

Really into restoration on your Airflow? ...then try <<Airflow@yahoogroups.com>>

Airflowers from all around the world are using this website to contact their fellow members and others on their restorations...Have you got questions?

Below is internet dialog between Aussie John Spinks and Yank Jim Lightfoot - - follow along...

John Spinks: Good evening guys, Well I have rejoined the Airflow Club after being AWOL for a few years. The C-9 Coupe restoration is travelling along very well and I will send a few photos over to you guys as the time permits. We have just remanufactured all of the beaver tail below the trunk lid and hopefully this weekend should see it finally welded into place. What a mission it has been as it has taken some three months to make with all of the brackets and supports etc.

Jim Lightfoot: I went out to my sedan and snapped these with my digital camera, then loaded them into my computer and sent them to John that day. Ain't digital photography wunnerful?

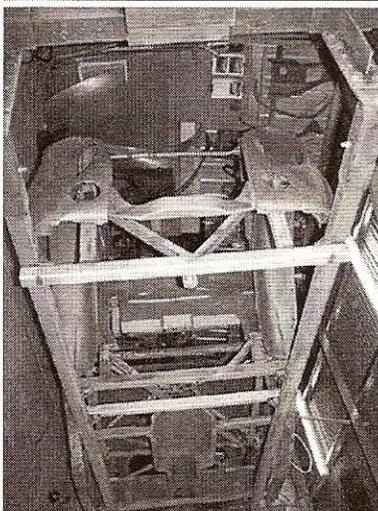
I am trying to attach the seven photos I took of my S-2 sedan trunk (see page 5). Please let me know if they arrive.

I believe that the spare tire deck on the sedan is similar to that in the coupe so I have taken some pictures of my sedan and will send them to you. The deck is half inch plywood with a 4" hole to access the spare tire valve stem. It has an "L" shaped steel edge. That is bolted to a small bracket at the right edge of the trunk lid. There are three other supports, the hinged support that is easy to see and two more struts way in the forward end of the tire space. These are bolted to the plywood and support the front of the platform, while the hinged support and the small bracket at the trunk lid edge.

The latch for the coupe trunk lid is very different from those on the sedans. There is a single latch that has a retracting piece that connects with a receptacle at the bottom of the trunk opening.

I know of one S-2 coupe parts car in Oregon. It belongs to **Steve Lehl**. I have not seen Steve for many years but he may be worth a contact. His coupe had a badly rusted out floor but the trunk deck, brackets and latch may still be there.

I hope this will help you along with your project. Let me know if there is anything else I can help with. If you need more specific information on the C-9 coupe, there is one here in the Los Angeles area that I haven't



seen in about five years. It belongs to **Betty Hickey**. I don't know how difficult it would be to get a look in its trunk but if you need that I will try.

Good to know you are back in the Club.

John Spinks: I found a few minutes to attach a few photographs to show you the extent of the restoration of the coupe. We set up a blasting room in the workshop at home and I needled away for a few months with very low air pressure and garnet grit in my grit blaster and this was the result. The rotating jig was also made at home and it really makes the job easier. Will send more shortly, that is if they are not boring you. Thanks a thousand times over - the information and photos were received this end and I will find them invaluable when I get to this area shortly.

Incidentally if you find a spare 5-minutes in your schedule, do you think it possible to maybe draw the shape (cross section) and dimension the weather seal that surrounds the trunk lid on the coupe? I know your S-2 is not with you but maybe someone over in the USA knows if it is the same section as that used on the C-9 and S-2 sedans

When I find a little spare time I will E-mail a picture of the Coupe to you to show you where we are with it.

As you no doubt know we are in the midst of restoring the C-9 Airflow coupe and am in desperate need of the following information: The coupe is missing the shelf that is fitted over the top of the spare tyre as well as the support brackets to hold the shelf up, along with the bracket that holds the spare tyre to the floor of the trunk. As we have no detail to be able to replicate the above we need either some detailed drawings complete with dimensions of what is supposed to be in this area or a series of photos showing the detail.

