

The VINTAGE

a d v a n t a g e

The official newsletter of the Vintage Airstream Club



Alice

She's One-of-a-Kind!



Int'l Rally Highlights 1950 Airstream Liner On the Road From Hell Big Red Numbers Vintage Rescue

Winter 2011

vintageairstreamclub.com

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

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The VINTAGE advantage

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Raison d'être:

REASON OR JUSTIFICATION FOR EXISTENCE



Dallas and Pam Peak in Madison, Wisconsin



I'd like to start off with a long overdue "Howdy and Welcome" from me to you! My name is Dallas Peak, but I'm from Indiana, which is unfortunately nowhere near Texas or any mountains. I'm proud to serve as your 2010-11 Vintage Airstream Club President and I look forward to getting to know each of you over the next year. Thus far, I've found a fantastic group of folks who are diverse yet share a common bond—a love and appreciation for Vintage Airstreams!

A little background so you can get to know me if we've not already met. I'm a second generation Airstreamer. I was fortunate enough to grow up with parents who owned trailers since before I was born. The Airstreams came along about the time of my first fuzzy childhood memories—from the back of a Ford Country Squire station wagon I watched the front end of a '62 and then later a '72 Overlander follow us all over these United States. Those were good times!

As a kid I was in the WBCCI band playing saxophone at some of those enormous rallies we had in the early 80s. Notre Dame and Bozeman are two which come readily to mind. But then college, medical school, and an emergency medicine residency came along and I was out of the Airstream clan for a while. I met my lovely wife, Pamela and it wasn't too long after we married and settled down that the bug bit again and we bought a vintage Airstream. That was in 1998. We joined the VAC as soon as we were introduced to it in 2000. We haven't looked back since and it's been a great ride!

Well that's me, now let's talk about the club! A lot of you are probably wondering why I started off with a fancy bit of French at the top of the page. Wally Byam was a big fan of the French. I guess you'd maybe say he was a Francophile. Why? I'm sure there were many reasons. The French appreciate some of the finer things in life; art, cuisine, wine, and heck, even *berets*! They have a beautiful language, too. Perhaps, Wally felt all of this complimented the beauty of design, which we continue to admire and appreciate as the Airstream.

See, RAISON, on page 2.

RAISON, continued from page 1.

The notion for the name of this article defines a crucial point for our club—and when I say club, it could apply equally to either the VAC or the WBCCI. But just in regards to the VAC, the crucial point I see is just what are we doing here? When Bud Cooper founded our intra-club he set forth objectives, which are listed in the VAC Constitution. I'll paraphrase for sake of brevity: Provide a forum for the display, judging and enjoyment of vintage Airstreams, provide a means for members to help each other, assist members in modifications, provide a buy/sell marketplace and promote fellowship and enjoyment. That's the Raison d'être. That's what we're doing here!

"Driver's Wanted" Remember the VW ad campaign? As I see it, appreciation of vintage Airstreams is the fuel for our desires. The VAC is the vehicle which helps deliver the goods as set forth by Bud. What's missing? Every vehicle must have a driver. For too long that has seemed to many to be the

VAC itself. It's been coasting along on autopilot. We just can't expect to get anywhere like that! We need people in the driver's seat. People to help steer the club into the future. People to grab hold of the wheel and punch the gas! Let's get going. Let's get moving. There is a fantastic group here and we can take this vehicle where it's never been before.

Want to get started? It's easy. Make plans to host a Vintage Rally in your area. The VAC is standing ready to assist you—just ask! Or, how about having a Vintage parking area and open house at your next region rally. We're reaching out to region leadership in an effort to foster awareness and camaraderie. Time for a story...I found out about the VAC because someone threw together a VAC rally in our region. We met at the RV/Motorhome Museum in Elkhart, Indiana. There was no electricity, no water, no campsites, no big meal plans. We got to the museum and it had already closed! Great planning? No problem, the kind staff opened up on a Saturday just for us! Dinner? We went to the local Ponderosa, but the point was we had a great time! I look back and out of the 5 units who showed up, 3 are still active members! Pretty good results! Just think what you could accomplish if you just try. Let's Rally!

What else can you do? Remember we've got a website! It's another vehicle which is sitting there full of gas waiting for you to put your key in the ignition and take off! The site supports a lot of Bud's founding objectives (help each other, assist in modifications, buy/sell). But it takes drivers to get it moving. We need you! Let's get online and share ideas and help each other out.

And there's more. We've got a first rate publication here with the Vintage Advantage. Tim Kendziorski and Kimber Moore deserve a huge amount of respect for what they've done, and continue to do! Take the time, send in an article or two. Maybe a few photos!

The VAC is now on Facebook, Twitter and YouTube. Look for us and let's get networking. We've got the right machinery to move us towards the future. Now let's get it going. Jump in the driver's seat and take the wheel! As your VAC President I'm going to be counting on you!

Dallas

Let's work together for our Raison d'être.

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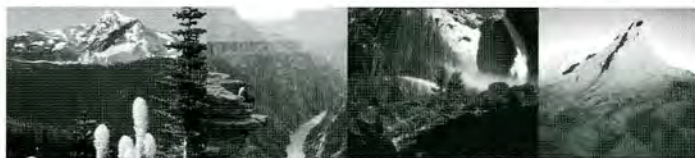


Richard L. Cooper

VAC Founder, Bud Cooper

National Park

FREE DAYS.



Glacier

Grand Canyon

Yosemite

Death Valley

Photos from left: NPS, NPS, NPS, NPS, Kimber Moore

The U.S. National Park Service has announced that there will be seventeen “free” days at all National Parks and Monuments in 2011.

The **first**, *already past*, was in conjunction with Martin Luther King Day, January 15 - 17.

The **second** period is to commemorate National Park Week from April 16 through April 24.

The **third** is the first day of summer, June 21.

The **fourth** occasion is National Public Lands Day, and will be observed on September 24.

The **fifth** and last free period will be the week ending that also marks Veteran’s Day, November 11 - 13.

All entry fees will be waived on these days. In addition, the Park Service intends to have special programs running during these times.

So, plan your Airstreaming trips to the National Parks, accordingly, and really get something for **free**.

Hey, you can now renew
ONLINE!

TIME TO
RENEW!

VINTAGEAIRSTREAMCLUB.COM

You can join or renew membership online. The process is quite simple. Go to vintageairstreamclub.com and click on the “Members Area, Log-In/Log-Out” link at the top of the menu. Log in with your user name or E-mail address and password and follow the prompts.

If you need help logging in, contact webmaster@vintageairstream.com. Save the stamp, renew online.

Don't have Internet access? No worries, contact and mailing address information, and a standard write-in renewal form is on page 33 (inside back cover) of this newsletter.



VAC International Rally Scrapbook 2010

There were 54 trailers parked in the Vintage area in Gillette and a fine time was had by all. Next year, come join us in Du Quoin, Illinois, June 28–July 4, 2011 and you can see for yourself!



Scott Schuermann pounding in the VAC tent sign.



"First Timer," Dennis Tico.



Ed Kammerer in his 1976 Argosy.



Walking away from the remains of the 1st VAC tent, the day after the storm blew it down.



Dallas Peak's 1970s Airstream trailer lecture.



Shari Davis having fun at happy hour.



Region officer's "Vintage Cake" celebration at happy hour.



Linda Heylin making the windows sparkle on their vintage Airstream motorhome.



Peter Heylin making sure Linda doesn't miss any spots!

Int'l Rally *Gillette, Wyoming*



2010 Concours d'Elegance judging team.



Dwight and Carol Dixon, smiling rally-goers!



Lain Cameron having a happy, Happy hour.



Patty Carr enjoys the VAC happy hour.



Richard Girard always has a smile.



Dallas and Pamela Peak enjoying a meal outside their Airstream.



Norman "Doc" Holman inside his 1935 Torpedo, originally owned by his father.



Norman Holman's 1935 Torpedo at sunset.



Ken and Pety Faber at happy hour.

Alice.

She's One-of-a-Kind!

It all started in December 2009, just before Christmas. Jay had decided it was time to part with his 1971 VW Bus since we have other projects going, including our 1967, 22' Safari in the midst of a shell-off restoration, our 1971, 31' Sovereign that still needs attention, and numerous other "house and barn" jobs. When the new owner came to pick up the bus,

Jay casually mentioned to him that if he ever saw any old Airstreams, to let us know. It just so happened that he knew of one.

We had intended to take a drive up near Oshkosh, WI where this supposed trailer sat, but the winter and snow had set in, so we didn't make that trek for nearly 3 months. Then one afternoon while I was at a 4H event with our daughter, Jay took the plunge and went for that drive

with our son. He drove down the small, windy back road and was about to turn back when he saw it sitting across the field in back of a property.

If you know Jay, he doesn't have any problems with simply walking up to a house and inquiring about things in their yard, so he asked if the man who answered the door was interested in selling "the old trailer out back" and if he could go look at it. The man said he thought it was a 1957 model, and he had the trailer about 15 years; it was in use as a playhouse for his grandkids. He had people stop and ask about the trailer in the past, but they either didn't come back or wanted to scrap it out. He told Jay he was welcome to look around. Jay shot some pictures through the windows. The trailer appeared to be mostly complete minus the refrigerator, but needed work. The most curious features on first inspection were the double axles on such a short, old trailer.

Jay had a feeling this was something special, but didn't quite know what it was. He offered the man money for the trailer, and he said he would think about the offer and talk to his son, who was also potentially interested in owning the old Airstream.







