

Notes from the President

Bettye and I returned from the International with a lot of good feelings. We made new friends, and nobody can have too many. Lots of people told us what a good time they had and **THAT** is music to our ears. Now, tell your friends.

We made a quick decision and bought a Bambi that had been advertised in the Newsletter and then the following week we sold our '62. I had mixed feelings about that, but am hard at work on the new one, a '63.

Norm Hewer thinks the chances are good for an outstanding parking area at Brandon comparable to what we had at Bismarck. Your officers are working on plans. Watch for an application blank to be published in the spring. Don't delay, our space might not handle all who want to go.

We now have more copies of the video tape on polishing Airstreams. The charge for mailing is \$1.50. Ken Luhrs is showing the film at two different rallies and has already garnered several new members. Why don't you do the same? Entire film runs 50 minutes. Free entertainment on Airstream topics should be welcomed by any rally or caravan chairman. Tell your unit president. Have application forms handy.

A film on the first Vintage Rally at Bismarck would be popular. Who will volunteer footage? Next we need a film on our whole concept that is suitable to give to dealers.

Our constitution and bylaws have been approved and accepted by WBCCI.

Copies of the four minute video from Fargo will shortly be mailed to Anguish, Cooper, Danaher and Pear. There is one extra; expect a \$5.00 charge.

Keep the letters coming, Coop.

Letter from the Abels # 1094 on a trip with their Vintage Trailer....Letter was written August 19, 1993.

"Having travelled in our Vintage Airstream trailer for 36 years, we have had many experiences, both good and bad.

One that we will always remember was in early December 1982. We were on our way to Texas and then on to Guadalajara, Mexico for 5 months. It was a dark, dreary, windy, rainy Sunday morning about 11 AM. Eighteen wheelers were buzzing past us on the road out of West Memphis. The road is about 10 to 12 ft. above the rice fields on both sides. All of a sudden the trailer started to sway and then more and more until it laid over on the door side down an

embankment. The car stayed on the berm and the trailer never unhitched. One of the truckers must have informed the state trooper as he was at our car door before I had it opened and saw the trailer. He told us there was a tornado watch and a high wind prediction on the radio. The nearest tow truck came from 30 miles away but did not know how to lift the trailer or have the necessary equipment. Finally he called another tow truck and we were back on the road and into a trailer-park. We passed eighteen wheelers laying on their sides along the road.

Finally when we opened the trailer door we were met by two chairs. If they could have spoken it would have been "let us out of here". Anything that was loose had moved. I had a large tin box of Christmas cookies. The lid had opened and every drawer I opened had at least one cookie smiling at me - even in the sinks. The front panel was damaged from the car bumper and the door frame was bent. We stayed at the trailer park for 2 days while Ted made on the spot repairs and the trailer was liveable. Then we continued our journey - yes even to Mexico. We were lucky and one takes the good and the bad and survives". Submitted by Ted and Mary Abel.

The Abels also provided us with the following information. "I must report that Fred Rudolph #15068, of Mars, PA. died. He was in the hospital for several days while in Bismarck and never had a chance to be with the Vintage group. He drove back home, entered the hospital and died last week. (Blood cancer) He owned a plane - sold it and bought his trailer from a friend of ours (Dr. Kloss). So I kidded him about Rudolph pulling (Santa) Kloss' trailer".

Vintage Airstream Windows

From 1951 through 1965 the supplier of Airstream windows was:

Hehr International
1103 West Pearl Street
Chesaning, MI 48616
Ph. 517-845-3061

The company is still in business and I have had very good results working with the Customer Service Department. The window styles used were as follows: 1952 through 1958, it was called "Standard". 1959 through 1965 "Hall Mark 12".

The operators (worm drive with crank) can still be located in many dealerships and if carefully matched up should not be a problem.

At the end of the operator, where it slides up and down on the window frame, is a part called "Nylon friction pad". Treat these very carefully when replacing regulators. They tend to drop into the grass

and become lost. A suitable substitute can be made from 1/4 inch plastic tubing made of nylon. Simply slice off a suitable length and stick it through the hole. The purpose of the pad is to prevent the wind from blowing the window open further than the regulator is set.

