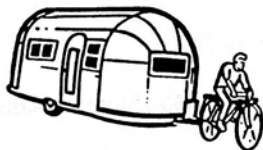


THE VINTAGE ADVANTAGE

THE VINTAGE AIRSTREAM CLUB NEWSLETTER

Volume #1, Number 5 April 1994

Duane C. Hedahl, Editor



DISCLAIMER

Views expressed herein are those of the individual authors and do not reflect the opinions of the Vintage Airstream Club. Articles are not checked for technical accuracy, so the reader is urged to use caution in applying information found in articles. Similarly, articles about people are not checked factually, except by the authors. The newsletter is not responsible for misspelled names, erroneous addresses or incorrect references to members or non-members.

Note submitted by Bud Cooper..

The gold anodized 22' Airstream that once belonged to Wally Byam, and was displayed at Dayton has been purchased by Airstream Inc. We understand that it is to be stripped of its later styling modifications and returned to original construction. Most Vintage Club members will salute this decision as being a courageous move to restore a historically significant trailer. It is a 22' "Flying Cloud".

Mr. Henry J. Sedan

Back in '53 I was the proud owner of my first new car, a Henry J. two door sedan. At about the same year I drove out to California with my parents. We were pulling a Kit Companion trailer at the time, the trailer my parents owned before they bought our '57 Airstream and the trailer that Florence and I took on our honeymoon. Anyway, we were out west driving along enjoying the scenery and strictly obeying the speed limit. While it was still bright it was getting around dusk and we were starting to think of when we would stop for the day. All of a sudden, out of nowhere, a Highway Patrol car came from behind the trailer and pulled me (I was driving) over. According to him he was stopping me because it was dark and trailers were only permitted to travel 45mph after dark. Following the routine he asked for driver's license and registration. I was flustered at being stopped and while looking for my driver's license I mistakenly gave the officer my car's registration. Fortunately, he wrote me a warning ticket that required no further action unless I got stopped again. Farther down the road my Dad started to read the ticket and with a laugh read the name of the driver -- Henry J. Sedan. Thus one more reason was added to Dad's decision that his next trailer would be an Airstream -- a trailer that was made so you could look through it to see who was behind. Submitted by Stanley Baston, # 1348

NEWSLETTER ITEMS

I have been getting a few items for the **VINTAGE CLUB NEWSLETTER** but I would appreciate more personal experience type notes. Thanks to all who have contributed. It helps make the newsletter more informative and interesting.

Note from Bud Cooper:

A big **THANK YOU** to Jim Price who phoned me saying that the wheel from a 1980 Dodge Colt fits a Bambi. It is made by Kelsey-Hayes. Jim, an interesting man, has pulled a Bambi for 17 years, has Airstream sales bulletins going back to '57, and has belonged to the Michigan Unit for 33 years.

VINTAGE CLUB NEWSLETTERS

Many requests have been received for back issues of the Vintage Club Newsletter. Since there is a cost involved, the officers have decided to make back issues available upon request. There will be a charge of \$3.00 for a package of one copy each of the March, July, October and January issue. Single issues will be \$1.00 each. Requests for back issues including this issue (April 1994) will be \$4.00 postage paid.

REGISTRATION CARD

A registration form is included in the newsletter. Please fill in the blanks so we can update the statistics etc., and get an idea of how many members will be going to the International Rally in Brandon, Manitoba. Dues notices will not be sent out but as a reminder, dues are due July 1994 for members who joined in 1993. Members joining after January 1, 1994, will have their membership current until July 1995.

Note on Shock Absorbers from Kenneth & Ardelle Howe, # 9791 It is 70 degrees today so decided to change the shocks on our 1963 Bambi which had Delco Products 9D62 on it. The local aftermarket came up with the enclosed items. Had to oil and force out the lower rubber mount, cut in half to have clearance for the installation. Worked well. Have yet to road test. Wheels were changed to 14" with revamped wheel openings earlier. (Part # on the shocks is 20718, Gas-Charged, Heavy Duty, purchased from Checker Auto..)

Where have all the oldies gone??

To Sarasota, that's where we were. Although our '69 is not back on the road yet, we have to write to say how much we enjoyed our daytime visits with **THE VINTAGE CLUB**.

As we approached the club parking area, a nice member directed us to the "one who knows all about it".

We were welcomed with open arms and invited to join the circle in "a couple of hours". So, while we waited, we visited with a newer-than-us member and their vintage Bambi and vintage Mustang. Then we found an almost-like-ours '69 to talk to. Time passed quickly and we then were "interviewed" (for video) along with others in the circle. Our hearts were warmed with the cordialness of each person there.

