



THE VINTAGE ADVANTAGE

News Items for Vintage Airstream Owners & Admirers



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Vintage Airstream Club

A WBCCI IntraClub

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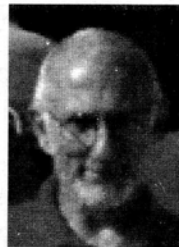
The Vintage Advantage Quarterly Newsletter

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 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



I would like to express my appreciation to the members of the Vintage Airstream Club for electing me to this prestigious office. I now have the opportunity to offer some repayment for all the fun, good times and fellowship that Ellen and I have enjoyed as Vintage Club members. I also want to thank the previous VAC Presidents Bud Cooper, Stan Baston, Bob Brubaker and Dick Mumma, along with our officers, Ed Stanley, Tom Howarth, Forest Bone, Tom Reed and Duane Hedahl, for all the help they have provided for both the VAC and for me. As the club continues to grow (presently we have

over 750 members and friends), I am sure these very dedicated people, as well as all the members working on committees, will continue to perform well above all our expectations.

During the recent VAC Pre-Rally at Monte Sano State Park, we had contacts with many Huntsville area residents. All conversations began or ended with a sincere welcome and the hope that we would not only enjoy our stay, but that we would return again soon. Dick Mumma and I soon began to feel that the goodwill extended to us by these wonderful people required something special from us in return. In the past, the VAC open houses were always enjoyed by the residents of the area we visited but this year it was scheduled for a Tuesday afternoon which is obviously a normal work day for most folks. During a conversation that Dick and I had with WBCCI President Norm Hewer, we talked about how much interest the residents were showing in our rally and what could be done to extend our appreciation and involve them. It was then decided we should have a weekend open house and invite everyone to come. The new open house was scheduled for Saturday afternoon, during the hours that the rally vendors would also be available. Responsibility for the open house publicity was given to our own past VAC President and current WBCCI Public Relations Chairman, Bob Brubaker. As expected, he contacted the local media. From then on, it seemed that whenever we turned on the radio, television or opened a newspaper, Airstream trailers were in the news.

When the time came to open our trailers to the public, we already had people waiting at our doors. We then spent many enjoyable moments with each visitor, discussing our trailers

and our lifestyle. During this process we were able to recruit several new WBCCI and VAC members. I want to thank everyone who participated in the open houses for the extra effort that was put forth. You not only showed our visitors that we too are hospitable but we were able to recruit new members.

I sometimes worry that WBCCI members, who are not Vintage members, may feel that we, Vintage members, are taking advantage of them by receiving special parking, the parade etc. With this in mind, I am asking all Vintage members to continue to impress everyone that we meet with the Vintage clubs friendly and sincere attitude. This enthusiasm shown by our members to anyone who expresses an interest in our trailers, has done wonders to expose people to the fun of owning an Airstream. Our open houses prove to our visitors, that it is not necessary to invest large sums of money in order to be an Airstream owner. Many younger couples, many with families, are discovering that with our help the restoration of a vintage trailer is not only fun, but can also be a very rewarding experience. The pride generated by a restoration is the reward that makes the time, money and hard work all worthwhile. I'm sure that as WBCCI members become more aware of the VAC membership recruitment successes, we will gain even more support than we presently enjoy.

Once again, I thank everyone for the help they have already given or will give in the future. Please let me or any club officers, know if you feel something should be done differently or if you have a solution to a problem that has not been satisfactorily addressed.

Clyde Wagner, #8441



THE EDITOR'S DESK

Well it seems like it has been an eternity since the last issue of the VA. Since our May issue, the VAC participated in the 1997 WBCCI International Rally and as usual, the VAC crowd had its own tight agenda full of fun and fellowship. The VA has continued to receive excellent publication material from our many readers. I wish to thank all these contributors and want to encourage this participation. This is YOUR club! I have tried to jam pack as much into this issue as possible. I think I might have over done it but it was hard to know when to stop!

Further complicating my ability in getting the issue out, this summer I travelled over 7,500 miles towing my 1953 21' Airstream *Flying Cloud* trailer across the country with my wife, three children and cat. Our trip began in southern Maryland and onto the WBCCI International Rally in Huntsville, Alabama. After a week at the Rally, we continued onto Oklahoma City and then followed Rt-66/I-40 west through Texas, New Mexico and Arizona (with a stop over at the Grand Canyon) into California. Once in CA, we crossed the Mojave desert and continued west until the Pacific Highway where we pulled the trailer north for 120 miles to Carmel. After a couple of days in CA, our next stop was Salt Lake City,

followed by Dinosaur, CO, then north into Wyoming to rejoin I-80 east. We traveled this route into Nebraska (visiting the ranch home of Buffalo Bill) and then onward to Iowa. In Iowa we had the distinct pleasure of meeting the first two owners of our trailer (we are the fifth). The original owner, Mrs. Vivian Rowse, actually went to the factory in Jackson Center and watched the trailer being built. Our trailer was one of the first units manufactured at Jackson Center such that during her visit she met with Wally Byam to customize the interior. We then continued east, stopped to visit the Airstream factory and finally arrived back home. The trailer held up great (with the exception of a couple of flat tires and a fried inverter). Trips like this provide the enthusiasm to continue restoring and using the trailers because even with the miles and time spent on the road, the trip passed all too quickly. Now I just have to finalize my next series of upgrades and then we'll be ready for the next trip.

Beginning with this issue we are changing the editions from that of February, May, August and November to Spring, Summer, Fall and Winter. I am hopeful to have the issues out at about the same time but by referencing each issue edition to the season it has been felt that it is more in alignment with the actual dates when the newsletter has been received at the subscriber doorsteps.

With this issue I am also glad to reintroduce our readers to the Classic Close-Up feature. The VAC is again pleased to present another 1936 Airstream Clipper trailer. This trailer was completely redone in 1993 and is arranged out differently than the previously featured 1936 Clipper. Furthermore, the VAC has recently located a small 1936 trailer as well as a 1938. We expect to show these trailers in upcoming issues.

In this issue we have continued to print the email addresses of our VAC members/subscribers. However, this list has finally become unwieldy such that in the future we will only provide these addresses once a year.

This is an issue with something for everyone.....Enjoy.



VAC ANNOUNCEMENTS

Region 4 Rally Report

The theme of the 21st Annual Region 4 Rally was "Nearly Heaven in 97" and compared to last years rally, the sunny weather was nearly heaven. We did not see rain until it was time to leave on Sunday. The twenty-three VAC members parked their twelve trailers in a well marked and wide spaced area such that they provided all attendees a great view of the beautiful old trailers. The Rally was held in Canfield, Ohio, and it featured many excellent seminars and events which included a Vintage Open House that hosted over 200 visitors and Bud Cooper's Polishing Demonstration, during which he polished a complete trailer (all twelve inches of it!).

The 4 pm social hour meetings were well attended by all VACers who were not on one of the wonderful available tours. We were even able to acquire several new members who accompanied us to the meetings and could not resist joining the VAC.

Next year the Region 4 Rally will be held May 22 to 24 in Hudsonville, MI on the same grounds as the Holland Tulip Time National Rally (which is held the week prior to the Region 4 Rally). This will allow attendees to participate in both Rallies without moving. The Region 4 Rally will feature Bud Cooper's lecture on "The Airstream Story, The Missing Chapters" along with the usual exciting Rally and Vintage events. A Concours d' Elegance is in the plans along with the possibility of a trailer towing or battery seminar by VACer Don Grayson. Mark the dates on your 1998 calendar and come join us. Fun is guaranteed!

Clyde Wagner, #8441
Region IV VAC Coordinator

Club Dues and Mailing Addresses

The VAC dues/fees were due in July and are delinquent after the 31st of the month. The mailing label on this newsletter shows the date dues/fees are due. If the label on this newsletter shows (Jul97) which means dues/fees were due in July and you are currently delinquent. The other labels showing future years (Jul98, Jul99) means your dues are paid. Since

the newsletter is mailed third class and NOT forwarded by the Post Office, it is imperative that we are updated with changes in address. Newsletters that are mailed between November and April can be mailed to separate winter addresses if subscribers indicate a preference. Please send all changes, winter addresses and dues (\$10.00 a year, payable to the Vintage Airstream Club) to:

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

Ed Stanley, #21491
VAC Treasurer

Changing of the Guard

The VAC is appreciative of the efforts of Mariana Hirsch (#5254) for serving as the VAC **Blue Beret** Editor and Bob Pear (#22718) for his services as the VAC Historian.

Congratulations and appreciation are also extended to Ann Jakob (#9431) for being selected and accepting the responsibility as the new VAC **Blue Beret** Editor and to Jim Lochhead (#5913) for being selected and accepting the responsibility as the new VAC Historian.

Clyde Wagner, #8441
1997-98 VAC President

1996-97 Financial Report

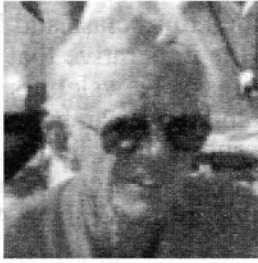
(7/1/96 to 6/30/97)

<u>INCOME</u>	
Annual Dues	7,660.00
Decal Sales	77.50
Donation	2.00
Donation-Awards	300.00
<u>Member Services</u>	<u>768.50</u>
TOTAL INCOME	8,808.00
<u>EXPENSES</u>	
Business Printing	92.54
General Postage	476.71
Internet Cost	460.00
NL Mailing	1,193.92
NL Printing	2,019.75
Operations	661.83
Purchased Awards	151.15
<u>Supplies</u>	<u>319.65</u>
TOTAL EXPENSES	5,375.55

TOTAL INCOME/EXPENSE	3,232.45
BALANCE FROM 1995-96	3,608.18

TOTAL CASH BALANCE 7,040.63

Ed Stanley, #21491
VAC Treasurer



COOP'S CORNER

Please hold onto your applause-

This was one of those cases where everything goes right! I put out a call in the last newsletter (May 1997 VA) for a person to take the giant Airstream parts book so that owners could write and possibly identify a part which is in stock. Airstream President Larry Huttle has agreed to give us the book, but.....

Nothing could please me more than to inform you that Mr. Alfred Peskoe (#16486), 82 Oaks Road, Little Silver NJ 07739, has agreed to keep the book and provide us with parts information when required. This gentleman, who has extensive experience in automotive parts, has agreed to share his talent for our benefit. This spirit of giving is the real strength of The Vintage Airstream Club. I recommend this man for your "Nice Guy" award. May I hear your applause at this time.

Please note- the book is not yet in Alfred's hands. You will be advised later when and how to take advantage of this service.

From the Service Area-

Shooting the bull with some of the technicians in our local dealership revealed that Michigan has a technician certification program. I knew this applied to auto and truck mechanics, I am one, but they have a category for RV technicians now. To study and gain certification would be a worthy project for anybody. Just thought you readers might want to look into it. Your state might have such a program. For example, Sacramento City College teaches a fine course, with an outstanding teacher I am told, on RV maintenance.

Larry Huttle Speaks, Again-

I always enjoy listening to Airstream President Larry Huttle. One picks up many bits of news. Speaking in Canfield, OH, at the Region 4 Rally, Larry pointed out that Airstreams are now viewed as an art form by a growing number of people, and their distinctive shape makes them stand out from all the rest.

He repeated that seven parent companies account for 80% of RV's sold. One of five motor homes sold is now a pusher, something that Airstream does very well. Airstream deals regularly with 380 suppliers; little wonder that so much in the way of Airstream quality control rests on the shoulders of these suppliers. Apparently few listeners grasped the significance of his

next announcement, since I didn't hear shouts of approval. The Safari trailer has been a solid success, having added 50% to Airstream's volume. Referring to it as a true, car-towable Airstream, he says almost all were sold to first time buyers. A 25 foot, six sleeper will be introduced next.

What a wonderful turn around that is! I see this as a successful revisit to the small towable trailer. It reaffirms the validity of part of the vintage movement, *towability*.

Bisbee, AZ in the News Again-

Ed Smith's Shady Dell trailer park was featured in an article in the Los Angeles Times. It carries a color picture of his 1949 Airstream which he rents as a motel room. You remember the spread he received in the New York Times (see May 1996 VA)? Ed specializes in vintage trailers. If you are ever in the neighborhood of Bisbee, AZ, stop over for a unique parking experience. Bettye and I stopped in January of 1997. Not only is Bisbee worth a day or two on its own, but we found the 1950's ambience of Shady Dell fascinating. Ed Smith is a workaholic restorer from whom you can learn. It was fun to pick his brain; he seems to enjoy the game too. You'll love Rita. Look elsewhere in this issue for "A Happening at Shady Dell."

