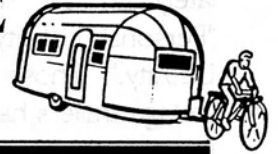




THE VINTAGE ADVANTAGE

The Vintage Airstream Club Newsletter



Issue No.2 Volume II

November 1, 1994

Duane C. Hedahl, Editor #1175

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.

PRESIDENTS' MESSAGE

Unfortunately I have received a couple of calls from owners of vintage trailers who have seriously damaged or rolled their trailers. The owners of the less seriously damaged trailers face the difficult decision of either repairing or scrapping their trailer. For many of us, the sentimental value of the trailer would be more than the monetary thus making the decision even more difficult. I would like to remind those whose trailers have ended their useful life they can help keep other oldies on the road. They can do this by offering the trailer parts for sale in the Vintage Want Ads column. For many, these may be the only source of parts.

By & Sue Campbell of the

California Redwood Empire Unit are planning a Vintage Airstream Rally in conjunction with the Region XII Rally in Watsonville. We compliment them for heading up this event. Only 10% of our members attend the International Vintage rally. Vintage Club rallies at the Region rallies will allow many of our members, who otherwise are not able, to share in the activities and events of our club. I have an information sheet on setting up and running a Vintage rally. This information is available to you if you would be willing to take up the reins and initiate a rally during your Region rally. Please contact me for information or help. Our goal is to have a rally in each of the Regions.

It has occurred to me, and after making some inquiries it has become evident, that the Club should maintain a "Vintage Airstream Available for Commercial Display Registry." The purpose of the registry would be to maintain information on trailers whose owners would make them available to advertising agencies and others. I would expect that most demand would be for trailers for photographic use.

As requests come in they will be directed to the individual club members who have registered. The member then will complete any arrangements they

wish with the commercial entity. The Vintage Club's only part in this venture is as a clearing house for incoming requests and registered Vintage Club members. The Vintage Club and WBCCI assumes no responsibility for any arrangements made by its members and the commercial entity.

To help me to direct any requests, please drop a line giving the following information. Name, Address, Phone Number, Year of Trailer, Length, and pictures of interior and exterior. The photos, of course, will help me answer questions that may be asked to eliminate bothering you if your trailer would not meet some specific requirements.

As this will be my last opportunity I wish you the best during the upcoming holidays. I hope you have enjoyed your travels in your "oldie" as much as Florence and I have and that next year will be even better. Also, I hope you're already making plans for the '95 International Rally at Amherst and, of course, joining with your Vintage Club there.
Stan Baston, # 01348

INSURANCE ALERT

Just a reminder for those of us who have had to find new trailer insurance as well as those who

have not looked at their policies lately to be sure it includes "Personal Liability" or "Off-Road Liability." Those of us who have vintage trailers have many people in and about them, especially during "Open House" at the International rallies. The following is a reprint of part of an article by Linda Amme titled "Insurance Alert" published in the Blue Beret a number of issues back.

"When looking at your insurance coverage, there are two very important coverages which you should consider. One is Personal Liability or Off-Road-Liability Coverage and the Comprehensive Physical Damage Coverage.

Personal Liability or Off-Road- Liability is coverage which insures YOU in the event of someone being injured in the area of your trailer. If someone should trip while going into your trailer or walk into the arm of the awning and be seriously injured, you would be responsible. Would you have insurance to cover those problems? This insurance also covers you, if an awning blows off and hits someone or something and does damage. It also covers you if someone is injured while assisting you on your trailer."

Submitted by Stan Baston, #01348.

Editor's Notes: Since I neglected to note the cost of the annual dues in the August Newsletter, I have received a few inquires about the dues. Also, if you sent in too much for dues, the extra was credited as a donation. If your address label is "highlighted" on the first line, it

indicates that the dues are overdue. Disregard the "highlight" if you have sent your dues within the last few minutes. Dues for the year 94/95 are still \$7.00. Dues were increased for the year 1995/1996 to \$10.00. They are not due until July 1995.