Jay hurried home and posted pictures of the trailer to the online forums, asking for help in identifying the trailer. It sparked interest immediately. Many ideas were tossed around, but everyone kept coming back to the double axles. According to other posts on the web, the shortest trailer that offered double axles in that era was a 26-footer, with one exception: the World Traveler model. However, there were only a total of 9 World Travelers ever known to exist, and all were made in Ohio (this was a California trailer), so this just couldn't be. The debate continued.

Once I returned home, we drove the hour trip again so I could inspect the trailer as well. Jay talked to the man again for quite awhile, who said he would contact us at the beginning of the week regarding our offer once he talked to his son. We scoured the inside of the trailer and grew more and more excited at the seemingly completeness and originality of it all! We took many more interior and exterior pictures, and measured the length at 22 feet. We returned home to post the additional pictures and made mention of the unusual features (besides the axles) of this trailer: a very large, unusual bumper with spare tire rack, rear curbside toilet with a "dresser" next to it, dual fresh water tanks and spouts, a mid-roof Astradome, and multiple fresh water sources at the kitchen sink. The excitement was building!

The next morning, we checked the forums to see if any further information was posted, and there was a great write-up by Fred Coldwell. According to Fred, and the culmination of the other posts, we had just found the only 1958 California World Traveler known to exist! On top of this, we just happened to find some pictures of the 1960 Colorado Springs rally on sier-ranevadaairstreams.org of a short, double-axled trailer with WBBCI #918 in Big Red Numbers—the same as the ghost numbers visible on this trailer! We had actually found a series of 50-year-old pictures of this exact trailer. Needless to say, we were absolutely ecstatic at that point! However, we still had not acquired the trailer, and weren't sure what the owner's answer would be.

The next couple of days seemed to last forever as we tried to wait patiently for an answer to our offer. By Tuesday night, Jay couldn't wait anymore. He called the owner, and I nervously waited for the answer. They had a long conversation, but I couldn't tell exactly how things were going! Jay finally ended the call and said it was ours. Unbelievable! It was horrible trying to sleep that night, and the rest of the workweek went by so slowly.

Jay didn't work that Friday, so he drove to the trailer to inspect it for towing home the next day. He also took the money and a bill of sale and made the official transaction on Friday. Saturday morning, after an extra trip into town for a different hitch ball, we towed the trailer up out of the field and onto the road. Some additional inspections, airing up tires, securing everything as needed, and we were off! Well, for 6 miles anyway.

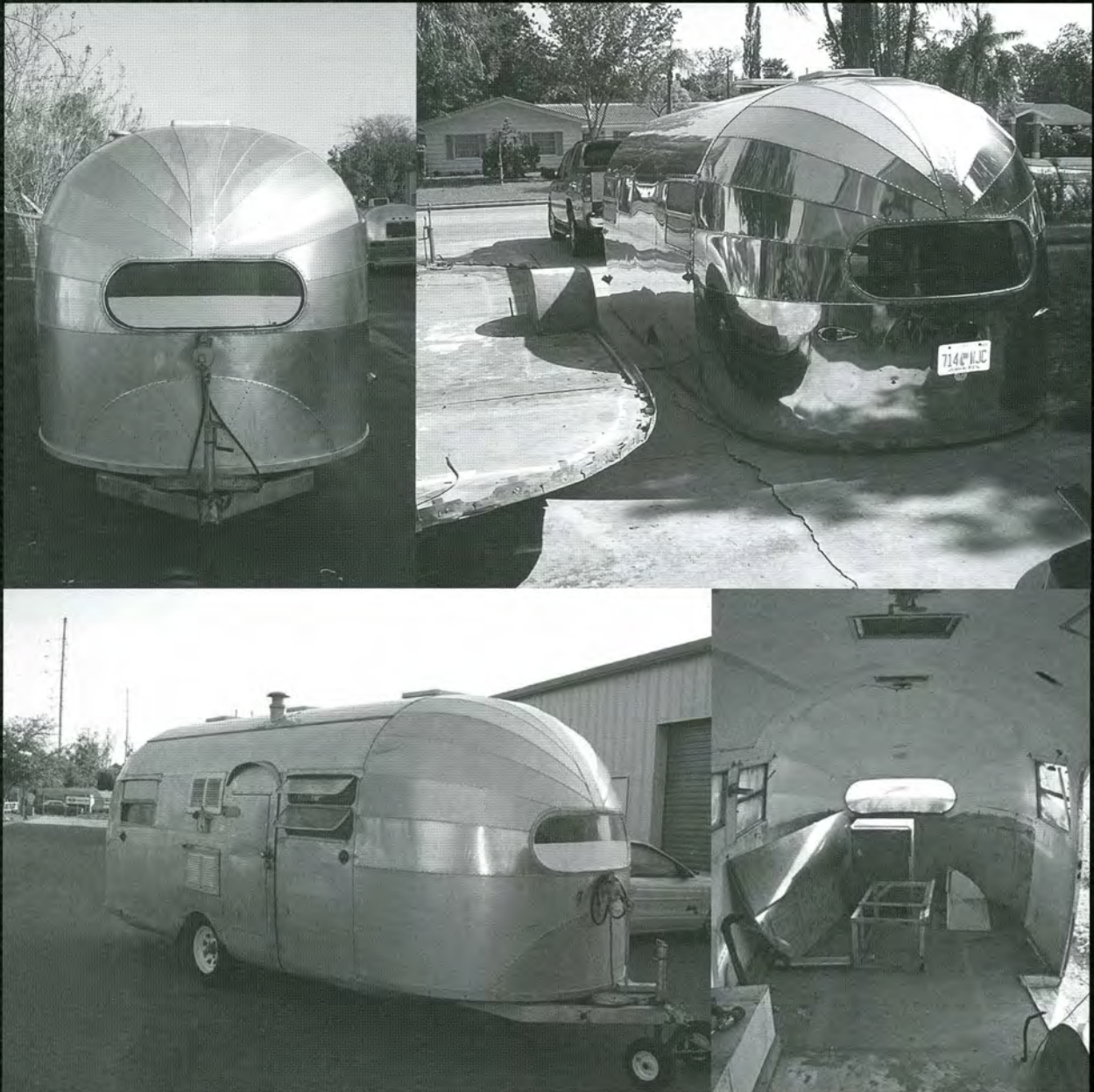
We pulled over once we realized the tire was flat. We filled it with Fix-A-Flat and rolled forward to coat the inside of the tire, but instead, the tire stripped right off the wheel. We limped it into a farmyard about 100 yards away, and were permitted to leave it there overnight. We took the wheel home with us and had it fixed overnight. Back up on Sunday, and this time, we made it all the way home.

Now "Alice" is sitting in back of the barn, patiently waiting her turn for restoration behind "Vivian." We're currently digging into any history we can find on this trailer, and what a story she has. We can't wait to tell of her restoration progress, as well as share this piece of Airstream history with other vintage enthusiasts!



"...we had just found the only 1958 California World Traveler known to exist!"

I got a call from Uncle Dan
and he told me he had a rare,



22-foot, 1950

Airstream Liner.



As young man growing up I've always been interested in camping. I used go with the family of a friends on occasion and tent camped wherever we went. As I got older a buddy and I started hunting and therefore camping. We became quite the experts on winter camping and were often the talk of the campground during our white, wintery outings. All our meals were cooked on an open fire in the evenings after a day in the woods, and we were often approached by the elders of the sect telling us how nuts we were. However we were always quite warm in our small tent. It got chilly at times but usually only outside the tent and our cozy sleeping bags.

Well, as the years went by things changed as they often do. My friend had gotten married and I gave up deer hunting for fall turkey. I found this much more rewarding. I hunted alone at this point and always saw it as an opportunity to get away and become one with nature God being my only witness and still tent camping in the winter months. Again, as the years passed, changes occur and the camping...well, it was abandoned. But the love for the outdoors had never gone away.

Years passed and one day I find myself with a 5-year-old daughter and looking for an activity to get the family involved in and make some memories. Then my brother shows up one Christmas on his way home to Maryland from Texas with, of all things, a restored 1954 Airstream Cruiser. He stayed for the holidays at the local campground down the street and my daughter and I bounced back and forth from the house to the campground and had a blast. At one point my daughter said "Papa, can we live here" Well, of course I said no, but explained that we could visit Uncle Dan whenever he came to visit. At this point I realized I had found the family activity I was looking for. Camping and the outdoors once again became a passion. Now that I was older, and had no desire to "rough it" in a tent, I thought the camper was the way to go.

Over the next few months Dan attended a few local Florida Rallies while he was still in the area and I tagged along for company. I started thinking about getting a trailer, as well, and decided I wanted something in the 18- to 22-foot range. Not too big, or too small, for my needs. One of the open house rallies we attended was hosted by a trailer restorer in Georgia. I talked to him about what I was possibly looking for but also indicated my lack of finances. I thought nothing of the conversation really for I never expected him to find anything or remember me after a weekend event with no further follow up on my part. Then in May of that next year I got a call from him and he told me what he had...


