



Meanwhile the judges went around to assign the points to the trailers and rigs that entered the Concours D'Elegance. I did the judging for the first time, and learned a lot. For those who feel their trailer is "not ready" we give the most attention to just clean and tidy, no rust, no tears no holes. Believe it or not, the level of polish is not a big part of the scoring! Nor are there any points given to the props, either inside or out. The judging is designed to give owners a sense of what parts of their trailers need work, not as a competition. As Herb Spies says, you are competing against the score card, not each other. (Yes, Herb was in charge of the Concours d'Elegance too, and it went just as smoothly as the parade!)

The Regional Presidents and Vice Presidents sent a group who hosted a Happy Hour with great homemade goodies! Many thanks to Don Rogers, Region 7 President who arranged this, and to all the presidents, vice presidents and first mates that attended and brought the great food ! Our fearless leaders !

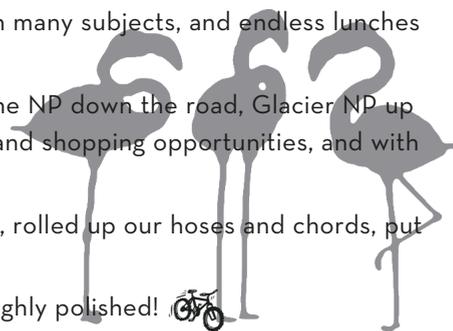
Another night at happy hour we were joined by the 2020 Focus Group chaired by Bill Schrader. It is a committee encouraged by the IBT to look at ways to help build the future of the WBCCI. You can read more about it here: http://www.wbcci.org/index.cfm?pageSRC=2020_Committee. We are very grateful to the Focus Group for a chance to talk about some of our vintage focused and more general ideas about the future of the WBCCI.

The non-Vintage parts of the rally went on up the road, many of us attended the newly enlarged vendor area, some of us shopped at the Airstream store or looked at the new trailers for sale. The Flea Market was well attended by certain Vintage folks hoping to find that elusive part, or maybe just some books for the trip home. The opening and closing ceremonies, the evening programs, the seminars on many subjects, and endless lunches and picnics and get-togethers carried on through the whole week.

Bozeman is a lovely college town, with mountains all around, Yellowstone NP down the road, Glacier NP up the road, all under the big blue skies of Montana. Lots of good restaurants and shopping opportunities, and with the rivers very full from record mountain snows, many folks went rafting.

By Saturday, the Vintage field was nearly empty, we said our good byes, rolled up our hoses and chords, put away our flamingos and the Airstreams scattered to more adventures.

Make new friends but keep the old, one is silver but the other is very highly polished! 



INSTANT HOT WATER

The only fresh water available to you is from your fresh water tank and you don't want to waste water. You turn on the hot water tap in the bathroom but the water is cold. Do you let the water run to drain until it comes warm, or do you take the cold water and heat it up on the stove?

You don't have to do either. To get hot water without wasting the cold water you'll just need to make a slight piping addition.

In the case of our vintage trailer the water heater is under the kitchen sink and the bathroom is in the rear.

Here is a solution. Cut off the hot water line just below the bathroom sink, install a compression fitting "T" and then a valve off the "T" using copper tubing or whatever tubing is used in your unit. From the outlet side of the ball valve run flexible polyurethane tubing back to the fresh water tank. Depending on the configuration of the fresh water tank vent it may be possible to "T" into the vent line. In the photo above one can see that this "cold water bypass" has been tie-wrapped to the sink drain line. Our bathroom has a completely enclosed vanity so what you see in the photo is behind the vanity door.

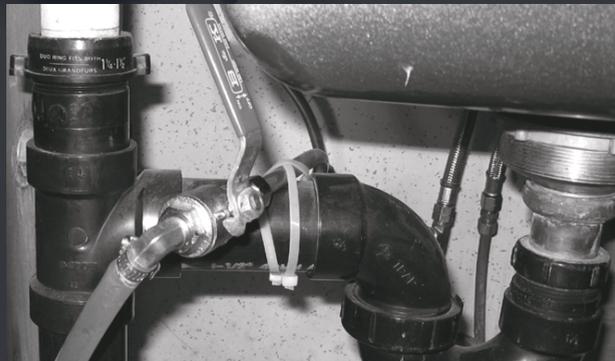
To operate the valve one has to open the vanity door and let the cold water run until the valve gets warm or hot, then close the bypass.

You now have hot water at the sink without wasting water. If you are depending on storing all your wash water in

the gray water tank you have also reduced the amount of water going to the gray water tank.

Works for me!

Lauren Carlson
WBCCI #7532 / VAC



As some of you may know, we have been working on our 1954 Double-Door Liner for the past three years. This year we decided to take the Liner to the WBCCI International Rally in Bozeman, Montana. The main reason being that our daughter, Anne, her friend, Tricia, and our new 10-week-old granddaughter, Kinsey, would be going with us. Too many people for a 23' Safari.

The last few months, we have been reinsulating, rewiring (12V and 110V), stripping the two shades of pink latex paint, reinstalling the interior skin and rebuilding the windows. As the departure week grew nearer, more and more items came off of the completion list. It was at that time that I realized we were going to have an aluminum tent!

What we were able to complete was: the installation of a water tank, a water pump, toilet, a waste tank, refrigerator, batteries, one of two solar panels, electric panel (12V and 110V), a remnant carpet for the plywood floor, which was covered in aluminum shavings, and wood for the twin beds in the back.

We planned on leaving about 8:00 a.m. on Saturday, June 21. We worked late every night that week and still were not ready to leave until about 1:00 p.m. on Saturday. When we hooked up the trailer the brakes locked up solid and the light on the brake controller did not come on. About two hours later I figured out that some dummy (me) had reversed the black (hot) and blue (brake) wires on the trailer plug. We finally hit the road at 4:00 p.m., and headed for our first nights stop in St. George, Utah about 380 miles away. We pulled into the campground about 2:00 a.m. local time, the rest of our group was sound asleep!

We did catch up with our group the next night in Logan, Utah. I completed the construction of one twin bed frame in Logan and the other one in Grand Teton National Park. My daughter and her friend spent the two weeks on an air mattress on the floor.

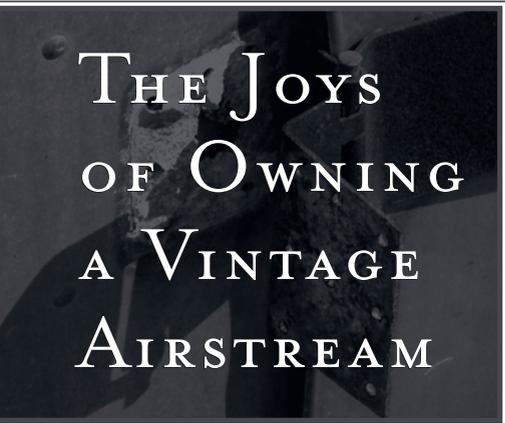
We had a great trip through Grand Teton and Yellowstone National Parks and pulled into the KOA in Bozeman on Thursday night about 5:00 p.m. just as the VAC happy hour was concluding. Our entrance could not have been planned better as we drove into our camp spot right across from the happy hour festivities. Everyone got a good look at the Lincoln and the Double Door Liner.