About Model Names-

I am indebted to Stanley Baston for an additional batch of Airstream model names which will be added to my list (May 1997 VA). Some time in the future, when I have a substantial increase in names, I will republish the whole thing. I didn't anticipate that sophisticated readers would detect missing names. The source was the 300 names in our club data base. It turned up only the names that owners had revealed at that time, far more names, I am sure, than any one of us had up to that time. Additions will be accepted. To be complete, I would need literature for all 1959 model years.

Our first trailer, your first trailer-

Apparently, various people were tickled by my story of our first trailer because I got two letters offering other first-trailer stories. Here is one from Bob and Monna Short (#5221):

We enjoyed your story of your first trailer. It reminded us of our first trailer that we bought just before getting married in 1953. It was a 1950 Glider, 20 feet, furnished about the same as yours. This was our home for about a year.

We hauled it to California and back with a 1951 Chevrolet 6-cylinder with the Power Glide transmission. We crossed Death Valley from West to East. Getting to the top of Townsend Pass required 5 to 6 stops to let the engine cool. To get moving after each stop, my Uncle and I got out and pushed while

Monna steered. After getting moving, we would hop in and roar off at 4 to 5 mph until the heat gage was again out of sight.

We were young and didn't know much about trailering. After 40 years we still do things and go places that make other people wonder if we will ever learn.

I have included an old Glider ad so that readers can recall the distinctive shape of these coaches. Thanks for a refreshing story. Keep on adventuring. Never quit.



News from the Holiday Ramblers Club-

No, Coop hasn't flipped his lid. This is honestly news from the Ramblers club. Maybe it should be a regular feature.

Just across the street from us in Texas lives a gentleman who has been an officer in the Holiday Ramblers Club for years. Over a cup of tea, I discovered that another neighbor also serves that club as an officer. What an opportunity to compare notes!

They differ from WBCCI in that the country is broken down into regions approximating states, and there are no other divisions. A unit to them is a family with a trailer. Each Region President publishes a newsletter of 2 to 4 pages, no Blue Beret. They view this arrangement as much more democratic than ours, less hierarchy, fewer officers, and reduced politics. They rally on a state and national basis.

They have no IntraClubs. I found this astounding, but so were they that we had five.



Trailer Riding-

It's time for each of you to get out on the boulevard and have the copilot take the wheel. Instruct her to take it up to 55 mph and hold it there for five minutes while you ride in the trailer observing, listening and taking notes. Then choose a nice spot and brake to a stop.

Take a pencil and paper with you because I promise you, you will find much to record. Watch the door latch (which you haven't lubricated in a long time) working up and down in the latch pocket. Listen for the sound of things that are badly packed. Put your palms to the floor, feel the flat spot on a tire, or the out of balance condition. Listen, is one bearing making more noise than the other(s)? Look for things that wiggle and giggle. Should they? Try to be standing over the axles as she puts on the brakes. You can tell by the sound if they are all working evenly.

Do this little exercise each year from now on.



Removing rubber caulking-

I am regularly asked how to remove silicone rubber caulking (bathtub caulk, RTV and silicone rubber, are all the same compound) from the outer shell of an Airstream. The trick is that if this is on a coated trailer, and most are, we want a cleaning material that won't damage the coating.

Now I have a suggestion. Common Isopropyl

Alcohol will do the trick quite well. Costing \$0.79 per pint, wet a rag and rub it over the offending area. Pressure and vigor don't help, but persistence does. Thick coatings soften and can then be removed with a fingernail. Thin coatings dissolve and disappear.

Are all coating materials alike? I doubt it. If you want to be super safe, climb a ladder. Test that alcohol on the roof first where the damage can't be seen.



WBCCI license plates-

Trailer II, that's what Bettye calls our latest acquisition, had reached the point where I should affix the familiar WBCCI numbers. "There is a better way," I told Dave Carlson, the owner of Woodland RV. "What is that?" he asked.

I explained what a pain it was getting the old numbers off when you buy a used trailer. Even with the numbers off, it always leaves some kind of ugliness behind. And the owner who trades in his trailer will seldom take off the number.

"You've got that right!" exclaimed Dave, "And then the dealer gets stuck with the job because the next buyer doesn't want to fool with it."

I explained my plan. I will take two pieces of already coated aluminum sheet stock 23 by 8 inches. Because I can't shear such large stuff without leaving a ripply edge, I will have to bind it to disguise the problem. For this I will buy aluminum edging as used around vinyl flooring, or sink top materials. I will space out the numbers and outline them in pencil. Then, in perfect comfort, where the light is good and the working height comfortable, I will apply the numbers. Then, with four pop rivets I can fasten the "license plates" back and front.

Frankly, I think it looks pretty professional, and a lot of guys are going to copy.

As long as this trailer is in service, any new owner has only to drill out the rivets. He can either buy a new plate, or refinish the old one. Both are trifling concerns. And, Dave added, "what a nice idea it would be for Airstream to introduce such a part which the dealers could sell." Great idea Dave.



VAC receives gift of literature-

It is a pleasure to report that Mr. James Price (#4544), 136-11th Street. Niles OH 44446-4318, has donated to the club a large body of documents of a potentially historic nature. I have cataloged the material by year, and have a catalog page which will be supplied upon request. There are 44 documents dating from 1958 to 1988. They are primarily sales literature such as *The Airstream Story* for five years, and other sales materials, mainly non technical. There are 44 personal photographs of Jim's trailering activities.

On behalf of the club I thank Jim for this material which will contribute to the clubs fund of information about past models and features.

★

Thanks from Dr. Holman-

Dr. Norman Holman, Jr., MD, PhD, has requested that I thank all members who helped in both great and small ways with the repair of his 1935 Airstream Torpedo at Rapid City, SD. The repairs were so skillfully done that no further work was necessary. Workers appeared on the job as if drawn by magnetism. An amazing quantity of tools appeared as if by magic. This is one of those Airstream phenomena which defy explanation.

★

Attention owners of Airstreams from 1959 and older-

All others blind your eyes and read no further. Our data base on these senior trailers is flawed. Much data is missing, some is in error. This group of trailers is of high interest because so little is known about them. We are, therefore, asking you to send new data to Ed Stanley immediately. We are looking for the following information:

Your name

Year
Serial number
Length
Model name
Plant of origin

Perhaps with your cooperation we can unravel some of the mysteries about serial numbers.

Rutherford L. Cooper, #2601

GEORGE NOTES

VAC member George James, Jr. (By George!) was awarded the "Best Innovations" at the 1997 International Rally Concours d'Elegance for his many trailer upgrades. The following is a partial listing of the James improvements on their 1968 26' Airstream.



- 1) Raised rear twin beds by 5 inches to accommodate increased storage underneath.
- 2) Insulated under "comfort pads" at side of beds.
- 3) Removed oven and in its place installed a microwave oven plus a ducted, thermostatically controlled electric furnace and additional storage.
- 4) Put shelves/partitions in overhead lockers to organize storage.
- 5) Removed exterior television antenna (we don't watch much TV so the inside antenna meets our needs).
- 6) Installed a Univolt switch, but later removed Univolt because we installed a solar panel.
- 7) Installed a recessed non-vented catalytic heater.

- 8) Replaced the original 8-track tape player/radio with a cassette/AM/FM quadraphonic automotive radio.
- 9) Installed remote switches for radio at head of each bed, in the kitchen and at the front couch.
- 10) Installed remote water pump switch and exhaust fan in bath room.
- 11) Made plexiglass storm panels for door, windows and ceiling hatches.
- 12) Replaced inadequate safety chains with a single chain long enough for a tow chain. The new chain loops around the "A"-frame instead of being welded or bolted.
- 13) Built-in both water and electric "Y's" for neighbors.
- 14) Hung a toaster oven under kitchen locker.
- 15) Installed a CB radio and telephone wiring and jack.
- 16) Made a small folding shelf under window.
- 17) Replaced the front bed bolster with a long storage box.
- 18) Made a storage pocket under arm rest at the end of the couch.
- 19) Replaced the useless magazine rack with a plexiglass display panel.
- 20) Made burlap covered "bulletin boards" for each end of couch.
- 21) Fabricated special racks for refuse, knives and scissors on backs of doors under kitchen sinks.
- 22) Installed 12 VDC fluorescent and 120 VAC lights and 12 VDC swag light over table.
- 23) Installed an indoor/outdoor thermometer.
- 24) Altered the refrigerator LP gas ignition system so we can light it from inside the trailer.
- 25) Installed a recessed AC voltmeter so we can tell if we have enough AC power.
- 26) Fabricated book, magazine and dish racks with coat hanger wire.
- 27) Removed Hollywood lights and folding shower curtain in bathroom.
- 28) Installed hangers for fishing rods over twin beds.
- 29) Fabricated walnut book racks over the head of the beds.
- 30) Replaced the lights at the head of each twin bed with upgraded lights.
- 31) Installed two electric clocks, one digital with a switch to shut off display to save the battery when the trailer is in storage. The other clock uses AA batteries.
- 32) Installed a dead bolt for the outside door.
- 33) Installed panic button (siren) by the door and bed.
- 34) Installed a venetian blind over the front window.
- 35) Installed 12 VDC/120 VAC electric blankets for beds. M-m-m-m good!
- 36) Installed shoe bags on the backs of the closet doors, retainers on bathroom shelves and special towel and paper goods storage compartments.
- 37) And we're still thinking, by George!

George D. James, Jr., #6425



VAC ACTIVITIES AT THE 1997 WBCCI INTERNATIONAL RALLY

Just the Facts

June 18: Arrival of 1996-97 VAC President Dick Mumma and First Vice-President Clyde Wagner at Monte Sano State Park in preparation for the VAC Pre-Rally.

June 23: Arrival of VAC members at the Monte Sano State Park VAC Pre-Rally. First group meeting at the 4 pm social hour where introductions were made and the VAC program was described.

June 24: VAC dinner at Ryan's Restaurant, with approximately 45 members in attendance. A good time was had by all.

June 25: VAC convoy, with police escort, from Monte Sano State Park to the 1997 WBCCI International Rally site at the old Huntsville airport. Eighteen vintage Airstreams participated.

VAC Parade through the International Site, led by the International Officers, to the VAC parking locations. Twenty vintage Airstreams, with flags flying, were led to the sites by the Holmans' 1935 trailer followed by the Danahers' 1936 trailer.

June 26: Meeting of the 1996 to 1997 VAC Board of Directors.

June 27: The annual VAC General Business Meeting with approximately 175 in attendance. The 1997 to 1998 VAC Officers were elected and installed. International President and First Lady Norm and Lucille Hewer officiated at the installation. The VAC Constitution and Bylaws were amended and approved. A VAC banner was adopted. Honorary VAC membership had been approved at the VAC Board of Directors Meeting and was announced. Reports were made on membership, the **Vintage Advantage**, the treasury, the Internet, and the VAC Pre-Rally.

After the General Business Meeting, the audience was treated to an excellent presentation by Dr. Norman Holman, Jr. about the history and current activities of the 1935 Airstream Travel Trailer built by Dr. Norman Holman, Sr. (this trailer is the oldest known Airstream trailer and was featured in the May 1996 **Vintage Advantage Classic Close-up** column). The senior Dr. Holman answered questions from those in attendance.

After the presentation, there was a Meeting of the 1997 to 1998 VAC Board of Directors.

June 28: Unscheduled VAC Open House to coincide with the Airstream Company Open House so that local Huntsville residents could take advantage of the weekend to also see the vintage trailers.

June 29: VAC Breakfast at Quincy's Restaurant with over 80 in attendance.

In the afternoon, Bud Cooper again conducted his seminar on Vintage Trailer Polishing Demonstration. As usual, the seminar was well accepted with over 100 folks in attendance.

July 1: VAC Open House and Concours d'Elegance. Both the Open House and the Concours were outstanding events with over 300 people coming through the trailers (on one of the hottest days of the Rally, temperatures were easily near the century mark with humidity close behind!).

The Concours d'Elegance Awards presentation was conducted during the evening social hour.

July 4: The 1997 WBCCI Parade included five VAC entries. The inclusion of these trailers received rave reviews from the Caravanners lining the Parade route.



Front Row: Bud Cooper; Tom, Ben, Sam, Kathy & Colin Howarth; Saloma & Barney Ratzlaff.

Second Row: Hazel & J. T. Walker; Ruth & Dick Mumma; Clyde & Ellen Wagner; Marian Beckman; Norman Holman, Sr.; Betty Cooper.

Third Row: Agnes Compson; John & Ann Jackob; Dolly & Ray Sugess; Sally, Hope & George James, Jr.

