



# THE VINTAGE ADVANTAGE

News Items for Vintage Airstream Owners & Admirers



Volume VI

Fall 1998

Issue Number 1

## Vintage Airstream Club

### A WBCCI IntraClub

Forrest Bone, President  
200 Rainbow Drive, #10918  
Livingston, TX 77351  
Summer Phone: 248-684-0393  
(After Nov. 1: Phone Message Service  
1-888-757-7701 Ext. 49945)  
F23Bone@aol.com

Ed Stanley, Treasurer  
18940 Marine View Drive, SW  
Seattle, WA 98166  
206/243-2895  
206/248-7217 (FAX)  
estanley@gte.net

Dick Mumma, Membership Chairman  
670 Planation Drive  
Titusville, FL 32780  
rdmumma@aol.com

Mariann Pruitt, Recording Secretary  
1722 Martinsville Road  
Nacogdoches, TX 75961  
409/569-9801

Bud Cooper, Tech. Correspondent  
6982 Bonaire Court  
Rockford, MI 49341  
616/874-8291

Tom Howarth, VA Editor  
5860 Scaggs Road  
Owings, MD 20736-4200  
202/404-8103  
howarth@airstream.net

Duane Hedahl, Publications Manager  
2225 Ninth Avenue, South  
Great Falls, MT 59405  
406/761-2007  
dhddl@initco.net

## The Vintage Advantage Quarterly Newsletter

Annual dues of \$10 payable to "Vintage Airstream Club". Send all dues and applications and classified ads to the VAC Membership Chairman, Dr. Richard Mumma. **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 RV club of Airstream owners.

## TABLE OF CONTENTS

<i>President's Message</i> . . . . .	1
<i>The Editor's Desk</i> . . . . .	2
<i>Letters</i> . . . . .	3
<i>VAC Announcements</i> . . . . .	4
<i>VAC Membership</i> . . . . .	6
<i>COOP's Corner</i> . . . . .	7
<i>Old Faithful Inn</i> . . . . .	9
<i>Wagon Wheels '98</i> . . . . .	11
<i>International Rally</i> . . . . .	16
<i>VAC Adventures</i> . . . . .	19
<i>Birth of a VACer</i> . . . . .	20
<i>Tech Talk 1 (Dura Torque)</i> . . . . .	23
<i>Tech Talk 2 (Breakaway Switch)</i> . . . . .	24
<i>Best of the Web Q&amp;A's</i> . . . . .	25
<i>Classified Ads</i> . . . . .	26
<i>Application</i> . . . . .	27

## RESIDENT'S MESSAGE



It is a great honor to pen this first message as president of the Vintage Airstream Club. Clyde Wagner and his predecessors have built a solid organization with outstanding elected and appointed officers. I wish to recognize the outstanding job being done by Duane Hedahl as webmaster of our Internet site. The club's growth is being supported by the web site and the work of Ed Stanley, our current treasurer and former membership chairperson. It is a tribute to both Ed and Duane that the position of membership chairperson has become so time consuming that we have had to separate the

positions. Dick Mumma (#4333), past VAC President (1996-97), has been appointed as membership chairperson and the transition has begun.

The 1998 Wagon Wheels Way Caravan was outstanding. My personal thanks to Wagon Master, Preston Pearson, for organizing and directing this activity.

As president of the Vintage Airstream Club, I have some goals and objectives for accomplishment during 1998-99. I am soliciting your input on the following (which are presented in no particular order) with an eye towards detailed discussion in future issues of the Advantage:

1. Development of a greater presence for Vintage members at the Florida State Rally (which is the largest annual WBCCI Rally behind International);
2. Development of a community service project, in conjunction with the International Rally;
3. Development of Vintage rallies and caravans by geographical regions;
4. Development of standards for Concours d'Elegance categories, awards, and judging criteria;
5. Development of "Favorite Places" Caravans, in which, VAC members take others to their favorite camping locations within their region;
6. Development of a program to move our Friends members to full club (VAC and WBCCI) membership.

If you have any questions or suggestions, please email, write or call. Your input on these and other suggestions for the improvement and advancement of the VAC will be given careful consideration.

Forrest Bone, #9712



## THE EDITOR'S DESK

Well our summer is already coming to an end. Seems like just yesterday that the kids got out of school and off we went on a cross-country trip including the WBCCI International Rally in Boise. Now the kids have already returned back to school and we're planning future adventures.

This issue is marked as the Fall 1998 issue, Volume VI, Number 1. As many of you might be noting, we did not have a summer issue, however this issue is packed with enough VAC news and information as two issues. It is also hoped that beginning with this issue, the editorial staff will be able to return to four issues a year. This is our goal now we'll see what we can do.

The Howarth Cross-Country Summer Tour '98 was terrific. We covered almost 9800 miles and two countries. We travelled from MD to Ohio through MI (passing by Flint the moment of the UAW strike went into effect) and into Canada via the Ste. Sault Marie crossing. We then lapped Lake Superior and continued west through Winnipeg to a wild boar Ranch (Sunrise Ranch) in Onanole, Manitoba then onto Drumheller for the Royal Tyrell Dinosaur Museum. We then started heading back south going through Calgary and continuing back into the US at the Caraway Crossing into Montana. After a couple days at Glacier Park we continued west to Gig Harbor, WA. After a week of work in Seattle, we drove directly onto Boise to join in on the Rally fun. It was a fun filled week seeing many friends and meeting new ones.

After the Rally we had reservations for Yellowstone NP so as we were preparing to pull out, we talked fellow VACer Bill Scott (#3221) into joining us. Bill has spent considerable time in Wyoming and was interested in caravanning together to some of the sights. Surprisingly we were able to add a second reservation at Yellowstone (surprising because it was July 4th!). After a day of driving the big loop, we continued our journey south through the Grand Tetons. In fact during

a stop in the Park, we ran into VACers Bert and Dot Kalet (#6957) as they were driving from south to north.

For the next few days we continued driving with Bill Scott south through Wyoming and finally we headed northeast for Cody while he headed southwest for Arizona. We hope that we didn't tire him out too much but he did experience that 'streamin' with children is a bit different then the Wagon Wheels caravan adventures. We sure had a good time travelling together. Within a hour of leaving Bill we ended up driving alongside Bert and Dot Kalet again. Since they were heading into the next town, we spoke on the CB for a half hour or so and then bid our good byes while we continued onto Cody.

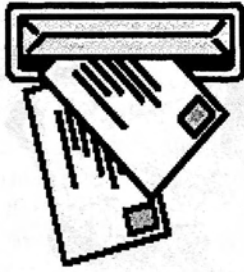
After a day visiting the Buffalo Bill Historical Center in Cody, we continued east with a stop in Rapid City and finally arriving in Indiana where I needed to spend a week for work. After this week we travelled onto Ohio and spent our final weekend at the beautiful home and grounds of VAC Past President Clyde and Ellen Wagner (#8441). In fact, Clyde helped me change the tail lights of Miss Flying Cloud to a pair of sharp looking inset truck style lights. As always, what looked liked a trivial job ended up to be a full days encounter, however it was fun to have someone to work with.

We finally returned home late on a Sunday afternoon (July 19th), happy to return and sad the adventure was over.

This years trip, as last years, was a fantastic experience. This is what 'streamin' is all about, seeing and experiencing the world about us. Through all of this travelling we feel lucky to belong to the warm and accommodating VAC group. This group just seems to get it, that is that life has much to offer but that one must get out there to experience it. Our children are probably taking much of their travels for granted but they love the new sights and adventures. Seeing the world through their eyes only adds to the fun and this is something that the VA wishes to project for the many armchairs VACers out there. So get off that chair, dust off (better yet, polish and buff out) that vintage Airstream and get movin'!

This issue presents detailed discussions of the Wagon Wheels '98 Caravan and the 1998 WBCCI International Rally because we have heard folks say that the programs are well advertised but there is not much follow up. I hope this issue changes that viewpoint and excites our membership for future adventures. This issue also has a number of photographs scanned in to accompany the articles. Hopefully readers will be able to gain an appreciation with the words and photos although the original pictures were in color and I'm not sure if this newsletter format does them justice.

So I hope the newsletter is enjoyed and please feel free to continue sending me your articles and photographs.



## LETTERS

### "Bambi Awnings"

We own a 1962 Bambi and have been through several different type of awnings while exploring this issue. We are writing to share our experience.

In an effort to save money after our initial trailer cost and refurbishment expenses, we purchased a 10' by 10' tarp with poles (a dining fly). The tarp slid into the awning rail and could be pulled away from the door and anchored with poles and ropes. The sides, which extended two feet in both directions beyond the 6' awning rail, were also anchored with ropes. There were several problems with this arrangement. First of all, since we are chemically sensitive, we were allergic to the waterproofing, secondly, because the awning was so low and heavy, the door scraped the underside when it was opened. Finally, it was generally hot, heavy and cumbersome for two people to handle.

Our second effort was to contract out to the fellow who refurbished our trailer. He purchased a Jayco awning frame consisting of a 10' header attached to two vertical poles and three supports that ran perpendicular to the header and the trailer for additional awning support. He fashioned an untreated canvas fly that was 10' by 10'. He then moved the original awning rail about 8" higher so that the awning would be clear of the door. The far side of the awning fit nicely into the header while the trailer side overhung the 6' awning by 2' on each side. These flaps were secured to the trailer with rope through grommets on the fly and eye bolts on the sides of the front and rear window frames. This method worked well for two seasons of stationary (park) camping but eventually the untreated cotton became slightly with mold and mildew.

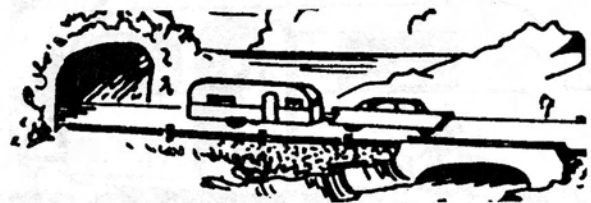
After having the Bambi exterior professionally polished and clearcoated, we felt that our trailer deserved a "real" awning. We talked to a Zip Dee distributor who explained that because their awnings are designed to roll up into the case located on the awning rail, their awning could be no longer than the rail. Since we did not feel that this would provide us with adequate protection from the rain, we decided to return to our original customizer.

He again used the existing Jayco frame and cut the header to be 6' in length. We purchased 10 yards of untreated acrylic Sunbrella fabric from Zip Dee and then fashioned it into a trapezoid shape that was 6' long on the header side, 9' long on the trailer side and 6' wide. This 6' side fit nicely into the shortened Jayco header while the 9' length fits into the awning rail (which remains 8" above the original position). The 1.5' which overhangs each side are attached (with rope through grommets in the fabric) to the eye-bolts in the window frames. The lighter weight fabric allowed us to eliminate three perpendicular poles that supported the previous awning from the header to the trailer. We use two ropes and tent stakes to anchor each vertical pole at both ends of the header.



Additionally, a zippered case was made to hold the awning and remains on the awning rail while travelling. For travel, the awning is easily removed from the header, rolled up into the case and attached with ties sewn into the interior of the case. The header and two vertical poles are folded and placed in the case which is then zipped up and ready for the road.

Marilyn McVicker and Ellen Kinnear, VAC Friends



## “One Man's Junk”

We live in our Airstream travel trailer full time and have been in the small town of Junction, Texas, for a little over a year now. We were 'streamin' back to Arizona when we had to stop and work. The job that my husband ended up with has made us so happy that we can't seem to leave. We also had a few things to upgrade on our 1965 Overlander. Items like a new hot water heater (our original Bowen was barely working) and a portable LP heater. In the meantime I have kept busy by polishing the exterior, adding venetian blinds and making new curtains.

