



VAC 2015 RALLY CALENDAR

March 31st—April 3rd
Alumilina Spring Rally
Cleveland, SC
Contact: sandlapper on
Air Forums
(write-up in Jan/Feb issue)

April 7th—10th
Amish Country Rally
Walnut Creek, OH
Contact: Airbiscuit on Air
Forums
(write-up in Jan/Feb issue)

April 7th—10th
Airstreams at DeAnza
Rally
Amado, AZ
Contact: Ruth & Harry at
ruthiesue516@gmail.com
or Diane And Dennis at
sewbussy65@aol.com
(write-up in this issue)

April 14th—17th
Air Midwest Spring Rally
Eureka Springs, AR
Contact: Sue & Lynn
Anderson at
kla47sea@me.com
(write-up in this issue)

April 21st—23rd
Springstream Rally
Hiawasse, GA
Contact: ALANSD on Air
Forums
(write-up in Jan/Feb issue)

June 3rd—5th
Terry Bison Ranch Rally
Cheyenne, WY
Contact: Orbie at
wattmungall@gmail.com
or 434-730-3840
(write-up this issue)

June 9th—12th
VACmidwest Rally
Contact: Tom & Shirley at
ShirleyCookin@gmail.com
or 515-556-9339
(write-up in Jan/Feb issue)

June 20th—28th
Vintage Rendezvous
Ends in Lewisburg, WV
Contact: Steve Laxton at
laxtonsteve@gmail.com
(write-up this issue)

June 24th—July 5th
2016 International Rally
Lewisburg, WV
Contact: Iain Cameron at
president@vintageairstreamclub.com
(write-up this issue)

The VINTAGE Airstream Club

An Intra-Club of WBCCI Since 1993

MARCH / APRIL 2016

Message from VAC President, Iain Cameron



This year's VAC rallies are filling up, so be sure to register early if you wish to attend. For details and contact information, follow the "Upcoming Rallies" link on our website, www.vintageairstreamclub.com/events. First rally this year is VACmidwest, June 9-12, in Bedford, Iowa. Registration opens March 1st for the Rocky Mountain VAC rally, July 7-10, in Westcliffe, Colorado. There are only six campsites still left for the Region 10 VAC rally, July 15-18, near Sandpoint, Idaho. There is also a cabin available, among all the Airstreams, for the VAC Region 10 rally. Contact Rob and Diane Nicol, if you wish to join us but no longer have an Airstream or would rather stay in a cabin.

The VAC Rendezvous, pre-rally ahead of the Lewisburg International Rally, will be held with a first stop June 20-22 in Beckley, West Virginia, and a second stop June 23-26 in Durbin, West Virginia. A brief outline of this historical tour is provided in this newsletter. For more information and to register, contact Steve Laxton, VAC 1st VP, at laxtonsteve@gmail.com.

The VAC caravan parade into Lewisburg International rally site will start at 11:00 am on Monday June 27th, 2016. We gather at the bullpen, west site of southbound US 219 at West Virginia State Fairgrounds. Even if you have been given an earlier date to park at international, you can join us on this date and time for the parade and parking in the vintage area. However, we need to know you are joining us on the parade, and how many rigs there will be in the parade. Please let me know at president@vintageairstreamclub.com.

We are all parked together in the vintage area at the Lewisburg International Rally, with a combination of full hookups, water/electric sites with regular pump outs, and dry camping. Only dry camping is now available if you would like to attend the international rally, and there is still the option to park in the vintage area. This is the way Wally did it, so give it a try! You will be surrounded by vintage airstreamers, if you need a hand with anything.

It's been many years since the last east coast International Rally, and we look forward to seeing all of you this summer in West Virginia. The tentative schedule for VAC activities at the International Rally is provided in this newsletter and is also posted at www.vintageairstreamclub.com/international-rally-schedule.

At the International Rally, we have our annual general meeting and conduct the election of officers for the Vintage Airstream Club. At this time, we are looking to fill a couple of positions on the VAC Board: VAC second vice-president, and VAC third vice-president. If you are interested in being more involved with vintage Airstreaming, please consider a volunteer position with the VAC. For more information on volunteer positions available and what they entail, contact myself at president@vintageairstreamclub.com or Kimber Moore at pastpresident@vintageairstreamclub.com.

Much has been done over the last few years to make volunteer efforts flexible and most enjoyable. This past year, a lot of effort has gone into building our new website and keeping it up to date with information for all VAC members. Our bi-monthly newsletter, handled by Reg Bittner, has continued to develop, and is published regularly, available on the website. Together with our Facebook page, managed by Tim Kendzioriski, we are able to communicate quickly and easily to all VAC members.

Safe travels, take care
...Iain

2015 VAC RALLY
CALENDAR

-continued-

July 7th—11th
2016 Rocky Mountain Rally
Westcliffe, CO
Contact: RMVAC Committee
(write-up this issue)

July 15th—18th
Farragut State Park
Athol, ID
Contact: Rob and Diane
Nicol
(write-up this issue)

Membership



No information to update.

Editor's Note



Iain approved putting bonafide Tin Can Tourists (TCT) rallies and vintage friendly rallies in the Newsletter. "Vintage friendly" are those rallies that logistics just won't allow us to park together but the hosts definitely want us to come, which more often than not is what I come across.

The Beatrice Years ~ Part II

~1969 Airstreams~

Submitted by Joe Peplinski

Part 1 of this article series defined the Beatrice years, provided a brief overview of this era, and highlighted some of the major shell and window details common to Beatrice era Airstreams. This installment will begin a more detailed year by year review of the annual changes to models, layouts, materials, and systems that occurred during the Beatrice years. These articles will describe the typical features and details for each model year, but it must be recognized that it is not unusual to find Airstreams built early in a model year have some features or details typically associated with the prior model year and Airstreams built late in a model year may have some features or details typically associated with the following model year. No comprehensive history of Beatrice era Airstreams has yet been written and new details continue to be identified. Please let me know if anything that follows is incorrect and I will correct it in future articles.

But before going further, let's briefly revisit design influences on the 1969 Airstream shape change. Dale "Pee Wee" Schwamborn, Wally Byam's second cousin who accompanied Wally on some of his caravans and worked at Airstream in the 1960's, assures us that Beatrice Foods had no design influence on 1969 and later Airstreams. He has called the 1969 Airstream the "Art Costello Airstream". Art Costello had known and worked for Wally Byam since Airstream reopened its doors after WWII, rising to become the President of the California Airstream factory. After Wally's passing, Art became President of all of Airstream, uniting the California and Ohio factories under a common management team. While all prior Airstreams through 1968 continued the design influence of Wally Byam, 1969 was Art Costello's opportunity to redefine the design language of Airstream. The new Airstreams proved to be popular with customers and sales continued to increase. Having successfully left his mark on the brand, Art stepped down from the Airstream Presidency in 1971 when he appointed Chuck Manchester as his replacement.

