

# SIERRA NEVADA UNIT, WBCCI

MAY 2005 *Airstreamers* NEWSLETTER



## April Rally

The SNU April rally at Fran Reid's place off of Hwy 50 near Lake Lahonton was another mixed weather event. We had lots of clouds, some wind, some sun, some warm temps and some periods of colder temps. We didn't have any precipitation though. We could sit and enjoy the beautiful Nevada vistas, watch the ducks and geese flying overhead on their way to Lahonton or take a walk through the playa and find all sorts of plants blooming or getting ready to bloom. A short walk also provided a great overview of the Carson River and the bluffs above it. We had a great pot luck lunch on Saturday and were joined by guests Randy and Vicki Grossmann. They are considering purchasing an Airstream and thought it would be a good idea to talk to people who own and enjoy them. I think we convinced them that Airstreaming is the way to go. During lunch we also discussed a little business. Topics included the newsletter distribution, the offer from Linx Leveler's, upcoming rallies, a possible joint rally with the Nevada Unit, and a membership update. We also passed around the Unit's copy of the Safety Program distributed by WBCCI. Thank you Fran, for providing a nice place for the SNU to hold a rally. For pictures of the rally go to: <http://sierranevadaairstreams.org/memories/rallies/05ap-reid-lhntn/gallery.html>

New member - The SNU has gained another new member. Timothy and Kimber Moore Kendziorski who live in Virginia City Highlands. They own a 1977 27ft Overlander. Welcome! We hope to see you at a rally soon.

## Upcoming Events

Thursday June 23 - Sunday June 26 Rally in Kingston, NV at the Douglas's. Kingston is East on Hwy 50 not far from Austin NV.

Saturday July 16 picnic at Spooner Summit State Park off Hwy 50 west Near South Lake Tahoe.

Thursday Aug 25 - Sunday Aug 28 Rally at Twin Lakes South on US 395 near Bridgeport, CA. This rally includes a special day trip to the ghost town of Bodie. More details on these and other events are on the web and will be included in future newsletters.



April Rally at Fran Reid's Place near Lahontan Reservoir



Sunset over the rally

## Newsletter Distribution

The SNU newsletter is one of our best promotional tools and we are more than happy to share it with our members, potential members, and supporters. The newsletter however, is one of our biggest cost items. To assist the SNU to keep the newsletter costs minimal while still maintaining high quality, we ask for your assistance. We would appreciate your support in one of the following ways.

- **We encourage anyone who has email and web access to sign up for the email version of the SNU newsletter.** Go to <http://sierranevadaairstreams.org/snu/news/index.html>.
- Join the SNU (and WBCCI). Your membership includes support for the newsletter.
- Contribute a donation of \$7.00 annually to help offset newsletter costs.

We hope that you have been enjoying the newsletters. If you have any suggestions or ideas for articles, please let us know. In particular, we would be delighted to include items written by our readers. So if you would like to share a personal Airstream experience, information on a favorite camping spot, ideas on how you solved a repair problem, or anything else you think would be of interest, please feel free to pass it along to Don Damoth, our newsletter editor, at [drdbiker@aol.com](mailto:drdbiker@aol.com) or mail to 4610 Sleepy Hollow, Reno, 89502.

## Owner's Guide

Have you checked out the <http://Sierranevadaairstreams.org> Owner's Guide lately? It is full of information, links, pictures, and how to's covering the key areas of RV ownership. Two of the topics covered are Preparing and Understanding. Preparing includes links to a variety of checklists to help you prepare for the expected and unexpected on your RV travels. Understanding covers topics like brake controllers, electrical systems, solar systems, and batteries.

## WBCCI History

The first true Airstream was built in January 1936. It was called the "Clipper" and was the first to have a monocoque, riveted aluminum body. The Clipper's revolutionary design could sleep four, carried it's own water supply, had an enclosed galley, had electric lights and even offered "air conditioning" that used dry ice.

## Great Quote

One of the contributors to the Airstream Forum created this great tagline for his messages. "Life is like an Airstream, we always have the potential to shine" - Greg (Symes, AirstreamForums tagline)-- Diane Leipper

## May Rally

May 19 through Sunday May 22, 2005 are the dates for the next SNU Rally at Boca Springs group area. Thursday is a bonus day and may require you to camp in the general campground. The campground is located northwest of Reno about twenty miles. Take I80 west towards Truckee. Exit at the Hershdale exit and go over the bridge and up the road to the dam. About 1 mile from the freeway. Continue around the east side of the reservoir for about one half mile. The road to Boca Springs Group campground will be on your right. There is a sign at the turn off. You will be driving about a quarter mile up the road to the campground. The rally will be a dry camp but the campground does have pit toilets and water available. Kitty Kall for the rally is \$5 per night per rig payable at the rally. Events and activities include morning coffee klatch, happy hours and the SNU business meeting on Saturday at about 1 p.m. following the pot luck lunch. All gatherings will be informal and guests are welcome. See the map on page 4.