One day in town I noticed a 1960's Airstream trailer in someone's side yard. The trailer was painted pink! I was thinking that if someone wanted to restore the trailer they would have a lot of work ahead of them. However, since we were missing three of the original light covers from our trailer, I was hopeful that this trailer might have replacements. After a few months went by, I finally decided to inquire about the trailer.

As we pulled up the drive I noticed a large pile of debris next to the trailer. We went to the door hoping to meet an Airstream admirer but instead found a man who hated the trailer and had torn everything out so that he could haul lumber. The debris pile was the interior! This included the original Magic Chef counter-top stove, the bathtub and sink assembly, faucets, battery tester, cabinet hardware and the original water tank. He had taken off the back door panel and since we were missing ours, we were offered this one. We offered to pay for these parts but the man just wanted to get rid of the debris.

It was horrible to see the old trailer destroyed like that but we ended up with some needed pieces for our trailer and you know, one man's junk is an Airstream lovers treasure!

Kirk and Toni Griffin, VAC Friend



## VAC ANNOUNCEMENTS

### How do I get information from the VAC?

There have been complaints about the treatment some members have received when dealing with a web site hosted by a VAC member. The membership should use the following procedures to get their questions answered by Vintage Club elected or appointed officers:

If you have concerns about club policies or practices contact the president or one of the vice-presidents. I will discuss the concern with the board members and give you a response.

If you have a repair or technical question, you should contact Bud Cooper or submit a query to the **Vintage Advantage** for reader response. Our web site has a listing of informational sources that have been used by other members with varying results.

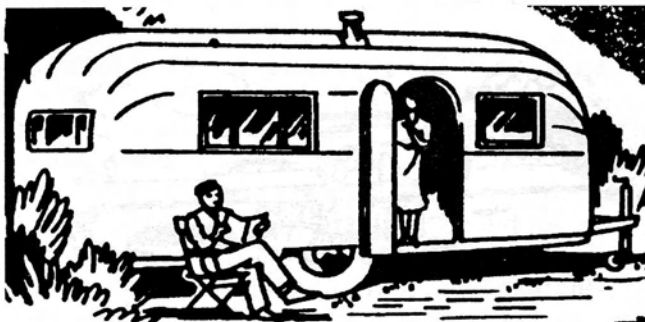
I hope you will refer to the VAC Officers listing in the VA and refer all questions and concerns to our elected or appointed officers. If you do not feel you have received a timely or appropriate response, I encourage you to contact me (my email, phone, and address are listed on the front page of this VA).

Forrest Bone, #9712

### 1998-99 VAC Officers

The VAC elected officers for 1998-99 are the following:

<i>President</i> . . . . .	<i>Forrest Bone (#9712)</i>
<i>1st Vice President</i> . . .	<i>Tom Reed (#10283)</i>
<i>2nd Vice President</i> . . .	<i>Don Perry (#5031)</i>
<i>3rd Vice President</i> . . .	<i>Noland Vogt (#447)</i>
<i>Treasurer</i> . . . . .	<i>Ed Stanley (#21491)</i>
<i>Recording Secretary</i> . .	<i>Marianne Pruitt (#6667)</i>
<i>Technical Correspondent</i>	
. . . . .	<i>Rutherford Cooper (#26019)</i>
<i>Immediate Past President</i>	
. . . . .	<i>Clyde Wagner (#8441)</i>



## VAC Dues and Mailing Addresses

The VAC dues/fees were due in the month of July and become 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 (Jul98), this means dues/fees were due in July and you are currently delinquent. The other labels showing future years (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 have changes in address. Send address changes, winter addresses and dues/fees (\$10.00 a year, payable to the Vintage Airstream Club) to:

Richard Mumma, Membership Chairman  
670 Plantation Drive  
Titusville, FL 32780

Dick Mumma, #4333  
VAC Membership Chairman

### Financial Report for 1997-98

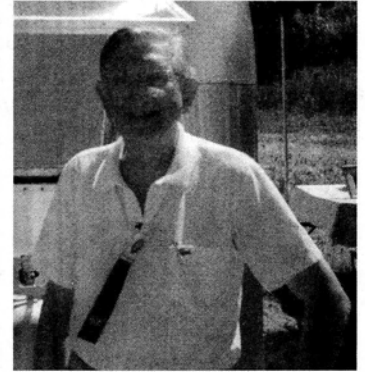
The following report is an update of the report presented at the General Meeting at the Boise International Rally. It reflects new members added at the rally and Club expenses through June 30, 1998. The Supplies entry of \$1118.46 includes a one time cost of \$950.00 for 72 Club Flags, in the future flags will be purchased from the proceeds of the flags sold, and will be an off budget item.

-----	
<i>INCOME</i>	
Annual Dues .....	\$8,885.00
Decal Sales .....	73.00
Donation .....	15.00
Member Service .....	<u>121.00</u>
<b>TOTAL INCOME</b> .....	<b>\$9,094.00</b>
<i>EXPENSES</i>	
Bus Printing .....	31.97
Club Decals .....	654.14
Gen. Postage .....	596.69
Internet Cost .....	103.00
NL Mailing .....	1,189.32
NL Printing .....	2,311.78
Operations .....	744.88
Purchased Awards .....	210.60
Supplies .....	<u>1,118.46</u>
<b>TOTAL EXPENSES</b> ..	<b>\$6,960.84</b>
-----	
<b>TOTAL INCOME/EXPENSE</b> .	<b>\$2 133.16</b>
<b>BALANCE FROM '96-97</b>	<b>\$7,040.83</b>
-----	
<b>TOTAL CASH BALANCE</b>	<b>\$9,173.79</b>

Ed Stanley, #21491  
VAC Treasurer

## Ed Stanley Resigns as Treasurer

Being Treasurer and Membership Chairman these past three years has been fun, exciting and hard work. I have seen the Club grow from 150 members in 1995 to 1,100 today and our assets grow from \$1,740 to over \$10,000 today. I have talked with many people throughout the country including a



number from Europe. The enthusiasm for these smaller Airstream trailers was reminiscence of my feeling when I bought my 1967 17' Caravel, 30 years ago. The Caravel has been a great traveler, it went everywhere my cars could go, from the forest camps of the Wenatchee, Snoqualine, Gifford Pinchot Forests, in Washington, Olympic National Park on the Washington Pacific Ocean coast, to the State of Maine on the Atlantic coast, to New York City, Washington DC to Disney World and Key West in Florida. to El Paso, TX, to San Diego, CA, Los Angeles, CA, San Francisco, many times up and down the Oregon Coast and a number of trips to Western Canada.

This year has been a year of changing priorities, after a by-pass surgery this spring I was given a new lease on life and decided now was the time to do many things that I had previously put off. For years my wife, Lorraine, and I have talked about going south for the winter (Seattle is dark and rainy) so this spring we purchased a 1994 30' Airstream Land Yacht, LE Series Motorhome and we intend to go south for the winter. Our original intentions were to keep our Vintage Trailer, and we made extensive modifications to our driveway in order to accommodate both the Motorhome and trailer. It wasn't until several weeks after we came home from the International Rally that we came to the realization that keeping the trailer made it difficult to work on the motorhome since our driveway is sloped with a limited level area at the top. Because we foresaw limited future use of the trailer, we decided to sell it, which we did. This has not been an easy decision for us, the Vintage Trailer was part of our lives for a long time and I made so many changes to it to improve livability that I feel a little of myself went with it. So that brings us to where we are today, being no longer a regular member of the Vintage Airstream Club. This now means that I can not be a regular VAC member, only an associate. This, coupled with our present travelling plans, has led to my decision to resign as Treasurer of Vintage Airstream Club.

Ed Stanley, #21491

## A Northeast Vintage Gathering

A Vintage Gathering has been planned for Thursday, November 5th to Sunday, November 8th at Killen's Pond State Park (302/284-4526) in Felton, Delaware. The park is located 9 miles south of Dover near the junction of US-13 and Hwy-384. Since this will be a Vintage Gathering, and not an official Rally, the costs are \$17.00 per night including electricity, water and dump. No reservations are available but historically the Park has had many available sites during this time frame.

The coordination of the Gathering is being jointly done by 2nd Vice President Don Perry (203/869-1180) and VA Editor Tom Howarth (202/404-8103). Come and meet your VAC Northeast neighbors.

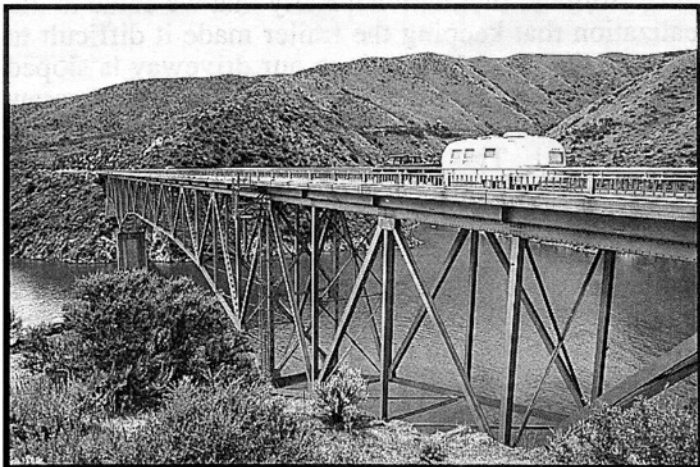
Donald C. Perry, #5031  
Thomas R. Howarth, #6490

## Classic Airstream Rally

There will be a "CLASSIC AIRSTREAM TRAILER/MOTORHOME RALLY" from Monday, November 9th to Thursday, November 12th at the Grand Casino RV Park, in Marksville, LA. This Rally is limited to 150 units due to space available. The Rally Fee will be \$44.00 and will include pull-through parking with water, electric, sewer, cable TV hookup, plus a Breakfast or if you wish a \$2.00 off coupon will be provided for a buffet at the Casino. Early parking and a stay after the rally is available for \$12.95 plus tax per day. The RV park has a meeting room available.

To reserve a space, please let Ernest E. Roach (#306), 4302 Horace Drive, NW, Huntsville, AL 35816, know no later than Oct 10th. Spaces will be held in the order of receipt of reservation.

Ernest E. Roach, #306



**Heading to Boise.**  
[Photo by B. Burkhart and W. Wheatcroft]

## VAC Homepage

The VAC Internet new website address is:

<http://www.vac.airstream.net>



## VAC MEMBERSHIP REPORT

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 Winter 98 issue of the VA we have welcomed in 242 new Members, Associates and Friend subscribers to The Vintage Airstream Club.



## COOP'S CORNER

### *The '48-*

Yesterday the telephone rang. I heard Bettye answer while I remained as I was, reclining upon the garage floor.

"Oh, Hello." This being said with great enthusiasm, I knew it must be a friend of the family. (actually it was the VA editor asking for this column),

"Yes, Bud is right here," she continued, "he is working on the '48 as usual. He has the chassis about completed. Just now he is trying to attach the last big sheet of belly-pan. It's a struggle and I don't know who is winning."

About a year ago, I was able to acquire this ancient beauty. The body was surprisingly good, the interior contained all the basics, the rest was a disaster. We decided that if I were going to do all the necessary work to make it an interesting show trailer, it must have a sound structure. To accomplish this, I decided to design and build an entire new frame and running gear. Once it was off the drawing board, things moved swiftly. The frame was built in three days complete with a glistening coat of black paint.