On Saturday we arrived back in time for the Vintage Open House of those who would. My late '50s camping magazines that I still have stashed in a home closet came to life - Bambi, Bambi II, and Caravel . . . I remember all the ads.

To say the event was well-attended is putting it mildly.

And yes, I finally met George of "By George", after all these years of reading his column!

Question: Would anyone know someone using a '63, 19' Airstream? We owned one such that we traded in around the early 70's, with C. J. Stoll in Bradenton, FL. It had been remodeled inside, in a unique manner that we would recognize. It was our second of three Airstreams, and our favorite, and wouldn't it be great to find it was still on the road, and where? If anyone has a trailer so described, please write to Joyce & Jim Lewis, (#15546) 207 N Kingsway Rd., Bradenton, FL 33510. Again, we are ever glad that we have our membership in the Vintage Club. The '94's will never replace our Old Faithfuls. **Submitted by Joyce & Jim Lewis. #15546**

FOR SALE / WANTED

FOR SALE 1961 Bambi 16'. Always stored inside, everything works. Recently upholstered, carpeted. Spare. Wm. Rickard, #1488 Ph. 712-792-5534.

FOR SALE 1936 (?) 20' Bug-eye windows, no furnishings, floor ok, excellent shell and towable. Located Denver. Asking \$3000.00. Ph. 303-297-9320, Dan Orehek.

RESTORER willing to buy older Airstream or will swap new windows for old. Looking for five Hehr Standard windows such as were used in years 1952-1958. Windows must fit cutout (in shell) of 18 x 40. Phone 513-596-6297.

FOR SALE 1954 16' Excellent shell. Interior largely original and working. A good choice for restoration. Asking \$1200.00. Ph. 210-968-3095, Weslaco, TX.

FOR SALE 1966 17' Caravelle. Excellent shell. Clean, need new water heater. Located in Florence, CO. Asking \$4000.00 Call 210-702-0803, Pharr, TX.

FOR SALE 1947-48 Airstream. 16-18' New tires, Good floor, ice box, heater, cookstove w/oven, single axle, wheel pants, 1 missing. \$3200. Call 414-528-7324

FOR SALE 1947-49 Curtis Wright Airstream 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.

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

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

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

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

FOR SALE 1949 22', Call 916-991-7420.

FOR SALE 1968 30' Neil King #25345 Stored inside.

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

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

FOR SALE 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.

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

FOR SALE 1957 Airstream, 26', twin beds, double 30# LP, New upholstery, credenza, roof air, spare. \$3500.00 Glen & Millie Hubbard, 2519 - 53rd St. Des Moines, IA 50310 Phone (515) 279-2898.

FOR SALE 1957 Airstream, 20'. All appliances working. Poles for awning included. Clean and tidy interior. Asking \$1000. Firm. Fran Matera, 1790 Philippi Pkway, Safety Harbor, FL Phone (813) 725-4087.

FOR SALE 1959 18' Airstream. Restored, Front dinette. New elec. brakes, tires, upholstery, drapes, carpet. \$3800 OBO. Herb Richter, #2672, So. Cal. Phone (619) 446-3634.

FOR SALE 1983 Airstream Motorhome, Model 310, 31', Fully equipped (central vacuum, microwave, awning, etc.) 454 eng., well maintained. Selling to restore Vintage Airstream Trailer. \$28,500. Santa Barbara, CA. Please call Chris at 805-962-8598.

FOR SALE 18' Airstream. Converted to "Park" model with standard toilet and air conditioner. \$2300. 612-743-3911 after 5/1/94.

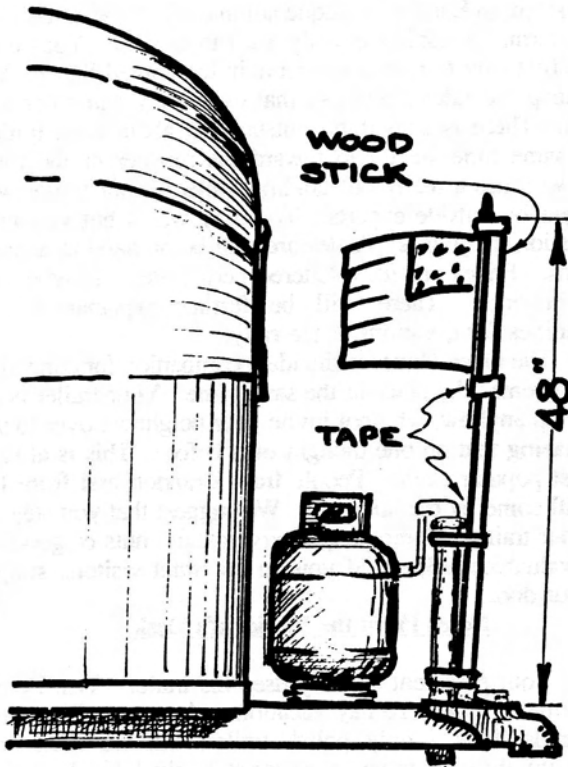
Wanted: Used Airstream Trailer. 1976-1983, 23'-26'. Private sale, prefer twin. Dry weight of 4,500# max. Contact David Underwood, 404 Hennessy Ct. Gilberts, IL 60136. (708) 931-1937

