

The Bismarck International, 1993

This is the story of the first international meeting of The Vintage Airstream Club as seen and interpreted by R. L. Cooper, the first President.

Betty and I arrived in West Fargo on a Sunday night, June 20. Seven trailers were already there. We began meeting these strangers a little stiffly at first. A couple were known to us, I had corresponded with all of them.

The West Fargo pre-rally was rain-soaked but adequate. Our first drivers (social) meeting was relaxed and fun. We all began to find friends.

The next day Monday, June 21, Bettye and I and the Sugés, who volunteered to come, scouted the route to Bismarck. Whup! What's this? The route had been changed. The meeting point for the additional ten trailers was no longer on the official route. After various conferences with officials, an alternate arrangement was worked out. That's what scouting is for!

The next three days we all kept busy with sight-seeing, minor repairs and plans for the caravan. It was agreed that Ray Sugés would be 2nd leader, Orlando Ramsvick, repeater, and C. O. Farber, Caboose. Printed instructions were passed out.

On one of these days it was evident that the club had taken on a life of its own. It no longer waited for me to initiate each move.

The West Fargo group got high grades for dumping. Most people didn't have to touch a thing. Cooper was heard to greet the dumping committee with, "Bonjour, mon sewer".

The local TV station, KXJB, did a fine 4 minute piece on our activities. We were able to purchase a copy for our history files.

Friday June 25 we started out into a head wind varying between 35 and 50 mph. Progress was slow but we made it without incident. Gas mileage was the worst possible. A bicycle going the opposite direction was seen to go at a great rate of speed without pedalling. Someone reported a Bambi going East without a car but others said this was not true.

Collecting in the bull-pen (Buffalo-pen in North Dakota), we had 32 trailers. On the dot of 1:39, Vern Goodwin, 3rd Vice President, and two scooters escorted us down a parade route and into our exclusive parking area. People lined the parade route on both sides clapping and cheering. There were many video cameras rolling. Thus, the first ever vintage caravan finished on a triumphal note. All members were elated, and especially the man who had started the club.

Drivers meeting that afternoon was outside. We shouted to be heard over the wind, few heard, nobody cared.

Through the good offices of Vern Goodwin we were given meeting room A-18 in the airport terminal for the week of the rally. This was a Godsend and was used at least once each day.

Monday, June 28, was the concours and open house from 1-4 PM. Open house was well publicized on channel 14. All 32 trailers were open and entered in the concours, though this was not compulsory. It was difficult to estimate attendance. Estimates varied from 500 to 1300 people. A surprising number of townspeople came and stayed to talk. They obviously were impressed. The 1936 trailer was the hit of the show. The owners, Betty and Eugene Danaher, were most gracious. The first vintage open house was a success that I think will be difficult to top.

The first vintage Concours was a triumph in many subtle ways, but its success or failure was much harder to gauge. First, you had a competition with a few winners and many losers. This is harder to sell, not like ice cream and cake for everyone. In addition you have a complex system of rules which few thoroughly understood and which had never been tested in real life. You have a steward and three judges who had never before judged trailers. What would you expect, success or failure?



I judge it to have been a success. Every eligible trailer entered. There were almost zero complaints and everyone seemed to be having fun, perhaps too much fun to worry over the prize they didn't get. Awards were as follows:

Best in Show, Restored Category	Paul & Alice Scheetz
Reserve, Best in Show, Restored	John & Charlene Wright
Best in Show, Preserved Category	Jerry & Leone Berg
Reserve Best in Show, Preserved	Ed & Lorraine Stanley
Most Innovative Reconstruction	John & Charlene Wright
Best Substitution or Fix	George James, Jr.
Oldest in Show	Eugene & Betty Danaher
Oldest One-owner in show	Mary & Ted Abel
Best Gadget or Invention	Dolly & Ray Sugés

Tuesday, June 29, 1993

At about this time it became evident that the club had not only a life, but a personality of its own.

A nominating committee headed by Ray Sugés had been at work scouting for possible candidates. Jerry Berg acting as temporary chairman, ran the meeting. Elected were;

Rutherford L. Cooper	26019	President
Stanley Baston	1348	1st Vice President
Walter Overgaard	1107	2nd Vice President
Lucille Traucht	5643	Recording Secretary
Duane C. Hedahl	1175	Treasurer & Membership

A group picture was taken by Bob Anquish. This proved to be an excellent shot and 8X12 copies were made available to members for \$4.00. Bob also made a silhouette identifying each person. This got him well earned praise. Charter membership certificates were passed out.

