



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 intraclub 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, their 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

Our third year of organization, as the Vintage Airstream Club (VAC), is nearing a close, with exciting activities planned for Rapid City.

The WBCCI President, Vern Goodwin, and his First Lady, Jayme, have gone "way out" to make the 39th International Rally a big success and fun event. Believe me, all the officers and committee chairpeople have been on overtime this past year to guarantee us a memorable rally in Rapid City. It will be unfortunate if you cannot attend the Rally (but fear not as we will report the events and fun in an upcoming issue of the VA!).

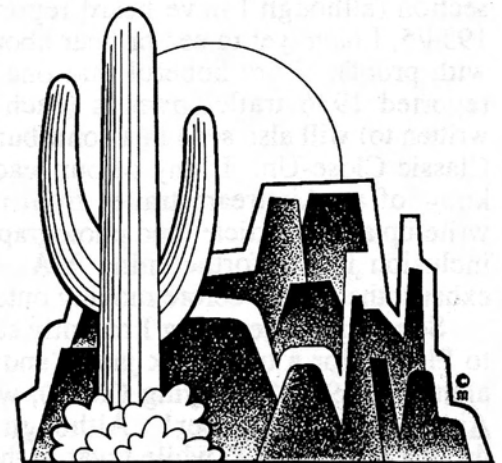
At the same time, our own Bud Cooper (#2601), serving as WBCCI's Rally Chairman of the Vintage Club activities in Rapid City, has been very busy planning and organizing our Vintage Club events for the Rally. He and Bettye personally scouted and organized the first Vintage caravan called "Wagon Wheel Ways," a PreRally event. As the first such

caravan, the lucky twenty-five participants will enjoy and share in a very unique and memorable time.

I challenge all Vintage owners to assemble with us on June 23, 1996, on the Rapid City Elks Club grounds, and join us in our traditional "Vintage Parade" into the International Rally grounds, on Tuesday, June 25th, 1996. See you there!

In closing our third year, I must commend all our officers, committee members, volunteers, etc. for your untiring efforts which have produced this publication, provided International and Regional VAC activities, provided technical assistance and data to interested members (and nonmembers who have or are interested in vintage Airstreams), and have accelerated our membership to over 400 members. Thanks to all of you for your interest and support for the Vintage Club.

Robert L. Brubaker, #2501





THE EDITOR'S DESK

I am very pleased with the wonderful contributions made for this issue of the Vintage Advantage (VA). Apparently many of you got the hints that we needed more input because I received some terrific information concerning vintage Airstream news that should be of interest among the VAC members. I am trying to include everything I have received but the quality and quantity are a bit overwhelming, which is great! If for some reason I have missed something that was sent to me, please be patient and work with me as this is not intentional. Although I am trying to include all pertinent information as I receive it, it is possible that something might slip through the cracks. This is especially true when one considers that I am collecting input from postal mail, email and fax!

In this issue we are also beginning to add Bowlus news. The Bowlus trailer is often thought of being the natural predecessor of the 1936 Airstream Clipper. Coop begins the welcome of the Bowlus trailer with an introductory teaser. This is the first of five chapters in which Coop will focus on the Bowlus trailer and its relationship to the Airstream family. I am also hoping that in future issues we will have close-up specials on some of the fifteen known existing Bowlus trailers.

It is with pleasure that the VA presents a wonderful write-up of Dr. Holman and his 1935 Airstream Torpedo 14' trailer. To date, this is the oldest known Airstream trailer and is a great feature for our "Classic Close-Up" section (although I have heard reported "rumors" of a 1934/5, I have yet to see or hear about any such trailer with proof). I am hopeful that one of the other four reported 1936 trailer owners (each of which I have written to) will also send in a contribution for next issues Classic Close-Up. If any of our readers either own or know of an Airstream trailer from the 1930's, please write-up a short article (and photographs, if possible) for inclusion into a forthcoming VA. I am hoping to exhaust the 1930's before moving onto the 1940's.

Something interesting I recently saw while traveling to Florida for a two week jaunt (and of course pulling along my 1953 21' Flying Cloud), was a vintage style Airstream truck camper! Although the camper was driving north on I-95 while I was in the southbound lane going approximately 65 mph (see the Dr. Holman write-up for a true lead-foot Airstream towing driver), I was able to observe that the truck camper had either 13 or 7

"stripes" and had a WBCCI number on it. Whether the WBCCI number was current I do not know (in fact, I could not record it before the truck was past me). I also could not tell whether the truck camper was a retrofitted Airstream travel trailer or an actual truck camper. I certainly was not aware that Airstream ever manufacture truck campers. Perhaps either the owner or some of our older members who know about this can write the VA to update the VAC crew.

Several magazine articles have been reprinted here in their entirety without the accompanying photographs. Although I will usually try to edit articles, both of these contain information throughout their entirety that is of direct interest to our readership.

The good news keeps on coming with regards to increased VAC membership. Ed Stanley is reporting that the current membership total is 432 members, which is a growth of 1080% from the start of the club at the Bismarck International three years ago and is an increase of 148 members since July 1995! Let's keep it up by passing the news and fun along to someone we know of with a vintage Airstream (no fifth wheels or fiberglass jobbies here!). Remember, folks can join whether they are in WBCCI or not, and whether they own a vintage trailer or not. So if any of our members knows anyone that might be interested, pass a copy of the VA along. Membership forms are provided on the back page of each issue. A listing of new members as compiled by Ed Stanley is also given later in this issue.

I wish to further acknowledge that although I have been appointed as editor of the VA, Mr. Duane Hedahl continuing to do our clubs "dirty work." He has volunteered to distribute the VA after I finish compiling and writing each issue. This service is much more involved than one might imagine. It includes contracting out with a printer, coordinating the logistics (while maintaining the quality of photographs and graphics), as well as keeping the costs reasonable. After this, Duane individually labels, staples and mails out each individual issue. Because of our growing international membership (which we love and welcome with open arms), special requirements are necessary for handling each countries particular postal rules. In the last issue, our past president, Mr. Stan Baston, handled the distribution along with the inclusion of the VAC decal. The help and work of these individuals is duly appreciated.

For Sale: 1970 27' Rear bath, new toilet, dbl bed, AM/FM/Tape, CB, new brakes, tires, stone guard, 2 solar panels, golf cart batteries. \$7200.
#8614,
406-452-8489

Wanted: Vintage 21' -23'. Dbl axle,
'69-71 yr. #8614, 406-452-8489



LETTERS

"Classified Ad Treasures"

In the November 1994 VA, I saw a classified advertisement for a 1961 16' Bambi. I have for some time wanted an older and smaller Airstream to restore, so this looked like the one for me. It was located in Bozeman, Montana. I telephoned the advertiser and asked her to give me the first chance to look at it.

On November 11, my wife Bea and I took off for Bozeman and made a deal to purchase the trailer. We first had to dig the trailer out of the snow, only to find the tires flat (as I had expected). Since I had brought my hand tire pump along, I aired up the tires and headed home to Great Falls, Montana. After just a few miles down the road, the battery cover flew off. We stopped and walked back, picked it up and continued on home. The rest of the trip home went fine.

It wasn't long before I made a plan about where to start on the restoration. Everything needed replacing, fixing or a lot of TLC. I started by taking everything out of the trailer piece by piece. The first repair was the floor where I replaced a 4 by 8 sheet of 3/4" exterior plywood because the existing floor from the right wheel-well to the front of the floor was rotted out, especially around the door. I had to replace the water lines because they had frozen and burst in several places. After the floor was completed, I cleaned the interior walls and ceiling, and then painted them antique white to brighten up the inside. Before I replaced the partitions and cupboards, I also gave them a new coat of paint. I laid wood grain tile squares in the "kitchen," under the cupboard, sink, stove and refrigerator. On the rest of the floor I installed Berber carpet. When the weather got nice, I started to remove the undercoat, paint and lots of body filler. I used a gallon of paint remover to get down to the metal. After long hours of applying 303S DuPont and Met-All by hand, we now have a nice and shiny Airstream Bambi!

One neighbor, after watching months of me working on the trailer, said "I can not believe this is the same trailer that you brought home last November." We are looking forward to joining the VAC in Rapid City.

Gordon Blessum, #8614

"Vintage Airstream Friendly"

On a recent trip to Florida, we came across the Conibear RV Center in Lakeland, Florida (941/858-4455). We own a 1992 34' Limited Airstream and a 1960 16' Airstream Pacer. We were traveling in the 1960 Pacer and needed a part. This RV Center has many parts for older trailers. The people were very helpful and have a neat Airstream display.

We have been Airstreamers for 16 years, it's been a great life.

Dick and Stella Thompson, #3020



VAC ANNOUNCEMENTS

Club Dues are Due in July

The VAC Club dues are payable in the month of July and become delinquent after the 31st of the month. Members that have a date after their name on the label of this newsletter have paid their dues in advance or are new members that have joined the VAC since January 1996. The date after the name shows the month that payment is due, e.g. (Jul97). Members with labels that do not have a date means that the payment is due by July 1996. A mailer envelope has been included for payment. Please fill out the information on the mailer including the information on your trailer. It is important that we record this information so we know the direction and membership make-up of the VAC.

Dues are \$10.00 a year, payable to the Vintage Airstream Club and mailed to the following,
Mr. Ed Stanley, Treasurer
18940 Marine View Drive, SW
Seattle, WA 98166

Ed Stanley, #21491

Candidates for VAC Office

The nominating committee has selected the following candidates for 1996-97:

President	Dick Mumma, #4333
Vice-President	Kathy Hunt, #17792
2nd VP	Clyde Wagner, #8441
Treasurer	Ed Stanley, #21491
Recording Secretary	Nora Schroeder, #3037
Technical Secretary	Bud Cooper, #26019

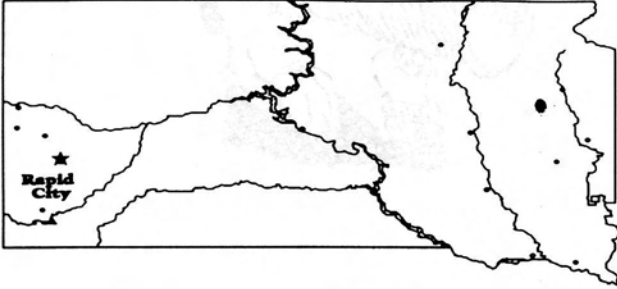
Elections will be held in Rapid City.

