



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

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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 VA welcomes contributions of letters, articles, photographs, news items and classified advertisements, however, their publication 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

The following remarks were made subsequent to the installation of the 1996-7 Vintage Airstream Club (VAC) officers by WBCCI First Vice President (and now President) Norman Hewer at the VAC's general meeting on June 26, 1996:

Developing the focus of each year's administration of the VAC is one of the responsibilities of the incoming president. With the VAC being a young IntraClub of the WBCCI, there have been just three groups of officers, with three presidents, who have served up to this point in time. Each of them has brought a special emphasis to their year at the helm that has benefitted the club significantly.

Bud Cooper, of course, is the person without whom there would be no VAC. It was he who brought the idea of a club of vintage Airstreamers' to life and who, as our first president, provided the initial energy and direction. Much of the

structure and activities that you see on this year's program began with Bud's creative work at the beginning.

Following Bud's term as president, Stan Baston took on the important task of building on the initial work that had been done by developing a structure that can be employed by succeeding administrations as they take on the job of leadership.

During the past year, Bob Brubaker added another important dimension - the one of integrating the VAC into the fabric of the WBCCI. Through his intimate involvement with the WBCCI leadership, Bob has been able to ensure that the VAC is an IntraClub that the WBCCI leaders think of early and often when the parent organization's activities are planned.

Throughout the Vintage Club's short history, the enthusiasm and energy of its leaders have contributed tremendously to its growth. Today, more than 450 members attest to something remarkable having happened within WBCCI. It is not only an idea whose time has come, but it is also an endorsement of Airstreaming as a lifestyle that has staying power in its more or less original form. This is important when you consider the changes taking place in RVing today, with the addition of state-of-the-art technology making the RV lifestyle one of considerable ease and comfort. Apparently some of us are looking for something different when we hit the road than what we already have at home.

What I will try my best to do during my year as the VAC's president will be, with your help, to generate even higher levels of "esprit de corps" within the IntraClub's membership. I would like the key words of "pride in" and "pleasure from" belonging to this outstanding

Intra-Club to immediately come to mind when anybody, member or not, thinks of our group. We all have to contribute something toward meeting the expectations of those who have chosen to join us. Anybody who accepts the honor of being the Vintage Club's president has an obligation, I believe, to work as hard as he or she can to fulfill those expectations. That means listening and responding to members' concerns and it also means seeking new ways to make the VAC's presence felt in the WBCCI. I will do all that I can to fulfill your wishes and to earn your support in the year ahead.

Before sitting down, I just want to express my appreciation for the work of some dedicated people during the past year. First, the **Vintage Advantage** has reached a new level as our club's newsletter. If you haven't already done so, be sure to read the May issue, you will be glad you did.

Second, Bud Cooper continues to serve at a level that is much higher than we have any right to expect. This year he is serving as our Rally Chairperson for this International Rally, as the Steward for the Concours d'Elegance, and as the caravan leader for the just completed Wagon Wheel Ways Caravan. Thank you, Bud, for all that you do.

Third, we have indeed been fortunate during the past year to have Bob Brubaker as our president. Bob has been instrumental in promoting increased visibility within WBCCI for the VAC through his simultaneous service as our president and as chairperson for public relations of WBCCI.

There have been others, of course, who have given of their time and talents for the VAC. To all of you, I can only express sincere appreciation.

I look forward to the year ahead as the VAC president. I will also need all the help I can get, so if you hear from me about a job that needs to be done, please say yes.

Thank-you.

Dick Mumma, #4333



THE EDITOR'S DESK

I must start my comments of this issue with apologies for the late arrival of this VA edition (Yes I know its September and this is the August issue!). Although I was not able to attend the International Rally

this year, I too have been on the road with the Airstream while traveling for work. Typically when I need to travel for work, I use airplanes, rental cars and hotels and am alone. However, with school out in the summer, I was able to load up the family in the van back up to the Airstream (affectionately known as M Flying Cloud) and go onwards! Even though after we reach our destination I have to go to work every day, my wife and children have a ball! And as many of our members have experienced, traveling in a Vintage Airstream is always fun.

In this issue we have continued to receive some great articles and contributions. I am especially pleased that we had multiple reports from the International Rally and Wagon Wheel Ways '96 Vintage Caravan, complete with photographs. This type of reporting lets those of us who could not attend feel more involved. Those whom were fortunate enough to attend should also enjoy the recaps from different perspectives.

This issue continues with Part II of the Bowlus history. The ongoing saga now relates the efforts of Charles Lindberg to those of Harvey Bowlus.

Our classic close-up this month features the 1937 "Grand-Dad" Airstream Clipper trailer presently located at the Airstream factory in Jackson Center. Our new First Vice-President, Mr. Clyde Wagner (#8441), did this editor a great favor by acting on special assignment and driving over to the factory, photographing "Grand-Dad" and obtaining a copy of the 1937 Airstream sales brochure. The photographs show distinct differences between this 1937 trailer and the Danahers 1936 trailer featured in the February 1996 VA (Volume III, #3). Parts of the catalog have been reprinted in this issue to gain further vintage insight. We will continue with reprints from this brochure in upcoming issues.

Again I must plead our readers and members to come forth with other 1930's Vintage Airstreams. Before I begin featuring Vintage trailers from the 1940's, we should try to exhaust the 1930's. I know for a fact that there are at least two other 1936 trailers in existence. It would be nice to locate these and feature them before we commence forward. To know where we are, it is important to know where we've been so please send in information on those '30's!

We have also included a photograph and discussion of another trailer in this issue. It is a 1951 Cruisette that is one of the smallest Airstream trailer ever made (although the 1937 shows even smaller Airstream trailers that were not aluminum skinned).

Other notable favorite authors have again contributed to the VA. Included are Don Grayson with a technical article on epoxy repairs and George James Jr. ("By George") with more George notes including a lengthy listing of parts sources. Our regular columns, Kennedy Kwestions and the VAC Internet homepage, have also been included with new updates.

So, without further ado, enjoy.....
(and keep sending in those contributions, letters, etc!).



LETTERS

"The VAC Library"

As the new VAC librarian, I am trying to fill-in our Airstream "manuals" inventory. I have received a few resulting from a request that was published in the recent *Blue Beret*. I would like to put out the call again in this VA issue.

We have copies of manuals from 1962 through 1972, with the exception of 1963 and 1968. I have been getting requests for manuals older than 1962, so if we could appeal to the VAC membership to make a copy of their older manuals (or loan them to the VAC library for a few days so that I may copy them), the library will be most grateful. One of the problems that we have is that in some years the manuals were quite specific as to the model and length, yet in other years the manuals were more general and covered all lengths. For instance, we have a manual for the 1962 Bambi, but nothing for other models or lengths of that year. It may be near impossible to get all manuals for all models and lengths, but if we could get one manual for each year it would help; this is certainly better than no manual at all.

I would also like to get copies of any sales literature that people may have - specifically specifications, floor plans, features, etc. We have some of this but it would be great to have more.

Also note that the library has copies of all the issues of the *Vintage Advantage*.

Noland Vogt, #447
VAC Librarian
447 Maple Way
Woodside, CA 94062

"Long time Vintage Airstreamers"

I am a member of the VAC and the Akron Ohio Unit. I am writing this letter in response to the invitation to tell of older Airstreams.

Our first hardtop travel trailer was a 1956 26-foot Overlander Airstream purchased used in 1965. We were the third owners where all three lived in the Akron area. The trailer was serial number 07170, single axle,

twin beds, rear shower and toilet, sofa bed across the front and no dining table. It was not a self-contained travel trailer since it had no holding tanks, had an electric/block ice refrigerator, had an electric hot water tank, a galvanized fresh water tank that required air pressure to get water. When there was no pressure, it was necessary to pump air through the tank valve. The stove had four burners, an oven and a wall furnace that worked on convection heat. There was a double stainless steel sink and lots of storage including two wardrobes. Blond wood and a little green speckled paint finish inside and the 13 orange peel heat treated aircraft aluminum exterior that can survive even severe hail storms without denting!

I added a holding tank myself as well as an Airstream store hanging cot (the one with thin cables extending from the ceiling) to accommodate our third child. My wife and I slept in front with the three kids spread out among the rear twin beds and the cot. We added a drop-leaf table for dining. We would just turn it upside down when towing.

We pulled that trailer for 15 years when we finally tied it down next to the ocean in Kitty Hawk, NC, where we retired. It is still there and usually except for towing. Our two youngest children used it during summer vacations while going to college and working at the beach. When we traveled, I always tried to get electric sites and would buy block ice while towing. The trailer served us well and was quite a move up from tent trailers ("pop-ups") of that time.

After leaving our 1956 at Kitty Hawk, we bought a used 1969 18-foot Airstream travel trailer in 1977 (serial number 018D9J181). Since the children no longer traveled with us, the small trailer served us well for short trips. We still have it for hurricane evacuations.

I bought a 1966 24-foot Airstream Tradewind that I am working on as the previous owner (one of many) liked to tear everything out and reinvent a mess. I hope someday to have it back to normal.

This makes us the owners of three vintage Airstreams and WBCCI members for 30 years. We have many fond memories.

Tom Halfhill, #1619

"Toaster"

While camped at Bismarck Lake National Forest, near Custer, South Dakota (pre Rapid City International WBCCI Rally), an eleven year old fellow camper came over to us. He informed us that our Bambi Airstream travel trailer reminded him of a Sunbeam Toaster. His point was well taken. Our first post war toaster was a Sunbeam and it was pure *Vintage* when it was discarded!

Kenneth and Ardelle Howe, #9791



VAC ANNOUNCEMENTS

VAC Activities at the Region IV Rally

In news that was received only one week after the last issue of the Vintage Advantage, much VAC fun was reported at the Region IV 20th Anniversary Rally.

The Rally took place from 1 to 5 May at the Lorain County Fairgrounds in Wellington, Ohio. Vintage members in attendance included the following: Forest and Jerri-Ann Bone (#22718), Bud and Bettye Cooper (#26019), Orlando and Erie Cruset (#13793), Doug and Sue Kalmbach (#5611), Bettie Tanner (#10712) and Clyde and Ellen Wagner (#8441).

Although the feeling of rain was about, it held off for the two hours of VAC open house. The open house brought in over a hundred interested visitors who seemed to enjoy the vintage trailers almost as much as we enjoyed showing them off. The number of attendees accounted for over one fourth the number of Rally participants while the other folks were likely attending some of the outstanding tours and activities that the Rally staff had scheduled.

The area newspaper ran photographs and a story about us which resulted in many local people visiting the Rally with several folks mentioning their VAC interest.