The new category of membership "Friends" may have brought on some confusion also. After many requests for back issues of the newsletter, it was decided at Brandon, MB to allow a new category of membership; that of "Friend". Dues are the same as the regular or associate membership, but "Friends" will only receive the newsletter and not be able to vote during any business session. Nor are they required to own an Airstream or be members of the WBCCI.

VIDEO LIBRARIAN: Willard Duncan, WBCCI # 12630, 1444 S. Indian Creek Dr, Stone Mtn. GA. 30083 has the video tapes available for loan to members. Phone # 404-292-6064.

COALITION FOR VEHICLE CHOICE (C.A.F.E.)

I called the 800 number below and they sent the UPDATE, part of which is contained elsewhere in the newsletter. Call or write them for the latest update and let your congressman know how you feel. Also, ask him or her what the status of the C A F E legislation is. (You may have to provide a little explanation of what C A F E is all about.)

Here is the address and telephone numbers.

*Coalition for Vehicle Choice
1440 New York Avenue, NW
Suite 310
Washington, D.C. 20005
Telephone: (202)-628-5164 or
1-800-AUTO-411
Fax: (202) 628-5168*

The book "Airstream", by Landau and Phillippi, though it is out of print now, can still be purchased from Airstream for \$10.00 postpaid. The book is valuable as a history reference, contains 79 pages, 94 photographs, some in color, from 1956 to 1982. Order from: Ms Betty Gross, Airstream Inc., 419 West Pike Street, Jackson Center, OH 45334-0825.(Submitted by R. L. Cooper)

Owners who attended the Brandon Rally were delighted when they all received a hand lettered name plate suitable to hang in the front window. This identifies the model and year as well as the owners, all beautifully engrossed by Jeri-Ann Bone. I am extremely proud of mine.

Experience has shown that the condensation inside a trailer will rapidly destroy the lettering, but for about \$1.00 you can have it laminated in protective plastic. Then it is permanent. We taped ours inside the screen where it can be seen, but is well away from the moist glass.

Light Truck Users Nix Higher Fuel Economy Standards



Vintage Airstream Club Officers

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Donna Barrow, 02924
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Duane C. Hedahl, 01175
Rutherford Cooper, 26019

908-922-2786
612-743-3911
608-244-7890
612-274-3866
406-761-2007
616-874-8291

We own a 1965, 17' Caravel Airstream trailer that we purchased about three years ago.

On our way to Canada this past June, the flapper on our commode fell off making the unit non-usable. The commode is a "Townsend" flush tank model.

Being close to an Airstream dealer, we stopped for repairs. The service manager quickly informed us that he could not repair the unit because of lack of parts and recommended that we replace the unit with a new model that would require opening another hole in the floor and holding tank and reinforcing the floor, etc. I could see the numbers adding up, with the cost of the new unit and labor at

\$58.00 an hr. they were going out of sight. He also informed us that he couldn't get to it for about six weeks.

We were in shock at this time as to what to do; go home or go on to Canada. After thinking about it for awhile, we purchased a "Porta-Potti" and went on to International as probably the only trailer with two commodes at the rally.

I did talk to several Vintage Club members in hopes of finding someone who had the same problem, with no luck.

Upon our return, I checked with one of our unit members, who is quite an expert on repairing Airstreams and he proceeded to repair it.

QUOTE OF THE MONTH

"I recently learned of a warning issued by the Hemlock Society to its members. The society advised anyone interested in exiting this world not to rely on the carbon monoxide emissions of any automobile manufactured after 1993! The 80 million added cars on the road now as compared with 1970 emit vastly less aggregate pollution, and the 1994 cars are 98 percent cleaner in hydrocarbons than the 1970 cars."

From a speech by William K. Reilly, former EPA Administrator, April 20, 1994

The "Townsend" unit consists of two parts and the bolts holding the parts together were impossible to remove. We took the unit out of the trailer and discovered that the flapper consisted of a round piece of stainless steel about 3" in diameter with a piece of rubber glued to it. It had been attached to the "flapper arm" with a brass rivet which had broken. We drilled the rivet out and replaced it with a brass bolt and nut and re-glued the rubber. Good as new! It took about 1 1/4 hours to repair and a cash outlay of \$1.15. We also removed the flush tank as I had been unable to locate a shut-off valve for it. A water sprayer near the commode is used for

flushing.