But it should be noted that Art Costello also implemented several manufacturing innovations as well as design changes with the 1969 Airstreams. One of the notable manufacturing innovations was displayed during the National Press Preview for the 1969 Airstreams on August 9, 1968, when editors, columnists, and writers for the nation's top travel trailer, recreation, and outdoor publications toured the Airstream Factory in Cerritos, CA and saw the new water spray booth that was used to check every new Airstream for leaks. Another example was the installation of a complete pre-built 12V and 110V wiring harness into the trailer, rather than the "build-as-you-go" wiring used in prior years.

With this background in mind, let's begin the detailed year by year review with the 1969 Airstreams. This installment will limit itself to this single year because there is so much new to talk about.

1969: Airstream proclaimed that 1969 Airstreams were "all new". This was the last installment, the 1969 Airstreams introduced a modern new shape compared to previous models. The front, side, and rear contours all became more rounded, bulging in the middle, to provide more length and width at the belt line than at floor level. These changes increased interior space with minimal increase in exterior dimensions. This contour change was most notable on the rear, where the profile now tapered back inward from the beltline to the floor, rather than continuing to slope outward all the way to the floor line as in previous years. The front and rear exterior end caps continued to each be made from 5 stretch formed aluminum panels, but were revised to fit the new contours.

The Beatrice-Airstream Merger

In the January/February 1968 issue of *The Caravaner*, Airstream President Art Costello wrote about the future of Airstream, including what he called the "merger with Beatrice Foods" that had occurred in December 1967. He was positively excited that the merger would bring more resources to help Airstream grow into the future in the form of better production and research facilities. He noted that Airstreams "Way of Life" activities including company sponsored caravans and rallies were going to continue, just more of them. Art also hinted that plans were in place for significant improvements and innovations for 1969 Airstreams, suggesting that the shell shape change was already well in development before the merger with Beatrice.

Many of Art's predictions did come true, both with the exciting 1969 Airstream shape change and with Beatrice funding a new Jackson Center Airstream Manufacturing Plant that opened in May 1970 and a new Service Building that opened a couple of years later.

The Beatrice Years ~ Part II

~1969 Airstreams~

~ continued ~

1969 Airstreams were introduced to the public on Airstream dealer lots coast to coast on September 26, 27, & 28, 1968. Initially, only the Deluxe and International Land Yacht Models were available in advertised lengths of 23' to 31', all with both twin bed and double bed floor plans. In difference to 1968 when all models 20' through 30' could be ordered as either a Land Yacht or International Land Yacht, for 1969 only the 27' Overlander offered a trim level choice with shorter models only offered as Deluxe Land Yachts and longer models only offered as International Land Yachts. In about January 1969, two shorter 18' & 21' Special Land Yacht models were introduced. The following table shows the Length and Model Name, Suggested Retail Price (as of March 1, 1969) Hitch Weight, and Total Weight of each model that Airstream offered in 1969:

The 1969 Airstreams			
Length & Model	Suggested Retail Price	Hitch Wt.	Total Wt.
18' Caravel Special Land Yacht	\$4155.00	360 lbs.	2880 lbs.
21' Globe Trotter Special Land Yacht	\$4865.00	390 lbs.	3330 lbs.
23' Safari Deluxe Land Yacht	\$6380.00	420 lbs.	3860 lbs.
25' Trade Wind Deluxe Land Yacht	\$7225.00	490 lbs.	4340 lbs.
27' Overlander Deluxe Land Yacht	\$7705.00	490 lbs.	4525 lbs.
27' Overlander International Land Yacht	\$8225.00	490 lbs.	4525 lbs.
29' Ambassador International Land Yacht	\$8815.00	570 lbs.	4715 lbs.
31' Sovereign International Land Yacht	\$9085.00	520 lbs.	4995 lbs.

A long list of option packages and individual options were available on these trailers at additional cost. Many features that were included as standard equipment on higher trim levels were available as options on lower trim levels.

The exact length of each model is not currently known, but Airstream claimed the exterior lengths had not changed from the prior year despite the increase in usable interior space. The following common dimensions applied to all models:

- Outside Width at Floor: 7' 8"
- Outside Height from Ground: 8' 10" (w/o air conditioner)
- Inside Height (floor to ceiling): 6' 7"
- Ground Clearance: 16" (to underbelly), 12.24" (to axle tube)
- Recommended Hitch Ball Height: 19"

All Airstreams 23' and shorter came standard with single axles while all Airstreams 25' and longer had tandem axles. A tandem for the 23' Safari was not listed as an available option on the price sheet, but tandem axle 1969 23' Safaris are known to exist.

1969 Airstream serial numbers were 9 characters in length (e.g. "I31D9J001") and are decoded as follows:

Position	Purpose	Valid Values
1	Trim Level	"I" = International Land Yacht; "L" = Special or Deluxe Land Yacht
2-3	Length (in feet)	"18", "21", "23", "25", "27", "29", & "31"
4	Floor Plan	"D" = Double Bed; "T" = Twin Beds
5	Model Year	"9" = 1969
6	Assembly Plant	"J" = Jackson Center, OH; "S" = Cerritos, CA
7-9	Sequential Serial Number	"000" to "999", tied to overall production, not specific to model and length

The Beatrice Years ~ Part II

~1969 Airstreams~

~ continued ~

All trim levels were fully self contained as defined at the time, only missing the wash (gray) water tank that we now expect in a travel trailer. As base equipment, all models had a 12V battery and battery charger; 12V lights and water pump; polyethylene fresh water and sewage (black water) tanks; a marine type toilet; dual gas (propane or butane) tanks; a gas furnace, water heater, stove, and oven; and a gas/electric refrigerator. Other content varied by trim level.

Special Land Yacht models were equipped with the following additional standard equipment: natural-toned ash woodwork, a non-ducted furnace, single basin stainless steel galley sink, 6 gallon water heater, toilet hand spray, wet bath with shower stall, dual 5 gallon gas bottles (without an automatic changeover regulator), and backup lights.

Deluxe Land Yacht models had all the content of Special Land Yachts plus the following upgraded or added standard content: a basic central control panel (including a water pump indicator light, water level gauge, polarity light, and battery operated clock), two 12v outlets, ducted forced air furnace, two basin stainless steel galley sink with swing faucet, 10 gallon water heater, bathroom ceiling fan, all fiberglass "Bel-Air" bath with bathtub, hollow core "Regency" bathroom door, lined "Cathedral" curtains, and bedspreads on fixed beds.