"a 1950, rare, Airstream Liner, 22-foot." He said it was in rough shape—the interior was gutted and it needed to totally be restored. But the shell was in pretty good shape and it would make a fine unit if I was willing to put the money and or time into it. I asked for pictures and then emailed my brother about the trailer. After receiving the pictures I was thinking oh, I don't know about this one. But after my brother saw the pictures he called me immediately and told me to get it. He knows I was capable of doing the work and that it was a great trailer. I was a little unsure but I called the restorer up and said I'd take it. I gave him my credit card number and the deal was done. At least the price was right. I corresponded with the seller about getting the trailer road ready and fix or replace any needed parts, lights, tires, wheels, leaf springs to make it safe. About a month later I picked up the unit and the fun started. It was polished from the start. This way at least the exterior was in good form. It still had a few exterior issues and still does but at least it's shiny.

Now that I had my own trailer I immediately started looking into the clubs and forums for a venue for help and restoration ideas. I joined the WBCCI and the Region 3, FL Unit #27, VAC, Air Forums and the Tin Can Tourists. We had been actively going to the rallies to check out the other trailers; for one to see the possibilities of what I could do in my restoration and developed a network of new friends. It's been a great experience so far. I've even taken the trailer, as is with no interior; and in some cases with no interior skin camping at a few rallies.

My daughter has joined me in a few of my trips and rallies. She said at one point "Papa, your trailer is ugly." Of course, it was gutted with nothing inside but a futon tossed on the floor to sleep on. I did run an extension cord out the door for a lamp and a fan or heater. I guess it was part of that old pioneer spirit surfacing, but much more comfortable than sleeping on the ground in a tent.

Well it's been about 14 months now since I bought the trailer and work has been progressing ever since. I've tried documenting my progress with pictures and post them on the various club's forums when I can. To date, I have done a shell-off floor replacement, installed all new electrical wiring, 110v and 12v, moved a window, replaced the front exterior panel, replaced all the insulation and interior skin with the exception of the two end caps which I have polished. Installed a new AC/DC power panel, new sheet vinyl floor, sewage holding tank, head, roughed-in all the cabinets and counter tops, walls, etc. Today, she is livable. As a matter of fact, my daughter and I just completed a weeks vacation at Disney's Fort Wilderness followed by a weekend in Cocoa Beach visiting Uncle Dan, who is a full-timer in his 1954 Cruiser. It has been a blast.

Everything in the trailer works great. I even have DIRECTV and my daughter has her own bunk bed. I'm still not done but I'm getting close. And it's not "ugly" anymore. My daughter often boasts now about camping in an Airstream. I still haven't given her a name but I guess that's one more item I will need to finish; although I was thinking of Beatrix. (Blessed Traveler).

Life is Good! 





BIG RED

Through the Years.

Whenever we run across an old Airstream with old faded big red numbers on it we wonder what those numbers can tell us. When were they assigned? Who owned them? Did that Airstream participate on any of the famous caravans? I answer questions like this regularly. Nothing can replace searching through old WBCCI membership directories and other documents for answers to questions about owner names and caravan participation, but the information in this article will allow you to answer the question "*When were they assigned?*"

Airstream trailer numbers actually predate the founding of the Wally Byam Caravan Club. Wally assigned numbers to each trailer that participated on his caravans starting way back on his first Caravan, the 1951-52 Central America Caravan. At first, trailer numbers were reassigned starting at "1" (for Wally) for each subsequent caravan. This led to duplicate number use. When the club was formed in 1955, many founding members kept the numbers that had already been assigned to them on one or more of the prior six caravans. The 1955 Wally Byam's Caravanners membership directory has several cases of multiple members with the same number; sometimes three or four different members with the same number! Even Helen Byam Schwamborn had to share the number "2" for a while, since her first caravan was Wally's sixth. This shared number condition continued to exist in ever decreasing quantities through 1980, the last year that number 58 was still shared by both of its original assignees! Other cases of shared numbers sometimes occur, even to this day, when an Airstream has dual ownership.

A comprehensive review of WBCC/WBCCI Membership Directories yields some interesting discoveries. For the years 1955 through 1960, the Membership Directories were published early the following year and reflected membership at the end of the year noted on the cover. For example, the 1960 Membership Directory was actually published in early 1961. There was no 1961 Membership Directory and the 1962 through current Membership Directories reflect membership at the end of the prior year or perhaps more correctly, they reflect membership at the start of the year on the cover.

Looking through these directories one can see the highest assigned number climbs steadily from 1955 into the 1970s, when the progress began to slow as membership peaked. The era of greatest growth was from 1962 through 1968, with each of these years showing a gain of at least 2000 members and the peak in 1967 exceeding 3000! This growth pattern makes sense, because in the 1960s and 1970s Airstream was making lots of trailers and most new club members came from the ranks of new purchasers of new Airstreams. For these folks, the next available new number was typically assigned.

NUMBERS

Once the club stopped growing, the need for new numbers diminished and reassignment of existing numbers became the norm. It should be noted, however, that the reassignment of existing numbers has been around almost as long as the club. The 1957 Membership Directory noted that members could write headquarters to request a number that became available. The 1958 Directory stated that no numbers would be reassigned until after July 1, 1959, and the 1960 Directory shows several numbers that had been reassigned.

Another curious membership number phenomenon is that of reserved numbers. Many of us may know that the numbers 1 through 100 are currently reserved for Airstream Company use, but when did this practice start? It appears that there was no such practice in 1960, but the 1962 Membership Directory lists quite a few specific numbers reserved for Airstream company use, with the highest being #155. This practice of reserving specific numbers for Airstream company use continued through 1969. The highest number ever reserved in that way was #472 in 1963. It appears that the practice of reserving all available numbers up to 100 for Airstream company use may have been formalized in 1970, although the 1970 Membership Directory does not explicitly say so. How did Airstream use these reserved numbers? Some were for company officers and other employees including caravan leaders and mechanics. Others were handed out to important people outside the company. One significant curiosity assigned by Airstream was the number "00" that was assigned to Wally Byam's good friend and businessman Andy Anderson.

As for reserving the numbers from 101 to 1000 for WBCCI use, it appears that this practice also started around 1970 or so based upon the fact that International Presidents since that time have been using more or less sequential numbers in the 100's. At the same time, or soon thereafter, some numbers between 201 and 1000 began to be reserved for use by other WBCCI International Officers and Regional Officers. More recently, some numbers in this range have been reserved for National Caravan Leaders.

I can hear you screaming "*Enough with the history lesson already! When were the numbers on my old Airstream assigned?*" Well...while you will often find that the faded big red numbers on an old 1950s, 1960s, or 1970s Airstream were assigned year the trailer was made, it's not always that easy, so use the table on page 16 to help you solve your mystery.



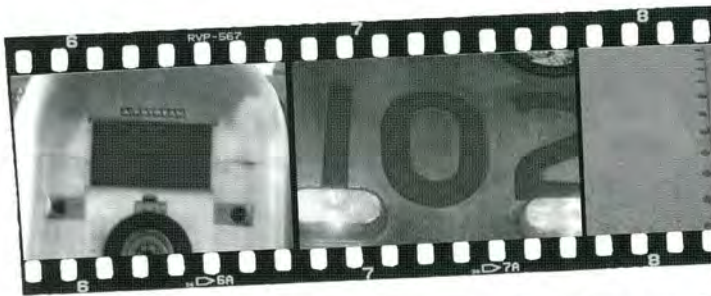
WHEN WERE THE OLD NUMBERS ON MY AIRSTREAM ASSIGNED?

| Directory Year | Membership at End of Year | Highest "Continuous" Number | Change from Prior Year | "Non-Continuous" High Number Exceptions |
|----------------|---------------------------|-----------------------------|------------------------|--|
| 1955 | 1955 | 535 | n/a | |
| 1956 | 1956 | 706 | 171 | |
| 1957 | 1957 | 1209 | 503 | |
| 1958 | 1958 | 2290 | 1081 | |
| 1959 | 1959 | 3215 | 925 | |
| 1960 | 1960 | 4359 | 1144 | |
| 1962 | 1961 | 6008 | 1649 | |
| 1963 | 1962 | 8024 | 2016 | |
| 1964 | 1963 | 10187 | 2163 | |
| 1965 | 1964 | 12257 | 2070 | 12345 |
| 1966 | 1965 | 14913 | 2656 | |
| 1967 | 1966 | 17426 | 2513 | |
| 1968 | 1967 | 20528 | 3102 | |
| 1969 | 1968 | 22930 | 2402 | |
| 1970 | 1969 | 23153 | 223 | |
| 1971 | 1970 | 24041 | 888 | 24815, 28827, 34583, 81728 |
| 1972 | 1971 | 25873 | 1832 | 28038 |
| 1973 | 1972 | 27802 | 1929 | 27833, 90005, 90040, 90045, 90060, 90450, 99230, 99300 |
| 1974 | 1973 | 28948 | 1146 | |
| 1975 | 1974 | 29956 | 1008 | |
| 1976 | 1975 | 30698 | 742 | |
| 1977 | 1976 | 31316 | 618 | |
| 1978 | 1977 | 31600 | 284 | |
| 1979 | 1978 | 31713 | 113 | |
| 1980 | 1979 | 32077 | 364 | |
| 1981 | 1980 | 32081 | 4 | |
| 1996 | 1995 | 32083 | n/a | |
| 2004 | 2003 | 32083 | n/a | 32111 |
| 2009 | 2008 | 32083 | n/a | 32407 |



Let's begin to close this article with a discussion of a few anomalies in the chart. First, in 1965, it looks like someone requested the sequential number 12345 rather than take the next available number. The reason that there were relatively few new numbers assigned in 1969 and 1970 is currently not known. The unusual "high numbers" assigned in 1970 through 1972 are also currently unexplained. One guess is that maybe they were assigned to trailers in the Caravan America program, since none of these numbers were retained the following year. Finally the high numbers assigned in 2000s again appear to just be special requests.

