

*The* **VINTAGE AIRSTREAM** *Club*



*Presents*

**THE VINTAGE ADVANTAGE NEWSLETTER**

*In this issue*

- ⊕ **CHERRY BLOSSOM RALLY** bill scott
- ⊕ **NO TURNING BACK NOW** wayne mccargar
- ⊕ **THE SAGA OF "OLD 57"** walter e. jennings
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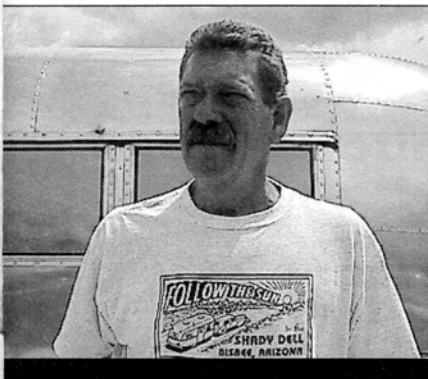
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With the arrival of spring it's time to start thinking about things to see and do this summer. The first thing on your list should be the Vintage Airstream Club's "Wagon Wheels Caravan", June 14 to June 25. Beautiful North Dakota will be the setting for this year's caravan. Patrick Ewing and Kathy Hunt have worked hard making arrangements for our stay at historical landmarks along the Lewis and Clark Trail. The Caravan this year will not have a limitation on length of trailer and owners of an Airstream or Argosy twenty five years or older are invited to join the caravan. You do not have to be a member of the Vintage Airstream Club to participate. See the ad in this issue of the newsletter for more about the caravan and the mail-in registration form.

For those of you that will not be able to join the Wagon Wheels Caravan but plan on attending the International rally in Bismarck, North Dakota. Arrangements have been made with the Kirkwood Mall in Bismarck to allow us to use a portion of their parking lot as a staging area before we parade into the International Rally site at 1:00 PM on June 26. The Kirkwood Mall has agreed to allow us to park after 12:00 PM on June 25 and spend the night.

There will be plenty of interesting things to see and do while you are in Bismarck, but there is one thing that I encourage you to participate in. At last year's International Rally in Dayton Ohio, Preston Pearson organized a group of

VAC Members to work on a Habitat for Humanity project and it turned out to be a very gratifying experience for all of those that participated. The club's help was greatly appreciated by the local community.

Preston has volunteered again this year to make arrangements with the Bismarck Habitat for Humanity program for us to lend a hand in one of their projects. So plan on spending one day joining in with Preston and other VAC members, I'm sure you will find that your time was well spent .

Last year's Fall rally at Bass Lake was such a great success that we knew we had to do it again but how do you improve on something that was perfect. Well, we think Tom Toedter and Lorin Dewees, who have volunteered to co-host the fall rally, have found a place that offers as much beauty and interesting opportunities as Bass Lake did. The Fall Rally will be held in one of the most picturesque locations there is along the Northern California Coast. It will take place at the Olema Ranch Campground in Olema, California October 4-7. Olema is located in the Point Reyes National Seashore Park and it is situated in an area that offers a wide variety of things to do such as Bodega Bay, Point Reyes Light House, Muir Woods and the wine country. One of the highlights of the rally will be a private tour and wine tasting at one of the premiere Wineries in California, the Sonoma-Cutrer Winery. So mark your calendars and plan on joining in on the fun.

**Tom Reed**

To help you schedule your time while you are in Bismarck I have included the itinerary of VAC activities:

**Sunday, June 25**

Meet at Kirkwood Mall staging area, overnight parking.

**Monday, June 26 1:00 PM**

Escorted parade to International Rally Site.

**Tuesday, June 27**

Habitat for Humanity Project

**Wed. June 28 1:00-2:00 pm.**

VAC Officers Board Meeting

**Thurs. June 29 4:00pm.**

VAC sponsored Social Hour (food and beverages provided)

**Friday, June 30, 11:00am.**

Dr. Norman Holman Presentation

**1:00pm.**

Vintage Airstream Club Open House and Concours Judging

**Saturday, July 1 9:00am**

Bud Cooper Presentation

**11:00am**

Don Grayson Presentation

**2:15-3:15pm.**

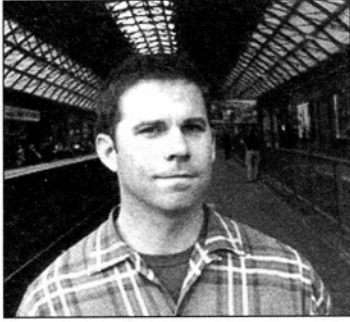
General Membership Meeting

**3:30-4:30pm.**

Incoming Presidents Board Meeting

**Monday, July 3rd, 7:30-9:30am.**

VAC Breakfast / Awards Ceremony, Raddison Inn



## The Editor's Desk

I am getting my checklist together today to go out on a short airstream expedition to the forests outside of Santa Cruz, California. By the time I am writing this page, the newsletter is in good shape, in an hour or so the files will fly out to Montana to be printed, then shipped out to your addresses.

I want to thank all the contributors to this issue: the writers, the photographers, and all the caravaners who have had a good time at the events covered in this issue. Thanks for your patience again, seeing it's May already and I wanted this out at the end of April. I received more material for this issue than space allowed, which is a good thing. As with all submissions, please send a digital version along with the printed story. I can type, don't get me wrong, that's one of the best thing I learned in high school, but I don't have that much time to re-type stories you have already keyed into your computer.

In the spirit of the unusual, I have included two photographs below that a friend on the east coast sent to me. The house was designed by Marcel Breuer, a student of the Bauhaus in Germany. But there is a curious addition . . . you may recognize something, those of you whose eyes are trained to look for curiously rounded, aluminum skinned forms . . . a big Spartan has been joined to the house as a permanent kitchen. Perhaps sitting in the Spartan eating breakfast and having a coffee is like being on a train, an artificial commute for the owner who works out of the house. Maybe the view of the forest outside the trailer windows creates the sensation of being in the middle of nowhere, until you get up and walk into the rest of the house, or out to the driveway to grab the newspaper. Anyway, it's a well done modification, would Marcel approve? I doubt it. Who knows, maybe the owner got tired of having to back the big Spartan into the driveway . . .

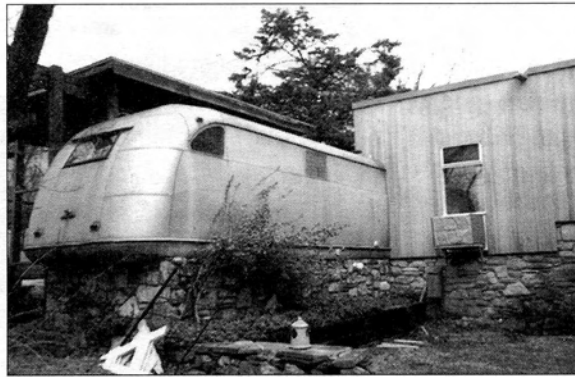
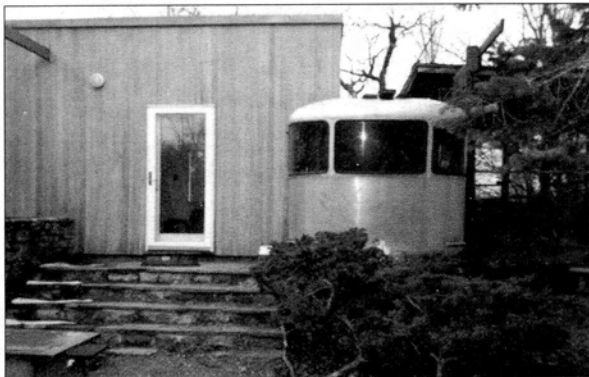


### News Flash!

I will be in  
Bismarck, N.D.  
June 26 thru July  
2nd for the Inter-  
national Rally  
this year. Yippie!  
Look for me at the  
Airstream Inc. tents  
near the parking  
area. I will be sign-  
ing and selling the  
Airstream book  
for Airstream. (see  
the Blue Beret  
schedule for details)

I will also be  
around the Rally  
site and the VAC  
area. Look forward  
to seeing you!

Bryan Burkhart





# VAC Announcements *for places to go and people to see*

## REGION 4 RALLY TO HAVE VINTAGE ACTIVITIES

**When:** May 24 -28, 2000

**Where:** Van Wert County Fairgrounds, Van Wert, Ohio

**Description:**

Region Representatives Bud and Bettye Cooper will be on hand to direct the program. This includes the usual daily social hour, Concours, and a talk, "The Caravan From Hell". Make your reservations as usual, ask the parker to direct you to vintage parking.