The top of the line International Land Yacht models represented the ultimate in completeness and luxury. They had all of the content of the Deluxe Land Yachts plus the following upgraded or added standard content: walnut woodwork, deluxe central control panel (including a battery condition meter, amp meter, water pump indicator, water level gauge, holding tank gauge, polarity light, battery operated clock, and barometer), TV jack, range exhaust fan, living area ceiling fan, living area AstroDome (large 14" x 25" translucent roof vent), dual 7 gallon gas bottles with automatic gas bottle changeover regulator, water purifier, deluxe plumbing hardware, two sink covers with cutting boards, bedroom wall comfort covers, deluxe hub caps, and luxurious deep-pile Herculon carpet. On the exterior, similar to prior years, Internationals got red, white, and blue badges mid coach and dual trim lines that extended from these badges to the taillights to visually differentiate them from lower level models.

In addition to the new shape, there were many other changes to the shell of 1969 Airstreams. All windows and compartment doors got new extruded aluminum frames that increased strength, most of them with gently rounded corners. Both opening and fixed pane windows changed, including the overhead "vista view" windows that were optional on all models 23' and longer. Fixed pane "wing windows" were added to either side of the front opening window on all models to increase outward vision and to allow more natural light into the living area at the front of the trailer. All opening windows now used an opening lever on each side of the window rather than the slow, trouble prone cranks used in prior years. The latches used along the bottom edge to secure the windows in a closed position were of a new twist and fold design that provided better compression of the gasket for a watertight seal. All windows were curved to match the shell contour and used automotive safety glass.

1969 Airstreams did have a few windows with square corners, though. The front and rear opening windows both had four square corners each, and the curved front wing windows typically had three square corners with only the upper outer corners being curved. The front wing windows of some early prototype 1969 Airstreams actually had four square corners and starting in 1970 both the upper and lower outer corners of the wing windows were rounded. Also in 1970, the rear window changed to have four rounded corners, thus looking more like the side windows. These front and rear window differences make it easy to identify a 1969 Airstream from a distance.

Airstream Front Wing Windows



1969 Prototype

1969 Production

1970+ Production

The Beatrice Years ~ Part II

~1969 Airstreams~

~ continued ~

For those into subtleties, another window difference on 1969 Airstreams as compared to 1970 and later is the more forward location of the bedroom windows on models 25' and longer. This difference is most obvious on the curb side, where the 1969 bedroom window was often immediately adjacent to the kitchen window, rather than being located a couple feet rearward of the kitchen window as in later years.

Completing our discussion of the exterior, the 1969 Airstream entry door continued to use a large single hinge mounted near the belt line and a separate screen door sharing the same hinge, as had been the case since 1965. The door frames and hinges were new parts, though, to accommodate the shell contour change. 1969 taillights were located in new aluminum housings that differed from those used in 1968 and they included integral backup lamps instead of the separate backup lamps mounted near floor level that were optional in prior years. The TV antenna moved to the roof from the previous front panel location and could be raised and lowered using an interior crank on the trailer ceiling. The 7-wire "umbilical" cord used to connect the trailer to the tow vehicle was revised to detachable from the trailer to allow it to be protected from the weather when not in use. All 1969 models used a coupler designed for a 2 5/16" ball instead of a 2" ball, completing a change that had started to roll out on 1968 models. Rear bumpers continued to be stamped steel and used the same "guard rail" profile as previous years. Finally, Henschen Dura-Torque rubber torsion axles continued to be used on all models.

1969 Rear Window, Taillights, & Badging



Special & Deluxe Land Yacht



International Land Yacht

Moving on to interiors, 1969 Airstreams felt familiar with wood faced cabinets and partition walls in the living areas and fiberglass cabinets in the bath. The interior aluminum skins remained covered in a patterned vinyl as they had been since 1965. Cabinet doors remained hinged and lightweight removable plastic bins (rather than wooden drawers) continued to be used to save weight, as had been the case since about 1965. Overhead cabinet doors were also covered in patterned vinyl as in prior years on Deluxe and International models, but Special Land Yachts used overhead cabinet doors with exposed wood. The roll-up tambour doors typically associated with the Beatrice years did not yet begin to appear in 1969 Airstreams.

Interior layouts were similar to prior years with the living area at the front, followed by the kitchen, bedroom, and finally bathroom at the rear. In the living area, the shape of the fiberglass overhead end cap was new and it contained two storage compartments with top hinged doors. On Deluxe and International models, the central control panel was located between the two front overhead cabinets. When a radio was ordered, it was located in the front street side overhead cabinet and the speakers were located in "wings" of the front overhead cabinet that wrapped to the sides of the trailer.

Below the front overhead cabinet, most models had a crossways lounge (gauchó) that could be pulled out into a double bed for sleeping. Similar to prior models, on one side of the lounge or the other, and varying by model, was a fold-up table attached to the wall that could be opened up to create a dining area. A dinette with short dual lounges in a fore-aft orientation was instead standard on the 21' Globetrotter and was optional, though rarely seen on longer models. On 23' and 25' twin bed models, long dual lounges in a fore-aft orientation were provided instead of the single crossways lounge. These longer dual lounges served as a dinette during the day and as twin beds at night. The 29' and 31' models could also be had with optional twin L-shaped lounges for additional seating. The fresh water tank remained located below the lounges across the front wall of the trailer as it was in previous years. Storage bins were provided below all lounges.

The Beatrice Years ~ Part II

~1969 Airstreams~

~ continued ~

1969 Airstream Living Areas



Special Land Yacht



Deluxe & International Land Yacht

For 1969, as in prior years, the kitchen was located immediately rearward of the entry door with roof lockers on both sides for storage. All 27' to 31' units, 25' double bed units, and all 18 to 21' units had a kitchen area that could be separated from the bedroom area via an accordion door. All 23' units and 25' twin bed units were arranged such that there was a lounge that could be pulled out into a double bed across the aisle from the kitchen, thus merging the kitchen and bedroom areas. The overall size of the kitchen, amount of counter surface, and amount of kitchen storage were in relation to the length of the unit, with larger units having more generous kitchens.

International Land Yacht models continued to use an in-line 3 burner cook top mounted crossways in an L-shaped counter as had been used on longer Airstreams since 1965. The dual basin kitchen sink was immediately rearward of the cook top. Across from the cook top and sink was the refrigerator and a separate oven. Most often the cook top and sink were on the curb side with the refrigerator and oven on the street side, but the sides were reversed in 27' twin bed models.