One problem yet remains. The trailer has a Model RC9A, Hydro-Flame furnace. The unit lights OK but does not reach its full capacity and does not heat the trailer. ANY SUGGESTIONS???

Submitted by Wm. W. Beckley, # 09031, P.O. Box 306, Tipton, IA 52772

STICKER SHOCK!!

My venerable tow vehicle, a 1979 Scout II, departed eastward (3000 miles eastward) with my school bound son, and I found myself vehicularly deficient.

Now, I don't pay much attention to prices except when I want to buy and I was totally unprepared for the stickers I saw on a couple of ordinary looking Jeep Cherokees, \$30,000 and \$35,000. I looked at Broncos and Blazers, large and small, and saw other unreal price tags. These things are too darn expensive.

In my area, San Diego County, there is an RV Trader newsprint booklet that comes out every two weeks. We had started to fix our old Airstream Bambi up to sell (before I fell in love with it again) and I was curious about prices. In the Vintage category, there was a 26' 73 offered for \$2000 and an 18' 60 offered for \$1800. There was a 26' 73 offered for \$4000; a 29' 73 for \$5250; an Argosy 24' 75 for 3250; a 78 for \$6800. All were advertised as in good condition and the pictures seemed to bear this out. These

darn things are too cheap. This is a day and age when governments are paying \$80,000 a unit for low income housing. Why don't they just buy some old travel trailers (not Airstreams, let them buy some suited for a sedentary life)?

These were, of course, all asking prices. I am wondering if prices are as cheap everywhere or if it is because the bad economy and plentiful supply of trailers here. (Or maybe, it is just because of the high price of tow vehicles). Submitted by Alice Cates, #05428

A sad note from Rutherford Cooper. "Howard Traucht suffered a fatal heart attack while in the hospital. They were Charter Members and Howard was proud of the Club". Lucille Traucht was the Vintage Club's first Recording Secretary. She could not continue as Secretary due to Howard's illness.

"THE VINTAGE AIRSTREAM CLUB"

Given by Fred Bell of the International Membership Standing Committee on July 7, 1994, at the evening program.

"For the previous two years I have had the privilege of reporting membership status to you from this podium. Although we have again had a net membership loss, there are bright spots. - 50 Units have the same or more members than last year, and two Regions, 9 and 11 have had slight increases for the year ending July 1994.

But there is another bright spot that I want to tell about. In December, 1992, "Bud" Cooper wrote to me about his thoughts on Vintage Airstreams. Of course, they had not been defined at that point, but the idea was exciting and I endorsed it in the next membership column in the Blue Beret. So did Norm Hewer, he brought it to the IBT.

Since a used Airstream is about the best trailer buy available, a vintage club would offer a focal point for those on a limited budget, for those younger people with families, for all who thought an Airstream was beyond them because of price.

What has happened since that letter of 2 1/2 years ago? The Vintage Airstream Club has been defined, and, as of this rally, has 267 members, with 25 members joining here in Brandon. But more significantly, they are responsible for new and expanded interest in used Airstreams. While the numbers are not precise, they feel certain that they have induced 50 new people to join WBCCI across the country in the USA and Canada.

That is more than there are in many units.

The club has sparked interest as far away as Germany, England, and Belgium. These people probably will not join WBCCI, but their interest is contagious.

What else makes the club so interesting? The same things that cause people to collect vintage cars and vintage aircraft. The excitement of bringing them

back to new condition and the contests for best restoration. For some reason they call these contests "Concourse D'elegance", and the events may be seen at such places as an antique auto show or - much closer to home - the EAA rally at Oshkosh where the contest for restoration of antique planes is at fever pitch.

The club offers such things as video tapes on how to polish and refurbish, as well as the esprit and enthusiasm of a common cause: to make my vintage Airstream the best ever! To watch them in action, invite them to show their pride at your Region rally. So far in 1994 they have had four such showings.