Now you know the rest of the story about how and when WBCCI numbers were assigned. Put this information to good use next time you spot a vintage Airstream that sports old faded Big Red Numbers! 1234567890



Happy

This edition's fare, a **Riveting Cranberry Punch**.

Ingredients (per serving):

- Vodka, 1.5 oz.
- Cranberry Juice, 1.5 to 3 oz. depending on your tastes.
- Grand Marnier, 1/4 oz. - or a dash or to taste.
- Squirt or Diet Squirt (did you know you can use this stuff for almost any drink?).

Shake vodka, cranberry juice and Grand Marnier over ice. Pour into a glass with ice and add Squirt to top-off the glass. (It doesn't work very well to add the carbonated Squirt to the shaker, if you know what I mean...).

Alternately, you can mix the vodka, cranberry juice and Grand Marnier (1 cup/1-2 cups/1/4 cup) in a pitcher of ice and add Squirt to taste. Pour into glasses over ice. Finish off with a lemon peel twist and float a dried cranberry or two for an added treat.

For the kid-friendly version simply eliminate the vodka and Grand Marnier add a little more Squirt and orange juice or even some apple juice or sparkling apple juice. Garnish with an orange slice and a fancy straw!

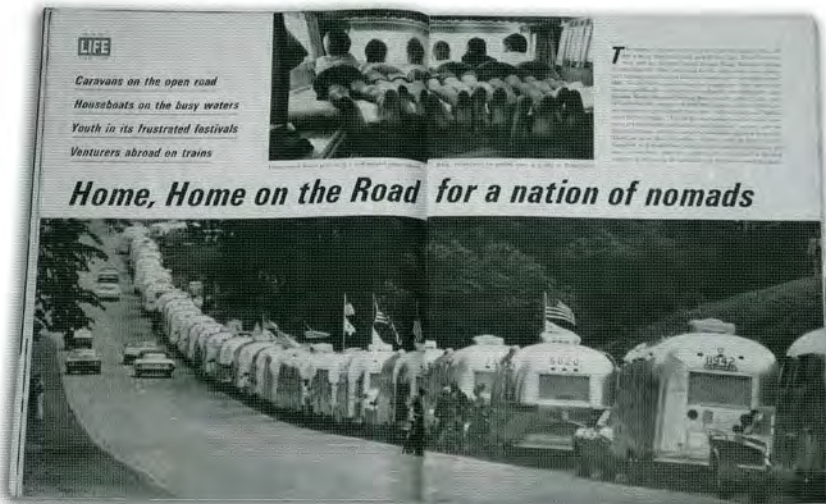
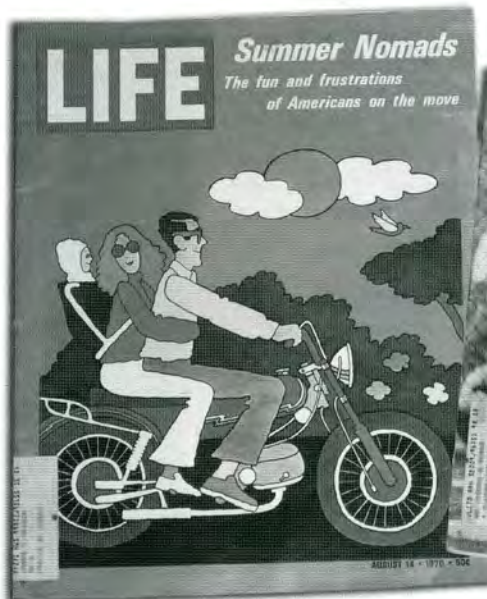
Santé!

That 70's Book

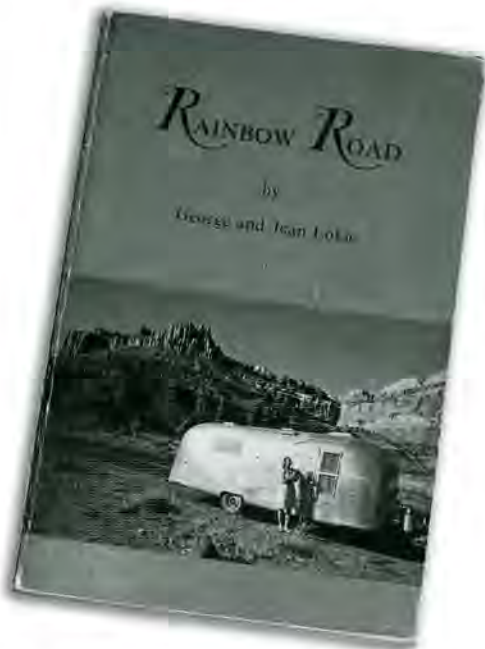
As long as we are discussing the 1970s, it would an oversight to not also discuss two of the most significant 1970s magazine articles about Airstreams and the Airstream way of life.

The first of these is the July 6, 1970 *Sports Illustrated* article about Airstream Caravan #71. This 8 page article entitled "A Home on the Range," begins on page 46 and recounts a 3,741-mile caravan by 300 Airstreams, to the Yucatan and back. The article delves into more details about the history of Airstream, the makeup of the club members (mostly retired), and the running of the caravan that the typical magazine article and that alone makes for interesting reading.

The second article is the August 14, 1970 *Life* magazine article entitled "Summer Nomads" or "Home, Home on the Road for a nation of nomads" that begins on page 20 and runs for 6 pages. This article is short on words, but contains many large photos which are the most interesting part of this article. Following the Airstream article are two pages containing photos of a variety of other vintage RVs.



Many books and magazine articles were written about various Airstream adventures in the 1950s and 1960s. Things slowed down in the 1970s. In fact, there was only one book about Airstream travel published in the 1970s, *Rainbow Road* by George and Jean Lokie, which was published in 1976 by Omega Books of Corte Madera, California. *Rainbow Road* appears to have only been published as a paperback, and it is 136 pages in length.



The authors were never members of WBCCI, but did have at least one article published in the Airstream "Caravanner" newspaper that was published by the Airstream company. That article, entitled "Family Reenacts the Drama in a Drink of Water" was published in the September-October 1972 issue and recounted a family trip to Death Valley in their Airstream trailer.

Rainbow Road is a travel adventure book recounting a year long, 27,000 mile Lokie family trip taken in late 1972 and early 1973 to see the sights and visit far flung relatives all around the continental United States. George and Jean

"full-timed" with two teenage children, Beth, 13, and Steve, 15, for a year in a 1963, 24' Airstream towed by a 1972 GMC Suburban. Throughout the book are several black and white photos of the Airstream in various scenic locations intermixed with photos of family members. There is a color photo on the cover of the Airstream along a road side somewhere in the desert southwest.

The trip recounted in *Rainbow Road* is truly an adventure and not merely a vacation, as evidenced by the fact that the Lokies quit their jobs in order to undertake this trip and they had to find work along the way to pay the bills when money ran short or a mishap occurred. Sometimes they resorted to picking berries and putting up preserves to help feed the family. It took guts to attempt such a trip in 1972, including the then unorthodox concept of home schooling the children during the trip. To most of us, the concept of such a trip today might be just as scary, but their trip makes for interesting reading. *Rainbow Road* is an intriguing period piece form a simpler time. This is perhaps best illustrated by the fact that they allowed their son to take a week-long, solo hike in Glacier National Park without their accompaniment. Most parents would not think of allowing a 15-year-old to do something like that today.

The title of the book, *Rainbow Road*, stems from the concept of chasing ones own rainbow (or dream). The Lokies found their "rainbow" in the freedom of the road, the freedom to roam, a truly Byamesque concept. Wally would have been proud of them. Throughout the book, the Lokies comment on the rainbows that are being chased by the people they met along their travels and in doing

so encourage us all to chase our own rainbows. They pursued their rainbow while on the road by writing travel articles and submitting them to magazines. They got many rejections, but also celebrated some successes. When writing did not pay the bills, they took temporary jobs. Through it all, they seemed to be having a grand old time, although the children did eventually miss their friends back home. In the end, when the Lokies

"...they allowed their 15-year-old son to take a week-long, solo hike in Glacier National Park without their accompaniment."

returned home, they retained the vision and desire to hit the road again in the future when once again they would chase their rainbow. One can only wonder if they ever did.

It will take a little patience to add *Rainbow Road* to your personal library. Copies are scarce and hard to find, only infrequently showing up on eBay or some of the various on-line book sellers. The original purchase price is not currently known, but prices now can run \$30 or more when a copy does come up for sale. Copies autographed by the authors do exist and might cost a little more.

AN ALUMINUM EXPERIENCE *to Remember.*



*M*y wife Norma had long ago learned to humor me during countryside drives, by keeping her eyes peeled for shiny aluminum peeking out from within shadowy barns, or sparkling from the perimeter of a farmer's field.

As we left the International Rally in Springfield, Illinois, we headed to meet up with the first group on the Golden Anniversary Caravan. Norma heard, more than once from me, that the routes on which we would be travelling may not have been traveled by an Airstreamer for many years, and so it was especially important to be watchful.

Well, we weren't the first to spot an old Airstream, even with Norma's watchful eyes. Chuck Gregory (#1986), on the same caravan, had pulled off to the side of the road outside of Bathurst, New Brunswick to check a map, and before pulling back onto the blue line highway had cast a quick look into his side view mirror to assure safety, and spotted the 65 Caravel sitting beside a barn—now the subject for further investigation.