Most people will be interested in "glazing bead". See illustration. This is the plastic extrusion which holds the glass in place. It becomes rigid with ultraviolet exposure and breaks, so that it cannot be used again. They no longer make the thin vinyl part that was a standard in the later years. However, they suggested part #009-311, which costs \$.40 per ft., and is available in grey or black. Black looks nice and will last longer. I found that the part had to be modified slightly to work well. See illustration.

Note that all window glass is standard single strength, which can be purchased in any hardware store. Measure the size of the recessed opening that holds the glass. Subtract 1/8 inch from each dimension for clearance. The thin rubber strip, against which the glass lays, will usually tear out when removing the old glass. To substitute for this, I put in a 1/16 inch bead of bathtub caulk, also known as RTV, also known as silicone rubber. This makes a seal and adhesive. Very convenient.

In an earlier article I referred to the Hallmark-12 windows used during the 60's. The four side pieces were welded together during manufacture. If the corners were apart, known to happen, they can be welded as good as new by any local welder who has a heli-arc setup.

To remove the glass, work one end of a glass retainer strip loose with a pointed tool. Remove all strips and the glass will fall out. If it has been glued in place, it may be wise to intentionally break the glass in small enough pieces to pry it out. Better to do it this way than to have it unexpectedly break in your hands, thus risking a serious injury.

To remove the window from your trailer, proceed as follows: Remove all window operators (cranks). Remember the little nylon friction shoe what drops into the grass as soon as the arm is withdrawn from its slot. Don't drop it. There is no true hinge at the top of the window instead they used two interlocking extrusions.

At the top center of the frame is a steel screw which will be very rusty by now. It may take channellocks to back it out. Buy a stainless-steel screw to replace it. Remove this screw, and the sash is free to slide left and right in the extruded channels. It must be opened as wide as the overhanging drip molding will permit, and slid one way or the other until it is free. Often there is a sheet metal screw in the end of the drip molding which can be removed. By bending

the molding a little there is room to slide the window out.

More on Hehr Windows. On each HEHR window is one or more safety catches to clamp the window in the closed position. When properly adjusted, they conduct the window into a sealed closed position and snap over center so they do not loosen on the road. To correct this, remove the catch assembly, two screws, and insert lock washers between the catch and the window frame, in other words, space the catch toward the interior of the trailer. Add as many washers as necessary to restore a slight snap action.

I have had good success using self-adhesive foam strip in place of the original gaskets. Suitable materials are found at dealers and larger hardware stores. Add the new gaskets first, this may restore normal action to the catches. Submitted by R. L. Cooper, Aug. 29 1993.

TRAILERS FOR SALE

NOTE... Please advise as soon as a change in status occurs. A postcard will do...

61 Bambi. New curtains, uphol. toilet, refer, tires, spare. \$3900. James W. Price, 216-544-3164.

69 30'. Neil King #25345 Stored inside.

68 27' Warren K. Chesney, #9661 Plainville KS 67663, 913-434-2753 New water heater, furnace and carpets. Good condition \$4000.

61 24' Tradewind Twin, S/N 241T744, Single "dura Torque" axle. Electric Water pump, Suburban furnace. Tires good w/Spare. Tastefully done interior in shades of blue and white. A/C, new toilet, etc. Sandra Till, # 3139, Canton, IL. Ph-309-647-4764 \$2500.

56 26' Exc. to good shape with A/C. Paul Pepin, Blythville SC 803-786-4309.

64 Bambi II 17' shell only, no cabinets or water, towable. Shell fair. Est. \$200. Kenneth Reddick 23944 19th St. Big Lake, MN 55309 612-263-2424

1966 "Globetrotter" (Called 20 1/2 ft) all original. Call 704-524-2595 or write D. Myer, Wide Horizon Dr., Franklin, NC 28754

Asking \$3500.

1960 26' Twin beds, new water tanks, gas only refer, good shape. Call 704-369-5522. Franklin NC 28734 Asking \$3000.

1967 22' Safari. Near Pittsburgh. (At Turners) 412-523-6545.