Fourth Row: Betty Danaher; Ed & Lorraine Stanley; Bob & Judy Brubaker; Jo Goodwin; Dale Werdebaugh; George James, III; Dona & Lloyd Garner; Roy Compson; Michael Heanue; Norman Holman, Jr.

Fifth Row: Eugene Danaher; Jim & Eve Landry; Bill Scott; Rick Davis; Vernon Goodwin, Jr.; Preston Pierson; Edward Konop; Sheila & Sam Jones; Bert Kalet.

Sixth Row: Jim Lochhead.

Walking on Left: Michael McCarthy; Claire Baldwin.

Dick Mumma, #4333
VAC Past President, 1996-97

First Impressions of Two First Timers

Ready for blast off ma! We're headed up Monte Sano State Park for the VAC PreRally. I pilot our silver craft, slowly through the clouds we climb on a path of newly laid asphalt. One glance tells me my accrophobic copilot is not enjoying our ascent. Yes Huntsville, we have a problem. My altimeter shows apogee of 840 feet. Hang on ma, we're nearly there! Gradually the nose of our craft comes into view and we begin to level off on a smooth glide path to park headquarters. Huntsville, our Bambi has landed, "one small step for me, one giant step for mom!"

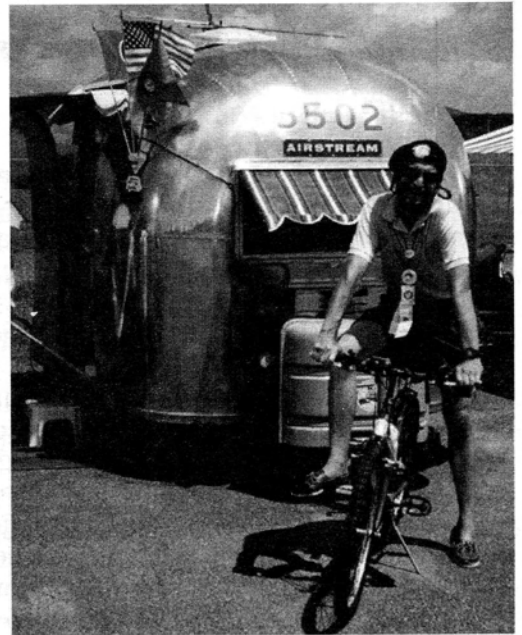
Back safely on terra firma, my copilot regains her composure as we both begin to explore our new surroundings peopled by friendly inhabitants with their shiny, mobile modules. Suddenly its a whole new world up here; small seems "in" and "shiny" is the rule. It's not long until one of these strangers, Hope James (#6425), comes by with a big welcome to this strange new vintage world. We ask her to "take us to your leader." Two hours and our first social *hour* later we don't feel so alien. We are welcomed into the new strange world of old trailers and new friends.

First impressions are like new worlds discovered. Over the following days our log of firsts would include our first mountain descent (in caravan style no less); our first police escort; our first dress parade; our first International Rally; our first dog show and our first open house. Who'd have guessed that we'd even get our first red ribbon and our first television interview. So many firsts, so many first impressions.

The International Rally proper was in itself an awesome operation, from the parking process to the water and electric layout. And then the programs! Eight days of every kind of workshop, seminar or shopping experience, all perfectly planned and executed, from the First Timer registration (a shock) to the final day of caravan training.

We know it's true, first impressions are lasting impressions.

Preston Pearson (mother and son), #5502



1997 International Rally Concours d'Elegance Results

Best of Show	Norman W. Holman Sr. and Jr., #1935	1935 Torpedo
Reserve Best of Show	Eugene and Betty Danaher, #12897	1936 Clipper
Members Choice	Bud and Bettye Cooper, #26019	1963 Bambi
Reserve Members Choice	Mike McCarthy and Claire Baldwin, #32828	1957 International Bubble
Members Choice, 3rd Place	Preston Pearson (mother and son), #5502	1961 Bambi
Best Restoration	The Howarths, #6490	1953 Flying Cloud
Best Innovations	George and Hope James, #6425	1968 Overlander
Best Tow & Trailer Combination	Barney and Saloma Ratzlaff, #4874	1966 Caravel with Pontiac Safari Station Wagon
Reserve Best Tow & Trailer Combination	Jim and Eve Landry, #5128	1958 Globe Trotter with 1964 Chevrolet Pickup Truck

A special thank you to Maynard and Geraldine Sellers (#10768) and Eldon and Marilyn Lown (#17189), our judges for the Concours d'Elegance. The VAC is appreciative for their efforts in making this event such a success.

Clyde Wagner, #8441
1997 International Rally Concours d'Elegance Steward

A HAPPENING AT SHADY DELL

(also known as VAC Adventures with Bettye and Bud)

Having signed up for Airstream Company Caravan #235, Bettye and Coop (her driver) set off with Bambi for a month in Mexico. Noticing from the map that it is a three day drive from McAllen TX to the rendezvous point, Coop allowed eight. With a 34 year old trailer one should allow enough time to fix the bow sprint.

We chose an all-Interstate route; guaranteed to be boring, but safer by far. We skirted San Antonio passing Ostrich and Emu farms and pushed West into areas we had never scouted before. The land is slightly rolling, and soon gets visibly drier, eventually becoming desert by the time one reaches El Paso. But that's a long way. We only got to Sonora that first day. We headed for our favorite self-serve park. On the honor system, one puts a \$10 bill into a crude tin strong-box, and finds his own spot. I noticed a box with wire cloth over it. The sign said Baby Rattler. "Ah-ha!" I thought, "they have added a zoo, wait till I show this to Bettye." Peering inside I found a plastic baby's rattle.

Bettye had a painful stiff neck and I had agreed to take her out to dinner. We departed on foot to the nearby Mexican restaurant as indicated on a sign, but when we got there it had been out of business for quite some time. So we ate across the street.

Next morning we departed in dense fog, we made excellent time, another advantage of the Interstates.

Where the road passes over the hilltops, there are cuts which expose the rock strata. One can study the geology as he passes. No kidding. Often I see a van parked by these spots, and one can pick out the teacher (or Professor, as the case may be) and their students. I noticed very soft limestone at first with the strata roughly following the contour of the landscape. The soil was thin. But as we got closer to El Paso, the rock became harder, and the grades steeper. Then quite suddenly, there were mountains in the distance. We never went over them, but could always see them. The dryness increased until we were in the desert, then finally El Paso and civilization again. Time for a rest and to explore.

The following day we were up early and decided to do a self guided walking tour of Nogales. Had fun shopping through horribly run-down stores. The zocalo and church were quite beautiful.

We forgot to take our passports so we reentered using Texas driver's licenses. The officer passed whole lines of Mexican-looking individuals, stopping Bettye to ask what was her native country, and me to see what we

had purchased. Adjacent to our park was a nice local museum where we spent an hour.

All next day the mountains were in the distance, never close, always out there. I sensed, but could not see, the continental divide coming. Shifting to 3rd, we cruised comfortably at 50-55, the Tahoe smiling coolly at my act of consideration. "4585 feet" read the small sign when we passed over the top. I shifted into 4th gear, smiling. This is part of the great Sonora desert stretching across three whole states and extending down into Mexico. We made a lunch stop within sight of Kitt Peak, home to a very big telescope. A roadrunner entertained us, eating crackers that Bettye tossed a few feet away. They have a very expressive way of elevating their topknot, sort of like a tip of the hat. We headed for Douglas, our stop for the night.

That afternoon found us in Bisbee, AZ, where we looked for a park and suddenly realized that Bisbee is the site of **Shady Dell**. We entered, rattled the deserted office door, selected a site, parked, dropped our money in the slot, toured the vintage trailers, and then settled into chairs. It would soon be time for refreshment.

The air was rare and clear, the altitude 5,600 feet. A pleasant looking lady sat in a nearby chair. I rose saying, "I'm Bud Cooper, and this is my wife Bettye." To my chagrin, the lady instead of being pleased, looked distressed, as though I had struck her with a stick.

"You aren't Rutherford Cooper, are you?," she asked.

My mouth dropped open. Now it was my turn to look as though struck by a stick.

"Yes, but how do you know me? Who are you?"

I'm Sue Kovac. You helped Deborah and I fix up our trailer. We're here with it now. It's the 1967 Airstream over there. It's so beautiful and we're so appreciative, we just can't thank you enough for your help. We are your ladies from California.

These last words were my code words. It was a quote from one of my many letters. I instantly knew who they were. Sue and Deborah from California. Two courageous young ladies, who with guts, work, money, and a little help from the Vintage Airstream Club, fixed up an ailing 1967 and made it a fine living example of an Airstream. They will never know how often I thought about them, and bragged about them. Now they were here. Amazing luck!

There were hugs all around, and non-stop conversation. So many stories to swap, so little time.

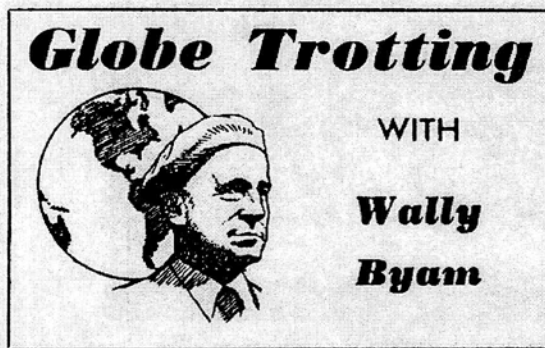
We had to move on by the next afternoon because friends in Green Valley, AZ, would be waiting. We breakfasted together, Sue and Deborah insisted on buying. We did sort of get acquainted, but there was too little time. Sue has promised that they will write an article, or maybe a book, on their experiences. I promised to publish it in the newsletter if it ever comes.

The next day we met Ed Smith and Rita Personett, proprietors of **Shady Dell**. Poor Ed could hardly get a word in edgewise, but later we had a concentrated hour together with nothing but trailer talk. Ed is currently restoring a huge Spartan Mansion. Next to it is his pristine 1949 Airstream, and down the line is a 1957 Elray, one of the Airstream look-alikes. Ed has since sent me helpful old Airstream ads from his personal library. He's worth meeting, even if you have to drive out of your way. He even gives a discount to vintage trailers, as though Airstreamers would fall for an inducement like that. (Ed, they'll drive 500 miles out of their way to find a free night.)

Next issue, more spine tingling experiences with Bettye and Bud.

Rutherford L. Cooper, #2601

[The following column was written by Wally Byam as he would describe his travelling adventures as a regular feature in 1950's magazine Trail-R-News (predecessor of the current Trailer Life magazine). The Vintage Advantage has been provided with copies of a couple of these columns and will publish them when available. This column is from page 15 of the May 1953 issue of the Trail-R-News].



Reno, Nevada . . . We are in Reno today just because we happen to be here, but since writing our last column from Havana we have been over the United States from New York to San Francisco and much of the country between. It has been one of the mildest winters known to history. Except in the Dakotas, and northwards

thereabouts there has been practically no snow, very little ice. It is most noticeable in the eastern cities where usually high banks of soot covered snow line the streets. Not so this year. Good trailering weather - everywhere.

A lot of our friends are down along the Florida keys fishing. The catch is tops this year. They just catch them and catch them and catch them until they about wear themselves down to a nubbin. Then a strange thing happens. They get a second wind and go into the business. They start selling their catch. Get from six to eight cents a pound. Doing all right too. But after weeks on end of doing it I wonder just how much pleasure there is in it.

Gave four lectures with colored movies and slides in the Palm Springs, California area recently. Packed crowds at different trailer parks each night. Showed pictures of the Pan American highway trip and the West Coast of Mexico. There is certainly a terrific interest in these Trailer Caravan Tours. If you know of a park that wants to see these colored pictures and the talk that goes with them let me know and we will try to arrange it. No charge of course.

It looks like we are going to Europe all right. About 14 trailers of us. And to top it Neil Vanderbilt is definitely going to be able to go with us. With him along to open doors for us we will definitely have to take in the Coronation which we had otherwise intended to skip on account of the crowds. If you want to get in on this tour write quickly. We can arrange for delivery of a new trailer and car in Paris if you like and sell it when you are through. Or ship your own. The main body of us will fly over May 9th. Personally we are going to buy a 24 horsepower Volkswagen nine passenger bus to tow our Airstream Globe Trotter trailer with. The climax of this European trip will be our attendance at the International Trailer Rally in Denmark the last of July. We've heard that "Wonderful, wonderful Copenhagen" really is. We'll write and tell you all about it.

Getting some nice compliments on the third edition of "Fifth Avenue On Wheels." It is out now. Most book stores and Airstream dealers have it. Tells how to trailer travel in the Fifth Avenue manner.