Talks with the caretaker revealed that indeed, the trailer was for sale—had been all last summer with no takers. And here it was August—late for the tourist season—but with it being so close to the Quebec border near the Gaspé Peninsula and still no takers? But, Chuck already had a 65 Caravel. And this trailer was 2,500 miles from his Florida home.

It was a week later and 250 miles south at the 50th Anniversary WBCCI plaque dedication ceremony that I heard about the trailer from Dick Arnold (#17953) and I wanted to investigate further. Chuck, who had spotted the trailer, had pictures and I thought he had a good eye for aluminum. His report sounded promising, so the following day I phoned the caretaker. We talked of ownership, title, use, and condition. I told him I'd think about it.

About a week later, I called the owner and offered \$1,400.00 (Canadian) against the \$2,000 asking price. After some discussion, we compromised at \$1,500 and all I had to do was send a deposit and show up before the end of October to claim my prize.


On completing the Golden Anniversary Caravan, we dropped our 03 Classic trailer at Jackson Center for some warranty work (*those people are sure fine*). Then we headed Northeast. Two hard days of driving got us to the Maine-Canada border, poised to run to Bathurst the next day. We forgot about the time change to Atlantic time, and so we missed the caretaker—but we had made an appointment with a garage. After a cursory inspection, (*yep, this will make the 12 miles*), we connected the trailer, then fortunately just before we departed the caretaker showed up and we were able to pay him, get the title, and leave under good auspices. Poor Claude, at his garage, he had agreed over the phone to attend to brakes, lights and bearings. But when we got there, it was cold and rainy, and he was sure the trailer would not fit in his shop. He got on the phone trying desperately to pawn us off to others.

But to no success, and time was getting late. So, I finally said I wanted to try backing the trailer into his bay. It fit (7 inches to spare), and he got to work.

In less than three hours, he removed the brake parts (*I wanted nothing coming loose on the way home*), repacked the bearings (*still in great shape*), converted the wiring to the new 7-pin pigtail—Chuck had warned me to bring, (*what a pleasure to see all those lights brightened after all those years*), and mounted two Goodyear Marathon tires (*I'd brought from the States*). And at 5:30 p.m. we were on our way.

As we drove south to our encounter with the border and customs, I reflected on what we had learned...

Originally purchased in Virginia in 1975 by a local Bathurst resident, the trailer had been given temporary plates to move it to Canada. It was never titled in Canada, never plated, and never saw the road again. For 30 years, the trailer was barely used. Parked in a private lot, off the beaten path, in an area known for cold and wet, the trailer was free of the touch of vandals, was relatively free of stone dents, still had some of its clear coat (*an option in 1965*), still had original upholstery, stove was unused, refrigerator and sink in almost new condition. The downside—the roof vent had been left slightly ajar and water had softened the wood floor under in an area a foot square; The salt air had initiated serious rust on the frame—a big initial concern that proved unwarranted as we moved the trailer south, first to Virginia, and then on to Texas; The belly pans were loose on the frame—we tied them with 2x4's suspended by ropes thrown over the roof (*see photo*) until we could get to Texas and a warm place to work; And a missing step—probably also a casualty of the salt air on a steel frame.

Work has progressed. We're not finished, but perhaps, work on one of these may never be finished—just passed on to the next owner to continue. 



Rachel Hughey

On May 1, 2010 at the Christensen Field Complex, lots of visitors visited the combined Airstream Open House and Fremont, NE Antique Car Club Display. The pictures show two of the Vintage Airstreams, the Hughey's 1969 Overlander and the McCall's 1967 Sovereign with the balloons flying.



Rachel Hughey

Beth McCall is seen outside her 1967 Sovereign named "Moby" owned by Beth and David McCall. The picture was taken before the VAC Open House on September 18, 2010 at the Missouri State Rally held on the NEMO Fairgrounds in Kirksville, Missouri. Other members who opened their vintage Airstreams were Don & Joan Wieseman (1974 Trade Wind), Lloyd & Bonnie Stricklin (1979 Ambassador), Bob & Norma Davison (1976 Ambassador) and Martin & Rachel Hughey (1969 Overlander).

On the Road from Hell.

Topsy-turvy leads to a cultural adventure.



Want to give your Airstream a taste of *Cape Town to Cairo*-type roads?

May I suggest a drive to a mystical, wonderful place...

Chaco Canyon, New Mexico.

The last 13 miles are dirt, with washboarding big enough to qualify as a mountain range—

—normal washboard travel smooths out at around 35mph, but not this stuff, probably because there is so much traffic—

That being said, Chaco Canyon is one of America's most significant and fascinating cultural and historic areas and you should go there, **just go slowly.**

"Chairs walked around, the toilet paper went on a roll, clothing fell off its hooks and the microwave wiggled itself sideways in its hole."

I thought I would share what I found when I looked in the trailer after this drive. Note, I have been driving around for 6 years now, often on dirt, so most everything that normal bumps will do is already fixed or thrown away.

Many things escaped from their “safe” locations. The small bookcase, that faces the wall for travel, turned itself around and spat out all the books. The lamp and the little vertical file of “to do” papers jumped over the non-skid pad, that usually keeps them in place, and hit the floor. Several small cans of paint (one of them not closed well) joined the papers. Chairs walked around, the toilet paper went on a roll, clothing fell off hooks, and the microwave wiggled itself sideways in its hole. So far, nothing bad.

The worst-of-the-bad was the plastic sink. My electric toothbrush usually sits safely in the cup holder, but it leapt into the air and came down hard on the sink, cracking it in about a 2"-square area. I have been patching the old, tired plastic in the shower as it has cracked with JB Weld®. It sands down nicely when cured, and I found a small jar of Rustoleum® touch-up paint that is a good match for the “ecru” color of the elderly plastic. I applied the same trick on the sink crack, although I did heat it up with a hairdryer to get the edges lined up. I sanded it better than I did in the shower corners, and applied the paint. You can see it if you look, but it holds water and cleans up well.

The worst mess was what the “Extra Virgin” did. Someone didn’t tighten the bottle cap, and the olive oil was the only cooking liquid that doesn’t live in a surrounding bin tall enough to keep it upright. So out came everything in the left side pantry. I washed all of the stuff, and the shelves. The bottom is plywood, and I did the best I could, but I don’t think that section will rot if the shower decides to leak again.

I couldn’t see any other problems, no lost rivets or screws, and all systems still worked. Actually the shaking might well stand in for burping a plugged up fridge cooling system!

The most time-consuming part was probably the clean up of the amazing amount of dirt. Loads of tan dirt from the road itself found a way in through every little crack, and the worst was the old dirt from behind closets,

from under the ducting and all the hidden places that cannot be cleaned. Bits of insulation, dog hair, pillow feathers, missing earrings, rivet tails, and just plain black dirt were all represented. Since I have a cork floor, I swept it all up. I can’t imagine what it would have looked like if I had carpet.

It was all pretty impressive.

In the future, when I go back to Chaco Canyon, or head for darkest Africa, ANYTHING that can tip over, or fall, will be placed on the floor—on a pillow if it is fragile. I have a big collection of the smallest bungee chords. Three of these keep the printer on its table, one of them keeps the microwave door shut and another corrals the walking stick into its corner. Anything that can spill is either in the kitchen sink or the shower, but I don’t put heavy stuff in the shower, don’t want to crack that. Everything that is perishable, or a rodent temptation, is in an air-tight container, which makes cleaning up a lot easier—the stuff lasts better, and the mice have given up on me.