A special event at the rally will be a late Cinco de Mayo celebration in the form of a Mexican theme pot luck dinner on Saturday about 5:30pm. If you plan to join us for the rally or just for Saturday's pot luck please email Diane at [hq@sierranevadaairstreams.org](mailto:hq@sierranevadaairstreams.org) We need to know what food you plan to contribute so we don't end up with all beans and nothing to go with them. [diane@leipper.org](mailto:diane@leipper.org)



Relaxing at Boca 2004

## AIRSTREAM HISTORY



Wallace Merle Byam, Airstream's founder, was practically born a traveler. As a young child he traveled extensively with his grandfather, who led a mule train in Baker, Oregon. Later, as an adolescent, he was a shepherd, living in a two-wheeled donkey cart outfitted with a kerosene cookstove, a sleeping bag, and wash pail. These early experiences undoubtedly contributed to the direction his life would eventually take.

As a young man, Wally signed on with the merchant marines, graduated Stanford University's Law School in 1923, owned an advertising agency, and became a magazine publisher. A do-it-yourself magazine he published featured an article describing how to build a travel trailer. When readers began complaining about the plans, Wally tried them out for himself. Indeed, the plans turned out to be flawed. Wally's innovative spirit drove him to build his own model. While he considered it primitive, his design forever changed the history of travel trailers. By dropping the floor down between the wheels and raising the ceiling height, the revolutionary design made it possible for campers to stand up straight when inside the trailer. Wally wrote an article describing how to build his trailer for under \$100 - this time drawing an enthusiastic response from his readers.

During the late 1920's, Americans were beginning to take to the roads in greater and greater numbers. Wally's new trailer was a perfect match for the new mobile lifestyle. Wally began making a living selling sets of plans for five dollars each, complete trailer kits, and finished trailers he built in his Los Angeles backyard. The fledgling business survived the crash of 1929, and by 1930 he had abandoned law, advertising, and publishing to become a full-time builder of travel trailers.

During the mid 1930's, Wally perfected his skill of fusing form and functionality. By incorporating aircraft construction methods to lessen wind resistance and improving the trailer's strength-to-weight ratio, his designs began taking on a more aerodynamic and contemporary look. On January 17, 1936, the Airstream Trailer Co. introduced the "Clipper," and an American legend was born. The Clipper was truly revolutionary. With its monocoque, riveted aluminum body, it had more in common with the aircraft of its day than with its predecessors. It could sleep four, thanks to its tubular steel-framed dinette which could convert to a bed, carried its own water supply, had an enclosed galley, and was fitted with electric lights throughout. The Clipper boasted of its advanced insulation and ventilation system, and even offered "air conditioning" that used dry ice. At \$1200, the Clipper was expensive, especially during the Depression years, yet the company could not build them fast enough to keep up with the orders that poured in. And Wally Byam's meticulous attention to quality would prove crucial.



Of more than 300 trailer builders operating in 1936, Airstream was the only one to emerge from the Depression years. However, with the onset of World War II, leisure travel and the materials necessary to build trailers both became luxuries the country could not afford. Airstream Trailer Co. closed its doors. Wally decided that the best way to help the war effort was to use his experience with aluminum fabricating in the aircraft industry - taking positions at Lockheed and Curtis Wright for the duration of the war.



When World War II ended, the economy boomed and people's attention once again turned towards the open road. By 1948 the demand for Airstream trailers seemed to know no bounds, and like the Coca-Cola bottle and Zippo lighter, Airstreams became one of the most recognizable products in the world. During the next 15 years, the company continued to prosper. More and more people discovered that their Airstream travel trailer offered more than a stylish form of transportation - it gave them new lifestyle possibilities. Enthusiastic Airstreamers regularly participated in local and regional rallies, and for many, these events are still the highlights of their social calendars. Wally even led some of the most adventurous Airstreamers on caravans around the globe.

It was soon obvious that Airstream had become a nationally known product. In July 1952, the lease was signed for a facility in Jackson Center, Ohio, to serve the eastern market. By August the first Ohio-made Airstream rolled off the production line, and the California factory was moved to larger facilities in Santa Fe Springs. Wally Byam passed away on July 22nd 1962 aged 66. By this time Airstream was permanently woven into the American fabric. Many companies would find it difficult to survive the loss of such a dynamic leader, but Wally's successors were successful in absorbing his technical and organizational skills, and the company continued to flourish. Wally also left behind what is now known as the Wally Byam Creed - an indelible tribute to the Airstreamer lifestyle he helped create.

This historical information was downloaded from [Airstream.com](http://Airstream.com) in the History section.





2004 Rally at Boca Springs



Dinner Time - Boca '04



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4610 Sleepy Hollow Dr  
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MAY 2005



WELCOME TO THE SIERRA NEVADA UNIT of WBCCI. We are a small, friendly group who enjoy sharing our enjoyment of Airstreams, and the Airstream lifestyle, with others. You are invited to come to any of our meetings and if you like, to join our Unit. We predict that you will make many friends and relish the camaraderie of our rallies, caravans, and group activities. Our members are always ready to share their advice on equipment problems and trailering knowledge. In addition to being a member of our local Unit, you will be one of several thousand who make up the Wally Byam Caravan Club International (the Airstream RV Club.)