FORSALE 1960 Caravelle. Single Axle, dbl bed, full dinette, orig. white porcelain gas stove, Marvel 110 v. refer., new carpet. Excellent Condition. \$3995. Includes Coleman 800 watt gen. Frank Banko, 452 Adaway S.E., Grand Rapid, MI 49546. 616-676-9280. FAX 616-676-1274

EDITOR NOTE: Please notify me when you sell the unit or no longer want the ad in the newsletter. Thanks. Ed.

FLAG INSTRUCTIONS

The flag is important for the parade into the grounds and can be left in place for the whole rally. Suggested size, 12 X 18 inches, bigger if you feel flush. Buy the flag at a dollar store, Walmart, etc. Cost is normally under \$2.00. The quarter inch stick that comes with the flag isn't strong enough nor long enough, so tape it to a 1 X 2, an inch dowel or something you normally use to sweep out the garage. You have a choice of country, but a Canadian flag will be quite hard to find in Texas.



The following was submitted by Everett W. Harrington, #9655.

"Dear Duane: I enjoy your labors for the Vintage Airstream Bulletin so much I thought I might make a possible contribution. After all, it took thirty years to find the bugs so I might spread them around. These are thoughts I had and typed them as they arrived in my mind. I will have the 22' at the Amherst, Mass. rally in '95, and live in the 29'. I lived in it for a forty month period about 25 years ago, slept in it where it was quiet while on night duty, and several years lived out of it in the yard while it was going every weekend. If you wish to print this info, please do. If you wish major editing or detail, please advise. It was -17.3 night before last and we will head for Florida in a week. We are already registered for Brandon and N23K. See you in Manitoba in June."

Ground System Problems on Older Airstreams.

My 1964 Safari Twin developed a problem of not enough battery capacity in its early years. Point to point checking of drops, during either load or charge, drops were noted due to size of wire in charge line of tow vehicle and

trailer which were considered normal and should be small. The difference between battery negative and chassis body should be a negligible drop. The negative from tow vehicle is grounded to the chassis or body up front underneath behind the little trap door. I added another with less loss. The negative battery wire in the rear in the 64's disappeared into the shell and eventually there was no continuity. This had caused the battery to never be fully charged with low capacity. It had run OK for six days with four people at the Princeton rally however when it was new. A new, heavier wire was run to a heavy duty bronze ground terminal on the inside frame near the rear bumper, correcting the system. A later modification of an automobile fuse panel had spaces enough to fuse all circuits including the negative battery as in the 1969 and later models. Fuse clip type circuit breakers are now used.

A Univolt six was later added for charging and works fine. It is located between the water tank and the refrigerator and is plugged into the outlet above as necessary.

The fuse in the negative battery wire on later models for some reason was located many different places, under rugs in closets, wrapped in braid, and many other places before being located on a panel. I have looked for troubles in many models at rallies. The best test is to check for small voltage between battery minus (ground) and shell while someone turns everything on one at a time. If the voltage goes to a volt or more, look for a 'tired' fuse which has crystallized but not blown due to warming, having carried the entire load for years. The battery may never have charged beyond sixty percent capacity, causing dealers to sell hundreds of replacement batteries resulting in the same trouble still there.

The water tank was replaced and moved closer to the Univolt allowing more storage space. The filler pipe, being in a different spot on the tank, it was necessary to mount a small tap on a pipe in the rear with a small pipe to the tank for filling. This way, when hooked to a hose line, the tap was opened and the water flowed slowing for maybe fifteen minutes until noted coming out the overflow. While living in the winter, I found that the water connection mounted on the frame near the rear bumper froze as soon as the bumper reached 32 degrees. It was removed and screwed to the wood floor, after a small hole was cut in the aluminum, and connected to a shut-off inside. A weatherproof outlet was mounted inside the frame near the bumper to facilitate plugging in a heat tape. Twenty five feet of heat tape was wrapped around 18 feet of 3/8 copper tubing and double wrapped in fiberglass and worked fine three winters in Fairfax, Va.