We had a great time at the International Rally — renewed old friendships and met some new friends. We had several good conversations with Region and IBT officers. Unfortunately we left in the afternoon of July 2 and were unable to attend the VAC happy hour where the region presidents brought appetizers.

We headed to Glacier National Park, where the Going-to-the-Sun Road opened on July 2. On July 4 we took the Going-to-the-Sun Road free shuttle all the way, up and over, to St Mary Lake and back.

Unfortunately, due to heavy forest cover and no charge line from trailer batteries to the car, the NovaCool Dan Foss compressor driven refrigerator killed two new batteries and stopped working. We left Glacier on July 5, and hooked up the charge line—the batteries then gained enough charge to restart the refrigerator.

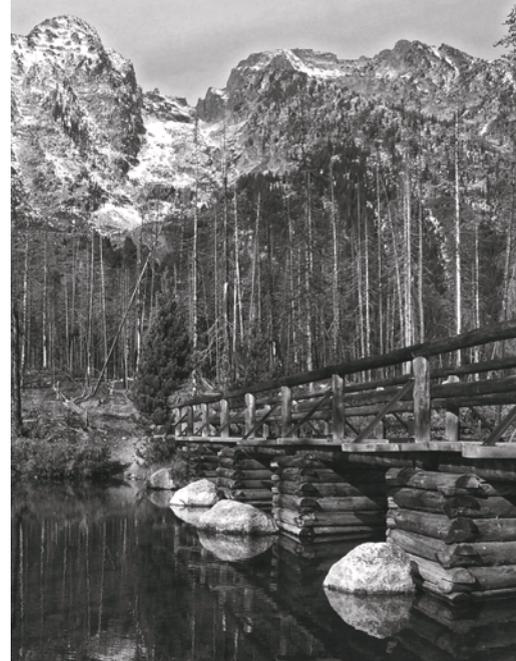
But not everything was on the upside after leaving Glacier. When I looked in the rear view mirror and saw the front door flapping in the breeze,



THE JOYS
OF OWNING
A VINTAGE
AIRSTREAM

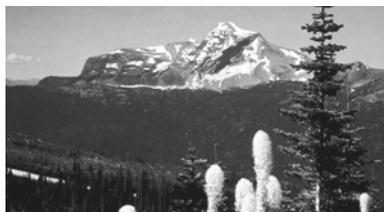
BILL AND BETH KERFOOT
WBCCI #5223
VAC/CAC/EL CAMINO REAL UNIT
ORANGE, CA
1973 DODGE W200 POWERWAGON
1977 LINCOLN CONTINENTAL
1979 SAFARI
1954 DOUBLE-DOOR LINER

I thought that the dead bolt had not been locked and as a result the door opened. On stopping, I found that it was much worse: the bottom hinge pulled out of the body. (The hinges are made of steel, not stainless, and after 54 years the dissimilar metal reaction had reduced the body under the hinge to powder.) We managed to tie the door up with spit, chewing gum, duct tape and bailing wire, then limped to a hardware store in Columbia Falls, Montana for more permanent repairs.



Tetons String Lake Trail by Kimberly Finch

“IN SIX YEARS
OF TOWING, THIS
IS OUR FIRST
TOWING MISHAP.”



Heaven's Peak Glacier National Park



Going-to-the-Sun Road by NPS staff



Two Medicine Campground, 1932 George Grant



All the way, I was thinking about how to make the repairs. We purchased a 12" x 18" piece of sheet metal and several 1/4" bolts, washers and nuts. We cut the steel into three 18" pieces and placed them behind the outside skin, drilled 1/4" holes through the hinge and into the reinforcing steel and used eight bolts to replace the nine pop rivets.

This repair got us home and now I need to completely remove the front door and have four stainless steel hinges made. Both front and rear doors will have new hinges with the corroded aluminum behind them repaired.

In six years of towing, this is our first towing mishap. 🚚



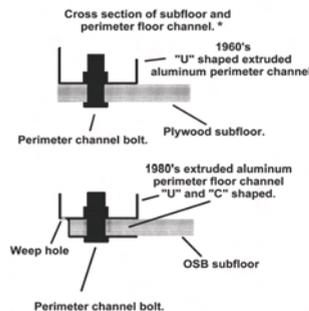
In vintage trailers it's common to find sections of sub-floor that need to be repaired or replaced entirely.

Recently, I replaced the sub-flooring in the rear bedroom of my '85 Excella without dropping the pan (the aluminum sheeting on the underside of an Airstream) utilizing a material that should outlast the rest of the trailer. Nearly the entire job was done from inside the trailer.

The original sub-floor was 5/8" and that thickness is not readily available in OSB (Oriented Strand Board) or plywood. The local lumber yards in Denver, Colorado, provide only 23/32" and consider that an equivalent. But of course 23/32" does not equal 5/8".

outer edge of the U-shaped channel to allow water from condensation and leaks to drain out of the extrusion and away from the sub-floor. A word of caution: I like to coat the perimeter bolts with polyurethane sealant (to prevent galvanic corrosion), but care needs to be taken so as to not plug the weep holes!

Fitting the edge of the sub-floor into the lower C-shaped channel is more difficult and exacting, then sliding it under the earlier U-shaped perimeter floor



A Composite Wood Floor

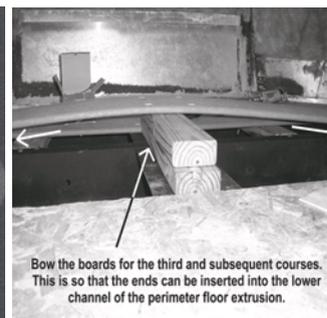
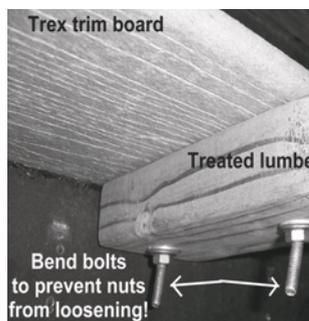
The usual method used to replace the rear quarter of a floor is to cut plywood into segments that can be wedged, wiggled or coerced into place. But to do this requires removal of perimeter channel bolts in the affected area. Otherwise, the new sub-flooring cannot be slid under the perimeter floor channel (although it is sometimes possible to leave the bolts in place and sub-flooring can be fitted by notching the edge in the appropriate spot).

This is especially difficult for models made in the 1980s. Earlier Airstreams have a simpler perimeter floor channel. Sixties trailers have a U-shaped aluminum extrusion with the bottom of the "U" sitting directly on top of the plywood sub-floor. In the Eighties the extrusion is more sophisticated. The aluminum extrusion has both an upper U-shaped channel and a lower C-shaped channel. The lower channel holds the edge of the sub-floor. The obvious design objective here is to protect the edge of the sub-floor from moisture. The Eighties extrusion also has weep holes incorporated along the

channel. The Eighties extrusion cannot be lifted to create a gap for more wiggle room and it is an exact dimension that will not accept anything larger than 5/8".

One potential solution is to rout the edge of 23/32" plywood or OSB down to 5/8 inch. But the inflexibility of a panel still makes fitting very difficult, if not impossible, unless the perimeter floor channel is further detached from the shell as well as the chassis.

The solution is to install the sub-floor in segments. In the past this meant doing the rear right quarter and then the left. Still, in trying this, I was unsuccessful, mostly because I was unwilling to cut



two important perimeter channel bolts that were welded to the chassis.