Parking the cars in the driveway, I put the frame in my garage, and did the floor, bellypan, wiring, and much of the plumbing. I discovered that this was a much more convenient place to work than out in a storage lot where the old trailer is parked. So, I will do everything possible before moving the old body onto the frame. Bettye is refinishing some of the original furniture. I'll keep you posted on our "haps" and mishaps.



### *The Wagon Wheel Caravan -*

Competently conceived and directed by Preston Pearson (#5502), it was an outstanding happening. A "tough act to follow," the actual rally seemed lacking in excitement by comparison. It was a kaleidoscope of Mountain scenery, fine dining, professional photo journalists, wagon wheel parking, midnight raids, roaring streams, primitive parking, and dirt roads.

The big question is, how can we perpetuate fine caravans like this? I see it as a major mission of the Vintage Airstream Club to do so. This unique usage of

Airstreams belongs as the sole property of this club. It is our natural domain. Why?

- 1) Vintage trailers, the older ones, are small, light, and adapted to this kind of back-country usage.
- 2) This club has emerged as the only remaining repository of the skills, and the desire to take an Airstream off the pavement. It is our turf!
- 3) There is an element of Wally Byam history here, something associated with being vintage, something old and worth preserving.
- 4) Besides, it is something that we can do while others can't. We are now expected to do it and thus, we must do it.

Who will do it next year? And the next? (I haven't spoken to Preston about it, I hope this wasn't his last caravan.) Start thinking now about leading a caravan when the rally is near you. Volunteer.



### *Boise 1998 -*

Through the aged eyes of your correspondent, Boise (say, Boy-see) was exciting, splendid, encouraging, and exhausting. Bettye and I collapsed into bed each night while the birds were still twittering, each asking the question "What did I do today?" There was never a sign of anything constructive having been done, only a succession of new and old faces, greetings, recollections, and laughter.

A riot of laughter broke out at the annual breakfast when a certain mascot belonging to the Bones (#9712) suddenly appeared. Earlier, during the caravan, he had mysteriously disappeared. And at the same function, Bud Cooper was presented with a tool box of amazing size and quality. Possibly this was suggested earlier when he brought out his microscopic cardboard "dent removal" tool box. The new one is shocking by comparison. Thanks Bill Scott (#3221).

I noted the following changes during the 1998 International Rally:

- 1) As predicted several years ago, a new type of "Vintage" group arrived in 1998. These are folks with beautifully restored tow-cars and partially restored Airstreams. Tired of the highly refined car circuit, they see trailer/tow as a refreshing new field. Naturally, we welcomed them and will respond with an appropriate program of competition for future events.
- 2) The new "VACers" were surprised not to find a public shower and bath available as at car shows. In fact, three partially restored trailers did not have a working bath. Our policy is to delay action on this, feeling that it will be self-correcting as word gets around.
- 3) There is something unique about the personal attributes of the average Vintage member. It is subtle and defies description. We sense a vibrant spirit, high energy, friendliness, and a willingness to serve. The average age is noticeably lower than in the balance of the WBCCI. Expect these people to explore new

directions.

4) The post-1969 crowd has arrived in volume and they have a surprising wish. They welcome dividing the Concourse d' Elegance competition so as to provide a separate category for 1969 and newer.

5) Shiny trailer = Vintage Airstream.

Because the vintage crowd has been so enthusiastic about polishing their trailers, this has become a symbol of Vintageness. The Vintage section could be identified from an airplane as the gleaming section.

Like seeing your children grow up and leave home, I see the club maturing into a fine young person with a good brain, great ambitions, high ideals, bulging muscles and shiny teeth. With a tear in an eye I see it forging ahead, pushing aside trivial obstacles, and leaving behind those with aging legs. In short, all is well, and as it should be. I will leave it to those in official positions to report the true facts.



### **Frame Separation -**

To my offering on this subject in the last issue of the VA, Doug Burch of Airstream adds the following:

A major factor in curing frame separation was the change made in midyear 1982 in which the method of attaching the body to the floor was changed. The simple bottom channel was replaced with a heavy extrusion which grips and reinforces the floor all around the edge of the trailer. At the same time it excludes moisture.

The increase to a five-inch frame stopped the bending near the axle. A typical symptom was a wavy axle mounting plate.

Many units have rear end separation without having a bent chassis or the need for a main frame kit. Thanks Doug.



### **Serial Numbers -**

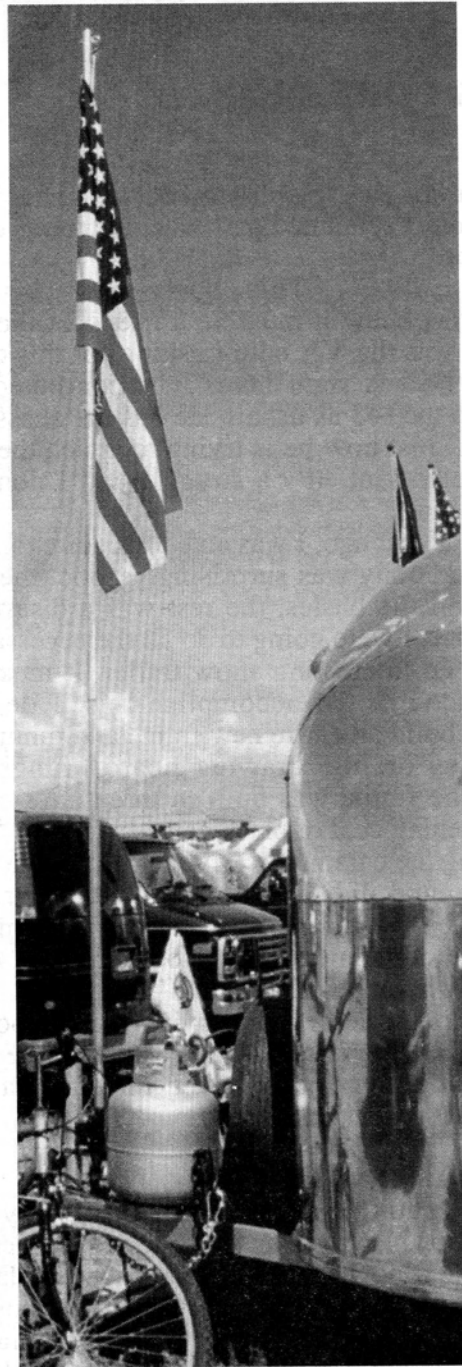
Once again we are indebted to Ed Smith of Bisbee, AZ for some serial number information. It appears that for the years 1952 through 1956, serial numbers were in groups by the size of the trailer. Each group was called a series and designated as below:

3000	17 feet
3200	18
5000	30
6000	24-25
7000	21-22
8000	15
9000	29-33

Comparing this pattern with our database of known serial numbers (only 37 trailers) it was very consistent. It did show, however, that not all owners know what length their trailer is supposed to be. (The factory length may not always agree with what we measure today). In time, by comparing the last three digits, we may be able to sort out the years. New models normally came out in November for these years.

As I gain confidence in this information, I will add it to the serial number chart that was published in February of 1997.

Rutherford L. Cooper, #26019



**Flag Flying in Boise.  
[Photo by R. Cooper]**



## Old Faithful Inn

In 1914 my Grandfather Rutherford developed a persistent cough. The doctor, fearing that it was tuberculosis, almost always fatal in those days, suggested that he move to southern California. He did so, taking his family with him on the train. We have the diary of his fourteen year old son to provide the facts. Tradition has it that they stayed at Old Faithful Inn while in Yellowstone Park. For this reason, I have always wanted to do the same. The Boise rally provided an opportunity.

I made a reservation by telephone about a month before we left. The only opening they had was a suite of rooms. I was told it was in the old section, but it turned out to be in the first addition from 1910. It was so nicely kept that I first thought it was much later, say 1939. I felt much better when I found out it was the first addition. It had a private bath of grand proportions. The room was well stocked with snacks which we were invited to enjoy or take with us. We watched Old Faithful erupt and when it did we were pleased that it was a full height display, not the worn out one that we had been told to expect. I could not find any aspect of Yellowstone that appeared worn out, declining, or used up.

We dined in the old dining room which was moderately expensive, but we were hungry. After wandering around the galleries, we retired and slept well. The next day we took in a guided tour and history lecture for about an hour. I took notes.

In the lobby, by accident, we met a family who like ourselves, were staying in the inn just because their grandfather had done so. They took us to their room which was in the first (oldest) section. It had a washbowl in the room, part of the 1910 modernization: all bath facilities are down the hall. The walls were vertical rough-sawn clap boards, stained brown. Nothing was tacky nor worn, but it was primitive, something like camping out. This was all like it should be. We were well satisfied with the venture and I felt as though I had done something that was expected of me.

Yellowstone became a National Park on March 1, 1872. There were no touring facilities at that time.

The Northern Pacific Railroad offered tours at a cost of \$54 per week in 1884. Visitors used pack animals and tents, or they stayed at a place called *The Shack*. In 1904 the Inn was built at a cost of \$200,000.<sup>00</sup> a handsome price, the cost borne by two railroads and some concessionaires. The architect was Robert Reamer. Reamer had built up a reputation for rustic type buildings and was selected by officers of the two railroads. Being the principal contributors, they had this privilege (I have a suspicion that Reamers had built Adirondack camps for some of these same railroad barons, and thus had the inside track. A camp, in this

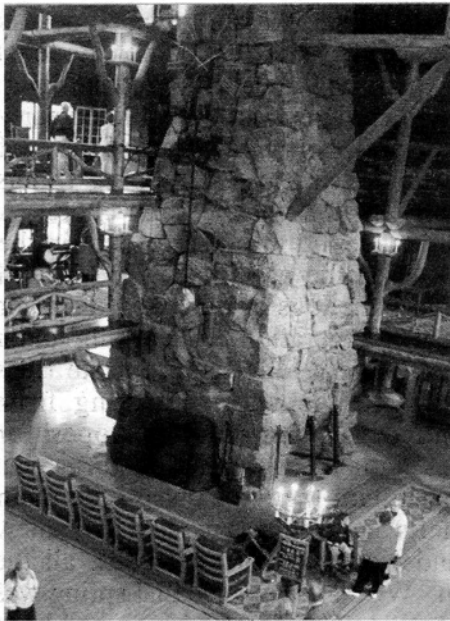
case, meant an expensive, large, and splendid, but rustic, summer home on a lake. However, there can be no doubt that Reamer did all the right things on The Old Faithful Inn. There has never been a challenge. He made right decisions throughout, despite a hectic time schedule and adverse weather conditions, and the end result has gotten high grades for 94 years).

The contractual arrangements called for a finish date in 1914. This forced Reamers to concentrate his 112 man work force on completing the exterior before winter set in. Knowing that the temperature could drop to -30 degrees F, he insisted that the place be closed in and completely provisioned so that his work force could work inside, completing the complicated details before spring. He made this deadline at least technically, though there was much to be done later. The huge fireplace and chimney were completed early because they are structural, holding up part of the roof and the upper interior stories. Just keeping things thawed out sufficiently to work was a major chore. A roaring fire in the fireplace did not make a dent in the cold. It is said that even the nails had to be heated before being driven into the logs or they would shatter (might this be a slight exaggeration?). Working under Reamer's directions, loggers felled appropriate trees and brought the logs to the site. Working from sketches, men scoured the surrounding slopes for trunks and branches with the sweeps and turns that Reamer called for. He laid them all out on the main floor, matching up lefts and rights as needed. He knew what he wanted, and working from sketches, all the blanks were filled in. We can easily see that spring was welcomed by the captive work force. Much had been accomplished and the huge log building stood strong and straight in the spring sunshine. They had worked 16 hour days for a year. The roof was promptly painted red; it remained so until 1948.