Mark Smith and I have agreed not to limit the number going on the Cuban Caravan Tour. Looks like there will be a hundred trailers. If you want to go, write me at 1755 North Main Street, Los Angeles 4, California. Looks like it will roll in December. There is no charge for your participation in any of these tours. We just conduct them because we haven't better sense and love to travel by trailer.

CLASSIC TRAILER CLOSE-UP

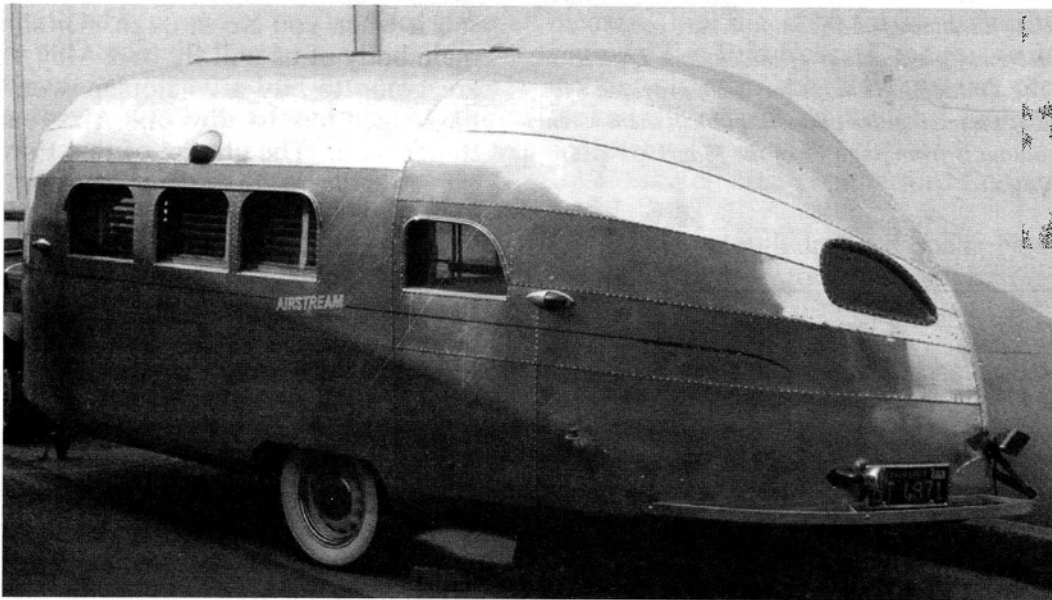
“1936 Airstream Clipper”

3404 W. 22nd St., Los Angeles
Serial 1224 Dlr. 7 36

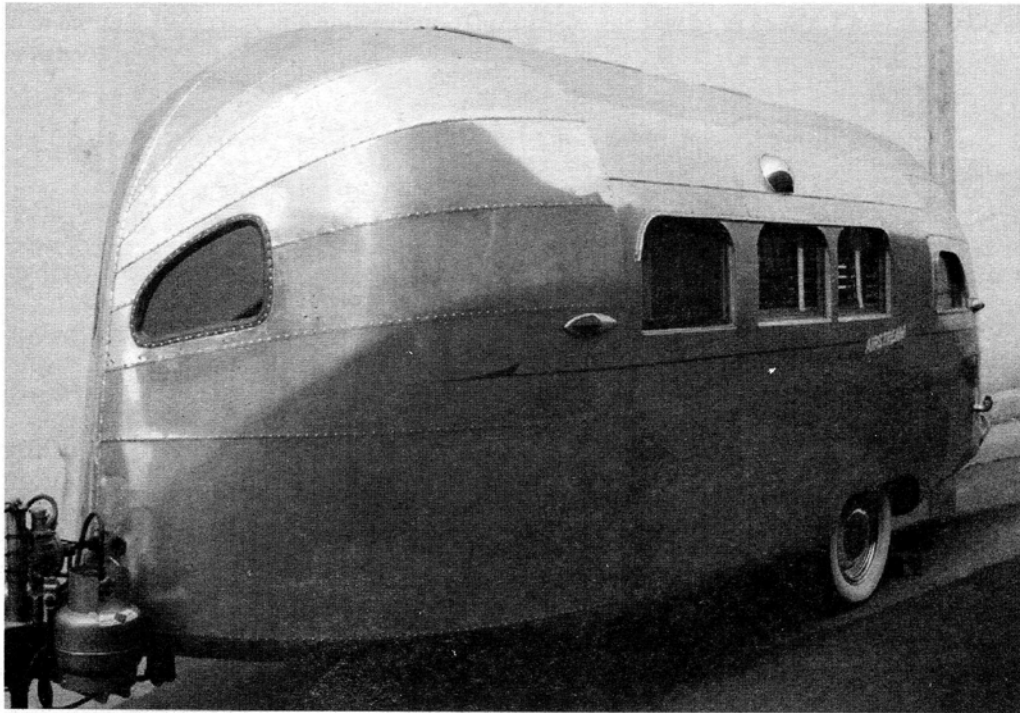
In 1993 an advertisement was placed in various publications (including **Hemmings Motor News** and **Lost Highways**) for a 1936 Airstream Clipper. The trailer was advertised as having been recently found after being placed in a barn for over 50 years with the first owner reported to be a neighbor of Wally Byam. The advertisement further stated that the trailer had recently been refinished and was now being offered for purchase through a Classic Automobile Dealership.

In 1995 the **Vintage Advantage** tried inquiring about this trailer but it was learned that the trailer had been purchased by a private collector and was not available for comment. Recently (at International), one of our VAC members brought photographs and limited information about this trailer to the attention of the **VA** Editor. Apparently the selling dealership (*Hill & Vaughn* in Marina del Ray, CA) went out of business three years ago. Furthermore, it has been learned that the records were with the sales director who passed away a year ago. What this all means is that the **VA** has searched for this owner but has continued to be unsuccessful. However, the photographs from December 1993 are stunning and are being reprinted here for the enjoyment of our readers.

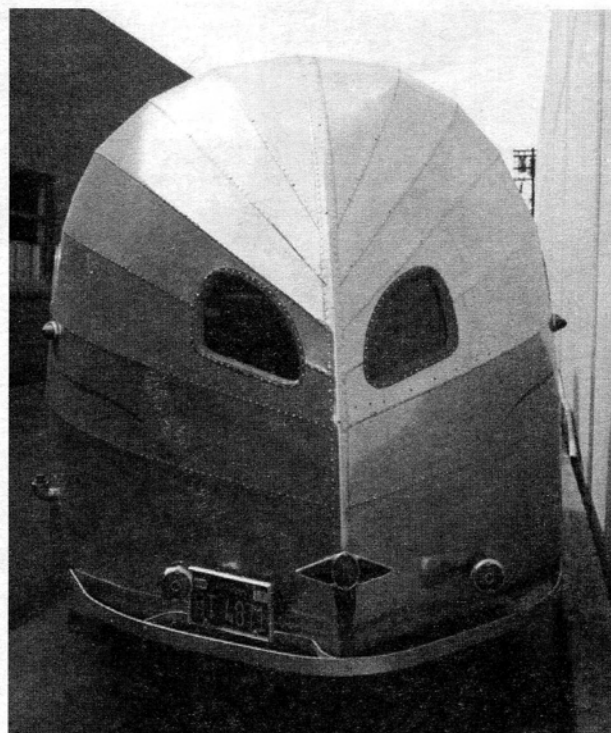
The serial number of this trailer (Ser. 1224) predates the Danahers 1936 (Ser. 1228) that was shown in our first Classic Close-Up feature (**VA**, February 1996). However, in 1993 this trailer was completely refurbished with stainless steel kitchen, wood venetian blinds, brown leather interior and oak panelling interior.



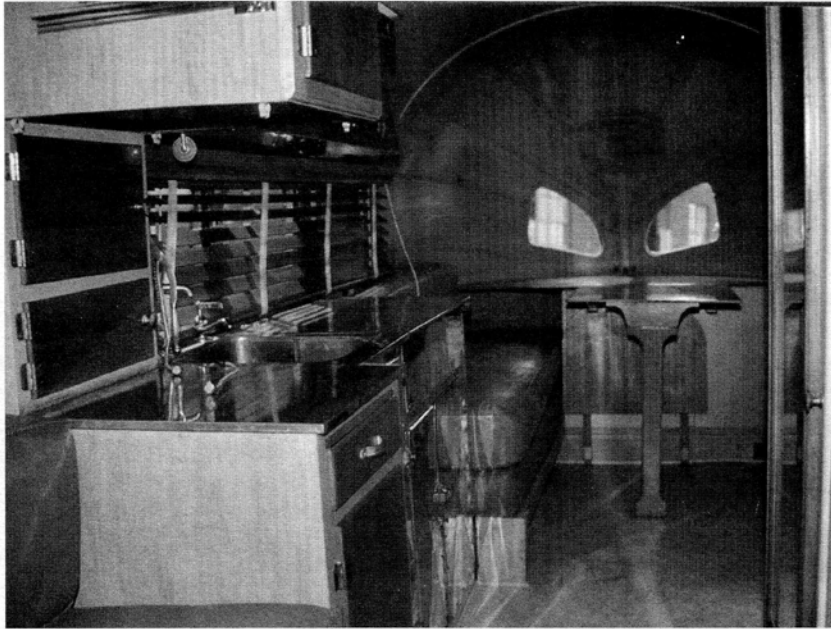
Rear street side view of 1936 Airstream Clipper Ser. 1224.



Front street side view of 1936 Airstream Clipper Ser. 1224.



Rear view of 1936 Airstream Clipper Ser. 1224.



Interior view looking towards the front along the curb side of the trailer.



Interior view looking towards the front along the street side of the trailer.

[The following appeared in the July 1978 issue of *Camporama*. This article was sent to us by Mr. Charles Burke, our VA Best of the Web Question & Answer correspondent).

The Zip Dee Story

Henry Duda ran a prosperous dairy business in 1959 when he bought his first trailer. After many struggles with an old fashioned rope and stake awning, he decided to make one of his own. In the following interview, Duda tells the Zip Dee awning story.

ELK GROVE VILLAGE, Illinois - "When I bought my Airstream, it had an awning that had to be put into a rail every time you wanted to use it. It was such a hassle to put up," Duda said. "It took two people to roll up the awning. It was heavy, and my wife couldn't hold up her end as long as I could, so the awning was always crooked. We had so many arguments over putting up the awning, we just as often went without it. It was dangerous because you had to stand on a ladder or chair. I had a friend, a healthy 60-year-old man, who fell and broke his hip while trying to put up his awning. That injury eventually caused his death."

"It was then I decided to build my own awning; one I could put up by myself. I didn't know a thing about awnings," Duda confessed. "I just knew that the RV awnings on the market were unsafe and troublesome. I had no idea my experiment would turn into a full time business. I was familiar with stainless steel from my dairy business. I knew it was durable, non-corrosive and extremely strong. All the boat and marine suppliers used it. I eventually decided on a combination of stainless steel and fine polished aluminum (I had originally used aluminum only, but my whole awning bent in a heavy rainstorm)."

"In the process of designing the awning, I visited a large Chicago-area manufacturer of residential awnings and lawn furniture, to get more information about awning fabrics. Pretending to be interested in an awning for my home, I asked the salesman questions about the various fabrics. He showed me a vinyl-coated fabric, but that reminded me of an oil cloth table cover. Then he showed me a thicker vinyl and a coated duck canvas. I asked him which fabric would be best and he told me the very best was Sunbrella fabric by Monsanto. However, he didn't recommend it because

it was so expensive. He said people bought vinyl because they could afford to throw it away in just a few years, when they got tired of the color. The Sunbrella fabric, however, was a woven Acrilan with a color and durability that simply lasts for years and years."

"Well, I didn't go along with the throw-away theory. I think people are willing to pay for top quality if they know they are investing in a product of lasting value. So I decided to use the Monsanto Sunbrella fabric in my awning."

"Using the window shade ideal, I completed the design of the automatic return roller spring and tube assembly, with a self-wrapping metal cover for protection and appearance. I finally assembled the awning and put it on my trailer. You can imagine my excitement when all my testing, design and prototypes finally paid off in an awning that worked just as I wanted it to."

"A close friend suggested that I get a patent on the awning. I still had no intention of manufacturing or selling them. I had a prospering dairy business and was already thinking about semi-retirement. But, finally I did get a patent and just threw it in a drawer. That awning had cost me \$4,000 and my Airstream only cost \$3,800! I sure took a lot of kidding about that," Duda said.