During today's meeting questions and concerns were raised regarding our accepting 1969 trailers next year. There appeared to be overwhelming agreement that we should do so.

Wednesday, June 30

The board met and formulated the following policy regarding the 1969 trailers:

"The vintage club shall proceed energetically and in good faith to recruit all trailers that are 25 years old now and in the future. The concours steward shall implement an appropriate policy for judging these trailers in separate classes."

The members present were satisfied by this policy.

At the same time a policy was agreed upon as follows: Dues run from July 1 to July 1. Dues paid in April, May or June grant membership for 15, 14 and 13 months respectively.

Thursday, July 1

The board voted unanimously to appoint Chuck Reed steward for another year.

The board approved a policy whereby region rallies are to assess a small charge to defray their own expenses. The rationale is that where a single rally could be considered a fitting missionary activity, three rallies as we anticipate, are not in line with the size of our treasury, nor the aims of the club. Region rallies now in planning are:

Earl McDonald	Oregon
Donna Barrow	Florida
Ed Luhrs	California

Friday, July 2

The general meeting approved the constitution and by-laws as put forth by The Board of Directors.

There was considerable debate with some members wanting to object to the IBT about the matter of accepting the 1969 trailers. The vote was 36 for and 4 against. The motion for acceptance of the constitution and by-laws carried.

In response to a motion from the floor, all officers previously elected were reaffirmed.

On the evening of July 1, there was a severe hail storm which damaged virtually every trailer at the rally. Estimates of total damage ran to about \$8,000,000.

Immediately following the storm, as dusk fell, members could be seen going about helping each other cover broken windows and vents. One new member, Joe Day (we then had 34 trailers) went from trailer to trailer dispensing poly (visqueen) from a long roll. This was a memorable evening of sharing.

In line with the club's objective of sharing our information with each other, there was brisk discussion on how to handle insurance and possible ways to repair dents in the aluminum.

Sunday, July 4

Rally Parade Chairman Len Green asked us to supply three trailers for the parade. The judges chose:

Oldest in Show	Eugene and Betty Danaher
Best in Show, Restored	Paul and Alice Scheetz
Best in Show, Preserved	Jerry and Leone Berg

BISMARCKS

Those of you who missed the International missed some good and some bad. The bad, of course, was the crashing hail storm which damaged virtually all trailers. True to one of the purposes of The Vintage Club, we immediately had a meeting at which we discussed possible ways to repair the damage. I described a way in which I would try to remove dents.

(Bismarcks.)

Here is the extent of my success, one dent satisfactorily removed. (I am leaving the rest for the insurance adjuster to see.) Unfortunately, this procedure will be of little use to those of you who do not have skills with sheet metal.

Using a small bar magnet and a magnetic stud finder, perform tests on a bench. Mark the magnet for the polarity which best attracts the stud finder. If they do not directly point at each other, get a different magnet. Select a dent and tape the magnet exactly on center. Going inside with the stud finder, locate the spot vertically then horizontally that is exactly opposite the dent. Make pencil marks on the inside wall. Drill a 1/8" hole through the inner wall being careful not to snag a ball of insulation.

Get a 3" hardened nail or rod less than 1/8" diameter. If necessary, grind it a little undersize and grind off all the point leaving it blunt and very slightly rounded. Mount this in a handle with 2 1/2" sticking out. Pushing outward through the hole the dent can, little by little be removed. The problem is that despite all efforts, the hole will not line up exactly with the dent. An outside observer is absolutely necessary to direct the pushing. Push, don't pound. Push gently at first, flexing the metal in and out, until the observer can spot where the tool is located. Following her (his) directions work the dent slowly out starting half way out from center and finishing at the inside where it is sharply dented. Assume that it will take 30 or so little pushes to finish the job. Stop occasionally to confer with your assistant.

If you push too strongly, denting the metal outward, this can be reversed working from the outside, but try hard not to do this. Do not expect perfect invisible results. A good job is one that a casual observer would not notice. Do not sand, file, or steel wool the outside unless you plan to polish the entire exterior of your trailer.