Special and Deluxe Land Yacht models continued to use 3 or 4-burner ranges with integral ovens. The 25' double bed model had the refrigerator on the curb side with the dual basin sink and 4-burner range on the street side. The 25' twin bed models and all 23' models had the previously mentioned lounge on the curb side with the refrigerator, dual basin sink, and 4-burner range, in this order, on the street side. The 21' Globetrotter had the refrigerator and 3-burner range on the curb side and the single basin sink on the street side. The 18' Caravel had the refrigerator on the curb side with the single basin sink and 3-burner range on the street side.

1969 Kitchen & Bedroom



Special Land Yacht



Deluxe Land Yacht



International Land Yacht

The Beatrice Years ~ Part II

~1969 Airstreams~

~ continued ~

Bedrooms on models 23' and longer remained similar to previous years with roof lockers on both sides for storage. On 25' to 31' models, double beds with storage bins below were located on the curb side with a vanity and double door closet in the street side. These fixtures had swapped sides from their 1968 positions. On 27' to 31' models with twin beds, the vanity and closet were replaced by the second bed with storage bins below. As previously noted, all 23' models and 25' twin bed models had no dedicated bedroom space to talk about, but had a lounge/bed across from the kitchen counter. 18' and 21' models had an L-shaped lounge in the rear curb side corner that could be pulled out to make a double bed. These models had a small cabinet below the rear window that could serve as a night stand and an accordion door that could be used to separate the bed & bath area from the kitchen.

The interior area of most significant layout change was the bathroom. All models 23' to 31' got a common full width "Bel-Air" bathroom with fiberglass cabinets and bathtub, with the main difference being the number and size of the closets provided in the bathroom which varied by length and floor plan. The bathtub, which also contained shower fixtures, was enlarged and moved to the curb side rear corner from its 1968 location on the street side forward of the toilet. A sliding door medicine cabinet was provided on the curb side wall over the tub. The sink was molded into a new fiberglass housing below the rear window with a large mirror provided above the rear window. Large lights were provided on either side of the mirror. The toilet was in the rear street side corner at a slightly diagonal angle and had a padded, upholstered cover that could be hinged down to provide a comfortable seat and partially hide the toilet. Forward of the toilet on the street side was a fiberglass closet. Most models also got additional wood faced closets in the bathroom on one or both sides forward of the tub and/or fiberglass closet. The location and size of these closets varied by model length and bed layout. The bathrooms could be closed off from the bedroom using the bi-fold "Regency" wooden door.

18' and 21' models got a small fiberglass wet bath in the rear street side corner opposite the lounge/bed. It contained the toilet and a small wall mounted sink and served as the shower stall. Both sliding and hinged bi-fold bathroom doors have been seen. It is believed that the sliding door was used initially, but was later changed to the bi-fold design, but the breakpoint is unclear. A wood faced closet was forward of the wet bath on the street side.

1969 Airstream Bathrooms



Special Land Yacht

Deluxe & International Land Yacht

This completes the detailed review of 1969 Airstreams, a unique year that nicely blended the prior tried and true interior designs with modern new exteriors. The next installment will move into the 1970s, a time when the interiors begin to evolve and implement more modern elements including tambour doors and innovative new floor plans.

50 Years Ago - New features in the 1966 Airstream Fleet

Submitted by Iain Cameron

The following is an excerpt from a 1966 Airstream publication:
a promise fulfilled for you

Many of the new features in the 1966 Airstream were completely unheard of and unavailable only a year or two ago. Why the tremendous progress? One big reason is that Wally Byam, pioneer of the travel trailer industry, instituted a policy of constant testing, improving and refining of the product.

Art Costello
President, Airstream Inc.



SELF-CONTAINMENT POWER

Self-containment has of course been the greatest area of emphasis. Wally Byam used to say he wanted an Airstream to be completely independent of outside sources of water, power, sewage, etc., so that you could "turn it over to your lovely old grandmother to tow out in the middle of the Sahara Desert confident that she would live in gracious comfort without reloading, refueling, recharging or regretting." In 1966 Airstream represents the ultimate achievement toward

that goal, but it took several years and progress wasn't always so easy. It wasn't until 1953, for example, that anything other than a butane light was available for illumination. The butane light gave off objectionable fumes, tremendous heat, and was so weak, one couldn't really read by it. Because of the danger of fire, it could not be installed in many places. In 1953, Airstream introduced 6-volt dome lights, but the 6-volt batteries in the cars in those days just didn't have the power; so while the light was safe, it was pitifully weak. In 1955 (and more completely in 1956) passenger cars converted to 12-volt batteries. Immediately Airstream installed a number of supplemental 12-volt lights throughout the trailer. They gave the same candle power as 110-volt lights.

But once again we were reaching the capacity of the battery. In 1958 a battery was installed on the front of the Airstream and a charge line hookup which allowed the Airstream owner to charge the battery in his trailer while he was pulling it with a passenger car. This additional battery capacity then allowed Airstream to install a complete set of 12-volt lights throughout the trailer in addition to the 110-volt fixtures. Now you could have lights wherever you were in the trailer, whether hooked up to electricity or not. But in cold weather we found the batteries did not perform well; battery efficiency drops 60% in zero temperature. So, in 1961 the battery was brought indoors, where it was properly vented and heated for top efficiency.

Between 1961 and 1964 many new 12-volt appliances came on the market and so even 12-volt fans could operate off the battery. Unfortunately these could not work off the 110-volt system except through a complicated transformer installation which was not approved in every state in the country. In those days the person ordering his trailer had to choose between a fan which operated when he was hooked up to 110-volts or off his 12-volt battery when out in the wilderness.

In 1964 the Uni-Volt system was introduced and this was probably the greatest single achievement toward total self-containment since the advent of the trailer itself! With this new electrical system, there was only one set of lights; only one set of fans and everything in the trailer that operated electrically (except for the 110-volt convenience outlets) worked whether hooked up to electricity or off your battery in the middle of nowhere. The Uni-Volt system let you convert to 110-volt city power or 12-volt battery power at the flick of the master switch. In 1965 more improvements were made. Now there were no switches to turn, nothing to do ... the Uni-Volt system works automatically and unattended whether hooked up or not. When you are hooked up, your battery is automatically recharging to a safe level and an optional battery condition meter tells you how much power remains in the battery. Prior to 1966 all Airstreams had a 72-ampere hour battery. In 1966 all models 22-feet and over are equipped with a heavy duty, 90-ampere hour 12-volt battery.



