



THE VINTAGE ADVANTAGE

News Items for Vintage Airstream Owners & Admirers



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Vintage Airstream Club A WBCCI IntraClub

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The Vintage Advantage Quarterly Newsletter

August, November, February, May

Submit publication items by the 15th of the preceding month. Annual dues of \$10 payable to "Vintage Airstream Club". Send all dues, applications and classified ads to the VAC Treasurer, Mr. Edward Stanley.

The Vintage Advantage (VA) is the official newsletter of the Vintage Airstream Club, which is an intracub of the Wally Byam Caravan Club International, Inc. (WBCCI), the recreational vehicle club of Airstream owners. The Vintage Advantage welcomes contributions of letters, articles, photographs, news items and classified advertisements. However, publication in the VA does not constitute endorsement. The opinions of the authors are their own, and do not necessarily reflect the opinion of the VA, the VAC or the WBCCI.

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RESIDENT'S MESSAGE

"Snow to Sunshine" and "We'll get 'em all in the end!"

As Judy and I sat in 12 inches of week old snow in Southern Illinois, another storm began. We shoveled our trailer out of storage and headed south. The white stuff finally disappeared north of Memphis and sunlight was a most welcome sight. We were headed south for Vern Goodwin's WBCCI International Board of Trustees (IBT) Winter Meeting in Region 9, Kerrville, Texas.

Through advance planning, we met Bud and Bettye Cooper in Kerrville, and the four of us represented the Vintage Club. Bud and I were able to pin down some final plans concerning activities at Rapid City-- which, by the way, are going to be very promising, not only from our Vintage Club stand point, but President Goodwin and his staff are planning a great Rally for all WBCCI members. Plan on Rapid City.

I often wonder if we really appreciate our "Airstream way of life" - our ability to head south in winter and north in summer, like birds on wing, but with all the comfort of our "Airstream" (sure we do!).

Larry Huttler addressed our group and spoke of the next generation trailers which would lighten the weight by as much as

one third and also the price. He spoke of the growing interest in the traveling way of life by the vast public. A movement by year 2000 which could easily parallel that which has been experienced by the motorcycle industry in recent years. Orders for Airstream products over this past winter season has resulted in the largest number of back-log orders. This has resulted in the hiring of more than 200 employees at Jackson Center. Also, not mentioned, was the new Airstream 5th wheel, which is receiving much interest.

I can't help but think that with the expanded sales of "square streams," and reduced production of the "silver bullets", that our Vintage trailers will become more and more "classic" and desirable in the years to come. With the changing times and annual WBCCI membership reduction, is it not gratifying that we are members of the club that will "get 'em all in the end!"

Robert L. Brubaker, #2501

IN MEMORIAM

Theodore Abel Missed

Ted, as he was known to his many friends, was a charter member of The Vintage Club, and a staunch booster. He passed away December 2, 1995, at the age of 87 after a very short illness. Before retiring, he was a coach and athletic director at Pittsburgh High School.

Ted frequently won the oldest one-owner award with his well kept '57 which he bought new on June 7, 1957. He and Mary towed their #1094 Airstream extensively over U.S., Mexico, and Canada. In fact, a special interview discussing some of their travels was conducted during the Amherst Rally and published in the November 1995 B/B. Always a gentleman, charming, helpful and friendly, he will be missed by many members.

scanner for pictures or drawings where B/W is the preferred medium. Of course, a hard copy can also be retyped in. So send those letters and comments in!



LETTERS

"A Stinky Story"

I hate the smell of sewage. As a result, when I got a telltale whiff while visiting friends with our trailer this past summer, I sprang into action. First I checked the holding tank. All seemed secure, but I added a shot of the *blue stuff* for good measure. I could still smell it. Since the exhaust fan was on, I suspected that I could be drawing the odor in through the sink or bath tub drains. I checked and added water to the drain traps. All seemed well, but I could still smell the offending odor. Well I could be getting a whiff from the holding tank exhaust stack on the roof through the roof vents, so I closed them. I could still smell it. Remembering that propane has a pungent odor added, I checked the refrigerator, hot water heater and stove pilot lights. All was well, but I could still smell it.

Now totally baffled, I stepped outside into the hot summer evening, half expecting to see a massive holding tank leak. I could still smell it! I had parked over my friends septic tank sewage finger system. I was smelling HIS sewage, not mine!