1961 16' Bambi at Can-Am, Lambeth, Ontario. 519-652-3284

1954 Safari, half-bath, Dana Chase, Toledo, OH. 419-381-1333

1969 Caravel, # 018DJ106. Dent at rear of roadside wheel well. Front ceiling switch is bad. Drapes, upholstery redone, carpeted. Bruce Bester, Columbus, OH 614-274-4134 \$4500.

SELLERS: Suggest to the buyers of Vintage trailers that they join the **Vintage Airstream Club**. Thanks, Ed.

Vintage Club Members with Numbers

**---M/M Robert F. Strupp
**---M/M Thomas E. Williams
**---M/M Robert R. Kunkel
0201---M/M Paul L. Worthley
0249---M/M Cecil M. MacGregor
0255---Mr. Norman Hewer
0703---M/M Frank E. Adamson
1094---M/M Theodore Abel
1100---M/M Coleman B. Mitchell
1107---M/M Walter Overgaard
1175---M/M Duane C. Hedahl
1190---M/M Q. Ray Burke
1263---M/M Ernest J. Travis
1348---M/M Stanley Baston
1405---M/M Christopher (Bill) Steeg
1588---M/M Jack L Riddle
1721---M/M Henry Gerke
2085---M/M Norman Latter
2244---M/M Albert R. Price
2252---M/M Peter Hirst
2286---M/M Stanley W. Caudell
2465---Chris Fearon/JeffKlein
2514---M/M R. C. (Chuck) Reed
2672---M/M Herbert P. Richter
2924---M/M Richard J. Barrow
2955---M/M C. T. (Manny) Jules
2993---M/M Richard Madden
3113---M/M Ken Faber
3303---M/M James Thomson
3338---M/M Lyall Sherred
3538---M/M Thomas A Sellers
3724---M/M Melvin Pierce
3883---M/M C. Edward Davis
3910---Mr Ryan Watkins
4011---M/M Edward Skelly
4148---M/M Harold E. Moody
4257---M/M Jerry Myers
4279---Dale A. Werdebaugh
4317---M/M Robert W. Westfall
4396---Ms. Diane McElligot
4536---M/M Martin B. Wright
4544---Mr. James W. Price
4579---M/M J.B. Jennings
4655---M/M George F. Ebel
4660---M/M Finn Billehaug
4706---M/M Kenneth Luhrs
4880---M/M Harold Smyly
4900---M/M Homer P. Reinbolt
5175---M/M Hamilton Cartwright
5236---M/M Len Greene
5281---Henry Connell
5324---M/M George James III
5623---Edwin W. Johnson
5643---M/M Howard C. Traucht
5723---M/M Lyman L. Terry
5909---M/M Henry Tjoelker
6015---M/M Lewis Brown
6036---M/M Robert Brubaker
6075---M/M Don H. Simpson
6120---Mr. Larry E. Barringer
6150---Mr. Ron LaChance
6223---M/M Cecil D. Ardrey, Jr.
6335---M/M Ray Suges
6425---M/M George D. James, Jr.
6475---M/M Russell E. Stearns
6664---M/M John Palmer
6755---Dr & Mrs Bernard G. Auge
6857---M/M Ralph Howard
6919---Mr. Thomas Heckman
6957---Drs Bert & Dot Kalet
7307---M/M Kenneth Emerson
7488---M/M E. F. (Bill) Judge
7574---M/M Robert L. Rice
7649---M/M Harold Swanson
7746---M/M James L. Burns
8153---Lynette Dussault
8220---M/M Robert Anguish
8905---M/M O. Markland Walker
9060---M/M Paul Scheetz
9422---Mr. Paul Nelson
9655---M/M Everett W. Harrington
9656---M/M Jerry Berg
9712---M/M Forrest Bone
9791---M/M Kenneth Howe
9819---M/M Allyn Gardner
9887---M/M Elbert E. Sargent
10280---Bruce & Marie Lowrey
10452---M/M J. W. Stamps
10458---M/M John Wright
10556---M/M Roy C. Smith, Jr.
10557---M/M R. Forester Newick
10712---Betty J. Tanner
11544---M/M Elvin Hooper
11631---M/M Bernard Fate
11705---M/M Don Ketner
11726---Gard S. Forester
12108---M/M Milo Gilkerson
12617---M/M Orville Lasater
12897---M/M Eugene Danaher
13334---M/M Lewis Chittock
13529---M/M James N. Lyon