50 Years Ago – New features in the 1966 Airstream Fleet ~continued~

WATER SUPPLY SYSTEM

Having a good supply of water is one thing and delivering it throughout the trailer is quite another. Airstream's development of an adequate water system has been long and arduous. In 1952, the trailer was equipped with a simple and galvanized sheet metal water storage tank. A hand-operated pump brought water to the galley only. But as soon as toilets and showers which required water were introduced, there was a demand for more water at different locations. This also meant something more practical than a hand pump would have to be devised. And so in 1953, Airstream introduced the first pressure water tank. This was a 20-gallon tank equipped with an air inlet. But as water was used and the water level dropped, it was necessary to replace the lost water with air in order to maintain the pressure. If a service station wasn't convenient, it required some hard puffing on a bicycle pump. To solve this problem, Airstream installed a 12-volt air compressor in 1958. The compressor automatically maintained pressure as the water level went down so it was no longer necessary for a man taking a shower to have his wife run outside to "pump up" the tank. But there were problems with this system too. The lower the water dropped in the tank, the longer the compressor would run and it became a drain on the power supply. This type of pressure tank had to be of heavy steel with the inherent problem of rust in order to withstand the high pressure (aluminum tanks were not successful). The tank added tremendously to the weight of the trailer and when the tank was increased to a 30 gallon capacity, it added even more unwanted weight. The steel tank alone weighed 94.5 pounds! And so in 1964, the next logical move of development in Airstream's quest for perfect self-containment was the 12-volt marine pump. This dependable pump delivered 2½ gallons of water per minute and operated only when the water spigot was turned on. The need for pressure in the water tank being eliminated, we were able to install a lightweight, polyethylene 30-gallon water tank that weighs only 11.5 pounds ... a savings of 83 pounds! And this new water tank is impervious to rust, unaffected by water and will not impart taste or odor to the water. In 1966 the highly successful pump that makes all of this possible has been improved to deliver 3 gallons of water per minute. The result is full water pressure to all water outlets at all times.



ONE-STOP HOOKUP

Right up until 1964 all hookups – water, electrical, sewer, battery – were located in various flaps and doors scattered throughout the trailer. Thus settling down to an extended stay required the owner to "make the rounds" and crawl under, get into, and reach for, all the various service connections. In 1964 concept engineering brought the entire operating "heart" of the trailer together into one convenient compartment where everything was protected from dirt and weather. Here you will find within easy reach, the septic tank valve, battery, fuse panel, the transformer for the Uni-Volt system, the water inlet line and the 110-volt service cord both of which may remain connected at all times if desired. The hose carrier is also conveniently nearby. The result of such planning permits better utilization of space and now the under-galley is less cluttered; the under-bed area provides more room for storage; wardrobes are clear of obstructions and better layouts are possible. In 1966, even more efficient arrangements were introduced. The one-stop hookup center is now roomier, everything is handier.



Cornelia Rising ~ continued from January / February issue

Submitted by Steve Bittner

Well, as of this writing Cornelia's parts wish list is finally coming together. The main door hinges returned from the plater and the company did a really nice job. Jigs have been made to disassemble and reskin the door after the frame was straightened. Also, the final Hehr classic window was located and purchased from Airstream Supply in Salt Lake City.

One area I am still fighting is the remake for the front and rear oval window frames. As mentioned in the last article, these parts are in very poor shape and my local sheet metal shop finally gave up after quite a few attempts. Currently I am searching in Phoenix, AZ for a better equipped shop.

Finally I had a couple of really good meetings with the Dosters and we were able to hammer out a good working floorplan. By the next writing, I should be able to show quite a few pictures of aluminum progress.

Till next time.

See ya down the road.

Blips & Blurbs ~ from the Editor



Shirley Bollinger would like you to know that she doesn't get membership questions, she only deposits the checks from Membership Chair, Chris Hildebrand. Please refer all membership questions to Chris. membership@vintageairstreamclub.com



*Piecing at Picacho - Four Corners Unit - WBCCI
2nd Annual New Years' Rally Charity Quilting*

We did our Quilts for Kids volunteer project again!

Bonnie Bobman, the leader of the group, wrote:

The Airstreams were glistening, the sewing machines humming and our hearts filled with community spirit! Not much different from last years' inaugural event except for the glorious sunshine and higher temperatures replaced last years' snow and chill. We were ready as usual to start stitching those fabrics and piecing materials into colorful, cheerful quilts! When the "4CU" gets together for this charity "sew in" there's nothing but smiles and good vibes all around.

Our members brought their machines, thread and tools to the annual gathering ready to get sewing. In addition to the sewing machines, we had irons, boards and scissors movin' and shakin' putting together quilt kits to benefit Quilts for Kids. This fabulous organization pulls together many national groups and individuals to provide comfort quilts for children. These gracious recipients range from fragile newborns in incubators to teens going through arduous therapy. We hope that they are able to recover and take these quilts home as a memory of strength and courage.

Quilts for Kids has an unmatched team of organizers who work from a corporate office where they receive donated fabric from manufacturers, retail stores as well as community members in many states. From this inventory they cut and prepare ready-made fabric kits with instructions for completing and mailing. We were fortunate this year to have prepared kits to make this effort easier. As we were dry camping around a central covered picnic area with only two available electrical outlets, streamlining this fabulous event was key!

Not all our members are whizzes on the sewing machine but we had awesome members ironing, trimming and cheering each other on! Once again, we had a true sense of community within our wonderfully dedicated Four Corners 'streamers!

At the end of a few days work, 4CU had completed 15 quilt tops! These will be completed and after final quilting will be shipped off for distribution to children in hospitals across the country.



Catching Up, Rallies Past...

4CU Picacho Peak NY's Eve Rally held on December 30th—January 3rd at Picacho Peak, AZ

Submitted by Reg Bittner

Another great party with the fun Four Corners Unit! Giant Jenga, Viking Bowling, lots of food and big campfires. Also, always, the White Elephant Gift Exchange and folks really cleaned out their closets this year. There was even a harp!

Something new, we even had a band this year.

We did our Quilts for Kids volunteer project again and ended up with 15 of them, one more than last year! Bonnie Bobman was the leader of the group.



Catching Up, Rallies Past...

Calico Ghost Town Rally held on February 4th—7th in Yermo, CA

Submitted by Lianne

Making the drive out to Calico could not have been easier! Four miles down Ghost Town Road off of the I-15, we were greeted by a 20 foot mine, making the entrance unmistakable. The ranger at the check-in booth was very excited to see our group and happily gave us the status of earlier arrivals, and directions to our site, giving no worry to the fact that we were checking in a few hours early.

Our group booked in the A Loop, which worked out perfect for us. All sites are full hook ups, Power/Water/Sewer. Sites are gravel pull-thrus, but are somewhat unlevel, so you may want to pack some extra leveling blocks.