## VINTAGE AT REGION 2

**When:** May 25th-May 29th, 2000

**Where:** Kutztown, Pa.

**Description:**

Region 2 is planing a Vintage parking & open house at the Region 2 Rally in Kutztown, Pa. This is in the heart of Pennsylvania Dutch Country. There will be tours, flea market, seminars parade, etc.

**Contact:**

Don Perry

4 View Street

Greenwich, CT 06830

**email:** don-dee@airstream.net

**Registration:** 2 persons, 5 nights \$110 (\$165 Canadian)

Weekend \$85 (\$128 Canadian)

## PRE-RALLY PARKING AT WBCCI INTERNATIONAL RALLY

**When:** June 25, 2000

**Where:** Kirkwood Mall in Bismarck

For those of you that are planning on parking in the Vintage parking section at this year International rally. Arrangements have been made with the Kirkwood Mall in Bismarck to allow us to park overnight June 25 in their parking lot. Parking will be available from noon on June 25. We will be escorted from the Kirkwood Mall and parade to the Rally site at approximately 11:30 June 26.

## WAGON WHEELS 2000

**When:** June 14 to June 25, 2000

**Location:** Spearfish, South Dakota to Bismarck, North Dakota

**Description:**

Come to the Praires, Badlands, Lakes and History of the Lewis and Clark Trail. We will meet in Spearfish, our home with hookups for two nights. Close to the home of the Passion Play, Sturgis, Motorcycle Hall of Fame, all close to the Black Hills. There will be 30 Vintage Airstream rolling along in Wally Byam style, ready to explore a part of our country that many have bypassed thinking there was nothing there to see. Medora, ND will be the next stop just 200 miles north. WE will be there for 3 nights, close to the Theodore Roosevelt National Park, Badlands, National Grasslands. While here we will have a Pitch Fork Barbecue, attend one of the greatest outdoor musicals, have time to explore your own interests. Full hook ups here. Next stop, 118 easy miles with stops to

> continues next page



# VAC Announcements *for places to go and people to see*

## WAGON WHEELS 2000 (continued)

explore as you wish, to Watford City, ND, for two nights. This is a pleasant small town, friendly folks, ready to show you around. Less than a hundred miles east we will stop at a site on Lake Sakakawea, hopefully, on the Indian Reservation, where there will be opportunities to fish and boat as well as visit the museums. Plan on being here for two nights, with hookups. Next stop, approximately 50 miles, will be our home for two nights at the Lewis and Clark Interpretive Center at Washburn, ND where we may be fortunate enough to park on the original site of Lewis and Clark's campground. There are some church ladies there waiting to serve us a real North Dakota dinner. From Washburn to Bismarck is just a short 44 miles.

**Fee:** The cost for this 11 DAYS of adventure is: SINGLE \$235.00 and COUPLE \$295.00. This includes all parking, four delicious dinners per person, T-shirts, rally plaques and entrance fee to the Lewis and Clark Interpretative Center.

### Reservations made by contacting:

Patrick Ewing, 3661 Alm Road  
Everson, WA 98247  
phone: 360.988.8407 email: [pre52@gte.net](mailto:pre52@gte.net)

or

Kathy Hunt  
After April, 1, 2000  
1646 Ecola Way  
Woodburn, OR 97071  
phone: 503.981.0307  
email: [khunt@oregonsbest.com](mailto:khunt@oregonsbest.com)

**Total time:** 11 days

**Distance:** 474 miles

## 2nd Annual Vintage Airstream Club California

**When:** October 4 -7, 2000

**Where:** Olema Ranch Campground, Olema, Ca

**Description:** This years 2nd Annual VAC Fall Rally will take place in an area that is known for the beauty of the Northern California coast line and the endless variety of things to do with in a short distance of where we will be gathering. We will be staying at the Olema Ranch Campground which is located in the Point Reyes National Seashore Park adjacent to Tomales Bay. Our basecamp will allow you to visit the Golden Gate National Recreation area, Tamalpais State Park, Muir Woods, the historical Point Reyes Light House, Bodega Bay, the wine country of Sonoma and whale watching and elephant seal watching in Drakes Bay. We have been fortunate enough to have arrangements made for a private tour and wine tasting at the Sonoma-Cutrer Winery.

Owners of Airstreams or Argosys twenty five years and older are welcome and you do not have to be a member of the VAC to attend. We will have full hookups and shower facilities are available. Restaurants and shopping are available nearby in the quaint towns of Olema, Inverness and Point Reyes.

Camping spaces are limited to 30, so be sure and get your reservations in early. Deadline for reservations is September 1, 2000.

**Reg. fee:** \$28 per night parking, \$25 per person rally fee (includes BBQ Dinner, rally t-shirt and rally plaque)

**Contact:** Tom Toedter at 707-528-1181 days, 707-874-1381 evenings, e-mail: [ttoedter@sonomacutrer.com](mailto:ttoedter@sonomacutrer.com)  
Tom Reed at 909-735-3920, e-mail: [tereed@pacbell.net](mailto:tereed@pacbell.net)

**Send Check to:** Tom Toedter, 1835 Joy Ridge Dr, Occidental, Ca 95465

**Reg. form:** trailer year \_\_\_\_\_ length \_\_\_\_\_ number in party \_\_\_\_\_ contact information \_\_\_\_\_

arrival date \_\_\_\_\_ total nights \_\_\_\_\_ circle shirt sizes: (S, M, L, XL, \_\_\_\_\_  
XXL, XXXL), add. shirts \$10 each \_\_\_\_\_



## VINTAGE AIRSTREAM CLUB CALIFORNIA SPRING RALLY

### Where:

Bass Lake, April 18-22, 2001

(that's right, 2001, for the super planners...lets call it an advanced notice)

The Vintage Airstream Club is returning to Bass Lake. Last years Fall rally at Bass Lake was such a success that we decided to do it again. We got to see Yosemite, the Redwoods and Aspen Groves in the fall. Now we are planning on seeing the same spectacular beauty in the spring. April is one of the best times of year to visit Yosemite when the water falls are at their fullest. Details for the spring rally are in work and will be announced soon. So mark your calendars for April, 2001.



### ARCHIVE HISTORIAN FOR VINTAGE AIRSTREAMS

The Vintage Airstream Club (VAC) has appointed Fred Coldwell of Denver, Colorado as Archive Historian. Fred will be collecting, filing, and archiving original Airstream materials, i.e. sales-brochures, service manuals, historical pictures, catalogs, parts lists, publications and other documents relating to Airstreams.

These materials are being scanned to CD-ROM discs for electronic preservation and will be posted on the VAC website for members to view, download and print out.

The goal is to offer members access to a wide variety of original information about Vintage Airstreams and to be a source for learning more about their own specific Airstream. VAC members not yet on line may have these materials downloaded and printed at copy shops such as Kinkos or Quik Copy. This will replace the sale of photocopies which has become time consuming since VAC membership surpassed 1000.

Scanning will begin in June 2000 and continue over the summer. The first items to be scanned and posted will be back issues of the club's newsletter, The Vintage Advantage. Next will be materials used for Airstream sales, appliance repair instructions, manuals, parts lists and historic documents.

Back issues of the newsletter will provide VAC members with easy

access to restoration hints, tips and sources. The sales materials will show members how their Airstream originally appeared. Details like model names, floor plans, lengths, specifications and weights will be archived. Some manuals and instruction books are so rare they may be the only copy.

The Historian will archive historic data and photographs about the first world-wide Caravans led by Wally Byam, thereby preserving this early history for future generations to enjoy and appreciate.

Our Historian is also looking for 1932-1975 articles in trailer industry magazines, commercial pictures, classified ads and rally news for the Archives. We need all manner of donated materials on Airstreams and the dreams they engender about freedom of the open road with simple, aerodynamic living by families of all ages.

If you wish to scan items yourself and donate the scans on a CD-ROM disc, please scan in .tiff format at 300 dots per inch, or contact our Historian for format information. If you have personal items to loan that he may scan and return to you, please contact him first and discuss the details.

If you'd rather donate materials, they will be welcome. Please include a short letter indicating the materials are being given to the Vintage Airstream Club.

