

NOTES FROM THE PRESIDENT

Bettye and I are in Pharr, Texas for the winter. Our old mailing address works the year round. Our phone down here is 210-783-5641. My volume of mail continues high. I got a stack of fine pictures from Len and Sandra Greene and good video of the first Vintage Rally from Duane Hedahl and Weldon Shuck (via George James, Jr.). These will shortly be copied for the historian. If you want a personal copy, phone me soon please.

The other day I had to replace a small body panel on my new toy, the Bambi. Reasoning that others might want to see the bungling way I attack the problem, I videotaped it step by step including the section on how to bend an aluminum angle. This is now ready for your viewing pleasure. Running time about 12 minutes.

That reminds me about my Bambi wheels. Being a cautious fellow, I examined them in a strong light when I first got the trailer home. Bingo! Two of three wheels had myriad hair-line cracks radiating from the vent holes. The cause? I suppose high mileage and high stress. A wheel man had never seen such a case. I soon learned that Hollander numbers are used in tracking down wheels. But even more important is a sketch of the basic dimensions. If you can find a make and model of automobile or truck, this works the fastest. I found one new wheel; still need another.

My wheel has only four lugs and this somehow made me nervous when I started South. Remembering the advice of "By George", I stopped at 150 miles and checked lug tightness. Zounds! They were loose again, especially the new wheel. I stopped again at 300 miles, found little change and at 800 miles no change. Caution pays off.

Our shower curtain was missing but Bettye found that a standard curtain from Target could be cut to fit the weird shape required. Snaps, staples and shoes can all be had. She will send you the pattern if you ask.

I received three phone calls on November 11 from persons wishing to join the club. Love that kind of business! Duane and I think that we might have 200 members by rally time. I absolutely forbid any of our members to die or sell

in the meantime.

Have you ridden in your trailer lately? Most folks never do. Against the law? Yes, in about half the states but many of these laws were written to prevent farmers from toting farmhands around the state in box trailers and wagons. I recommend that each of you have a brief ride some time when you have old beauty out for a trip. Take notes on all that you see and hear. Don't wave to the passing trooper.

Bob Anguish has agreed to take a group picture at Brandon like he did at Bismarck. Great!!

IN THE DRIVER'S SEAT

I love my trailer. I love the feeling of sliding in behind the wheel again. All of my other toys and possessions shrink to nothing. Everything that I really care about is there with me. I am mobile, compact. I am in charge. My cares evaporate. In short, I am in the driver's seat.

WORM DRIVE WINDOW OPERATORS

Why do so many operators strip gears? Because the original designer in 1936 forgot to put an arrow on the crank. Confronted with a closed window, most people try to rotate the already closed operator in the wrong direction. Crunch! To avoid that in the future, type the word **OPEN** several times on a sheet of paper. Draw a circular arrow around it. (Find out which way). Cut these out and cement to the wall by all operators.

NOT A UNIT

It seldom makes any difference except if you are an officer or committee person, but we are an intra-club and that is different from a unit. Units have many duties and privileges which we don't have and vice versa. For example, we must pay cash for all services such as signs, copying, awards, etc.. We cannot alone bestow WBCCI membership on anyone unless he already belongs to some unit.

CONCOURS

Chuck Reed, National Steward and Bud Cooper, President, have agreed to some simplification of concours rules for next year at Brandon. Briefly, 1) No distinction will be made between Restored and Preserved. 2) To conform to WBCCI rules, no person may win the same award in two successive years. 3) Some award categories will change but changes are so minor that they will not be detailed here. We think that various changes of this type will be required as we gain experience and refine our thinking. 4) A new set of instructions to Judges will be prepared. 5) 1969's may be judged as a separate group. If you, or someone you know is interested in being a judge, please write for study material.

MORE ON RADIAL TIRES

I recently changed from bias ply tires to radials on my 1968 30' Airstream, and got exact same size replacements. They are TOYO 7.00 - 15 tires. They are wonderful. Maybe a little shopping around would help solve a problem situation. Remember that people in the service industry are there to help you. If they don't understand that, maybe you need to gently help them learn to help you. Remember that MONEY, not music, is the universal language. Smile a lot, be gentle, ask for help, and always understand that YOU carry a velvet hammer. Be in charge !! Submitted by Paul Nelson, #9422

INTERIOR PAINT

A prospective new member called Bud Cooper advising him that the HOME DEPOT has spotter paints that closely match the interiors of the older (60's) Airstreams.