At the center of the loop is a bank of newly constructed restrooms and showers. All very nice! For \$1 one could have a very good long, hot shower. Also, at the center of the loop is a large amphitheater which worked out very nicely for our Friday Night Meet and Greet and Saturday Night Potluck.

With the campground fee, your entrance to the park is included. If a short uphill hike is the way you like to start your day, there is a path from the loop that takes you right to the entrance of the town. One can come and go as much as you want during your stay. You are free to wander about the town, and cemetery before they open or after they close. This is a very dog friendly town, there is even a doggie treat store. There are several attractions that are worth paying the few dollars extra they charge for them like the Mystery House, the Odessa Rail Road, and the Maggie Mine. And if you get thirsty exploring the ghost town, you can stop at the beer garden for some liquid refreshment! The ghost town itself is a pretty good mix of authentic old mining town and commercial fun mixed in (pretty sure they didn't have a Starbucks in the 1800's).

Overall, I found Calico highly worthy of our Airstream Rally and would recommend it.

Have Fun, and Rally on,
Lianne



Catching Up, Rallies Past...

4CU Mardi Gras Rally held on February 12th—15th in Page Springs, AZ

Submitted by Reg Bittner

Another successful Mardi Gras party. Bright colors of purple, green and gold were everywhere. The big batch of Jambalaya was completely gone and the recipe requested. The hams were smoked on a Big Green Egg and that and the homemade blueberry pancakes went over big.

The 4CU puts this rally on and, reflecting its rapid growth, many new folks joined us.

This rally is held every President's Day weekend. Next year will be with a new theme yet to be determined. It is held at Lo Lo Mai in Cornville, AZ, just a beautiful park close to Sedona. We already have our reservations in for next year.





Rallies, Future...



Airstreams at DeAnza Rally

April 7th—April 10th, 2016

DeAnza RV Resort, Amado, AZ

Airstreams at DeAnza Rally will be held at the DeAnza RV Resort in Amado, Arizona ... attendees arriving **Thursday, April 7th** and departing **Sunday, April 10th**. The DeAnza RV Resort is on the site of a 1963 Greyhound Race Track that was transformed to an RV park. It has a 38,000 sq. foot clubhouse with a heated swimming pool, hot tub, billiard room, shuffleboard, bar and restaurant, exercise room and fire pit.

We have 25 sites reserved for 4CU attendees. Based on a minimum of 20 rigs, DeAnza is offering us a 20% discount off the regular April rate for a total of **\$30.99 per night including tax**, with full hookups. Please call DeAnza directly at 1-520-398-8628 or toll-free at 1-888-398-8626 to make your reservations. Be sure to mention that you are with the Airstream Rally. Attendees may stay up to 2 extra days at the special rally rate ... before or after the rally ... 1 day at either end.

Rally fee \$15 per rig.

We will be using the "Rally Room" for our morning coffee and goodies, happy hours and potluck dinner.

DeAnza is dog friendly and has a fenced dog park.

A fire pit is available for our use, so please bring firewood!

For those of you that enjoy golf, Tubac has a great course. Please mark your registration form if you would like to play golf with others on Friday.

A water volleyball game will be scheduled on Saturday.

There will be "free time" on Friday and Saturday for you to enjoy the area: [Titan Missile Museum](#), the nearby towns of [Green Valley](#) and [Tubac](#), [Tumacácori National Historic Park](#), [Madera Canyon](#), bicycling and hiking opportunities, [Wisdom's Cafe](#), [Cow Palace Restaurant](#) and of course, Tucson to the north and Nogales, Mexico (passports required) to the south.

On Friday night "Retro Rockets" band will be playing from 6:30 – 9:00 pm.

DeAnza's Greyhound Restaurant open from 4:30 -7:30 pm Thursday, Friday, and Saturday. Open for breakfast Saturday and Sunday.

Rally Agenda

Thursday, April 7, 2016

Arrival
5:00 – pm Happy Hour
Dinner on your own
8:00 pm – Gather around the campfire

Friday, April 8

8:00 am – 9:00 am Coffee and Breakfast Burritos in the Rally Room
4:30 pm – Happy Hour
Dinner on your own
6:30 pm – "Retro Rockets" Band — Dance, Dance, Dance!
9:00 pm – Gather around the campfire

Saturday, April 9

8:00 am – 9:00 am Coffee and goodies in the Rally Room
4:00 pm – 5:00 pm Margaritas provided by DeAnza on the Patio
5:30 pm – "All American Barbeque" hot dogs and hamburgers provided;
Bring Sides and Desserts to share
8:00 pm – Gather around the campfire

Sunday, April 10

8:00 am – 9:00 am Coffee and Goodies in the Rally Room
"Happy Travels Home"

This is a WBCCI Rally, but if you have a non-WBCCI Airstream friend who would like to attend the rally as a potential 4CU member, they are welcome to join in the fun. Just contact the hosts to arrange that!

Your Rally Hosts,

Ruth and Harry Vollmer (ruthiesue516@gmail.com)
Diane and Dennis Moore (sewbusy65@aol.com)



Rallies, Future...



Air Midwest Spring Rally

April 14th—April 17th, 2016

Wanderlust Campground, Eureka Springs, AR

ACTIVITIES: (in Social Hall #1)

Friday 6:00pm: "Chat & Eat" - Please bring a munchie to share

Saturday 6:30pm: "Pot Luck Dinner" - Please bring a dish to share

PICK YOUR SITE:

Pull thru sites #23 - 29

Back in sites #31 - 41

RATES:

\$31.50 + tax per night (2) people, \$4.00 + tax for each additional person over 6 years old.

FOR RESERVATIONS CALL: 479-253-7385

AMENITIES:

Large Pull-Thru Sites

Full Hookups

30 and 50 amp sites

2 Bath Houses

Laundry Room

Picnic Tables at each site

Trolley Stop on Grounds for Blue and Yellow Routes taking you to downtown Eureka Springs

Pets Welcome

WIFI available

Free Coffee until 10 A.M.

Paperback Book Swap

Information for local attractions and tours

1/2 Mile to the Great Passion Play

Overlooks Eureka Springs

FIRES:

The owners will light a fire for us at the Social Halls when we ask. You can use a fire pit at your campsite as long as it sits up off the ground. They also rent fire pits with 3 bundles of wood for \$20 + tax if you don't have one

BEST ROUTES:

Randall & Teresa Vaughn will give you routing directions when you make your reservations and they know what direction you are coming from. There are some routes that are not towing friendly!

Check out WANDERLUST FACEBOOK page for more info and photos

<https://www.facebook.com/WanderlustRVpark?fref=nf>

Lynn & I are looking forward to Spring and seeing you all! This is a nice campground that we stayed at for 4 nights in October. Hope you like it as well as we did.