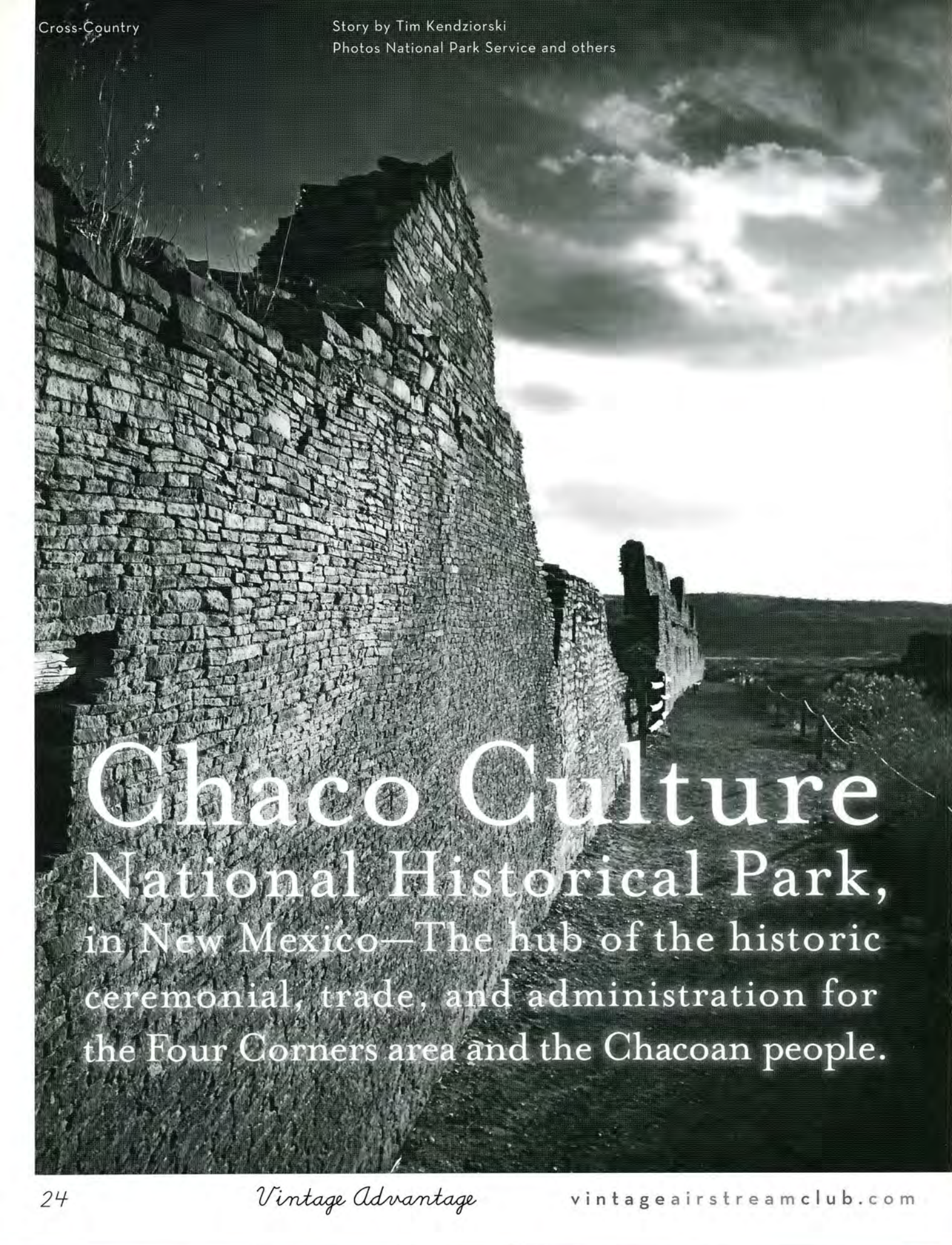
I have a lot of interesting decorative touches that have ended up in a box somewhere more or less permanently. I thought they were such a great addition to the interior when I got them, but it gets old putting them away all the time. Now they only come out for rallies. Some of them are in shadow boxes screwed to the wall, with museum putty to keep them in place. (They didn’t move on the road to Chaco).

So, if you are headed for dirt roads—actually rough patches of the Interstates at 65 mph are nearly as bad—go through every corner of your trailer and envision things leaping off, tipping over and falling to the floor. Neither magnets, nor Velcro® are safe enough to trust when the trailer gets to rockin’ and rollin’ on a bad road. The non-skid, sticky, shelf liner is pretty good, but you have to wash it periodically or it loses its grip. It’s only good for keeping things in order in an enclosed space, not for open shelves.

But after all has been said and done, please go. Go and find where the wild things and the empty spaces are. That’s what your Airstream was born to do!



“Bits of insulation, dog hair, pillow feathers, missing earrings, rivet tails, and just plain black dirt.”



Chaco Culture

National Historical Park,
in New Mexico—The hub of the historic
ceremonial, trade, and administration for
the Four Corners area and the Chacoan people.

The Chacoans combined the elements of pre-planned architectural designs, astronomical alignments, geometry, landscaping, and engineering to create an ancient urban center of spectacular public architecture.

Chaco Canyon hosts the densest and most exceptional concentration of pueblos in the American Southwest. The park is located in northwestern New Mexico, between Albuquerque and Farmington, in a remote canyon cut by the Chaco Wash. Containing the most sweeping collection of ancient ruins north of Mexico, the park preserves one of the United States' most important pre-Columbian cultural and historic areas.

History shows that Chacoans quarried sandstone blocks and hauled timber from great distances, assembling 15 major complexes which remained the largest buildings in North America until the 19th century.

The history of this area is not to be taken lightly. The central portion of the canyon contains the largest Chacoan complexes, the most studied is Pueblo Bonito ("Beautiful Village"); covering almost 2 acres and comprising at least 650 rooms.

The Chacoans built their complexes along a nine-mile stretch of canyon floor, with the walls of some structures aligned cardinally and others aligned with the 18.6 year cycle of minimum and maximum moonrise and moonset. Nine Great Houses are positioned along the north side of Chaco Wash, at the base of massive sandstone mesas. Other Great Houses are found on mesa tops or in nearby washes and drainage areas. There are 14 recognized Great Houses, which are grouped according to geographic positioning with respect to the canyon.

"Great Houses" are immense complexes which embodied worship at Chaco.

The exhibited sheer bulk; complexes averaged more than 200 rooms each, and some enclosed up to 700 rooms. Individual rooms were substantial in size, with higher ceilings than Anasazi works of preceding periods. They were well-planned: vast sections or wings erected were finished in a single stage, rather than in increments. Houses generally faced the south, and plaza areas were almost always girt with edifices of sealed-off rooms or high walls. Houses often stood four or five stories tall, with single-story rooms facing the plaza; room blocks were terraced to allow the tallest sections to compose the pueblo's rear edifice. Rooms were often organized into suites, with front rooms larger than rear, interior, and storage rooms or areas.

If you are in the Four Corners area and looking for an adventure, the Chaco Culture National Historical Park may be the place for you. If you would like to see a preview of what you might be getting in to, do an Internet search of "Chaco Canyon" and browse the images available for the area. You may find yourself longing for a trip

to the Four Corners area of the country. And, if you do, you will find many VAC Friends ready to welcome you. 🌿

Warning: Some of the local roads recommended by map publishers and services using GPS devised to access Chaco are unsafe for passenger cars. Please use our written directions below to avoid getting lost or stuck.

By Car: Chaco Canyon is located in northwestern New Mexico. The preferred and recommended access route to the park is from the north, via US 550 (formerly NM 44) and County Road (CR) 7900, and CR 7950.

Trailers and RVs: Over 30 feet in length can not be accommodated. A dump station is located in the campground.



Clockwise from top: Pueblo Bonito doorway (NPS); Petroglyphs (David Rock/iStock); Pueblo Bonito overview (NPS); Spiral Petroglyph (NPS)

Resources:

Chaco Culture National

friendofchaco.org

Historical Park

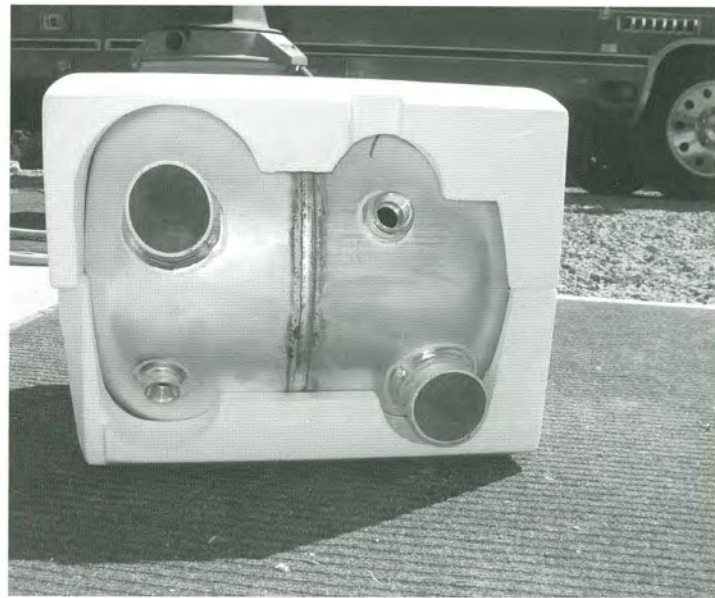
exploratorium.edu/chaco

<http://www.nps.gov/chcu>

Our water heater just wasn't holding water where it should—in the tank.



◀ Removing parts from the old heater



▲ The new tank ready to be installed



◀ Inlet, outlet and engine block heat exchanger connections

We had a leaker and the wood under the heater was visibly damp and the heater needed to be replaced. But we were not ready to fork out the \$600 for a new heater. So what could we do? How about just replacing the tank?


OK, I will not lie, this isn't exactly a vintage story...yet. Our heater is on our motorhome, but it is only 4 years away from being vintage. In any case, this applies to many of the original Atwood® heaters from the later years. Overall the style and design of the tanks has not changed appreciably and in many cases if you have a problem tank, you can replace it without having to deal with the added expense of replacing the whole heater—especially if you don't need to. The kit we bought came with a new tank, a new thermostatic relief, gaskets and rings—everything we needed to swap out the tank.

How is a tank replaced? The directions will vary from model to model but it will generally fall along these lines:

- 1} Turn off water supply to the heater and make sure it is completely drained.
- 2} Disconnect any electrical supply you may have on the heater. You may need to remove 12-Volt DC controls and in some rare cases even some 120-Volt supply if you have them. Our heater had electronic ignition so we only had to disconnect the 12-Volt power and control wires. Note color combinations of wires or better still, take a picture of the wires before you disconnect them so that you can correctly hook them up later.
- 3} Turn off the gas, disconnect the gas line and remove the burner and solenoid valves.
- 4} Remove parts like heat shielding around the heater exhaust and things like the relief valve. These are parts that are easier to remove and replace when the heater is installed rather than sitting on the ground.
- 5} Remove the heater.