"When we traveled to rallies, people began to ask me to build awnings for them. I didn't have to get hit in the head to realize that I had a future in the awning business. And if I was out selling awnings, I could charge off my travel expenses too. I decided to hand-make awnings in my spare time. I slowly converted my basement into a factory. Soon I had to move the cars out of the garage to store tools and aluminum extrusions. I had lots of problems - some truckers refused to deliver to residential areas. One trucker dumped a ton of stainless steel bars on my front lawn, since he couldn't unload the 500 pound bundles any other way. At one point, I built an awning for a friend who was going to show it during his travels. I started

getting letters from all the states he traveled through, requesting awnings."

"I wrote back, saying that if people came to the Chicago area, I would sell them awnings. It was a surprise to me when people did start coming, especially when I didn't have an established place of business. I usually made arrangements to meet the customers at convenient gas stations or at the parking lot at the Abraham Lincoln Oasis on the I-80 tollway. I'd install the awnings right there, rain or shine. Some days I'd meet 4 or 5 trailerites and install awnings for the group. I would also transport the awnings on top of my car. It wasn't too long before I needed a professional manufacturing facility."

"I built a 7,000 square foot factory, and rented out half of it. I placed some small advertisements in RV magazines and went to trailer rallies for demonstrations to sell awnings. Our business began to grow rapidly and before the year was out, we had to take over the entire factory."

"Since then, we have more than tripled our factory space, and we have some customers who are coming back for their third Zip Dee awning. I guess, among other things, our philosophy about awnings keeps people coming back. You see, we feel an awning should do several things for you - give shade, keep you cool, and shower you with your favorite color. We are very color oriented. I guess the Acrilan fabric makes us that way. We think colors should do something for you, something that plain vinyl can't do."

"For instance, if you buy a blue vinyl awning because you like blue, what happens? Your neighbor, not you, ends up enjoying the color of your awning. And when you sit under that awning and look up, you might as well be looking at the white underside of a fish."

"With our awnings, the color is an inherent part of the fabric. The color is incorporated while the fabric is still in its liquid state. When you sit under a Zip Dee awning and the sun shines through, it produces a stained glass effect. You are bathed in a hazy colored light. Our front window shades do the same thing to the interior of a coach."

"I also had bad luck with my original awning because it faded. Our Sunbrella fabric, however, cannot fade, crack or peel. Sitting under a vinyl awning is like sitting on a hot vinyl car seat. Our awning keeps you cool by allowing the breeze to flow through the fabric. And it won't rot or mildew. We don't have to sell special chemicals to keep it clean."

"In our factory, we don't work on a piece-rate basis. Everyone works at their own speed - but each piece has to be perfect. We now have 23,000 square foot including a sewing room and a machine shop where we do all of our own hardware bending. Our parts sales are extremely low - about 4%. If a part needs replacing, we begin to worry. We engineer our parts with a 400 to 500% capacity. I remember once a dealer called and needed a head casting. I wanted to replace the part free of charge. The dealer insisted on paying for it, saying it wasn't defective. He said the trailer had turned over on the awning side, but the only part of the awning that was damaged was the head casting."

"You can see that we take great pride in our product. Sure, our awnings cost a lot more than vinyl awnings, but people who have a high quality RV are willing to invest in the best."

CAMPORAMA, July 1978.

Birth of a Vintage Airstreamer

Part I

The following story has been contributed by new VAC member Rick Davis (#1602) as an account of a recent find and purchase of a 1954 Airstream travel trailer. It was a pleasure to meet Mr. Davis at International and have him join in with the VAC activities.

The Find

In May 1997, I was talking to my friend Wayne about the growing interest in vintage Airstream trailers. During a trip to retrieve his 1964 Overlander from Southeastern Ohio, he reminded me that we had driven past a *really old Airstream* sinking into a yard on a back road near Shade, Ohio. He had spoken with the owner several years before and thought that the trailer might be for sale. I remembered seeing it, but not much else so I asked him to check. A few days later he called to tell me that the owner would consider selling. The owner thought it was a 1957 model, he had last used it more than 10 years ago during a trip out west.

My friend, Wayne described it as having many aluminum segments in the front and rear, a series of long windows down one side, a tall cylindrical heater venting through the roof and a door within a door that was hinged on the forward side, instead of in the typical "suicide" manner that trailers are usually configured. The trailer was approximately 20 feet long. I asked if he was sure it was really an Airstream and was assured that was what the nameplate said.

Since I still didn't know what it was, I emailed a description to several of the vintage Airstreamers and got a reply saying that it could not be a 1957 because it had too many segments, but sounded remarkably like one of the members 1953 21 foot trailer.

The Retrieval

Based on this limited information, I let Wayne negotiate a price and I prepared to head for Ohio with cash in hand. The retrieval was scheduled for late May, complete with a truck loaded with equipment to handle most of the possible problems that could be encountered when working on a never seen Airstream. This included tools, boards, 3 jacks, a 5 kW generator, an air compressor and of course chains, ropes, and a come-a-long. I also had brought 2 spare tires and wheels, but because I didn't know the correct bolt pattern, I also brought along enough cans of fix-a-flat to take care of a semi truck.

Plan A was to remove the trailer from the field and try to get lights and brakes working immediately,

and then take the trailer to a nearby barn offered by another friend, Mark, to pack the bearings, thoroughly check the brakes etc. Plan B was essentially the same except if the lights couldn't be activated in a reasonable time, new ones would be purchased at Auto Zone, wired temporarily, and clamped to the rear bumper.

I had planned to use the license plate off of my other trailer which was probably illegal but seemed to be a reasonable approach for the time being.

The Reality

I picked up Wayne in Middleport, Ohio and we arrived on the scene at about 1 pm. The trailer was settled to the axle in the owners yard and was rather crooked because one of the rear corners was settled on a log. Of course both tires were nearly flat. The yard was reasonably dry but a straight pull out would be at a bad angle uphill. The trailer was inspected and the title indicated the Airstream was a 1954 model. The owner still said it claimed it to be a 1957. I paid him while I quietly questioned my sanity and whether Wayne was really my friend.

The first two things that became immediately apparent was that I had forgotten the wasp spray. I also hadn't anticipated there could be an electric jack so I didn't have an emergency handle. We dug a hole near the axle on each side to get enough room to place jacks, and then jacked the trailer up in stages until it was on boards at yard level. The air compressor was fired up and the tires inflated. They appeared to hold air and looked good other than some weather rot on the sidewalls. Another hole under the front let us get the jack post out of the ground, fortunately it wasn't fully extended. During all this work, the stinging insects flew by and checked us out, but didn't attack. The truck was backed up to the trailer and the hitch dropped on the ball. The locking mechanism was frozen, however massive quantities of penetrating oil and a large hammer solved that problem. The frozen jack post cleared the ground by several inches. I was able to pull forward and then back the trailer into the driveway thus avoiding the hill.

We jacked the trailer up again, making sure the wheels rotated freely. There was no problem locating

the brake wiring and the brakes worked. We were not so lucky with the lights as several sockets were corroded but we did get a running light and one turn signal. It should be noted that the wiring color code was Blue, FOR EVERYTHING!

At this point we decided we could move the trailer to Mark's farm and work on it in his barn. The former owner agreed to follow us with flashers on, and we intended to stick to the back roads, except for a short stretch on US-33. After several wrong turns, I found Mark's driveway but the 170 degree turn into it didn't look like it would work so we went down the road, turned around, and headed up the 1/2 mile of a twisting, steep, gravel driveway. Mark had assured us that if he wasn't home to just put it in the barn and do what we had to, however, he didn't tell his 3 German shepherds and they took a bit of convincing.

A trip to Athens, Ohio let us purchase the necessary parts to repair the lights. Mark, who was now home, fabricated an emergency handle for the jack, while we tried to force some diesel fuel through the mechanism to loosen things. A large power drill was used to run the jack based on the premise it would either break free or self destruct. Luckily, it broke free. The next morning the bearings were serviced and the brakes checked and a few rivets put in the badly sagging underbelly. The 2 extra tires that came with the trailer were inflated thus giving me a total of 4 spares for a two wheel (single axle) trailer.

The 300 mile journey home (Jamestown, TN) began at 1 pm which allowed me enough time to get home in daylight. All went well and I arrived home 7 hours later. The trailer towed well and no problems were encountered except for a Kentucky State police car that sat on my bumper through Somerset. My license plate seemed to serve me well because I wasn't stopped. I couldn't tell if he was laughing at the Airstream when he turned off.

What I brought home was a 21-1/2 foot long, 1954 Airstream. I have been told that in even years this would be called a 22 foot but in odd number years it is a 21 foot.

The trailer was equipped as follows: 7 cu ft Norcold refrigerator (from the 1980's that was still operational); an original vertical propane heater vented through the roof, about 6 inches in diameter; a dual water system with 2 faucets, one for city water, and rocker hand pump faucets (and they work) for internal water in kitchen and bath area; 110 volt (AC) lighting system with circular fluorescent lites along with a 12 volt DC system which appears to have been added later; 3 burner PREWAY brand stove with oven; a custom rectangular trash container next to the stove, apparently this was original from the factory; 1 gas light; a Braund TV antenna; a 10 gallon stainless steel water tank (it had previously been removed to accommodate the refrigerator but the owner still had it); 7.00X15 tires on split rims; the axles are spring suspension; Warner(?)

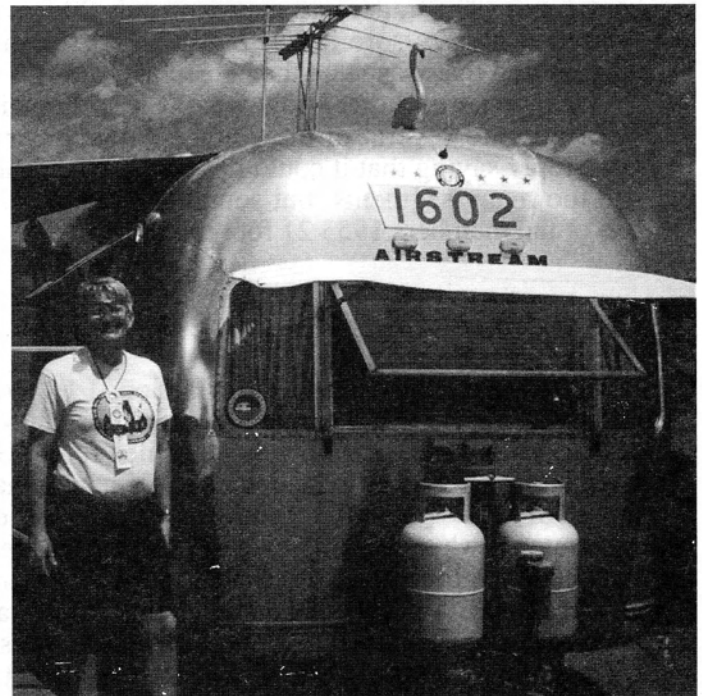
electric brakes; and the axles were equipped with Seide safety skids. You have to have trailered a few years to remember them.

A holding tank had been added, which caused an ugly pod on the right front corner of the trailer. I am told that originally in that era that the toilet opened to daylight (ever hear of the gopher hole?). Apparently holding tanks were first offered only as an OPTION and that was around 1957.

All the cushions, etc. were in remarkably good shape. In addition to the above there were also two 30 lb. aluminum gas bottles from 1970; a Reese electric jack; 2 extra split rims with tires and a set of 500 lb Reese hitch bars. The owner also threw in a 12 volt television and a 10 gallon tote tank. He then tried to get me to take several other things, including a large color TV and an electronic keyboard, so he wouldn't have to go to the dump!

Next issue, *The Teardown and Rebuild*

Rick Davis, #1602



TECH TALK

SOLAR = Electrical Independence

Before we made the change from snowbirds to full timers, we wanted to plan our traveling on the basis of where we wanted to go, not on the basis of where there was an RV park with electric power. When solar battery charging came of age, we were delighted. We knew it would greatly expand our freedom to be comfortable wherever we parked our traveling home. Before buying our solar panels, we asked dozens of questions to Noel and Barbara Kirkby of RV Solar Electric. After answering our questions and attending several seminars, we ended up purchasing our solar system from RV Solar Electric. Our only complaint is that we should have done it sooner!

For a modest investment of \$700 for 3 solar panels to charge our 3 deep cycle marine batteries and \$600 for a 1300 Watt DC-AC power inverter to operate our 110 VAC appliances, our electrical needs have been easily met. What we now have is far more than the solar equipment and worth far more than the modest investment. We are now living a delightfully adventuresome lifestyle. We are regularly exploring in great depth many out of the way treasures on this continent that previously were beyond our reach.

Our solar panels function daily (including rainy and cloudy days) and therefore are able to recharge our batteries with sufficient 12 VDC power to run our lights, video tape player, television, interior fans, CB and AM/FM radios, and a small fan behind the refrigerator to help cooling on hot days. We use an efficient catalytic LP heater for the majority of our heating and seldom use the furnace with its 12 VDC power hungry blower.