Stanley E. Baston, #1348

VAC Bylaws Change

Dave Walker, Chairman of the WBCCI Constitution and Bylaws Committee, has reviewed the current VAC Constitution and Bylaws and has made some recommended changes to refine and update them. No major changes have been recommended. The changes will be voted upon during the VAC's annual meeting in Rapid City.

Dick Mumma, #4333



Rapid City VAC Parking Spaces

In order to try and plan the VAC needed parking space at the 1996 International Rally in Rapid City, SD, we need to know how many members plan to attend. If you plan to park with the VAC at Rapid City, please complete the coupon below and forward to Ed Stanley.

39th International Rally
Rapid City, South Dakota
June 28 to July 4, 1996

I wish to park in the Vintage Airstream Club section:

Yes No

I wish to stay overnight at the Elks:

Yes No

WBCCI # _____

Name & Address:

Mail to:

Mr. Ed Stanley
 18940 Marine View Drive, SW
 Seattle, WA 98166

Ed Stanley, #21491

Rapid City VAC Activities

The following schedule and list of VAC activities are being planned for the 1996 International Rally in Rapid City, SD.

Date	VAC Activity
Sunday, June 23	Arrive at Elks, late AM
Monday, June 24	Elks, Free Day
Tuesday, June 25	Dump, Line-up in AM Depart from Elks at 1:15 Parade into Rally Site
Wednesday, June 26	Board Meeting, 9 to 11 AM (Alpine Room) Annual Club Mtg, 1 to 3 PM (Alpine Room) New Brd Mtg, 3 to 4:30 PM (Alpine Room)

Rutherford L. Cooper, #2601



Wagon Wheel Way Caravan

As of April 23rd, there is one standby position available for the Wagon Wheel Way caravan because of a cancellation. This caravan is the first official Vintage Airstream Club caravan and promises to be an exciting event. For further information, please contact the following;

Mr. Rutherford L. Cooper
 6982 Bonaire Court
 Rockford, MI 49341
 616/874-8291

Rutherford L. Cooper, #2601

Region 1 VAC Rally

How about coming to the Region 1 Rally in October on the weekend after Columbus Day and participating in VAC fun? If enough members are interested, I'll try putting together the VAC activities. Please contact me at the following for more information:

Mr. Don Perry, Region 1 VAC Representative
 4 View Street
 Greenwich, CT 06830-6126

See you there!

Don Perry, #5031

VAC Fun at the Florida State Rally

The Florida State Rally was held at the Sarasota Fairgrounds from February 21 to 25, 1996. The VAC was well represented with activities coordination and a follow-up letter by Mrs. Donna Barrow, #2924.

On Saturday, February 24, the VAC had an open house. Estimates are that over 300 people attended including two Sarasota newspapers who took pictures and were to publish words about the VAC. Other VAC activities included two social events and a breakfast at the "Der Dutchman." Highlights included discussions with Ester Garrison, the International Historian, and our own Bert Kalet sharing his bicycle pictures pulling his Bambi at the 1995 International. Everyone reports having a great time and 8 new members were signed up!

Additional VAC Decals Available



There are additional VAC decals available. Each decal is \$1.50 including postage. Please send your name and address, number of decals and check (made out to "Vintage Airstream Club") to the following;

Mr. Stanley Baston
10 Pine Terrace
Neptune, NJ 07753-3348

Note: You will put a ☺ on Stan's face if you also send your address on a label that he can put on a mailer.

Stanley E. Baston, #1348

VAC Trailer Plaques Available

The trailer plaques shown in the February 1996 VA (Volume III, Number 3), are \$10.00 each, including postage and handling. To have a plaque for your trailer please provide the following information;

Trailer Year, Model, Length, Serial Number and Owner Names.

This information will be engraved onto the plaque for mounting into your trailer. Because of the personal engraving, allow approximately 4 weeks for delivery.

Please mail this information to

Mr. Robert Brubaker
15 Denzel Drive
Greenville, IL 62246

Robert L. Brubaker, #2501



IN THE NEWS

Interesting Tidbits about Vintage Airstreams

Brooklin 1954? Airstream Wanderer Trailer Model

Recently received a reprinted article concerning the 1/43rd scale model that has been recently introduced by Brooklin Models of England. The model, being produced under the title of "1953 Streamlined American Caravan", Model No. 54 is being advertised as a 1953 Airstream Wanderer Trailer (available for \$65.00 including shipping by Dominion Models of Salem, Virginia, 540/375-3750). The article was not referenced to any particular magazine but is a color reprint from a European publication. The title is "The Wanderers" by Garry Stuart, and it's focus is on a couple (Dave & Jennie Palmer) from Andover in Hampshire, England who own a 1955 Cadillac Series Sixty Special Fleetwood, a 1965 Lincoln Continental convertible, a 1954 18' Airstream Wanderer and recently added, a 1964 Airstream Bambi II. The article was sent to me by new VAC member George Nieuwenburg (#1268) of the Netherlands (thanx George and welcome aboard!).

The Palmers state in the article that the 1954 18' Airstream Wanderer was used as the model for the Brooklin model. However, it is still confusing to believe that this trailer is even a 1954. As discussed in the last issue of the VA (Vol. III, #3), there are many aspects of the model that are misleading. Although the Palmers state that the trailer is a 1954, this is difficult to believe because there are 7 aluminum panels on the front and back. There is an LP "Kreff" refrigerator, a "Panelray" heating system with a thermostatically-controlled burner, and a gas light, along with 12 VDC capability.

It is my understanding that the 7 panels did not occur until 1956 or later. I also did not believe that LP refrigerators and 12 VDC capabilities were available to

Airstreams until late in the 1950's or early 1960's. My questions for our old timer members is when did these particulars come into the Airstreams and what is likely to be the correct year of an Airstream trailer with these particulars?

The article itself was fascinating, and the Palmers are wonderful representatives of the VAC way of life. They extensively use their vintage Airstreams throughout Europe and thoroughly enjoy showing them off at the campground.

But it is also important that the true history of our trailers be represented by models. When a particular year and type of vintage Airstream is being produced and distributed internationally, the facts MUST be correct.



TV Commercials with Vintage Airstreams

Well we received three excellent letters from VAC members who have participated in television commercials with their vintage Airstreams. However, before I even start with the letters, I have recently seen two more national television commercials using vintage Airstreams.

The first commercial was for "Twinkies." In this commercial, a vintage Airstream turns into a Twinkie!

The second commercial was for a "Nissan Maxima" automobile. The automobile is behind a Suburban pulling a vintage Airstream. The commercial then shows how wonderful the automobile is because it can pass the Suburban and the Airstream before a truck passes in the adjoining lane (obviously this automobile wasn't following either myself or Dr. Holman). What is interesting about this advertisement is that the Airstream appears to have a WBCCI number on it (something which appears to be #3118 or #3138). If this is true, let us know for future publication.

Before I print each of the three letters, I think it is important for each and everyone of the VAC members to know what is involved in using your trailer for commercials. For instance, some of the questions that come to mind are the following: Is any damage realized? What if damage occurs? How much are you paid? Is major travel required? Do you drive your own trailer in the commercial or do actors? Any other tidbits about the experience is always of interest. I think the following letters answer partial aspects of these questions.

Tropicana Orange Juice

Mr. Kenneth Howe (#9791) wrote in with his experiences for filming a 30-second "Tropicana Orange Juice" commercial;

Sequence of Events

→ Received a telephone call from the Mesa, Arizona Airstream dealer via Agnes Lovaas (#25894) of Arizona Unit #003 who knew of our Bambi. A television production company needed a small Airstream for filming on Schnebly Hill Forest Service Road in the Sedona, Arizona red rock country.

→ Call to production coordinator in Los Angeles and negotiated the trailer rental and mileage fee. Fed-Exed polaroid photographs of the trailer to an agent in Los Angeles and then received a telephone call of acceptance from the agent.

→ Trailered to Sedona on the afternoon of December 16, 1995, with the overnight and dinner at the top resort in the area (no tab). At 0930 AM on December 17, caravanned with police escort to the filming site.

→ The production company consisted of twenty-four or more people, cameras, set staging and mobile food truck (with excellent food). Purification of the site and prayer was performed by a local tribal member prior to the start of the filming. The filming took all day (for a 30 second spot!) and was done in color and black and white.

→ At the conclusion of the filming, the site was cleared, the equipment packed and the filming company flew off to San Francisco in two Lear jets and a cargo plane. We returned home with an enriched experience.

Kenneth and Ardelle Howe, #9791

Mars Attacks

Nine Airstream trailers, including one vintage trailer are going to be in a science fiction movie.

One cold, snowy day last January; Jack Bronson, President of Great Wichita Unit #048 received a telephone call from Hollywood wanting to rent some Airstream trailers for a movie. His first reaction was "Who is this joker?" The caller identified himself as being from the Tim Burton Productions and this was a serious offer.

Jack called the Kansas Film Commission and was told that a movie, "Mars Attacks" was talked about and would be filmed in Kansas, but at that time a contract had not yet been signed. He was also told that Tim Burton Productions was reliable and that you could depend on whatever they promised. Jack next called the Airstream headquarters and was told that they had already seen the script and had no objections for the Airstream trailers to be in the movie.