PRE-RALLY GENERAL INSTRUCTIONS

The arrangements in 1994 will be similar to those in 1993 at Bismarck. We will first assemble at the pre-rally at La Prairie, Manitoba. Use coupon in Blue Beret. Write "Vintage" in the margin. Arrive as early as June 18 if you like. Officers will probably arrive about June 23. Prepare for some low-key fun. We will park together; ask parkers for the Vintage area.

The coupon in this newsletter should be filled in by everyone who attends including early workers and those who arrive on later days.

Register for the International in the usual way. Write "Vintage" on the margin of your application. **You must have your receipt with you when we arrive at Brandon.**

Then, on the morning of June 28 we will travel in a loose caravan to Brandon, a distance of 67 miles, arriving no later than 12:30. We have avoided the problems we had in '93. We will not try to travel together. You will be free to stop as much as you like, just so you arrive at Brandon before 12:30. Trailers will assemble single file on the edge of the Trans-Canada service road which is within the rally site. Officers will lead the parade. I suggest that you do not fight for a position by a friend, we are all your friends. Detailed instructions will be passed out on the 27th.

The time from 12:30 to 1:30 is for lunching. At 1:30 National Officers will conduct the Vintage parade to parking area 9. Flags not required this year due to protocol questions.

We think that early workers and late arrivals will have little difficulty finding area 9 by themselves. Parkers were most accomodating about this in 1993.

Schedule (Tentative)

| | | |
|---------|--|----------------------|
| Tue. 28 | Arrive | 4:00 Drivers Meeting |
| Wed. 29 | Vintage Board Meeting | " |
| Thur 30 | | " |
| Fri 1 | Business meeting 10-12. Installation Board of Directors meeting. 2:00 pm | |
| Sat 2 | Open House and Concours 1:00 - 4:00 pm. Gp Picture | |
| Sun 3 | Style Show, time unknown. Drivers Meeting | |
| Mon 4 | Parade | |
| Tue 5 | | " |
| Wed 6 | | " |
| Thur 7 | Last day. No Vintage activities. | |

Vintage Style Show

This is a brand new activity and may prove to be fun and interesting for the ladies. Gini Coorick suggested it. She is a chairperson of the Fashion Show Competition. We are to fill a 15 minute gap in the program while the judges deliberate by showing vintage fashions.

Bettye liked the idea. She will bring my mother's 1920 wedding dress and we will find a teen queen small enough to model it. A really super entry would be one which matched the year of your trailer but I suppose few of us will be that lucky. Search your attic for celluloid collars, top hats, bonnets, men's suits, swimming wear and children's rompers.

As soon as we get to Brandon we will look for a volunteer to fill in sheets with your name and information on your entry and to see that you all get to the right place at the right time.

Nice Little Project

Here's a nice little idea to add sparkle to your trailer when we have open house. Make a one page brochure on you and your trailer just as though you were going to sell a hundred of them. It might give: you and your wife's names, address, floor plan sketch, year, length, features, weight, history of ownership (if known) and anything else worth telling about. It could even have a photo of yourselves by the trailer.

Make the sketch with a pen or soft pencil and type the text. Duplicate say, 25 copies and lay them out on a counter. Your guests will flip and if you ever want to sell it, what a sales aid!

Concours D'elegance, Open House

We expect to have about 60 units at Brandon. For most of these people this will be their first Vintage Rally. Let me therefore explain a few things.

Concours D'elegance (say concourse della-gahns). Larger dictionaries give definitions something like this: An event where owners of coaches or antique automobiles come together for the purpose of judging which vehicle shows the best turn-out. It is competition of the best appearance rather than of the best running.

The term is of course, French. Events of this type were first run in Europe. Antique automobile clubs in the U.S. use the term. It applies equally well to trailers. Your club was the first ever to have a concours in the United States. We try to keep the rules simple so that everybody can enter and enjoy it. There is something outstanding about each trailer. At the same time we try to reward the restorer or the fussy-budget who has a really outstanding trailer. Your trailer will be judged by outside experts. You may watch but you may not question the judges. A steward will be on hand to answer questions. Prizes are hand-lettered certificates. Maybe you will win one. There will be further explanation and opportunities for questions at the rally.

The Open House is the ideal companion for concours; the two events take place at the same time. Your trailer is all cleaned up anyhow, why not invite your neighbors over to see it? Amazing that no one thought of it before. This is always our most popular event. People from Brandon and from the rally will come by the hundreds. We suggest that you stay by or in your trailer. Some people serve candy, nuts or goodies. Keep valuables hidden. If you do not want visitors, simply lock your door.

Notes From the President's Desk

Your president actually used his trailer. Yes, Bettye and I actually took a 10 day vacation and went to Big Bend. My friends think I only polish trailers but we used one. Driving up through town, a motorist honked his horn and motioned for Betty to roll the window down. "What year is that", he shouted?