The 1300 Watt inverter provides clean, surge free 110 VAC power to operate our computer, monitor, printer, microwave, electric drill, bread maker and rechargeable tools. With planning and common sense, like turning on only one electrical appliance at a time, our three deep cycle batteries (wired in parallel) provide sufficient power to the inverter for our daily electrical needs. We are not tied to utility poles with their fluctuating power and unpredictable brownouts.

While planning our 1995 travels, we decided to challenge our assumptions and put our solar equipment to the test. We chose an area of the Arizona desert that we had never explored and searched out government BLM land with primitive parking sites around Ajo and Why, AZ.

We explored Puerto Penasco in Mexico, south of Lukeville, AZ, before crossing the Gran Desierto and visiting San Felipe. After winding our way across the state of Baja California north to Ensenada, we took the 1,000 mile Baja Peninsula highway south to Cabo San Lucas. Along the way, we found dozens of areas to park our RVs on some of the most beautiful beaches in the world, all without electrical hookups. It was obvious each morning that our three batteries were fully recharged and we had all the necessary electrical power required for our needs. After returning to the SKP Park in Yuma, we traveled by ourselves onto Guadalajara for springtime weather during the remainder of the winter. Our assumptions had met the challenge and our hope for electrical independence from solar power has been resoundingly confirmed.

As our experiences with using sunlight to recharge our deep cycle batteries evolved, we learned the following usage allowances as functions of the electrical system.

- A. Two people, one deep cycle battery, one 53 Watt solar panel provided sufficient power for the following:
1. CB radio on emergency standby for 6 hours per day,
 2. AM/FM radio or television during news and weather segments twice per day,
 3. one fluorescent light turned on from dusk to bedtime,
 4. water pump to wash shelves and dishes, no showers and use campground occasionally,
 5. fully recharging one battery during daylight hours.
- B. Two people, two deep cycle batteries, two 53 Watt solar panel provided sufficient power for the following:
1. CB radio on emergency standby for 24 hours per day - rain or shine,
 2. AM/FM radio or television during news and weather segments several times per day,
 3. one fluorescent light turned on from dusk to bedtime with minimal use of a second fluorescent light,
 4. water pump to wash shelves and dishes, flush toilet and take two "Navy" showers daily,
 5. fully recharging two batteries during daylight hours,
 6. two hours use of inverter during peak sun to operate low amperage items (i.e., computer, monitor, etc),
 7. use of permanently mounted Solar Gard gauge to show available power and incoming solar generation.

C. Two people, three deep cycle batteries, three 53 Watt solar panel provided sufficient power for the following:

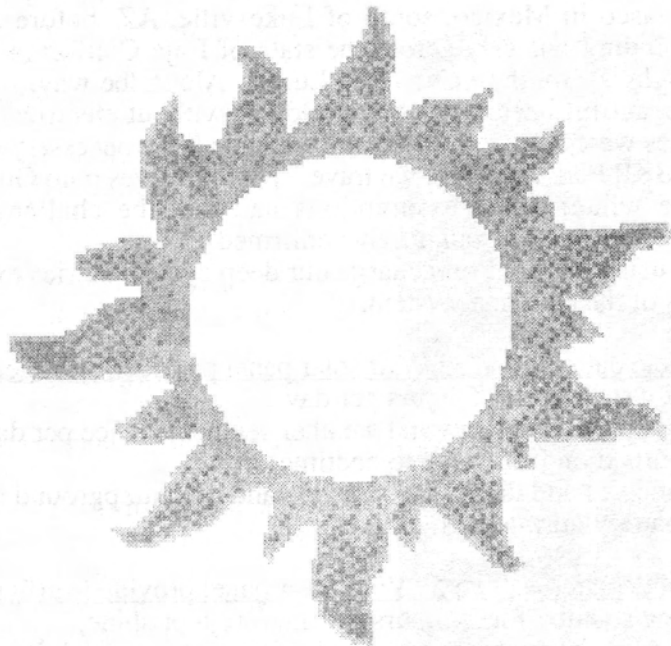
1. unrestricted use of CB radio,
2. use of AM/FM radio, TV and VCR two hours per day plus limited use of cooling fans,
3. two fluorescent lights turned on from dusk to bedtime with minimal use of a third fluorescent light,
4. water pump to wash shelves and dishes, flush toilet and take two full showers daily,
5. fully recharging three batteries during daylight hours,
6. three hours use of inverter before and during peak sun to operate electronic equipment (i.e., bread making machine, microwave, computer, monitor, printer, blender, electric drill, etc),
7. use of permanently mounted Solar Gard gauge to show available power and incoming solar generation.

D. Two people, four deep cycle batteries, four solar panels (three 53 Watt and one 75 Watt), we begin the 1997 year expecting sufficient power for the following:

1. unrestricted use of CB radio,
2. daily use of AM/FM radio, TV, VCR and cooling fans,
3. three fluorescent lights turned on from dusk to bedtime with minimal use of a fourth fluorescent light,
4. water pump to wash shelves and dishes, flush toilet and take two luxury showers daily,
5. fully recharging four batteries during daylight hours,
6. four hours use of inverter before, during and after peak sun to operate electronic equipment (i.e., bread making machine, microwave, computer, monitor, printer, blender, electric drill and hair dryer, etc.),
7. use of permanently mounted Solar Gard gauge to show available power and incoming solar generation.

We also expect that in addition to production of excess power, we will be able to operate a small, low amperage thermostatically controlled vent fan for automatically exhausting hot air from inside the trailer on hot days.

Terry Tyler, #6477



BEST OF THE WEB

Questions & Charlie Answers concerning Airstream

This column is a regular VA feature with the best questions and answers from the Airstream Central Internet website (<http://www.channell.com/users/brosius/air.htm>). The Airstream Central website (and this column) is authored by Mr. Charles Burke, a 1972 Airstream factory trained technician who is currently employed in the parts department at an Airstream dealership. Mr. Burke regularly answers questions concerning Airstreams and has agreed to take the best of these each quarter and republish them for the VA.

Subj: Wiring Harness

Question: My husband and I own a 1965 Caravel, purchased last fall after it had been sitting unused since 1970. We are hoping to take it on its first road trip next week if we can match up the wiring, which is the problem that we are writing in about. The wiring cable coming out of the Airstream (which is cut off and does not have a connector) has black, white, yellow, red, blue, brown and green wires. Our 1995 Ford Explorer has a new wiring harness that is the FLAT TYPE with only four wires; blue, brown, yellow and green. Now it is obvious that we need a connector for the Airstream, but the new wiring harness has less wires than the Airstream. Do we need to make a trip to the nearest Airstream dealer which is 75 miles away?

Charlie: As you describe it your Explorer is not adequately wired to tow your Airstream. Your Airstream is wired for electric brakes, a charge line and backup lights. Your Explorer flat 4 connector only has ground, left and right turn, and marker lights. Unless you intend on towing without using the trailer's brakes, which I do not recommend, you should take your Explorer to an RV service facility and have a brake controller and charge line installed. At that time you can have a compatible plug put on the Airstream. The service folks should verify the trailer wiring scheme but it should be like the following:

Black = Back up lights
White = Ground
Yellow = Brakes
Red = Left turn and stop
Blue = Charge line
Brown = Right turn and stop
Green = Marker lights

Now the service facility should recognize that this trailer arrangement is not a standard wiring lay up because there really wasn't much of a standard back then. So they will need to do the job smart.

Subj: Aluminum Wiring

Question: I was surprised when I started redoing the wiring in my 1966 Overlander to find that the original wire was made of aluminum. Do all Airstreams have aluminum wiring? I found that over time that corrosion had built up on all the connections in the receptacles. I replaced the receptacles and coated the connections with anti-oxidation compound. Are there any other places I should be concerned with oxidation?

Charlie: Boy did I learn something new today. Airstream did in fact use aluminum wiring for approximately 18 months in 1965 to 1966. To truly be safe, I recommend all mechanical connections in the 110V system be redone to copper. By all connections I mean in the circuit breaker box and at each socket and fixture. The procedure involves adding a short copper pig tail on the end of each copper wire with a clamp connection and coating it with NO OX grease. Finally cover the exposed wire with shrink tubing and reinstall.

Subj: Bambi's

Question: I am planning on tracking down a 16 to 18 foot Bambi to restore or just outright purchase from someone who has restored it. I need to know how much they weigh so that I can get the right towing equipment to take the Bambi home.

Charlie: The Bambi was only made in the 16 foot length and only for three years, 1961-63. There was a Bambi II made in 1964 that was 17' long. In 1965 the name of the 17' was changed to Caravel.

The Bambi weighed in at 1875 lbs dry while the Bambi II was 1950 lbs dry. The recommended hitch ball height is 16.5" for 1961; 17.5" for 1962 to 1963 and 18.5" for the Bambi II. The coaches were both narrower and lower than the longer coaches.

Subj: Airstream Tires

Question: I need a new set of tires for the Overlander. Does anyone have a suggestion about brands and sizes? What size do I need to get in metric radial tires?

Charlie: Over the last several years Airstream has used Michelin and Goodyear P235X75R15 tires. You should verify the width of the tire you decide on when inflated to make sure it fits in the wheel well.

Subj: Rock Shields

Question: I am looking for a rock shield to protect the front window of my 1964 26 foot Overlander. It never had one installed, so I will also need hardware.

Charlie: Actually Airstream still builds a rock guard for your coach. It is available as a complete kit. If you contact a dealer that doesn't seem to know about them just mention that it is the center piece of the standard width body three piece rock guard. You can have it shipped by UPS.



THE VAC INTERNET HOMEPAGE

This column is a regular VA feature discussing the VAC Internet homepage, its progress and interest. Our website operator is Mr. Duane Hedahl (#1175), who has been able to get our new site up and running.

Our Internet website address is the following:

<http://www.commerce-center.com/vac/>

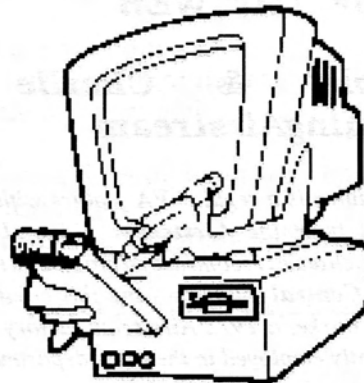
where there is a dash between the words "commerce" and "center" as required for proper webpage access.

The Vintage Airstream Club Website has generated over 1200 e-mail messages. The classified ads in the categories of 'For Sale', 'Wanted' and 'Parts Wanted' have generated well over 200 separate inputs. It also appears that the VAC Website has generated interest with other brands of recreational vehicles. Avion has inquired about linking up to our site and we are continuing to link with other like websites. The problem with the classified ad input is that the program is set up to let the word-wrap feature take care of the formatting. I have re-written many of them and have asked that submitters re-do their ads. Most have done so. I will continue to put as many names and addresses of businesses to help readers find answers on their own. I have asked several members if they are willing to receive queries from readers. I will forward the query to them for an answer. If any of our VAC emailers can add to that list, I would appreciate it.

Also, in the future we will list all VA classified advertisements on the website as well as in the newsletter so folks with VA ads but no e-mail should send a card to me to delete the ad. Otherwise they will be dropped after 60 days.

So, if any of our VAC emailers can volunteer their expertise, it would help the VAC in keeping the good word out. Please email me if you wish to participate.

Duane Hedahl, #1175
VAC Web Site Master



VAC EMAIL ADDRESSES

The following is a listing of electronic mail (email) addresses of VAC members and subscribers. This list was compiled by VAC folks sending in their address, either through the computer or through postal means. Because our list has expanded to the length it has, after this issue we will only list the VAC email addresses once a year. However, if our VAC emailers wish to participate with Mr. Hedahl in answering questions from our Internet site, then please write and inform him of your willingness.