Another shocking comment.

My first comment is in reply to the couple who had wiring problems where the wife was nearly electrocuted. Many camps have wiring by Farmer Brown and the wires are exposed to the

weather. There is always the possibility of electrical shock. This is true for any trailer or motorhome new or old of any brand. The only safe procedure is to check the polarity of the connection BEFORE plugging in the recreational vehicle. A polarity tester costs about \$10.00 at most RV shops and most hardware stores. An adaptor is needed that matches the plug on the Airstream. Most testers have three lights labeled O, K and X. If both O and K light, the circuit is OK. If either light does not come on or if the X lights, then there is a problem. Be certain that you have turned on the circuit breaker before testing! A side benefit is that the tester can be used to check the wiring in your house and trailer to see if the individual sockets are properly wired. The polarity lights built into the Airstream can be cut or left attached. The single polarity light in the Airstream is inadequate. It also suffers from the fact that you have to plug into the circuit before checking the light. Also it is possible that the ground wire is hot and the polarity light would not light but, the results could be lethal.

My second comment is a trick for replacing the twelve volt panel lights on the control panel. It is difficult to find exact replacements so I cut the plastic housing as far back on the light as possible and pulled out the old bulb. I bought a small plain twelve volt bulb from Radio Shack, soldered its connections where the old bulb was connected and pushed it into the plastic housing of the original panel light. A small piece of tape holds it in place. It works great, and will be easy to replace twenty-five years into the future. Submitted by Dr. Lyall Shered. #3338

A CLOSE ONE

The following actually happened to us.

About ten or twelve years ago my wife and grandson and I were heading to the fly-in at Oshkosh, Wisconsin with our Airstream in tow. There was a high cross wind blowing from the W. to E. as we approached the Mackinaw Bridge heading North on I-75 in the curb lane. A truck camper with an aluminum boat (about 12') on top was heading south and just before he drew opposite us the boat broke loose and went about 20 or 30 feet in the air and did a complete loop in front of us. The wind was strong enough to carry

NUMBERS

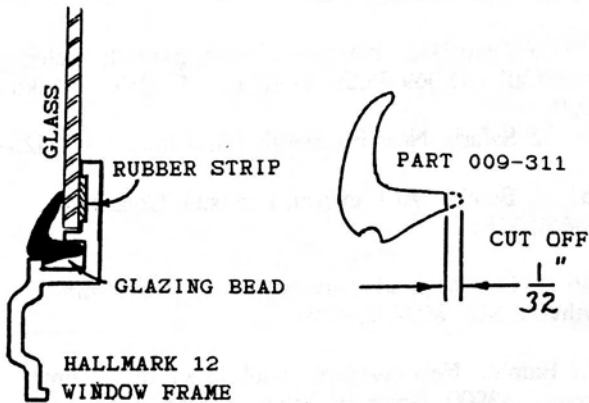
The following numbers indicate the year and the length of the trailer. There are some years and lengths missing so this is not an accurate count of the total membership. Ed.

it past us and we saw it disappear beyond the bridge railing on our right just as we went past.

A little less wind that day and that boat might have gone right through our windshield. I got so shook I had to park the rig as soon as we got off the bridge and walk it off. Submitted by Markland Walker, # 8905

OMITTED ILLUSTRATION

The illustration below was inadvertently omitted from the October 1993 Newsletter. The Ed. is sorry 'bout that.



REQUEST: Have you had an interesting or hair-raising experience with your trailer? Do you think the Vintage Club members may be interested in reading about it in the newsletter? If so, send it to me (Ed.) and I will try and get it in the newsletter for all to read. THANKS

A belated Season's Greetings and Best Wishes for the Coming New Year.