In those days, the patrons arrived by stage coach from the train station. They were permitted to step down from the coach under a great porch at the front. The baggage was set down and taken away by porters. After checking into their rooms, they would be interested in dinner in the great dining room. This was included in the basic fee which was on the American plan, all meals included. Everyone dressed for dinner. This meant tuxedo for the gentlemen and formal dress for the ladies. Today, as then, dinner is on time (you make a reservation for a given time) and there is a French chef, but the dress requirements have been entirely removed. Those who could not find suitable attire in their baggage were admitted to a small dining room in another building where they dined side by side with the help.

There were two stage coach robberies in 1904.

In 1894, some badly needed revisions were made to the original building. The west wing was added in 1914. This was the section in which we stayed (1998), a suite at the end of the hall on the first floor. It looked much newer, must have been well preserved throughout these years, and being the most expensive, it was probably less used than the rest. I at first estimated the date as 1938, judging by the style and the condition. The walls were plastered and painted light green. There was a compact refrigerator packed with good quality snacks, but no bottle of champagne. There was a generous basket of fruit which we quickly stripped. There was lots of hot water and we tested the tub, finding it just fine. There were two beds.



**Fireplace at Old Faithful Inn.**  
[Photo by R. Cooper]

We don't know where Grandpa Rutherford stayed. In fact, we aren't even sure he stayed here at all, but judging by the pictures he had, and his knowledge of the place, I feel he must have. He had stereopticon pictures of the interior. I asked

him what was so special about it, and he spoke for some time about how the rustic wood parts were joined in a way that spoke of a palace. It was much more than just a big log cabin and the date is right, 1914 for his trip. My mother, when she revisited in 1940, remembered her visit in detail, and compared now with then. There was originally a widow's walk (a sort of open porch) around the roof. This is now closed off from public access. Its function was for viewing but also for access to the roof in case of fire or repair.

The first automobiles were permitted into the park in 1914. From the start, in 1904, there was steam heat from a huge boiler, and electric lights from a small steam generating station. It is still heated with steam. There was also running water. In 1904 there were 140 rooms, but only 10 with private baths. The current policy is to maintain the atmosphere and services at a 1910 level. In 1924, wash basins were added to all rooms, but most rooms still used a bathroom down the hall. In 1904 the cost was \$4.00 a day, American plan which was considered very expensive.

Originally, all the logs both inside and out were covered with bark, however it turned out that the bark was a housekeeping problem, and was the first part of the log to rot, so eventually it all had to be removed (around 1940). Throughout the lobby, which consists of several stories of galleries, and inside porches, there are many hickory chairs with cane seats, and quaint little writing desks with matching chairs dating from 1910 which was the height of Mission-style popularity, but who writes any more? These were made in Grand Rapids, MI, the (then) capital of good furniture.

In 1938 there was an earthquake which registered 7.5 on the Richter scale. Realize that Yellowstone is on a geological hot-spot with geysers and hot springs so that at 4 AM, the fireplace crumbled. This left parts of the roof unsupported, and twisted the basic structure in a way that could not be repaired. After this, access to the crow's nest (a platform high in the attic of the structure from which a stringed ensemble played soft music every night after eight o'clock) was restricted, and the general public has never again admitted to the widows walk and the stairways leading above the 3rd level (which is OK, I wouldn't have climbed to the crow's nest for any amount of money, and the rickety stairways leading up weren't the least bit inviting to me). Final restorations to the fireplace were not completed until 1988.

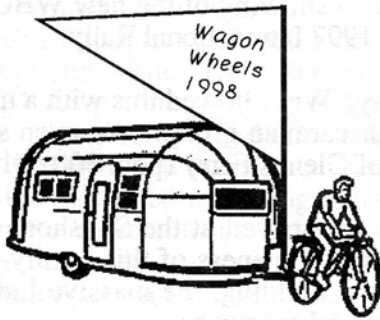
In 1987, as a precaution in case of fire, sprinklers were added to wet down the roof and walls. Then in 1988, Yellowstone was stricken by hot dry weather and a series of thunder storms set multiple fires throughout the Park. At first, these fires were allowed to burn themselves out as nature might have intended, but later the frequency and severity of the fires called for an all-out effort to control them. At a certain moment Old Faithful Inn was considered lost, when a sudden shift of wind combined with the new sprinkler saved it.

Attached to the face of the fireplace is a two story clock which used to strike the hours. A great pendulum swung ponderously back and forth, night and day. A coiled up rod was a chime which used to strike the hours. A large weight hangs from a stout rope. A fragile iron platform is fixed a few inches in front of the clock face. Stepping from an adjacent balcony, an acrobatic attendant would wind and adjust the clock. Actually the clock was always run from a mechanism in an iron box beside the clock which contains a spring and encasement. The pendulum was always kept swinging by an electric mechanism, though not today.

There is a bright promise for the future of Old Faithful Inn. Management has declared that it shall never have TV in the rooms.

Rutherford L. Cooper, #26019

*Author's note: After a year in California, Grandfather's cough went away.*



## WAGON WHEELS '98 CARAVAN (WBCCI National Caravan No. N-27-Q)



Local Idaho scenery along Wagon Wheels '98 Caravan. [Photo by R. Cooper]

### A Caravan Log Book Perspective

*The following article consists of excerpts from the personal log book maintained by Terry and Sandi Tyler (#6477) during their time participating on the Wagon Wheels '98 Caravan. Complementary entries (additional factual information was included for completeness) are from the official log book maintained by Wagon Wheels '98 Caravan Leader Preston Pearson (#5502).*

Monday, 15 June 1998: We rolled into Three Island Crossing State Park and were greeted by a cheerful guy on a bicycle. He seemed happy to see us and was glad to give us our mail (fulltimers get their mail anywhere on the continent). The cheerful fella then introduced himself to us as our Caravan Wagon Master, Preston Pearson (#5502). The fella then went back on his way while we setup.

Being with Airstreamers for the first time in several months meant we weren't the only ones flying our three big flags. We setup our satellite dish for the third time since buying it. Once setup, our neighbors Pat Ewing (#3675) and Bill Scott (#3221) offered neighborly greetings. This was followed with friendly chit-chat with Forrest and Jerri-Ann Bone (#9717). For dinner we went into town to a 1950's era diner, 2 hamburgers and 2 hours in a restaurant was a first for us.

Tuesday, 16 June: Slept in for the first time since leaving upstate NY with our vintage Airstream (our "summer cottage"). This 1967 Safari trailer with 22' of space has worked well for us despite being in a constant state of restoration. A brief trip to town to do laundry found us in a hardware store looking for rare parts - the kind never stocked by modern stores. Bingo! We found the exact "turn buttons" installed on our trailer 31 years ago, we bought the only two packages left.

That evening our leader had arranged a BBQ dinner. We also had a very interesting invited speaker, Mary Inman, present "The Oregon Trail - 1843." This was followed by an inspiring campfire talk by Bud Cooper

(#26019) on how to remove some of our dents. We rounded out the evening with a showing of the new WBCCI video which prominently featured many of the VAC (and caravan) members at the 1997 International Rally.

Wednesday, 17 June: Reveille followed by packing up was how we began our day. We followed this with a mid-morning visit to the Glenns Ferry Museum which was opened especially for our caravan group. We even saw Wally Byams signature in the museum. A side trip was then made into the town of Glenns Ferry (pop. 300) which took us to their large town swimming pool, an impressive sight.

Back on the road we started to notice surface lava along the landscape. As we arrived at the Shoshone Ice Caves, Preston parked us adjacent to a big hole (lava bubble that had burst). The uniqueness of this family-run business became evident as we explored the "museum," the rock hound collection building, the massive Indian sculpture and the green dinosaur statue. The Flea Market had items from anywhere and everywhere.

Just before supper there was a Group Photograph near our trailer between the rain showers. We had our dinner at 6 PM followed by a personal tour of the caves by the owners teenage daughter. She sprinkled her experiences from growing up here with factual data. The result was an entertaining and educational tour.

Just before sunset there were several rainbows. The evening had changed to calm and clear, it was world class sky gazing. Later we found Airstream braves and squaws gathered inside a large tepee sitting in a circle around a nice fire. The caravan was off to a great start!

Thursday, 18 June: This morning we woke to the crunch-crunch of caravanners walking by to get their coffee and donuts. Preston's coffee pot made a robust brew.

Today's travel took about an hour and ended up at the huge parking lot for Sun Valley River Run Lodge in Ketchum, ID. Since it was our turn to park, and the parking lot was this large, the opportunity to park in a Wagon Wheel arrangement, ala Wally Byam style, had to be attempted. We did it! Everyone was delighted, all campsites were equal. All was done with two people and an extension cord for measurement.

Later, various local groups stopped by to visit. This included a taxi company offering to show us the town (group rate fare), a local Airstream family to chit-chat, the local newspaper "Mountain Times" comes by to write an article (that appeared in their Wednesday, June 23 issue) and at least another dozen others to talk with the caravanners about their trips and the vintage trailers.

Being near a ski lift meant that caravanners could bike/hike up the mountain. We climbed part way up the mountain for a top down look at our Airstream circle.

That evening we gathered inside our Byam Wagon Wheel circle for a fireless campfire. Twenty-four families visiting and enjoying each others company. This fellowship was broken up just before 10 PM when the sky opened up and a sudden hard downpour began. At the height of the showers a band of local teenager renegades broke into our camping ring in their old white car. They spun out their car inside the circle twice doing three donuts then sped away without lights. A couple minutes after they left, they soon returned and repeated their antics. We called the police and soon Sergeant Taylor of the Blaine County Sheriffs Office arrived. He surveyed the fresh tracks and assured us that he was glad we were here. He promised to keep an eye on our encampment. The rain continued on and off for the remainder of the night but the hooligans were over.

Friday, 19 June: The morning began with muffins and coffee courtesy of the caravan Kitty fee. From 11 AM to noon we had a scheduled Open House for each other and for locals. These visits are most always welcomed to gain insights into restoration techniques. Twenty-twenty hindsight is beneficial for all of us.

This afternoons travel over Galena Summit to Stanley was like driving back in time to winter. The excitement of snow flurries on our windshield was followed by the pleasure of driving to a lower elevation into spring flowers. Parkers greeted us on the CB at Elk Lodge in Stanley. Setting up was quick and easy. After gathering at the Lodge, our Leader updated and oriented us for the planned activities for the next two days. For dinner, we joined with at least ten other couples in returning to the Lodge for a grand supper of great food and fellowship.

Saturday, 20 June: Another bright sunny morning. The 37 degree F overnight temperature was bracing, with 3-point hookups we didn't use our catalytic heater.

After breakfast we headed out to visit ghost towns. Along the way we passed Sunbeam Hot Springs and parked our Suburban next to a steaming stream to soak in the ambiance of it all. The water was scalding hot.

At Bonanza Ghost Town we had our first experience going inside deserted homes. We tried to imagine what it might have been like a century ago when the homes and town were occupied. Near total dilapidation is a sorry condition to see.

Next was Custer Ghost Town. This site had been taken over by the State of Idaho and the National Park Services for historic value. Rangers told us about the town as it was in the 1800's. They are trying to preserve the

remaining structures and stories about them. A small museum building housed items used by local families when the town was occupied.

Our return trip included lunch along the famous Jordan Creek at a vacant campsite. The rushing water beside us was picnic music. After lunch we drove back to our sites in Stanley where we had another group photograph, this time by two young inspiring photographers named Bryan Burkhart and Woods Wheatcroft. We first spotted these fellas along our original drive when we spotted them photographing the caravan alongside the road as we travelled by. Now we had the chance to meet them and pose with our trailers. They explained that they are working on a book and wanted to photograph the caravan and Rally. We welcomed them right on in! That night we had a fine dinner of a rack of ribs, chicken, baked potato, side salad and homemade pie with ice cream. It was super!