These materials may be mailed to him directly at:

#### Mr. Fred Coldwell

VAC Archive Historian  
2031 Krameria Street  
Denver, Colorado 80207-3928  
telephone & fax: 303-399-8104  
E-mail: [Agrijeep@aol.com](mailto:Agrijeep@aol.com)

The VAC Archives are expected to become increasingly useful as more data becomes available to owners. We're asking WBCCI members to donate or loan materials about older Airstreams. These may be turned in at Bismarck. Directions will be on the VAC Bulletin Board.

Our membership base is still growing as more young adult families become involved with restoring their Airstreams. They are interested in learning about the history and heritage of Wally Byam, his first attempts at building Airstreams and specific published details about the Airstreams they now own and are restoring.

The goal of the Vintage Airstream Club is to make this data widely available to members, both now and in the future. We want VAC to continue offering the most comprehensive website in the world for original source data relating to Vintage Airstreams.

Terry & Sandie Tyler  
[tylerbears@airstream.net](mailto:tylerbears@airstream.net)



# 1st annual CHERRY BLOSSOM

## Homes On a Roll

After fighting severe weather in Louisiana, Mississippi, Alabama, and Tennessee, I finally arrived in Maryland to Rendezvous with Wayne and Lin Moore,(WAM), Anthony Slocock from London, Tom and Kathy Howarth and the three boys. We met at Tom's Farm, did a quick checklist, charged up, filled up, dumped tanks, went to channel 14, and moved out, on the grand adventure and grand experiment to the First ever rally with the Washington DC Unit, and we think, the first ever WBCCI rally in the District of Columbia.

We convoyed into town, with minimal traffic, and wound our way to the RFK Memorial Stadium, about 2 miles from the United States Capitol Building. It was Thursday April 6th, 2000, and the weather was perfect. 18 Airstreams and 45 Airstreamers rallied around the RFK parking lot for the beginning of a wonderful weekend filled with action and merriment. Many of those in attendance set out to view the sites, Monuments, Memorials, Museums and all the other activities taking place during this last weekend of the National Cherry Blossom Festival. The Ringling Brothers, Barnum

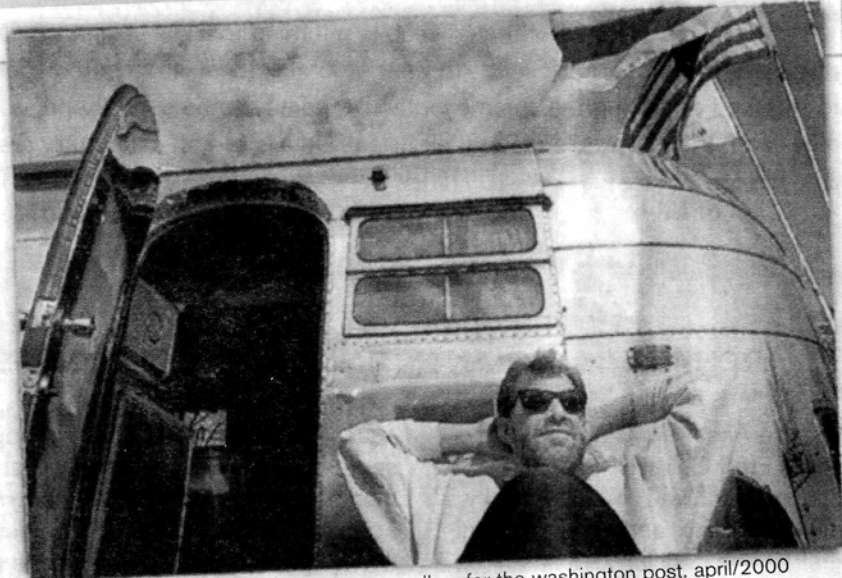


photo of tom howarth lounging by tyler mallory for the washington post. april/2000

and Bailey Circus was just across the street, and so was the Metro Station for easy and fast access to anywhere in the District.

There were many tourists from near and far, but Washington DC is laid out for tourists and very accommodating for tourists and taxpayers, especially in April.

We had a wonderful breakfast buffet, set out by John McHugh and Ruth Baldwin, then later a nice sandwich buffet also by John and Ruth. The next two mornings, Clayton and Christi Rogers, and their two beautiful daughters, set out the breakfast buffet.

Many of us had a chance to see the Vietnam Memorial, then the Lincoln Memorial, then the Jefferson Memorial. We also went to see the National Aerospace Museum, where we got a close up of the Spirit of St Louis, and the craftsmanship of William Hawley Bowlus. The original spinner of the propeller, was signed by the workers and by Charles Lindberg, then given to Hawley. Hawley's wife, Ruth, kept the spinner for many years, then in 1996 gave it to the Museum.

# RALLY Washington, DC april 2000

Saturday morning, many of us went down to Constitution Ave. to watch the Festival Parade. According to Doug Rowbottom from Canada, every band in America was there. Hundreds, no, thousands of bands marched by. It seems like hundreds of bands from all over the world are invited to march in this parade. After the parade, we walked down 12th street where there were many booths selling Japanese food, and drinks. The food preparers were dressed in traditional Japanese clothing and lashing and shouting as they went through their motions. As Clayton Rogers said, "What's not to like?"

After the parade, the weather forecast was grim, with a very cold front and cold rain expected by late afternoon. Harley Muse, who deserves most of the credit along with Tom Howarth, for the idea and implementation of this rally, had actually reserved one entire side of 3rd Street, along the Mall, just west of the Capitol Building. We were to convoy down to 3rd St, early Sunday morning for a historic photo shoot with the Capitol in the background and then with the Washington monument in the background. Harley grabbed me and said, "lets go bag those parking meters". He didn't tell me, to bring a jacket. While we were driving down there, it started raining, and the temperature fell 30 degrees. As we were bagging the parking meters and placing no parking signs on them, ice began to pelt me, and literally freeze my hands. Harley said, "This is nothing, lets keep going." All this time, John and Ruth, were preparing a fantastic Italian dinner, back at the Stadium.

We returned to the Stadium, and a cold, wet windswept parking area. John and Ruth deserve the "Captains Courageous" award for going on with the show. In spite of the wet, cold and miserable conditions, that dinner was still hot and delicious. I am still amazed, at how they did it.

After dinner, we drank a little toast to Garnet and Pam Horner, in their "Work in Progress", 1960 Caravanner. Amid the construction, was a perfectly installed Dickinson "Newport" Yacht heater, with a little glass window, so you could see the flames. I want one.

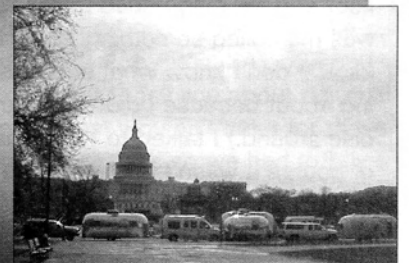
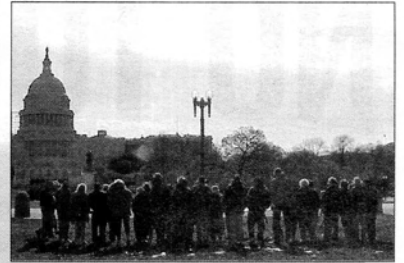
Lin Moore took digital pictures and they will be posted soon on our web site and the VAC home page. Anne Groer from the Washington Post did a great story and it was on the front page of the Home section on Thursday, April, 13, 2000.

Sunday morning, we awoke to a little snow and ice on the ground, but undaunted, we scrambled to break camp and convoy down to the Capitol Building. At 0830 hours, it was lift off, and a slow procession of the first, of the first, of the first. Great fun to convoy thru Washington DC at 0830 hrs. on a Sunday morning, with 18 Silver Bullets in tow, and 36 degrees. The chatter on the CB was a hoot. We double parked on 3rd Street, as if we owned the place. (which we do) Then our own pro photographer, Kara Rice, took some great pictures, in less than favorable weather and lighting conditions.

Thanks, Kara. A big cheer went up and we said good byes. That part is sad, but the nice part is knowing, we will rally together again soon, and continue the "Grand Adventure, and Grand Experiment".

