

## EDITORIAL

In a recent phone conversation with Bill Pettit I was shocked to hear he had received only four reservations for the forthcoming meet. He did say Doug Anderson's reservation was in, so we know he will be here. Let's get our reservation ready and mail to avoid the last minute rush.

## RESTORATION HINTS

The following is from member Harry Thomas and was printed in the January 1964 issue. Since some of us are getting our cars in first class condition for the meet this may help us. Member Charlie Russell says to have your brakes in good shape as the Virginia country is quite hilly!

Your editor rebuilt his master cylinder and used part No. 2964 in the Bendix line.

I will at this time try 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 mileage is about 130,000 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 3¼" diameter are interchangeable on all straight eight Chryslers from 1931 to 1950, except for the larger motor of 3½" 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 3¼" 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 ½" 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 No. 6404 on my over-

drive 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 C-10 and C-17 can be replaced with a Borg Warner No. 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.

## WHERE TO GET PARTS

There are hundreds of suppliers of new and used antique auto parts across the country. You'll find them listed in the old-time publications. Here are a few examples of the old parts suppliers.

**AXLES & SHAFTS**—Harry C. Fries, Fries Acres Estate, Prentice, Wisconsin.

**BALL BEARINGS**—Lyman E. Greenlee, Box 1036, Anderson, Indiana.

**BOILERS, STEAM**—Faber-Schneider Radiator Co., 2450 S. Wabash, Chicago 16, Illinois.

**BRAKE LINING**—Pompton Lakes Auto Wreckers, 122-40 Cannon Ball Road, Pompton Lakes, New Jersey.

**BUMPERS & BARS**—Ed Wright, 16 Carnavon Cir., Springfield, Massachusetts.

**CURTAIN BUTTONS**—North Forty Corporation, Alligerville, New York.

**DOOR HANDLES**—Tab, Box 6464, Corpus Christi, Texas.

**EMBLEMS**—Swigart Museum, Museum Park, Huntingdon, Pennsylvania.

**ENGINE PARTS**—A & M PARTS, 1814 S. Grand Avenue, Los Angeles, California.

**FAN BELTS**—Rod McKinnon, Tech. Dept. Gates Rubber Co., Denver, Colorado.

**FENDER WELT**—Burchill Antique Auto Parts, 4150—24th Ave. Port Huron, Michigan.

**FENDERS**—Howell's Antique Car Shop, 1090 Linberg Drive, Beaumont, Texas.

**FUEL PUMPS**—Frank's Muffler Shop, 133 N. Wooster Ave., Dover, Ohio.

**GASKETS**—Bennett's Antique Auto Parts, 3376 Early Avenue, Lima, Ohio.