How does the future look? Their oldest registered trailer is a 1936 and, according to the Airstream Company, there are 5000 trailers which qualify - and more next year. Their ultimate target? --their share of more than 100,000 Airstreams manufactured.

Would the Vintage Airstream group please stand for recognition?"

FOR SALE: 1961 16' Bambi II Good condition Stove, refer, heaters, toilet, shower etc. unused for 25 yrs. New curtains and tires w/spare. \$4500. 909-878-4118. Ask for Mr. Bibb

FOR SALE: 1959 26'. Tandems, Twins, No dents or damage, "dull". Floor sound. Interior largely original. Axles, tires, brakes, condition unknown. Unit parked past 15 yrs. \$2500 OBO.

Contact Joe Silleman, 40 Albergar, San Clemente, CA 92672. Ph. 714-498-7195. Or: Wally Silleman, 775 Home St. Bishop, CA 93514. Ph. 619-873-6928 (After Nov. 15)

FOR SALE: 1957 26' Overlander, twin beds, roof air, 2 gas bottles, excellent condition. Ser # 07416 \$3500 OBO. WBCCI # 28413 Ph. (515) 279-2898

FOR SALE: 1956 30' Sovereign, Ser. # 5094. Good condition, Air, Gas "only" refer, few minor dents, \$2000 OBO. Dorothy Van Deventer, RT 1, Box 191 Liberty, IL, 62347. Ph. 217-645-3805

FOR SALE: 1962 Bambi Newly refinished on inside. Warehoused stored since Notre Dame Intn'l Rally. Very nice. \$4400. Phone 205-881-5139 WBCCI # 04880

FOR SALE: 1961 16' Bambi Needs new plumbing. Please call or write: Kathleen Woilter, 811 South 3rd. Bozeman, MT 59715. Ph. 406-586-7351

WANTED: I need the ceramic burner for a model M-16C Dometic gas refrigerator. Will purchase complete refer if ceramic burner is ok. Call 915-684-0900 or write with info. Diane McElligott, # 04396

WANTED: Volunteers needed for various job openings in July 1995. Very interesting work with

no pay but many benefits. Please contact your Vintage Airstream Club Nominating Committee Chairman, Bud Cooper, #26019

Thirty eight (39) New members since the August 1 Newsletter. Welcome to all!

Douglas & Deborah Adams
4852 04-052
Edward J & Margaret Ambry
13228 02-068
Gordon & Bea Blessum
08614 A 10-061
Vernon & Audrey Brandt
05082 07-094
Jeff & Kathy Brown Friend
Roger & Linda Bulla
04278 05-147
Thomas & Ann Cameron
4712 02-066
Alice D. Cates
05428 12-019
Harold & Nancy Christensen
15855 A
Carl & Pearl Crispin
11763 08-046
John & Leone Dancey
25411 02-124
Dewey Dellinger
12312 03-030
Robert & Virginia Dutcher
07732 03-174
Roger & Nancy Flowers
05106 03-109
Harold & Genevieve Gallivan
15439 03-022
Harry & Barbara Griffin
26633 09-089
Bill & Florence Grisso
14531 10-090
Leon F & Sue Hadley
14262 08-062
Walter & Elizabeth Hawn
06186 03-021

Marina Hirsch	Friend
Dorothy L. Howard	
11460	10-090
Douglas & Sue Kalmbach	
05611	04-087
Don & Jan Kern	
05857	04-052
Bob & Nancy Kirk	
06644	03-110
Harold & Kathy Kloefer	
11704	10-112
Edward H. Knernschild	Friend
Bobbi & Ron Leonard	
Pat & Deborah Moore	
05210	09-099
Charles Moss	pend
Donald & Dolores Perry	
05031	02-071
Clayton & Christi Rogers	
16040	02-166
Joe Silleman	Friend
Sandra J. Stayshich	Friend
Creston Stewart	Friend
LeeRoy & Clairbel Tretter	
29076	05-054
Rex & Lori Trusler	Friend
Dr. John B. Van Ginhoven	
05313	03-030
Johnny Parsons	
Kathleen Wolter	Friend