You will notice that on my pictures, I didn't remove the relief valve and igniter—live and learn...Remove them when you can and where it is easy—where it is still installed. With the heater on the ground, you can remove the old tank. To do this you need to simply snip the retaining rings that hold the frame to the tank. There are 2 of them, one at the fire-tube exhaust and the other at the fire tube inlet. If you do not know by now, the fire tube is the internal pipe that the flame goes into. By snipping the rings with tin snips they will easily come off freeing the tank from the frame. Also, as a side note, you will see that our fire-tube on our old tank was badly blackened. This is an indication that there was not enough air to support combustion and soot was forming inside the fire-tube. This can lead to premature failures because the soot can become acidic when combined with moisture.

The new tank installation is sort of reverse of the removal process. You have to make sure that the thermostatic safety switches are properly seated on the tank after slipping the frame on the fire-tubes. Once that is done you will secure the frame to the tank by installing the retaining rings on the fire-tubes. This is the hardest part of the job. The retaining rings are compression fittings—they are pushed on the fire-tubes and worked down until they are snug—forcing the frame and tank together. They are a very tight fit and I had to work them down using a flathead screwdriver and a hammer. I tapped each ring around its circumference—round and round—until they were seated. It was a long process as these rings are very snug around the fire-tube.

Once that is completed, you install the heater in the reverse of how you removed it. I used new putty around the frame flange when we put it back in, hooked up the wires and gas. I also took the time to adjust the air flow to the burner to correct the sooting problem and filled it up. Once filled up, I lit it and it “popped” right on and heated water. *Job done!* 

Watching Rubber...

Trailers normally do not have tire wear problems but under certain circumstances, they can show signs of trouble. For the most part, with stock axles, tires are properly aligned. Abnormal wear patterns are often caused by the need for simple tire maintenance, or possibly an axle alignment. Your tires should be inspected at every opportunity; when filling up at a gas station, prior to leaving on a trip or returning home. Don't ignore your tires as you do your walk arounds. If you are like me, you are checking your hubs for signs of excess heat. Your tires are right there so give them a look and feel as well.

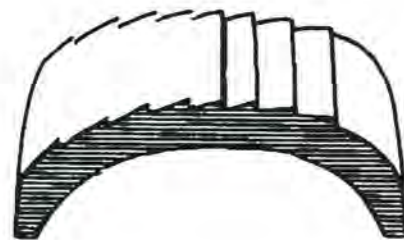
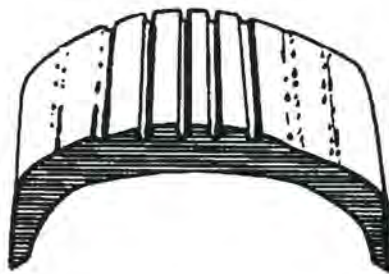
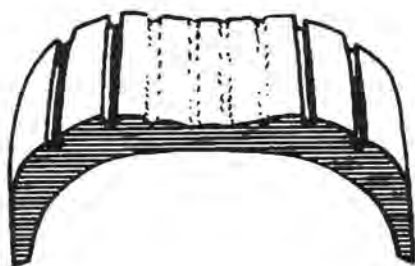
Learning to read the early warning signs of trouble can prevent wear that drastically shortens tire life or even could lead to catastrophic failure. Tires should be inspected 3 ways. First, visually examine all 4 tires; second, feel the tread by hand to detect wear such as feathering and third, check all 4 tires with a pocket type pressure gauge.

Signs of wear can be tricky. What looks like it might be an alignment problem may actually be something else altogether. So look at the signs carefully. Some obvious conditions you are likely to see is things like Over/Under inflation and Feathering. Less common is things like 2nd Rib Wear.

Over Inflation: If your tires are consistently over inflated, you will likely notice excessive wear at the center of the tread. The tire is riding on the center of the tread more than the sides and therefore wearing it more quickly. Many times, the "eyeball" method of inflation (pumping the tires up until there is no bulge at the bottom) is at fault; tire inflation pressure should always be checked with a reliable tire gauge. Occasionally, this wear pattern can also result from outrageously wide tires on narrow rims. This is not very likely for trailer tires because very specific sizes are called for on the rims trailers have.

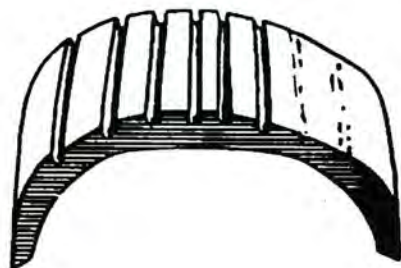
Under Inflation: If you are consistently under inflating your tires, for perhaps a smoother ride, you will likely see this wear pattern. Converse to over inflation, when a tire is under inflated, there is too much contact with the road by the outer treads, which wears them faster than the center. Tire pressure should again be checked with a reliable pressure gauge. When this type of wear occurs, and the tire pressure is known to be consistently correct, it is possible that you may have incorrect toe-in but this is usually not a big problem for trailers.

Feathering is a condition when the edge of each tread rib develops a slightly rounded edge on one side and a sharp edge on the other. By running your hand over the tire, you can usually feel the sharper edges before you'll be able to see them. The most common cause of feathering is incorrect toe-in setting.

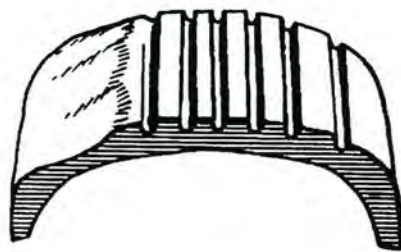


Warp

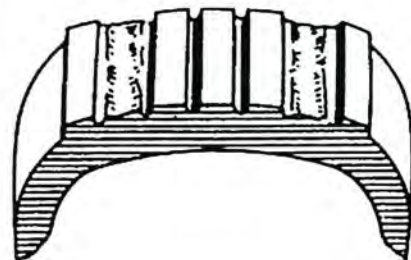
One-Side Wear: When an inner or outer rib wears faster than the rest of the tire, the need for wheel alignment is definitely indicated. Normally, axles for trailers are set before shipment with the proper camber so this is rarely seen on trailers. But if for some reason the camber is off, the wheel will lean too much to the inside or outside, putting too much load on that side of the tire.

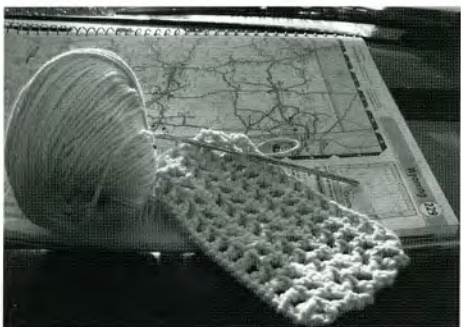


Cupping: Cups or scalloped dips appearing around the edge of the tread on one side or the other, almost always indicate worn (sometimes bent) suspension parts in a car. It is a condition that should not really be seen on a trailer. However, balance can sometimes cause this but wheel imbalance usually shows up as bald spots between the outside edges and center of the tread rather than narrow cupping patterns. However, cupping may also be an indication of worn out shock absorbers so if you see this pattern, you may want to check those components as well.



Second-Rib Wear is normally found only in radial tires, and appears where the steel belts end in relation to the tread. Normally, it can be kept to a minimum by paying careful attention to tire pressure and frequently rotating the tires. Some car and tire manufacturers consider a slight amount of wear at the second rib of a radial tire normal, but that excessive amounts of wear indicate that the tires are too wide for the wheels. Be careful when having oversize tires installed on narrow wheels.





Crocheted Dishcloth

This crocheted dishcloth is quick and easy to put together, for yourself or for that special someone. Perfect for customized gifts, especially if you know what that special someone's kitchen, bath or favorite colors are. This is a beginner pattern—knowledge of some basic skills will be helpful.

6.5" x 6.5" (Will vary with needle size and yarn choices).

Stitches: Chain (Ch), Single Crochet (SC), Double Crochet (DC), Slipstitch (SS).

Supplies: 100% cotton, worsted weight. I like both "Peaches & Creme," from Pisgah and "Sugar N' Cream" from Lily. I can usually get 3 dishcloths out of one ball of the 2.5 oz. size. Lion Brand makes a 5 oz. "Lion Cotton," in beautiful colors. Remember to get all of the same dye lots of colors. And, of course, you can order any of the above online.

Crochet hook: "G" or "H" (I prefer H)

Chain 26.

Row 1: Double Crochet (DC) in 3rd Ch from hook and in each Ch to end. Ch 1, turn.

Row 2: Ch 2. DC in 2nd and 3rd DC, CH 1, *DC in next DC, Ch 1,* repeat from * to 5th DC from end. DC in 5th and 4th DC from end, Ch 1, DC in last DC. Chain 1, turn.

Row 3-13: Repeat Row 2.

Row 14: Ch 2, DC in each Ch and DC across to end. SS in top of last DC. Trim and weave in ends.