## Bill Scott

1st VP and Membership Chairman  
Washington DC Unit, WBCCI



4 photographs by Wayne A. Moore / WAM



# NO TURNING BACK NOW

57 AIRSTREAM & 53 OLDSMOBILE

One sunny Saturday afternoon in June of '97, I was sitting on the porch reading the classifieds when there it was, an early 60's travel trailer. My wife, Gwen, and I have been looking for a vintage trailer to pull behind our '53 Olds, so on the phone then off for a thirty mile jaunt to have a look. Well what a disaster, it brought to mind the old saying a fool and his money etc., and I didn't think that I was that big of a fool. (besides it was pink.) A little disappointed that we hadn't found our dream trailer we decided to take a back road home. As we got within a couple of miles from home when there it was, the cutest little trailer that I ever saw and by the time I got the van stopped in the driveway all that dash stuff was on the floor and my disgruntled passenger was mumbling something about an idiot. (I don't know what she was talking about because I didn't see anyone else around.) I talked to the owner and of course it wasn't for sale as he was making a tool trailer out of it, he was going to build a new house and needed tool storage. Looking inside was a shocker as it was gutted, nothing, no cupboards no counter, no beds, zilch. He had even cut out the back so long things could be loaded, but the floor looked in good shape. We talked, hag-



gled, bartered and I whined and sniveled and then the final word came from out of the kitchen, **"if some stupid A-- is going to pay you \$500 for that piece of Sh-- get the G-- D--- thing out of my yard."** That's when I became the proud owner of a 1957 16 foot Bubble Airstream.

Now I know zip about Airstreams, I've seen them in passing on the road and that's it. The outside shell was in good shape with only a few scratches but no big dings (well except for the cut out back.) The floor that I thought was in good shape was another elusion as someone had laid plywood on top of all the rotten wood. The hydraulic brakes didn't work, and it's a good thing to, because not knowing anything about this type of brakes system, I pulled it home with them dynamited. The tires were original 1957 (oh what a treasure) and the propane tanks had been upgraded, yea to a 1961 vintage. But it wasn't all bad news as the "wrecker of Airstreams" had saved the original stove and it was in good shape, at least that's what I assumed as nothing could hurt it through 40 years of grease and grim. **I've restored a dozen vintage cars in my life time but none of them could prepare me for what lie ahead.**

I better get this project started as it is June and we want to use the trailer on Labor Day weekend for our vintage car club campout. Now there's one thing that I do know and that's the floor has to go, so now what holds the floor on, (of course you can't see anything by looking underneath as every thing is covered by a belly pan,) I'll take off the belly pan as its corroded beyond repair anyway. Sounds easy, but its one of those jobs that you had better pack a lunch and hope that the resulting garbage bag of mouse nests, droppings, dead mice will let your eat it. Removing those rusty bolts around the perimeter should do the trick and how do you get at the other end of those rusty bolts, looks like you just take off the inside paneling. I don't know much about Wally Byam but there is one thing I do know for sure and that is he had a pact with the Pop Rivet God. 4000 Pop Rivets later (give or take one or two) we were at the other end of those rusty bolts. With the bolts and the screws gone (oh yea, point of interest for all of you lucky ones who have never had the pleasure of being that far into your Airstreams, the shell is not only bolted to the floor but every 6 in. there's a screw) its time to jack up the shell, well not quite yet as I found out the fender wells are fastened under the floor, so it'll just take another minute as I round up the old chain saw. You know once you jack up the shell off the frame, that steady as a rock trailer becomes a dishrag that waves in the wind like a flag. Now that didn't take long its only late July . . .



## VARIOUS RIVET TYPES

FIGS. 2 to 12.—Depicting various kinds of seams used in sheet metal work, and types of rivets met with. The rivets shown are termed respectively: *button head, round head, mushroom head, brazier or binder head, flat head, countersink head, oval head and tubular head.*

The big job is now behind me as the frame has been sand blasted and painted, new axle with electric brakes, new floor and the shell is back in its proper place, and its only late August, which is early September which is n-y-on Labor day. What the "Hay" we'll ruff it, so we threw the old sleeping bags onto that new floor and set off for the campout, and had a real good time. For the rest of the fall I set out to do some cabinet work, now there's two things wrong here, one, there is nothing in an Airstream that's straight, everything has a curve to it, and two my wood working shop is in the basement which means climbing 27 steps (one way) to fit every piece and nary a piece fit the first time. Oh well I guess the exercise is beneficial.

**It was along about one beautiful Indian summer day in late September that I made the biggest mistake of my short Airstream restoration career, "Will that aluminum take a polish?" By the time I decided that I kind of like that dull corroded look it was too late to re-corrode that little shinny spot I created and there was no turning back now. A whole week of polishing later I decided that this was a job for the spring, I'm sure it'll be easier then.**

Over the winter I collected up all the interior things I was going to need like frig, converter, water tank and

pump, sink and fixtures and a flush toilet and tank. (that's right camping around our house requires a on board toilet, and with only 13 feet of inside space that was going to be a tricky fit.) Spring came and went, (isn't procrastination a wonderful thing.) and here it is mid June again, now panic sets in as we have a trip planned for August and there's that labor day campout as well. It was an intensive month as I made several hundred trips to the basement and back, ignored the wife and the job jar, focusing all my efforts on the "project." And then it was done, the closet and cupboards all completed, sink, toilet, waterworks all up and running, electrical both 12v and 110v working, stove hooked up and the propane tanks full, the only thing left was the king size mattress for the bed. During all this time I hadn't forgot about my polishing duties. I recognized early on that I had undertaken a daunting task, (oh the king size bed may be a slight exaggeration.) so decided that the only way to

get through this was to polish one square foot a day then it would soon be over. A quick calculation after the first week of polishing upped the daily quota to three square feet as it would be nice to use the trailer before I got too old to. The deadline was met and we were off on our first trip and was it ever worth it, it looked good, feels good and it pulled like a dream. I think I can justify spending some 1167 man hours, and \$41,524 on a work of art like a classic '57 Airstream. \$41,524 you say, yea I forgot to tell you about our mini van that just wouldn't cut it for those non vintage trips so we had to buy a new Ford Explorer.

Wayne McCargar  
Castlegar B.C.  
Canada



# THE SAGA OF OLD '57

THE RE-HABILITATION OF A 43 YEAR OLD AIRSTREAM TRAILER

by Walter E. Jennings #10039

**"Old '57" started when Dwaine and Loraine Cruse went to the Airstream factory in 1957 to buy a new vacation trailer. The Company put them up in a Motel for three days while they waited and watched their trailer being "born".**

It was a different trailer from what we see made now. It had a fresh water storage tank of steel that used air pressure instead of the demand pump on present day trailers. It had no graywater holding tank, or blackwater tank. It had a marine toilet that dumped to a "blueboy" or pail beneath. It had an ice box for food storage, but the ice could be inserted through a door in the trailer wall. (Every thing was convenient) Since there was no refrigerator, they needed no battery for controls. (they had propane gas lights.) The stove was a regular apartment size gas range with oven. The front couch looked like it came right from the furniture store. The bathroom contained a nice deep tub with shower all tucked into the curbside rear corner, a lavatory in the center, and a closet in the other corner. The floor plan was what we now call a "Rear bath twin".

I first saw "Old '57" when we were working for the Forest Service in Encampment Wyoming. It was parked a block behind us in the village in 1995. I had noticed that it appeared to be an older trailer, but, other than that, did nothing.

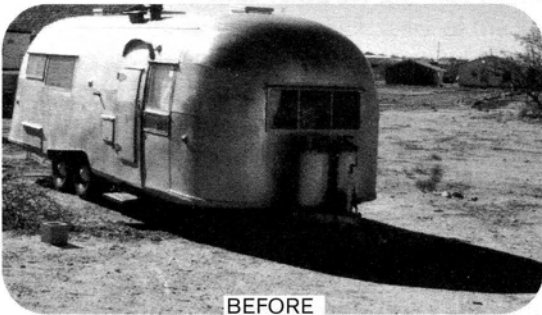
In 1997, I happened to meet the owners during the Encampment Village Centennial. I got well acquainted and ended up making a couple dry-washers for gold prospecting, one for each of us, using a snapshot of one he liked as a guide.

In 1998, we were heading for Alaska towing our 1963 Bambi Airstream, and we stopped to visit with the Cruseis. We learned that they were trying to sell the 1957 27 ft Airstream. We asked to see it, and found that the inside was as nice as we had ever seen in a used trailer. The icebox was gone in favor of a nice Norcold frig/freezer with a closet on one side and a wall furnace on the side toward the trailer door. (Yes, the wall furnace was backed right up against the refrigerator.) From what we can find out the original plan was to use the two gas mantle lights for heat as well as light. They added a battery and solar panel for charging it when the frig was installed. The trailer had no connection from the tow vehicle for charging the battery, and still doesn't. The single solar panel does very nicely for all of our 12 volt needs. I gave no thought to the import of the icebox access door at this time.