13601---M/M Craig H. Lundberg
 13793---M/M Orlando S. Cruset
 14149---M/M Howard Bergum
 14329---M/M Orlando Ramsvick
 14702---M/M Arthur Swann
 14938---M/M James T. Good
 15068---M/M Fred Rudolph
 15610---M/M Jack Bronson
 15901---M/M Thomas J. Hancock
 16195---M/M Wendell L. Deo
 16464---M/M Sheldon Clark
 17022---M/M Ewart E. Phillips
 17579---M/M Charles M. Stilfield
 17792---K. Hunt/W. Baker
 18108---M/M Floyd Genthner
 18124---M/M Frank Sturchio
 18294---M/M Robert Goebeler
 18589---M/M Reginald E. Nelson
 18994---M/M Sidney B. Cornett
 20557---M/M C. O. Farber
 20755---M/M Richard R. Anthony
 20932---M/M Franklin Richards
 21491---M/M Edward Stanley
 21783---Mr. Ron Cone
 21982---M/M Don L. Goldson
 22170---Pearl Main
 22718---M/M Robert Pear
 23021---M/M Sigurd Overgaard
 23352---M/M Lauren P. Countryman
 23407---M/M Kenneth A. Vosburgh
 23881---M/M Clifford K. Madland
 24550---M/M Larry Cuneo
 24649---M/M Leland (Lee) Sorteberg
 25258---M/M Ted Covington
 25345---M/M Neil F. King
 25833---M/M Elmore F. Stuart
 26019---M/M Rutherford L. Cooper
 26999---Rev. & Mrs Milton Murray
 27633---M/M Joseph W. Day
 28413---M/M Glen E. Hubbard
 29006---M/M Edward L. Winslow
 29497---M/M Frank Williams
 29638---Pauline M. Faust
 30930---M/M Clifford B. Hyatt
 31276---M/M Earl McDonald
 ** No WBCCI # yet..

FIRST VINTAGE AIRSTREAM CLUB IN ATTENDANCE AT A REGION RALLY

The Region #10 Rally was held July 22-26 at Rickreal, Oregon and was hosted by the Oregon Unit. There were six Vintage Airstreams there. Three were club members, McDonald, #31276, MacGregor, #249 and Hirst #2252. We picked up three new members,

Hunt #17792, Cornett #18994 and Foster #18530 at the rally.

An official open house of the Vintage Trailers was held Saturday from 1 to 3 p.m. and was well attended by the rally. However, there were people looking at the old trailers all week and I believe most of those at the rally did visit us.

The Oregon Unit, with about 100 members, has six Vintage Club and 4 (or more) others that are eligible that I know of and I believe will join soon.

Submitted by Earl McDonald, #31276.

The following named dealers have purchased all obsolete parts from the Airstream Factory.

Northwest Rec. Veh. of Wash., Inc.
 dba Tveten RV Corp.
 7700 Pacific Highway East
 Tacoma, WA 98424
 202-922-7770, 1-800-253-3310

Inland RV Services Inc.
 391 Elizabeth Lane
 Corner of 1700 Block RR St.
 Corona, CA 91720
 909-734-8130, 1-800-877-7311

Inland recently published a list of 35 items what they have in stock. The Parts Manager is Mary Ann Hunter. The list was on the back of a letter to George James, Jr. and copies were passed out at the International.

Report on Legislative Chairman Seminar at 36th WBCCI Rally in Bismarck, N.D. July 3, 1993 (9-11AM)

I attended as the legislative chairman of the Minnesota WBCCI Unit. It was a most informative and interesting seminar.

New legislation has been introduced in Congress to be reviewed next year to increase C.A.F.E. (Which stands for Corporate Average Fuel Economy) to 40 mpg. for cars and 30 mpg. for light trucks and vans by the year 2001. If enacted it will have a great effect on recreational vehicles (RV) users such as WBCCI members. (For details, see copy of brochure enclosed. Ed.)