TRAILER WEIGHTS AND LENGTHS

If you want to know what your trailer weighs, better have it weighed. It costs from \$2.00 to \$5.00 to get a weigh - masters certificate or equivalent. Only then, do you know what your trailer weighs. Decide in advance if you want a fully loaded figure. It's all very interesting to have, especially if your tow vehicle does not permit a large margin for error. You may be surprised. Starting in the early 30's, it became the practice to weigh an

empty trailer shell and use this as the manufacturer's weight. Many states used to base the license fee on the weight; perhaps this explains the origin of the fictitious weights which still plague us. Typical is my Bambi with 1800 lbs. on the title, but actual weight, loaded, 2380 lbs.

Standard practice in United States is to consider the trailer length as from hitch ball to bumper. Again, this started in the early 30's, and there may have been good legal reasons for doing it that way. Many manufacturers then and now inflate the figure by going to the next even foot.

BIC / AIRSTREAM

I was surprised and delighted to see a recent BIC commercial on TV. It goes as follows:

Voice: "What does a classic Airstream Cost?"

Video: A 1963 Bambi being towed by a Ford or similar vintage. Same from a different angle. Close-up of AIRSTREAM plaque, front. Same, different angle.

Voice "About \$9,000.

Video: Trailer and car disappear in distance. Mountains in background.

Voice: "What do they have in common with a Classic BIC? They are both worth the money."

I thought this was a nice endorsement of the Vintage Airstream idea. (R. L. Cooper)

Rally History Brandon, Manitoba, 1994

Saturday, June 18 The Pre-rally

at La Prairie had been designated as the gathering point for the vintage trailers. Today was opening day for the general membership. The Frank Williams' arrived and had been designated as official host and hostess for The Vintage Club.

Tuesday, June 21 R. L. Cooper, President, arrived followed soon after by Vice President Stanley Baston and 2nd Vice President Walter Overgaard. Our Secretary, Lucille Traucht had resigned due to the ill health of her husband. This Pre-rally was under the direction of the Manitoba Unit. However, due to the low number of members in that unit, much of the work was being done by members of the Ontario unit. We watch an exemplary team in action. In the end our hats were off to both units for such an excellent job.

Thursday, June 23 The Coopers and Bastons took this day to scout the route to Brandon, and to meet with 3rd V. P. Norman Hewer over the details of the parking area, the parade into the parking area, and the location and operation of our marshalling point outside the rally compound. This meeting was handled on time with all details being quickly agreed upon. Various offices, the sign shop, duplicating machine, and other frequently needed spots were located. This was a useful opportunity for Cooper and Baston to function together.

Departure day was June 28, leaving four days for informal meetings, some planning, and some sight-seeing. This seems like a world of time, but the days

were quite busy. As the members arrived, a few each day, there was time spent meeting, greeting, and briefing the new arrivals. All of this is useful club work. (One could consider having a committee do this so that it is done the same for everyone, and hopefully a better job is done. What is everybody's business in nobody's business.)

There was an abundance of things to see and do. Some of us visited the giant Farm Machinery museum at Austin, Manitoba. This is the largest collection of antique farm tractors in the world. We were treated to watching a 1910 Advance-Rumely in operation. The sound is utterly distinctive. We met the man who's grandfather bought it new.

Each evening at 6:00 we were treated to a program of games, stunts, performances, and just plain non-sense put on by the Manitoba unit. Performances ranged from "oh, no" to brilliant.

Monday, June 27 We depart at 9:00 AM tomorrow morning. The main item of business was at 4:00 o'clock driver's meeting at which final plans for the caravan were discussed. The plan was simple. The route was straight West on a divided four lane highway, making it hard to get lost. There was plenty of time to stop for gas. We decided to stay in a caravan as opposed to loose travel because it was simple and more fun. The marshalling point was a stretch of service road located just at the eastern corner of the rally compound. A few hand drawn maps were circulated

so that everyone could become familiar with the landmarks.

Tuesday, June 28 The caravan had not quite made it out of the park when Bob Anguish had a flat on his trailer. Otherwise, we found the marshalling point without problems. We lunched while waiting for the police escort.