So, I went back to the lumber store to look for an alternative. I found that Trex® trim board is exactly 5/8-inch thick and about 9 inches in width. Unfortunately, the boards are only sold in 12-foot lengths which means that there will be somewhat more scrap.

Trex is a composite product made of wood and plastic fibers. Trex gets its plastic and wood fibers from reclaimed or recycled resources, including sawdust and used pallets from wood-working operations, and recycled plastic grocery bags. According to the Trex Website, 5/8" can be obtained in 4-foot-wide panels ranging in size from 4' to 12' in length. A panel might not be best for rehab due to the difficulties involved, but panels would work well for any frame-off restoration or new trailer assembly at the Airstream factory. (Hint, hint ;-)

Trim board works best for repair and rehab as it requires a minimum of disassembly. Installed, it will look similar to a deck.

Cut to the proper length and curvature the ends of the Trex trim board slide into the floor channel perfectly - not loosely, but snug.

There are a couple of negatives to using this material. One, it is pricy; about \$33 for a 12' x 9.05" x 5/8" board. Two, it is considerably heavier than

either of the other wood products.

Still, I feel the positives outweigh the negatives. Trex does not splinter, warp, delaminate, rot, or swell. It is impervious to water and insects. It has excellent crush resistance (requiring counter sunk holes to allow bolt heads to be flush with the sub-floor). It does not require painting, staining or priming. It cuts as easily as wood and is much more flexible.

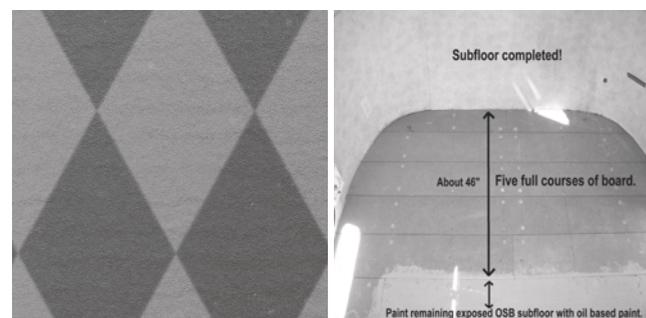
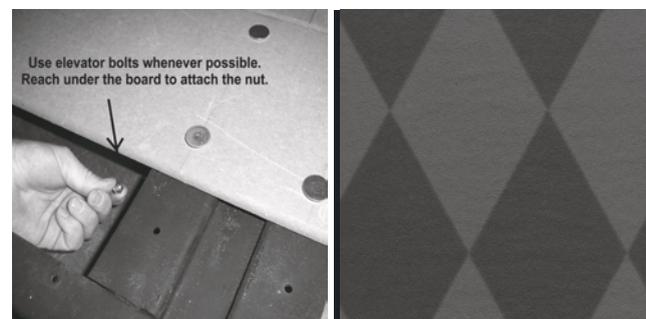
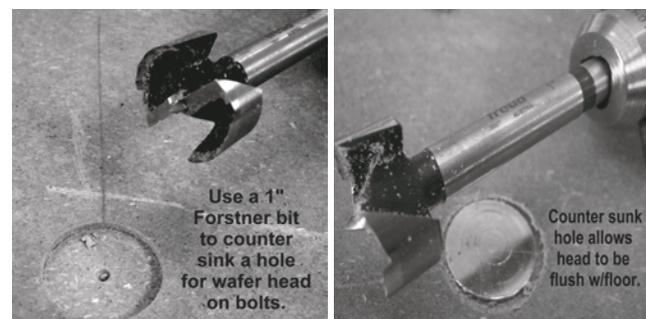
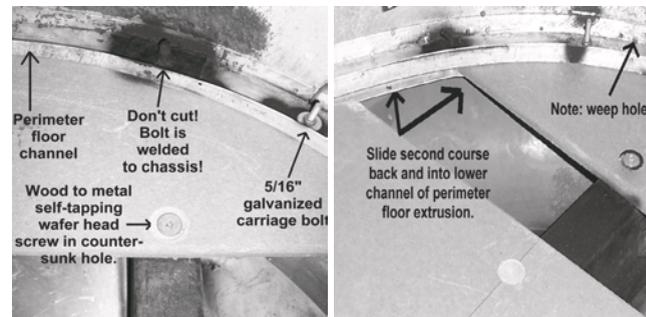
Its flexibility I initially thought of as a negative, but it makes the rehab installation much easier, though to keep the floor from feeling soft additional reinforcement is needed to bridge wide gaps in the chassis. This also requires the use of extra fasteners and other hardware. Between each board allow at least a 1/8" gap for expansion (Trex recommends a 1/4"-gap for outdoor decking subject to direct sunlight and other exposure extremes).

An ideal floor covering for this type of sub-floor might well be any of the laminate do-it-yourself "click-together," no-glue, free floating floor products. Likewise, aluminum diamond plate in storage areas is a good choice. Neither will interfere with the expansion or contraction of the sub-floor and any water that might migrate under the finished floor can drain through the 1/8" gaps. On the other hand, because of the gaps, vinyl sheet flooring, linoleum, or carpet are not a good choice.

The end result will be a floor that might outlast the rest of the trailer. Of course we may have to wait anywhere from 20 to 40 years to find that out, but I can report that my repair has worked well. I finished the floor in June and have since traveled several thousand miles with no problems.

List of fasteners and other products to use:

1. Elevator bolts, 1/2" - 20 x 2" zinc finish (special order box of 100). These are for attaching the sub-floor to the chassis.
2. #12 x 2 1/2" Wood to metal self-tapping screws, zinc finish (with wafer heads) - available from Lowe's®. These are for use in those areas where elevator bolts cannot be used to fasten the sub-floor to the chassis.
3. Carriage bolts, 5/16" diameter - 18 x 2", galvanized finish. These will be primarily for use as perimeter channel bolts -





hot-dipped galvanized fasteners are much more corrosion resistant than zinc plated fasteners. Use with large galvanized washers and coat above and below the washers with a Polyurethane sealant. Also, I found that galvanized bolts are softer and more subject to breaking. As a result I used a larger diameter bolt and installed twice as many as required for replacement of the original bolts. Do not over torque the nuts - unlike wood Trex material does not crush and the bolt will break.

4. Polyurethane sealant. I've discovered that Polyurethane "Concrete Crack" sealant is excellent for sealing any horizontal surface on an Airstream. The sealant is light grey in color, resembles Vulkem®, has excellent adhesion with aluminum, metal, wood (or Trex), and is self-leveling - requiring no tooling. It is runny though and will drip easily which is why it should normally only be used on level horizontal surfaces. It is readily available from most any hardware store.
5. Deck screws, coated, 2" for limited use in attaching the sub-floor to wood reinforced areas.
6. Rust-Oleum® Rust Reformer for use on the chassis to control rust. Easier and more convenient to use than POR-15®

and much less expensive. Works very well, dries quickly and is a good primer. It is available at ACE® Hardware stores, and sometimes at Lowe's or Home Depot®.