Afterwards, we watched a Vintage BBC video "Perpetual Motion" followed by a showing of the recent work of Bud Cooper with the new VAC video camera.



**Group photo of the Wagon Wheels '98 Caravan members in front of the Sawtooth Mountains. [Photo by B. Burkhart and W. Wheatcroft]**



**VAC trailers parked at Elk Mountain Resort. [Photo by B. Burkhart and W. Wheatcroft]**



**A VAC campsite. [Photo by B. Burkhart and W. Wheatcroft]**

Sunday, 21 June: How many beautiful days in a row is this? It seems like we have been blessed with warm sunny days and cool nights.

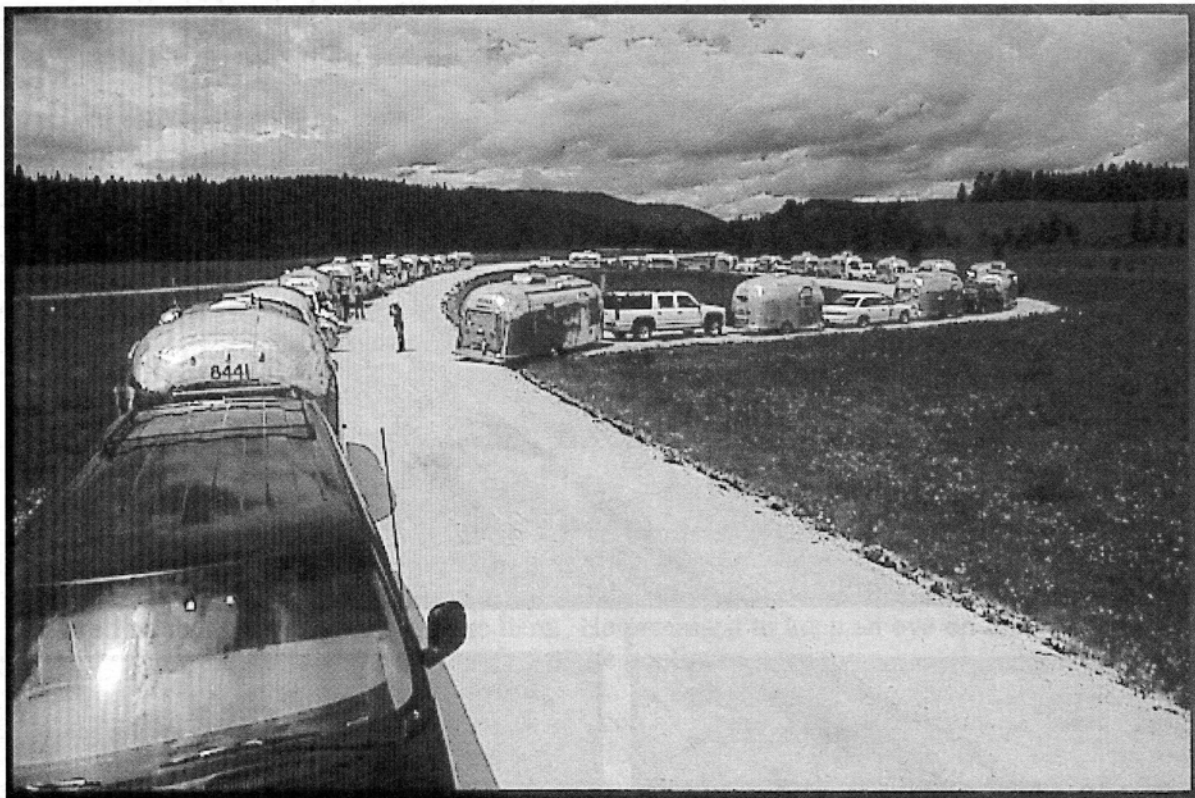
After lunch we played tourist again. This time we found the airport, post office, etc., and poked around the side streets. It didn't take very long so soon we were back at the trailer. We watched a movie and then it was time for our 4 PM social hour and drivers meeting.

Many caravanners decided to eat out this evening at the Mountain Village Restaurant. Socializing and visiting while breaking bread together was fun. Friendships continue to grow.

Upon return, a campfire was started and caravanners began gathering. Stories, tall tales, snake experiences, taped humor and much more made for an entertaining evening.

Monday, 22 June: Another excellent nights sleep in the cool night air of Idaho's mountains. Whatever the reasons, we sleep in just a little longer each morning - feels so indulgent yet sooooo good. We soon got word that we were to pack up and tow the trailer over to Stanley Lake turn around where we could park all the trailers for a group caravan photograph with the Sawtooth Mountains in the background.

True to form, the setting was quite a sight. Pictures were taken by everyone. We even crossed the river and climb the adjacent hill to get a top down perspective. We also used this spot for a picnic lunch site.



**Line-up of the Wagon Wheels '98 Caravan trailers preparing for departure from Stanley, ID.  
[Photo by B. Burkhart and W. Wheatcroft]**

The trip to Lowman soon turned into an all down hill drive. Weather became warmer and sparse population decreased further. Lowman could have been mistaken for a wide spot in the road. Ole' eagle eyes found the turnoff for 3.5 miles of dirt road to Park Creek Loop A Group Campground. The shock absorbers got quite a work-out and dust was a constant unless no one was in front of us on the road (path?). This part of the caravan must have been the "wilderness adventure" promised in the brochures.

The parkers were creative at finding sufficient spaces for everyone. Agility and backing up skills were common place. The 4 PM social hour occurred on time at 5 PM with more new snacks. Variety seems to be the norm for this group. Preston provided a list of hot springs in the area for those willing to travel the 3.5 mile pothole boulevard twice tomorrow. Another family of Airstreamers came by to visit with us. Travelling in an Airstream caravan is widely noticed. One gas station attendant remarked that "these Airstream trailers have been coming all morning." When I asked him how many he had seen (there were 24 of us), his reply was "at least a hundred!"

Apparently we were making quite an impression.

After supper in our rigs, we gathered around the campfire for camaraderie, telling stories and sharing photographs. With a roaring campfire and stories in full swing, the heavens slowly opened. A few umbrellas appeared but as intensity increased so did the number of caravanners retiring to their rigs.

**Tuesday, 23 June:** Before breakfast we lit our catalytic heater to quickly and efficiently warm our trailer. After breakfast many caravanners took a day trip to the hot springs and to explore the area. One caravanner drove to Boise to pick up everyone's mail, a courtesy greatly appreciated. By lunch, firewood began appearing for the evening's campfire and pot luck supper. A big tarp appeared and was soon hung between trees over the serving tables. We're continually amazed at what caravanners carry with them when space is so limited. All afternoon the chefs were busy preparing our banquet pot luck dinner. This included the aroma of brownies coming through our windows. During the minutes prior to dinner there was an iron fry pan surprise dish cooked over the campfire. Whoever thought that potlucks were boring with the same old meals have never attended one by the VAC.



**Potluck dinner VAC-style.  
[Photo by B. Burkhart and W. Wheatcroft]**

After the wonderful supper, including a dozen different deserts, we gathered around the campfire for our final caravan night together. Three of the couples would be leaving us in the morning as the rest of us headed onwards towards the International Rally. The current VAC President, Clyde Wagner (#8441) presented our caravan leader, Preston Pearson, with a rare copy of Wally Byams book "Capetown to Cairo" complete with autographs of each of the caravanners. We also took this time to make the photographers as Honorary Members of the Wagon Wheels '98 Caravan. Clyde then outlined our plan for going onto the International Rally. We then turned in early in preparation for the final leg of the caravan. We had an early departure time, a first for this caravan.

Sandi and I thoroughly enjoyed our first VAC caravan and are still tickled at being part of the parking for the first Wagon Wheel arrangement since the Wally Byam days. We are proud to say that we travelled with Preston Pearson, our caravan leader.

**Wednesday, 24 June:** Caravanners began leaving before we were out of bed. It was a quiet place by 9 AM, just a few folks left and they were all about ready to depart. We quickly packed up and were on the road. Our last trip over the washboard road seemed much longer than the current one. As we climbed the summit on Macadam, we saw other caravanners when each switchback turned for a new elevation.

Our next stop was Idaho City. Boardwalk shops were everywhere. An ice cream lady said the population was 300 and everyone knew everybody else. Many of the caravanners used this final opportunity for a dump and for the church car/coach wash for \$15. Finally we were all ready to mosey on to Boise. The mountain trip was a surprise for us - a young, big eared, elk passed right in front of us.

The Boise Outlet Mall was easy to find. Everyone was in before the heavens opened. The caravan was completed without incident or injury (always a good sign of success).

Lots and lots of visitors. The vintage trailers really act as visitor magnets. Sometimes we're spic and span ready for the general public but frequently we're not. Always though we're ready to be VAC ambassadors.

Terry and Sandi Tyler, #6477



VAC Parade into Rally.

## VAC ACTIVITIES AT THE 1998 WBCCI INTERNATIONAL RALLY

On July 23, 1998, the Vintage Club began assembling at the Factory Outlet Mall parking lot in Boise, Idaho. Twenty-three of the Vintage trailers had been participating in the Wagon Wheels '98 caravan which just concluded ten days of visiting some of the nicest places Idaho had to offer. There was now time to do some shopping at the mall, using the discount booklet that the mall manager so graciously had given us, along with some final primping of the trailers in preparation for the planned parade and entry into the rally grounds the following day.

As evening approached many of our members gathered to discuss the good time they were having and about vintage trailers. The fun was interrupted by light rain so we turned in for the night feeling good that the rain would settle the dust at the rally grounds. The rain continued, sometimes very heavy, all night long which changed the good feeling of settled dust to panic and thoughts of deep mud.

Dawn brought more rain so Rick Davis (#1602), our resident ham radio operator, contacted the WBCCI traffic committee at the rally site to see if our arrival was going to be postponed. Word came back that our entry was planned as scheduled for 11 AM although the parade through the rally grounds was canceled. Our police escort arrived and took our 40 VAC trailers to the rally grounds without incident and under clearing skies. The parking and traffic committees took over and expertly guided us through the soggy grounds with only one trailer needing towing assistance. Once parked we could then begin cleaning our trailers again.



Junior VAC entrepreneurs Samuel, Benjamin and Colin Howarth (#6490) await the opening of the Vintage Airstream Club Open House sitting at their Ice Tea stand. The large crowds, coupled with the heat of the day, helped the boys do a brisk business.





VAC Parking behind and to the left of the WBCCI activities tent. [Photo by R. Cooper]

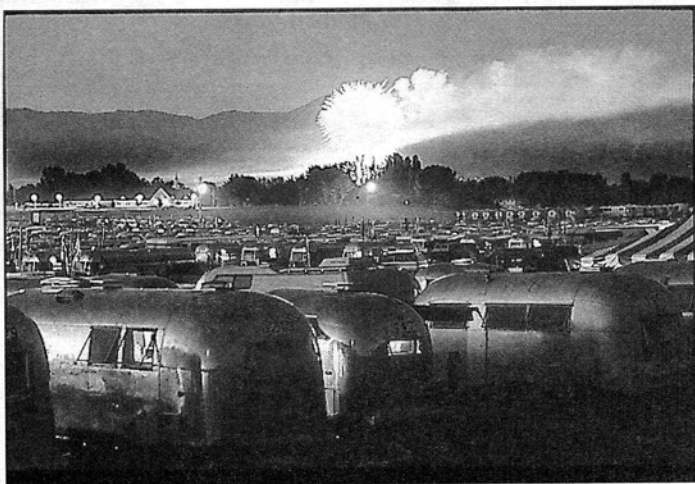
The Vintage parking area was everything we could ask for including being large enough to accommodate our late arriving working members and members with families. All VACers were graciously parked by the parking committee. The total VACer rally participation totaled fifty-one Vintage trailers this year, which is more than that of past rallies. The total WBCCI Rally had on the order of 1900 trailers.