Some people don't think that the wind blows all the time in Texas. We had just gone through a small town and had accelerated to fifty miles per hour when I was passed by a plastic bag.

Big Bend is beautiful and unique. When we arrived, all parking spaces were filled. Fortunately there was a cancellation and we were given a space for a 16 foot trailer out on the desert. It was a spooky, beautiful and quiet. Bettye and I took compass in hand and hiked out on the desert. We found a petrified forest. Climbing a small hill we looked back to find that our trailer had visitors. Someone was circling our trailer looking in every window. Naturally concerned, we hastened back. Arriving out of breath we were greeted by Vintage member Diane McElligott who was equally astounded to stumble over our Bambi in the wilderness. There were hugs all around.

A careful study confirmed that we generate less than four gallons per day of gray water, use 1.5 pounds of propane per day. In short, we can stay self-contained for six to seven days.

Your newsletter needs to be fed. It thrives on your contributions. There are many of you like Larry Barringer who

have done notable things with your trailer and who should write a short article about it or who have had nice warm things happen like happened to us. R. L. Cooper..

Vintage Members Photos: The Vintage Club Historian would like photos of Vintage Club Members and their Vintage Trailers. Please include name, address and WBCCI number on the back of the photo. Thanks, Bob Pear, #22718

NEWSLETTER NAME CONTEST

Some time ago we suggested a newsletter naming contest for the Vintage Airstream Club newsletter. It looks like I won! The "Masthead" on this newsletter is the one suggested to me by me and there were no other entries so I'm suggesting again that we have a contest to name the newsletter and have the name selected at the Brandon Rally. Send your entries to me and I will bring them to Brandon or bring them to Brandon yourself. Ed.

Please use the form near the end of the newsletter to re-register and let us know if you will be going to the International Rally in Brandon. Return this form to the Vintage Airstream Club Treasurer. Thanks. Ed.

GRAY WATER AT BRANDON

Late word from R. Cooper is that we may run the gray water on the ground at the rally site. Make sure your fresh water tanks are full and your black water tanks are empty before you get to the rally site. More information later I'm sure.

MEMBERSHIP NUMBERS

As of today, 30 March, there are 205 Vintage Club members with more coming in every week. Great Going!!!

VINTAGE PARTS

I'm sure you have noticed by now the page listing parts for Vintage Airstreams. Inland R.V. Service, Inc. provided a list of available parts. They helped pay for the cost of mailing this newsletter. Thanks.. (The owner is a member of the Vintage Club.)

POLISH DEMONSTRATION

This is not a group of ethnic Poles demonstrating in Brandon, but Mr. Rutherford Cooper will demonstrate how to polish the aluminum on the older Airstreams. I'm sure I should have said "VINTAGE" Airstreams. It should be worth the time and effort to watch and learn. My trailer is available if you promise to finish the job, Coop., Ed. #1175

NEED VOLUNTEER!!!

We would like to have a VOLUNTEER to establish and maintain control and distribution of several Vintage Club Videotapes. R. Cooper has been doing that job and would like to turn it over to someone. The postage is paid both ways by the person requesting the tapes. There are 4 tapes available now for mailing. Please consider this worthwhile project. Ed.

Members joining and memberships pending since January 1 1994. The "A" indicates Associate Member. "Pend." is membership pending.

| Name | WBCCI # |
|--------------------------------|---------|
| Ralph & Marjorie Anderson | 6420 |
| Charles & Margaret Appenzeller | 1064 |
| Mrs. Marjorie Barrett | 3593 |
| Donald & Rachel Bates | 8314 |
| John & Pearl Benney | 8878 |
| Harvey & Lois Carlisle | 6718 |
| Walter & Bunny Cederlund | 6753 |
| Merrill Jr. & Peggy Denslow | 27255 |
| John & Esther Dona | 5071 |
| Bill & Elizabeth Duncan | 12630 |
| Paul & Virginia Gentry | 31197 |
| Donald & Su Ja Gibson | 4070 A |
| Ms Marie Glander | 3777 |
| Jesse E. Graves | 01130 |
| Joseph V. & Joan Green | 10587 |
| Tom & Jean Halfhill | 1619 |
| Jack & Kathy Hulton | 21727 |
| T. B. Kimmell/K.P Doughty | A |
| Ellen E Kinnear | A |
| Geoffrey & Denny Long | 4385 |
| Matt & Barbara Lucas | pend A |
| Lee & Becky Lund | 1233 |
| Chet & Addie McNeese | pend |
| Edmund Meurer, Jr. | pend |
| Jim & Pat Monahan | 15160 |
| Ted & Jeri Nowell | 07312 |
| Henry & Anita Ortelt | 14620 |
| Charles & Faye Overcash | 23669 |
| Doug & Jo Pedersen | 4702 |
| Chris & Nancy Rheinschild | 6310 |
| Richard & Shirley Rodrigues | 13213 |
| Jim Rogers | pend |
| Andrew & Marion Rogozinski | 11701 |
| Barry & Jane Ross | 1144 A |
| Kieth & Hazel Sanborn | 31545 |
| Claude & Gertrude Slate | 5903 |
| Harold & Chris Strebeck | 11386 |
| George W. Sumner, Jr. D.V. M. | A |
| Carl & Beulah Vincent | 1247 |
| Tom & Shirley Wells | 28536 |