The major problem appeared to be the bathtub. In traveling with belongings in boxes placed in the tub, the bottom and back curve of the tub had been shattered badly, In fact, it was a shamble.

In spite of the tub problem I felt that the trailer had possibilities to replace the 32 ft we had been living in. and it would make our Bambi unnecessary for long trips. It could replace both of our present trailers. However we were faced with an immediate logistics problem. We were headed for Alaska with a trailer behind, and we needed to have this trailer in Arizona where I could work on it.

After Talking at length with the owners, They suggested that since they were buying a house in Prescott Valley AZ, and had to go there to close, they would be willing to tow the trailer down and store it till we could pick it up. With that, I wrote a check for the price, but declined to have the title signed until we returned from Alaska. ( Isn't it wonderful to deal with friends?) When we returned from Alaska, our 27 foot trailer was already in AZ waiting for us, so we completed the title transfer and headed over to the National Antelope Rally before heading back to Arizona to pick up our new home to be.



BEFORE

When we picked up the trailer a Month later, we found that the umbilical cord plug did not match, so we towed it fifty miles without running lights, brakes, or signal lights. but it was bright daylight, and we had no difficulties.

We knew that the original fresh water tank was gone, so the first thing was to order a new plastic tank and get a demand pump. On close inspection, we found several splits in the copper tube fresh water piping. Not knowing just how much I would need, I got a good discount on copper tube by buying a whole 50 foot coil at the local Ace Hardware store. Since then I have taken advantage of the dealers generosity several times by buying whole inventory rolls of materials from him.

I re-used whatever was not damaged, which turned out to not always be the smartest.

The next project was the bathroom. Since the first owners had installed a porta potty, we could live with that for a while and I concentrated on the tub. The back half of the bottom and bottom third of the rear end was completely shattered, but the loose pieces were all there. By removing the lavatory stand, I could reach around and under the shattered area. With one hand behind and one inside the tub with squares of our ubiquitous duct tape, I managed to re-assemble the tub to shape. Then, using several cans of spray foam, I filled the space behind and under the broken area. When this had cured, the shape was secure and I removed the duct tape, and applied a Fiberglass patch over the inside of the damaged area of the tub. The tub was then painted with elastomeric flat house paint. This paint may turn out to be too soft to wear well, but it is now what we have. The shape of the tub is now restored, and it is much stronger than original.

At this time We bought a new truck for towing. The trailer had hydraulic brakes, but could not be tied in to the truck brake system due to computer problems in the truck, To overcome this we bought a new surge brake system for the trailer. This forced us to make room on the "A" frame by moving the jack location back. This in turn required a new jack with a handle that swung in a vertical plane in front of the jack because the old jack handle would interfere with the propane tanks. I might add that I needed a new ball carrier for the truck because the one we received with the trailer was welded solid and at the wrong height. "Old '57" was now useable and we were able to travel. The kitchen and beds needed nothing that wasn't taken care of. When the demand water pump was installed, I put pump switches in both the kitchen and bath. When the fresh water tank was installed I ran the vent and drain outside the front of the trailer behind the propane tanks and connected them with clear vinyl tubing. In this tube I inserted a small plastic cap. This floats on the water level in the tube giving me accurate indication of my fresh water supply.



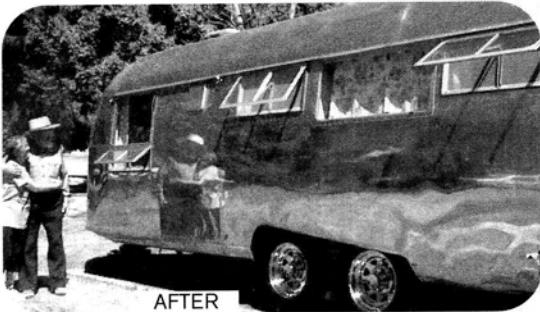
In early June, 1999, on our second night out, we were on Wyoming route 70 in the Sierra Madre Mountains where we encountered on-opened highway due to winter snows not yet cleared. We found a place to park and were ready to wait for morning when I happened to think about one problem in the water system that I had not addressed yet.

The connection for "camp-ground-water" was outside the trailer shell on the end of about 18 inches of copper tube and fittings along the bottom corner of the trailer. We were at 10,000 feet of elevation and it had started to snow. Knowing that that piping would freeze, we decided to turn back to Baggs, WY at a lower altitude. The next morning we proceeded around the Mountains through Rawlins.

When we got to Dayton for the International Airstream Rally, I was able to pick up one of the water connection fittings that include a pressure regulator and fit flush into the side of trailer leaving almost no exposure subject to freezing. We knew that the next September would find us in Medicine Bow WY at the National Antelope Rally, a time when freezing temperatures are common.

While at the Vintage club Pre-rally, and talking with a number of attendees, I mentioned that I planned to dispose of my Bambi and 32 Airstreams. Mac McJunkin, 8990, picked up on the statement and ended up buying the Bambi on the spot, sight unseen. I did show him pictures the next day. The Bambi was in Arizona and he picked up the next winter. Another "gentleman" at the Pre-rally was showing off a new aluminum polish, and offered to demonstrate it on a headlight size spot on the rear corner of my trailer.

I now had an extra "headlight" in the back, and a mandate to finish the polishing job. The stuff was "Bush's Aluminum Polish" and it works well. I found some at "Camping World", and I spent the next Month of spare time during our travels extending that clean spot all around the trailer except the roof. I did about half of it with a rotary polisher, but ended doing the rest by hand. The rotary polisher threw too much material around and made clean-up more difficult. Now we were frequently stopped when outside the trailer to field questions, Etc. regarding the age of our nice looking i trailer.



AFTER

Passing through Indiana in September, we stopped at an RV salvage yard and for \$40.00 picked up a pair of stabilizer jacks for the front end. I had already added jacks to the bumper in the rear.

When we were at the National Antelope Rally our nice Norcold refrigerator refused to stay running on propane. We didn't know just what the problem was, but we soon found out that that nice little door for serving the original ice box was too high in the wall to allow access to the frig burner for cleaning. I was not about to pull the frig out from the inside at that time.

After we returned to Arizona in the fall, I started to figure on holding tanks for gray and black water. Again, I went to an RV salvage yard, this time in Phoenix. For about \$80.00 I got a nice flat tank of about 30 gallon capacity. It ended up fitting very well behind the rear trailer axle suspended on a steel angle frame from the main trailer chassis. I removed the belly "skin" in that area, and used it later to close up the belly to the new tank edges. The gray water dump valve is just b behind the rear road side wheel. The graywater piping had to be removed and replaced with PVC pipe. The iron pipe taken out weighed ninety pounds, almost the weight of the new tank installation. At the same time that I bought the tank, I bought an access door to install for the refrigerator. I was lucky to find one that had very likely been on an Airstream at one time. The new door fit very nicely below the old one. After installing the door we found a loose gas connection at the burner, and evidence of fire in the wrong place. The control wiring had been burned badly and had to be replaced. Inside the compartment we found a ball point pen apparently left by the installer. It read "We do it right the first time". I

decided to replace the porta-potty with a low profile toilet and a small blackwater tank between the toilet and the trailer floor. No salvage tank came close to my requirements, so I drew one up to have it fabricated. Then came the sobering news. The tank would cost me about \$487.00. But when it came, I was very pleased. They built it of 1/4 inch thick polypropylene a beautiful white in color. It still pains me that I had to cover it up and put that "stuff" into it. I was able to locate the dump valve under the lavatory, real handy, and the hose connection is centered in the back about even with the bottom of the bumper.

When I had the trailer at the garage for the hitch rearrangement' they commented on the trailer wheels which were of the split rim variety. Others at Dayton warned me that few tire shops would work on split rims anymore. We were very lucky to have had no tire trouble in our five thousand miles of summer travel, but now that we were at home base for the winter, it was time to correct the situation. When inquiring about new wheels, I was told that stainless steel wheels were not much more than plain steel ones, so that is what we ordered. My tires were nearly new, so we remounted them on the new wheels.