7. 1" Forstner bit. Used for counter sinking a shallow hole so that wafer head bolts will lay flush with the sub-floor. Go slow with this bit as it is aggressive.
8. 1/8" drill bit, high-speed electric drill, rivets and rivet fastener tool. The lower inside panels will need to be removed for access to the perimeter floor channel bolts. You will find that the upper panels overlap the lower panels, but by sliding your hand under the upper panel you can find the few remaining rivets holding the lower panel in place. Drill through the upper overlapping panel to drill out the hidden rivet in the lower panel (tricky, be patient, move slowly to avoid being cut by sharp edges).
9. Circular saw and Sawzall® for removing old sub-floor. Use the Sawzall to remove sub-floor nearest the wall. With either saw watch the depth of cut so that the chassis is not damaged.

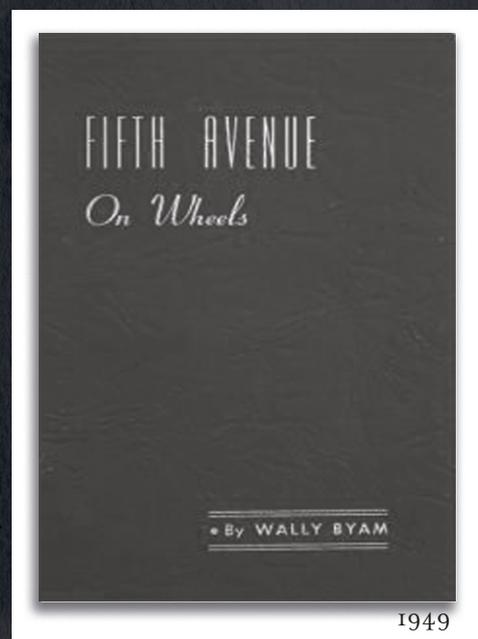
Good luck and safe travels. 

Questions can be E-mailed to me at: forrest@airstreamlife.com

WALLY

As noted in the last Vintage Reading Corner article, any vintage Airstream library should start with one of the two books written by Wally Byam himself: *Fifth Avenue on Wheels* and *Trailer Travel Here and Abroad - The New Way to Adventurous Living*.

Fifth Avenue on Wheels may not have been Wally's first foray into promoting the trailering lifestyle in print, but it was a substantial piece of work when initially published in 1949 and then republished in 1953 with additional content. The title certainly



imparted a classy image of trailer travel at a time when most trailers were stationary and most "trailerites" were still looked down upon as second class citizens. Wally, his Airstreams, and his caravans were more responsible for changing these attitudes after World War II than anybody or anything else. Airstreams were top of the line trailers even then and they did allow for

BYAM SAYS...

luxurious living while seeing the world. Fifth Avenue then, was Wally's exposé on how to travel comfortably, economically, and luxuriously by trailer and was solidly based upon his many years of trailering experience. It contains many images of early Airstreams and topics range from tow car selection to bedding considerations. In 1949, copies could be had for just \$1. Today, copies are rare and hard to find and the price is likely to be over 100 times that much! I am still looking for a copy of my own.

times a year. Asking prices may range from \$25 to over \$100. One reason copies of this book are more numerous was that it was sold through Wally Byam Stores in Airstream dealers for many years. Trailer Travel was first published in 1960 with the first seven printings all being hard covers, but starting with the eighth printing in 1971 it changed to a soft cover format with different cover artwork.

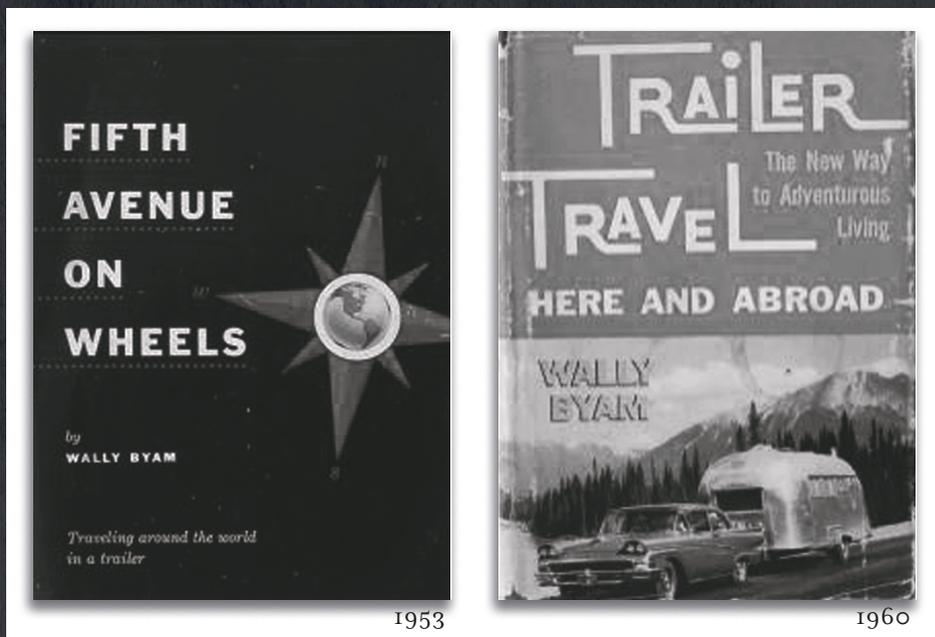
Trailer Travel combines a little Wally Byam philosophy, with some trailering know how, and quite a bit of caravan

caravan and a zag back to preparing for a trailer trip. It continues so on and so on discussing hitching, towing, and backing and then caravans in Europe and the U.S.A. Wally's vision for the future of trailer travel comes just before Trailer Travel closes with two chapters devoted to the day to day adventure of the 1959-60 Cape Town to Cairo Caravan. This ending is most fitting because Wally dictated this book into a tape recorder during the caravan. The reading is enjoyable and the trials and tribulations of the early caravans are laid out for all to see. You may come away thinking that you could never have undertaken such adventures yourself, but you will be glad that someone else did and then wrote about it.

Throughout *Trailer Travel*, we are treated to Wally's clear understanding and vision of trailer travel. For example, on page 236 he describes a likely future vehicle that clearly is a prediction of 5th wheel trailers and then on page 237, we see that Wally didn't expect motorhomes (or "house cars" as he called them) to become popular, as he saw them as too big and expensive and they left one without a car for transportation once they arrived at their destination. The last point is understandable when one realizes that in the 1950's it wasn't really feasible for a motorhome to tow a car behind it.

Throughout the book we get the sense that Wally saw the trailer caravan as the best way to see a country, meeting the locals in their own environment along the way. There are more tidbits like these sprinkled throughout *Trailer Travel*, making it one title that should definitely be on your "must read" list.

So get out there and read! 



Wally's second book, *Trailer Travel Here and Abroad - The New Way to Adventurous Living*, is more of the same and much more, including several interesting black and white photos of early caravans. It can still be called scarce, but at any given time copies can be had from Amazon.com and other web based book outlets. Copies show up on eBay several

adventure. It actually zigzags back and forth between these topics in a way that makes for enjoyable reading. The book begins with a discussion of the benefits of and history of trailer travel. Next it zigs to a review Wally's first trailer caravan, a 1951 trip into Mexico. Then it zags back to trailer selection and tow car considerations. This is followed by a zig to a Canadian

The SOLAR Solution

Solar power, to some, mysterious and magical, complicated and technical, to others simple and practical, maintenance free and wondrous. A REAL WORLD REPORT FROM THE FIELD. My opinion on solar had been like most that have had a factory solar package installed. Limited practical use, but good to keep the batteries charged while in storage. And heck, I have a small generator to keep my batteries topped up while boondocking.