1947	1936	1939 14'
1950 25'	1949 22	1949 22
1955 22'	1951 15'	1953 21'
1957 27'	1955 22'	1956 26'
1957 22'	1957 17'	1957
1957 26'	1957 27'	1957 15'
1958 23'	1957 27"	1958 18'
1959 18'	1958 18'	1958
1959 18'	1959 22'	1959 22'
1960 24'	1959 31'	1960 16'
1961 16'	1960 17'	1960 24'
1961 16'	1961 16'	1961 16'
1961 22'	1961 16'	1961 16'
1961 16'	1961 22'	1961 16'
1962 16'	1961 22'	1961 16'
1962 16'	1962 24'	1962 21'
1962 16'	1962 19'	1962 21'
1962 24'	1962	1962 16'
1963 19'	1963 16'	1963 16'
1963 19'	1963 16'	1963 19'
1963 16'	1963 16'	1963
1963 16'	1963 16'	1963 16'
1963 16'	1963 26'	1963 16'
1963 16'	1963 19'	1963 21'
1963 16'	1963 16'	1963 28'
1963 16'	1964 22'	1964 22'
1964 22'	1964 16'	1964 16'
1964	1964 28'	1964 22'
1964 26'	1964 22'	1964 26'
1964 22'	1964 26'	1964 22'
1964 17'	1964 17'	1964 30'
1964 17'	1964 25'	1964 17'
1964 22'	1964 26'	1965 26'
1965 20'	1965 17'	1965 27'
1965 20'	1965 20'	1965 24'
1965 17'	1965 20'	1965 20
1965 19'	1965 26'	1965 20'
1965 24'	1965 24'	1965
1966 22'	1966 28'	1966
1966 17'	1966 24'	1966 20'
1966 22'	1966 28'	1966 17'
1966 26'	1966 20'	1966 17'
1967 22'	1967	1967 18'
1967 24'	1967 17'	1967
1967 28'	1967 17'	1967 26'
1967 20'	1967 17'	1967 17'
1967 20'	1968 30'	1968
1968 21'	1968 30'	1968 30'
1968 17'	1968	1968 24'
1968 17'	1968 30'	1968 27'
1968 27'	1969 17'	1969 29'

ALLERGIES

I received a most interesting phone call from a young lady in Eastern US. She suffers from a medical condition making her extremely sensitive to all airborne chemical pollutants. Ideally, such persons would like to live in a chemically pure, nearly airtight capsule.

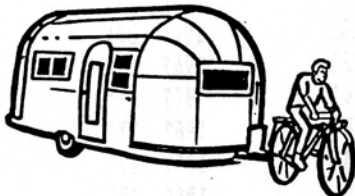
Surprisingly, a close approach to this ideal is an older Airstream. Models 1963 and before have an aluminum (with spatter paint) interior, no vinyl, and with natural hardwood cabinets. Previous ownership by smokers voids the deal.

This lady is looking for a larger Airstream (22-27 ft) which she can live in. She knows of several patients who have successfully used this approach. Her informants and mine say that the change to vinyl interiors took place some time in 1964. A dealer friend of mine says he has sold three trailers for the same use.

12 VOLTS?

I had a phone call from a man with a new vintage trailer who had just put in a battery. The problem was that all circuits were still dead. He had checked all fuses but couldn't find where the problem was. My advice: 1) Be very suspicious of all ground connections especially the main battery ground on any vintage trailer. 2) Do all checking with a bulb device, not a meter. The better the meter, the more tricky it gets because the meter will show twelve volts even through a feeble connection which will not light a bulb. 3) Last resort. Rig a temporary hot wire from battery to hot wire on the water pump switch. This should energize all circuits unless the battery has no ground. This could at least permit further exploration until the real cause reveals itself.

Submitted by Bud Cooper #26019, President, VAC



CLASSIFIED

FOR SALE

1954 Safari, half-bath, Dana Chase, Toledo, OH
419-381-1333.

1968 27' Warren K. Chesney, #9661, Plainville KS. 67663,
913-434-2753. New water heater, furnace and carpet. Good
condition. \$4000.

1968 26' Land Yacht, Fully restored, new systems, double
bed, rear bath, antique white interior, walnut cabinets.
\$5500 Fresno CA 209 431-9554

1968 30' Neil King #25345 Stored inside.

1949 22' Call 916-991-7420.

1960 26' Twin Beds, new water tanks, gas only reefer, good
shape. Call 704-369-5522. Franklin, NC 28734 Asking
\$3000.