Ron Paugh (#262), the Region IV President, suggested we have a polishing demonstration during the 1997 Region IV Rally. Bud Cooper again agreed to conduct the demonstration so plan on attending in 1997! We hope to see you all there with more Vintage participation.

Clyde H. Wagner, #8441

Club dues were 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

New VAC Officers

The VAC officers elected and installed at the VAC general meeting held at the Rapid City WBCCI 1996 International Rally are the following:

President	Dick Mumma, #4333
First Vice-President	Clyde Wagner, #8441
2nd VP	Forest Bone, #22718
Nominee for 97/98 2nd VP	Tom Reed, #10283
Past President	Bob Brubaker, #2501
Treasurer	Ed Stanley, #21491
Recording Secretary	Marianne Pruitt, #6667
Technical Secretary	Bud Cooper, #26019

Dick Mumma, #4333

Bert Kalet wins Founders Award

The September 1996 Blue Beret reports that VAC club member Dr. Bert Kalet (#6957) will be awarded the WBCCI Founders Award at the 1997 WBCCI International Rally in Huntsville, AL. The award to Bert is for recruiting over eighteen members to the WBCCI in the past several years. Also reported is that Bert has been elected to the post of President of the Full Timers Intra-Club. Congratulations Bert!

Thomas R. Howarth, #6490





IN THE NEWS

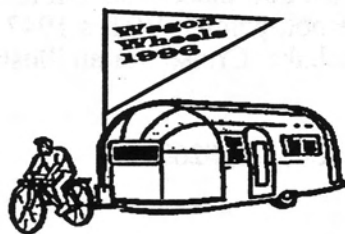
Interesting Tidbits about Vintage Airstreams

Disappointedly there was no reported news stories concerning Vintage Airstreams for this issue of the VA. Let's open our ears, eyes and minds to look around and report stories about Vintages. This means if you see news concerning Vintage Airstream models, television or print or radio commercials, etc. are welcomed and desired. I also have still not heard from any of our members about whether a Vintage Airstream truck camper truly exists (however, I did see an Avion 13 stripe truck camper at Tri-Lake Airstream Park in Berkeley Springs, WV last month!).

COOP'S CORNER

Region 4 Rally from May 1 is a success -

Clyde Wagner, Chairman of Vintage activities, used his own house and yard as a gathering point. Four trailers arrived in pouring rain and were soon joined by two others at the rally site. The response to the open house was remarkable. The Cleveland Plain Dealer published a photograph with an accompanying article of fifty column inches. The next two days there was a steady stream of visitors, most of them from outside the club. Nice going Clyde.



Wagon Wheel Way Caravan survived by 23 -

Arriving at the assembly point 6.5 miles South of Wall, SD, there was one universal reaction. Virtually every member was struck by the beauty of the place. Parked as they were, on a grassy bluff overlooking a choice part of the badlands, several suggested that the caravan be canceled so they could just stay there. It struck many people that to go sight-seeing was a contradiction in terms, since the most lovely sight imaginable was right at our doorsteps. Nevertheless, most did venture forth to see more badlands, the paleontological dig, the towns of Scenic, Wounded Knee, and Wall Drug. Most reported the food was "not

too bad." The ladies did not have to prepare a single evening meal because of the following entrees: spaghetti, Baron of beef, roast pork on a spit, chuck-wagon, baked fish and fried chicken.

Committees worked hard (but not continuously) at parking, de-parking, sanitation, and food. The work on a caravan isn't supposed to be a burden, but a certain amount of work must be done so the caravan functions like a machine. This caravan functioned well and the workers get the credit. The purchase of a 12 volt DC sound system, expertly set up by Don Grayson, facilitated the meetings immensely.

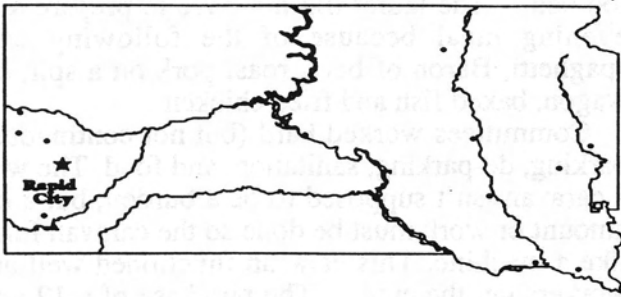
The second parking place, Lake Sheridan, was a wooded glen deep in the Black Hills. The cool shaded surroundings were in sharp contrast to the starkness of the first site. The proceedings were marred one night when cruel bandits held up the bank in Hill City. No one was hurt, though, except one of the actor who took a nasty fall and limped off to his house. The nice part was the surprise lemonade stop. The final stop was a commercial camp ground at Spokane Creek where everyone had a chance to service their trailers and shower in readiness for the rally.

June 21 happened to be the Cooper's 50th wedding anniversary. They were astounded when Dick Mumma, speaking for all 22 members, presented them with an elegant 24" by 30" print to celebrate the event. Somehow they carried it home without damage. Its theme is Airstreams, and it now hangs in Coops' office. The caravan split into two groups for the return trip to Rapid City. Six adventurous souls elected to go by way of the pig-tails. This route contains four tunnels and steep spiral descents which circle round and round for 720 degrees. All attendees received a plaque stating that they had "survived" the first Wagon Wheel Way Caravan.

Leaders were Bud and Bettye Cooper with assistants Dee and Don Perry. The officers would welcome a stout hearted volunteer to lead a similar caravan tour into the 1997 Huntsville WBCCI International Rally.



President Dick Mumma and Peter Faber hold a large etching which they have just presented to Bud and Bettye Cooper on their fiftieth wedding anniversary. Bud has his arm around Bettye.



Rapid City Rally breaks all Vintage records -

Three significant firsts brand this rally as the best ever from a VAC standpoint; 1) 42 trailers caravanned into the rally site on June 25, the biggest Vintage entry ever, 2) This caravan was the largest single caravan to enter the rally and 3) 47 vintage trailers were parked together, the most we have ever had.

Treasurer and Membership Chairman Ed Stanley announced at the board meeting that we then had 450 members (closer to 470 now).

Though rain and mud plagued the early workers, all of that had dried up before the general membership arrived. Both the parking and the facilities at the civic center were very adequate. Complaints were rare.

Twenty-five Vintage Airstream trailers entered the Concours d'Elegance. Winners were:

Best in Show	T&C Reed (#10283)
Reserve	C & E Wagner (#8441)
Reserve	J & E Benak (#2242)
3rd	C&L Mitchell (#1100)
Members Choice	Roderigues (#13213)
Reconstruction	D& P Phillips (#8451)
Battle Scar	R&J Brubaker (#2501)
Oldest in Show	R&J Brubaker (#2501)
Best Towcar/Trailer Combo	T&J Nowell (#1962)
Reserve Best Combo	Hunt/Baker (#17792)

An innovation this year was the addition of a members choice award. Each vintage attendee receives one ballot. Members can then vote for whichever trailer they think is the best. Judges were: Jack Weems (#16191), Fred Bell (#9353) and Ruth Hughes (#12859). There is little doubt this was the toughest field we have ever had to judge. The general quality was exceptional, and the trailers spread far apart. In the 100 degree F heat, the judges especially appreciated the lemonade stand set up by Danielle Gagne and Johana Pierce. They received appropriate certificates of appreciation.

The breakfast at the Elks club was attended by 104 persons, each one enjoying themselves immensely if one

is to judge by the general hubbub.

The informal 4 o'clock meetings continue to be very popular. This Rally they featured impromptu awnings tied between vehicles and strung over props to ward off the sun. Particularly popular was the music provided by Leon and Sue Hadley, not to mention Rich Tenewitz and Joe Benak. Officers are considering the possibility of a tent for Huntsville.

Katherine Niblock Teen Queen entrant -

Daughter of Fred and Ann Niblock (#22244) of Ellsworth AFB, Katherine competed for the honor of being chosen International Teen Queen. We all wished her well because she comes from a Vintage family.

Jerry Berg survives near-fatal accident -

Jerry (#9656) sends greetings saying he is now on the mend, is paying his dues, and plans to be at Huntsville next year. He was hit while crossing the street in Florida, breaking both legs, and causing assorted other damage as he flew through the windshield. He was air-lifted to a hospital where he regained consciousness. After long hospitalization, he reports that he now is gaining the use of his legs.

Ray Sugés receives hip -

Dolly (#3050) reports satisfactory progress after long delayed surgery.

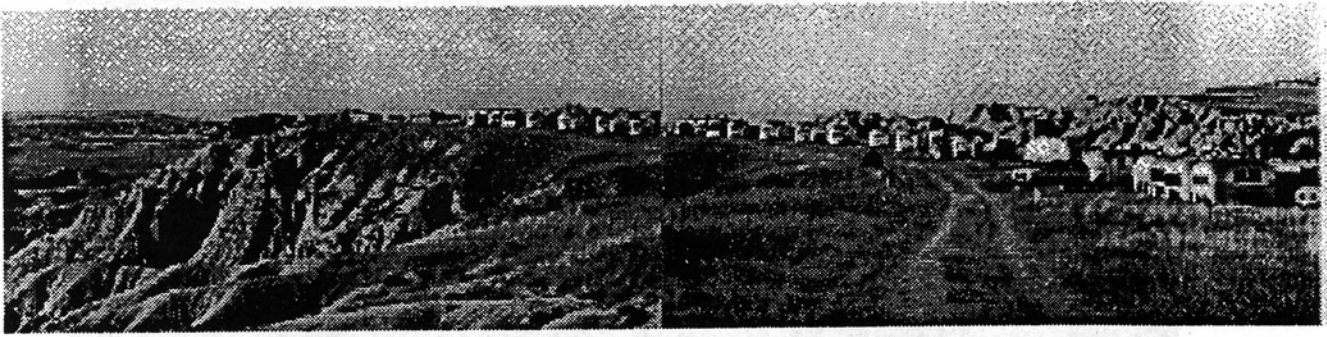
Walter Overgaard is illustrated-

Walt (#1107), the owner of several Airstreams a vintage cars, had the honor to have two of his possessions included in a new children's book "Someplace Else." The book, written by Carl P. Saul, is about a Mrs. Tillby who gets an older Airstream so that she can visit new places and still feel at home. The artist, Berry Root, painted Walt's 1947 Airstream and his 1964 Studebaker Cruiser for an illustration.