The balance of the rally was very nice with excellent WBCCI scheduled evening entertainment. The Vintage events included our usual 4 o'clock gatherings at the nearby tent, two very well done slide shows of the Vintage activities (hosted by professional photographers Bryan Burkhart and Woods Wheatcroft) and the VAC breakfast.

Our Vintage club founder, Bud Cooper (#26019), put on a program titled "Wally Byam, The Missing Years" and Dr. Norman Holman Jr. (#1935) presented a program titled "My Fathers 1935 Airstream." Both excellent programs were so well attended that the auditorium filled to capacity and people were disappointedly turned away. The Vintage open house and Concours d'Elegance were likewise well attended under warm sunny skies. There were over 200 visitors including Larry Huddle, President of Airstream and Charlie Burke, author of the VA Airstream Question and Answer column.

Conversations indicated everyone had a wonderful time and were looking forward to future rallies.

Clyde Wagner, #8441  
VAC Past President 1997-98



Parking area at the Rally with the sky on fire. [Photo by B. Burkhart and W. Wheatcroft]



VACers Ed Davis (#4305) and George Pruitt (#6667) kicking back VAC-style at the Rally. [Photo by B. Burkhart and W. Wheatcroft]

## 1998 International Rally Concours d'Elegance Results

Best in Show	Noland and Barbara Vogt, #447	1962 Bambi
Reserve Best in Show	Chuck and Diane Grote, #6770	1967 Caravel
Honorable Mention	Clyde and Ellen Wagner, #8441	1964 Globetrotter
Member's Choice (*a tie in voting)	Tom and Corinne Reed, #10283 Tom and Kathy Howarth, #6490	1963 Tradewind 1953 Flying Cloud
Bright Ideas, First Place	Norman W. Holman Sr., #1935	Water pressure system
Bright Ideas, Second Place	Noland and Barbara Vogt, #447	Folding table
Bright Ideas, Third Place	John and Esther Dona, #5071	Bathroom installation
Best Tow & Trailer Combo	Chuck and Diane Grote, #6770	1967 Caravel pulled by a Ford Hotrod
Reserve Best Tow & Trailer Combo	Dale Bird, #3140	1955 Bubble pulled by a 1936 Panel Van
Oldest One Owner	Norman W. Holman Sr., #1935	1935 Torpedo
Reserve Oldest One Owner	Virginia and Robert Anguish, #8220	1964 Overlander

\* *The Howarths were not announced at the VAC Breakfast as cowinners, Don Perry (#5031) wishes to express his apologies for the oversight.*

Forrest Bone, #9712  
1998 International Rally Concours d'Elegance Steward



**Best of Show Winners Noland and Barbara Vogt (#447) next to their winning 1962 Bambi.**



**Reserve Best of Show Winner, the Grotes (#6770) 1967 Caravel.**

## VAC Adventures with Bettye and Bud

*This is the final episode of "The adventures of Bettye and Bud on the Baja"*



The final days of the trip were approaching. We were parked at Mulege. Here, a creek converts the desert into a lush haven with palms, fruits and vegetables. A compact and very old town center is charming. Tonight we have planned a private fiesta complete with mariachis and a roast pig. While we were all crammed into a taxi I asked the driver how to pronounce the name of the town. He replied, "Mulege" (Moo-lay-HEY).

In the next two days we will be in the part of the trip where the cave art can be seen. With luck I thought maybe we could visit a cave tomorrow. After having one Margarita, I sprinted across the corner and into the old hotel. Addressing the bartender in Spanish, I asked if it were possible to visit cave art (rupestres) around here.

"Tomorrow?" he asked casually.

"Yes," I responded, my heart beating faster. We discussed price, he made a phone call, and the deal was done. I gave a deposit to the bartender and raced back to the party. With another Margarita in hand, I circulated among our people asking if anyone would like to go with us. Strangely, they were not interested; all that is except the Wayne Smith's, Vintage members and Canadians. I raced back to the hotel and arranged for two more. Good thing we came in taxi's, those Margarita's were delicious.

Ciro Alonzo met us the next morning as promised at the Hacienda Hotel. We were surprised to discover that his car consisted of a dilapidated pickup with one automobile seat facing backward in the box. Two people would have to ride outside. We quickly renegotiated the price (\$70 per couple including tip) and used my Tahoe. I drove, enjoying the rugged road. At times we dipped down and up so sharply that I thought I would surely damage the front license plate.

Little by little the setup unfolded. The caves were located on a ranch. The government rigidly prevents

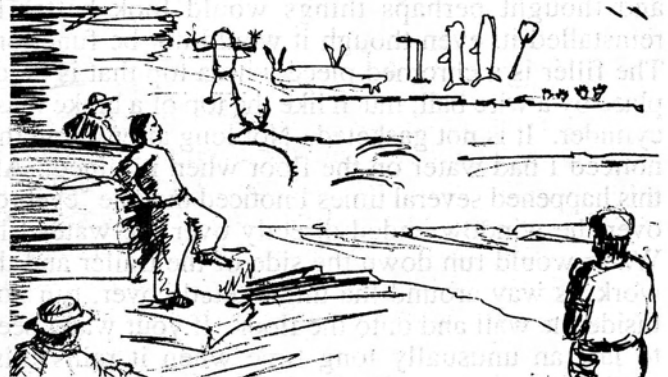
visitors from entering caves without a licensed guide. The owner gets a small percent of the fee.

We arrived at the ranch after going through various gates. It consisted of two good sized masonry rooms and an outdoor kitchen. Utensils hung from a string (to keep them away from rodents). Also hanging in jars was a pepper and an onion. No one was home, only a mule, dog, cat, and about eight chickens. In the distance we saw a few dozen cattle.

We enjoyed a delicious lunch which Ciro's wife had packed (tacos, soda, beer, fruits and vegetables). A chicken jumped into my lap and settled down by my leg. I petted its head and it went to sleep. Another chicken tried to hide in my car. The cat was also friendly, but the dog and mule were unapproachable.

Ciro led the way down a stony path which turned up a dry stream bed. The going was a bit rough, but the ladies pressed on steadily. Soon there was water in the stream. Soon we found our way barred by a fourteen foot high stone wall. This was a dam built with government aid to slow down the escape of the water which comes at times from violent thunder storms. All of us climbed over large stone blocks and onto the top of the dam. Crossing, we found a ladder attached to the other side and conveniently just out of reach. With Ciro's aid, the girls slithered along a rock ledge and found footing on the ladder.

Once down the other side, the walking was easy on the limestone bed of the stream. About two blocks along we encountered the first of the three shallow caves where the art is located. Generally, the caves are about as deep as the mouth is high. At first all we saw were scattered paintings of a fish and a leaf. Later we saw whole animals and finally, in one splendid array, were upright figures of men, their arms extended, and bent upward at the elbow, toes and fingers all spread out. Two arrows appear to protrude from the side of one man, or was he just carrying spears? Deer, five of them, are walking by.



Ciro was knowledgeable. There are approximately 200 such sites in Baja. He told us of how the government archaeologists come by periodically with the latest dating information, always pushing the dates backward. The figures suggest that the latest are 2000 years old, the oldest, 14000 BP. Only recently has any dating been possible. The culture that did the paintings has no name, they are referred to as "the painters."

It has been said that any natural shelter, like a cave, in the Americas has been lived in. Cave art is an interesting study. Sadly, most primitive people did not sketch scenes from daily life. In fact, figures of people are always scarce. That's what makes the cave art of the Baja so exciting.

We sat for perhaps 45 minutes studying the paintings, inventing stories to go with them, theorizing about what the people were like, what the country was like and most of all, congratulating ourselves on our smarts for taking this once-in-a-lifetime side-trip!

Rutherford L. Cooper, #2601



## Birth of a Vintage Airstreamer

### Part IV

*The following is the final installment about the find and restoration of a vintage Airstream trailer as performed by VAC member Rick Davis (#1602).*

#### **Another Leak**

As mentioned in a previous installment, the former owner had removed the original water tank. The hole for the filler had been covered with an unsightly patch. I later found the water filler in one of the compartments and thought perhaps things would look better if I reinstalled it, even though it would not be functional. The filler is a chromed piece with a top that is held in place by a wire bail, much like the top of a brake master cylinder. It is not gasketed. Not long after doing this I noticed I had water on the floor when it rained. After this happened several times I noticed that the "eyebrow" over the window ended directly over the water filler. Water would run down the side of the trailer and then work its way around the ungasketed cover, run down inside the wall and onto the floor. If your water seems to last an unusually long time when it rains this is something to check. I glued the lid on with RTV and solved the problem.

#### **Weight**

I had hoped to weigh the trailer when it was gutted inside but was not able to do so. After completing the rebuild I did run it over the scales. I had a few gallons of water and one full propane tank, but had not yet loaded all my worldly possessions. When hooked to the truck, the axle weight was 2750 lbs. The total trailer when unhooked was 3150 lbs which is quite a bit lighter than my 1970 21' Globetrotter that weighs in at a whopping 4800 lbs when road ready. The difference in weight is readily apparent on my local test hills.

On my four day 600 mile test trip, my somewhat underpowered, Gear vendors overdrive equipped 6.2 liter diesel turned in an amazing 19.1 mpg towing the trailer. I am sure the reduced frontal area was a factor along with the weight difference. The only problem that surfaced was slow draining of the sinks. A vacuum breaker was installed to correct that problem.

### *The chicken test*

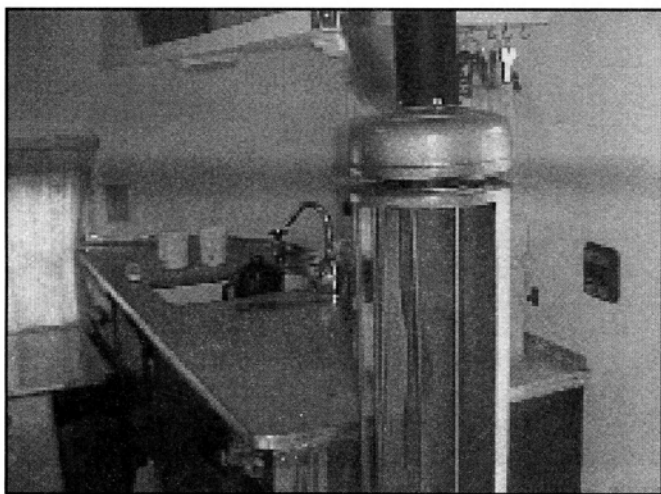
Before leaving for Boise I was determined to try to do a decent job of polishing the trailer. This job can quickly become an obsession as you get to know every defect in your unit and keep trying to improve the rough spots. I finally decided it was time to quit when 3 chickens stared at the side of the Safari for over 20 minutes, trying to figure out who the other chickens staring back were.

### *Inside*

The storage space available in the '54 is amazing considering the size of the trailer. There are over 18 ft of overhead cabinets plus storage under the beds and dinette as well as a 3 door closet (2 large doors plus a broom area) over 4 feet wide. This was much more space than needed for hanging clothes so I subdivided the closet and put shelves in half of it for use as a pantry. Carol measured everything and selected plastic tote boxes, wastebaskets, ice cube bins, etc. of proper sizes to utilize all the storage compartments effectively. At her suggestion, racks were built over the water tank to allow for 6 sliding bins in the kitchen area. It is somewhat inconvenient to move cushions to access some of this storage but the actual useable space seems to be greater than in my 29 ft Ambassador.