1967 22' Safari. Near Pittsburgh. (At Turners) 412-523-6545

1961 16' Bambi. At Can-Am, Lambeth, Ontario
519-652-3284

1956 26' Exc. to good shape with A/C. Paul Pepin,
Blythville SC. 803-786-4309

1961 Bambi. New curtains, uphol. toilet, reefer, tires
w/spare. \$3900. James W. Price. 216-544-3164

1961 24' Tradewind Twin, S/N 241T744. Single
Dura-Torque axle. Electric water pump. Suburban furnace,
good tires, w/spare. Interior, blue and white. A/C,
new toilet etc. Sandra Till, #3139, Canton IL
Ph 309-647-4764.

WANTED...Older Airstream 17'. Linda S. Talsma, 505
Pleasant St. St. Joseph, MI 44085 616-983-1505

Wanted: Airstream Clipper and Bambi. Any condition
considered. Prefer Southwest trailer. Call Michael collect at
310-433-2720. If machine picks up, please leave message.

For Sale: 1947-1949 Curtis Wright Air Stream trailer.
Model No. 5-8158, made by Wally Wright in Los Angeles
around 1947-49. Good condition. Lenora Land, 1484 32nd
St. N. W., Winter Haven FL., 33823. Ph. 813-291-4333.
\$1200 or best offer.

For Sale: 1963 19' Globetrotter. Single axle. Exc. Cond.
Restored interior. New uphol., drapes, carpet, etc., Awning,
Spare tire w/alum. cover, etc. Everything works. Best
serious offer. Lynn & Gary Brink, \$29944.
Ph. 908-233-8370.