Resources:

peaches-creme.com

sugarcncream.com

lionbrand.com

Upcoming Events and Rallies

Save the Dates

**VAC Region 9
April 15 thru 17th, 2011
Rally and Campout**

Lone Star/Chisolm Trail Vintage Airstream
LBJ National Grasslands, North of Decatur, TX
Ann Flanagan/Paul Mayeux, Region 9 Reperesentative
(940)433-8326

**Texas Highland Lakes Unit
May 12 thru 16th, 2011
Restoration Rally**

Tres Rios River Ranch
Glen Rose, TX
Seminars and Open House.
WBCCI membership not required.
Contact Jean Beebe
(512)444-7509 or (512)745-4201
503 Chihuahua Trail, Austin, TX 78745

CALENDAR continued on Back Cover

2010-2011 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@yahoo.com
131 Castle Hill Rd.
Windham, NH 03087

Region 2:
NY/NJ/PA/MD/DE/DC/ON
Position available.
Interested in being the new representative?
Contact Tim Kendziorski at
3vp@vintageairstreamclub.com

Region 3:
VA/NC/SC/GA/FL (except CT Zone)
George D. James III (#5324)
mr.georgejam3@yahoo.com
348 lotla St.
Franklin, NC 28734
828-524-8081

Region 4:
MI/OH/WV
Ken Faber (#3113)
2550 Oaklane, SW
Wyoming, MI 49519
616-534-8282

Region 5:
IL/IN/KY
Dwight Dixon (#4122)
dwightdixon@yahoo.com
5009 Lake Dawnwood Dr.
Johnsburg, IL 60051
815-344-1375

Region 6:
TN/AL/MS/AR/LA/FL (CT Zone portion)
Herb Spies (#1861)
spies@nwfllorida.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)
1 6025 County Road T
Townsend, WI 54175

Region 8:
IA/MO/NE/KS
Scott Allen (#3534)
sallen@rdgusa.com
2802 38th Street
Des Moines, IA 50310

Region 9:
OK/TX (except MT Zone)
Paul Mayeux (#7162)
paulmayeux@gmail.com
2194 County Road 3555
Paradise, TX 76073

Region 10:
MT/ID/WA/OR/AK/BC/AB/SK/YK
Iain Cameron (#5418)
imcameron@shaw.ca
2805 Gospel Rd.
Kelowna BC V1Y 3K1, Canada
250-862-2670

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

Region 12:
CA/NV
Position available.
Interested in being the new representative?
Contact Tim Kendziorski at
3vp@vintageairstreamclub.com

Appointed Positions:

Lee Cantrell (#4241) VAC Membership Chair
membership@vintageairstreamclub.com
PO Box 25, Olsburg, KS 66520

Joyce Cantrell (#4241)
VAC Assistant Membership Recruiting
membership@vintageairstreamclub.com
PO Box 25, Olsburg, KS 66520

Rachel Hughey (#10212)
VAC New Member Fullfillment
rhughey43@kc.rr.com
412 W. Insley Ave., Bonner Springs, KS 66012

Joe Peplinski (#5533) VAC Historian
historian@vintageairstreamclub.com
2355 Norton Rd., Rochester Hills, MI 48307

Paul Fancey (#6998) Concours d'Elegance Chair
concours@vintageairstreamclub.com
2224 E. Letts Rd., Midland, MI 48642

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

Forrest McClure (#2671) VAC Librarian
librarian@vintageairstreamclub.com
13992 E. Marina Dr. #301, Aurora, CO 80014

Tim Kendziorski (#17330) Webmaster
webmaster@vintageairstreamclub.com
21640 Sazarac Rd., VC Highlands, NV 89521

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

Daisy Welch (#6517) VAC Offline Postmaster
jtdjtd@tiac.net
3213 W. Main St. #117, Rapid City, SD 57702

Patty Reed (#10283) Blue Beret Article Coordinator
bbeditor@vintageairstreamclub.com
18555 Avenida Escalera, Murrieta, CA 92562

Colin Hyde (#10247) Technical Advisor
colinhydetrailerrestorations.com (518)578-7772
195 Jabez Allen Rd., Peru, NY 12972

*Yes, now you
can order*

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vintageairstreamclub.com

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

VAC LOGO-wear for members.



Photos: Kimber Moore

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: Pink, 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 \$70

Quantity: _____ @ \$70

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

Quantity: _____ @ \$25

Sub-Total: _____ \$

Shipping - Priority Mail _____ \$ 4.95

VAC Official Decal - Price \$2 each including postage

Quantity: _____ @ \$2

VAC Official Patch - Price \$4 each including postage

Quantity: _____ @ \$4

Total enclosed: _____ \$

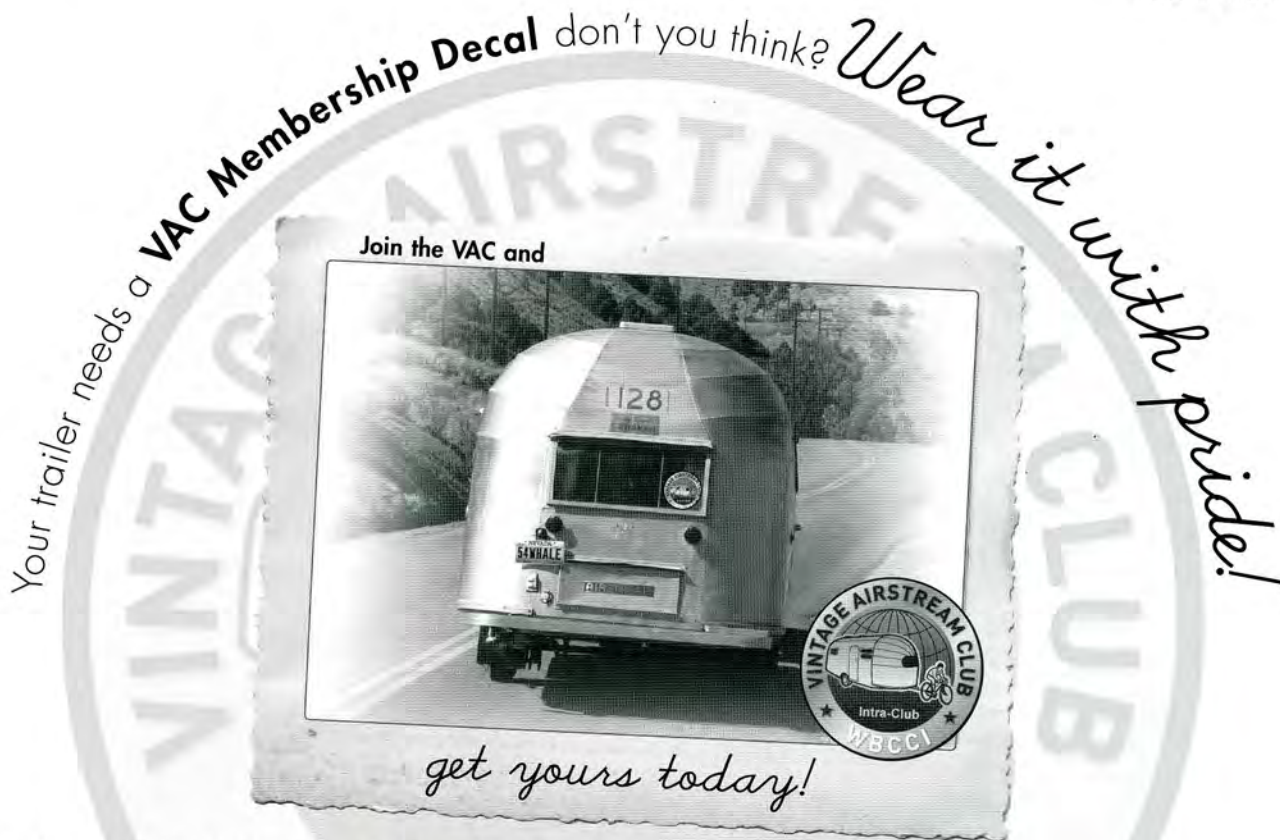
If you wish to purchase any of these items, please use this order form and send it to:

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

Make checks payable to the
Vintage Airstream Club.

Ordered by: _____

WBCCI# _____



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-years-old or more.

Make Checks Payable to the “Vintage Airstream Club.” Send this application along with your dues payment of \$20.00 (US) to: VAC Membership Chairman: Lee Cantrell (#4241) membership@vintageairstreamclub.com. PO Box 25, Olsburg, KS 66520



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Visit the new
FACEBOOK account for the VAC.

See it at <http://www.facebook.com/home.php?#!/group.php?gid=138019799553295>



Visit the new
TWITTER account for the VAC.

See it at http://twitter.com/The_VAC

Save the Dates

Upcoming Events and Rallies

Four Corners Unit June 9 thru 13th, 2011 Restoration Rally

Where: Albuquerque, NM

Bring your Airstream. Lots of how-to and hands-on.
WBCCI membership not required.

Contact Ken Johansen
fourcornersunit@hotmail.com

505-281-9303
or USPS mail at POBox 1554, Tijeras, NM

June 15 thru 25th, 2011 Wagon Wheel Caravan to the International Rally

Where: Kieler, WI to DuQuoin, IL

Who: Vintage Airstream Club Members

"GRAZING ACROSS THE ILLINOIS PRAIRIE" so-to-speak!
Join us as we enjoy everything from sightseeing and tours, to local entertainment and featured speakers, to pot lucks and samplings of some of the region's spectacular food specialties.

Kick-off June 15-16 in Kieler, WI.

I & M Canal and Quad Cities, June 17-18 in LaSalle, IL.

State Capital, June 19-20 in Springfield, IL.

Ohio River Road Territory, June 21-23, Rosiclare to Cairo, IL.

Heart of Southern Illinois, June 24 in

Marion/Carbondale, IL.

Pre-rally for Int'l (tbd), June 25-26 in DuQuoin, Illinois.

Contact Kevin Allen, Wagonmaster #6359
overlander_64@yahoo.com

618-614-4494

or USPS mail at 675 Lick Creek Rd. Anna, IL 62906-3257