Don Grayson, #2758



News

Interesting Tidbits about Vintage Airstreams

New Decals are In!

Enclosed with this issue is the new VAC decal. These decals have just arrived off the press. Our former President, Mr. Stanley F. Baston, spearheaded this project in fine fashion. He notes that to separate the decal from the backing, the decal should be peeled from the back. There was consideration about slitting the backing in the middle to make it easier to peel the decal off, however, this type of backing can cause the glue to dry up along the slit. Stan also suggests that if people want to place them on the inside of a window facing out, that they can stick them onto clear plastic that is larger than the decal and then mount the plastic to the

THE EDITOR'S DESK

This issue begins a new era for the **Vintage Advantage**. Mr. Duane Hedahl has successfully launched our **Vintage Advantage** from a one-page call for interest into a full informative newsletter. I hope that the VAC members find that beginning with this issue, I am able to continue along his roadway.

Most of the format and content of this issue are similar to that of the past, however, I have also tried to add some new features. In particular, I am hoping to present a classic trailer in each issue. I am beginning with the 1936 Clipper prototype that led to the design of the modern Airstream trailer. I am presently trying to contact owners of two other 1936 trailers who are members of our Club. It will be appreciative if any of our members know of 1936 trailers that we can feature in upcoming issues. I will try to exhaust each year and then move onto the next year in a chronological fashion.

I would also like to feature different technical discussions and letters from VAC members in each issue. To do this I am requesting that our members write in for future publications. The addresses and telephone numbers of the officers and myself are provided on page 1.

My interest in editing this newsletter is that my wife and I are the owners of a 21' 1953 Airstream Flying Cloud. When I originally purchased this trailer in 1993, it was in relatively good condition and we were expecting that we could just get up and go. Since we travel with three young children (the oldest is 5), we soon found that some modifications were in order. Well one thing has led to another and before I knew it, I was hooked on tinkering and upgrading the usefulness and appearance of the trailer. As this tinkering has continued, I have found that the VAC has been very useful for ideas and comradery. It is my hope that the **Vintage Advantage** can continue to be the forum for vintage Airstream owners and admirers alike.

For readers sending in letters, comments and graphics, I am using a Power Macintosh 9500/132 computer with WordPerfect 3.1. I also have Microsoft WORD 6.0.1 and ClarisDraw 1.0v2 for graphics. This means I can read in either PC or Macintosh files from WordPerfect or from WORD (including any Macintosh versions prior to those listed and PC versions of WordPerfect 6.1 or earlier (for MS-DOS or WINDOWS and WORD 2.x for WINDOWS or WORD for MS-DOS), as well as EPSF or PICT (preferred) graphics files. However, if the documents are from WINDOWS95, I can not read the files in. I prefer if readers send in a disk accompanied by a hard copy. I do have access to a

window.

The enclosed decals are the first to arrive. In future VA publications, an announcement will be made on how additional decals may be purchased from the VAC.



The VAC Internet Homepage

The Internet is coming, the Internet is coming! These words probably remain unknown to some of our members but, in fact, the Internet ("World Wide Web" or www) is becoming the main corridor for transmitting and receiving information in the 1990's. This is the medium that is referred to as the "information superhighway" and the VAC is planning big things for becoming on-line.

Many different recreational clubs are already participating on the www and, in fact, WBCCI is referenced in several camping club homepages (an example is one listed as CAMPNET AMERICA (<http://www.kiz.com/campnet/html/campnet.htm>) where the WBCCI is listed on CAMPNET AMERICA through their CAMPING and TRAVEL CLUBS k.). Unfortunately, the reference is just an address, and to date, both Airstream and WBCCI have not introduced "homepages" (places that can be accessed to gather more information by interested computer folks).

Our founder, and Technical Correspondent, Mr. Bud Cooper, brought this subject up at the recent IBT meeting in Texas, and President Goodwin and VP Hewer were encouraging in the VAC moving forward. In fact, their comments indicated that they were interested but were not sure how to proceed.

One of our new members, Mr. Dan Burkhart (#14421) at 8238 Sugarman Dr., La Jolla, CA 92037; email @ protolux@modernhouse.com, has experience in putting together homepages and is now working on preparing such for the VAC.