Rutherford L. Cooper, #2601



1996 WAGON WHEEL WAYS VINTAGE AIRSTREAM CLUB CARAVAN



This panorama shows 24 trailers parked on the Wall. The town of Wall, SD, gets its name from this formation. [Photograph by R. L. Cooper, #2601]

“Impressions of Two Vintage Caravanners”

Bud Cooper's report on the Wagon Wheels caravan appears in his COOP'S CORNER report, however this write-up is the impressions by two participants on the inaugural Vintage Airstream Wagon Wheel Ways caravan. As our caravan leader, Bud was the person most responsible for the success of what all of those who participated agreed was a ground breaking activity for the Vintage Airstream Club. His report provides the information that one expects from a caravan letter, but what it does not include are the kinds of anecdotes that only those whom were not burdened by responsibility for the caravan success can make. This report will attempt to add that dimension.

Upon arriving at our rendezvous six miles South of Wall, South Dakota, we knew that we were in for a unique experience. The site was situated on the edge of a grasslands plateau overlooking a landscape of breathtaking dimensions. The scene consisted of steep canyons, sharp ridges, gullies, spires and knobs that have come to be known as the Badlands because of the difficulties encountered by people faced with the task of crossing that terrain.

Highlights of the four days spent in this place of scenic splendor included: 1) the sighting of several members of our group greeting the sunrise over the Badlands, coffee cups in hand; 2) a dramatic light display in the western sky, courtesy of an electrical storm over Rapid City, followed by the most spectacular starlit sky ever experienced by these two reporters; 3) two outstanding feasts prepared by local chefs, one a side of beef and the other a pig roast; and 4) daily gatherings of the caravanners at which stories were swapped and friendships were made.

Among the sights seen by many in our group were buffalo grazing at the roadside, villages of hundreds of prairie dogs, beautiful county side through the Black Hills enroute to our second site at Lake Sheridan, and the always impressive sight of an Airstream caravan going down the road. What made this particular caravan even more exciting was the vintage character of our group, appearing much as did the caravans of thirty or forty years ago. Given the fact that dry camping was the order of the day, we had the feeling that Wally Byam would have approved.

It became clear early during our trip back in time, and was even more evident as the caravan progressed, that the success of such a venture is possible only when there has been effective preparation and leadership. Bud and Bettye Cooper and Don and Dee Perry provided that leadership to an exceptional degree. All members of the caravan did their part to contribute to a great experience, but it was our leaders who really made it happen.

Ruth and Dick Mumma, #4333

The pig has been roasting all day. Various members hung around to watch, to sniff, to help and to hinder. At last, with the help of three husky men, the spit has been removed and the feast is about to begin. [Photograph by R. L. Cooper, #2601]





Betty Cooper, dressed in pioneer costume, greets the new arrivals at the Wall on opening day.
[Photograph by R. L. Cooper, #2601]

"Another Caravanner Viewpoint"

"Six point five miles South of Wall, South Dakota, look for a sign Cooper's instructions said", I muttered. We were now six miles South of Wall and all we could see was waving buffalo grass. I was hoping that the sign was from Wally Byam, but after towing our little 24 foot, 30 year old vintage trailer over a thousand miles, I was ready to look to the heavens for a sign. "Six point five" my wife announced, and on cue a small red and white Wally Byam sign pointed left into the tall buffalo grass. Abandoning caution I popped the Suburban into low and swung the wheel left. Opening up before me were two little tracks leading down to ford a dry stream and then up a hill. We crawled along this little "road" for half a mile or so when it swung to the left, but a little WBCCI sign pointed bravely straight ahead up the hill, bent grass attesting that we were not the absolute first to pass this way. After another half mile of following the bent grass trail up the hill it began to curve to the right. I was dutifully following it when my wife screamed "Look out!" Looking to the left was nothing. We were on top of the famous Badlands Wall, a cliff of some 150 to 200 feet stretching nearly a hundred miles to the South, and ahead was our Vinta camp. "Gimme a flat pull-through spot with water, sewer and a 30 amp hook up" I said. "Well, we can give you a pull through", they said, "About a thirty mile pull through" and we were there.

Our parking spot was nothing short of spectacular. Twenty feet from our front door was the top of the Wall. In every direction was horizon, some of the Badlands, some of the Black Hills, and some of a sea of buffalo grass. We stayed four days, taking short tours in various directions. One day we took the famed Bad Lands Loop road and found it disappointing compared to our spectacular caravan site. Another day we visited the "pig dig," an archaeological site deep in the hills where University of South Dakota students were excavating prehistoric pigs. One night we had our own pig, roasted all day and served for supper, another night we had a "Baron of Beef". We ate well.

All too soon we moved on to our next site, taking the famous Sage Rim Road. This road followed the edge of the "Wall" and eventually worked its way down to the bottom. The road was gravel, with speeds ranging from 15 miles per hour up to 30 MPH. On our way we passed buffalo, prairie dog towns, deer and antelope. Our noon time stop was the little town of Scenic, consisting of the Longhorn Bar, Longhorn General Store and Longhorn Gas Station.

We eventually arrived at our second campsite on a small lake deep in the Black Hills. For the next few days we toured the area, taking in sites such as Mount Rushmore, Crazy Horse, the movie set of "Dancing With Wolves," gambling towns like Deadwood and mining towns like Lead.

Our third pull was through secondary roads up a canyon to a grassy campsite along a stream. We then took tours along the Iron Mountain Road, famous for its "Pig Tail" turns and bridges, tiny, tiny tunnels that frame Mount Rushmore in the distance, and the Needles Road, famous for its towering needle-shaped rock formations.

Our last pull was to our Rapid City pre-rally assembly point where our 25 Wagon Wheel Ways Caravan trailers were met by an additional 17 Vintage Airstreamers for a total of 42 vintage trailers. We were even joined by Dr. Holman's 1935 Wally Byam kit trailer, one of the very earliest in the Airstream line.

At one o'clock, flags flying, we made our parade lap into our parking spot of honor at the head of the 1996 Silver City, the largest caravan to the International Rally.

Don and J'nann Grayson, #2758



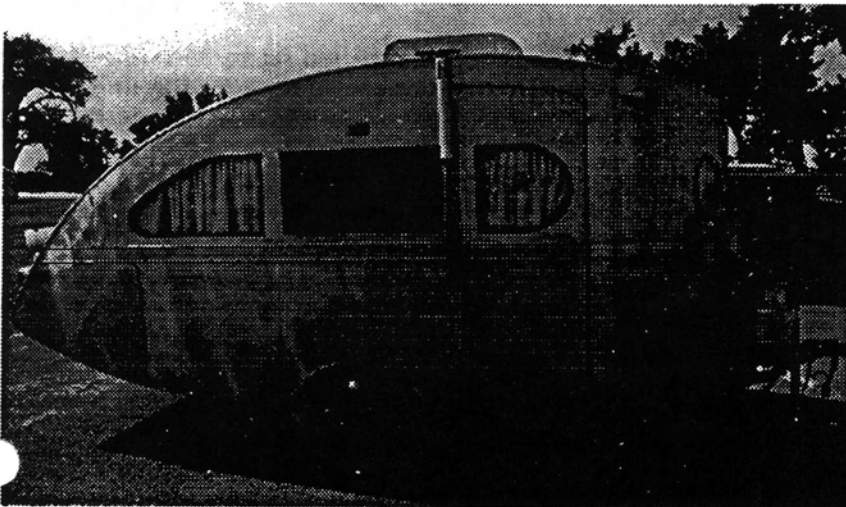
VAC ACTIVITIES AT THE 1996 WBCCI INTERNATIONAL RALLY

This has been the best attended Vintage Airstream Club Rally to date. We had forty trailers in the Tuesday, June 23rd parade entering the rally site, which was the largest caravan into the 1996 Rally. Our parking area at the Rally was right up front just west of the main entrance to the Rally. When Vintage trailers came into the Rally after the June 23rd opening, the WBCCI Parking Committee cooperated and parked the trailers in the Vintage area. By the time the Rally officially started on Thursday, we had fifty Vintage trailers parked in the VAC area (there was a total of 91 members among the fifty trailers). A record attendance was similarly recorded at the general membership meeting on June 26th.

There was no recording of the number of open house attendees on Tuesday, July 2nd, however, at our trailer we had a continuous stream of visitors from the start at 1 PM to the end after 4 PM. My impressions were that the Concours d'Elegance Judges had a difficult task evaluating all the trailers. This is because I managed to visit each of the competing trailers and, although the exteriors may not have shined to the degree of the final winners, I was impressed with the excellent condition of all the interiors. However, I agreed with the Judge's selection of Tom and Corinne Reed's trailer for Best of Show since on the morning that we were parked on the Rapid City Elks Club lawn prior to entering the Rally, I awoke at 7:15 AM and saw Tom polishing the wheels of his trailer!

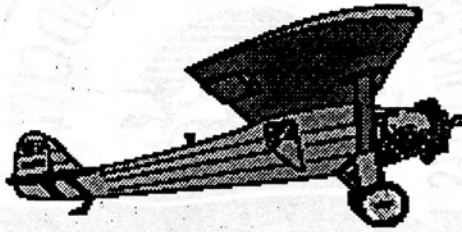
Lorraine and I had an enjoyable time at the Rally. We met many friendly Airstreamers, local residents and visitors at Rapid City. Perhaps the best thing that the VAC has accomplished is that now when we travel with our 1967 Caravel, strangers no longer say what a cute little trailer we have but instead say "that is a beautiful Vintage trailer!"

Ed Stanley, #21491



This trailer is the oldest known Airstream and it led the VAC caravan into the International Rally. The do-it-yourself "Torpedo" model was built and is still owned and maintained by Dr. Norman Holman of Ozark, AL. During the Rally, Dr. Holman was made a honorary member of the VAC. A full description of the history and particulars of this trailer were featured in the May 1996 (Volume III, #4) VA Classic Close-Up. [Photograph by R. L. Cooper, #2601]

[Ed. note, This is the second installment of research into the contribution of William Hawley Bowlus to the Airstream trailer. This historical recant is being presented in the *Vintage Advantage* in five parts; Introduction (printed in VA May 1996 issue), Lindbergh and The Spirit of St. Louis (this issue), 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.]



THE AIRSTREAM STORY, *The Missing Chapters*

PART II

By the merest accident in early 1926, Charles A. Lindbergh went to the movies. While there he saw a news reel about a Sikorsky Tri-motored biplane being readied to compete for the Orteig prize, a cash prize for the first person to fly the Atlantic from New York to Paris. Nobody's fool where flying was concerned, Lindbergh saw something that others had missed. The hulking behemoth which he had seen on the screen was not the logical choice. Something smaller, lighter and swifter was more appropriate. Since graduating from college, Lindbergh had done nothing but fly. Little wonder that he had special insight into this challenge.