I have seen in a few magazines it appears that one of the support brackets would need to hinge out of the way so that you could remove the spare tyre. This then leads me to ask what then supports the shelf at this time particularly if luggage is stored on top of it. What is the shelf made of and was it covered in upholstery etc., etc.

I am aware that you have a S-2 coupe but I would think that seeing the bodies are the same from the windcreens back on both cars

it stands to reason that the C-9 Coupe would have a shelf in the trunk as well as brackets almost identical to yours.

The next question that we have relates to the shape and dimensions of the rubber weather seals that surround the trunk opening on the coupe. Once again, it would be a real bonus to us if you could supply detail for this area along the same lines as the other information.

The last question for the moment is we need a detail of the catch or snib for the trunk lock on the coupe, probably a photo would suffice.

I must thank both **Chuck Cochran** and **Jim Lightfoot** for the assistance that they have given us with samples of weather seals and photos of the inside areas of the trunk etc., that is assuming that the Coupe internals in the trunk area are the same as the Sedans.

Incidentally, can anyone provide me with a detail of how the weather seal is supposed to fit into the recess around the trunk lid as I need to know reasonably urgently so that we can set the gaps and height of the trunk lid up with suitable packers before we find a substitute seal out here in Australia. Wish me luck won't you.

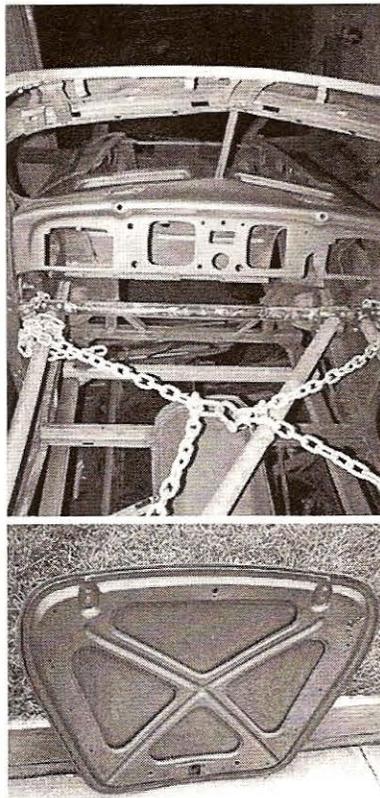
By the way, the weather seal recess has holes every 5" or so around the lower flange and it appears as though the original seal was bolted in ????

The other thing that I need to know is if radial tires are acceptable for the Airflow and if so, what is the recommended size and brand for our C-9 Coupe? We have only just started to see Coker radials here in Australia and the sizes are 7.00 and 7.50R x 16.

Jim Lightfoot: There is ongoing discussion on whether radial tires are proper for the Airflows. Those of us who intend to drive the cars a lot are moving in the direction of radials at least partly because of their superior handling - they tend to roll over the small ridges in the pavement and don't wander.

The sales brochure for the 1936 Chrysler shows 7.00x16 for the 123 inch wheelbase cars (C-9) and 7.50x16 for the 128 inch wheelbase cars (C-10). Both are now available here as radials.

Our editor **Jerry Allstott** has 7.50x16 radials on his C-17 and they look exactly correct. We recently got a set of the equivalent of 7.00x16 whitewalls for member **Bill Burchett's** 1942 Packard 180 sedan. We got a set of six because that car is intended to travel on caravans and has two sidemounts. The metal sidemount covers were a very tight fit but they went on. The tires are slightly fatter than the original 7.00x16s but look correct. They are LT215/85R16 and rated as M+S (mud and snow?) which may account for why the tread is slightly wider. We got them through **The Whitewall Candy Store** in Garden Grove, California, (a suburb of Los Angeles). Their



contacts are: Phone: (714)649-2393, FAX: (714)703-8200, E-mail:

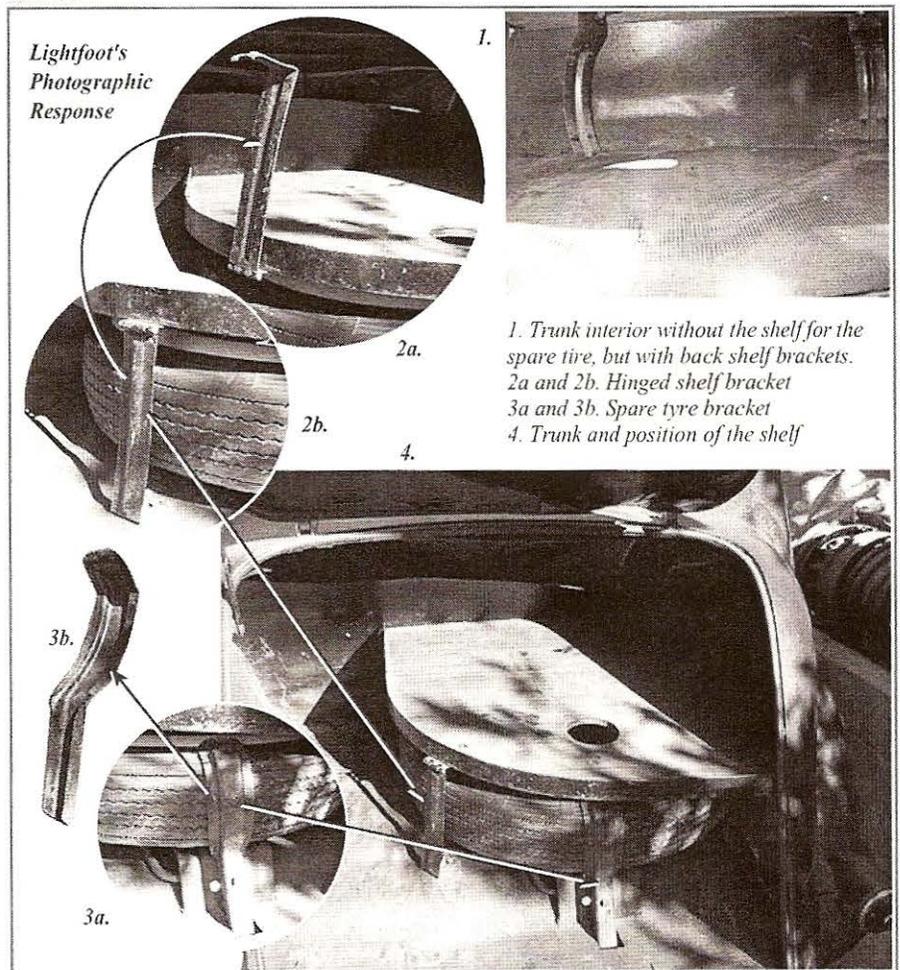
<<www.whitewalltires.com>>.

I also have their tires on my DeSoto but these are too fat. The cross reference they used called for 225/70R16 for my 6.50x16 tires which are correct for the DeSotos. They are wide enough to scrape on the inside of the fender skirts when I turn a corner and the car rolls even a little - marks up the whitewall.

I understand that they now have a new cross reference for a narrower radial that is more nearly correct for the DeSotos.

Good to hear that you are getting along with the C-9. I would hope to see it some time in the future when we come back to Australia. In the meantime, please keep us all informed on your progress.

The five photos sent by John Spinks over the internet to Jim Lightfoot shows the C-9 in its "rotating jig" and the finished welded trunk lid in primer



Lightfoot's Photographic Response

1.

2a.

2b.

4.

3b.

3a.

1. Trunk interior without the shelf for the spare tire, but with back shelf brackets.
2a and 2b. Hinged shelf bracket
3a and 3b. Spare tyre bracket
4. Trunk and position of the shelf