That opinion changed with my arrival to Quartzsite, Arizona, the self-proclaimed boondocking capital of the United States.

Here in Quartzsite, solar is king. Every shape and form of RV sprouts some kind of solar panel. There are panels attached to roofs, portable panels mounted on the ground, panels mounted on utility trailers and tow vehicles, as well as, the occasional wind generator.

SURELY THESE SEASONED SOLAR NOMADS KNEW SOMETHING I DID NOT. I shortly hooked up with a small pod of solar-streamers, and started to ask questions.

HERE IS WHAT I FOUND OUT. Most factory and aftermarket installs go light on the equipment costs, so they can go heavy on installation costs; installation is where their profit is. Subsequently, you the consumer suffer with a system which does not meet your needs or expectations.

I DON'T KNOW WHAT I NEED, IT'S SEEMS COMPLICATED? Perhaps you have seen "appliance calculation worksheets" and have gone all glossy eyed, so have I!

Questionnaires asking for amp hours, voltage, watts, how many minutes it takes you to dry your hair with a blow dryer, forget about it. Let's face it; we all need pretty much the same things.

If you love the freedom of boondocking, solar can completely meet your needs. If you love the freedom of a full-hookup trailer park, solar may not completely meet your needs.

WHAT CAN YOU EXPECT FROM A GOOD SOLAR INSTALLATION? EVERYTHING. WHAT NOT TO EXPECT? AIR-CONDITIONING. First, you need to be aware of your power habits. Second, make hay while the sun shines. Third, what is your solar real estate?

BECOME AWARE OF YOUR POWER HABITS. Becoming aware of your power habits is the first step in becoming a responsible user of electricity, plus with the ever increasing cost of electricity it might also save you some money at home.

Don't leave lights on. Don't leave the TV on. Don't leave the stereo on. Unplug power-robbing, always-on, standby devices.

MANAGE YOUR USAGE. *Make hay when the sun shines.* Having baked potatoes tonight? Pre-cook them in the microwave during daylight hours when the sun will recharge your batteries.

Run high-drain appliances like 110-volt icemakers or crock-pots during the day.

Recharge rechargeable battery devices, like cell phones and digital camera batteries, during the day.

Switch all AA batteries to rechargeable type.

WITH THE FOLLOWING EQUIPMENT, I HAVE REALIZED COMPLETE OFF-THE-GRID FREEDOM.

- (3) 135-watt solar panels*
- (6) 12-Volt deep-cycle marine batteries (off the shelf)*
- (1) 1,800-2,000-watt inverter*
- (1) Solar power controller.*

Equipment cost, under \$3,500.

From a power standpoint, I want for nothing.

I run my high-drain laptop and printer most of the day and night. Stereo with subwoofer whenever. 17" LCD-TV and DVD whenever I want. Toaster oven when needed. Microwave for reheating. 100-watt amateur radio transmitter. A full-compliment of 110-volt appliances and gadgets, including: crock-pot, icemaker, coffeemaker, compressor-type auxiliary freezer, battery charger, upright vacuum and power tools. Plus fans, interior lighting, and those all-important party lights!

NOT ENOUGH ROOM ON YOUR AIRSTREAM ROOF?

Start with two 135-watt panels. Not enough room for batteries? Start with four. This alone will reduce your equipment cost to below \$2,400, and give you a good taste of solar freedom.

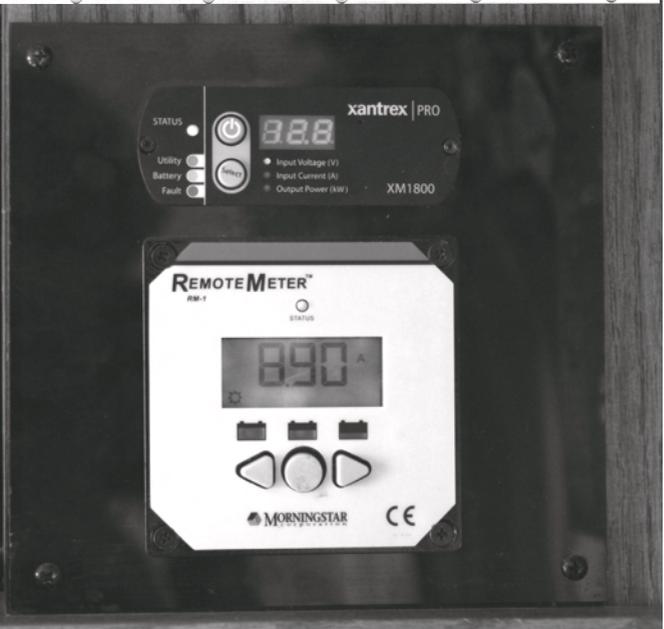
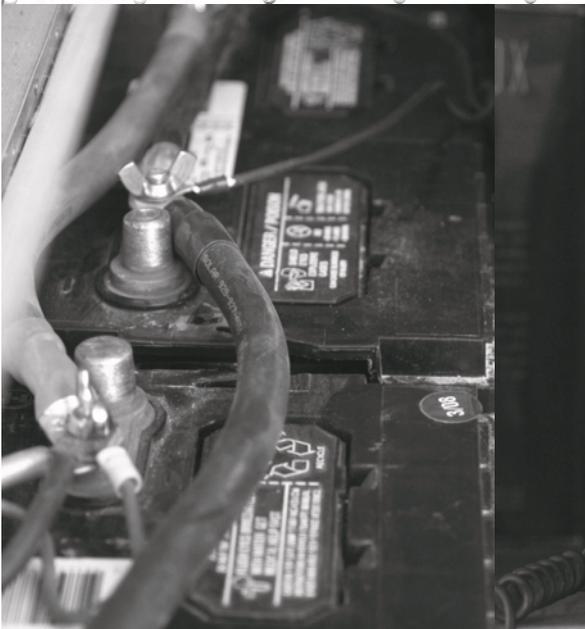
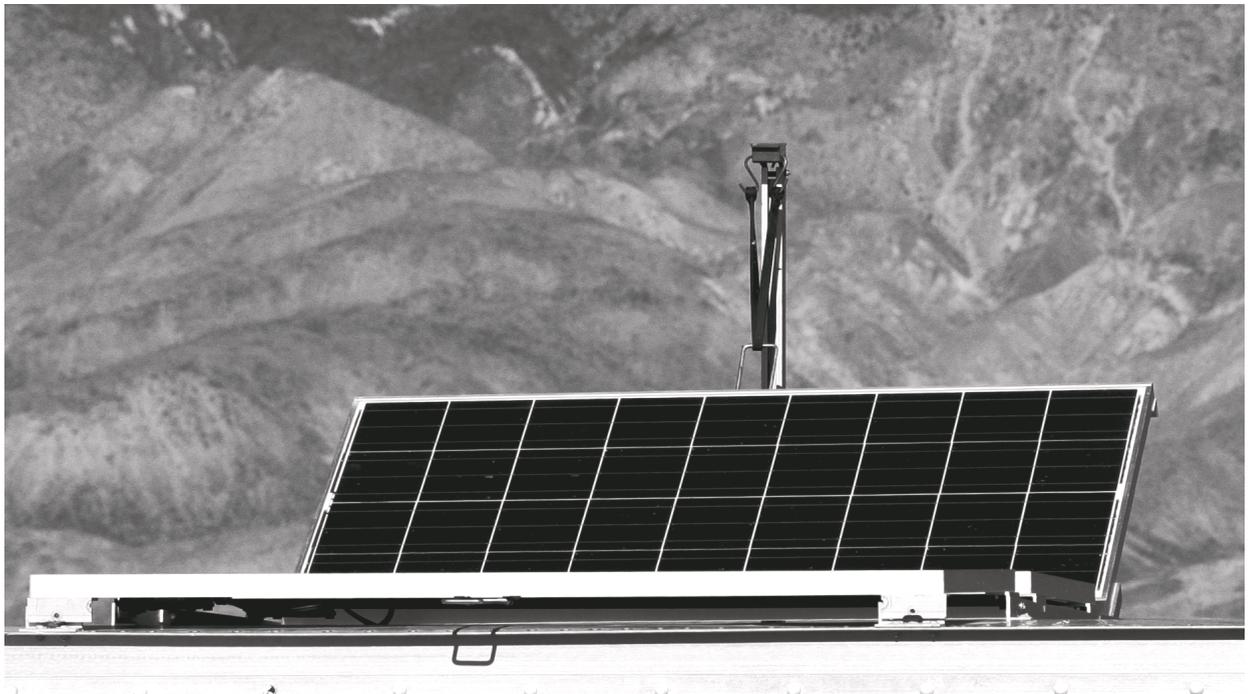
INSTALLATION IS SIMPLE, WITH SIMPLE TOOLS.