Tim Burton has produced such science-fiction movies as "Batman," "Return of Batman," and "Beetlejuice." His next endeavor is for "Mars Attacks."

The story is based on popular trading cards of the same name. The movie is about a group of people traveling across America being followed by a group of Martians, and then being attacked. Filming has been done in Washington, DC, Los Angeles, Reno and Knigman, Arizona. The scenes in Kansas will be shot at three different locations: a nursing home in Wichita; a

farm house near Leon (30 miles east of Wichita); and Burns, a small town of 225 people about 50 miles northeast of Wichita.

The movie has a budget of \$70M including well known cast members such as Jack Nickelson, Glenn Close, Pierce Brosnan, Martin Short, Rod Steiger, Paul Winfield, Lukas Haas and Sylvia Sidney. The movie advertised locally for three to four hundred extras. About one thousand people showed up for the auditions. They were mainly looking for people over the age of 65 who were healthy and active, and for some small Asian men to play as Martians. The extras are to be paid \$5.00 per hour and a free meal while on the set. The movie is scheduled to be released during the Christmas season.

Six of the nine Airstream trailers are WBCCI members. They are Neil & Billie Kenneson (#21617), Robert & Vianne Wright (#209), Lola Winfrey (#9728), Walter & Rosalee Rittle (#30948), Robert & Lucille Jones (#1267) and Lee & Sherelyn McLaury (#7414). The reason that all the trailer owners were not WBCCI members is that three days after the six of us from the Great Wichita Unit took our trailers over to the set, the movie people decided they needed three more trailers. Because of a Rally, we could not come up with the extra trailers and the movie people found three more Airstream trailers of people who are not WBCCI members.

The company has taken out an insurance policy to cover the trailers while on the set. They will be used for exterior filming only. The trailers will be on the set from April 3 to 19. Each trailer owner is to receive \$1,000.

One member of the VAC is #7414. She is a 1963 22' safari, serial number 0923. She is 95 percent original with only the stove and furnace having been changed out. Number 7414, the gracious lady that she is, has become insufferable since she realized that she has become a "movie star." She has let it be known that she can't possibly go to the grandest party of the year in Rapid City unless she has a new coat (clear coat) and must have an exquisite set of new shades (awnings).

Oh and she must have.....Oh brother, what are we in for now?

Lee & Sherelyn McLaury, #7414

AT&T True Reach and Mystic Beverages

Linda and Ron Amme (#6056) wrote in with their experiences for filming two commercials; one for AT&T True Reach program and one for Mystic Beverages.

AT&T True Reach

If you are quick, you might catch a glimpse of the Linda and Ron Amme's '61 Bambi in a recent AT&T True Reach commercial. However, by the time the actor is on a cellular telephone, with a computer, in the (fake) rain, in front of our Airstream, the panned shot is gone! The filming shoot took place near New York City and lasted a full day and evening. It required a crew of about 50 people, including catering service and a water truck

for the "rain".



Mistic Beverages

Last spring our Bambi was towed by a 1961 Ford Thunderbird to Florida for a series of commercials for Mistic Beverages. Most of these commercials aired in the South.

Some WBCCI members may also recognize our Bambi and Thunderbird from the annual Apple Blossom parade in Winchester, VA. We have attended the Apple Blossom Rally for the past several years and have carried the International President in the parade each year.

Linda and Ron Amme, #6056

COOP'S CORNER

Rapid City International-

The Vintage Club is again planning a program of parades, open house and concours. Those attending the rally, but not the Wagon Wheel Way Caravan, are urged to join the vintage group at the Elks parking lot, afternoon of June 23 or any time June 24. If you arrive at the elks too soon, there will be no parkers. Note that we parade into the rally site at 12:00 (noon) June 25. Ample parking space at the Elks is assured. This is dry parking, but a bath house is available. Daily charge \$5.00. 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, 333 East 39th Street, Rapid City, SD 57709. No reservation necessary.

Wagon Wheel Way Caravan-

The caravan now has the prescribed 25 units and one stand-by. Two members were forced to drop out, and they have been replaced by stand-by's. Those who have signed on will be receiving a final mailing soon with a map, list of attendees and final details. The detailed route map will be passed out at Wall, SD. Coop plans to arrive a week early and thoroughly check out the route, 120 miles, before releasing these details. Staff members and eager beavers, are parking June 16 (there is no extra charge for this extra day) with regular members on June 17. Three members are fully paid, the rest will please pay the remainder by May 15. (The total is \$151.00. Checks written out to "R. L. Cooper".)

Region 9 Rally-

The Region 9 Concours D'elegance winners are:

Best-in-show - Ralph and Marjorie Anderson (#6420), 1969 Ambassador

Reserve Best-in-show - Diane McElligott (#4396), 1961 Bambi

Oldest in Show - Diane McElligott (#4396), 1961 Bambi

Best substitute part - Paul and Virginia Gentry (#31197), 1969 Trade wind

Worst Battle Scar - Ralph and Marjorie Anderson (#6420), 1969 Ambassador

The judges were: Helen Sutherland, Robert Conklin, and Rex Hewlett; all are experienced. Diane McElligott, no stranger to Concours, has carried off honors before. First timers, the Andersons, were delighted. The tasteful elegance of the interior carried the day in spite of an award-winning bash on the exterior. Paul Gentry, who's trailer is absolutely loaded with features (solar power, 47 gallon concealed gray water tank, microwave oven, entertainment center, many more) easily carried best substitute part.

Notes-

Chris Strebeck, wife of Harold Strebeck (#11386) passed away recently. Harold, a charter member, had been a concours winner and provided us with a shrink-act activity at Brandon. We share Harold's sadness.

Eugene Danaher serves the club in the role of Sunshine Chairman. He should be notified of bereavements so the club can suitably respond.

Ron LeChance, former winner of an International Best-in-Show, recently was featured in a newspaper spread in Florida.

The Vintage Logo is for any member to use. Feel free to clip a sample from a newsletter and take it to your printer for incorporation on your card or stationery. However, please be careful. It looks funny going uphill or down. The vertical lines under the front window should stay vertical.

Shady Dell R.V. Park, 1 Douglas Rd., Bisbee AZ 85603 offers a novel camping experience. A section of the park is reserved for a permanent display of 5 vintage trailers including an Airstream, a Silver Streak, and others. You can park in this line-up if yours is of the 1950's or older. Otherwise you have to park in the general section. Owners Ed Smith and Rita Personett love vintage trailers, and would no doubt like to see yours.

These last two items were sent to me by recent joiners Carl and Patsy Gronning/Brosterhous (#11965). Thanks, Patsy and Carl.

[Ed. note, Bert Kalet (#6957) sent in a New York Times article on this park (Thursday, March 21, 1996, pages B1 and B5). The article had photographs and in-depth text, but is too long to include here. The published

address and telephone number were given as follows: Shady Dell RV Park and Campground, PO Box 1432, Bisbee, AZ 85603; 520/432-3567].

European Owners-

I was astounded to receive documents from Stanley regarding our first full members from Europe. I wrote to welcome Caroline and Michel Lamouranne (#7196) from Le Blanc-Mesnil, France, and to tell them about other Airstream owners in Europe and UK. I have been keeping track of European owners in a file, thought you might be interested. Please tell me about any others you know of. I have: Philippe Bowsang of Belgium, J. A. Roest of Netherlands, and Dave Palmer of UK (that's England). In addition, the Texas Unit has a member, a German, who keeps his trailer in Fredericksburg, TX. He comes over once a year to take trips.

A Deal-

Robert Olson, (#4871), Lincoln, NE, has a scattering of parts from his 1960. He will give them to anyone who is willing to pay the freight and packaging charges. Available are: a pink commode bowl with valve, and (2) Junkers instant hot water heaters.

Steward Training-

To be a Steward at a Concours is a prestigious and honorable job. It does not normally involve a lot of work, and can be a lot of fun. Your job normally obliges you to come to a single event, perform your duties in the space of a single day, and send a happy group of people home. If there is a drawback, it is that your work Steward suggests that you should not enter your own trailer in that event. So, how do you get trained to do this work? How about tagging along after Coop at Rapid City? He will train you this easy way. Lady judges have been doing outstanding jobs. Why not a lady Steward?

Bang!

After passing a car on the inter-state, Bettye and I pulled in behind a truck. Perhaps I was tailing a little closer than usual when a surprising thing happened. With a sound like a canon, a rear tire on the truck trailer blew out. The noise was simply shocking. Bettye and I both jumped. A cloud of dust emerged and for a moment enveloped my car. Pieces of fabric and fragments of rubber shot in all directions and continued to spray around until the truck slowed and stopped. Having seen these pieces of rubber lying on the road many times, I appreciated the graphic show.

My initial fright gave way to laughter; I stopped also. The driver reported that everything was normal and he would limp in to the next town and get it fixed, no help from me was required. Bettye and I continued, but at a respectful distance.

Axle failure-

The following is a true story told to me by engine and good friend John Kaufmann. He and his wife were

traveling with another couple who had a 1957 single axle Airstream. While circling Lake Superior in Canada, a wheel came off. Since they were on a gravel road and traveling at a low rate of speed, there was no loss of control, they simply rolled to a gentle stop at the side of the road. The wheel had lodged within the wheel well, a frequent happening.

The fact that they were in a remote area posed potential problems which my resourceful friend proceeded to solve. First, he analyzed the failure mode. He soon determined that the axle had broken, and the wheel had not come loose at the studs. A portion of the spindle (the end of the axle) had broken cleanly away. This, he realized, was typical of a fatigue failure. He knew from this that simple repairs were not enough, this called for expert help.