Calling on friends and business acquaintances, Charles quickly convinced them that the \$25,000 prize was ripe for the picking, and that with him piloting a small plane of his own design, they could turn a handsome profit. Besides, the prestige of America was at stake here. Bear in mind, two Americans, the Wright brothers, had invented the airplane in 1903. Yet in 1916 the U.S. Army did not have a single competitive plane with which to fight the Germans. Our own fliers, such as Eddie Rickenbacker, were given French SPAD's to fly. How embarrassing! It was therefore urgent that the United States should reestablish her air supremacy at once.

Hampered by the fact that he was still working full time as an airmail pilot, Charles set out to find a suitable manufacturer for a plane which he would specify. After spending the winter of 1926 to '27 searching, it became apparent that each of the prominent American aircraft manufacturers was already committed to produce a plane for one of the other contenders (there were five serious contenders plus more abroad). Therefore, if anyone could be found to make a plane at the right price, and then do so promptly, it would have to be an unknown. Was there any such company?

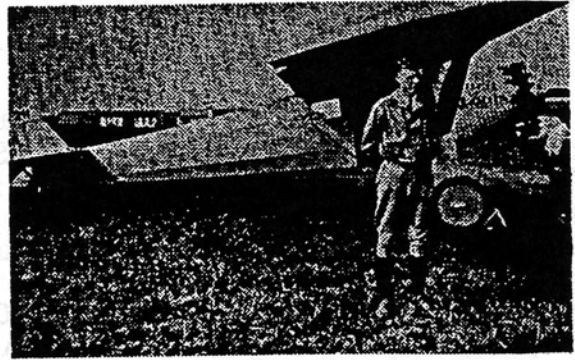
There were other problems. The Orteig prize had been established in 1919, and would soon expire in 1926. Would it be renewed? The newspapers said yes, but would it?

In the fall of 1926, the giant three-engine Sikorsky, piloted by Fonck, a Frenchman, was ready to fly. On September 20th, loaded with 2380 gallons of gas, four men, a bed, and croissants, the giant plane sped the length of the runway never to become airborne. Moments later it broke apart in the rough ground. Several were injured. Perhaps Lindbergh was right.

At last Charles turned his attention to a little known firm in San Diego, California, called Ryan Aircraft. The owner/manager, Franklyn Mahoney, had just bought out his partner, Ryan. Their finances were fragile to put it mildly. The factory manager, William Hawley Bowlus, who went by the name Hawley, boasted that they designed their planes using "finger-tip aerodynamics." This was not a high-technology company, though Hawley himself proved to be a man of many talents. After an encouraging telephone contact, Lindbergh flew to California, and after two days of talks was able to call his backers in New York and report that a tentative agreement had been reached. Ryan was able to get delivery of the exact model of the Curtiss-Wright engine that he had specified, and by merging parts from the M-2 and the Broughm, two models they regularly built, they felt they could deliver a plane in 60 days. The price of \$10,500 was right. The fifteen backers immediately agreed, and insisted that Lindbergh quit his job as air-mail pilot and devote his full time to getting the plane ready. Charles agreed and in 24 hours the specifications were ready.

Lindbergh didn't even know with certainty how far it was from New York to Paris. So, Lindbergh and Don Hall, Chief Engineer, drove to the library. Going to the globe they measured the great-circle route with a piece of string and found it to be about 3500 miles.

**Charles Lindbergh in front of The Spirit of St. Louis.
[Photograph from August 1996 Popular Mechanics]**



Ryan Aircraft was a small company and everyone was eager to get this plane done on time. If all worked out, it would be a big win for Ryan Aircraft. This enthusiasm provided some exciting moments. Ten feet had been added to the wing of a standard model in order to lift the necessary 425 gallons of gasoline. This was the longest wing they had ever built. Certain components such as wings were built on the second floor of a converted fish processing plant. When it came time to move it, it would not go through the door. This necessitated placing a box car in an adjacent siding so that the wing could be carried out on its roof and transferred to the ground.

The same wing, when it was on the finished plane, refused to pass through the hanger door until the plane was hoisted up at a crazy angle. This was April 15th, and the plane was ready for flight tests on the 28th of April.

It had been hectic. Both Don Hall and Hawley Bowlus had at times worked 42 continuous hours to keep the work flowing. They cat-napped in between, often missed meals, and returned home only irregularly. The bond that formed between Bowlus and Lindbergh would continue throughout their lives.

However, much testing remained to be done which Hall and Bowlus followed closely. The cowling extending from the engine back to the cabin of the new plane used aluminum stressed-skin construction. This technology, sometimes called monocoque, was first proposed in 1911 and had been slowly gaining favor in the aircraft industry. The idea is that the smooth skin of aluminum would make a great surface from an aerodynamic standpoint, and is in itself by material design, very strong while in tension. If other members are introduced to take the compressive loads, the combination makes a very good sound structural airframe. It is light, strong, smooth and attractive. This was the latest technology in aircraft construction and was a specialty of Bowlus'. Because of this knowledge we shall hear more about William Hawley Bowlus later.

The balance of the plane was built like a Piper Cub, that is, it was made of wooden strips and bulkheads covered with doped fabric. Hawley Bowlus was not just a manufacturing man, he was intensely interested in flying and gliding. It was his practice when exploring the flight characteristics of any new plane, to climb out of the cockpit so that he could feel the rush of air over the wing and other parts. This was what he meant by "fingertip aerodynamics." The idea is scary but no doubt did reveal the basics of airflow.

The law at this time had just changed. For the first time aircraft pilots were to be licensed so as to protect their own lives as well as those of the public. Lindbergh got his license at about this time. It was conferred upon him by Major Clarence M. Young of the Army Air Corps, an old associate of Charles' from army days. Bowlus was among the first to take out a gliding license. He had license number 2 and it was signed by none other than Orville Wright himself.

Lindbergh had insisted that the gas tank be placed in front of the pilot. He glossed over objections that he wouldn't be able to see to land the plane since he felt that he always side-slipped to land and he could, therefore, look out the side window (he also knew that he only had to do it a few times, and in the final act, the gas tank would be nearly empty). Later he designed a crude periscope and installed it so he could properly line up with the runway.

As soon as Lindbergh saw the completed plane he said it was beautiful; it was ugly, as you yourself can see today in the Smithsonian Institution Air and Space Museum in Washington, DC. It was called The Spirit of St. Louis in honor of the many St. Louis business men who had financially sponsored him.

After the original flights he pronounced that it flew beautifully. Actually, it was nose heavy from the start, because it was not stable in any axis. In flying it to the East coast, Charles had to cross the Rockies. This revealed that the carburetor had the nasty habit of icing at high altitudes. Charles cobbled up an air heater on the way to New York. One has to admire his nerve.

The plane was never tested with more than a half tank of gas. Did Charles really know that it would lift off on that fateful morning in May?

By this time six men had given their lives in attempts to cross the Atlantic, and various others suffered for the balance of their lives from injuries received.

To be continued.....

Rutherford L. Cooper, #2601

CLASSIC TRAILER CLOSE-UP

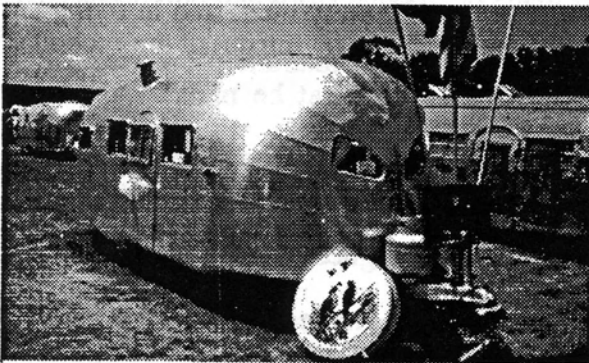
“1937 Airstream Clipper”

A couple of years ago I read the book “Airstream,” by Robert Landau and James Phillippi (Gibbs M. Smith, Inc. Peregrine Smith Books, Salt Lake City, 1984, ISBN 0-87905-149-3, \$14.95). In the book there is a mention of a 1937 Airstream Clipper that was located at the Airstream factory in Jackson Center, Ohio in 1984. The book refers to this trailer as “Grand-Dad,” and shows three photographs; two of the exterior and one of the interior (on the preceding page there is a photograph of the Danahers 1936 Airstream Clipper that was featured in the February 1996 VA issue (Volume III, Issue Number 3)). Because we have not received word from any of our other members who have reported ownership of 1930’s era Airstreams, our First Vice-President, Mr. Clyde Wagner (#8441) went on special assignment to visit the Airstream factory in Jackson Center and view “Grand-Dad.”

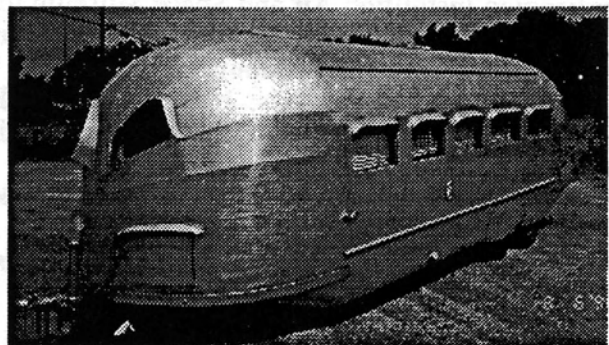
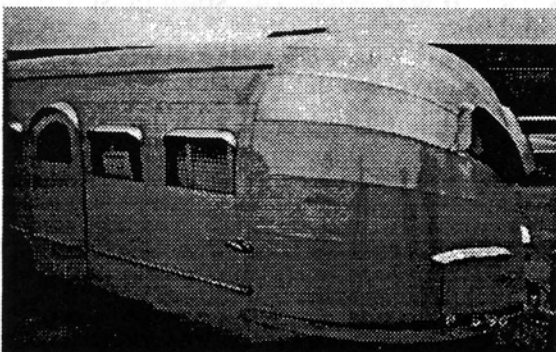
Our VAC point of contact was Mr. John Beaver of Airstream (Advertising) who cordially hosted Clyde on August 6, 1996. The factory had pulled out “Grand-Dad” in anticipation of Clyde's arrival but unfortunately, nobody could find the key for inspection of the interior! Evidently, Airstream is eventually planning to restore this trailer and other vintage Airstreams and then open a museum at Jackson Center, however, neither John nor anyone else seemed to know the background of “Grand-Dad” (there were no records) and Clyde’s impression was that the trailer was in need of serious restoration.