Picture: L to R, Hedahl, Traucht, Overgaard, Baston & Cooper

Officers for 1994-1995

A nominating committee consisting of retiring President Cooper, Robert Anguish and Orlando Ramsvick present the following slate of officers for the coming year:

| | | |
|---------------------|-----------------|------|
| President: | Stanley Baston | 1348 |
| Vice President | Robert Brubaker | 2501 |
| 2nd Vice President | | |
| Recording Secretary | Lucile Traucht | 5643 |
| Treasurer | Duane Hedahl | 1175 |

A vote will be taken at the annual business meeting, Brandon, Manitoba. This slate will be announced again at the business meeting. There will, of course, be an opportunity for floor nominations. Walter Overgaard, who served the club well as 2nd Vice President, requested that his name be withdrawn from the list. The board honored his wishes with regret. Fortunately he has agreed to serve in less demanding capacities.

GRAY WATER TANKS

The problem of retrofitting a gray water tank on a vintage trailer is a recurring one and each trailer is a different problem. Dealers will undertake this work but they tell me that it is always costly. For some years I have been thinking about the problem, changing my mind several times about what is the best way. The right answer for you is one that is feasible on your trailer and handles the quantity of gray water that your family produces. Here are some possible ways I have considered:

1. Raise up some piece of furniture and build a tank underneath. This could be a bed, couch or a bathtub for example.
2. Carry a "suitcase" tank in your tow vehicle.
3. Construct a "sprinkler" line under your trailer.
4. Construct a holding tank vertically inside a closet and use a pump to load it.
5. Construct a tank under the trailer and behind the wheels. (see sketch).

Don't laugh at any of these solutions. Each could be the right answer for a certain trailer and owner. Note that a U.S. gallon is 231 cubic inches and weighs about 8 pounds. When planning a tank these numbers will be useful. My wife and I generate about four gallons per day of gray water. This includes two quick showers, dish washing and hand washing. Careless water use could easily raise this to eight gallons. An outside faucet on my trailer allows hand washing on the grass, a truly useful feature.

Rectangular plastic tanks with a wide variety of dimensions can be purchased from dealers and trailer supply houses. Ordinary PVC pipe in a large size such as 4 inch also makes an excellent tank. Each 18" of length is a gallon.

Need a tank to fit in some odd shape space? Consider a truck inner tube. I have never seen this done but I am sure it is possible.

At the present time I am restoring a Bambi and therefore had to come up with a solution which consumed an absolute minimum of space. There was no piece of furniture which could be raised and only one small closet which Betty said could not be invaded, so an inside tank was ruled out. Ground clearance, due to the Bambi design, is minimal. A

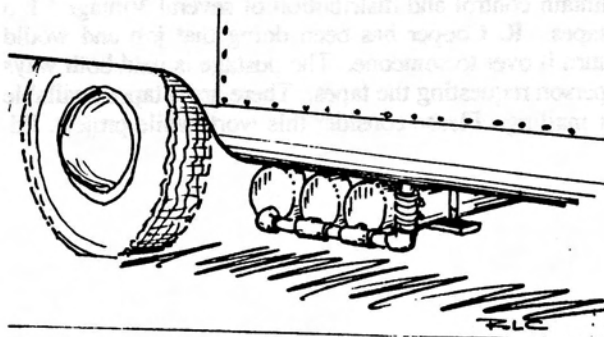
tank under the rear end is not so easy. I carry a suitcase tank which is 17.5 X 5.5 X 15 inches. This stows easily inside my Astro. A day's use is slightly more than half a tank. This is all the weight I can comfortably carry, about 33 lbs., so a larger tank would be a waste. When emptied daily, this is an acceptable chore.

To facilitate matters further, I constructed a special drain point (a tee with a plug in it) in the gray water line. The tank slides conveniently under the side of the trailer, just lining up with this opening. This way I do not even have to fasten a hose, though this also is possible.

A friend has a sprinkler line. By opening a valve all his gray water empties out through a half inch line under the trailer where it cannot be easily seen. This system is absolutely outlawed in Wisconsin and many other states. However, it seems a useful option if used with absolute discretion.