Looking up and down the road, they discovered that by a stroke of luck there was a farm within walking distance. My friend made a few measurements of the spindle and set out walking. The farmer was home and was anxious to help someone in trouble. He also had a telephone. After some discussion he thought he knew of a welder in the next town. They phoned immediately. The conversation went something like this:

"Can you drive the rig like it is?"

"No."

"What would you like me to do?"

"Do you have a portable welder that you could bring out here?"

"Yes."

"Do you have a one inch bolt and nut about three inches long?"

"I can pick one up."

"And do you have a cutting torch on your truck?"

"Yes."

"Then bring these things and come out here"-- followed by the instructions given by the farmer.

In due time the welder arrived. He proved to be an intelligent and willing worker, and after a few words from my friend, he prepared the bolt to the right length and welded it to what was left of the axle spindle. The dust cap was removed, the broken portion of spindle removed but saved, and the wheel installed. Superficially the axle was now as good as new. They drove to town without incident and parked in the yard next to the shop, living comfortably in the Airstream.

In the morning it was found that the welder also had a lathe and was a capable machinist. He measured up the old spindle and set about machining a complete new one from a piece of bar stock. Two days later, he burned out the old spindle from the swing arm and welded in the new one. And, if my guess is right, that '57 is still parked somewhere with that hand-made spindle in place.

I think this is a nice story of courage, ingenuity, and luck. I enjoy telling it. But, there is more that you need to know. Actually, the Airstream axles seldom fail. and they need almost zero care. I can't guess why this one broke, perhaps abuse of some sort. But frequently failures that look like this are really quite different. Often

it is the bearing that fails first. When this happens, the bearing ceases to spin as it is supposed to, but instead spins round and round on the spindle. Eventually it saws its way through the spindle and the axle fails. You see, the bearing fails first, but the axle gets the blame. The important lesson to be learned here is to inspect and lubricate your bearings every 14,000 miles. Why the magic number? Because this is the minimum life of the brake magnet. In other words you get to replace your brake magnet in the nick of time, and relubricate the bearing well within the desired limits. Nice, huh?

For the technically inclined, here are some more facts. Caution anyone who works on your bearings that the only grease that does you any good is that which clings to the rollers and goes round and round with the retainer. Any extra grease out in the hub is apt to cause you trouble. It insulates, holding in the heat of braking. It is likely to melt in the high temperatures of a long mountain descent, leak by the seal and get on the linings. Then the grabbing brakes will soon bring you back to the dealer for a new set of shoes. (Because, cleaning the linings is not a practical answer. It requires new shoes.)

Normally you don't have to have a gifted machinist in the back woods in order to get a new spindle. Airstream STOCKS them. Yes, the axle is constructed to permit this replacement on a routine basis. And this is everything I know about axles, almost.

John Kaufmann was a gifted and inventive engineer. I enjoyed the many years I worked for him.

Rutherford L. Cooper, #2601

MEMBER SPOTLIGHT

VAC member Diane McElligott (#4396) of the West Texas Unit (100), was recently profiled in "M Magazine", a Midland, Texas publication. On pages 14 to 16 of the March/April 1996 issue, her travels and adventures in her two 1961 16' Airstream Bambi travel trailers were described. The article is interesting and informative. It is being reprinted here without the accompanying photographs from the original article. Before presentation of the article, old friends Bettye and Bud Cooper, have provided the following introduction.

It is a bit unusual for one of our members to get such a nice spread with pictures and all, but then Diane is not the typical member. I remember my first telephone contact with the Bambi owner. When I discovered that she was single, I became very wary, not wanting to cause a disaster. If I was overly patronizing, Diane never resented it, our friendship continued. Soon, I realized that she was capable of understanding instructions, and of executing them as well. I relaxed after that.

After we accidentally met while camping at Big Bend National Park, we got better acquainted. Bettye and I then discovered that she was a Vice-President of the Texas Commerce Bank!

Diane's Bambi (she now has two) is very feminine inside. It is the only trailer I know of that has an original oil painting inside, and it is tiny but good. Perhaps that is the thread that runs through everything, Diane, her dog, and her trailer; tiny but good. The trailer has a number of unique features, and has been a consistently Concours winner, but I must let Diane herself show them to you. Outside, it shines brightly, the result of hours of hand polishing done by both Diane and a hired helper. It is surprising how many telephone calls I get in a years time from single women who are contemplating Airstream ownership, and I always refer to Diane as an example of success.

Rutherford L. and Bettye Cooper, #2601

Free-Wheeling Midlander Travels Solo in RV

By Mary Frances Beverley

"I used to think that the way to spend Saturday was get up, dust and vacuum the house, clean the bathroom, then go to the Mall. Now I think, 'Where do I go this weekend?'"

Long-time Midlander Diane McElligott, 53, has a unique passion: traveling around the Southwest in her '93 GMC pickup, pulling one of her two 1961 Airstream "Bambi" travel trailers. She is one of more than 3,000 American women who regularly drive RVs throughout the United States, Canada, Mexico and Alaska.

However, the free-spirited blonde may be the only single woman for miles around Midland who drives her own rig alone. How do people treat her when they first learn of her kind of travel?

"They're surprised, then they express admiration, even envy of my method of travel."

She finds support and camaraderie from other RV travelers in the Free-Wheeler and Vintage RV clubs.

"I don't have to explain to them why I drive alone," she says. "They know."

Diane owns two Airstream "Bambi" rigs. Airstream is the Cadillac of RVs. The company manufactured the Bambi model only from 1961-1963. Like other Airstreams, it is easily recognizable on the highway by its alloy aluminum, steel frame trademark.

The 16-foot rig has an interior width of almost seven feet, but with all the built-in comforts, the actual width is more like three feet, plenty of room for the petite, 5'2" Diane.

She found her second rig by chance in Denver. The one she already owned had heat but no air-conditioning. Her second one has both air-conditioning and heat in the form of a wall furnace. She says she could have added air-conditioning to her first rig, but she wanted both to

remain authentic with only their original amenities.

The self-contained rigs have electricity, a water purifier, a butane, three-burner stove; gas refrigerator, sink, toilet, and shower. They also have foam lounge-beds on two sides, a Formica-covered folding table, full-opening windows, large drawers, and closet space.

Diane has added personal touches to both rigs. Bambi #1 has a parquet floor, which she installed herself. She added a white lace curtain over the closet opening, a full-length mirror, and tile in the shower. Tucked into one shelf over the front seat are a small TV and favorite books. She has covered her newer Bambi's lounge seats with a Route 66-design upholstery.

Diane enjoys several special interests along the road, including identifying animal tracks around her rig. Some of them are made by her traveling companion, "Bailey," a two year-old, tea cup poodle.

She avoids RV parks, preferring instead to camp in national or state parks or alongside scenic rivers. The noise of other travelers' air-conditioners, slamming doors and multiple voices often interrupt the peaceful outdoors she enjoys so much.

"I love being close to nature," she says. "Deer and small animals eat out of my hand. A little chipmunk once ate bacon out of my frying pan."

She carries birdseed and recently fed the peacocks around the caverns of Sonora.

Diane enjoys the spontaneity of discovering new places, but some that she frequently returns to include deer lease near Sterling City, where she hunts deer and wild turkey with her father. Her co-worker, artist Don Parks, real estate manager for Texas Commerce Bank, says: "There aren't many people who spend so much time outdoors with their parents as Diane. They enjoy bow hunting as much as she does."

Other destinations she enjoys are northern New Mexico and Denver, the home of daughter Jill and family. Big Bend is another favorite place to explore.

Some of her regular destinations are the sites for Airstream rallies. She is a member of the Free-Wheelers and the Vintage Club, which requires that the owner's Airstream be at least 25 years old. At the Galveston rally last year, she won an award for "Best Contemporary Interior."

Diane's future destination plans include Gallup, New Mexico; the Four Corners Canyonlands, plus Palo Duro Canyon and the summer musical, "Texas."

Her foremost concern on the road is safety.

"I travel smart: no night driving, no driving when I'm tired or sleepy. I always have extra gasoline and jumper cables, and I know how to change a tire. I also carry pepper spray and a cellular phone. I feel safer in my rig than I do in my own home. And, for the most part, other RVers are the best people in the world."

Her advice for other single women who want to enjoy the lure of the open road? "Wait until you can get

good equipment and know the mechanics of your rig: batteries, water tank, stove, etc.”

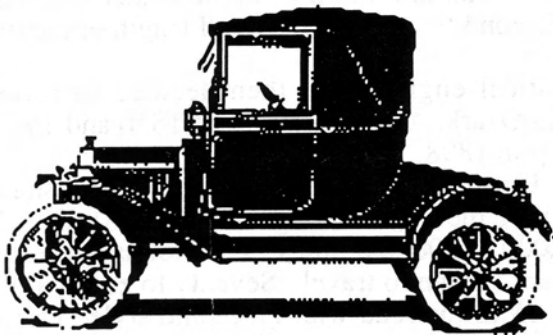
Diane’s daughter, Midlander Jody Lander, describes her mother with unrestrained admiration. “She’s a true, dependent, ‘90s woman, but she has always been this way. She raised two daughters on her own and became the successful career woman she is today.”

Oil man Arlen Edgar is another one of Diane’s admirers. He and Diane worked as co-producers of Summer Mummies for four years. She has often worked backstage at Midland Community Theatre and has also served on the Summer Mummies’ Board.

Arlen says, “I’ve long been impressed with the contrast in this petite, attractive, blonde grandmother, who is a capable land person and bank executive. She has such a wide variety of interests from theatre to rafting and skeet shooting.”

When asked what she likes most about her kind of travel, Diane’s face brightens, and she has trouble finding the right words. “It’s the freedom, the beautiful out-of-doors. How can I describe all the sunrises and sunsets I get to see? At night, I look up and see one star, then I step away from my trailer, look up, and there are *millions* of stars!”

Weekdays, Diane works as Vice-President/Trust Officer and Manager of the Oil and Gas Division of Texas Commerce Bank.