Plugging the hole inside can be done many ways such as with a pop rivet, or body putty, or by hanging a picture over it. Only kidding. In either case, the job is finished with an artist paint brush (not the dime-store variety please) and a blend of paints mixed to suit.

If these instructions sound vague and mysterious, don't attempt it. If you understand perfectly, try it, but start with a dent that is not too conspicuous and in an easy place to work. Good luck. Finish by taking your assistant out to dinner.

Submitted by R. L. Cooper.

SHOCKING FACTS

One evening at Agua Azul Betty, stepped outside the trailer and immediately fell to the ground unconscious. Frantically I cradled her in my arms. After a moment she was able to speak and told me that the trailer had shocked her.

Such occurrences are fairly common in Mexico where polarity is regarded as not very important. The polarity light on my trailer did not light. I tested it. No wonder, we were resting entirely on rubber tires, ready for an early morning departure.

How can a perfectly normal trailer become a killer? It can through a flawed engineering decision; the polarity light.

Polarity lights have been standard on Airstreams from about 1960 through 1980. The light, the only connection between your trailer circuits, and the shell, is the killer and after this I always remove mine. On trailers in the 60's, look for a socket like a Christmas tree bulb on the side of the breaker box. On the 70's trailers it is wired in directly and must be snipped off. Submitted by R. L. Cooper.

TRAILERS FOR SALE

11 July 1993

- 62 Bambi, good to excellent. Larry Faber, 2235 Wrenwood SW. Wyoming, MI 49509. 616-534-9832
- 64 17' Refinished inside and out. A-1 condition, \$3000. Dale R. Matheny, P.O. Box 865, Bowling Green, OH 43402.
- 64 Bambi II, All clean and working, \$4000 asking. Ryland Vaughn, NATO P.O. Box 1418, Sarasota FL 34230
- 64 19' A/C, Powerjack, Good tires, Grey water tank, Cat. Heater, carpeted. \$2900. Rudy Davis, 3624 Able Ave., Redford, IN 47421 812-279-1514.
- 61 Bambi. New curtains, uphol. toilet, refer, tires, spare. \$3900. James W. Price, 216-544-3164.
- 55 16'. No floor, but otherwise good. Laurn J. Landel, 333 Elmwood Road. Grand Island NY 14072. 716-773-7103.
- 68 17'. Clean & good, \$2800 asking. M/M Elbert E. Sargent, 2000 Loker Ave., Mission TX 78572
- 69 30'. Neil King #25345 Stored inside.
- 68 27' Warren K. Chesney, #9661 Plainville KS 67663, 913-434-2753 New water heater, furnace and carpets. Good condition \$4000.
- 61 21' Sandra Till, #3139 Canton, IL. Tastefully done interior in shades of blue and white. A/C, new toilet, etc. \$2500.
- 66 26' Exc. to good shape. Paul Pepin, Blythville SC 803-786-4309.
- 62 22' Restored inside & out. Good show competitor. New refer. Cooper \$26019 in Michigan. \$4200.
- 64 Bambi II 17' shell only, no cabinets or water, towable. Shell fair. Est. \$200. Kenneth Reddick 23944 184th St. Big Lake, MN 55309 612-263-2424

Please submit articles of interest for publication so that we may continue with this newsletter.

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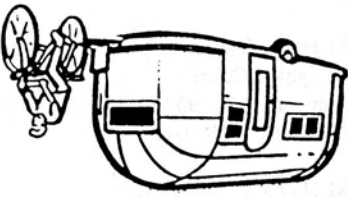
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**The Vintage Alstream Club
Membership Application**

Please Print.

Last Name _____ First Name _____

Spouse Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ WBCCI# _____ Unit# _____

Trailer Year _____ Length _____ Model _____ Ser.No. _____

Hobbies, interests _____

Occupation now or before retiring _____

Winter Address _____

To become a member, send this form along with your dues payment of \$7.00 to:

Rutherford L. Cooper, President

6982 Bonaire Ct.
Rockford MI 49341

Duane C. Hedahl Treasurer
2225 9th Ave. South
Great Falls MT 59405-2843

Note: If you are not now a member of WBCCI, the Vintage Club will be glad to sponsor you and assist you with the procedure. This is a necessary step before joining the Vintage Club. Expect total costs of about \$45.00 per year. The benefits are too numerous to mention here. Caution.. Joining this club could change your life.

Duane C. Hedahl, VAC Treasurer
2225 9th Avenue South
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