At the stroke of 1:00 the police escort and Norm Hewer led our 25 vintage trailers in through the beaver gate and down through the line of waiting Airstreamers who waved and cheered as we passed. It was a splendid sight, both for us and for them.

Wednesday, June 29 Starting at 10:00 there was the final meeting of the old Board of Directors. The purpose of this meeting is so that the board can finalize any program in progress and prepare to turn the club over to the new board which meets in a few days. The Agenda was:

Should dues be raised? (Not now.)

Should we do anything about Kathy Adams' list of new members who are eligible, but who have not joined The Vintage Club. (We are doing all we reasonably can.)

The board officially approved the proposed changes to the by-laws and constitution, and recommended they be approved by the members.

The board approved Dick Mumma as the new Blue Beret editor.

The club logo, as used from the beginning, was approved as the

official logo.

The board approved the following classes of members:

Pending = does not yet own an Airstream

Honorary = Dave Reed, Larry Huttle, etc.

Also, Members get one free ad insertion, others are \$3.00.

Newsletters will be issued on Feb 1, May 1, Aug 1, and Nov. 1.

Thursday, June 30 The only scheduled activity was a 4:00 drivers meeting at the Amphitheater.

Friday, July 1 The business meeting was from 9:00 to 12:00. The meeting consisted of the following parts:

1) Awards, introductions and greetings.

2) Business meeting proper. Official minutes are available elsewhere. By unanimous vote, the changes to the bylaws and constitution were passed. Other business was routine.

3) Election of officers. The slate as proposed by the nominating committee was unanimously elected.

4) Installation of officers by Norman Hewer, 3rd International V. P.

The new board of directors met at 2:00. The minutes of this meeting are available elsewhere. In general the new board initiated several new programs to be followed for the following year.

Saturday, July 2 The annual Concours and open house was held from 1:00 to 4:00, Ray Sugés acting as steward in the place of Jerry Berg who was

absent due to his wife's poor health. There were 22 vintage trailers parked in the compound. Others were scattered, with the final count at 39 total present at Brandon.

Sunday, July 3 No scheduled activities today.

Monday, July 4 Everyone attended the parade. No other activities.

Tuesday, July 5 At 7:30 AM, 65 people attended a breakfast at the Colonial Inn. Chairman was Walt Overgaard. The event was very successful.

At 10:00, R. L. Cooper did a

polishing demonstration which was attended by 200-300 people. At the same time, the fashion show was in progress, and The Vintage Club showed a number of vintage fashions. (Bettye Cooper, Chairperson) This part of the program was very well received.

Wednesday, July 6 This was the final day of Vintage activities. At 3:00 we made shrink-art badges. Chris and Harold Strebeck were chairpersons. They provided kits of materials and directions. Patterns of vintage trailers, faithful to real life, were available to

trace. As with any event, there were some mishaps, but in general it was a very popular activity. (One hour is not enough time)

Thursday, July 7 This was a general departure day.

The group picture was taken and Bob Anguish later distributed an excellent picture with silhouette. Attendance at the open house was about 300.

Submitted by Rutherford L. Cooper, Past President.

Concours D'elegance winners were:

Best in show	Ron LaChance
Reserve Best in Show	Forrest and Jeri-Ann Bone
Oldest in Show	Stanley & Florence Baston
2nd Oldest in Show	John & Phyllis Palmer
Oldest One-owner	Carl & Betty Doering
Best Gadget	Frank & Jeanne Williams
Best Substitute Part	Leo & Marian Beckman
Worst Battle Scar	Allen & Janet Penniman

Mr. "Shine" with mike.
Bill Duncan looking on?



Thousands of onlookers watching Dr. Shine demonstrate the polishing technique on Vintage Airstreams.

MANUALS

Over the last year I have asked for members to contribute copies of older Airstream manuals and data pages. We now have the nucleus of a library, for which I am indebted to various members. Following is a list of manuals and assorted pages which are available. They are clustered by item number, and the prices for complete items (bundles) are shown. Since I received the originals free, you might think I would give them away free. However it costs money to duplicate and mail them, a cost which indirectly would have to come out of everybody's pocket. I hope to break even on this basis. (Bettye practically insists on it.)

