

A VERY interesting letter from member, Harry Thomas, needs no introduction other than to say that he obviously is interested in helping his fellow Airflow-ers:

Dear Bob:

It must be quite a chore to put out the Newsletter every month especially if we members do not pass on information freely and contribute what we can to make your job easier.

I will at this timetry to give a few helpful tips in duplicating some of the parts for the straight 8 motor. This knowledge I gained through reboring my own C-10 and I also had the experience of working for 7 years during the '30's for a wholesale auto parts store.

I purchased my car Jan. 1956 from the original owner. Present milage is about 180,000 miles. The car had its first overhaul job at 119,000 miles and the motor was never torn down again until about three years ago. About 5000 miles on the motor since overhauled. The job turned out wonderfully. I rebored to .040 oversize, installed .001 undersize main and rod bearings, shaft was in fine shape. Did not remove cam shaft.

The crankshaft bearings, timing chain and pistons of the $3\frac{1}{8}$ " diameter are interchangeable on all straight eight Chryslers from 1931 to 1950, except for the larger motor of $3\frac{1}{4}$ " bore which is easily identified at a glance. It has the distributor mounted on top of the head. The pistons from late model flat head $3\frac{1}{8}$ " bore Plymouth and Dodge will also work in any of our Chrysler Airflows, the skirt being slightly shorter. The compression distance, which is the measurement from the center of the wrist pin to the top of the piston, is the same on all L-head Chrysler products. Also, the wrist pin and bushings are the same diameter.

The Thompson-Toledo No on valves to 1939 is S-835 for the exhaust and T-836 for the intake. The head gasket to 1939 is Victor 848. Some of the head gaskets listed for later models will work, but will stick out about $\frac{1}{2}$ " on the left side of the motor. Any one using these gaskets should make sure the water passages match from block to head. Oil pan gaskets are the same to 1950. Since Roy Bowser gave a rather complete list on other gaskets, I won't try to duplicate.

I used a National oil seal #6404 on my overdrive which is for a 1-7/8 shaft; also used in Studebaker overdrive. National 50354 on the timing case. The clutch disc I used was a Borg & Beck CD-575. The pressure assembly can be found in most parts houses as it is used on late model Dodge trucks where an 11" disc is required. Also some parts used on late model Dodge truck is the front wheel cylinders, Wagoner FC-3595 and FC-3596 Master Cylinder kit FC-3613, front hoses FC-4774. I don't have the information on the rear wheels.

The "U" joint for the ~~xxx~~ C-10 and C-17 can be replaced with a Borg Warner #114-352 and I believe this number is good on earlier 128" wheelbase Airflows. The 123" wheelbase C-1 and C-9 uses a smaller joint perhaps the same as DeSoto.

I am trying to secure a list of part numbers for tie rod ends, shackles and kingpins. If I succeed, I will pass the information along. I am in need of a lower drag link end, which I am confident I can secure locally. Bob, if you find any of this information helpful to anyone, you may use it as you see fit. (Harry, any member who doesn't see fit to keep the above information mighty handy to use isn't worthy of being described as an Airflow enthusiast...Bob)

There is something I am very much indebted for, after the thank I received from Maury Apfel through the Newsletter. That is to express my appreciation through the Newsletter for the wonderful treatment I had from Joe Benkert in Monroe, Wisc. last summer. Joe seemed to be overjoyed to be able to help a fellow club member and he sure is a great guy. So far, I haven't been able to repay him. I know he needs a fuel pump for his C-1 Airflow. Also, he would like to have a lithographed book or manual for 1935 Chrysler Airflows. These, I have for my '36 C-10. If any member knows where any of these ~~xxx~~ might be secured, please get in touch with Joe.

Sincerely,

Harry W. Thomas