The legislative chairman seminar voted to recommend to each WBCCI club that they discuss this C.A.F.E. situation and hold a seminar on it. It is important for each WBCCI member to be thoroughly informed and to understand the effect the proposed new C A F E standards will have on RV users.

What I recommend is:

1. Discuss the C A F E issue at each WBCCI event.
2. Plan a seminar. This might be done on a multi-unit or region basis. The International WBCCI legislative committee will work with the club or region to get some good speakers. We had excellent speakers at the seminar.
3. I recommend that we make a motion to endorse "Coalition for Vehicle Choice" (CVC). Then send notice of our action to CVC and Region 7. Also suggest Region 7 do likewise and send their resolution to CVC and WBCCI. Then hopefully WBCCI will endorse CVC and send the endorsement to CVC so that WBCCI will get their name in the CVC brochure.

Sincerely,

John H. Wright-- July 31, 1993

Names and addresses added since July Newsletter...

M/M Richard R. Anthony
608 NE 198 St.
Seattle WA 98155

Dr & Mrs Bernard G. Auge
17 Kittredge Road
Pittsfield MA 01201

M/M Finn Billehaug
RR 2, Site 34, Box B6
Peachland, BC Canada VOH 1X0

M/M Hamilton Cartwright
101 Matterhorn Dr.
Old Hickory TN 37138

M/M Stanley Caudell
174 Indep. Station Rd.
Independence KY 41051-9618
Mr. Ron Cone
606 Augusta Dr.
Lufkin TX 75901

M/M Sidney B. Cornett
5054 S. E. 27th St.
Gresham OR 97080

M/M Lauren P Countryman
4108 105th PL SE
Everett WA 98208

M/M George F. Ebel
3448 Overhill Drive
Canton OH 44718-3245

M/M Ken Faber
2550 Oaklane Drive SW
Grand Rapids MI 49509

M/M Floyd Genthner
31 Taber Street
Fairhaven MA 02719-3344

Kathy Hunt/Warren Baker
1646 Ecola Way
Woodburn OR 97071

M/M George D. James III
130 Iotla Street
Franklin NC 28734

M/M Robert R. Kunkel
P.O. Box 4724
Key West FL 33040

M/M James N. Lyon
RR # 1, Box 423
Troy PA 16947

M/M Clifford K. Madland
1001 So. Phillips Apt 1
Sioux Falls SD 57105

Ms. Diane McElligott
2806A N. Pecos
Midland TX 79705

M/M Jerry Myers
11520 Durgin Rd. SE #82
Olympia WA 98513

M/M Reginald E. Nelson
9467 Ford Road
Rives Junction MI 49277

Mr. Paul Nelson
5744 Arrowhead Drive
Bozeman MT 59715-9453

M/M Ewart E. Phillips
P.O. Box 93250
Lubbock TX 79493-3250

M/M Melvin Pierce
Route 2, Box 15A
Scranton ND 58653

M/M R. C. (Chuck) Reed
P.O. Box 102
Macatawa MI 49434

M/M Thomas A. Sellers
569 Peacock Trail
Haines City FL 33844-8640

M/M Lyall Sherred
74 Roundup Ave.
Grandby CO 80446

M/M Russell E. Stearns
369 Dutton Rd.
Sudbury MA 01776

M/M Robert F Strupp
5113 Richmond Drive
Edina MN 55436

Elmore F. Stuart
547 Davidson Dr.
Norcross GA 30071

M/M Thomas E. Williams
12085 Hilltop Drive
Los Altos Hills CA 94024

M/M Martin B. Wright
76 Monroe Ave
Brockport NY 14420

Notes from all over about everything &
anything... Ed.

Bob Pear, Vintage Club Historian...

ATTENTION... VINTAGE CLUB

MEMBERS who did not attend the first caravan and rally: "We are trying to put together a History Album of all members and their spouses so we can get to know all of you. I would appreciate it if you could please send me a picture of you and ??? in front of your vintage Airstream showing your WBCCI number. On the back of the photograph please print: Year of Airstream:, Model, Length Vintage # or Serial #. Please send to:

Robert and Elizabeth Pear
474 Charles Place
Freehold, NJ 07728

Thank You. Submitted by Bob Pear, Historian....