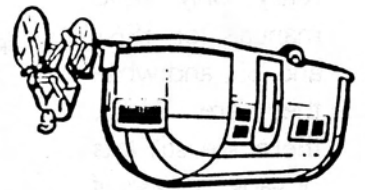
AIRSTREAM MANUALS

Pages, subjects, Leaflets, etc.

As you can see, I really only have manuals for 1961 and '65, and while they are useful, there are still lots of gaps. Please, if you have some, send me xerox copies. Then you can feel like a here. Particularly needed are pages on some of the old heaters like Hydro-Flame, and the in-floor heaters.

	Date Print	Item No.	Item Price
Packet containing 32 pages: Swirl-o-matic standard toilet	5-60	1	\$7.00
Warner Electric Brakes	7-51		
Sure-Stop Brake control	9-57		
Ogden water purifier	?		
Air-lift over-load springs	50		
Dometic (Instamatic) dealer list etc.	57		
Reese hitch	66		
(3) Wally Byam signatures on letters	1949	8	\$2.00
Dometic. Covers models: M 16, M 17, MKT 500, L16, LT230, LT312, LT500, L 76, L115. 5 pages	1958	10	\$2.00
Bowen water heater models G-110 and G-117	1958	11	\$2.00
Grover air compressor	1958	12	\$2.00
Misc. Airstream pages, 7 pages Ogden purifier and faucet	1959 &	13	\$2.00
Bargeman 60-Q-3 elect. connector	1958		
Use of pressure water system			
How to clean your Airstream			
Use of holding tank, "Gopher Holea" etc.			
Use of septic tank.			
Six pin electrical connector.			
1937 Probably Complete. 20 pages descriptive non-technical sales literature	1937	21	\$4.00
1962 Bambi complete 45 pages unbound	61 to 65	22	\$12.00
1965 Complete manual 56 pages	65	23	\$12.00
Kelsey-Hayes brake manual 11 pages	1993	24	\$2.20
Henchen Axle specifications	1993	25	\$2.00
Bambi gray water plumbing, rework ideaswork	1993	26	\$2.00

Anti-car Groups Push Hard To Impose New CAFE Burdens



The Vintage Airstream Club
 Duane C. Hedahl, Treasurer
 2225 9th Ave. South
 Great Falls, MT 59405



Coalition
 For Vehicle
 Choice

UPDATE

September/October 1994

Washington, DC

Light Truck Users Nix Higher Fuel Economy Standards



In unusually large numbers, Americans from all walks of life wrote to the U.S. Department of Transportation (DOT) last month about the government's plans to dramatically raise Corporate Average Fuel Economy (CAFE) standards for light trucks — pickups, vans, minivans, and sport utility vehicles. Nearly 1200 letters were sent to the public docket.

All but a dozen of them opposed higher CAFE standards.

Primary reasons for their opposition: (1) the fact that if light trucks are required to get the same gas mileage as cars, farmers, families, construction firms, small businesses, campers, boaters, fishermen and others will be forced into smaller, lighter trucks that are unsuitable for hauling and towing heavy loads — and (2) the potential for significant increases in the price of light trucks — up to \$2,750 per vehicle, according to a study by the independent National Academy of Sciences.

Many expressed strong opinions that government should not take away their freedom to drive whatever type and size vehicle meets their particular needs and desires. They called on DOT to

recognize the fact that trucks, with their heavier frames and suspension systems, higher ground clearance and boxy cargo space, are very different from cars, so the technologies and techniques used to improve passenger CAFE can't necessarily be applied to trucks.

Among those writing to oppose higher standards were more than 130 farmers and other agricultural interests, small businesses, Chambers of Commerce, contractors, campers, boaters, fishermen and other outdoor enthusiasts, more than 200 individuals, state and local government representatives, consumer organizations, law enforcement personnel and safety groups.

Our thanks to all CVC members who took time to participate in the rulemaking. DOT will analyze the comments and determine where to set future gas mileage standards. We anticipate the next call for public comment will be this winter or next spring.