The rear trunk is large enough to hold a hold a spare tire. I am not personally comfortable with that much weight back there as I have added the battery and converter in the rear areas and don't want to add anything that would further reduce the tongue weight.

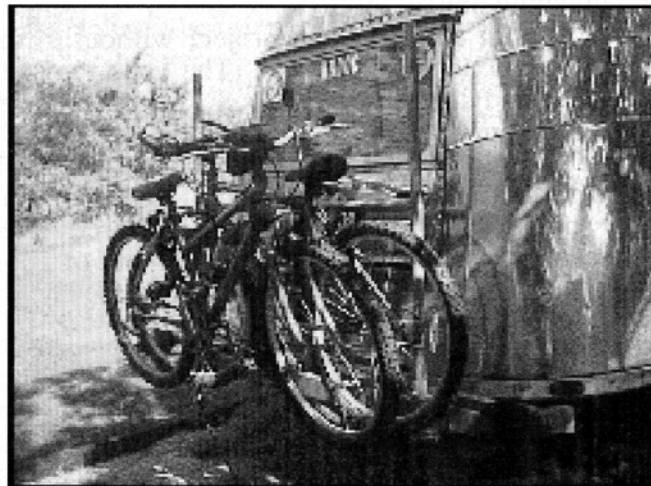
The cushions covers were sent to the cleaners and survived, however the original curtains disintegrated in the washing machine. Carol made curtains for the kitchen and bathroom area while miniblinds were used on the panorama window and in the rear.



### *Odds and ends*

Since I am a ham radio operator, I installed two 6 inch lengths of pipe on the back bumper, spaced about 4 feet apart. Each pipe has a 3/8 bolt as a set screw to

hold an antenna mast. I use whichever one does not have tree limbs overhead. After looking at this for a while I realized I could build a bicycle rack using these attachment points and it could also double as the antenna mounts. It looks sort of like a letter H with bicycle hangers. The support pipes are far enough apart to make it possible to open the trunk with the rack (but not the bikes) in place. Removal is a matter of loosening the two set screws.



### *Some safety concerns*

This trailer predates the interstate highway system. The more I looked the more concerned I became that the lighting system in the rear was not adequate for high speed highways. The taillights are both small, and spaced only 3 feet apart and the side marker lights are visible from the rear but are not overly bright, however I did not want to change the original lights. The approach I settled on was to attach angle iron outriggers to the U-bolts that secured the antenna/bicycle rack mount and attach a set of taillights of the type that also combine the side markers. This placed lights at the outer width of the trailer. I use a flat 4-pin trailer connector to make the power connections. These lights work in addition to the originals. If desired they can be removed in a couple minutes by removing the bolts and pulling the plug, restoring the trailer to its original appearance. The rear visibility is much improved.

### *Post notes*

I took a fair number of photos as the project developed, although in retrospect, even more should have been taken. Besides being to able to bore all our nontrailer friends, the pictures were very helpful when we could not remember exactly how something went together. On days when nothing seems to be accomplished it is a great boost to have a reminder of what the project looked like in the beginning.

If I were to do this again serious thought would be given to completely removing the body from the frame/floor assembly and building the entire floor with

pressure treated plywood since floor rot is such a problem. Considerable time was spent on things like tile removal and fitting floor pieces so probably no more time would be required.

When this project began I set out to have the trailer done in time to attend the International Rally in Boise. A year was not really enough time and a lot of other things were let go in order to finish the trailer. A two to three year time frame would have been more reasonable, particularly for younger folks with full time jobs and family obligations.

My goal of finishing the project without hiring outside work done was achieved. The opportunity to use the food and drink bribe system did not materialize. I want to thank Wayne, who originally spotted the '54 in a rural Ohio backyard. He also located the birch panelling, at a reduced price, in a surplus building supply place in Ohio, and then delivered it to Tennessee. It was the perfect thickness and of good quality. I have yet to locate anything similar locally.



### *The final test*

We set off on our mad run to Glenn's Ferry, Idaho at 8:30 PM on a Thursday night. Heavy rain was encountered north of Nashville, so we stopped early. It rained hard all night but no water appeared inside the trailer. I figured this was a plus!

We were back on the road early and were soon within minutes of the schedule the computer calculated. While I did the driving, Carol was supposed to keep a list of any important parts that fell off as well as getting the license number of anyone who appeared to be laughing so I could deal with them later.

As the sun came up I looked in the mirror. It appeared that the carefully polished trailer was turning black before my eyes. Carol patiently listened to me grumble about that for the next 2 days.

Over the next couple days we crossed the country without any problems that couldn't be handled in a minute or two. The wind across Wyoming was impressive but everything worked well. We arrived at

Glenn's Ferry to join the Vintage Caravan right on schedule. Some borrowed "Green Ox" polishing compound and a good wash job seemed to restore most of the polish, at least as well as I could tell without the test chickens.

The Wagon Wheels '98 Caravan and International Rally both went well. The Sawtooth Mountains were spectacular and the arrival at the rally in the rain and mud was exciting.

We returned home through Flaming Gorge and across Colorado to vary the route, again without incident.

We had a few concerns about the trailer regarding the lack of conveniences compared to my *newer* trailers. The Porta Potti actually proved to be an advantage as we were no longer looking for dumping stations. I found it could be emptied into any convenient toilet with no mess. It was good for about four days but the portable tank gets heavy if used that long. The lack of a shower and hot water heater were not as much of a problem as I expected. While we did not have anyone ride in the trailer to check vibrations, our one gas light mantle lasted the whole trip. I feel the spring suspension bounced less than my other single axle trailer with the "rubber" suspension.

The trailer layout worked very well except the bathroom area is a little too small. The low mounted front stove was not inconvenient. Being able to see all the way through the trailer while towing was nice. There is something to be said for keeping it simple.

Now that this project is under control it is time to address the "tail droop" problem on my 1969 Ambassador. Then again maybe I will spot something good in another backyard and be able to put that job off for a couple more years.

Rick Davis, #1602



**#1602 center parked at the International Rally under a playful sky. Note the ham radio antenna.**

**[Photo by B. Burkhart and W. Wheatcroft]**

# TECH TALK 1

## Dura Torque Axles

ALERT: Dura Torque axles can, will and do break! Check yours now - *Procedure:*

- #1 Secure unit (i.e., chock wheels)
- #2 Examine welds where the spindle meets the cast bellcrank (behind the brake drum)
- #3 Repeat #2 with a good bright light!

Look for cracks, faulty welds or rusty places that might indicate weaknesses.

"Dura Torque" axles have been produced and used on Airstream trailers since 1961. They work wonderfully well and have proved to be very reliable, however they are subject to failure.

As we began to return from the International Rally, our left wheel broke off of our 1963 24' single axle trailer at about 200 miles east of Boise. Proper hitch and slower speed (at the time) saved the unit from major skin damage. The failure appeared to be a fracture of the original factory weld which allowed the spindle to flex. This flexure eventually caused the cast bellcrank to be overstressed to the point of fracture. If a visual inspection had been made prior to the trip, the cracked weld would likely have been detected and *appropriate repairs could have been made.*

We waited for three weeks and a couple of days for a replacement axle. The incident created little excitement for us, we stayed in the trailer at the repair facility. D+H Repair (600 N. Overland, Burley, ID), were nice folks with a good facility and fair prices.

Replacement axles are available and custom ones can be made to trailer specifications. Retail is about \$700. The new axle comes complete with hubs, bearings, electrical brakes, shoes and dust covers. If the mounting brackets are correct (ours were reversed - the question wasn't asked!), the four bolt installation should take about 30 minutes or less. We took the old and new axles to a local welding shop and "repaired" the backwards brackets (note that one can not weld the axle tube because it is full of rubber but one can weld the brackets).

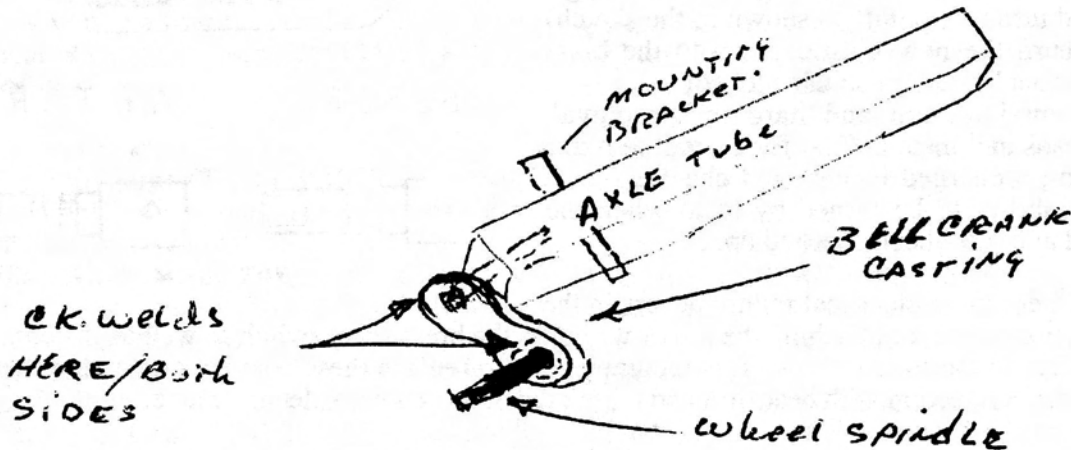


Diagram of "Dura Torque" axle assembly.

While in the process of checking for cracks, etc., it's a good opportunity to check out the brakes and repack the wheel bearings.

George and Sally James, #5324

## TECH TALK 2

### Breakaway Switch Modifications and Trailer Brake Lockup

**MYTH:** Vintage Airstream trailers using the original style round body breakaway switches are not repairable if the plunger does not resist a hard pull as it should while it should release with a hand jerk.

**TRUTH:** The original style switches will outlast the trailer or owners if the plunger has not been left out of the switch for an extended period of time. If the switch has been subjected to water, salt or debris, it can be removed and opened for inspection and cleaning. However, don't forget to disconnect the battery (and umbilical if connected) when disconnecting the switch.

The original switches are superior to current plastic models. The original design is a hollow insulating cylinder which opens the switch contacts upon full insertion into the open position. This contact acts as a voltage firewall to keep the voltage (and thus current) from being supplied to the brake magnets.

**PROBLEM:** The original plunger hollow cylinder wears and tends to collapse with time and recommended maintenance testing exercise. This procedure results in hard insertion and questionable contact opening. It also prevents the entry into the full open position. This results in a situation where a child's playful pull or travel vibrations can potentially result in switch closure. The result of this is that the trailer brakes will be locked up when travelling which in turn can cause the tow vehicle/trailer to be uncontrollable. If the plunger is pulled out, or not fully inserted, a well charged battery can burn out the brake magnets. A battery with a charger on will most certainly burn out the magnets.

**REPAIR and UPGRADE** (please refer to sketch): A hard plastic rod such as a mircarta that has an outer diameter (OD) equal to or greater than the plunger OD that can be turned down to the plunger inner diameter (ID) and the depth of the hollow in the plunger. Then with a drop of epoxy in the hollow, insert the new plastic.

After full cure, cut the new plastic to 0.25" longer than original and turn to a point (as shown in the sketch) with a lathe. Turn the new plastic down to the brass diameter and attach a lanyard of suitable length.