VAC Name	WBCCI #	Address
Allredge, John & Janet	Friend	72212.2652@compuserve.com
Allen, Kevin	06359	kallen@waun.tdsnet.com
Altman, David	Friend	daltman@nde4.nde.state.ne.us
Anderson, Tim/Ursula	Friend	tand@chervon.com
Anderson, Ursula	Friend	uand@a.crl.com
Bade, John	Friend	john_bade@teamoneadv.com
Bailey, Martin & Betsy	Friend	mbailey@hunton.com
Baldwin, Claire	32828	cmbaldw@uswest.com
Barringer, Larry/Joann	Friend	lebandjoan@juno.com
Baston, Stanley/Florence	01348	sbastonnj@aol.com
Beaver, Douglas/Lauren	Friend	cascade@netaxs.com
Bednark, Kenneth/Kaye	17453	lemmiesee@aol.com
Behrens, Robert	04987	rbehrens@pop.prodigy.net
Bell, L.	04309	kingagro@ciaccess.com
Berdan, Richard	Friend	berdan@mbtarch.com
Black, Joseph & Shari	Friend	blacks@teleport.com
Bone, Forrest & Jeri-Ann	09712	F23Bone@aol.com
Boyd, Jim	04839	oakhill@sympatico.ca
Brandt, Randy & Pamela	Friend	bulldog356@aol.com
Braun, J. & Beth	03374	103231.64@compuserve.com
Burkhart, Bryan	Friend	bryan_burkhart@ccacsf.edu
Campbell, By & Sue	4727	suey7@juno.com
Case, Patrica	Friend	pcase@hsph.harvard.pdu
Childers, Timothy/Micci	03959	budmjc@cecu.com
Cocks, Chris/Yvonne	09737	vwprts4@aol.com
Cohn, Steven/Roxanna	Friend	sport@ionet.net
Conklin, Mark	Friend	m1492@aol.com
DaCosta, Marcus/Cynthia	Friend	CynthiaSD@aol.com
Dahl, Robert & Heather	Friend	robbdahl@aol.com

Damron, Dallas/Deanna	Friend	drd@sciotonet.com	Morris, Peter/Carrie	Friend	smashde@aol.com
Darling, Jon	06526	landyot@pacbell.net	Muecke, Michael	Friend	mikesch@iastate.edu
Darrington, Dan/Joanne	Friend	darringd@mitchell.net	Mullendore, Don & Karin	Friend	dmullend@aol.com
Davis, CE/JL	03883	jldavis95@aol.com	Niblock, Fred & Ann	22244	niblockf@aol.com
Davis, Rick	1602	k8doc@twlakes.net	Nicholson, David/Ann	Friend	frozenduck@aol.com
Demorest, Allan	14910	ademorest@aol.com	Oldfield, Tom	07012	T6487@aol
Dennison, Paul & Rose	Friend	as138@detroit.freenet.org	Ottley, Kent & Delores	Friend	ottleybabb@aol.com
Dickinson, John & Linda	03884	johndick@sunherald.infi.net	Park, Jim & Ruth	07070	jpark@ju.net
Dix, Frank	30215	fadix@vnet.ibm.com	Patterson, Bob/Sharon	07701	Cars1to43@aol.com
Downen, Daniel	Friend	c20camper@aol.com	Peterson, Howard		hpete@allwest.net
Draving, Robert/Laverne	Friend	tga@uslink.net	Pierce, Melvin/Charlene	03724	mpierce@scranton.ctctel.com
Dustin, Cary & Miriam	Friend	m_dustin@conknet.com	Poffenroth, Glenn	Friend	glenn.poffenroth@gems4.gov.bc.ca
Dutcher, Robert/Virginia	07732A	ginnyid@aol.com	Preslar, Benny/Trudi	Applied	brpresia@iserv.net
Ebel, George/Shirley	04655	george@naples.net	Purdie, John	Friend	jpurdie@fia.net
Eccles, Margaret	Friend	meccles@mindspring.com	Raynard, Ray & Bea	01744	ray-bea@worldnet.att.net
Edwards, Mark/Terre	Friend	mtedwards@aol.com	Reasons, Don	Friend	calldon@airmail.net
Eliason, Eric	Friend	millman@ids.net	Reece, Gene & Emily	19610	genereece@sava.gulfnet.com
Erb, Gil/Bobby	Friend	gilerb@aol.com	Reed, Tom & Jennifer	06768	tpreed@mindspring.com
Faber, Leland/Elaine	Friend	bucky@elkgrove.net	Reily, David	Friend	dreily@teclink.net
Fortner, Dale & Deborah	03352	dfortner@pond.net	Rice, Robert	07574	rrice@iclub.org
Foster, Jeffery/Alta	Friend	maintala@aol.com	Richie, Scott/Lynn	Friend	tallyho@erols.com
Funke, Don & Caryl	11893	dfunke@sprynet.com	Robertson, Dan	4735	tallcorn@staroute.com
Galang, Tony	Friend	tgalang@ditstream.net	Rogers, Jim	Friend	BearWallow@sprintmail.com
Genarlsky, Carl	Friend	tat12@aol.com	Rush, Don/Renee	Friend	westcougar@rosey.com
Gizinski, Norbet	Friend	drgdds@aol.com	Ryner, Peter & Gail	Friend	pryner@idonline.com
Goddard, Glen & Carol	23585	gleng@tcity.com	Ryno, Dick & Joanne	02189	dick@calweb.com
Grayson, Don & J'Nann	02758	dgrayso@indy.net	Sawicki, David	Friend	aj023@freenet.buffalo.edu
Greene, Ken & Sandra	05236	sandraf626@aol.com	Scheuermann, Scott/Lisa	13497	ellessess@aol.com
Grothe, Nancy	Friend	ngrothe@aol.com	Schuldt, William	Friend	misho@iw.net
Grothe, Tom	Friend	tomgrothe@aol.com	Shellene, Jody	02059	jodyshell@aol.com
Gurney, Robert & Feila	Applied	fileg4x@aol.com	Shireman, Eleanor/Larry	Friend	eve12@juno.com
Habermann, Heinz-J.	Friend	habsi@usa.net	Spiller, Guy	Friend	guyspiller@aol.com
Halbauer, Kelvin/Susan	Friend	wellsite@ciaccess	Sprague, David/Holly	03602	dsprague@mindspring.com
Hancock, Jim/Colleen	Friend	hancockj10@aol.com	Stacy, Jim/Sara Anne	Friend	stacyjas@aol.com
Hedahl, Duane/Beverly	01175	dhdhl@worldnet.att.net	Stanley, Edward/Lorraine	21491	estanley@gte.net
Hilliker, Richard	Friend	104404.3016@compuserve.com	Swearingen, John/Prema	Friend	balehead@delphi.com
Hood, Malcom/Julia	Friend	mghood4850@aol.com	Tenewitz, Richard/Diane	06726	diarichie@aol.com
Howarth, Thomas	06490	howarth@nrl.navy.mil	Tilton, Greg	Friend	nassau@worldweb.net
Imbery, L.	Friend	limbery@cableregina.com	Todd, Doyle & Michele	Friend	jtodd@tenet.edu
Jones, Steve & Akiko	Friend	1032150.61@compuserve.com	Tyler, Terry/Sandie	6477	tylerbears@delphi.com
Jowders, Victor & Julia	01338	vjowders@juno.com	Unter, Randy/Sally	Applied	rkunter@aol.com
Karr, Christian/Robin	02442	karr@isgroup.net	Usticke, Gordon	04635	usticke@ibm.net
Kennedy, Tom & Chris	04810	tkx045@aol.com	Varley, Fay	07650	berarwallow@aol.com
King, Mike/Meg	04125	meganmike6@aol.com	Vaughn, John & Connie	Friend	orwalker@adweb.net
Kirkpatrick, Dan/Vicky	Friend	kirkdanvic@aol.com	Wagner, Clyde & Ellen	08441	clydewag@juno.com
Koger, Eric/Crystal	Friend	ewk2603@usit.com	Walden, Tom	02897	rwalden@earthlink.net
Kolb, Fred/Sarah	Friend	fredkolb@colcnr.com	Walling, George	Friend	gpw@centuryinter.net
Kosut, Walt & Linda	Applied	wkost@execpc.com	Wentworth, William	Friend	hotcurl@concentric.net
Landvoigt, Arnold/Lois	Friend	arniland@allware.com	Wingwood, C&B	Friend	phelock@primenet.com
Le Gresley, Farncomb	4314	farncomb@mail.durham.net	Winn, Coulter	01555	coulterwinn@wdi.disney.com
Lynch, Barbara	04382	babaha@aol.com	Woldseth, Vegard	Friend	vegard@corrocean.no
Maher, Robert	Friend	rfmaher@aol.com	Wood, Harvard/Sandy	Friend	harvardc@aol.com
Maloney, Fred & Ruth	15014	maloney@ykm.com	Woodin, Paul/Katie	Friend	pwoodin@gorge.net
Marr, Greg/Guyda	03507	gmarr@gte.net			
Mathais, Steve/Margaret	05990	yellowhare@midtenn.net			
Meeker, Tom/Ann	05303	piedmont@jx.netcom.com			
Meller, Jef & Sandi	Friend	meller@oakweb.com			
Mizusawa, Steven/Jenny	Friend	mizuaw@hotmail.com			



NEW VAC MEMBERS

To understand the levels of VAC membership and subscribers, the following classifications are provided.

Member: 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). This is the dues paying, voting membership. A VAC member may hold office or be appointed to a position.

Associate: WBCCI members 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 may not be elected to office or park their trailer in the Vintage area at the annual WBCCI International Rally. A VAC associate may be appointed to a position.

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

Friend: Any person 18 years or older who has an interest in vintage Airstream trailers and wishes to receive the VAC newsletter (**The Vintage Advantage**). Trailer ownership is not a requirement. This category is for non-WBCCI members who want a subscription to the newsletter only. It is the hope of the VAC that the Friends subscribers will be introduced to the WBCCI through the VA and then join the WBCCI such that they may be full VAC members.

Since the last VA issue, we are pleased to welcome in the following new 141 VAC members, associates and subscribers (note that the "A" after WBCCI number denotes associate VAC member).

VAC Member/Subscriber	WBCCI #	Trailer
Allen, Steve & Jan	Friend	None
Amberg, Penny	Friend	None
Bade, John	Friend	None
Baker, Elizabeth	Friend	None
Baldwin, C/M. McCarthy	32828	'57 16' Inter. Bubble
Bean, Ron	Friend	None
Beaver, Douglas & Lauren	Friend	None
Beeson, Rik & Susan	Friend	'53 25' Unknown
Behrens, Robert	04987	'59 18' Wanderer
Bell, L. & Sylvia Ferguson	04309	'65 17' Caravel
Bence, Robert & Karen	24748	'72 31' Sovereign
Berdan, Richard	Friend	'57 27' Unknown
Black, Joseph & Shari	Friend	'64 19' Globe Trotter
Boman, Samuel & Mary Ann	21604	'70 31' Sovereign
Boyd, Jim	04839	'72 31' Sovereign

Brake, Michael & Joanne	Friend	'65 17' Caravel
Brandt, Randy & Pamela	Friend	'62 16' Bambi
Brown, Dennis & Bess	Friend	None
Cammack, Boyd & Dorothy	04399	'60 14' Unknown
Cast, Rich	02614	'54 22' Flying Cloud
Chapman, Jack & Betty	Friend	None
Childers, Timothy & Micci	03959	'62 24' Trade Wind
Cochran, Steve & Rita	Friend	'65 17' Caravel
Cocks, Chris & Yvonne	09737	'65 20' Globe Trotter
Cohn, Steven and Roxanna	Friend	'62 26' Overlander
Collins, Bills & Sue	07839	'72 31' Sovereign
Conklin, Mark	Friend	None
DaCosta, Marcus & Cynthia	Friend	'72 25' Trade Wind
Davelaar, Dave & Linda	Applied	'66 22' Safari
Davis, Rick & Carol Deaton	01602	'54 22' Flying Cloud & '69 29' Ambassador
Davison, Tom & Diane	03370	'59 28' Ambassador
Dering, Ava	Friend	'59 18' Caravelle
Donahue, Daniel/Catherine	07227	'69 31' Sovereign
Downen, Daniel	Friend	'71 31' Sovereign
Draving, Robert & Laverne	Friend	'69 27' Overlander
Dunn, Jack & Marti	01245	'70 23' Safari
Dussault, Lynette	08153 A	'77 25' Trade Wind
Eccles, Margaret	Friend	'65 26' Overlander
Edwards, Arnold	Applied	'74 29' Ambassador
Edwards, Mark & Terre	Friend	None
Eliason, Eric	Friend	'46 22' Unknown
English, Karen	Friend	None
Erb, Gil & Bobby	Friend	'79 31' Sovereign
Faber, Leland & Elaine	Friend	'57 22' Caravanner
Fife, John	Friend	'57 26' Overlander
Flickenschild, G. & Shirley	02010	'72 26' Overlander
Follstad, Jerry & Connie	Friend	'58 18' Wanderer
Frazier, Terry and Chris	02824	'72 29' Ambassador
Freeman, Randy	Friend	?? Pacer
Frymire, William	Friend	'71 30' Sovereign
Garbriel, Paul	Friend	None
Gardener, Allyn	09819	'64 26' Overlander
Gauthier, Jim & Gail	01251	'55 16' Bambi
Gee, Robert & Bernie	Friend	'66 17' Caravel
Genarlsky, Carl	Friend	None
Gordy, James & Corinne	22243	'72 23' Safari
Gough, Milton & Ruth	23619	'62 16' Bambi
Grothe, Tom & Nancy	Friend	'86 25' Sovereign
Gurney, Robert & Feila	Applied	'68 17' Caravel
Halbauer, Kelvin/Susan	Friend	'72 31' Sovereign
Hancock, Jim & Colleen	Friend	None
Hanna, Jess & Mollie	14625	'70 29' Ambassador
Harp, Billy	Friend	'69 26' Overlander
Harrower, Bruce & Gail	04478	'69 31' Sovereign
Heanue, M. & Lung Gone	04136	'61 16' Bambi
Imbery, L./E. Smith	Friend	'65 21' Globe Trotter
Jennings, Stephens/Carol	Friend	'61 Unknown
Kaemmerer, Robert & Marne	04570	'71 31' Sovereign
Kannard, Jerry	11268	'64 24' Trade Wind
Karr, Christian & Robin	02442	'93 30' Excella
King, Mike & Meg	04125	'69 18' Caravel
Kirkpatrick, Daniel/Vicky	Friend	None