Vintage Club Members with Numbers

0201---M/M Paul L. Worthley
 0249---M/M Cecil M. MacGregor
 0255---Mr. Norman Hewer, Asso. Mbr.
 0703---M/M Frank E. Adamson
 1094---M/M Theodore Abel
 1024---M/M Richard Brown
 1100---M/M Coleman B. Mitchell
 1107---M/M Walter Overgaard
 1175---M/M Duane C. Hedahl
 1190---M/M Q. Ray Burke
 1263---M/M Ernest J. Travis
 1348---M/M Stanley Baston
 1405---M/M Christopher (Bill) Steeg
 1588---M/M Jack L Riddle
 1721---M/M Henry Gerke
 2085---M/M Norman Latter
 2244---M/M Albert R. Price
 2252---M/M Peter Hirst
 2286---M/M Stanley W. Caudell
 2465---Chris Fearon/JeffKlein
 2501---M/M Robert Brubaker
 2514---M/M R. C. (Chuck) Reed
 2672---M/M Herbert P. Richter
 2924---M/M Richard J. Barrow
 2955---M/M C. T. (Manny) Jules
 2993---M/M Richard Madden
 3020---M/M Richard Thompson
 3113---M/M Ken Faber
 3201---M/M Charles Haberman
 3303---M/M James Thomson
 3338---M/M Lyall Sherred
 3430---M/M Bruce Sharples
 3470---M/M Joseph Armstrong Asso.Mbr.
 3538---M/M Thomas A Sellers
 3575---M/M Robert E. Olson
 3724---M/M Melvin Pierce
 3883---M/M C. Edward Davis
 3910---Mr Ryan Watkins
 4011---M/M Edward Skelly
 4148---M/M Harold E. Moody
 4257---M/M Jerry Myers
 4279---Dale A. Werdebaugh
 4317---M/M Robert W. Westfall
 4396---Ms. Diane McElligot
 4536---M/M Martin B. Wright
 4544---Mr. James W. Price
 4579---M/M J.B. Jennings
 4640---M/M Donald P. Sartore
 4655---M/M George F. Ebel
 4660---M/M Finn Billehaug
 4706---M/M Kenneth Luhrs
 4880---M/M Harold Smyly
 4900---M/M Homer P. Reinbolt
 5115---M/M Thomas E. Williams
 5175---M/M Hamilton Cartwright
 5236---M/M Len Greene
 5281---Henry Connell
 5324---M/M George James III
 5623---Edwin W. Johnson
 5643---M/M Howard C. Traucht
 5723---M/M Lyman L. Terry
 5909---M/M Henry Tjoelker
 6015---M/M Lewis Brown
 6075---M/M Don H. Simpson
 6120---Mr. Larry E. Barringer
 6150---Mr. Ron LaChance
 6223---M/M Cecil D. Ardrey, Jr.
 6335---M/M Ray Sugés
 6365---M/M James Thiele
 6425---M/M George D. James, Jr.
 6475---M/M Russell E. Stearns
 6490---M/M Thomas Howarth
 6664---M/M John Palmer
 6755---Dr & Mrs Bernard G. Auge
 6857---M/M Ralph Howard
 6919---Mr. Thomas Heckman
 6957---Drs Bert & Dot Kalet
 7307---M/M Kenneth Emerson
 7488---M/M E. F. (Bill) Judge
 7574---M/M Robert L. Rice
 7649---M/M Harold Swanson
 7746---M/M James L. Burns
 8153---Lynette Dussault
 8220---M/M Robert Anguish
 8533---M/M Arthur Karwelat
 8905---M/M O. Markland Walker
 8880---M/M Meiling Bernard
 9060---M/M Paul Scheetz
 9422---Mr. Paul Nelson
 9655---M/M Everett W. Harrington
 9656---M/M Jerry Berg
 9712---M/M Forrest Bone
 9791---M/M Kenneth Howe
 9819---M/M Allyn Gardner
 9887---M/M Elbert E. Sargent
 10280---Bruce & Marie Lowrey
 10452---M/M J. W. Stamps
 10458---M/M John Wright
 10556---M/M Roy C. Smith, Jr.
 10557---M/M R. Forester Newick
 10712---Betty J. Tanner
 11039---M/M John W. Sproat
 11460---Dorothy L. Howard
 11544---M/M Elvin Hooper
 11631---M/M Bernard Fate
 11705---M/M Don Ketner
 11726---Gard S. Forester
 12108---M/M Milo Gilkerson
 12617---M/M Orville Lasater
 12897---M/M Eugene Danaher
 13334---M/M Lewis Chittock
 13529---M/M James N. Lyon
 13601---M/M Craig H. Lundberg
 13793---M/M Orlando S. Cruset
 14149---M/M Howard Bergum
 14329---M/M Orlando Ransvick
 14702---M/M Arthur Swann
 14938---M/M James T. Good
 15068---M/M Fred Rudolph
 15359---M/M Terry Fisher
 15546---M/M James Lewis
 15610---M/M Jack Bronson
 15901---M/M Thomas J. Hancock
 16195---M/M Wendell L. Deo
 16464---M/M Sheldon Clark
 17022---M/M Ewart E. Phillips
 17579---M/M Charles M. Stilfield
 17792---K. Hunt/W. Baker
 18108---M/M Floyd Genthner
 18124---M/M Frank Sturchio
 18294---M/M Robert Goebeler
 18530---M/M Victor C. Foster
 18589---M/M Reginald E. Nelson
 18994---M/M Sidney B. Cornett
 20557---M/M C. O. Farber
 20755---M/M Richard R. Anthony
 20932---M/M Franklin Richards
 21491---M/M Edward Stanley
 21783---Mr. Ron Cone, Asso. Mbr.
 21982---M/M Don L. Goldson
 22170---Pearl Main
 22718---M/M Robert Pear, Asso. Mbr.
 23021---M/M Sigurd Overgaard
 23352---M/M Lauren P. Countryman
 23407---M/M Kenneth A. Vosburgh
 23881---M/M Clifford K. Madland
 24550---M/M Larry Cuneo
 24649---M/M Leland (Lee) Sorteberg
 25258---M/M Ted Covington
 25345---M/M Neil F. King
 25833---M/M Elmore F. Stuart
 26019---M/M Rutherford L. Cooper
 26281---Nancy Howard
 26999---Rev. & Mrs Milton Murray
 27633---M/M Joseph W. Day
 28413---M/M Glen E. Hubbard
 29006---M/M Edward L. Winslow
 29497---M/M Frank Williams
 29638---Pauline M. Faust
 29944---M/M Gary Brink
 30930---M/M Clifford B. Hyatt
 31276---M/M Earl McDonald
 J & D Sellers, Asso. Mbr.
 Lisa Jo Wagner, Asso. Mbr.
 *-----Michael Peters, pend.
 *-----M/M Robert R. Kunkel, pend.

The following names have been added to the
Vintage Airstreama Club membership list since
the October Newsletter.