Any Questions:

Sue & Lynn Anderson, kla47sea@me.com



Rallies, Future...



Terry Bison Ranch Rally

June 3rd—June 5th, 2016

Terry Bison Ranch, Cheyenne WY

The Ranch is a Wyoming "Disney Land" – activities for all ages. Go to [website](#) to get a full spectrum. More than bison, trains and camels.

When making your campsite reservation, notify you're with the TCT (vintage or modern).

Optional buffalo dinner on Saturday pre--evening (\$12.72 adult, children discounts available). Bring your own plate, cup, roller napkins, etc.

Dinner is paid (correct cash – dollar close) at TCT H.Q. on check in at Space A-1.

Rally fee of \$20.00 per space. Open to non TCT folks.

CUT OFF RESERVATION DATE: May 25th, 2016



LOOSE SCHEDULE:

Friday: show up, sign up, set up. Pre--sunset pot luck, meet and greet, settle in.

Saturday: Open House 10 am to 5 pm. Flea market items encouraged, bring your unwanted.

Saturday evening: Buffalo dinner, bonfire (if permitted). Meeting to get input and suggestions for next rally. Plan something for Sunday morning.

The dry camp area will be the meeting area. Porta toilets will be on site. Plan is to set up dry camp spaces in a crescent shape, open end facing North.

Confused? Call/text/email me @ 434-730-3840, wattmungall@gmail.com.

And I asked – No camels or buffalo in camp due to insurance requirements – I tried.

Big thanks to all that have helped with the planning.





Rallies, Future...



Vintage Rally before International Rally—Rendezvous

June 20th—June 28th, 2016

Ending in Lewisburg, WV

This pre-rally ahead of the International Rally is hosted by Steve Laxton, VAC 1st VP. For information and to register, please contact Steve at laxtonsteve@gmail.com

Monday June 20 to Wednesday June 22 – Beckley WV

First stop: Arrive June 20 in Beckley WV. Call 304-256-1747 to make your reservation in Beckley – 2 people \$103, one person \$89. There are only 17 campsites available for this first stop. On June 21 there will be an underground coal mine tour. June 22 is a free day to see the area.

June 23 depart Beckley for Durbin WV. This drive is 128 miles. On the way, stop and tour the Lost World Caverns. On Hwy 219 heading to Durbin, see the Pearle S Buck Museum.

Thursday June 23 to Sunday June 26 – Durbin WV

Second stop: Campground does not open until April, so wait until then to call and make campsite reservations. There are 30 spots available for this second stop. We will share electricity and double-park in 18 large campsites. This is an 18 campsite RV park working with us to park 30 units. We will have a campfire every night if possible and a BBQ one night. This second stop will be for two people \$115 plus a vintage train trip Steve is working on. June 27 depart Durbin for Lewisburg international rally. The drive from Durbin to Lewisburg WV is 66 miles.

Monday June 27 @ 11:00 am sharp – VAC caravan parade into Lewisburg international rally site.

Be sure to arrive at the bullpen well in advance of the start of the parade into the rally site. We will assemble at the bullpen and begin to roll at 11:00 am sharp.



Rallies, Future...



VAC @ 2016 International Rally

June 24th—July 5th, 2016

Lewisburg, WV

Here's the tentative schedule for VAC activities and the International Rally. We are still arranging technical seminars. If you would like to share a demonstration or presentation at the rally, please contact Iain Cameron, VAC President, at president@vintageairstreamclub.com.

Friday June 24th		
IBT Meeting	8:00 am	
Monday June 27th		
VAC Caravan Parade into rally site	11:00 am	
VAC Happy Hour	5:00 to 6:30 pm	VAC tent
Unit Presidents Dinner	5:30 pm	
Tuesday June 28th		
Morning Coffee (<i>everyone welcome</i>)	7:30 to 9:30 am	VAC tent
VAC Board Meeting #1	10:00 to 11:00 am	VAC tent
VAC Happy Hour	5:00 to 6:30 pm	VAC tent
International Rally Opening Ceremonies	7:00 pm	
Wednesday June 29th		
Morning Coffee (<i>everyone welcome</i>)	7:30 to 9:30 am	VAC tent
Airstream Presentation	9:30 am	
VAC Concourse d'Elegance and Open House	1:00 to 4:00 pm	VAC parking areas
VAC Happy Hour	5:00 to 6:30 pm	VAC tent
Twilight Movie (<i>bring chair, blanket, popcorn</i>)	9:00 to 11:00 pm	VAC tent
Thursday June 30th		
Morning Coffee (<i>everyone welcome</i>)	7:30 to 9:30 am	VAC tent
Delegates Meeting	8:00 am	
VAC BBQ & Potluck – sign-up required (<i>open to VAC members only</i>)	5:00 to 7:00 pm	VAC tent
WBCCI Band Concert	7:00 pm	
Twilight Movie (<i>bring chair, blanket, popcorn</i>)	9:00 to 11:00 pm	VAC tent
Friday July 1st		
Morning Coffee (<i>everyone welcome</i>)	7:30 to 9:30 am	VAC tent
VAC Membership Meeting and Installation	10:00 to 12 noon	
Canada Day Social (<i>tickets required</i>)	1:30 pm	
VAC Happy Hour	5:00 to 6:30 pm	VAC tent
Saturday July 2nd		
Morning Coffee (<i>everyone welcome</i>)	7:30 to 9:30 am	VAC tent
VAC Board Meeting #2	10:00 to 11:00 am	VAC tent
VAC Happy Hour	5:00 to 6:30 pm	VAC tent
WBCCI Talent Show	7:00 pm	
Twilight Movie (<i>bring chair, blanket, popcorn</i>)	9:00 to 11:00 pm	VAC tent
Sunday July 3rd		
IBT Installation Ceremonies	7:00 pm	
Monday July 4th		
Fourth of July Parade		
International Rally Closing Ceremonies	7:00 pm	
Tuesday July 5th		
IBT Meeting	8:00 am	



Rallies, Future...



2016 Rocky Mountain Rally

Rockin' Wally-B Ranch, Westcliffe, CO

High Mountain Hay Fever Bluegrass Festival
Rocky Mountain Vintage Airstream Club
50+ Vintage trailers!
Dry camping on private horse ranch "Wally-Style" with
spectacular views!
Registration begins March 1st.

Westcliffe lies in the Wet Mountain Valley, snuggled between
the Wet Mountains to the east and the Sangre de Cristo
Range to the west. The quaint town of Silver Cliff is
immediately to the east of Westcliffe and both Salida and the
Royal Gorge are less than 1-hour away.