THE AIRSTREAM STORY, *The Missing Chapters*

INTRODUCTION

[Ed. note, *This is the first installment of research into the contribution of William Hawley Bowlus to the Airstream trailer. This historical recant will be presented in the Vintage Advantage in five parts; Introduction, Lindbergh and The Spirit of St. Louis, Bowlus, Bowlus and Byam, The Depression and the Early Trailer Industry. A line will be shown to connect The Spirit of St. Louis with the modern Airstream.*]

San Diego, California. May 21, 1927. Time- 3:30 AM.

A young man with rumpled hair sits at a dining room table. Beside him, on a stand, is an old fashioned radio; a long wooden box with a speaker standing on top. The dials on the front glow with a dull orange light. In the center of the table is a black pedestal type telephone, the receiver hanging in a forked hook. On his head are earphones. His wife Ruth is sleeping in the next room, but he has been sitting here all night. Plainly, he is anxious about something.

He cautiously rotates one of the radio dials, moving, listening, and moving again. Earlier in the evening he had listened intently to all newscasts dealing with a man named Lindbergh. A complete unknown, he was attempting to fly the Atlantic ocean alone from New York to Paris. Various others had tried. Most attempts had been disasters before they even left the ground. This one, at least, had somehow gotten into the air, and had flown off in the right direction disappearing into the rain and fog.

All day there had been news about the departure. Someone had brought a radio to the office. The race to capture the Orteig prize had caught the public’s attention. Much of what was being said was either old material from newspaper articles, or a repetition of the sparse facts surrounding the actual takeoff. What more could you say? He started up the engine, and after a long taxi, cleared the telephone wires and disappeared. The clay runway had been softened by a persistent rain, he once lifted the craft a couple of feet, only to return to the ground with alarming force, but continued to accelerate till the end of the runway. Gradually, even the radio stations had gotten tired of the same old words and had shifted to other subjects.

Earlier in the evening he had phoned friends in New York, hoping that they had picked up some additional scrap of news, and there was always the possibility that someone had heard or seen him go over, but there was nothing. Occasionally, if atmospheric conditions were just right, one could pick up one of the more powerful Eastern stations on a skip signal. Tonight, reception had been spotty and erratic. For a moment he had identified KDKA, and once caught a bit of Billie Jones and Ernie Hare, but it was no use. One by one, the Eastern stations signed off, to be followed soon after by the Western stations. Now there was nothing. He switched off the radio and heavily put aside the earphones. He sipped some cold coffee, made a face, put down the cup.

“Can’t you come to bed now, Hon? You’ve been at this for 24 hours now and you’ve got to go to work in the morning.” His wife had entered from the bedroom.

“I guess so”, he responded and giving her hand a squeeze, followed her out of the room.

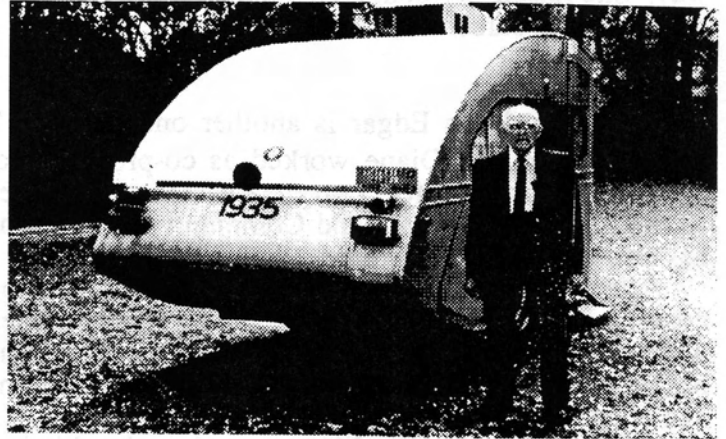
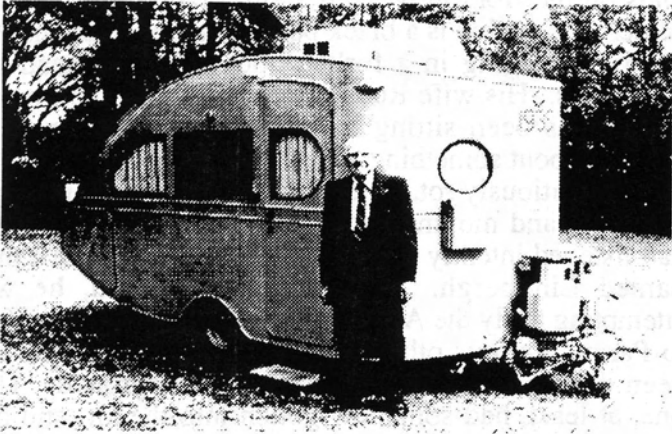
Who is this young man? Why is he so interested in the flight of Charles A. Lindbergh? Will we learn more about him?

Rutherford L. Cooper, #2601

CLASSIC TRAILER CLOSE-UP

Meet Dr. Norman Holman and the Oldest Known Airstream Trailer

“1935 Airstream TORPEDO”



Dr. Norman Holman and his 1935 Airstream Torpedo.

It all started in 1935 when Dr. Norman V. Holman purchased from Wally Byam (for \$5.00) a set of plans for a “Torpedo” model Airstream travel trailer. Holman, then a medical student at Emory University, was always interested in travel, and purchased the materials to fabricate the basic trailer for \$100.00. He began construction on the trailer in the summer of 1935 and completed the basic trailer in three weeks. Over the next two years young Holman completed the electrical wiring, installed the plumbing and fixtures and water lines, and the interior paneling. He added personal touches to the trailer such as Ford Model A tail lights, Harley Davidson motorcycle fender lights, hot and cold running water (very rare at the time), and chrome plated piano hinges on inside compartments to prevent sagging. The trailer contains bathroom facilities, an ice box, one double and two single beds. The interior was finished with western plywood which is still in sparking condition with the original finish! The unit has a catalytic heater and has been updated with television, electric refrigerator, microwave oven, and air-conditioning. The overall length of the trailer is 14 feet.

Holman began his formal education as a student in aeronautical engineering, then decided to follow his grandfather’s footsteps, Dr. J. C. Holman, who practiced medicine in Ozark, Alabama, between 1856 and 1904. His father, Dr. H. C. Holman, also practiced medicine in Ozark beginning in 1898.

Young Holman married the former Thelma Herndon in 1934. Upon completion of the trailer, they shared the desire to travel during summers. Their adventures have included pulling the trailer through 48 states, Alaska, Canada and Mexico. Holman estimates that the unit has traveled some 400,000 to 500,000 miles. The Holmans preferred to travel alone, at faster speeds than the regular Airstream caravans were known to travel. Seventy to eighty miles per hour were not uncommon, as the unit was very sturdily built and took to the road with grace and style. (As late as 1993, Dr. Holman was clocked at 69 mph while traveling north of I-59 by helicopter patrol, fortunately by a friend of the doctors’, who recognized the trailer and took his picture!) The Holmans wore out a number of tow vehicles between 1935 and 1993, one such vehicle was a Dodge station wagon with a custom Hemi engine, balanced to precision. Both Norman and Thelma did the driving with “heavy feet” and fortunately were masters of the road. They had no accidents in over 58 years of driving with the trailer.

Later they were joined by two sons. Norman Holman, Jr., now a physician in Pensacola, Florida, and Harry Herndon Holman, a former Navy pilot, is a commercial pilot with Delta Airlines out of Atlanta, Georgia.

Dr. Holman spent World War II as an Army doctor but his talents were not limited to medicine and trailer building. In fact, in the 1930’s, Dr. Holman designed and installed a supplemental tow vehicle engine cooling system on his car, drawing water from the trailer water supply when towing conditions required additional cooling support. He was known to pass hundreds of overheated vehicles while climbing mountains or in hot desert areas, not being delayed by an overheated engine while pulling his trailer.

In 1950, he organized the building of a hospital in the shape of a cross, which is now known as the Dale County Hospital in Dale County, Alabama. He was a honor student and class president in Dale County High School, and received B.A. and M.D. degrees from Emory University in Atlanta, Georgia, in seven years. He did post graduate work in many countries including Italy, Ecuador, Argentina, Brazil, Sweden, Finland, Japan, England, France,

Germany, Austria, Greece, and Hong Kong. He has served on numerous service clubs, and on many medical staffs. At 16 years old, he was a residential and commercial wiring inspector for the City of Ozark, Alabama. He designed and built and put into service, a unique, noiseless, intercom system, with stations some 5,000 feet apart, and which he used to "babysit" when his children were young. This was a highly accomplished system for its time, utilizing simple electrical basics not recognized by many intercom manufacturers. He still hides his secrets!

Today at 86 years young, Dr. Holman still personally repairs and maintains his "Torpedo" trailer, having just corrected a problem in a relay operated electrical circuit. Dr. Holman has been the recipient of the "Silver Beaver" award, an award presented by the National Boy Scouts of America organization to those adults who have made endless and dedicated personal contributions to the Boy Scouts of America program.

Dr. Holman is a WBCCI member (#1935) of the Pensacola Unit (029). He is a honorary member of the VAC and is currently making plans to attend the International Rally in Rapid City.

In addition to the above, Dr. Holman is a real southern gentleman and proud to have served his fellow man as an old fashioned country doctor.