Joseph & Dianne Armstrong
355 W. Clements Br. Rd.
Runnemed NJ 08078
A 3470 036

Meiling & Channing Bernard
P.O. Box 3228
Palm Beach FL 33480
8880 90

Gary & Linda Brink
2355 Seneca Road
Westfield NJ 07090
29944 068

Richard & Rachel Brown
215 Crestmont Dr.
Greenwood SC 29649
1024 022

Terry & Shannon Fisher
2148 N. Marion Blvd.
Tucson AZ 85712
15359 pend

Charles & Shirley Haberman
13627 Delmar Dr.
Hudson FL 34667
3201 174

Dorothy L. Howard
9401 NE 87th St.
Vancouver WA 98662
11460 090

Mrs Nancy Howard
15987 So. Hilltop Rd.
Oregon City OR 97045-9217
26281 pend

Thomas & Kathryn Howarth
10308 Yorkmere Court
Orlando FL 32817
6490 pend

Arthur & Harriet Karwelat
365 Winter Street Ext.
Troy NY 12180-8460
8533 071

James & Joyce Lewis
207 N. Kingsway Rd.
Brandon FL 33510
15546 031

Robert P & Carole E. Olson
7240 Pleasant Ave. So.
Richfield MN 55423
3575 055

Michael G. Peters
576 Bellflower Blvd #203
Long Beach CA 90814
Pend Pend

Donald P. Sartore
1303 Wildflower Way
Bozeman MT 59715
4640 060

Tom (Red) & Pat Sellers
569 Peacock Trail
Haines City FL 33844-8640
3538 058

Jerry and Diana Sellers
4567 Cleveland Ave. #1
San Diego CA 92116
Asso.

M. Bruce & Dorothea Sharples
8795 82nd St.
Clear Lake MN 55319
3430 087

John W. & Alberta Sproat
2628 Welsford Road
Columbus OH 43221
11039 080

James Thiele
5329 NE Farmcrest
Hillsboro OR 97124
63655 pend

Richard & Stella Thompson
Rt 4 Box 206
Effingham IL 62401
3020 039

Lisa Jo Wagner
2851 Wagon Wheel Rd.
Oxnard CA 93030
Asso.

MATERIALS TO DUPLICATE WOOD FINISH OF 1961-62 AIRSTREAMS

Benwood Interior Base Coat
Medium tone 239 08
and-
Benwood Interior Stain,
American Walnut 237 59

These materials available from: Benjamin Moore Paint Company,
Montvale, N.J. 07645

Directions:

This coating gives a finish similar to a blond oak, or limed-oak. The background will be a light pine color, and the grain will be revealed in dark walnut brown.

Starting with bare untreated wood, (normally oak veneer plywood) sand to a good finish using 250 grit paper.

Use a tack rag.

Paint one generous coat of Base Coat, brushing out smoothly in the direction of the grain. Give some thought as to which surfaces to paint first, and how they can be dried without damaging other surfaces. Brush marks, such as beginning and ending of strokes will show in the finished work. Let dry for two days and sand with no. 600 dry sand paper. Sand only enough to remove dust, pimples, and raised wood. Do not break through the paint. A second coat is not recommended as this will conceal too much of the grain.

Give some thought as to how to treat the edges. If plywood, the edges should be thoroughly sanded, and any voids filled with water putty or body putty and sanded flush. Imperfections will be revealed by the final stain. The same goes for runs, though on edges, these could be sanded out.

Use your tack rag.

Stir the stain thoroughly just before using. Use it without thinning. Apply a generous coating with any type brush. Follow this with a pad of rag, working the stain completely over the work area, and forcing it into the grain. Using paper towels or rags, proceed immediately to wipe off all excess stain. Work mainly in the direction of the grain, and do not stop till the light areas are light enough to please you. This may require some hard rubbing. Let the stain dry for 24 hours.

Examine your work for lumps or any foreign matter stuck to the surface. Remove these by wiping with a rag, or light selective sanding.

Use your tack rag.

Using a new brush, apply one light coat of polyurethane varnish, low gloss. Without this protection the stain will easily wear off.

It is recommended that a sample panel be tried first so that one can judge the final effect. The varnish will add a slight yellowing. Interesting antique effects can be created by removing more stain in the central areas of panels. Also, simulated wood grain can be created where none exists.

Submitted by: Rutherford L. Cooper
6982 Bonaire Ct., Rockford Michigan 49341