The publication date for the newsletter was changed to fit the International Rally schedule. We will delay the April Newsletter until May so we will have the most current information for the Brandon Rally. Speaking of same, if you take advantage of the

Pre-Registration Special located on pg. 6 of the August 1993 issue of the "BLUE BERET", you would save \$15.00. That is more than 2 years worth of dues in the VINTAGE AIRSTREAM CLUB...

If you need additional blank membership application forms, please use the back page of the July Newsletter. Copy as many as you need.

There is a suggestion that we charge non-members of the Vintage Club a small fee to advertise in the newsletter. Instead of formally asking for a fee, how about asking them to send a buck or two along to help cover the postage and printing. I do follow up on each ad to determine if it should be run in the next newsletter.

One membership application arrived about 2 months after it was mailed. Small error in the address. Re-mail was quick and correct. Thanks Walter.

There is a possibility of errors in names, addresses, spouses, etc. Please note errors and send corrections with 1994 dues next year. I intend to send a dues notice along with a form which includes the current information on membership, WBCCI numbers, Unit numbers, trailer data, addresses, telephone numbers etc. That is about the quickest way to update the membership information. This would also be a good time to note whether or not the Brandon Rally looks like a "GO". Expect this for the January newsletter.

The Vintage Airstream Club needs a Librarian to send out and retrieve video tapes, film and papers. Volunteers please contact the president, R. L. Cooper, # 26019..

THANKS... to all who have submitted articles for the newsletter.

I would like to see additional "member input" into the newsletter. Do you have an interesting story or experience? How about a "Liar's Corner"...How about this one? "We have had so much rain in Montana this year that the rain gauge I bought in April was worn out by September" Ed.

Starting with January 1 1994, the 1969 model year Classic Airstream Trailers will be eligible to join the Vintage Airstream Club. **New member dues** paid in 1994 will be good until July 1 1995.

HISTORY

To begin with I would like to introduce myself to all of you. My name is Robert Pear and my wife and I have been members of WBCCI for 8 years. I am past-president of the Central New Jersey Unit. Elizabeth and I would have joined you in Bismarck for the first caravan for the Vintage Club but on route to Florida in Rocky Mount, N. C. the wind had a different idea. We rolled over our 1969 Airstream and

totaled it. We were lucky it broke away from the suburban and did not harm anyone. What an experience! It was over with in 2 minutes. Talk about a red face! Here is a bus driver with 29 years safe driving, 2 years State Champion 1987-1988 in the Bus Rodeo and ranked 15th in the USA and Canada International Bus Rodeo. With all that experience it just goes to show you that it still can happen.

PLEASE be careful when it is windy. So, now we have a 1975 and we are getting ready for the year 2000 to give you fellows some competition. It is a great honor to be named the first historian of the Vintage Club by President Bud Cooper. We are looking for any photographs that you have taken that would be appropriate for our history album. That includes anything referring to the meetings or the caravan. Please label everything that you can and send to:

Robert & Elizabeth Pear
474 Charles Place
Freehold, NJ 07728

Submitted by Bob Pear.

Looking for a volunteer to write an article about the new brake controllers that are compatible with the ABS (Anti-Lock Brake System). Ed.

ATTENTION!!! Fellow Vintage Airstreamers. Come join the fun at Florida State Rally. "A Renaissance Fair". Feb 23-27, 1994. Sarasota Fairgrounds. We will park 1 day early, caravanning in Feb. 22, parking together, flags flying and smiling faces. Please sign up and put Vintage Trailer on form. Contact Donna Barrow for details. #2924. Winter address:

Donna Barrow
Beach Mobile Park
32405 Beach Park Rd.
Leesburg, FL 34788

VINTAGE RALLY

REGION 9 RALLY, Shawnee, Oklahoma

March 21-27 1994. Please note, we (Vintage Club) have been asked to provide a Region Vintage rally for the Region 9 rally in Shawnee, Oklahoma. We need a volunteer from Region 9 to act as a chairperson for that rally. Please contact Bud Cooper # 26019 if you can volunteer for this important job.

Please note the following deadlines for contributions to the **Vintage Airstream Club** newsletter.