Koger, Eric & Crystal	Friend	'68 26' Overlander
Landry, James & Evaline	05128	'58 18' Globe Trotter
Levan, Ken & Sue	Friend	'76 23' Safari
Limburger, David & Shiela	Friend	'47 20' Unknown
Link, Glenn	Friend	None
Maher, Robert	Friend	None
Maloney, Fred & Ruth	15014	'66 26' Overlander
Mandes, Ray & Veronica	Applied	'66 22' Safari
Marr, Greg & Guyda	03507	'63 19' Globe Trotter
Mather, David & Lindy	Friend	'63 16' Bambi
Mathais, Steve & Margaret	05990	'78 31' Sovereign
Matzkanin, Ted & Jane	06326	'72 23' Safari
McCargar, Wayne & Gwen	03057	'57 16' Unknown
McKay, Tim	06374	'72 27' Overlander
Meyerhofer, Dennis & Judy	Friend	'50 25' Unknown
Moore, Jim & Betty	02368	'72 23' Safari
Morris, Peter & Carrie	Friend	'53 22' Unknown
Nelson, Grace	Friend	None
Newman, Milton	Friend	None
Pietag, Nicole	Friend	None
Poffenroth, Glenn & Marcia	Friend	'52 21' Unknown
Preslar, Benny & Trudi	Applied	'65 17' Caravel
Puckett, Jim	02070	'63 19' Globe Trotter
Purdie, John	Friend	None
Radler, David & Gretchen	03907	'71 25' Trade Wind
Radzykewycz, G. & Barbara	06121	'72 25' Trade Wind
Ratzlaff, Barney & Saloma	04874	'66 17' Caravel
Reily, David	Friend	'63 26' Overlander
Reynolds, George & Ana	Friend	'68 17' Caravel
Richie, Scott & Lynn	Friend	'72 23' Safari
Rocho, John & Clarice	13745	'68 26' Overlander
Rush, Don & Renee	Friend	None
Schmidt, Bud & Edith	04266	'72 23' Safari
Scovotto, Larry & Linda	01826	'71 23' Safari
Seward, Ron & Doris	06716 A	'81 28' Excella
Shanks, James & Joyce	17335	'93 34' Excella
Shellene, Jody	02059	'66 20' Globe Trotter
Simone, John & Audrey	Friend	'68 20' Globe Trotter
Smith, Harold & Bernie	31154	'63 16' Bambi
Smith, Joe & Theresa	05079	'69 31' Sovereign
Spiller, Guy & Karen Abse	Friend	'70 29' Ambassador
Stacy, Jim & Sara Anne	Friend	None
Stambaugh, Debby	Friend	None
Steele, Welby	15049	'73 27' Overlander
Stumpf, John & Sandra	24096	'66 30' Sovereign
Suhr, Richard & Cheryl	Friend	1936 20'
		Bowlus Road Chief
Swearingen, John/Prema	Friend	'68 17' Caravel
Tedhans, Robert/Marion	04899	'71 25' Trade Wind
Thomas, Hugh & Mary	02908	'71 27' Overlander
Tilton, Greg	Friend	'77 31' Sovereign
Todd, Andrew & JoEllen	10144	'72 27' Overlander
Unter, Randy & Sally	Applied	'66 26' Overlander
Wentworth, William W.	Friend	None
White, Lincoln & Nancy	05409	'68 20' Globe Trotter
Wilkins, James & Donna	07315	'65 Unknown
Wimsatt, Dawson & Kay	Friend	'66 20' Globe Trotter
Wood, Harvard & Sandy	Friend	'64 17' Bambi II

Wood, Lorenz & Jean	05925	'61 16' Bambi
Woodin, Paul & Katie	Friend	'65 26' Overlander
Worrell, Allan & Alice	06803	'68 17' Caravel
Yahn, Gary	12568	'64 22' Safari
Zachman, Gary & Linda	18380	'74 31' Sovereign

Ed Stanley, #21491
VAC Membership Chairman



CLASSIFIED ADVERTISEMENTS

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



AIRSTREAM PARTS

For Sale: Progressive Dynamics electrical control center. Model 723Q includes a 120 VAC panel board with a 30A main breaker and 3 more breakers; an AC to DC convertor with a 12 VDC distribution panel and a 10A battery charger with LED indicator. \$50 takes it. Tom Howarth (#6490) 5860 Scaggs Road, Owings, MD 20736; 202/404-8103 (days).

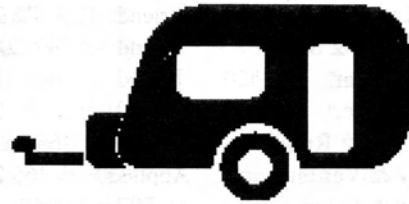
Wanted: 2 tail lt lenses for 1963 trailer, 6-5/8" diam.. With 3 screw holes 7/8" from outer edge. Bob Brubaker (#2501) 15 Denzel Drive, Greenville, IL 62246; 618/664-1207.

Wanted: 1963 Bambi manual and small round LH cover (outside upper right of door). Lewis Brown, 9136 Glenmill Road, Balto MD 21234; 410/529-5833.

Wanted: 1968 Sovereign Owners manual pages 109 and 110, these are critical pages of specifications that missing from my manual. Richard R. Anthony (#20755) 700 NE 198th Street, Seattle, WA 98155; 206/363-2766.

Wanted: 1964 Bambi II tail light lens, window crank assembly, sofa bolster latch assembly, and small roadside window. Howard Ray (#16915), P.O. Box 2337, Fort Collins, CO 80522; 970/226-5442.

Wanted: 1962 Bambi refrigerator. Don Mellon, P.O. Box 2345 Mountain View, AR; 501/269-3354.



TRAVEL TRAILERS FOR SALE

1940s 21' Airstream, \$3750. Large oval front and rear windows, pole frame, bright original exterior, metal kitchen cabinets, built-in ice box, Duo-Therm A/C, Zip Dee awning, road ready. Harold Griffith (#5764), 5916 N. Billen, Oklahoma City, OK 73112; 405/842-2287.

1950 22' Airstream, \$1,000. Stored outside for 20+ yrs & needs extensive restoration. Stove, sink, commode, bed, couch & frame fair to good cond. Door is off but is here, tires are gone. Marjorie Roller, 171 CR 424, Mountain Home, AR 72653-8182; 870/425-4245.

1955 22' Airstream, \$1195. Dual axle, fair interior, floor needs work but walk-able, windows intact but some need panes, vanity & kitchen sinks, electric refrigerator, LP heater, no stove, shower & toilet. Bruce Schneider, P.O. Box 6545, Santa Rosa, CA 95406; 415/824-5042 after 7:30 PM (PDT).

1956 18' Airstream Custom, Make Offer. Exterior and frame in good shape, interior needs work. Richard Slaybaugh (#21928) 308 N. SR14, Arkon, OH 46910; 209/893-4040.

1957 26' Airstream Overlander, \$4,950. Tandem wheels, twin beds, original kitchen, gas stove, double sink, updated bathroom, elec. hot water, AC/DC refrigerator, A/C, interior excellent, exterior fair, brakes need work. Leroy Gregg, Huntsville, AL; 205/880-8013.

1958 22' Airstream, \$3250. Single axle, wheel wells enlarged for larger tires, grey water tank, original plumbing replaced, permanent bed, nook with benches in front makes into a bed. Vada Hughes, 5479 Messing Road, Valley Springs, CA 95252; 209/772-1197.

1961 16' Airstream Bambi, \$6,000. Excellent condition, kitchen sink, stove, toilet shower, LP furnace, hot water heater, 18 gal water tank, black water tank, crank windows w/ curtains, two couches (one converts to double bed), two LP tanks, roof vent, clothes closet, pantry closet, new water pump, two part exterior door with screen, overhead cabinets, five large drawers under couches, TV antenna, portable kitchen table. David & Lois Tieto, HCHO Box 6A, Lewisburg, WV 24901; 304/392-5119.

TRAVEL TRAILERS WANTED

1961 24' Airstream Trade Wind, \$2600. Good condition, clean inside and out, new tires, new catalytic heater, refig, stove, water heater, rear double bed, front divan/couch, shower/tub and toilet, original manuals, 1000# bars and sway control. Brad Baley, 3434 Country Club Avenue, Gurnee, IL 60031; 847/623-5340.

1963 16' Airstream Bambi, \$6,000. Very good condition, exterior refinished in 1991, interior updated (navy blue), 2 sets of tires, pictures on request. Lewis Brown, 9136 Glenmill Road, Balto MD 21234; 410/529-5833.

1963 22' Airstream Safari, \$2500. Single axle, 95% original, excellent condition, oversize A/C, minor wheel well damage. Lee and Sheryl McLaury, (#7414) 651 South Lightner, Wichita, KS 67218-2733; 316/684-6278.

1963 26' Airstream Overlander, \$3500. Clean inside, new refig, furnace and water tank, rear bath, twin beds, new tires, exterior needs polishing. Vernon Thiele, (#8885), 7355 McLellan Dr. Walton Hills, OH 44146; 216/232-3198.

1966 20' Airstream Globe Trotter, Negotiable. Exceptional unit with low miles under TLC, solid golden oak cabinets, reupholstered, new curtains, new A/C factory installed, sleeps four. David Winsett, P.O. Box 323, Wright, WY 82732; 307/464-0025.

1968 26' Airstream Overlander, \$8,000. In the family since new, excellent condition, shines like new, tandem axle, awnings all around, fantastic fan, LP/elec water heater w/ winterizing & bypass kit, electric jack, remodeled kitchen with extra large pantry area, 3-way full size refig., microwave, rear bath, dresser & full closet across from center bedroom. Don Bates (#8314), 19952 Indian, Redford, MI 48240; 313/538-0755

1968 24' Airstream Trade Wind, Negotiable. Trailer received TLC for the past 22 years, nice carpeting, new furnace and refrigerator, natural real wood paneling, porcelain bathtub with shower and double bed. Lucie Hightower (#8001) 202 High Street, Bardwell, KY 42023; 502/602-3637.

1968 24' Airstream Trade Wind, \$2,500. Needs some work. Also 1969 18' Caravel, \$2900, not bad, second owner. Tom Halfhill (#1619), 36 Harbinger Ridge Road, Harbinger, NC 27941; 919/491-2471.

1969 27' Airstream Overlander, \$6,000. In very good shape inside and out, microwave and built in TV, snapshots available. Robert & Shirley Sartori (#6061), 1541 Kuhle Drive, Sun Prairie, WI 5390 (near Madison); 608/837-3022; 608/837-7134 (FAX).

1972 25' Airstream Tradewind, \$7,200. Great condition, everything works & ready to travel. Twin beds, rear bath/shower, A/C, awning, microwave, portable grey tank, TV antenna, water filter, with the following new items: water pump, battery, furnace plumbing, knobs, cabinets, hoses, hitch & bars. Steve Jones, 2300 La Rotonda Drive, Rancho Palos Verdes, CA 90275; 310/541-3356; e-mail: 103215.610@compuserve.com.

1961 through 1975, 16'-30', clean and undamaged, needing TLC is acceptable. Will pay up to \$2,700 if located east of Mississippi, depending upon condition. Bob Brubaker (#2501) 15 Denzel Drive, Greenville, IL 62246; 618/664-1207.

Small Airstream (16' or less), any year, any condition. Ken Lewis, 1841 12th Street, NW, Washington, DC; 202/986-4155 or 800/888-4779 (work).

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!

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