We also have many members who have email addresses. In fact, Duane and I have been corresponding almost exclusively by this method in order to get me up and running in transferring the editorship of the Vintage Advantage. Duane published some of the address in the last issue of the VA (Volume 111, Issue No. 2) and I have provided my email address on the cover page. I would like to update this list, accompanied by WBCCI numbers, in a future issue. Please email or snail mail me with these addresses.

Isn't it ironic that its the WBCCI members with oldest trailers that are leading the way into the future! Stay tuned as this is a subject still very much in its infancy.

Brooklin 1953 (?) Airstream Wanderer Trailer Model

A 1/43rd scale model has recently been introduced by Brooklin Models in England. The trailer is being produced under the title of "1953 Streamlined American Caravan", Model No. 54; however, it is being advertised, marketed and sold (\$65 including shipping) by Dominion Models of Salem, Virginia (540/375-3750) as a 1953 Airstream Wanderer Trailer.

As an owner of a 1953 Airstream, I was quite excited to purchase one of these models. The manufacturing is of high quality, but since it is a 1/43rd scale, it is much smaller than the Franklin Mint 1970's International model being sold for \$200. Also, this model does not have an interior.

There are many aspects of this trailer that I find confusing. First of all, I can not find in my 1953 Airstream products catalog a Wanderer model. The style of windows, window drip moldings, awning and wheel rails, bumpers, tail and running lights, furnace smoke stack, the double door and the Airstream nameplate are all representative of a 1953 Airstream. However, there are 7 panels on the front and back sections (as opposed to the 13 on the 1953 units) and there are LP exhaust outlets for both the refrigerator and the water heater. My unit originally came with an electric water heater and an electric/ice refrigerator. I also did not see in my catalog any indication that LP versions were offered as options. Perhaps our readers can write in to update us on possible reasons for these conflicting items.

Overall, it is a nice model but these questions do cast doubt on the accuracy of the year and model type.



TV Commercials with Vintage Airstreams

Has everyone been noticing the proliferation of Vintage Airstreams in television commercials? I have seen Airstreams in the following commercials (usually as backgrounds): BIC shavers, Correl dishware, the Bonus5 lottery game and ESPN's SportsCenter. I know there are several others but I can not remember the products. If our members see a commercial (or printed advertisement) of a Vintage Airstream, write us for future awareness. Also if any of our members have used their trailers in the features, please write us and let us know about your experience(s).

COOP'S CORNER

Technical Correspondent, what does he do?

Your technical correspondent thought you might like to know. He answers the phone, answers letters, pinch hits when the other officers want help, and writes material for the newsletter. Since the other officers rotate, it is desirable that the club have one name that never changes; handy for people like Airstream and WBCCI who send us a great many referrals. He mails about 300 letters a year, has a variety of forms with information people frequently ask for, like how do I join The Vintage Club, and has files of information gleaned over the years pertaining to trailers. He mainly talks to new or prospective members, but is available to older members also.

Club Services-

Your club performs 8 services for members, (and for just about anyone else who asks for help):

- 1) Social and technical programs at International and Regional Rallies.
- 2) How-to videos from Willard Duncan (#12630).
- 3) Newsletter with buy and sell listings, Dr. Thomas R. Howarth (#6490), Editor, P.O. Box 585, Oxon Hills, MD, 20750-0585.
- 4) Concours D'elegance program, the only one in the world for trailers.
- 5) Open House at the International: very popular.
- 6) Seminars and demos. Currently scheduled:
 - Region 9: Dent Removal
 - International Rally: Polishing. See Blue Beret for dates, places.
- 7) Historian with files on history. Robert Pear (#22718).
- 8) Manuals for vintage Airstreams at reasonable prices, Noland Vogt (#447). Noland needs manuals for years '66 through '72. Originals will be returned.

Recently Announced

Airstream plans to develop a new line of travel trailers with aluminum exterior and composite construction said to be up to 1/3 lighter and less expensive than the riveted monocoque. Sizes will be

22, 24 and 26 foot at the start. Model names, and introduction dates are unknown.