Robert L. Brubaker, #2501

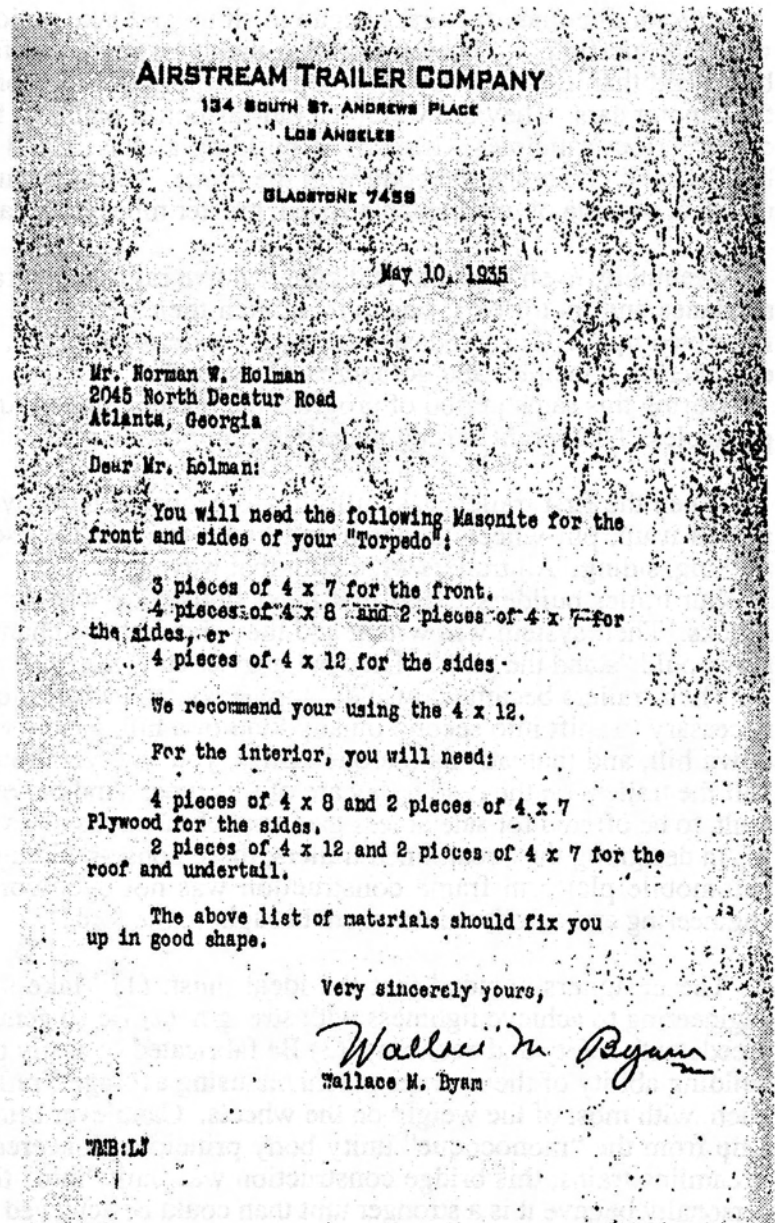
[Prez note, Judy and I can attest to all of the above as we visited Dr. Holman at his home in Ozark, Alabama on April 16, 1996. He is an amazing "gentle" man and still so enthused about life. Do not be surprised if you see #1935 in Rapid City!]

TRAILER CONSTRUCTION OF THE 1935 "TORPEDO" AIRSTREAM

Trailer construction consists of two full size 2" by 4" cross pieces, with well bolted rectangular boxes for the wheel housing. The spring shackles are bolted to the wheel housings and to stringers on the front of the trailer. There are two more regular 2" by 4" above the floor, one in the nose about two feet long and one of the latter, the same size above the floor at the rear of the galley. There is a 2" by 2" cross piece from one side of the trailer to the other side. This serves as a junction for the horizontal floor and the upswing of the tail end of the trailer. The tongue consists of two modified side rails of a Ford Model T frame in the form of a "V." There is a bolt through each end of the short nose 1-1/5" by 2-5/8" standard size, and a bolt on each side through the "galley" 2" by 4" to the Model T frame rails below with the rear end of the "V" shape tongue and bolted to the side wall of the trailer. The unique features of this construction is that the side walls support the load in a fashion like a cantilever bridge. All this was necessary to survive the faster than average towing speeds!

Robert L. Brubaker, #2501 and Norman V. Holman, #1935

**Letter to Norman Holman from Wally Byam
describing the necessary parts for his trailer
construction.**



[The following appeared in the January-February, 1936 issue of *Trailer Travel* magazine on pages 20 and 21. A copy of this article was forwarded to the VA by VAC member Tom Williams, #5115. The article is being reprinted here in its entirety without the accompanying figures.]

New Stream-lined Coaches Use Modern Principles

Recent Scientific Engineering in Transportation Fields Finds Expression in Automobile Travel-Coaches

By Wallace M. Byam, Designer of Airstream Trailers

In the past ten years science has been making tremendous progress, new materials have been invented, perfected and brought into general use. New engineering principles of design have been discovered. In the past few years airplane designers have used these materials and principles to build planes that span the continent in fourteen hours with a paying passenger load. They are safe, comfortable, fast and economical on fuel consumption. The designers of these ships put strength where strength was needed, eliminated useless material where it was not needed, saved weight.

They went into the university and technical laboratories and learned the tremendous importance of true and scientific streamlining.



Automobile manufacturers began to sit up and take notice. They found that their horse and wagon designs were woefully inefficient. They found that the average car, as far as wind resistance was concerned actually ran better backward than forward. So they began to apply the laws of aerodynamics and modern principles of engineering to their motor cars. They threw out the old-fashioned platform frame and built a much lighter and stronger one on bridge construction principles. Instead of building a chassis and setting a body on it, they took a tip from the airplane builders and combined the body with the frame. "Monocoque" construction the scientists call it. An entirely new car resulted, capable of unbelievable speed, greater mileage, greater comfort, and far superior operation in every respect.



Eventually even the staid and conservative railroad operators, forced to near bankruptcy by competition with the airplanes and motor cars, began to scratch their heads and wonder if their decrepit methods could not possibly be improved upon. They redesigned, used modern materials, and threw out two-thirds of their weight; used modern engineering principles and got increased strength.

During this same period of progress the present modern trailer was being designed, using the selfsame engineering principles. New, light, strong materials, monocoque construction of unit body and frame, aero-dynamic streamlining.



When the first trailer was built, it was probably built by a carpenter, used to building houses. He built a house, jacked it up, put wheels under it and had a trailer. He used house construction principles, foundation, studding, framing, siding. All trailers were built that way.

But trailer builders found that these houses on wheels couldn't stand up to the continual earthquakes of road shocks. Their system was wrong and they should have changed it, but instead they built stronger and heavier trailers that would "stand the gaff." They put heavier steel into their foundations.

Their trailers became unwieldy, top heavy, and a mill stone around the necks of the cars that towed them. It was necessary to shift into second on any kind of a hill, gasoline mileage was cut in half. Speed was impossible, except down hill, and that was dangerous. Silly, you say, yet thousands of these trailers have been made and sold. Fully half the trailers on the road today are of this type. And believe it or not, hundreds of this type of trailer are still being built, to be offered for sale at less than cost of materials a few months after completion.

In designing the streamlined trailers, these house-building principles were thrown out entirely. Antiquated, heavy, automobile platform frame construction was not even considered. Precedents were thrown to the wind. Basic engineering and aerodynamics were brought to the fore.



The designers decided that the ideal must: (1) Make use of the newly developed principles of transportation engineering to achieve lightness with strength. (2) Be so genuinely streamlined as to be towed at the usual automobile speeds with safety and economy. (3) Be fabricated of easily procurable and not expensive materials. (4) Be within the building ability of the average mechanic using average Trailers. First the frame. A trailer rests on two wheels and a hitch, with most of the weight on the wheels. Cantilever bridge construction was the answer to that problem. Taking a tip from the "monocoque" unity body principle pioneered in airplanes and recently adopted by automobiles and streamline trains, this bridge construction was built "into" the side walls. The entire body is thus all frame. And personally believe it is a stronger unit than could be achieved with the old-fashioned steel platform and body of several

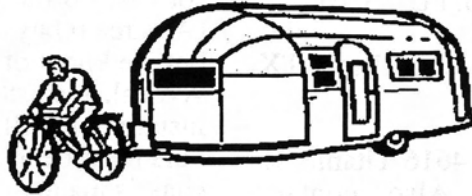
times the weight.



The wheel housings were put to use, made an integral part of the unit-body-frame, acting at spring supports and bracing against side wracking. Steel was used in the undercarriage where it was of definite advantage, to mount spring hangers, to bind corners, and for the tongue - simple channel and angle pieces, all joints strongly bolted.

The front was rounded to present an easy edge into the wind, vertically or horizontally. The tail was tapered off to eliminate suction at the rear. It was streamlined underneath as well as on top...and planned as to give an extremely low center of gravity. The design should be such that there is absolutely no sway, no pitch, no weaving nor "tail way" so prevalent with some of the older trailers. This balance should be achieved without any "kick-ups" in the floor or sacrificing headroom (over 6 feet, 1 inch ceiling height in the center) or sacrificing road clearance (same road clearance as a Ford). All this is possible with the bridge construction type of body.

Trailer Travel, January-February 1936.



Dr. Bert Rides On

As mentioned in past VA issues, Dr. Bert Kalet hooked up his Bambi to his bicycle at the 1995 International and rode it in the July 4 parade.

Well now we are proud to present a photograph of the historic event complete with a write-up by Dr. Bert himself.



Bert Kalet recreating the "riding of the Airstream" at the 1995 WBCCI International Rally

This photograph was taken at the 4th of July parade during the WBCCI International Rally in Amherst, Massachusetts, 1995. The men walking with me were there in case I could not stop my 1964, 17' Airstream Bambi II trailer. I bicycled the trailer for about 1 block during the last part of the parade. The last time that this feat was accomplished was in 1947.

To properly prepare the trailer for this I had to reduce the tongue weight from 175 lbs. to 15 lbs. by placing weight in the rear and removing everything off the front. As seen in the photograph, there is nothing left on the A-frame.