But if you don't want to do it yourself find an installer and tell them what YOU want. By the way, don't let them short change you on the wire size; demand the heaviest gage wire throughout.

At every sunset, while in some silent remote wilderness wonderland I glance at my fully-charged battery bank and think, solar, magical and wondrous!

Would I sell my little generator, *no*. Have I used it in nine months, *no*. Have I had to put in a gas additive, *yes*. ☀

* Type, brands, and styles of equipment are infinitely debatable to the point of paralysis!



Jim Kenczorski

Top: Solar panels on top of Michael's rig facing the sun; Middle left: Bank of batteries; Middle right: Xantrex 1800-watt battery-powered inverter, and Morningstar battery monitor, connected to the solar charge controller, is used to monitor battery health; Lower left: SunSaver Duo, solar controller is a dual battery charge controller for charging two batteries simultaneously; Lower middle: The sun peaks over the top of the solar panels, direct sunlight! Lower right: Michael, pictured "toasting" the sun, is a full-time artist, who has lived off-the-grid and on-the-road since 2000. PostcardsFromEarth.com, WBCCI #8892, VAC Associate Member.

The “F” Model Heater



This is referred to as a STACK HEATER. Stack heaters were placed in some of the 50 series Airstreams. This is a 2 part article concerning the rebuilding of a stack heater. I am in the process of restoring a 1952 21' Flying Cloud. I am restoring this stack heater for that unit. The heater is about four feet tall and is located on the left, inside of the door on most Airstreams. The heater is attached to the floor and the exhaust is through a roof vent.

The heater is constructed of an outer shell with an inner heat shield in the back section of the heater. The front of the heater has five individual louvers. There are inner and outer top heat covers. A heat burner located in the bottom of the unit. In the center

of the heater is a tube, the length of the heater, that fits over the burner and runs to the top of the heater. Inside this tube is a steel heat absorbing section, that gets hot and radiates the heat.

Because of the age of the heater and some rust inside the heater I had to drill out the screws attaching both the outer and inner top covers. The screws that would not yield! to the normal method of removal were drilled out. This is done by using a hand held electric drill and drilling the center of the screw. I started with a drill bit that was about the size of the inside of the screw. That gave me a good pilot hole. I next moved to a larger drill bit just a bit smaller than the screw head. All you want to do is remove the screw head.

The “F” Model Heater was manufactured by MARSH INDUSTRIES P.O. Box 1057, Tyler, Texas. This is a natural gas unit. Model F-23, 23,000 BTU, Serial No. OC118.

Once the screws were removed and the outer top cover removed, I could use a small pair of vise grips to remove the other part of the screw from the opposite side. On the inner top cover I had to drill the entire screw out. In doing this you do not want to enlarge the screw hole, as a new screw will be installed. This is all done by taking your time and selecting the correct drill bit. Start small and move to larger if needed.

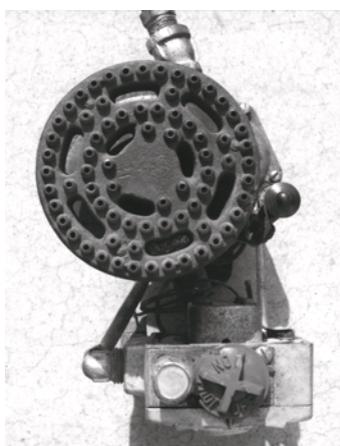
The screws holding the heater exchange tube could only be removed after removing the burner unit. I once again used small vise grips and backed the screws out from the bottom side. They could not be reached from the top or drilled. Except for the screws that do not want to come out of the heater, it is not all that hard to take the heater apart. The top and bottom end caps to the heater body have been spot welded. This makes it necessary to very carefully flex the front louvers to be able to remove them.

To removed the rust, I placed it in a “plastic” bucket, two gallons of “Muriatic Acid,” which contains hydrochloric acid. This stuff is good at removing rust and old paint. But you must be careful as this is not nice stuff to be handling. Once parts are removed for the acid, they need to be rinsed, towel dried, then blown off with a hair dryer or heat gun. They start to rust quickly. As my bucket is not deep enough I will be taking the heat exchanger tube to get it sand-blasted, to remove all the old burnt paint. **Do not put aluminum in the acid**, as it will be eaten up by the acid.

The steel heat absorbing section of the exchanger, the part inside the tube, is old, half burned away and I will need to have a new section made. I have started to primer paint some of the parts that I have dipped in the acid. I got the high-heat 1200° F paint at an auto parts store.

We are snow birds – starting this project in Yuma Az., and finishing the project this summer at the Land Yacht Harbor in Lacey, Washington. 🦋

Steve Laxton. Region 10 VAC Rep., WBCCI #3959



Time to Renew

I'm sure most of you know that the renewal period for the VAC is the same as your unit and WBCCI dues. So that means that now is the time to send in your renewal.

If none of your information has changed you can send a check with your WBCCI number to:

Tim Kendziorski,
Membership Chair
21640 Sazarac Rd.
VC Highlands, NV 89521

If any of your information has changed please use the application at the back of this newsletter or download the form at Airstream.net.

We look forward to serving you in 2009.

STARS ARE BORN, FRIENDS ARE MADE.

The Vintage Airstream Club members in Region 8 met at the "Campaign Antics" Rally in Abilene, Kansas on April 30-May 4, 2008.

Five vintage Airstreams parked one and one-half blocks north of the main parking area. We had the unique sight of a 1966, 1967, 1968 and 1969 all parked together. We were the "first of show" to new arrivals. Three of the five are new members this year. We missed all of those who couldn't make it because of unforeseen circumstances.

We enjoyed our first annual Region 8 VAC luncheon at the historic Kirby House.