Benak Wins Honor

Member Joe Benak (#2242), drafted in 1944, served with the 77th Infantry on the island of Guam. Ultimately he returned to the U.S., settling in Ionia, Michigan, where he and his wife Emily were teachers. Years later he returned to Guam to teach. Joe is actively interested in world peace and has been interviewed several times on this subject. He was recently elected to membership in the Ancient Order of Chamorri, the highest honor given to a citizen by the government of Guam. Some teacher!

Stated Value Insurance

If a person buys collision and comprehensive insurance on his vintage trailer and fails to ask questions, he will likely receive coverage in the neighborhood of \$2500. This is because trailers in general are worth no more than this once they are 25 years old. Not so with vintage Airstreams, however, they are often worth much more. One way out of this predicament is to take your trailer to an Airstream dealer and have it appraised for market value. He will give you a letter to this effect. Take this to your insurance agent and request "stated value" coverage. He will then raise your limits to correspond with the appraisal. Naturally, your premium will go up proportionally.

The above system has worked for a number of members, but it is always possible that a given company will object. FOREMOST, of Grand Rapids, Michigan, is known to supply stated value insurance. Many Airstream dealers sell insurance, and should be able to solve the whole problem.

Hirsch Becomes Editor

Marina Hirsch (#05254) has accepted the post of Blue Beret (B/B) Editor for The Vintage Airstream Club. In addition, she recently became the mother of twins. Wow! Good thing she has only a small column to write, but members can help by sending her their news items. We all wish you

good going Marina, but I am told that raising twins is a big job.

Region 9 Rally

R. Cooper will again host a Vintage gathering with concours open-house, and a demonstration of dent removal. This is the first time this technique has been shown in public. This rally is noted for lots of good food and entertainment. Located at Fair Park, Harlingen, TX, 12 parking spaces will be reserved for vintage trailers. This year we will proceed directly to the main parking area, and are not required to marshal at an outside park. A recommended entry time is 4:00 PM, March 25. Coop will be waiting outside the main gate to lead the parade in. Those arriving at other times may simply ask the parkers to direct you to the vintage area. See B/B for registration details.

International Rally @ Rapid City

Those attending the rally, but not the Wagon Wheel Way caravan, are urged to join the vintage group at the Elks parking lot, June 23 or 24. Ample space assured. This is dry parking but a bath house is available. We will parade in at 1:00 on June 25. This is the only way to be assured of parking with the vintage group. If you arrive at general parking with your unit caravan, then try to get to vintage parking, frustration and failure are likely. Elks Club, 3333 East 39th St., Rapid City. No reservation necessary. \$5 per night.

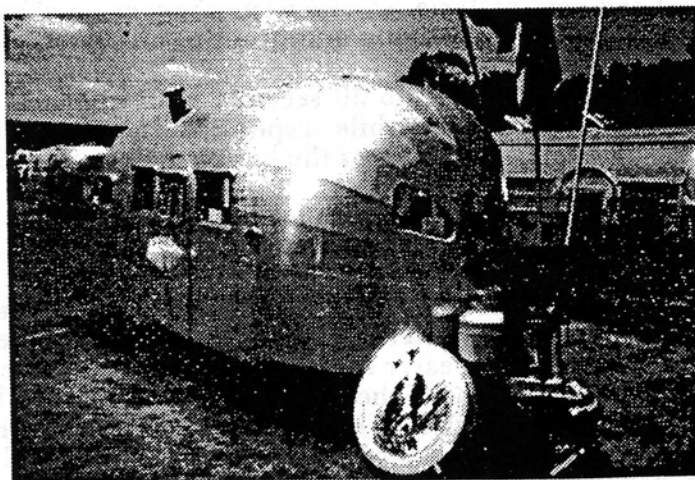
Wagon Wheel Ways

This caravan is now fully booked with exactly 25 reservations. However, Coop feels that two cancellations would be normal and therefore wants three stand-by reservations which will be accepted in order of postmark date. So, if you are interested in this unique caravan, send \$25 to Coop right away. Total travel, about 120 miles, excellent food every night, surprises, jokes, scenery some of the best in U.S.. nice people, challenges aplenty. Stimulating! First vintage caravan ever. \$151 per couple.