January 1 1994 ----- Dec. 15, 1993

April* 1, 1994 ----- Mar. 15, 1994

July 1, 1994 ----- Jun. 15, 1994

* April newsletter may be delayed to include information about the International Rally at Brandon, Man.

Please update your "For Sale" ads....Please let me know when a unit is sold and the ad is no longer required. Ed.

BIAS PLY TIRES VS. RADIALS

Many of us are still using the 7:00x15 bias ply trailer tires. Guess what happened when I went to Goodyear the other day to replace a tire---yep--"they don't make those anymore". The new radial tires are rated at about 2500 lbs., much better than the 2040 of the old "D" range tire which our single axle trailer was actually overloading. But, and there always is a but, the new tires are over an inch smaller in diameter. And the trailer sits still lower because the tire tends to squat lower because they are radials.

So, now the trailer sits a couple of inches lower AND that means the hitch has to be reset so the trailer is level again. In our case the ball had to be lowered to the point where I had to turn the hitch head upside down. So--some day if you have to go to radial trailer tires it may mean some changes may have to be made to your hitch alignments. Submitted by Stanley Baston.

"THEY DON'T MAKE THOSE ANYMORE"

In the process of maintaining our vintage rigs one can occasionally run into enough problems to try the patience of even the most determined (and his wife). This time it is the braking system. The last big one was when the "A" frame bent just before we were to lead a caravan--but that's another story. I'm telling this story because if you have an oldie that has leaf springs and tubular axles and get into brake problems my experience may be of interest to you.

The relative "simple" job of doing the brake job started with installing a complete brake assembly including the backing plate, which was a "price special" at Airstream last year. Turns out that the current backing plates are not compatible with our old drums so off comes the new and on goes the old backing plate and all the brake parts have to be switched over. Not too much fun.

A brake job usually is never complete unless the drums have been turned true, especially when this has not been done for a long time. The instructions I

gave to the brake lathe operator was to "take a light cut, even if he did not take all of the ridges out". When I got the drums back I checked the fit of the new shoes by placing them against the drum. Rather than a perfect fit the shoe rocked back and forth in the drum indicating the drum was a larger radius than shoes, the shop had taken too much off (.081 it turned out). Newer drums have the maximum allowable diameter printed right on them but our old drums don't.

So what if the drums are too big. For one it means that only a little bit of the brake shoe is rubbing against the drum so you get only a little bit of braking -- far too little. So now what. The only answer is to replace the drums. No problem. Oh yes there is -- "they don't make those anymore". The company that made that drum is no longer in business and I could find no one who makes drums that will fit the spindles on the 1957 axles. Actually, the inner diameter of the wheel bearing in the new drums do not fit the spindles on my axle (determined by the bearing numbers stamped on the bearings).

"Now what do I do" --but you have already guessed the answer. Simple, just put a new axle under the trailer and then you can get drums to fit the new axle. Airstream suggests that it might cost around \$800 plus labor to put in a modern axle they use now and that's just a maybe. Hayes Axle quotes a price of around \$75 for an axle that would replace the existing one and they will make one that will fit our narrower old trailers. Also, they make axles that are strong enough to handle the weight of our trailers with single axles.

A local spring shop will recondition the springs, install new bushings etc. and then install the new axle. Then I can do that brake job again back on to the new backing plates. Wonder if we can get the rig on the road in time for the upcoming rally.

The moral of this story is that when they say "they don't make that anymore" there's probably a way out but it might not be fun. Submitted by Stanley Baston.



Membership Application
The Vintage Airstream Club

Please Print.

Last Name _____ FirstName _____

Spouse Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ WBCCI# _____ Unit# _____

Trailer Year _____ Length _____ Model _____ Ser.No. _____

Hobbies, interests _____

Occupation now or before retiring _____

Winter Address _____

To become a member, send this form along with your dues payment of \$7.00 to:

Duane C. Hedahl Treasurer
2225 9th Ave. South
Great Falls MT 59405-2843

Note: If you are not now a member of WBCCI, the Vintage Club will be glad to sponsor you and assist you with the procedure. This is a necessary step before joining the Vintage Club. Expect total costs of about \$45.00 per year. The benefits are too numerous to mention here. Caution.. Joining this club could change your life.