Another highlight was on Thursday evening. News Channel 12, from Salina, Kansas, led their broadcast with the story of the Rally. Their focus was mostly on the vintage Airstreams all parked together. Region 8 President, Betty Sullivan and Region 8 VAC Co-Representative, Beth McCall and Rachel Hughey, were interviewed and all of the members were filmed. Thanks to VAC member, Amy White, as she is the Region 8 PR Chairman.

At the Open House on Saturday, we had about fifty people (most of them from the local area) visiting our vintage units—they were very curious about Airstreams! We all had fun and made new friends.



1) Martin Hughey lining up a caravan of "Vintage" going to the Region 8 Rally. Beth McCall at the second Airstream.

2) Warren and Diane Shreve, Rachel and Martin Hughey, Lee and Joyce Cantrell and David McCall. Photo by Beth McCall.

3) Lee and Joyce Cantrell with their 1968 Tradewind (new members this year).

4) Larry and Lejune Perkins with their 1975 Sovereign.

5) From the left, 1968, 1969, 1966, 1967 and 1975. The others parked with the main group a block-and-a-half south.

6) Martin and Rachel Hughey outside of "Alberta," a 1969 Overlander.

7) Diane and Warren Shreve with their 1966 Tradewind (new members this year).

8) Beth and David McCall.

NEED SOMETHING? HOW ABOUT A PATCH, FLAG OR T-SHIRT?



Kimber Moore

VAC LOGO-wear for members.

The Vintage Airstream Club now has Baseball caps for \$20, Adult t-shirts starting at \$18, children's t-shirts for \$12 and Adult fleece vests starting at \$45. We also have flags: large ones (3x5) are \$60 and a pennant (2x3) is \$25. And of course, our new VAC decals are here - first one free to members - additional ones are \$2. Note: all colors are not available in all sizes. (Please contact Bill first for available colors.)

Baseball Cap - Price: \$20 (Colors available: Putty, Navy and Light Blue); Size: One size fits most

Color:	Quantity:	@ \$20
--------	-----------	--------

Adult T-shirt - Prices \$18, (\$20) XXL, (\$21) XXXL (Colors: Light Gray and Light Blue); Sizes: L, XL, XXL, XXXL

Color:	Size:	Quantity:	@ \$18
--------	-------	-----------	--------

Children's T-shirt - Price \$12 (Colors available: Putty, Navy and Light Blue); Sizes: S, M, L and XL

Color:	Size:	Quantity:	@ \$12
--------	-------	-----------	--------

Fleece Vest - Price \$45, (\$47) XXL, (\$49) XXXL (Colors: Pink (women's) and Light Blue);
Sizes: L, XL, XXL (men's & women's) and XXXL (men's only)

Color:	Size:	Quantity:	@ \$45
--------	-------	-----------	--------

Large VAC Flag (3x5) - Price \$60

Quantity:	@ \$60
-----------	--------

Pennant VAC Flag (2x3) - Price \$25

Quantity:	@ \$25
-----------	--------

Sub-Total:	\$
------------	----

Shipping - Priority Mail	\$ 4.80
--------------------------	---------

VAC Official Decal - Price \$2 each including postage

Quantity:	@ \$2
-----------	-------

Total enclosed:	\$
-----------------	----

Ordered by: _____

WBCCI# _____

If you wish to purchase any of these items, please use this order form and send it to:

Bill Kerfoot
VAC Quartermaster
1773 Greengrove
Orange, CA 92865
or E-mail him at
wakerfoot@gmail.com





Your Place On The Open Road

Airstream Travel Trailers and professional restoration services



VISIT WWW.VINTAGE-AIRSTREAM.COM OR CALL US AT 704-877-4180

not affiliated with Airstream, Inc.

2008-2009 VAC Representatives and Appointees

VAC Regional Representatives:
(Your best source for local VAC information)

Region 1:
ME/NH/VT/MA/RI/CT/
NB/NS/NF/PEI/PQ
Wayne Moore (#15116)
Wam52@prodigy.net
131 Castle Hill Road
Windham, NH 03087

Region 2:
NY/NJ/PA/MD/DE/DC/ON
Paul Waddell (#1270)
balloon@rideair.com
552 Milldale Hollow Road
Front Royal, VA 22630

Region 3:
VA/NC/SC/GA/FL
(except CT Zone)
George D James III (#5324)
348 Iotla St
Franklin, NC 28734
828-524-8081

Region 4:
MI/OH/WV
Kirk Taylor (#6057)
dkirk2001@yahoo.com
18685 St Rt 33
Wapakoneta, OH 45895-9717

Region 5:
IL/IN/KY
Jeff Elliott (#3132)
jelliott@illmo.com
1331 N 1709th Rd
Streator, IL 61364

Region 6:
TN/AL/MS/AK/LA/FL
(CT Zone portion)
Herb Spies (#1861)
spies@nwflorida.com
P.O. Box 844
Shalimar, FL 32579

Region 7:
WI/MN/ND/SD/MB
Curt Gunderson (#31920)
curgund@aol.com
88816 Wild Oak Loop
Kerrick, MN 55756

Region 7 Assistant:
Dick Parins, (#2867)
dkparins@ez-net.com
16025 County Road T
Townsend, WI 54175

Region 8:
IA/MO/NE/KS
Martin and Rachel Hughey
(#10212)
rhughey43@kc.rr.com
412 W. Insley Avenue
Bonner Springs, KS 66012

Region 9:
OK/TX (except MT Zone)
Pat McDowell (#1777)
pat_mcdwll@yahoo.com
PO Box 1323
Wimberley, TX 78676
512-922-0283

Region 10:
MT/ID/WA/OR/BC/AB/SK/YK
Steve Laxton (#3957)
dfn30@earthlink.net
9101 Steilacoom Rd. SE #168
Olympia, Washington 98513
360-871-5827

Region 11:
WY/CO/UT/AZ/NM/TX -
(portion in MT)/MEX
Chris Hildenbrand (#5812)
chlildenbrand@comcast.net
8888 W. 38th Avenue
Wheatridge, CO 80033r

Region 12:
CA/NV
Herb Richter (#2672)
superquake@cox.net
1809 Woodbine Place
Oceanside, CA 92054
760-439-9849

Appointed Positions
Colin Hyde (#10247)
Technical Advisor
colin@gsmvehicles.com
195 Jabez Allen Rd.
Peru, NY 12972
Paul Fancey (#1861)
Concourse d'Elegance Chair
fanceyp@gmail.com
2224 E. Letts Road
Midland, MI 48642

Kimber Moore (#11281)
Vintage Advantage Editor
kimber@archnevada.com
21640 Sazarac Rd.
VC Highlands, NV 89521