Rutherford L. Cooper, #2601

CLASSIC TRAILER CLOSE-UP

"1936 Airstream Relic"



The Danahers 1936 19' Airstream Clipper Prototype
(Photograph taken at the 1995 WBCCI International Rally)

The year is 1936. Franklin D. Roosevelt is President. Jesse Owens wins the 100 meter race in 10.3 seconds in the Berlin Olympic Games. The Oscar best picture is "The Great Ziegfeld." Bold Venture is the Kentucky Derby winner. Eugene O'Neill wins the Nobel Prize in literature. And Wally Byam builds a 19 foot Airstream Clipper travel trailer in a Los Angeles warehouse.

Thus was born a remarkable, consumer-friendly product which has endured for 60 years. As the proud owners of this "Relic," Betty and the writer continue to be amazed by its crisp design, functionality and endurance. Consider these features:

- ★ Window which opens, located in front door (not available in current models)
- ★ Properly shingled outside aluminum skin panels which effectively sheds water (note current model shingling)
- ★ Door hinged at front jamb, which avoids possibility of catastrophic in-transit door unlatching with adjacent panel damage (note current model design with accident prone rear jamb hinging)
- ★ "Bucked" rivets peened on both inside and outside married sheets (note current models with "pop" rivets). Not one "bucked" rivet has been dislodged
- ★ Double window drip moldings
- ★ Clear side window glass for outside viewing unobstructed by screens. Separate screens stored in window wells for immediate use (note current models have fixed screens on all side windows)
- ★ Full 72" Monel covered work surface which retracts to half size and hides stove when not in use
- ★ Built in secretary
- ★ Full mahogany panelled interior with cabin coziness
- ★ Three 60-year-old look-like new mirrors
- ★ Inside step 4" lower than main floor to remove water and dirt from shoes before entry

The current Airstream products are unquestionably the best in the highly-competitive recreational vehicle marketplace. But we in the Vintage Club savor our older units and admire their durability for our varied travel needs. Like you, we are proud to own a Vintage trailer and like to share its unique design, features, and genesis with members of the Vintage Club, WBCCI, and the public. Speaking of durability, the "Relic" went on the 1995 Airstream Company Eastern Canada Caravan (38 days, 2199 miles) through all the Canadian Maritime Provinces... or 5983 miles Florida to Florida. She is now resting comfortably in our barn here in Tallahassee, Florida.

The Victorian poet Oliver Goldsmith mused - "I love everything that's old: old friends, old times, old manners, old books, old wines." To which we would add - *Old Airstreams!*

Eugene and Betty L. Danaher, #12897

[Ed. note, This is a beautiful trailer that is being wonderfully maintained and shown by the Danahers. This trailer also has several markings that suggest it is one of the original engineering prototype Clipper trailers (preproduction). I want to offer special appreciation to the Danahers for their cooperation.]

Can you use an ordinary battery in your RV? Sure, one of mine is. Is it the best approach rather than a deep cycle battery? Definitely not! Lead-acid batteries store energy chemically when electricity is run through them, or *charged*. They can reverse this chemical reaction and produce electricity or *discharge* most of this energy at a later time. This is the energy storage process.

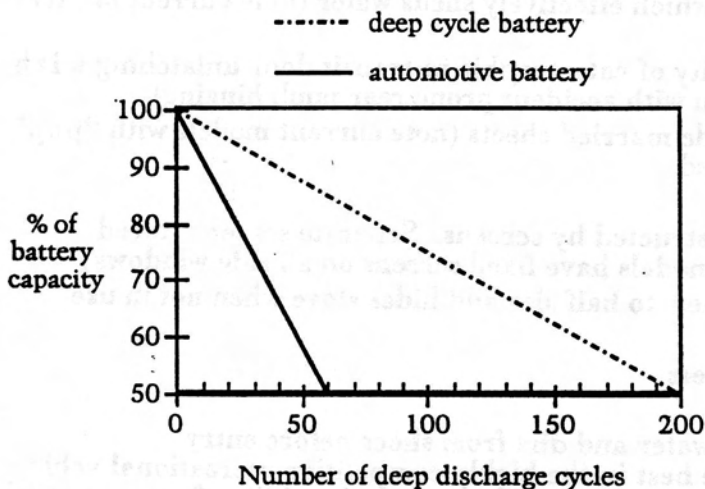
Automotive batteries are subject to very brief (5 to 30 seconds), but very heavy (200 to 400 amperes), electrical loads when called upon to start an automobile, especially in cold weather. Then, assuming a successful start, the generator almost immediately recharges the battery at a rate of 50 to 150 amperes in order to maintain a full charge for the next start.