One could imagine many ways of constructing a holding tank under the trailer. To me the most appealing idea is to make it out of 4 inch PVC pipe which can easily be supported and is not bad looking. I have seen three such installations. I suggest locating it close behind the wheels where ground clearance is best.

The lines to a holding tank do NOT need to have a uniform downward slope, though this is a nicety. Consider how you will winterize it. Most modifications of this type would rule out winter camping. Put in drain points if necessary. Don't forget a vent, though it can be of very small diameter. Also, it is a grand idea to put a tee in these lines at strategic points allowing one to remove a pipe plug and flush or rod out a balky line. Rubber slip couplings can be inserted to make construction easy and repairs a breeze. I consider it wise to maintain separate dump points for gray and brown because accidental mixing of even a little bit can be a pain. Submitted by R. L. Cooper.

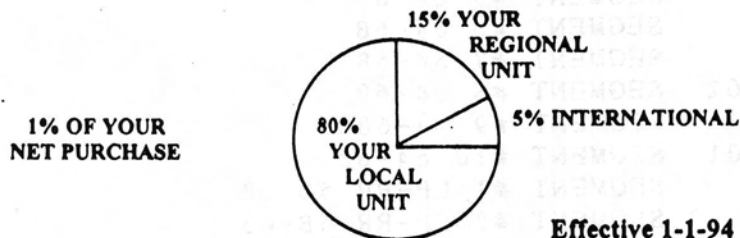


PRICE CATALOG
03/24/94

| P/N | STK NUM | DESCRIPTION | UM VC | UNIT PRICE |
|-------|-----------|--------------------------------|-------|------------|
| 91019 | 683150 | SEGMENT #1 64-68 | EA OB | 460.00 |
| 91023 | 683151 | SEGMENT #2 64-68 | EA OB | 325.00 |
| 91038 | 683152 | SEGMENT #3 64-68 | EA OB | 260.00 |
| 91042 | 683153 | SEGMENT #4 64-68 | EA OB | 260.00 |
| 91057 | 683154 | SEGMENT #5 64-68 | EA OB | 260.00 |
| 91061 | 683155 | SEGMENT #6 64-68 | EA OB | 260.00 |
| 91076 | 683156 | SEGMENT #7 64-68 | EA OB | 270.00 |
| 91080 | 683159-02 | SEGMENT #8 64-68 | EA OB | 260.00 |
| 91095 | 683159 | SEGMENT #9 64-68 | EA OB | 270.00 |
| 91108 | 683159-01 | SEGMENT #10 64-68 | EA OB | 260.00 |
| 91113 | 683160 | SEGMENT #1 LF-RR 58-63 | EA OB | 210.00 |
| 91127 | 683161 | SEGMENT #2 LF-RR 58-63 | EA OB | 210.00 |
| 91132 | 683162 | SEGMENT #3 LF-RR 58-63 | EA OB | 210.00 |
| 91146 | 683160-01 | SEGMENT #1 RF-LR 58-63 | EA OB | 210.00 |
| 91151 | 683161-01 | SEGMENT #2 RF-LR 58-63 | EA OB | 210.00 |
| 91165 | 683162-01 | SEGMENT #3 RF-LR 58-63 | EA OB | 210.00 |
| 91170 | 683158 | BANANA WRAP 68< | EA OB | 199.80 |
| 91184 | NPN | BOW MAIN 1968< | EA OB | 96.00 |
| 91216 | 682227 | WATER FILL CAP POLISHED 66-68 | EA DS | 24.50 |
| 91220 | 685402 | WATER FILL CAP 63< | EA DS | 12.50 |
| 91235 | 682228 | WATER FILL SPOUT 66-68 | EA DS | 24.90 |
| 91249 | 681515 | HOOTIE RING | EA OB | 14.80 |
| 91254 | 092458 | HWH PILOT ASSY G110 | EA OB | 32.90 |
| 91268 | 682100 | HWH DOOR FASTENER | EA OB | 2.25 |
| 91273 | 035027 | CHECK VALVE WATER W/FLARE NUT | EA OB | 24.25 |
| 91292 | 680391 | TANK BLK 67 FULL BATH | EA OB | 290.20 |
| 91305 | 680392 | TANK BLK 67-68 3/4 BATH | EA OB | 290.20 |
| 91310 | 680393 | TANK BLK 68 FULL BATH | EA OB | 290.20 |
| 91324 | 680389 | TANK BLK 64-66 FULL BATH | EA OB | 342.00 |
| 91339 | 680390 | TANK BLK 64-66 3/4BATH O/S9# | EA OB | 342.00 |
| 91377 | 681854 | STRIKER PKT PLAST 64-69 | EA OB | 4.95 |
| 91427 | 682012 | LINKAGE W/ STUD PHILLIPS | EA OB | 17.90 |
| 91432 | 682016 | OPERATOR LATCH HOUSING PHILLIP | EA OB | 3.90 |
| 91446 | 682017 | BRASS CLAMP SCREW PHILLIPS | EA OB | 3.25 |
| 91451 | 682019 | LATCH CLAMP PHILLIPS | EA DS | 2.95 |
| 91465 | 682015 | WINDOW CLIP PHILLIPS | EA OB | 7.30 |
| 91470 | 682009 | OPERATOR PHILLIPS | EA OB | 23.50 |
| 91484 | 682010 | CRANK HANDLE PHILLIPS | EA OB | 4.25 |
| 91499 | 682011 | BAR ARM PHILLIPS | EA OB | 19.50 |
| 91501 | 682013 | E RING PHILLIPS | EA OB | 1.75 |
| 91516 | 682018 | BARREL NUT PHILLIPS | EA OB | 8.50 |
| 91568 | 799P | WINDOW PAD NYLON | EA OB | 4.80 |
| 91573 | 682030 | WINDOW OP RH HEHR 2800 (JALSY) | EA OB | 18.90 |
| 91587 | 682022 | WINDOW OP HEHR 1299(NON-JALSY) | EA OB | 24.90 |
| 91610 | 380273 | BUNK HINGE | EA OB | 19.00 |
| 91624 | 380275 | BUNK WALL BRACKET | EA OB | 12.80 |
| 91639 | 380274 | BUNK CEILING BRACKET | EA OB | 9.50 |
| 91643 | 700034 | BUNK CEILING BRACKET (ROUND) | EA OB | 9.85 |
| 91658 | 681830LM | DOOR ACCESS 11.75 X 13.75 | EA OB | 125.00 |
| 91662 | 681834LM | DOOR ACCESS 64-66 11.75X 17.75 | EA OB | 134.00 |
| 91677 | 681828LM | DOOR ACCESS 11.75 X 19.75 | EA OB | 134.00 |
| 91681 | 681831LM | DOOR R/ACC 67 11.875X 39.375 | EA OB | 225.00 |
| 91696 | 681827LM | DOOR R/ACC 66-68 13.75X39.375 | EA OB | 225.00 |