Bert M. Kalet, #6957

GEORGE NOTES

Notes from the files of our very own VAC member George James, Jr. (By George!).

Parts & Where To Get Them-

PTS1. Can't find a key for pre-'69 door lock? Do the folks at Jackson Center say they aren't available anymore? Ask your friendly locksmith for the "Curtis H26". Fitz perfectly.

PTS2. The following are sources for Airstream parts or service: Walter Thomas, 12398 SR 720, Lakeview, OH 43331 (513/843-3613).

Bill Lockhart, Rt. 1 Box 417L, Palmetto, FL 33561.

N. Dallas RV Inc., 2630 I-35 E North, Carrollton, TX 75006 (800/359-6378).

Mike Shank/Land Yacht Trailer Sales, 4616 Titanic, El Paso, TX 79907 (915/755-2338). Also, contact MIDLAND-BERG of Owasso, MI. The pads are #19 and are made by BUDD. Since this initial report, InLand RV Service of Corona, CA, have stated they have relieved Airstream of all pre-1969 parts inventory.

For hard to find parts for Coleman, Dometic, Norcold, Magic Chef, Thetford, contact D.T.I. RV Appliance Parts, PO Box 286, Middlebury, IN 46540 (800/289-0919). Also, CAMPING WORLD has many items not in catalogs for older trailers. For example, "Rack" gear for 1968 & older windows item #2652.

REESE Hitch Parts may be contact at 800/359-5505 for 24 hour delivery to dealers and maybe directly to you.

Especially for Glass for 1968 & older, try INLAND RV Service Center Incorporated, 391 Elizabeth Lane, Corona, CA 91720 (800/877-7311).

Trader Tom Regula, 21326 Lock Two, Jackson Center, OH 45334. Call before 7 AM (513/596-6818).

For modifying, customizing, restoring: C&G Trailer Service, Rodney & George Beltran, 9241 Sonrisa, Bellflower, CA 90706 (213/634-6286).

If anyone contacts these people and finds out other information, please let me know.....and if you know of other sources, tell me so I can pass it on!

PTS3. Problem finding parts for older rigs? The first two addresses have seldom failed us (Walter Thomas and Bill Lockhart). Do you have another place where we might find parts? Let us know and we will add it to our list. Need parts? A SASE will get you information that may help.

PTS4. For axle/wheel alignment, contact GAUMERS CHASSIS Engineering, 785 S. Main St, Chambersburg, PA (717/263-1882) and/or SAFE-WAY Wheel Service, 1235 George Jenkins Boulevard, Lakeland, FL 33801 (688-2333).

PTS5. Broken (or lost) hitch platform bolts should be replaced only with the correct GRADES because others might not do the job. Here are the correct numbers: "inch" bolts are grade 5 and metric bolts are class 9.8. "Inch" locknuts are grade B and metric nuts are class 9. Torque them to 70 foot-pounds.

PTS6. As of January 1990, these are the part numbers for shocks for our trailers: DELCO part number 550-71 for '67-'83's and Airstream part number 400008 (Airstream buys them from Delco). Other shocks may fit, but we know of no others that are made to operate OFF vertical. A shock that is made for vertical or semi-vertical installation will not function properly when installed as ours must be. Nor will they last very long. Currently, the chassis manufacturer (Henschen) is using Gabriel Shock part number 610816/510148 (Henschen part number for this shock is 0220003).

PTS7. Things are getting pretty technical. We don't tighten a nut until it is "tight enough" anymore (just a little won't hurt, will it?). Torque wrenches are cheaper than the damage done when one is not used. So here is the numbers for those who will use them. And if you have the habit of lubricating threads, be aware they are very easy to over tighten.

Type of Nuts	Torque Value	
	Dry	Lubed
Wheel Lugs	95	70
Hitch Ball	200	150
Hitch Platform Bolts	70	55
Adjustable Hitch Bolts	200	150

PTS8. Metallic gray for your tongue and "under parts" is available from your dealer. But if he's a thousand miles away, look in most any automobile parts store for "Dupli-Color Auto Spray" touch-up paint. Number DS-FM240 for 1982-83 Ford Motor Company cars is supposed to be a perfect match, and NAPA will mix it for you. Also another Ford color for the tops of the LP tank covers - Plasti-Kote FM8070. To remove plastikote, your auto parts store can get for you Mor-Hyde brand "Tal-Strip II", aircraft coating remover for the polyurethane enamel lacquers and clear coats from aluminum.

PTS9. For owners of trailers with Therm'x Catalytic Heaters, contact Thermal Systems Inc., 2757 29th St, SW, Tumwater, WA 98502 (206/352-0539).

PTS10. Weights for liquids:

Type of Liquid	Lbs. per gallon
Gasoline	6.15
Diesel	7.10
Water	8.30

PTS11. Refrigerator gaskets - if you are told you need a new door because gaskets are not available, first call 800/344-0673. They will ship and you can install yourself (thanx to Hank, #14717).

PTS12. Latest (as of 1994) information on late model grease seals - replacing the "old" ones that had a spring to keep the lip tight is #TCM22933KBN. Note that the number is printed on the neoprene, not the metal.

PTS13. Bearing Numbers; small bearing is A-6 BCA, large bearing is 125580 BCA and the BCA# for the seal is 125520 BCA. Note that parts stores have cross referenced information.

George D. James, Jr., #6425

KENNEDY KWESTIONS

[*Ed. note, This column will be a regular VA feature where VAC members and friends may email, fax or write in their restoration questions and answers. This forum will be offered for specific problems or answers that VAC folks might either have answers for or experiences with. Mr. Tom Kennedy will handle your letters and seek out proper responses.*]

Here is the first of the restoration questions we have received from our readers and friends all over the country. I might add that we got quite a bit of mail relating to vintage Airstreams, and questions about them, after the article in the March 1996 Blue Beret. Many of those responding to that article own vintage Airstreams, but for whatever reason(s), had not heard of or joined the VAC.

Beth Braun (#3374), VAC member from Amston CT. is in need of information regarding the installation of catalytic heaters. Beth is planning to install a new catalytic heater in her 1966 Tradewind, and would appreciate any information she can get concerning both; vented and non-vented models. Any information on this topic that anyone may have out there, can be sent either to me, at the email or regular address below, or directly to Beth (103231.64@compuserve.com) at her email address.

Another question came from a, hopefully, soon to be member, Mr. Toby Pinel of Arcadia, FL. Toby is in the process of a full restoration of a 1948 16' Airstream, and is not certain that the rear bumper on his unit is the original. As Toby indicated to me in a phone conversation last month; the bumper on the trailer now looks more like a section of iron beam, just welded on as

an afterthought. It apparently consists of just a straight section of flat metal stock. We have also referred Toby to the Henry Ford Museum in Dearborn MI where they have a beautifully restored little '48 on display. Any information on this topic can be sent directly to me and will, in turn be forwarded on to Toby. Thank s to everyone for the interest shown so far, and please send any information relating to specific restoration questions (and answers) to Mr. Tom Kennedy, 527 Jeffrey Ave., Royal Oak, MI 48073 (810/435-2814) or email at TKX 045@aol.com.

Tom Kennedy, #4810



THE VAC INTERNET HOMEPAGE REPORT

[*Ed. note, This page/column will be a regular VA feature where our Internet homepage author and coordinator, Mr. Dan Burkhart, will write a summary of the VAC homepage, its progress and the activities observed from on-line activities. Dan was able to get the VAC homepage up and running and deserves full credit for presenting the VAC in such a professional manner. I hope that all our interested members will access the VAC homepage and write to Dan with comments and support. I also want to note that a listing of VAC members with email addresses (who have written and contacted me) is included later in this issue.*]

I am happy to report that the framework for the VAC's internet website is nearing completion. As with most tasks, it seems to have taken much longer to complete than anticipated, but I am sure that it will serve the club well into the future. As it stands, we have a "homepage" which directs the viewers to several different points of interest. There is a photo gallery which will be open to contributions from all members. (Realize that trailers should be included in the shots to keep things interesting). We also offer a classified ad section which will enable members to advertise to the masses as well as VAC members (I am currently twisting the arm of a programmer to donate some time towards designing a system that will allow users to input their own ads directly from the website!). I am expecting that this will be a hot section. There is a section which outlines a calendar of events, with particular attention to the upcoming international rally in Rapid City. This section will also have a printable membership form for prospective members.

I have received lots of supportive e-mail from fellow members who are eager to see our site up and running, and I am very appreciative for their encouragement. I must confess that the delays have been a result of my attempts to design a site that is somewhat autonomous, i.e., updated by users/members themselves.

Finally, I would like to ask all members who have classified advertisements, or images that they would like to place on the site to please contact me so that we can jumpstart this event! To do so please contact me at the following:

Mr. Dan Burkhart
8238 Sugarman Dr.
La Jolla CA 92037
email: protolux@modernhouse.com

For those who want a sneak preview of our website, check it out at,

<http://www.modernhouse.com/~protolux/VAC>

This temporary address is the framework for a very functional site up for review and critique. Realize that this is only the beginning and that it is definitely a temporary address, I should have a permanent home for it in the future. You will also note that there is nothing behind the links yet. Here is where we need member input. Classified advertisements will be a hit so we should solicit those members who are selling to provide me with photographs and e-mail addresses.

Anyhow, let me know what you think, my feelings won't be hurt if you want to make changes, but I think it's a good start.

Dan Burkhart, #14421

VAC MEMBER EMAIL ADDRESSES

Below is the latest list of VAC members electronic mail (email) addresses. This list was compiled by members sending in their address, either through the computer or through postal means. If other members would like to be included in the future, just send me your address. I will continue to print and update this list in upcoming issues until either the list becomes unmanageable or the WBCCI begins to list all email addresses in their annual Membership Directory.