In spite of these obstacles, Clyde was able to photograph “Grand-Dad” so that we are able to present it in our Classic Trailer Close-Up feature in this issue. I have also included several photographs of the Danaher’s 1936 Clipper to show how the trailer changed from the 1936 engineering prototype to the 1937 production model (the pictures of the Danaher’s trailer are from the 1995 International Rally).

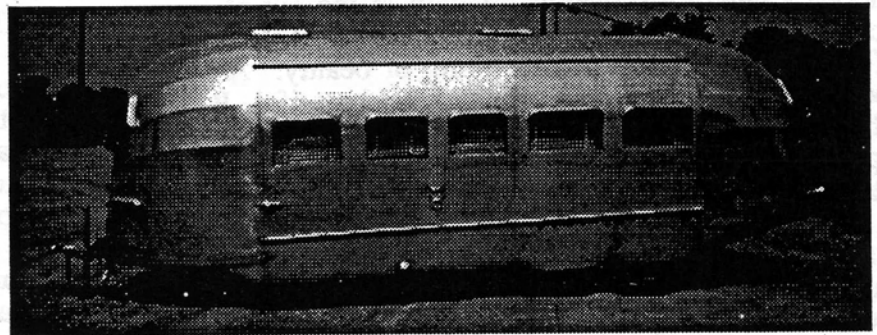
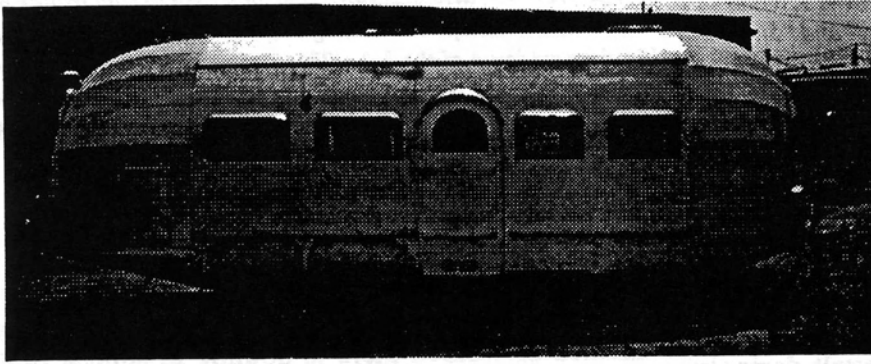
The photographs display several distinct differences between the 1936 and 1937 Airstream Clipper travel trailers. Among these are the following; the 1937 model is tandem axled, has “eyelids” on the front and rear windows, has additional windows along both sides, has the vent chimney mounted in the back panels as opposed to the door side and has storage doors in the front.



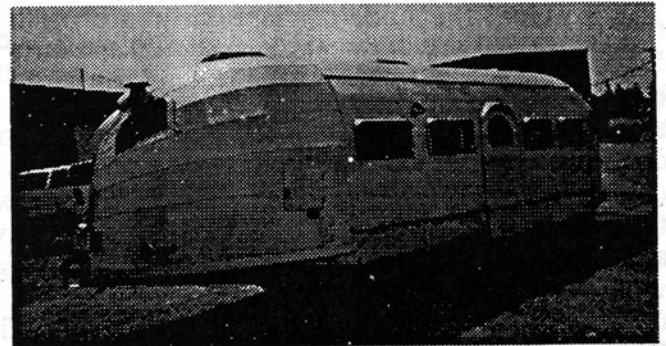
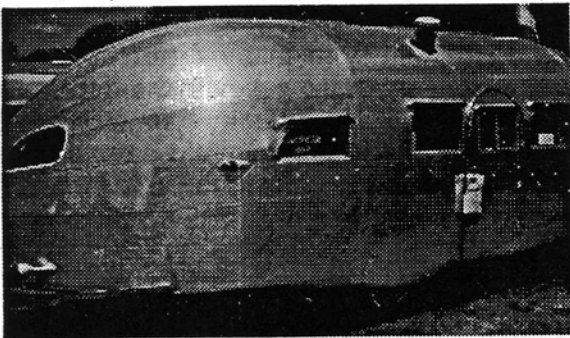
Front curb and street side views of the Danaher’s 1936 Airstream Clipper.



Front curb and street side views of the Jackson Center 1937 Airstream Clipper.



The Jackson Center 1937 Airstream Clipper travel trailer.



Backside curb views of the 1936 (left) and 1937 (right) Airstream Clipper travel trailers.

Both the 1936 and 1937 trailers are wonderful examples of the craftsmanship and state-of-art technology of the day. These trailers are a demonstration of the high pride and quality that the original Airstream design, development and manufacturing offered. Even today, these two trailers are excellent demonstrations of why the Airstream travel trailer has been regarded in such high fashion.

Thomas R. Howarth, #6490
Clyde H. Wagner, #8441

[Ed. note, I wish to continue this series indefinitely but I need to have more 1930's entries. We have several members who own or know where such true vintage trailers exist so please help us out. There were also other 1930 designs besides these two trailers and it will certainly be interesting to our membership to examine these trailers. I want to fully explore these original Airstream trailers before moving on to the 1940's.]

[The following write-up appeared in the 1937 Airstream Trailers sales brochure describing the first production Airstream all aluminum travel trailer model, The Clipper (from brochure pages 4, 5, 8 and 16). The brochure also described four other Airstream trailer models named "Silver Cloud," "Torpedo," "Torpedo Junior," and "Silver Bullet." The write-ups concerning these other four Airstream trailers, and 1937 Airstream options and available features, will be reprinted in the next issue of the VA. This article on the Clipper model is being reprinted here in its entirety without the accompanying figures. A copy of the brochure was given to Mr. Clyde Wagner (#844) during his visit to the Airstream factory in Jackson Center by Mr. John Beaver of Airstream. After reprinting portions in the VA, the brochure shall be sent to the VAC librarian.]

The Airstream Clipper

The Airstream Clipper, we honestly believe, is the finest thing on wheels. Sleek-dashing-svelt-daringly new, moderne in the extreme, years ahead of the field. It is the ultimate picturization of the streamlined age-and America's newly discovered freedom in the out-of-doors.

Yet the Clipper isn't a mere thing of beauty. As Elbert Hubbard said, "Beauty isn't merely beautiful. It is the right way to do it." Every line and curve of the Clipper, every constructional detail and newest kind of material is used first for its practicability in the Clipper but finds beauty born within it.

Basically the Clipper is an all metal airplane without wings. It is truthfully and honestly streamlined with its curves determined by the law of physics in wind tunnel tests. Its streamlining is so perfect that at speeds above 50 miles an hour the car that tows it uses no more gasoline than it does without the trailer.

Like a plane, the undercarriage structure of the Clipper is welded tubular steel. You should see such a frame, dozens and dozens of tubes welded together in bracing angles, a real scientific job. The ribs up the sides and over the top are U members on edge, formed of duraluminum. The skin or sheathing is of duraluminum, of a lighter gauge, all knit together with thousands of self tempering duraluminum rivets driven and upset with air hammers. Compare it inch by inch with a transcontinental plane and you will find the Clipper just as neat, sound and ship-shape. Why? Because Clippers are built by skilled metal airplane craftsman.

This duraluminum skin is lined sound deadened, and insulated with "Sea-pak," a kapok blanket same as used in the planes keeping the interior at an even temperature in any weather. The interior is sheathed in with airplane plywood, usually in white pine but sometimes in basswood, mahogany or magnolia.

The duraluminum exterior needs no paint. It can never rust. Bon Ami polishes it shiny bright as new. Though of course it can be painted any color designed. Plate glass windows raise and lower, and are rainproof, dustproof and windproof. Framed screens raise and lower same as the windows. The door is a real metal coachwork job.

And remember this trailer is all metal. It is the safest thing on wheels. There is little to splinter and it will

withstand a tremendous impact. Because every joint is riveted or welded there is nothing to squeak or come loose. As you ride in them with the windows closed there is an unbelievable hushed quiet. The insulated and sound deadened walls almost eliminate the noise of passing traffic. Go as fast as you like-your Clipper rides "like a million dollars," and as safely as your car.

The interior woodwork finish is as superb as its metal achievement. You recognize it instantly as-really fine. Interior arrangements vary. Most have the galley, always in monel metal, amidships on the opposite side from the door. A clothes closet and chest of drawers is opposite the galley just to the left of the door. A single bed runs from the galley to the forward end. Either a permanent table with a hinge up leaf or a portable table made of steel tubing occupies the extreme front. This forward single bed can be made into two singles or a double. There is space for two occasional chairs just to the right of the door. Such a trailer and equipment is considered as standard.

We have built them with many different interior arrangements. Some with the galley in the front, some with it in the stern. Some three or four feet longer, several inches wider and higher. We have put real honest to goodness shower baths in them, real flushing toilets, bath tubs, electric light plants installed in the stern so that the mere pressure of a button starts the generator, charges the batteries or make electricity for lights and accessories.

Prices range from \$1445 for a Clipper that you will be proud of the rest of your life, and we can add on as many more devices as you want at very fair additional charges.

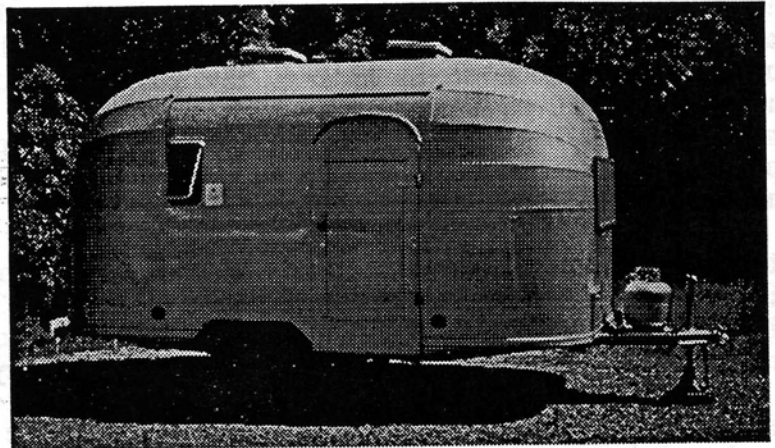
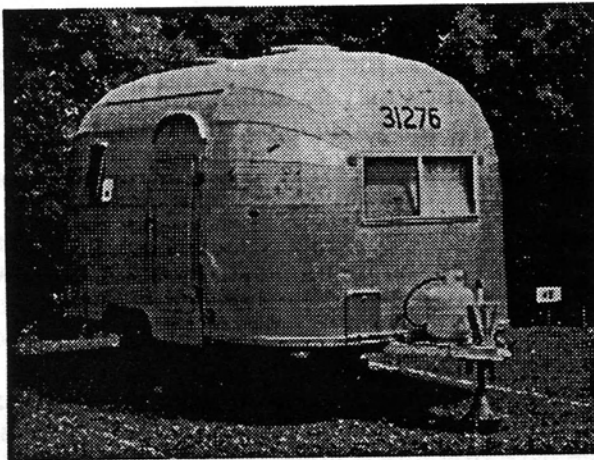
Naturally we have sold most Clippers to people who can afford the best, to prominent personages, (the President of Mexico has one) to the Hollywood luminaries, but we are selling an increasing number to just plain practical trailer folks, possibly with a Scotch ancestry, whose practical trailer experience has taught them that they get more for their money in this Clipper than anything else they can buy. And the first cost is the last.