RV (deep cycle) batteries are subject to very long (days), but very light (1 to 20 amperes), electrical loads when called upon to operate trailer lights, furnace, televisions, etc. Then, sometimes days later, they are over a period of hours slowly charged at rates of 5 to 20 amperes.

The construction of a battery to meet these two very different requirements results in two different batteries. The automotive battery has very large internal conductors to carry the high currents and has a large, porous grid of active material to provide a greater surface area for the chemical reaction. This allows a quicker and larger chemical reaction to provide the higher currents required, just like breaking firewood up into kindling to create a more intense, short-lived fire. The deep cycle RV battery has much smaller internal conductors and a much finer grid with very dense active material to increase the total energy storage capability, just like banking a fire with a large, dense log.

When batteries are recharged, not all of the material is reconverted by the electricity and "sulfanate" crystals are formed. These are inert, and as these replace the active material, the battery holds less and less of the charge until it becomes just a heavy box. These crystals grow just like ice crystals do on a cold windshield. That is from one crystal seed to another, until the whole area is converted and will no longer store electricity. Since this crystal growth cannot cross from one grid to the next, the smaller grids of deep cycle batteries resist sulfonation better than automotive batteries, but at the expense of lower discharge currents. How much different are the two battery types when subject to deep discharge? From the chart below it can be seen that an automotive battery will last around 60 deep discharge cycles versus around 200 for a deep cycle battery. Of course, both will last many hundreds of partial discharge cycles.

So, why not use a deep cycle battery in your automobile? It will last a long time but it will not produce enough current to start your automobile in cold weather.



Maintenance Tips

1. Regularly clean the battery terminals. Use baking soda and water to clean corrosion.
2. Keep water level up. Distilled water is best, drinking water is better than none.
3. Recharge batteries as soon as possible. The discharged state is when the sulfanate crystals form.
4. Recharging slowly helps prevent crystal growth. A 10 to 12 hour charging time is appropriate. For RV-sized batteries, this represents a 5 to 6 Ampere rate. Slower is marginally better, a fast or boost charge on an automotive charger can even over-heat the smaller grid wires in a deep cycle battery and warp the plates until they touch and short out.
5. Do not overcharge. This boils off water and can cause grid corrosion.

Why do I have an automotive battery in my trailer? It was a spare put in to boost the capacity of the RV battery during the International Rally. It is now back in my tractor.

Don Grayson, #2758

[Ed. note, It is my hope that in the future we will have other members also send in technical insights and *how-to's*. I wish to thank Don for his participation.]

Winter Camping



My wife and I bought our trailer after we moved to Florida where we had been renting trailers for two years. We purchased our vintage Airstream from a B/B classified advertisement from a Travelers Rest couple in Dade City, Florida (the trailer was nicknamed *Miss Flying Cloud* by the original owner who bought the trailer new from Wally Byam at the new Jackson Center manufacturing facility and kept the trailer from 1953 to 1987). We immediately installed an air-conditioner (including a "heat" strip) and upgraded much of the 120 VAC wiring. We later added a FAN-TASTIC fan/vent for "winter camping" in Florida. Well last fall, with the downsizing of the DoD, I transferred to Washington, DC. Because we had a home to sell (in Pennsylvania), and children to relocate, it was decided that I would live in the trailer during the week and be home on weekends.

In the early fall this was not so bad because the temperatures were rather moderate. However, as November approached, strange new camping hurdles began to appear. The first sign was a frozen hose in the morning. This didn't seem like a big deal because I could just fill the interior water storage (about 15 gallons) and only use the hose during fill periods and then store away. I also similarly found that an empty sewer hose exposed to outside temperatures will crack like a piece of brittle candy (and make quite a mess to boot!). I have since learned to use a heavy duty vinyl sewer hose and then only use the hose to empty the holding tank and then place it back into storage.