VAC Member	WBCCI #	Address
Baston, Stan	1348	sbastonny@aol.com
Braun, Beth	#3374	103231.64@compuserve.com
Burkhart, Dan	14421	protolux@modernhouse.com
Cooper, Bud	2601	rcooper783@aol.com
Dickinson, John & Linda	3884	76515.2222@compuserve.com
Dix, Frank	30215	fadix@vnet.ibm.com
Funke, Don & Caryl	11893	dfunke@sprynet.com
Grayson, Don	2758	dgrayso@indy.net
Hedahl, Duane	1175	dhdhl@worldnet.att.net

Howarth, Tom	6490	howarth@nrl.navy.mil
Kennedy, Tom	4810	tkx045@aol.com
Le Gresley, Farncomb	4314	farncomb@mail.durham.net
Pierce, Melvin	3724	mpierce@scranton.ctctel.com
Tenewitz, Richard & Diane	6726	diarichie@aol.com
Ward, Handley	234	handleyward@ichange.com

NEW VAC MEMBERS

Below is the latest list of new members.

VAC Member Name	WBCCI #	Trailer
Anderson, LaVeta & Ralph	Friend	'66 17' Caravel
Ashaugh, Merlin & Jo	01536	'71 23' Safari
Bachus, Benton & Ruth	03558	'70 27' Overlander
Banas, Steve & Sandy	Applied	'64 15' Bambi II
Bartholomew, Eric & Heather	Friend	?
Burkhart, Dan	14421	'62 18' Flying Cloud
Burns, Andrew	Friend	'60 22' Safari
Byrue, Robert	06521	'62 26' Overlander
Calistro, Ralph & Pauline	10358	'64 19' Globetrotter
Carl, Gary & Susan	02365A	'73 25' Overlander
Chambers, Clarence & Lila	19327	'65 28' Ambassador
Chandler, Don & Linda	07136	'68 26' Overlander
Cox, Buddy & Carolyn	12310	'69 25' Trade Wind
Cox, Roland & Louise Schrodt	15723	'69 ?
Etgen, Nelson	Friend	'68 24' Trade Wind
Fawk, Douglas & Sharon	05920	'66 22' Safari
Fopma, John & Dineva	01762	'65 20' Globe Trotter
Funke, Don & Caryl	11893	'64 26' Overland'
Gibson, Vada	25093	'63 19' Globe Tro...
Goodwin, Robert & Myrna	04833	'70 29' Ambassador
Hicks, James & Janice	21217	'68 22' Safari
Higens, Orey	Friend	'49 17' (Unknown)
Holloway, Ray & Vera	Applied	'64 18' Caravel
Holman, Norman	01935	'35 (Oldest Known)
Huotari, Chris & Patti	Friend	'3? 20' (Unknown)
Jones, John	07815	'53 21'
Jones, Tom & Cindy	03685	'57 18' Wanderer
Kecht, Erich & Shu-Chuan	07105	'65 20' Globe Trotter
Kesner, Manuel & LaDonna	07879	'67 27' Overlander
LaFond, Jack	Applied	'74 31' Sovereign
Lamouranne, Michel & Caroline	07196	'60 24' ?
Lane, Glenn	26934	'65 26' Overlander
Linton, John & Marilyn	01776	'57 27' Land Yacht
Lochhead, Jim & Ramona	Friend	'68 20' Globe Trotter
Madrigal, Will & Guillermo	Friend	'61 24' Trade Wind
McCalla, Mac & Kathryn Lawson	06719	'58 18' Caravel
McKivigan, Edward & Amelia	02391	'70 29' Ambassador
McLaury, Lee & Sherelyn	07414	'63 22' Safari
Meeker, Tom & Ann	05303	'69 29' Ambassador
Meyer, George & Georgia	07219	'66 30' Sovereign
Mockaitis, Joseph & Karen	Applied	'66 17' Caravel
Moggridge, Bill & Karin	Friend	?
Montgomery, John & Elizabeth	04404A	'84 27' Ambassador
Morrison, W. Howard	Friend	?
Myers, Donald & Mickey	03145	'57 16' Bubble
Newman, Frank & Joan	Friend	'64 26' Overlander

Nieuwenburg, George M.	01268	'68 26' Overlander
Pagliano, Vincent & Rosalind	Applied	'71 31' Sovereign
Parker, Ardene & Robin	08113	'60 22' Safari
Paul, Leonard & Virginia	Applied	'64 17' Bambi II
ayton, Dorothy & Erick Gilson	18997	'60 18' ?
Phillips, Donald & Patience	08541	'66 20' Globe Trotter
Phipps, Floyd & Evaline	30570	'64 17' Bambi II
Potter, Jere & Jane	01877	'64 22' Safari
Rankin, Wayne & Claire	04969A	'78 31' Excella
Reed, Max & Sue Ann	07089	'60 21' Land Yacht
Reed, Tom & Corinne	10283	'63 24' Trade Wind
Rice, Jerrold & Patricia	02621	'39 20' Clipper
Roest, Jan & Agnes	06537	'62 20' Globe Trotter
Ryner, Peter & Gail	Friend	?
Sadich, Stan	05763	'68 27' Overlander
Saunders, Ken & Jo	06262	'62 26' Overlander
Schirado, Eugene	03636A	'78 31' Excella
Schumaker, David & Mary	21357	'65 17' Caravel
Shaw, Jack	01564	'71 21' Globe Trotter
Shone, Frank & Dorothy	03730	'63 23' Land Yacht
Skadden, John & Rosalyn	03599	'69 23' Safari
Smith, Ed & Rita Personett	02417	'49 21' (Unknown)
Spencer, Mike & Rhoda	14180	'57 16' Bambi
Sturdevant, Gene & Dolores	09407	'70 31' Sovereign
Tenewitz, Richard & Diane	06726	'68 30' Sovereign
Thomson, Jacqueline	10164	'65 26' Overlander
Trettin, Richard & Linda	01122	'69 27' Overlander
Turner, Ed & Wendy	Friend	'56 16' Bubble
Vandenberg, Phillip & Laura	Friend	'67 17' Caravel
VanHorn, William & Rhonda	00020	'60 28' Ambassador
Webber, Glenn & Dot	06995	'64 16' Bambi II
Wiegart, Robert & Analda	05886	'67 28' Ambassador
Wiley, Steve & Ana	Applied	'60 22' Safari
Wood, Larry & Jean	05925	'61 16' Bambi

1965 22' Airstream Safari, \$6,000. All systems recently serviced, 805/564-3002.

1968 28' Airstream International Ambassador Land Yacht, \$5,000. Prototype for the Franklin Mint model. Excellent condition, inspected and on the road every year, easy tow with car (hitch weight of 425 lbs.), rear bath, twin beds, two closets, Magic Chef stove and oven, new tires, air conditioning, hot water heater and awnings, color television built-in. Frank Dix, 5505 North Ocean Blvd., Richmond Apt. 102, Ocean Ridge, FL 33435, 407/737-3505 or 717/774-1632.

1969 18' Airstream Caravel, \$3,500. Good condition, new shocks, inverter, battery, drapes, tires, electric jack, brakes, wheel bearings. Everything works. Jack Hulton, 223 Ridge Road East, Grimsby, ON Canada L3M 4E7, 905/309-0124.

TRAVEL TRAILERS WANTED

1960's or older, approximately 20' Airstream,

For Karin and Bill,
It would be a thrill
To find a genuine Airstream

They've seen in the books
those classical looks
(the sixties or older they mean)

Now Karin is neat,
So around twenty feet
Would give enough space, it would seem

Please give them a call
If you can help them at all
To fulfill a lifelong dream!

(Bill and Karin Moggridge, 979 Lincoln Avenue, Palo Alto, CA 94301, 415/326-6023).

AIRSTREAM PARTS WANTED

Looking for a rear battery hatch cover for a 1968 28' to 30' Land Yacht. Ours blew off on the road during the big February Northeast windstorm. Richard and Diane Tenewitz, PO Box 267, Mt. Tremper, NY 12457, 800/283-2255 pin 11746.

Looking for an "OVERLANDER" plaque to rivet to the side of my trailer by the door (the model name one, such as Safari, Bambi, etc.). When I got my trailer last year, it was missing. I have 1/2 of it in a drawer in the trailer. Melvin Pierce, Rt. 2 Box 15A, Scranton, ND 58653, 701/275-8291.

CLASSIFIED ADVERTISEMENTS

TRAVEL TRAILERS FOR SALE

1930's or 40's? Airstream Clipper, \$?. Mr. Gamble, Pine Mountain, GA, 706/663-2714. This information is being forwarded from Mr. Don Grayson (#2758) based on seeing this trailer during a recent trip. The date and price of this trailer have NOT been verified.

1963 19' Airstream Globetrotter, \$12,500. A classic, one of less than two hundred made. B++ condition. Very rare with original Airstream Lifetime Warrantee. Serious inquiries only. Ward Bayly, 1746 Olive Avenue, Santa Barbara, CA 93101, 805/569-5896.

1964 26' Airstream, \$2,300. Good condition, new LP gas tanks and draperies, twin beds, roll-out awning, leaps four with pull-out couch. James and Barbara Riddle, 7515 Holiday Road South, Jacksonville, FL 32211, 904/724-1861.

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 (am interested in vintage Airstreams but 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
Mr. Duane C. Hedahl, VA Distributer
2225 Ninth Avenue, South
Great Falls, MT 59405



CLASSIFIED ADVERTISEMENTS
2024/11/14 10:58 AM
10/10 or 40's Airstream...
Pine Mountain, GA...
being donated from Mr. Tom...
on seeing the trailer during a recent trip...
prior to the trailer have NOT been...
1001...
one of last year's...
you have with original...
serious inquiries only...
Airstream...
1964...
has two beds...
out couch, James and...
Road South Jacksonville, FL...
8214, 804-754-1861