Airstream Trailers, 1937

1951 AIRSTREAM CRUISETTE

Bud Cooper recently submitted to the **Vintage Advantage** an interesting travel trailer, Mr. Earl McDonald's (#31276) 1951 Airstream Cruisette serial number 8040. One of the interesting features of this trailer is that it is one of the smaller ever made by Airstream. The measured length of the trailer (from the front of the A-frame to the back bumper) is 14 feet, 8 inches which has been designated as a 15 foot model. The listed plant of manufacture is 1755 North Main Street in Los Angeles, CA.

The trailer is built on two 2-1/2 inch stringers with cross-bracing. It has a 2 inch cast iron axle, leaf springs and 1951 Ford wheels (no brakes). The curb side has a front hinged double door and a small window, the front and rear had two tip-out windows and the street side has one tip-out window. The exterior has 13 "stripes" with two roof vents. There is a six-foot awning rail along the top of the trailer curb side and a 2-1/2 inch bumper in the rear.



Views of the McDonald's 1951 15' Airstream Cruisette before (left) and after (right) painting.

The body has a six-foot double wall center and three-foot front and rear single wall. There is one five-gallon propane tank, rear storage and two five-inch stop lights with two low running lights on each side. Inside, to the left of the door, was a small bookcase, cabinet and closet. Across the back was a 42 inch bed with a large drawer under it and a shelf over it. The six foot long kitchen is along the interior street side. It consists of a three burner stove and a sink with a pump and one faucet that leads to under the trailer to attach to the water supply. There was also a 50 lb. ice refrigerator, silverware drawers and an overhead ceiling locker. The front had a U-shaped divan with two drawers under it. There was also a separate folding table. The lighting consisted of a 12 VDC dome light that worked off of the tow vehicle, a 110 VAC light bulb and one 110 VAC outlet.

My restoration consisted of taking everything out of the interior except for the stove, sink unit and overhead locker. I rewired all the running and stop lights, repaired the floor, changed the rear bed to 33 inches, built a smaller shelf over the bed to hold two boxes for clothes, enlarged the closet and added a standard toilet with an 8 gallon holding tank and a 9 gallon water tank. I piped water to the sink, remodeled the front divan by placing a battery under it and adding a pedestal table, wired in 110 VAC light system with two breaker switches and five 110 VAC outlets. Added a 12 VDC system from the new battery for four lights and one outlet.

My wife sewed the front cushion covers and bedspreads in pink and grey rose pattern material. She sewed the four corner wall hanging for insulation and all draperies. She also painted the interior in matching grey, wall papered the bathroom walls and painted the clothing boxes in matching grey and white stripes.

Earl McDonald, #31276



Epoxy Repairs

During the recent International Rally in Rapid City, I heard a number of horror stories about rotted floors on vintage trailers and how much work it was to gut the trailer of all the cabinets to replace the floor. In the wooded boating community a similar problem exists if the wooden keel rots. In this case the entire boat must be dismantled to replace the keel, usually a time and economic disaster.

The solution for boats has been injection of low-viscosity epoxy into the rotted wood. The epoxy "wicks" into the rotted wood and then hardens around screws and fasteners into the shape of the original wood. The resultant product looks like wood and has the strength and consistency of epoxy. It can be drilled, sawed and formed just like any (very) hard wood.

In order to insure complete wicking, the usual procedure is to drill a series of 1/16 inch holes into the wood by forming a grid pattern across the rotted portion and injecting into the sound part of the wood in spaces no further than the depth of the timber involved. The epoxy is mixed, placed in a large plastic syringe and then injected into each hole. After all of the holes are filled, they should be checked and re-filled as the epoxy is wicked into the rotted wood. When one section has been filled and allowed to cure, another section may be drilled and filled until the entire damaged area is completed. In other words, you do not have to fix the entire damaged area on one pour, as so often is the case when dealing with glues. Another nice feature is that the epoxy encapsulates the fungus spores that cause rot so that there is no longer an infection source just waiting for the right conditions to exist for further propagation.

In summary, if the rotted area is still intact so that it can provide the form for the epoxy, and if the area is physically difficult to replace, then this approach may have merit. With costs running up to \$100 per gallon, low viscosity epoxy is not cheap, but one gallon will treat over 231 cubic inches, or over two square feet of 3/4 inch plywood, assuming the wood is completely gone, which is obviously not the case. If a wooden floor is rotted around the edges and under sinks and water tanks, this is a very simple repair technique.

In a like manner, metal repairs may often be accomplished with metal-filled epoxies. These epoxies result in a material similar in strength to pot metal or cast iron, adequate for many non-structural repairs. Since this material has the consistency of putty, it may be troweled into voids where the base structure is gone. At around \$40 for 2-1/2 pounds, it is not cheap, but to rebuild a broken pot metal handle or bracket, or even to replace a small section of completely missing wood this technique may make sense. In boats, this repair technique has been used to fix cracked transmission housings and outboard lower units as well as major gouges to wood and fiberglass hulls. The material may be sanded, drilled, tapped, cut with a hack saw and painted.

Of course don't forget the more economical old standby of fiberglass for repair of larger and more complex shapes such as wheel wells, vents and air conditioner covers. Fiberglass cloth costs \$5 per square yard and may be coated with either polyester or epoxy resins. Polyester resin costs around \$20 per gallon and provides good adhesion while epoxy resin costs around \$60 per gallon and provides excellent adhesion.

SOURCES

Information and Supplies: Technical manuals, instruction books and videos are available from GOUGEON BROTHERS INC. Their "Wooden Boat Repair" book is particularly applicable. They also sell a wide variety of compatible epoxies, hardeners and fillers in bulk quantities using their "West System" resins. West System, PO Box 908, Bay City, MI 48707; 517/684-7286.

Low-viscosity epoxy sources: GIT ROT PENETRATING EPOXY kits in up to quart sizes, complete with instructions and syringes from 1) WEST MARINE, PO Box 50050, Watsonville, CA 95077; 800/538-0775, and 2) E&B MARINE, 201 Meadow Road, PO Box 3138, Edison, NJ 08818; 800/262-8464. Both companies also have Metal-filled epoxy sources such as MARINE-TEX PLASTIC METAL kits in up to 2-1/2 pound quantities, complete with instructions.

General purpose cloth and resin sources such as fiberglass cloth, polyester and epoxy resins can be purchased from a wide variety of places, including most local boat repair establishments and home building supply houses such as Home Depot. West Marine and E&B Marine both carry several brands as well as smaller quantities of Gougeon Brothers "West System" resins.

Don Grayson, #2758

GEORGE NOTES

VAC member George James, Jr. (By George!) writes in with the following items to report,

1) I was expecting to report on VAC activities from the recent Region III Rally in Winston-Salem, NC. There was good publicity for the Vintage program in the Region III newsletter and in the Rally program and space was set aside for fifteen trailers. Unfortunately, the over three hundred attendees were disappointed by the NO-SHOW Vintage trailers. The problem appears to be that nothing was done about ADVANCE notice since nothing appeared in Unit newsletters, the VA, or any other effort to reach VAC members and/or vintage Airstream owners. Hopefully in the future there will be advance notification for VAC participation.

2) VAC Decals - I received mine but have hesitated to mount it on my trailer. Has any suggestion been made as to where? I think the location should be uniform amongst the membership.

3) Parts - Following these notes is a listing of additional parts sources which has just come into my hands. I have also written Ms. Helen Davis (PO Box 484, Sidney, OH 44536) about the cost of mailing 1968 manuals and was informed the following:

1968 Owners Manual is \$25.00 including postage (shop manual is not available). There were no service manuals published until 1972. Airstream advised this would be helpful for the 1969 models but not for earlier trailers. Service manuals are available for \$60.

RV Parts & Where To Get Them-

RV SALVAGE YARDS & SURPLUS PARTS

ALL AUTO TRUCK RECYCLE - 11301 Dismantle Court, Rancho Cordova, CA 95742; 800/477-3086, 916/635-9100, FAX: 916/638-1925. American, foreign, motorhome parts - used, rebuilt and new available: generators, rear ends, engines, transmissions, wheels, awnings, cabinets, tires, toilets, converters, ladders, windows, doors. Ship nationwide by UPS and Freight Company.

ARIZONA RV SALVAGE - 2737 W. Lincoln, Phoenix, AZ 85009; 602/272-0301, FAX: 602/484-0918. New and used plumbing, cooling, lighting, appliances, windows, doors, holding tanks, hubs, rotors, axles, running gears and rear ends. Vast inventory, will ship nationwide.

BONTRAGER'S SURPLUS PARTS - 18719 E. US-12, White Pigeon, MI 49099; 616/483-7017, FAX: 616/483-7786. Refrigerators, ranges, hot water heaters, furnaces. Six salesmen.

BRANDON AUTO SALVAGE - 3159 Highway 60 E., Balrico, FL 33594; 800/282-7462, 813/689-8131, FAX: 813/684-7010. All types of RV parts for all RVs.

CHEROKEE RV SALVAGE - 5050 Humboldt St., Denver, CO 80216; 303/295-3433, FAX: 303/297-8812. Largest RV salvage this side of the Mississippi.

COLAW RV SALVAGE - Rt. 4 Box 515A, I-44 & 71A, Carthage, MO 64836; 417/358-4640. Actively dismantling hundreds of damaged RVs for the purpose of reselling used parts.

COOPER RV SALVAGE - 1300 Thornton St., Elkhart, IN 46514; 219/293-3027. All types of parts for all types of RVs.

ELKHART SURPLUS SALVAGE - 282301 US-33 West, Elkhart, IN 46516; 219/295-8903.

GUNDIES, INC. - 1283 Mt. Baker Hwy., Bellingham, WA 98226; 800/444-4344, 360/733-5036. Large number of rebuilt RVs and parts.