Another project that I started during our summer travels was a shower door for the bathtub. I had found some 1/4 inch structured Lexan sheet that was translucent and much lighter and stronger than 1/8 inch Plexiglas. I also found some light aluminum shapes for door frames, and I made a bi-fold door to close in the shower. I did not finish this project until after the tanks were installed. During early winter I found time to install the front stabilizer jacks that I picked up during the summer.

I also used some of the structured Lexan sheet to "glaze" the three roof vents in the trailer for additional light.

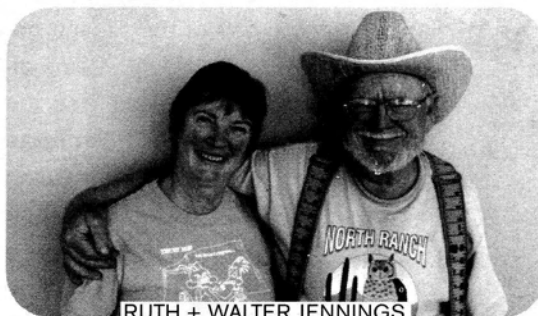
Now our "OLD 57" was truly ready, and we took it to Guadalajara, Mexico for our annual Medical visits. While there, our local Mexican rig washer did a fine job finishing the polish job on the roof.

We have now removed the original couch/bed that was across the front and are using four nice oak straight chairs and a small table in its place.

As I write this the only thing remaining is construction of a good flagpole holder, and a pole storage pod.

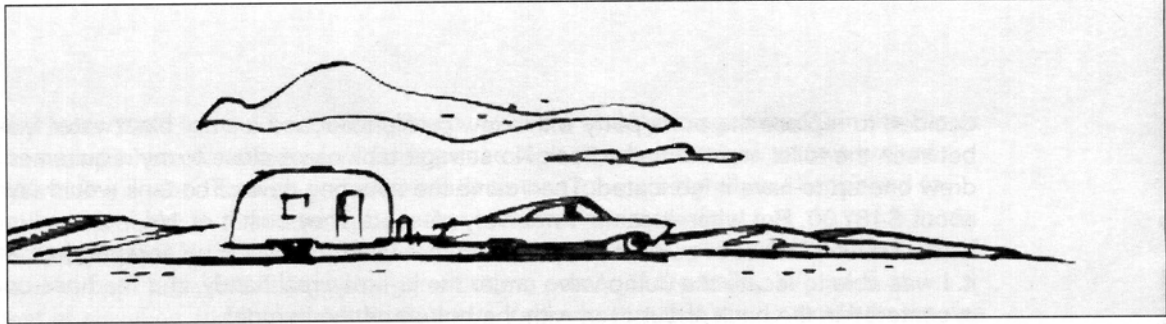
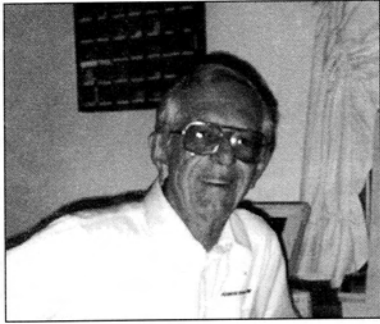
In retrospect, "Old 57" was a nice clean well cared for trailer, but there have been a lot of very valuable improvements made in the 43 years since it was built. Granted, we do not agree that all changes are for the best, but many are such that we will not willingly give them up. One of the advantages in fixing up an oldie is being able to incorporate the best of the changes and ignore or avoid those that are less good. I have spent the best part of two winters rehabilitating "Old '57", and have enjoyed almost every minute of it. My only regret is that I did not thoroughly investigate the trailer the first time that I saw it. I could have saved several years. We were members of the Vintage Intra-club with our Bambi, but now I feel that I have passed my true initiation and can be proud with a wonderful group.

I am not so dense that I believe that I am all done. I know that either I or my wife will think of something to keep me occupied.



**In the meantime . . . HAPPY TRAILS.**





## COOP'S CORNER

### THE CARAVAN FROM HELL, A RALLY

This catchy name applies to a highly popular rally recently held in Fredericksburg, TX, and to one of the all-time great caravans conducted by Wally Byam forty years ago. And it will also be the theme of this column. **FIRST THE EVENT.**

**THE RALLY:** Yes, it was a success, and should be a model worth cloning across the country. The South Texas Unit, president, Rose Bowery, is the first unit to sponsor a rally to which the surrounding vintage members were the honored guests. Not only did they come in numbers (48 units) but they brought guests and entertainment as well. Morlan and Wanda Sanor gave a slide show, "The Last Caravan to Panama". Then four members of the original Cape Town to Cairo caravan (dubbed the caravan from hell) delivered an outstanding interview in which they answered questions, first from Bud Cooper, then from the audience. You see, during the caravan there was a wedding. In total ten members of this extended family were present. There was a lot of hugging when they all met.

Some sharp trailers showed up for the concours. Winners in descending order were: Tom and Corinne Reed (president of VAC), Ron Longwood, Houston TX, and Paul and Mary Drag of Woodland Hills, CA. Paul just lost his former trailer in an unfortunate crash; a great comeback. Leroy Graves showed his 1936 Bowlus Papoose. A little jewel, it handily captured "oldest in show."

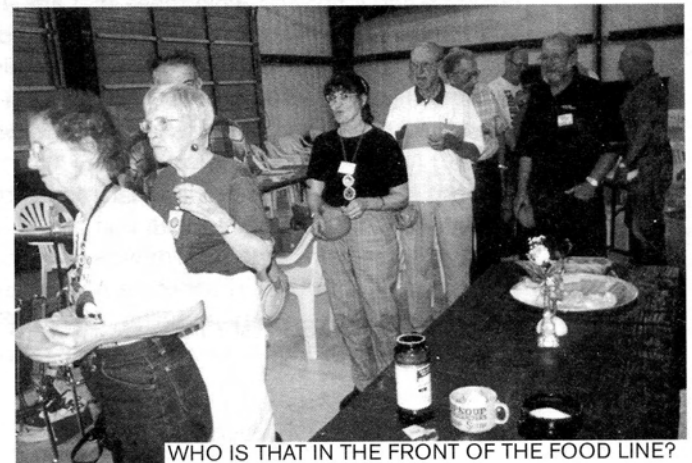
Some honored guests were Ewart and Lillie Phillips, 2nd Vice President, WBCCI, David and Sue Ellen Biswell from Orangeburg, SC. You will remember that Wally's grandfather was a Biswell.

Some lessons learned: Ray Mandes II is a heck of a rally organizer. Cooperation between a unit and VAC is a powerful combination. It works.

A happy surprise was the effect all this notoriety had on the Ruiz / Graboski extended family. It was a delight to see their pleasure in answer-



GEORGE +MARIANN PRUITT CONVERSE WITH NEIGHBORS



WHO IS THAT IN THE FRONT OF THE FOOD LINE?



VINTAGE RALLY AT FREDRICKSBURG, TEXAS

ing questions; questions that had been forty years in coming. It seemed that for half a lifetime nobody cared. Now at last was a chance to tell it exactly as it was to 100 eager listeners. To some members of the extended family, it was the first they had heard of the details, and the first hint that Art, Toni, Michael and Gladys were heroes.

THE CARAVAN FROM HELL, THE CARAVAN The correct name for this caravan is, *The Cape Town To Cairo Caravan*.

I first called it the caravan from hell to create some excitement about it. That worked; but it would be unfair to suppose that the entire route was 14,000 miles of pure hell. It was not. As a study of the geography and anthropology of Africa the caravan was invaluable. The beauty of the great rift country is simply indescribable. Every writer has been excited about the wild game that they saw, the foods that they saw and sometimes sampled, the pigmys, and numbers of other groups, each living in a distinctly different way. They encountered an estimated 50 dialects and languages. It was an educational banquet.

As a caravan it was well planned, and the participants well prepared. Out of 14,307 miles, only 862 were really rough going. This started in Nairobi, Kenya, and extended to Addis Ababa, (say ah-dees-ah bah-bah) Ethiopia. They had expected it to take 5 days, it took 34.

