

## Old Gas!

by Doug & Arlene Conran

"Too soon old and too late smart" covers the experience we had when we bought our DeSoto S-2 Airflow. We were in Phoenix for our annual January visit with some friends and the *Barrett Jackson Auctions*. There had been an ad in the *Old Cars Weekly* listing three Airflows for sale in Phoenix. We visited the dealer and he had sold all three. Two had left the area but he thought one had stayed there in the Phoenix Valley.

I checked the local paper and found an ad for a S-2 in Scottsdale. I made the call and went to check out the car and found it to be the same car.

When we arrived, the car was idling smoothly and the owner indicated that it ran a little rough when first started. We took it for a spin and it drove nicely and the big plus, it was a rust

free car! I made the deal, obviously for more than the dealer wanted. We spent almost the entire next day getting some money wired from home. We learned that just because the banks in

Arizona have the same name as in Michigan they don't exactly know each other. When we went to pick up the car it was running again. We drove it the 30 miles plus to Sun City West with no problems and put it in our friend's garage. We did notice that there was an odor around it like fresh paint but didn't give it much thought at the time.

The next day it would not start and it acted like it had no compression. I squirted some *Marvel Mystery* oil in the cylinders

and in a while it started on about two or three cylinders.

Once it warmed up it ran smoothly again so we went for a

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the gas line, rebuilt the fuel pump and carburetor, cleaned out the intake manifold and ports with carburetor cleaner and reassembled the motor again. The car has run flawlessly ever since. If you ever buy a car that has been stored for a long period of time, save yourself the trouble we had. Drain the tank and fuel lines, then clean out the fuel pump and carburetor.

When I removed the head the first time discovered it had been poorly repaired by the number 6 cylinder. I had it pressure tested and it was leaking at the repair. I took it to a friend who had spent a lifetime repairing dies and aluminum castings for the welding. He heated the head in a furnace and welded it in short bursts over a period of time. It was then milled slightly and pressure tested again. It has not caused any trouble in the eight years we have owned the car.

There were a couple boxes of miscellaneous parts with the car and we determined from paper work and invoices that it had been restored in 1978. The Sears Allstate tires also helped date the restoration. It had been to some shows locally, in Minnesota, and had won a Second Junior award at an AACA show in the early 1980s. Apparently the owner died and the car sat for many years before the family sold it. Included with the parts was an SE head. **Norman Stottlemyer** has the head and is using it for a pattern to make new heads. Note his ad in the latest issue of the Newsletter. When he is finished with it, the head will be available.

*Doug & Arlene Conran*