ICKE'S RV SURPLUS - 701 W. Huntington St., Montpelier, IN 47359; 317/728-5668. New & surplus RV parts, 29 yrs in business, 4 warehouses, UPS.

MIDWEST SALVAGE - 1700 N. State Rd. 5, Shipshwana, IN 46563; 219/825-9822.

NATIONAL RECOVERY SERVICE INC. - PO Box 310, Liberty, NC 27298; 800/903-7285, 910/622-7285. Rebuilds damaged RVs, new and used parts.

SHAW & CO. - 6374 State Rd., Albuquerque, NM 87105; 505/877-8949. Trailer parts.

SINGLETON RV SALVAGE & SALES - 383 Nelson Rd., Rochester, WA 98579; 360/273-9566. Sinks, refrigerators, stoves, lights, awnings, roof air, propane tanks, axles, body parts, doors, windows, jacks and much more. Open four days a week: Thursday, Friday, Saturday and Sunday.

VANDERHAAG'S INC. - 3809 4th Ave. W., Spencer, IA 51301; 800/831-5164, 712/262-7000. Surplus parts, installation available, mailer available.

WALT'S RV SURPLUS - 16616 Valley Blvd., Fontana, CA 92335; 909/823-0563, FAX: 909/823-8515. New and surplus RVs.

WELLER AUTO - 2525 Chicago Dr., Grand Rapids, MI 49509; 616/538-5000, FAX: 616/538-4159. Wrecked RVs, generators, appliances, roof air, etc.

ORPHAN RV PARTS

ALL RITE EXTERIORS - 1500 Shelton, Hollister, CA 95023; 800/262-6541. Collision and repair parts for RV exteriors.

BOEING SURPLUS - 20651 84th Ave., S., Kent, WA 98032; 206/393-4065. Surplus aluminum sheets, honeycomb insulation and mylar. For large quantity orders call Jon Thurman at 206/393-4049.

CAMPER & RECREATION INC. - Rt. 1 Box 238, Loyal, WI 54446; 715/215-8142. Replacement canvas.

CANVAS REPLACEMENTS - SH 2419 Hwy 98, Loyal, WI 54446; 715/215-9332. Replacement canvas.

DIXIE TRAILER SUPPLY/RV PARTS/SERVICE - 4135 N. Dixie Hwy., Ft. Lauderdale, FL 3334; 305/565-5858. RV appliance parts.

DTI INC PARTS UNLIMITED - 304 1/2 N. Main, Middlebury, IN 46540; 800/289-0919, 219/825-5858. 27 yrs. in business, new and hard-to find trailer parts.

ELECTREX - 108 E. Sherman, Hutchinson, KS 67501; 316/669-9966. Custom manufacturing of electrical wiring harnesses, electrical assemblies and devices for vans, trailers and RVs.

GRABER INDUSTRIES INC. - 19100 Fairchild Road, Constantine, MI 49042; 616/279-5288. Obsolete and new RV parts and supplies.

HARMONY ENTERPRISES - 704 Main Ave., N. Harmony, MN 55939; 507/886-6666. Roof lift systems and canvass replacements.

HOCKETT RV CENTER - 20962 Maurice Lane, Sonora, CA 95370; 209/532-1899. RV parts, solar chargers, appliances and water systems.

HOWELL'S RV APPLIANCE REPAIR - 1162 Greenfield Dr., El Cajon, CA 92021; 619/441-0066. New, used and reconditioned RV appliances.

IDEAL RV & TRAILER SUPPLY - 3375 E. Bayshore Rd., Redwood City, CA 94063; 415/365-1574. Hard-to-find new and used RV and trailer parts.

INLAND RV PARTS AND SERVICE - 391 Elizabeth Lane, Corona, CA 91720; 800/877-7311. Limited number of old Airstream parts.

ISLEY'S RV SERVICE CENTERS - 2225 W. Main St., Mesa, AZ 85201; 602/834-1234 and 5151 W. Bell Rd., Glendale, AZ 85308; 800/962-5547, 602/938-4990. Parts and service for older and current RVs.

Specializing in hard-to-find parts, also RV handicap equipment, accessories and modifications. Mail-order catalog available.

LA PORTE'S PARTS DISTRIBUTORS - 2444 N. Fifth St., Hartsville, SC 29550; 803/332-0100. Unique inventory of new and obsolete heating, air conditioning and appliance parts. Wholesale only - Please have your dealer contact them for you.

RV SPECIALISTS INC. - 11865 SW Hwy. 54, Augusta, KS 67010; 316/775-3098. RV repair service that does a lot of "skin" jobs and has good material.

WINDOW COMPONENTS MFG. INC. - 800/382-9541, 305/688-2521.

MANUALS

AIRSTREAM MANUALS - Helen Davis, PO Box 484, Sidney, OH 44536; 513/492-8885. See note 3.

CAMPING WORLD - 800/626-5944. Hard-to-find parts catalog for \$3.

FAXON AUTO LITERATURE - 1655 E. 6th St., Corona, CA 91719; 800/458-2734. Repair manuals, paint chips, owners manuals, sales literature.

IRV BISHKO AUTO LITERATURE - 14550 Watt Rd., Novelty, OH 44072; 800/544-3312, 216/338-4811. Owner and shop manuals.

George D. James, Jr., #6425

KENNEDY KWESTIONS

This column is a regular VA feature where VAC members and friends may email, fax or write in their restoration questions and answers. This forum is 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.

Now that the "summer fun" is behind us for this year, we can start looking for answers to those questions regarding all of the repairs and modifications we now know can be delayed no longer. In our own case, that realization came early in the second week of August, when we observed water dripping, then running, out of the front of our trailer, while in a campground in Colorado Springs.

It didn't require a lot of detective work to determine that the source was a fresh water holding tank leak, on the wall side of the water inlet, right at the flange where the inlet neck meets the tank. Since this discovery, I've been gathering information and opinions on the be...

way to resolve this problem. These range from a not so simple removal, welding and reinstallation of the existing aluminum tank, to possible replacement of the tank with a non-pressurized plastic unit, and converting the water system to an "on demand" type.

I would be interested in any thoughts or suggestions from our membership as to how this problem might be corrected quickly, simply and economically. Actually, I would settle for 1 or 2 out of 3.

Another question that has been directed to us is from Gary Brosterhous, who is looking for information concerning the rear couch configuration on his 1968 Overlander.

Gary's question to me was "...I have the model with the desk in the bedroom. The previous owner removed the original couch and replaced it with a mattress. Is it the same as the front couch? Is there any plywood involved in it? What is the hinged thing on the wall?"

Any information that may be available on either subject can be sent directly to me at Mr. Tom Kennedy, 527 Jeffrey Ave., Royal Oak, MI 48073 (810/435-2814) or email at TKX 045@aol.com. If anyone has any information pertaining to Gary's 1968 Overlander, it can be sent directly to him, via e-mail at garyb@pe.net.

Hope to hear from you soon.

Tom Kennedy, #4810

THE VAC INTERNET HOMEPAGE

This column is a regular VA feature discussing the VAC Internet homepage, its progress and interest.

The VAC Internet homepage has gotten off to a big start. Since our IntraClub went on-line last spring, we have started to see much interest in the VAC and vintage Airstream trailers.

Our treasurer, Mr. Ed Stanley (#21491), reports that since July 1996 we have had twenty-seven new VAC members who joined after seeing our homepage. Furthermore, two of these members have joined the WBCCI. The other twenty-five members have joined our club as "Friends," with fifteen owning vintage Airstream trailers while ten do not.

The VAC urges our members to visit our website at,

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

This temporary address site is a framework for a very functional site with the present version provided for membership review and critique. Although most of the site is still "under construction," the classified advertisements are up and running. These ads are different than those found in the VA and folks looking for vintage Airstreams are urged to examine what's available on-line.

For further information, go to our site and contact its

author,

Mr. Dan Burkhart (#14421)

8238 Sugarman Dr.

La Jolla CA 92037

email: protolux@modernhouse.com

Congratulations Dan on such a fine representation of our IntraClub!

Thomas R. Howarth, #6490

VAC MEMBER EMAIL ADDRESSES

Below is a running 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 email addresses in their annual Membership Directory.

VAC Member	WBCCI #	Address
Baston, Stan	1348	sbastonnj@aol.com
Braun, Beth	3374	103231.64@compuserve.com
Burkhart, Dan	14421	protolux@modernhouse.com
Dickinson, J & L	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
Reece, Gene & Emily	19610	genereece@sava.gulfnet.com
Tenewitz, Rich & Diane	6726	diarichie@aol.com
Ward, Handley	234	handleyward@ichange.com

NEW VAC MEMBERS

Classification of VAC Memberships

With the recent increase in membership, especially through the VAC Internet homepage advertising, the VAC is reaching a younger group of members than those that traditionally belong to the WBCCI. To understand the levels of membership, the following classification levels of VAC membership are explained.

Member: All members of the Wally Byam Caravan Club International (WBCCI) who own a vintage Airstream trailer (where a vintage trailer is defined as an Airstream trailer 25 years old or older) and pay the annual VAC dues. This is the dues paying, voting membership. A VAC member is entitled to hold office or be appointed to a position.

Associate: Other members of the WBCCI who do not qualify by owning a vintage Airstream trailer but wish for mutually

beneficial reasons to belong. Associate members pay dues, vote and have all the benefits of a regular member, except that they can not park their trailer in the Vintage area at the annual WBCCI International Rally. A VAC associate is entitled to be appointed to a position.

Friend: Any person 18 years or older who has an interest in vintage Airstream trailers. Trailer ownership is not a requirement. This is a limited membership in that it entitles the member to certain benefits of VAC membership including receipt of the VAC newsletter (**The Vintage Advantage**), use of the VAC library and videos, support from our technical correspondent and exchange of information with members. This is a dues paying, nonvoting membership that is not eligible to attend the annual WBCCI International Rally. If owner of an Airstream trailer, the Friend may attend Unit or Regional WBCCI Rallies as a guest of a WBCCI, which we encourage.

Honorary Member: Membership bestowed upon VAC benefactors provided that they are WBCCI members. This is non-dues paying and a nonvoting membership.

Since the last issue of the VA, we are pleased to welcome in the following 86 new VAC members.