NOTICE * NOTICE * NOTICE

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TO THANK WBCCI MEMBERS FOR THEIR PATRONAGE,
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March 14, 1994

Changes to the Constitution

Article IV, Sect. 1 Substitute "Technical Secretary" for "Corresponding Secretary". (This makes the job title correspond to the actual duties.)

Article IV, Sec. 2 The officers---- shall take office immediately following their election. (Formerly they took office only after the rally was over. This is so that they have the remaining days of the rally in which to make appointments and get a program rolling.)

Article V, Sec. 3 Substitute this wording: Board meetings shall be held on the rally site both prior to and following the annual meeting. (Formerly the only board meeting was following the annual meeting. This is to give the old officers a chance to finalize actions, and the new officers a chance to begin business.)

Article VII, Sect. 3 Add the following: This is done at the first Board meeting following election of officers. (This is to be sure there is time at the rally for the nominating committee to act.)

Changes to Bylaws

Article I, Sec. 5 Substitute "Treasurer" for "Corresponding Secretary" two places. (The old wording called for the Corresponding Secretary to do this. This is to make the wording conform to modern computer practice.)

Article I, Sec. 6 Substitute the following new wording for this section: The treasurer shall keep an accurate account of all monies received and paid out; prepare and give to various officers the names and addresses of all members in good standing, and shall make a financial report at each board and annual meeting, and once per year will turn over all financial records to the audit committee. (This is to make the wording conform to normal computer practice.)

The above changes are being submitted to the membership by the Board of Directors. They feel that these modifications are necessary for the continued smooth operation of the club and will ask for the support of the members attending the annual business meeting to vote in favor of these proposals.

Last Name: _____

First Name _____ Spouse Name _____

Address: _____

City _____ St. _____ Zip _____

Telephone: _____ Yr. Trlr. _____ Length _____

Model _____ Ser. # _____ WBCCI # _____ Unit # _____

Occupation: _____

Hobbies: _____

Plan to attend Intn'l Rally at Brandon? _____

Date of Arrival _____ Place _____

Would you serve as an officer in the Vintage Club? _____

Remarks: _____

Duane C. Hedahl, VAC Treasurer
2225 9th Avenue South
Great Falls, MT 59405-2843



Pat & Diane Ewing
3561 Sorenson Road
Everson WA 98247