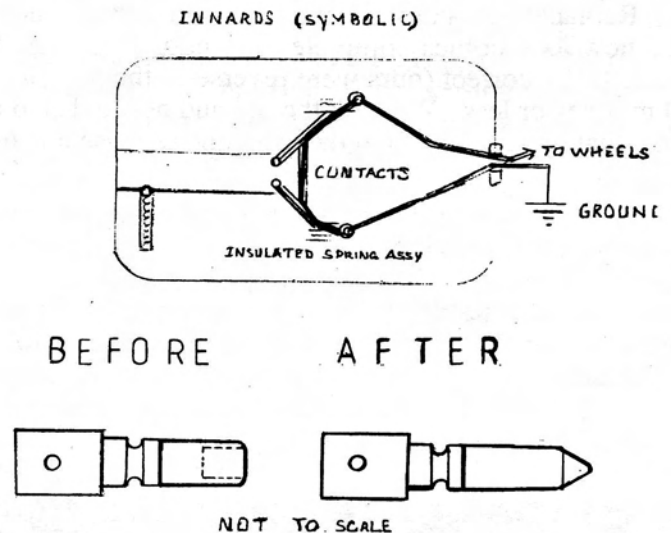
Test for easy insertion and hard jerk removal. Reattach wire leads and install. Test for current to brake magnets by using a charged battery and checking each wheel for the inability to be turned by hand when the plunger is pulled and the wheel is jacked up.

**WIRE NUTS:** A common electrical failure occurs in the wire nuts connections used for attaching the trailer wiring to the breakaway switch as well as the connections of the brake magnet wires to the trailer wires. It is recommended to replace these connections with either crimping, or preferably, a solder connection with heat shrunk tubing then covered with electrical tape.

**WHEEL LOCKUP:** When the plunger is out of the breakaway switch, the magnets are activated and the trailer wheels are locked up. This lock up is maintained until the battery is drained. The resulting loss of traction can cause loss of trailer directional stability. Any tendency for the trailer to change from a straight alignment with the car will immediately be decreased by the stopping force of the car applied via the hitch and ball. The result can be your trailer in another lane of traffic in seconds! The speed with which this rotation around the trailer ball will occur depends upon the distance between the ball and the locked wheels. The shorter this distance, the faster the rotation.

The possible causes for initiating trailer/vehicle misalignment include: turning, uneven magnets or drums, unmatched trailer tires, road slant or surfaces, evasive action that increases the misalignment. Momentarily removing all braking effort may be a solution if maneuver space and time permit. A solution for preventing wheel lockup is to limit the current going to the magnets to a level less than lockup. This means that a current limiting resistor needs to be placed in series with the breakaway switch if not already installed.

Ranger Travis, #15479





## BEST OF THE WEB

### Questions & Charlie Answers

*This column is a regular VA feature with the best questions and answers from the Airstream Central Internet website (<http://www.channel1.com/users/brosius/air.htm>). The Airstream Central website (and this column) is written 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: Electric Jack for 1972 21' Land Yacht

**Question:** I have I have an electric tongue jack on my 1972 21' Land Yacht. If the motor fails, what can be done to raise and lower it?

**Charlie:** Back in the dark annals of time, your particular coach was delivered with a small double offset crank handle with a cross pin at one end. The original manufacturer (H&H's) intent was to remove the head and use the crank to operate the jack manually. There are typically only two problems. One, the emergency handle does not get recognized for what it is and thus it gets tucked away and forgotten or lost. Two, there is no allen wrench provided to remove the head in order to use the handle. So, get an allen wrench to fit the allen screws around the collar of the jack head and search through all the stuff with your coach and see if you can find the handle. If you have no luck, a local RV parts source should be able to procure one for you.

#### Subj: Argosy Paint

**Question:** My light beige (?) on my 1973 24' Argosy travel trailer is in need of touch up, is there a color that closely matches in a spray can?

**Charlie:** While Airstream no longer sells a spray can of the color you seek, it should be possible to get a local automotive paint store to make up some in spray cans. We do it in this area often. The color code for the Argosy Light Beige is DuPont Centari 44534-A. The Metallic Brown is Centari 44721-AM. The orange insert molding is still available although it is somewhat brighter than the original stuff.

#### Subj: Bambi AC

**Question:** I have a 1961 Airstream Bambi and am wondering what the best method of installing a roof top air conditioning unit. Folks who will be installing the unit suggest either a 7,000 or a 11,000 BTU Dometic Duo-Therm Penguin model installed over the roof vent. What would your suggestion be? Any advice would be appreciated. At the 1998 Florida State WBCCI Rally in Sarasota, I saw a Bambi trailer that had been damaged by an air conditioning unit - the roof had been pushed

in by the weight and the seams had started leaking.

**Charlie:** Unfortunately your '61 is a year too early. Airstream started prewiring and reinforcing all their coaches for roof air in 1962. Maybe if yours is a late production it is prewired. Also, do you have a second circuit breaker (20 amp) that doesn't control anything? If so it's for the AC and your in like flint. If not you will need to proceed with caution. Reinforcement should be added in the roof between the ribs for and aft of the vent hole. I suggest a larger BTU rated model.

#### Subj: Cleaning up the Caravel

**Question:** Can I wash the covers of my cushions in my washing machine? I have a lot of fine dust inside the structure of the trailer, can I hose it down inside or will that alter the electric and gas settings? Also my tail lights worked fine last year but after sitting all winter, when I went to tow it the outside lights would only function when the electrical switch was set to battery instead of city power. This results in draining my battery while I'm driving. The RV guys looked at it and found that only one switch seems to effect it (the switch for the interior lights), what do you think the problem is?

**Charlie:** The outside lights are normally a separate system from the inside electric. Except for the 12 VDC charge line, about the only way that ties them together is if the ground is cut or has a high resistance.

#### Subj: LP Regulator

**Question:** I have a 1973 31 footer rear bath which had an LP leak on one of the hoses from the propane tank to the regulator. In an attempt to repair, I undid the connector at the bottom of the regulator and when doing so I did not know that the little coupler had a spring in it and, as you can guess what happened, it sprung. My question is where can I get a new little coupler, I think the name of the regulator is Fisher. I went to a local RV supplier (not an Airstream dealer since there are none in Montreal) and he just shook his head and could not understand why there is a spring in there anyway.

**Charlie:** What you have run across is an early version of an excess flow preventer. It is in there in case the hose connecting the regulator to the tank is cut. In the past if one of the LP tanks was missing, it was possible for the regulator to empty the other tank quickly. The spring loaded check valve is supposed to prevent it. The more modern equivalent can be seen in the end of the LP hose where it attaches to the tank. All tank to regulator hoses sold now have an excess flow check valve built in. If your tank to regulator hoses are original then I suggest that you replace both of them to bring your coach up to the current code. If you remove the remaining 3/4" or so long brass fitting from the regulator, then the new hose should screw directly to the remaining shorter brass fitting.



## 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 or Trade: Two wheel hubs, drums, brake assemblies and backing plates for 1963 vintage Airstream trailer. George James III (#5324), 348 Iotla Street, Franklin, NC 28734; 828/524-8911/8081; jamesmr@dnet.net.

For Sale: We renovate trailers from the 1950's through 1970's and have misc. parts available including full interiors, bed hardware, small fridge, fiberglass tubs, interior cowlings, etc. Have completed two 1960 Airstreams (Land Yacht and Ambassador) and a 1975 Safari. Have parts left over from each, call for details. Tad Taylor, HCR 61 Box 39, Wardsboro, VT 05355; 802/896-6891.

For Sale: Original front couch/bed from 1963 21' Safari, good shape, make offer. Gerald L. Coolich, 6340 W. Frances Road, Clio, MI 48420; 810-687-2645.

For Sale: Salvaging 1996 31' Classic Airstream, interior and appliances are available, trailer rolled over, not repairable. Also 1972 Airstream with some glass, door, and misc. pieces are available. Bruce Duckworth, 9700 NE. 23rd, Oklahoma City, OK 73141; 405/769-3319.

Wanted: Cabinets to fit over sink/stove and an original folding table for 1964 Airstream Globe Trotter. Kurt & Jennifer Leuschner, 70065 Sonora Road #267, Mountain Center, CA 92561; 760/349-3515.

Wanted: A wheel cover for 1976 24' Argosy trailer. Tom Mason, 3424 350th Ave., Ruthren, IA 51358; 712-837-5415.

### TRAVEL TRAILERS WANTED

1940's through '70's, Airstream travel trailers with rough interiors, I buy to renovate. Tad Taylor, 802/896-6891.

### TRAVEL TRAILERS FOR SALE

1950 22' Airstream, \$1,000. Single axle. Dennis Meyerhofer, 4246 S. Elizabeth-Hanover Street, Elizabeth, IL 61028; 815/858-3714.

1954 25' Airstream, \$4,000. Single axle, 7.00X15 tires, excellent exterior (needs polishing), spare tire, interior in good shape, birch cabinets, 4 burner stove/oven, 14 cf 110V fridge, 5A cooler, rear bed. Frances Welhouse, 2779 W. 8th Street, Space #37A, Yuma, AZ 85364; 520/343-9873.

1955 18' Airstream, \$2,800.00 & 1962 30' Airstream Sovereign, \$4500.00. Ed Smith and Rita Personett, P.O. Box 1432 Bisbee, AZ 85603; 520/432-4858.

1961 17' Airstream Bambi II, \$5,500 or best offer. Interior with all original equipment, everything in working order, A/C, needs clear coat refinishing. Kaye Armstrong, 503 West Robinson Street, Orlando, FL 32801; 407/422-8246.

1961 22' Airstream Safari, \$4,000. Original condition, new upholstery, appliances in good working order, 4 burner stove, double sink, Norcold fridge, straight body, glass in tact, needs some plumbing and elbow grease. Joel Frantz, P.O. Box 721, Tuolumne, CA 95379; 209/928-1800.

1964 31' Airstream Sovereign, \$6,800. Interior in very good shape, hardwood cabinets, new fridge and drapes, 4 new tires, exterior has no damage. Frank Weber, 35120 Hwy 54-W Lot#91, Zephyr Hills, FL 33541; 813/783-7107.

1966 20' Airstream Globe Trotter, \$6,000. Excellent condition. Dave or Cathy Wimsett, P.O. Box 323, Wright, WY 82732; 307/235-5934 or 307/464-0024.

1967 17' Airstream Caravel, \$5,000. Good condition, new LP tanks and extended rear bumper with heavy duty rack. Barbara Solowan, 722 Summit Ave, Seattle, WA 98102; 206/324-0102.

1969 21' Airstream Globe Trotter, \$3,500. New 8 ply tires, brakes, electric jack, battery, BTL jacks, rear window, furnace control. Jim Price (#4544), 136 11th Street, Niles, OH 44446; 330/544-3164.

1969 29' Airstream Ambassador, \$6,000 or best offer. Exterior in good shape, interior in excellent condition, rear bath, new carpet, new drapes, new decor, new parts on some systems, all work, twin center beds, front gaucho couch, storage, cable ready, ready to travel. Angela Brown and Noel Gicewicz, Nashville, TN; 615/221-2214 or 615/812-7309.

**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 \_\_\_\_\_

- 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.<sup>00</sup> to Mr. Edward Stanley, Membership  
Chairman, 18940 Marine View Drive SW, Seattle, WA 98166.

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

**The Vintage Advantage**  
Mr. Duane C. Hedahl, VA Distributer  
2225 Ninth Avenue, South  
Great Falls, MT 59405

BULK RATE  
U.S. POSTAGE  
**PAID**  
PERMIT NO. 388  
GREAT FALLS, MT 59401

Return Service Requested