The idea of caravanning the full length of Africa was in Wally's mind many years before the actual happening. Recently a letter surfaced from 1938 showing that Wally had considered the possibility. Wally devoted several paragraphs to a discussion of why Africa should be chosen over other possible caravans of comparable interest and difficulty. Evidently, Wally had a group of veteran caravanners with whom he discussed future plans. They no doubt included such persons as Harry Halbritter, Eta and Oscar Payne and possibly a dozen others. The idea was openly discussed in early 1958. Wally flew to Washington in late 1958 to check out the feasibility by talking to the State Department, and the embassies of the various countries involved. Results were largely encouraging, though Ethiopia, Sudan and Jordan were hold outs for several months. Jordan, while not on the caravan route, would be traversed by many who wished to join up with the European caravan. Requirements of the various countries varied widely and unpredictably. The first announcements showed that 400 people were interested in going. In the end, 41 signed up. In the spring of 1959 arrangements were complete.



1936 BOWLUS + 1936 CHEVROLET TRUCK



**OK! So it was a great caravan. So what?** A bunch of wealthy guys nobody knows had a trip to Africa 40 years ago. Big deal! One time I took my trailer around Chicago on a Friday afternoon, via I-80. Now, that's tough!

**These are valid challenges. Please let me answer this way.**

What if Lindbergh had been prevented from flying the Atlantic; suppose he had gotten sick. That would have been a great loss to our country because the world would never have known: that we had such a courageous young man. That this man could conceive and design an outstanding plane. That he could gather together the necessary financing to have it built. That he could lay out and fly a great circle route of 3300 miles. That he could stay awake for 33 hours. And, that he could maintain a modest and dignified image even after he was declared a hero.

**You could hardly say that these things are trifling.**

And what about the individuals who caravanned up and through Africa? Precious few are alive and able to talk about it. That's excuse enough for getting as much information as possible today.

Before they left, they received 20 bulletins covering expected driving conditions, route, insurance, travel documents, health documents, costs and banking, overseas transport, loading and unloading, mechanical and emergency considerations, spares, mail drops, health and medical services, fuels, foods, clothing, photography, and required reading. This is pretty serious planning.

They encountered and surmounted; penetrating dust every day, all day, extremes of highway conditions from smooth blacktop to clawing one's way up steep rock faces, to basins of slippery mud, to loose sand.

They punished their machines until frames broke multiple times both on trailers and tow vehicles. Springs and hitches broke. Tires ruptured. Transmissions failed. Axles broke by the dozens according to Art Ruiz. Bumpers pulled off during towing. The failures exceeded the worst expectations.

All able bodied persons pushed or pulled till muscles ached and they literally became emaciated from overwork. Their courage was, at times, shaken, but they never faltered. They got up the next morning ready to do battle another day. One stretch of 342 miles required 12 days. One particularly difficult day yielded a net gain of .25 miles. Is this kind of courage worth noting?

The general health of the 104 persons was not bad throughout, though there were several hospitalizations and one surgery.

At least one rig was sold in Republic of Sudan. Almost all others returned to U.S. looking, superficially at least, in tact. Underneath, they may have been much patched.

All of this is the stuff of which vintage members are made. It's what we stand for. That's who we are. It was Wally Byam at his best.

**WILL A COMPARABLE CARAVAN EVER BE RUN AGAIN? POSSIBLY. IF IT EVER IS, THE VINTAGE AIRSTREAM CLUB WILL DO IT.**



LIMITED BATHROOM FACILITIES



MARY AND PAUL DRAGS' 1965 SAFARI



RON LONGWOOD IN FRONT OF HIS 1966 CARAVEL

February, 7-13, 2000 @ Blythe, California

# 40th Annual W.B.C.C.I. HOBO RALLY



HOBO PHOTO COLLAGE FOLLOWS THE PATCHWORK THEME



## VAC Membership Report

Since the Winter 2000 Issue of The Vintage Advantage we have welcomed 125 new VACers. They include: Members (85), Associate Members (8), and Friends (32). The total number for the three categories together, as of April 26, 2000, is 1,159. The subtotals are as follows: 764 Members, 68 Associate Members, and 327 Friends. The apparent drop in VAC membership from the 1,292 members and friends reported in the Winter 2000 Issue of the VA resulted from the fact that many of our members were dropped from the active rolls after 2/1/00 because of non-payment of this year's dues. If history repeats itself, many of those so notified will renew their memberships in the near future and the true growth of the VAC's membership will be seen. I am receiving renewals, as well as new applications, nearly every day, so the outlook, in my opinion, is still very positive. The membership rolls of the VAC usually reach their highest point by the time the Fall Issue of the VA is mailed, so we have to be careful to compare like periods of the year in order to obtain a true picture. I am also pleased to report that I have been able to implement a new system that should permit greater flexibility in the management of the intraclub's records, namely a conversion from the older MS/DOS Professional File (PF) system to the more up-to-date Lotus Approach 96 system. If you have any questions about your membership status or any other membership-related subject, please do not hesitate to contact me. I will do what I can to be responsive to your needs.



## VAC Membership Report (continued)

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 they are WBCCI members. This is a non-dues paying and a non-voting membership.

**Friend:** Any person 18 years old 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, but you will have a lot more fun if you get one! (See Classifieds)** 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.



### Important notice for YOU, the reader

**Important Notice #1** – Please note that your annual VAC dues notice for the year 2000/2001 is attached to this Issue of the VA. Payment by 7/31/00 will ensure that there will be no interruption in future mailings. As before, membership status will not be affected until February 1 of the following year (2/1/01). Your mailing label should include the designation 7/31/00, 7/31/01, etc., depending upon the date to which your dues have been paid.

**Important Notice # 2:** To ensure that you will continue to receive the Vintage Advantage, please notify me of any address changes at:

670 Plantation Drive  
Titusville, FL 32780  
Phone: 407-269-8209  
Email: RDMumma@aol.com

Dick Mumma, #04333  
VAC Membership Chairman

# Classified Ads

## COMMERCIAL

### MEMORABILIA:

Three-dimensional pewter vintage camper key chain, perfect for the trailerite or collector. RV is a replica of a 21ft. 1953 Airstream Flying Cloud travel trailer. Available for \$12.99 plus \$2.00 S+H (US), payable by check or money order.

See us on the web at: <http://users.rcn.com/jnpdesign/TRH>

Allow six weeks for delivery. TRH Enterprises, 5860 Scaggs Road, Owings, MD 20736.

### ROUTE 66 HISTORIC RV TOUR:

Chicago to L.A. on the most famous highway in the world. Join our group of fellow vintage RV enthusiasts for a fun filled trip. Adventuretours (VAC member owned).

Call 800.455.8687 [www.adventuretrek.com](http://www.adventuretrek.com)

### NEW VINTAGE AIRSTREAM CLUB FLAGS:

The new version of the 2x3ft. dark blue nylon flag now has the Vintage club logo printed on both sides with the words VINTAGE AIRSTREAM CLUB also printed on both sides.

Send \$25.00 to Robert Herman, 2092 Culbreath Rd. C12, Brooksville, FL 34602

### NEW INTERNET STORE FOR VINTAGE AIRSTREAM RESTORATION:

Airstream Dreams is a new internet-only store selling supplies and accessories for vintage Airstream trailers. Visit [www.AirstreamDreams.com](http://www.AirstreamDreams.com) to see our growing inventory of hard-to-find items, including: Olympic rivets, Rolite polishes, Vulkem sealant, aluminum Worthington LP tanks and more! Even fun items like videos, books and games. Visit the store today and come back often to watch us grow! Great prices. Easy on-line credit card ordering.



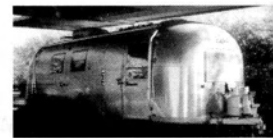
YOU TOO CAN NOW BE **THE KING OF THE ROAD!**  
THE TIME IS NOW - GET YOUR TOW VEHICLE ON,  
**GET YOUR TRAILER ON,**  
ONLY THEN WILL YOU FIND YOURSELF ON THE ROAD LESS TRAVELED-  
SO COME ON DOWN TO THE V.A.C. MILE OF TRAILERS- AT FIRST,  
YOUR NEIGHBORS WILL BE FULL OF ENVY,  
**BUT SOON,**  
THEY WILL BEAM WITH PRIDE.  
**JEALOUS OF YOUR NEW RIDE...**

**1949 17' Airstream Clipper, \$3,000.** Floor solid, interior very original. Areas of skin need straightening. Located in Altus, Oklahoma. Contact: Nelson Sparks, 1305 Rose Way, Dixon, CA 95620; 707.693.0807; email: nlsparks@aol.com

**1965, Airstream Trailer, 25', Sovereign, \$2,000, OBO.** vin # S0254019, It can do with some cosmetics; how much is dependent on the "eye of the beholder." It has a new A/C, furnace, running gear (wheel bearings, brakes, and tires, all about 5,000 miles ago). Through it's life it has been regularly maintained. It is now in Olympia, WA, but will be at the International, Bismark. Gard and Edie Forester/Apgar, WBCCI # 11726, PO Box 8721, OLYMPIA, WA, 98509 - 8721, USA phone: 360.438.9860



**1966 28' Airstream Ambassador, \$5,500.** Original owner, well maintained and stored under cover. Air conditioning, catalytic heater, special halogen interior lights, two awnings. Never had leaks or water problems. Contact: Virginia Price, WBCCI #2244, Tucson, AZ, 520.749-3507.