Downtown Westcliffe - the elevation is 7,888 - temperatures
will range from low 80's to mid 40's and a thunderstorm could
drop some rain.



We call our settlement the *Rockin' Wally-B Ranch* but you won't find it on a map, yet it is real...it exists wherever we are!

*Things that remain the same...*we will be dry camping in an open pasture - no hook-ups, just like Wally did.

*Things that are going to be a little different...*we have planned the rally around a wonderful local music festival and small town hospitality!

This will be a rustic rally on a gorgeous private horse ranch with spectacular mountain views...if you aren't up for "*Airstreams & Bluegrass in Colorado*", this may not be the right rally for you! If on the other hand, you want to sleep beneath the stars in your vintage Airstreams at *A Painted View Ranch* and take in some great bluegrass entertainment at the *High Mountain Hay Fever Bluegrass Festival*

with about a hundred other like-minded Airstreamers, you will not be disappointed!

Location information is available at the [Westcliffe](#) and [Silver Cliff](#) websites.

Activities during the summer in the area include: biking, hiking, strolling around the small towns, visiting the local Amish community, fishing, kite flying, touring...and of course, listening to some great Bluegrass talent!

Westcliffe also hosts other festivals and farmers markets during the summer months which you can take in if you come early or stay late beyond the rally.

Trade in your blue beret for your favorite cowboy hat and bring your adventurous Wally spirit to the Rocky Mountains.

Expect a limit of 60 trailers, after which a waiting list will be started.

Hope to see ya there!





Rallies, Future...



Plunge in Pagosa Rally

July 14th—July 18th, 2016

Pagosa Springs, CO

Cost Per Coach:

\$100.00 Without Power

\$125.00 With Power (Limited to 15 coaches on a first come, first served basis)

Fees Include:

4 Nights Camping, Continental Breakfasts, Saturday Night Grill Night, and Sunday Luau Dinner (Meat Provided).

Limited to 30 Coaches...(No Motor Homes allowed at Rally Site per City of Pagosa Springs)

Limited Vintage Rig Parking upon request (see registration form).

Registration Opens: April 1, 2016

Registration Deadline: June 15, 2016

Refund Deadline: **Date?**

Questions?: GNMOSTREAM@YAHOO.COM

Make Checks Payable to Four Corners Unit and mail to:

G. Margiotta

P.O. Box 1561

Pagosa Springs, CO 81147

Bring lawn/dog games. Dogs must be leashed at all times except after dinner dog playtime on our site only. Please clean up after your critter(s)!!



Thursday:

Arrivals! A light happy hour for those who wish to have one. The rest can have dinner on their own. I wouldn't mind going to Riff Raff brewery for happy hour 3-6pm. Beer 1/2 off as well as appetizer menu. This is within walking distance from our campsite.

Continental Breakfast provided every morning with coffee from 7:30-9:30 am.

Friday:

Community Project for those who want to participate. Fun on your own in and around Pagosa.

Dinner: Baked Potato and Salad Bar Potluck happy hour/ dinner. Bring toppings and salads. More information upcoming. Prep for our Cruise-a-Thong parade down the river.

Saturday:

Cruise-a-Thong. Sit and enjoy the music, have a beer or choice of cocktail in the afternoon. Or a relaxing time at the camp site.

Dinner: Brats and Burgers (provided)! Bring a side dish. **Dessert provided.**

Sunday:

Explore Pagosa and time on your own.

Disc golf up on Reservoir Hill.

Open House: 2:00 – 4:00 pm

Dinner: Luau Themed Dinner with meat provided. Bring side dishes. Sign up will be upcoming. **Dress up in your favorite Luau attire!!**

Monday:

Clean up and departure from Park by 12:00 pm.

PLUNGE IN PAGOSA RALLY REGISTRATION FORM July 14-July 18, 2016

NAME(S) _____

EMAIL (only means of communication) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

WBCCI # _____ UNIT _____ # IN PARTY _____

ARRIVAL DATE _____ DEPARTURE DATE _____

☐ I/WE WOULD LIKE TO BE PARKED IN THE VINTAGE PARKING AREA.

CAN YOU HELP WITH ACTIVITIES? YES _____ NO _____

Make Checks Payable to Four Corners Unit and mail to:

G. Margiotta

P.O. Box 1561

Pagosa Springs, CO 81147



Rallies, Future...



Faragut State Park Rally (Replaces Wenatchee Rally)

July 15th—July 18th, 2016

Faragut State Park, Athol, ID

You may have already seen the announcement in the Jan/Feb 2016 VAC newsletter. We wanted to provide a little more info to those of you who have been past participants in the Rally...

There will be a number of changes next year.

- Due to changes in park policy, we will no longer be at the County Park in Wenatchee.
- Camping fees are now included in the Rally fee and have been paid in advance by the hosts (as required by the State Park). Therefore, we are asking that people pay now in order to hold a spot.
- There are only 23 sites, so we expect this to fill up quickly.

To register, we ask that you complete the information below and send it to us. For those in Canada, we would appreciate a money order in US dollars.

We look forward to seeing you in Idaho.

Rob and Diane Nicol, WBCCI 1816

Region 10 VAC Rally, July 15-18, 2016

Names _____

WBCCI # _____ Tow Vehicle License# _____ Trailer Length _____

Address _____

City, State or
Province _____

Phone _____ email _____

Amount of \$ enclosed _____ Make checks payable to Diane Nicol

Special food restrictions? _____

Send check and form to:
Rob and Diane Nicol
7200 NW Spring Creek Dr.
Corvallis, OR 97330

Vintage Airstream Club Newsletter

The Official Newsletter of the Vintage Airstream Club



March/April 2016

The Vintage Airstream Club

is an Intra-club of the

WBCCI

Wally Byam Caravan Club International

Closing Notes...

Please submit, as small as it might seem, blurbs, blips, stories, photographs, adventures, experiences, and lessons learned; someone out there is very interested in it!

Rally on!

Reg

(with LOTS of help from daughter, Gretel)

newsletter@vintageairstreamclub.com



2015—2016

VAC Officers

President, Iain Cameron

1st VP, Steve Laxton

2nd VP, Victor Blood

3rd VP, Paul Fancey

Recording Secretary, Mary Doster

Treasurer, Shirley Bollinger

Past President, Kimber Moore

2015—2016

Regional Representatives

Region 1, Gary Campbell

Region 2

Region 3, George D James III

Region 4, Ken Faber

Region 5, Dwight Dixon

Region 6, Herb Spies

Region 7

Region 8, Scott Allen

Region 9, Lance McEwan

Region 10, Rob & Diane Nicol

Region 11, Chris Hildenbrand

Region 12, Melissa Yee