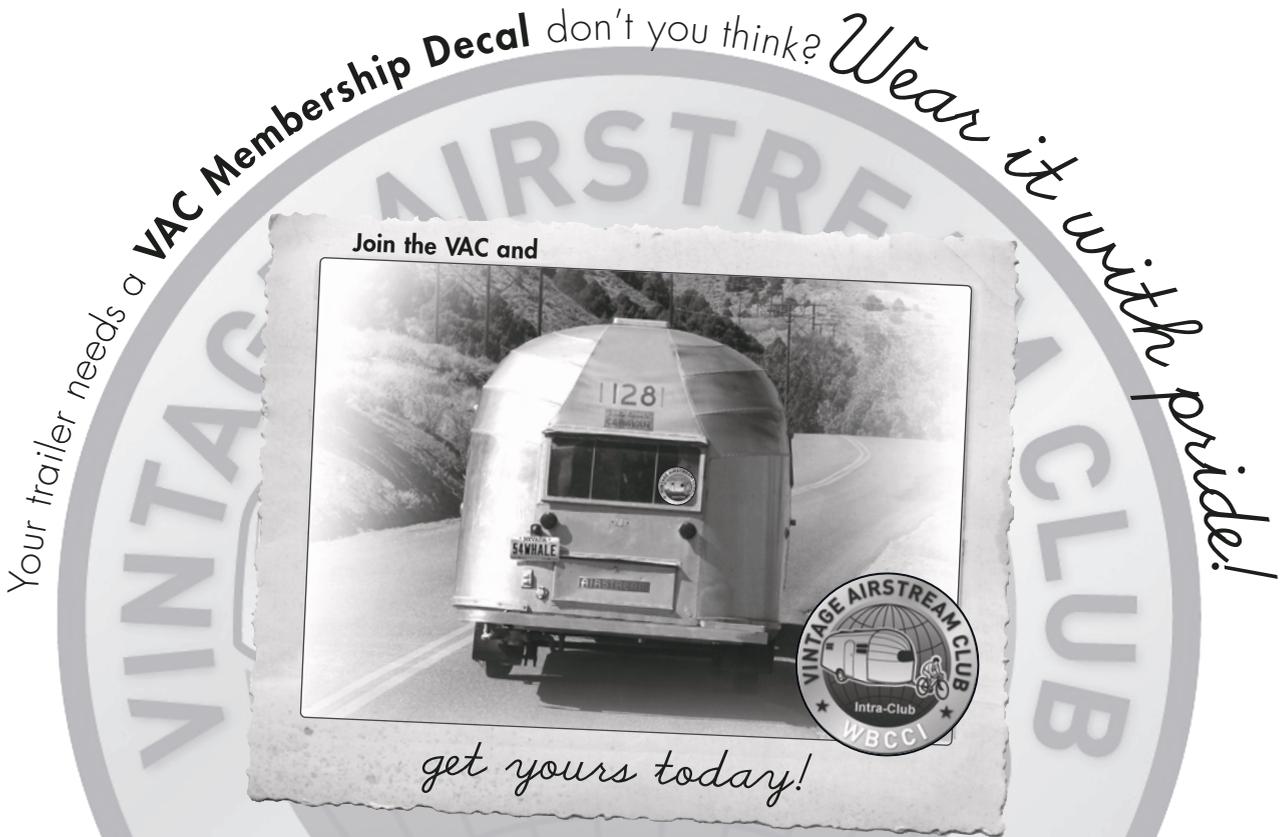
Bob Herman (#8556)
Blue Beret Editor
bobbonherm8556@aol.com
29129 Johnston Rd # 13-10
Dade City, FL 33523

Fred Coldwell (#1510)
VAC Historian
agrijeeep@qwest.net
2031 Krameria Street,
Denver, CO 80207

Tim Kendziorski (#17330)
Membership Chair
vacmemberships@archnevada.com
21640 Sazarac Rd.
VC Highlands, NV 89521

Daisy Welch (#6517) -
Subscription Director
jtdjtd@tiac.net
3212 W. Main St. #117
Rapid City, SD 57702

Bill Kerfoot (#5223) -
VAC Quartermaster
wkerfoot@socal.rr.com
1773 Greengrove
Orange, CA 92865



MEMBERSHIP APPLICATION

Note: The Vintage Airstream Club (VAC) is an Intra-Club of the **Wally Byam Caravan Club International (WBCCI)**. First join the WBCCI then join the VAC.

After receiving your WBCCI Membership Numbers – the “Big Red Numbers,” please fill out this application:

Date: _____ WBCCI No.: _____ New: / Renew:

Region No.: _____ Unit No. or Name: _____ or Member at Large:

Name: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____ Country: _____

Phone: _____ E-mail: _____

VINTAGE TRAILER INFORMATION: _____ Year: _____ Length in feet (bumper to ball): _____

Model: _____ Serial Number: _____

Members of the VAC are members of the WBCCI that own or admire Airstream trailers and motorhomes that are 25 or more years old.

Make Checks Payable to the “Vintage Airstream Club.” Send this application along with your dues payment of \$20.00 (US) to: VAC Membership Chairman: Tim Kendziorski (Ken-joor-ski), 21640 Sazarac Rd., V C Highlands, NV 89521.

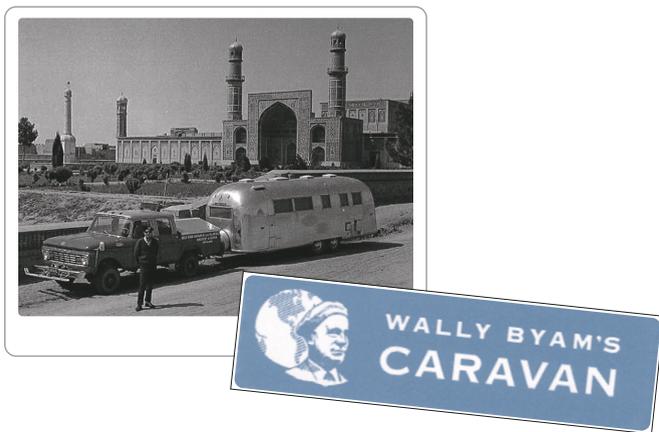
Upcoming Events and Rallies

5TH TEXAS VINTAGE AIRSTREAM RALLY! February 4 – 8, 2009

Braunig Lake RV Resort on the
South side of San Antonio

For more information go to Region 9 Website at wbregion9.org.
Or, contact Elaine Jackson at elaine@gaj.com, or
(512)832-5663.

Once-in-a-Lifetime History Moment



A Vintage Airstream in front of the Jami-i-Masjid Mosque during Byam's Around-the-World Caravan. Here they are about to enter Herat, in Western Afghanistan.

3RD ANNUAL B.C. FAMILY VINTAGE RALLY August 13 - 17, 2009

Hazelmere RV Park, Surrey B.C. Canada

Light up your patio lanterns and join us under the trees by the river at Hazelmere RV Park (www.hazelmere.ca). It is a family oriented campground in a wonderful natural setting reminiscent of campouts from years gone by. The rally schedule will be flexible and open during the day to get together with friends or explore as you wish. *From long beaches and scenic oceanfront to high mountain ranges, the Vancouver area has a great variety of activities and places to visit.* We'll get together for breakfast, a few dinners, movie night on a big outdoor screen, and 'Airstream Idol' talent show as requested by the kids.

Registration deadline is July 1st, 2009: To sign up for the rally, you need to contact the rally host, Iain Cameron. He will send you a rally information package with campsite registration form. We have 26 campsites on hold with power and half with sewer. Overflow camping is also available.

Contact: Iain Cameron #5418
(250)862-2670
imcameron@shaw.ca



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

V I N T A G E
a d v a n t a g e

21640 Sazarac Rd.
V C Highlands, NV
89521

PRESORTED
FIRST CLASS
US POSTAGE
PAID
RENO, NV
PERMIT #458

Forwarding Service
Requested