VAC Member Name	WBCCI #	Trailer
Alexander, Mary & Ron Levandoski	Friend	none
Allen, Kevin	Friend	'64 26' Overlander
Armand, Andre	Friend	'66 22' Safari
Atwell, O. D. & Mary Jane	28915Assoc	'73 27' Overlander
B-Gomes, Jeannie	Friend	'62 22' Safari
Balla, Joe & Pam	Applied	'67 22' Safari
Beck, Ross & Nancy	Friend	'62 19' Pacer
Brosnahan, Brian & Pat	Friend	none
Bruce, Linda	Friend	'57 21' Flying Cloud
Cannon, John & Lisa Jo	Friend	none
Cassel, Jerry & Mary	03324Assoc	'86 25' Sovereign
Clark, Jonathan & Pam	Friend	'61 16' Bambi
Cohen, Jerome & Barbara Hudson	AppliedAssoc	'72 31' Sovereign
Collins, Irl & Carol	Friend	'64 19' Globe Trotter
Coons, Ron	Friend	none
Dolan, Thomas	Friend	'73 23' Safari
Driggs, Dee	Friend	'64 19' Globe Trotter
Dubois, Alan	Friend	none
Duffy, Jeff & Debra	Friend	'63 19' Globe Trotter
Eldridge, Doug & Judy	Friend	'62 24' Safari
Fickness, Don & Pat	02901	'69 29' Ambassador
Focht, Josh	Friend	none
Fox, Lawrence	Friend	none
Frazer, David & Kathleen	Applied	'64 16' Bambi II
Garda, Charles & Janice	05771Assoc	other
Garner, Lloyd & Dona	04283	'61 16' Bambi
Garnett, Lynn	Friend	'64 16' Bambi
Gauthier, Marcella	Friend	none
Gilliam, Darrell	21043	'65 26' Overlander
Green, Art & Karen	05216	'65 17' Caravel
Grinnell, Jenn	04885	'67 28' Ambassador
Grote, Chuck & Dianne	Applied	'67 17' Caravel
Guthrie, Eric & Kim	21635	'68 20' Globe Trotter
Habermann, Heinz-Juergen	Friend	other
Hamanaka, Shiela	Friend	none
Harvey, Frank	Friend	'56 ?
Hausman, Michael & Pamela	09001	'58 17' Pacer
Hecht, Jean & Betty Rae	05567Assoc	19? 36' M/H
Holiday, Bill & Ann	10744	18' ?
Holmes, Steven	Friend	'73 31' Sovereign
Hopkins, Robert	Friend	'73 27' Sovereign
Houseman, Red & Mable Lee	Friend	'67 26' Overlander
Hungate, Charles & Jane	10287	'70 29' Ambassador
Jackson, Hal & Mary	13151Assoc	'85 32' Limited
Jard, Jim	Friend	'52 24' Trade Wind
Jennings, Walt & Ruth	10039	'63 16' Bambi
Keegan, Richard & Mause	09542Assoc	'72 23' Safari
Keller, David & Carol	08297	'56 19' ?
King, William & Lorraine	03784Assoc	'75 27' Sovereign
Kolb, Fred & Sarah	Friend	'72 25' Trade Wind
Koontz, Carl & Doris	08978Assoc	'72 31' Sovereign
Landvoigt, Arnold & Lois	Friend	'66 20' Globe Trotter
Lawson, Howard & Harriet	08060	'63 19' Globe Trotter
Marceau, Robert	26606	'71 27' Overlander
McIntoch, Daniel & Bernice	Friend	'70 29' Ambassador
Mecum, Richard & Norma	01978	'65 17' Caravel
Montague, Winston & Carol	05274	'47 22' ?
Moran, Tina	Friend	none
Mullin, Donald & Barbara	06838	'68 17' Caravel
Nellans, Robert & Elizabeth	13599Assoc	'84 31' Excello
Norton, Lewis & Ruth	04812	'69 27' Overlander
Nuckles, Everett & Juanita	12780	'68 26' Overlander
Olsen, Ronald	Friend	none
Pratt, Elmo & Audrey	08337Assoc	'72 ?
Reasons, Don	Friend	none
Reece, Gene & Emily	19610	'61 16' Bambi
Reed, David	Friend	none
Roberson, Elmer & Betty	03560	'69 31' Sovereign
Robertson, David & Merry Jane	Friend	'74 27' Overlander
Roeser, Richard & Nancy	23556	'61 16' Bambi
Romer, Don & Nidia	02864	'64 19' Globe Trotter
Rose, Ronald & Barbara	Friend	'63 22' Safari
Scheuermann, Scott & Lisa	Applied	'60 26' Overlander
Schmelzer, David & Sandy	Friend	none
Schrandel, Michael	Friend	'58 22' Safari
Schultz, James & Virginia	Friend	'62 26' Overlander
Shumaker, Ron & Johnna	08847Assoc	'76 31' Excello
Scott, William	03221Assoc	none
Short, Robert & Monna	05221	'65 17' Caravel
Sikes, Lonnie	Friend	none
Smith, Alfred	Friend	'48 21' ?
Springmann, Christopher	Friend	none
Staley, Tommy & Theda	Friend	'65 24' Trade Wind
Voelker, Bernard & Gloria	Friend	'70 25' Trade Wind
Weston, William & Adair	02872	Caravel
Wood, Rick & Sanoy	Friend	'64 16' Bambi II

Ed Stanley, #21491

CLASSIFIED ADVERTISEMENTS

Anyone may advertise in the VA since membership in the VAC is not a requirement. As a regular, associate or friend VAC member, one advertisement per year may be placed in the VA for no cost as a VAC membership benefit. Any additional advertisements in the same year cost \$5.00 per advertisement. For non VAC members the cost of each advertisement is \$5.00. In order to place an advertisement in the VA, please send all information to Mr. Ed Stanley, Treasurer, who in turn will forward them to the editor of the VA. Please send in the advertisements in the format shown.

TRAVEL TRAILERS FOR SALE

1954 22' Airstream Flying Cloud, \$5,000. Original condition, new tires & axle, birch cabinets, bathroom with shower, 2nd owner, very clean, pictures sent on request. Roger Hallingstad (#6511), 2210 Stuart Court, Madison, WI 53704; 608/244-8826.

1957 26' Airstream Overlander, \$5,000. Please get #1094 on the road again, original owner must sell her (see Nov. 1995 Blue Beret describing #1094 adventures). Single axle with hydraulic brakes and easy-lift hitch, gas or electric hot water and refrigerator, gas, battery and electric lights, twin beds with rear bath and shower, plenty of storage, many extras. Owners have been nonsmokers and no pets. Also available is a 1987 Chevrolet Suburban, fitted for the hydraulic brakes, for purchase with the trailer ONLY. Mrs. Mary Able (#1094), 215 Moreland Road, Pittsburgh, PA 15237; 412/364-5194.

961 16' Airstream Bambi, \$5,000. Polished exterior and refinished interior including new plumbing, refrigerator, shocks, tires, gray water holding tank. Gordon L. Blessum (#8614), 136 Riverview "B", Great Falls, MT 59404; 406/452-8489.

1961 16' Airstream Bambi, \$5,600. Exterior recoated in 1992, interior has been restored including new cushions, curtains, water pump. Two sets of tires, all appliances work well, toilet updated and functions well, wiring updated with new fuse box and battery, pictures sent on request. T. Y. Lewis Brown, 9136 Glen Mill Road, Baltimore, MD 21234; 410/529-5833.

16' Airstream Bambi, \$9,000. Limited edition trailer (S/N 161T109) in excellent condition with original manual. Wayne Mensinger, Box 191, Mifflinville, PA 18631; 717/752-2509.

1964 17' Airstream Bambi II, \$5,900. Garage kept with many new parts including Reese hitch, electric jack, battery, TV antenna, door step, security siren, carpet, refrigerator, stove, water pump, toilet. Oak interior. Complete with owners manual, the owner must sell because of health. Carl Crispin (#11763), 300 E. 2nd St., Tipton, IA 52772; 319/886-6679.

1965 20' Airstream Globe Trotter, \$6,000. Good shape with new parts including refrigerator, tires, water pump, TV antenna, upholstery. Interior redone. Has AC, awning, electric jack. Leon & Sue Hadley (#14262), 6641 Calfax Ave., Lincoln, NE 68507; 402/464-8648.

1965 26' Airstream Overlander, \$14,500. Good condition with tandem axle, rear bath, double bed. Also available is 1988 Chevrolet Suburban Silverado with 57k miles. James Lyon (#9029), RD #1 Box 423, Troy, PA 16947; 717/297-2017.

1968 17' Airstream Caravel, \$3,500. New upholstery, water pump, curtains, tires. Paul Deloy, 416 E. Michigan St., Prairie, IN 46371; 219/778-2068.

1972 21' Airstream Globe Trotter Land Yacht, \$6,900. Very clean, sleeps 4, front couch, side gaucho, rear bath, single axle, new tires, carpet, battery, vinyl floor, furnace, stove/oven, electric/LP refrigerator works well, vent fan, Zip Dee awning, rotary TV antenna, AC, Reese hitch with stabilizer bars and sway control, nonsmoker, no pets. Sandra Stayshich, 384 Strader Road, Akron, OH 44305; 330/784-5282.

TRAVEL TRAILERS WANTED

1960-65 22-26' double axle Airstream, Bob Brubaker (#2501), 15 Denzel Drive, Greenville, IL 62246; 618/664-1207.

Caravel or similar model Airstream, Dave Reed, WBCCI Executive Director, PO Box 612, 803 E. Pike Street, Jackson Center, OH 45334; 513/596-5211.

AIRSTREAM PARTS & SERVICES AVAILABLE

Original 1963 wall space heater and four burner gas stove with oven removed from a 19' (in working condition) available. James & Joyce Lewis (#15546), PO Box 2536, Brandon, FL 33509; 813/628-7617.

Airstream Classics restored to your specifications. Refurbishing and custom cabinets including all hardwoods and veneers. Counter tops include Corian and Surell. Wood flooring. Polishing, clear-coating and custom paint. Factory trained personnel. Three associates each have 25 years of luxury coach manufacturing and service experience. We buy and sell Airstreams. Classic Restorations, 6441 Burt Road, Service Bay 16-19, Irvine, CA 92720; 714/552-5217; FAX: 714/552-5344; email: classic@exo.com; also visit our website at: <http://exo.com/~classic/>.

AIRSTREAM PARTS WANTED

Looking for a 1960 Airstream Safari (22') owners manual or copy of same. Also looking for recommended replacement shocks, 2 sets of closet door latches (black, twist knob type), two roof vent screw down knobs, two hubcaps, and door handle. Steve Wiley, 520/281-7740 after 6 PM PST.

Looking for a "FLYING CLOUD" metal-script nameplate, the 1957 & 1959 Flying Cloud owners manuals and correspondence from other 1957 and 1959 owners. Linda Bruce, 2662 Redlands Drive, Costa Mesa, CA 92627; 714/548-3513.

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 \$10.00 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