The next hurdle was that when the temperature fell below approximately 40 degrees F, the heating coil on the A/C was useless (actually worse, cold air was pumping through!). Unfortunately, the basement LP heater in my unit (a Carlson Industries trailer furnace installed in 1955) has a broken control system. After shopping this around (including an Airstream dealer in Virginia and several RV repair stations in Maryland), I found out that no one knew anything about the system and/or were unwilling to try and repair it. I was offered opportunities to replace it with several different options, but because we travel with young children, and because I have very limited open spaces, each of the options was not suitable. In the meantime, I used a small electrical resistance heater with a fan and thermostat. This proved acceptable for most nights except when the temperature fell below 25 to 30 degrees F. I later supplemented this heater with an electrical glow heater and an electric blanket. Since my monthly rental cost includes electric, I have not pursued getting the LP heater repaired, although eventually I will.

Even with these two heaters, I found sever drafts throughout the trailer. I also noticed that my old water storage tank had a crack around the water inlet connector and this limited me to about 8 gallons of water before water would begin to leak out. Furthermore, the floor under the couch (where the

water tank is located) felt like cold air was blowing right through. This led me to realizing I would have to upgrade the complete system.

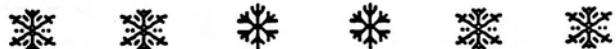
I pulled the couch off and stored it in the laundry room of the campground. Then I removed the old water tank and associated hoses. Immediately I could see areas where the leaking water had caused damage, as well as old cable holes which had not been filled. I stripped the old flooring off, filled the holes with a fiberglass bondo compound, applied fiberglass tape over the old flooring areas of the water damage (including the filled holes), primed and painted over the flooring and then bonded a one piece linoleum sheet over the entire area. I next designed, had machined and installed, a stainless steel pan to hold the new water tank (and any future leaks if they arise). Before installation of the tank, I installed a water bed heater unit complete with thermostat. Then I installed a new 40 gallon water tank, new hoses and a strainer before inlet into the water pump. During all this upgrading, I also filled holes and fiberglassed in the storage area under my refrigerator and on the floor under my kitchen drawers. I also installed 1" thick foam/vinyl insulation mat onto the floors of these two areas.

After reinstalling my couch, I noticed an immediate improvement of warmth in the trailer. Furthermore, the heat from the warm water (I keep the water at 70 degrees F) now rises to heat the couch such that it is easy to maintain a comfortable 70 degrees F temperature even when the outside temperature has dropped to -10 degrees F! This has been the case during the past week. I also run the exhaust fan during the day when I am at work so that I do not have a condensation build-up. Running this fan (above the stove) does drop the interior temperature to some degree since small drafts can still be detected. However, overall I am finding that the trailer is very comfortable in this weather. In fact, I just met some new neighbors in a brand new trailer that can not keep their trailer above 50 degrees F. I am now trying to give them some help now that I am a "winter camper!"

I also was in the trailer during the "Blizzard of '96" in DC, in which we had 36" of snow! Through all of this, *Miss Flying Cloud* has been a champion.

I am pleased to announce that we finally sold our home and will be moving into southern Maryland within the next couple of months, however, I now see us doing winter camping in the future, something I likely would not had approached without the confidence I now have.

Thomas R. Howarth, #6490



CLASSIFIED ADVERTISEMENTS

PARTS FOR SALE

Dometic refrigerator (original) from a 1963 Bambi. It is a 16B5 (small) in very good condition. It worked perfectly when removed to install a larger one. The klixon valve should be replaced if it were to be used much. The installation and parts manuals will be included, Best Offer. Clyde Wagner (#8441). 216/725-0784.

1962 Bambi parts: (1) 12 VDC dome light fixture from shower; (3) red plastic lens for outside of trailer (Theo Bargman 48, SAE-PC-63); (1) amber plastic lens (Pathfinder 662, SAE-P-69); (1) roof air vent with cover, Best Offer. Ellen Kinnear, 3017 Lavender Avenue, Baltimore, MD 21234, 410/665-7352 (call before 8 PM EST).

PARTS WANTED

Operation and/or service manual for a Carlson Industries (of Alhambra, CA) trailer furnace Model 2110 (c 1955); also (1) red glass lens for license plate light cover on a 1953 Flying Cloud. Thomas Howarth (#6490), PO Box 585, Oxon Hill, MD 20750-0585, 202/404-8103 (days).

The VAC needs manuals for years '66 through '72. Originals will be returned. Noland Vogt (#447), 447 Maple Way, Woodside, CA 94062.