**1968 30' Airstream Sovereign, \$5,000.** New water system including a new 10 gallon water heater, brake realign and electrical system checked. Includes spare wheel with new tire. Needs a little work inside. Located Seattle, WA area. Contact Richard Anthony, 206.363.2766.



**1968 24 ft Trade Wind \$2,800.** New fridge, hot water tank, tires, door gaskets, some plumbing work, etc. most by the Airstream factory. \$2,500(+) work done in 1999. Located in NE Carolina. Call Tom Halfhill 252.491.2471 evenings or e-mail: cthalfhill@inteliport.com

**1969 Caraval 18 ft. \$4,000.** Tows good. Needs work. Located in NE Carolina. Call Tom Halfhill 252.491.2471 evenings or e-mail: cthalfhill@inteliport.com

**1986 27' Airstream Classic, Make Offer.** Center twins and full rear bath, Zip Dee awning, air conditioning, new Dometic refrigerator, wood cabinets. Everything works and in great condition. Also, **1990 Suburban, 350 V8**, air, cassette, cruise, great condition, 93,000 miles. Make Offer. Widow retiring from Airstreaming after 30 years. Sell one or both. Harrisburg, PA area. (717) 761-6233.



#### VEHICLES FOR SALE

**1986 Chevrolet Suburban, Silverado 20. \$7,500.** 3/4 Ton, 454, auto, 3 gas tanks, power steering, air cond., bucket seats, 3rd seat, original owner. 84,000 miles. Contact: Virginia Price, WBCCI #2244, Tucson, AZ, (520)749-3507.



#### WANTED:

Owner's manual for a 1959 22 foot Land Yacht Airstream. Please contact John Bednarz, P.O. Box 45, Upham, ND 58789 or call (701)768-2584.



#### TO PLACE AN ADVERTISEMENT IN THE VINTAGE ADVANTAGE

\*(Future Ads for Trailers: Please include photographs, decent photographs! remember, your trying to sell it!)

Anyone may advertise in the Vintage Advantage. Membership is not a requirement. please submit your ad with (\$5) payment to Mr. Patrick Ewing, Treasurer, 3661 Alm Rd., Everson, WA 98247, who will then forward them onto the Editor in the format shown. Payment MUST accompany the ads to be considered for publication.

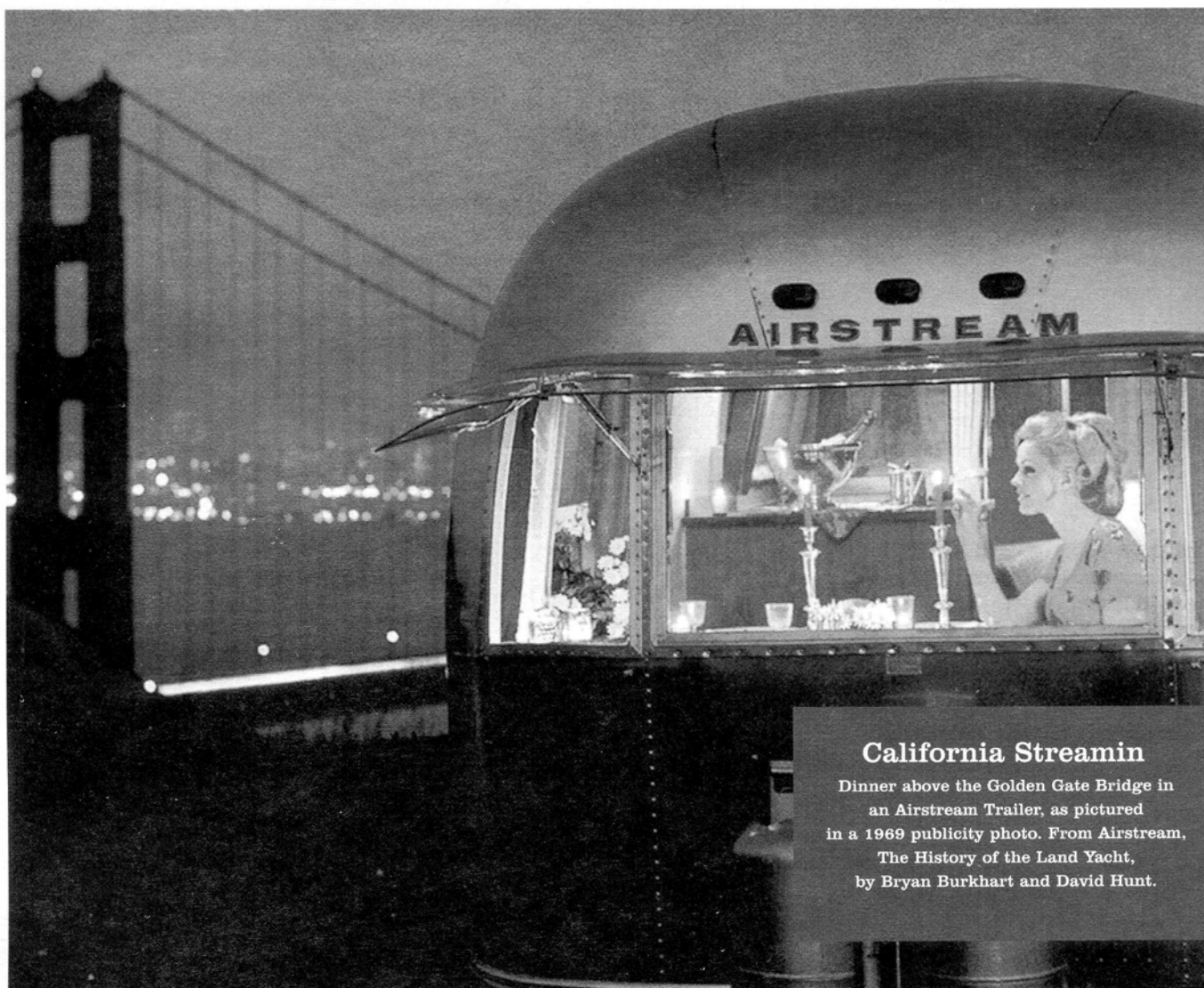
Ad guidelines. 1 Only advertisements deemed of direct interest to the VAC membership shall be accepted. 2. All commercial advertisements in the VAC cost \$25 per issue. 3. Commercial ads will be placed only in the classified advertisement section of the VA. 4. Commercial Advertiser must be a VAC Member. 5. WBCCI members receive 20% discounted rate (COMMERCIAL SECTION ONLY.)

Announcements for non-VAC sponsored Rallies and activities of direct interest to the VAC will also be provided in the classifieds ad section. These ads are free to the organization and are encouraged in order to promote other vintage activities within the club.

*until next issue:*

We are determined to improve our public image, as the boys on Madison Avenue say, so that people change their absurd notion that we are homeless gypsies.

Wally Byam



### California Streamin

Dinner above the Golden Gate Bridge in an Airstream Trailer, as pictured in a 1969 publicity photo. From *Airstream, The History of the Land Yacht*, by Bryan Burkhart and David Hunt.

VANITY FAIR  
APRIL 2000



membership application  
**The 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 \_\_\_\_\_ email \_\_\_\_\_

- 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 the WBCCI)

**Send this application**, along with your dues payment of \$10.00 to Dr. Richard Mumma, Membership Chairman,  
670 Plantation Drive, Titusville, FL 32780 (email: rdmumma@aol.com)

**Note:** If you are not a WBCCI member, we will be happy to assist you with the application.

**Caution: JOINING THIS CLUB COULD CHANGE YOUR LIFE**



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**The Vintage Airstream Club**

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

Forwarding Service Requested

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