TRAVEL TRAILERS FOR SALE

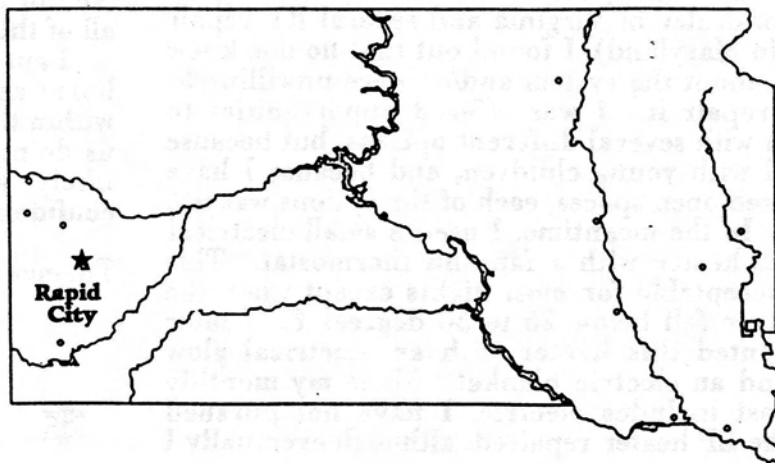
1956 23' Airstream, \$2,000. Bill Porter, 69 Union Street, Buckeye Lake, OH, 614/929-2603.

1957 22' Airstream Flying Cloud, \$7,000. 13 stripe skin in excellent condition and polished, beautiful interior, original maple wood cabinets, rear double bed, small bath with shower, new air conditioner and awning, Vintage Airstream flag included. PO Box 96, McAlpin, FL 32062, 904/362-7730.

1964 26' Airstream, \$1,750. Gas furnace and hot water, air conditioner, toilet with holding tank and shower. Joan Newman, Box 385, Cortez, FL 34215, 941/792-7594 (until 3/31/96) and 914/485-5012 (after 3/31/96), can be seen at Holiday Cove Travel Trailer Resort in Cortez, FL.

1966 17' Airstream Caravel, \$2,500. Low mileage, towable, new tires, wheels serviced, refrigerator works, new electric hook-up cord and plug. Brenda Bryant, PO Box 521, Miamisburg, OH 45343-0521, 513/859-5139 or 513/456-1384.

1967 24' Airstream Safari, \$4,000. Partially restored, clean, new tires, furnace and water heater, refrigerator, generator, carpet in excellent condition. Christopher Fearon, 16857 Prospect Avenue, Thousand Island Park, NY 13692, 315/482-2013 or Steve Wood, 315/482-6263.





VINTAGE AIRSTREAM CLUB

1964 17 FT. BAMBI II

S.N. 01741017

DOT & BERT KALLET

Sample : act. size

Vintage Airstream Trailer

ID. Plaque
ORDER BLANK

Mail with check made out to:

VINTAGE AIRSTREAM CLUB
c/o Bob Brubaker
15 Denzel Dr.
Greenville, IL. 62246

Fill in below: (Approx. 4 weeks)

1. Yr., model Length _____
2. Serial No. _____
3. Owner Names _____

Mail to address: _____
City _____ State _____
Zip _____

Membership Application
Vintage Airstream Club
A WBCCI IntraClub

Please Print _____ Date _____

Last Name _____ First Name (His) _____ (Hers) _____

Mailing Address _____

Telephone Number _____ WBCCI# _____ Unit Number & Name _____

Trailer Year _____ Length _____ Model _____ Serial Number _____

Hobbies & Interests (His & Hers) _____

Occupation (now or before retiring) _____

Winter Address & Telephone Number (Newsletter will only be sent to mailing address) _____

- Please check one:
- Member (own a vintage Airstream & belong to WBCCI)
 - Associate Member (do not own a vintage Airstream but belong to WBCCI)
 - Friend (do not own a vintage Airstream and do not belong to WBCCI)

Send this application, along with your dues payment of \$10 to Mr. Edward Stanley, Membership Chairman,
18940 Marine View Drive SW, Seattle, WA 98166.

Note: If you are not a WBCCI member, we will be happy to assist you with the application. Caution: Joining this Club could change your life!

The Vintage Advantage
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