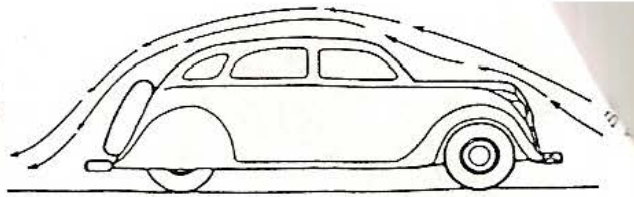


Tricks & Tips



New Engine Mounts

ACA member. John Sanders, of Winnipeg, Manitoba, reports to the "NL" his success of having "new" motor mounts made for his Canadian-built 1934 DeSoto SE sedan. Tom Hannaford, Jr. (also an ACA member), operates ANTIQUE AUTO PARTS CELLAR, P.O.Box 3, South Weymouth, MA 02190. Tom can bond the required new rubber to the steel portion of Airflow engine mounts. He is reported to have other parts and services available to Airflow owners. Write him with a SASE.

Small Motors Rebuilt

In the January '90 "NL", Tom Deneen shared plans with you on how to build a combination body panel welder, generator, and battery charger. Tom's personalized license plate, "TRICITY", identifies him to the old car community in Minnesota as a rebuilder of electric motors for old cars. He can rewind armatures, or fields on the small motors found on heaters, etc. Related repairs involving bearings, bushings, and brushes or whatever is needed to repair the motors. Write to Tom using a SASE. Tom Deneen, 732 Hulett Avenue, Fairbault, MN 55021. Mention ACA.

Some Tips From 1941

ACA member, Pete Wiltgen, of Missoula, Montana, wants to share these "tips" he found in a 1941 "Popular Mechanics". Forty-nine years later, they still seem to be valid.

HEADLIGHT CONTACTS

Spring contacts in lamp sockets can be cleaned with a 1/4" dowel rod on which one end a recess has been cut to hold a dab of valve-grinding compound.

WINDSHIELD WIPER MOTOR AIR LEAKS

Air leakage around the bushing of a worn shaft on a vacuum wiper motor can often be stopped by inserting a bushing made of tinfoil.

TIGHTEN BATTERY CABLES

When a battery is installed in a warm garage, always re-tighten the cable lugs after the temperature of the metal has been reduced to the ambient outdoor temperature. Unless this is done, the cold outdoor temperature may contract the battery clamps creating a poor electrical connection.

STOP BATTERY POST CORROSION

When you install a new battery, heat the battery cable lugs and dip them into chassis grease long enough to allow the grease to penetrate the expanded pores of the metal much better than just applying the grease externally and cold. Good protection against corrosion is assured.



Airflow Restoration Tips

by Jack Biickert

Here are some things I discovered restoring my 1935 Chrysler Airflow Model C-1. For future reference I noted the details in the appropriate section in my Airflow shop manual. I do the same each time an Airflow member submits an important tip in the newsletter because you never know when you will have to fix or replace the same thing down the road. Besides, it is a lot easier to reference your shop manual than it is to hunt through numerous back issues of the Airflow Newsletter for that tip you think you remembered seeing or bugging the Editor about something he can't remember either.

UNIVERSAL JOINTS: An exact fit is available made by Precision. The part number is 344 and a small code 1098050-B. Made in Chicago, Illinois 60618. The cardboard box also has printed on it COOPER Moog Automotive. The best thing about these universal joints is they have a grease nipple in the middle of the joint. Most original ones did not and that is why they wear out. Sopping U-Joints are very hard on the transmission and the rear end. Besides nobody likes that U-Joint "clunk clunk" when they start out.

BRAKE LINE HOSES: There are three on the Airflow. One to each front wheel cylinder and one in the rear which services both rear wheel cylinders. I found RAYBESTOS BH4497 brake hoses are identical to the original ones. The box also had a Bar Code 3099919823. Made in U.S.A. Please note that over time brake line rubber hoses will swell up so much the hole will be pin size and you will not get enough hydraulic brake fluid pressure to your wheel cylinders. This is an ultra-important item to replace on your Airflow.

BATTERY TENDER: Are you constantly recharging your 6-volt battery especially during and after winter storage? Buying a new battery every 3 to 5 years ?? WHY? Get a 6-volt Deltran Battery Tender from Halon Marketing, P.O. Box 72203, Thorndale, PA 19372. Their phone number is (800) 343-9763. Better yet bring up their Web Site <<www.halonmarketing.com>>. This Tender costs \$39.95 plus shipping. It operates on three stages...*initialization, bulk charge, and finally float/maintenance*. It comes with 3-amp fused pig-tail connecting lines and 3-amp fused connector lines to the battery terminal. I have permanently connected mine and when I park the Airflow I have a simple easy to reach connector just under the running board and plug in the Tender to the wall socket. I don't have to remove the front seat cushion, open the battery box and fool around with battery terminal clips any more. You can safely leave the tender hooked up for that extremely low amp float/maintenance charge for months on end. In addition to

having a fully charged battery all year you will extend the life of your battery from 2 to 3 times. No Kidding. How about your golf cart, snow mobile, SeaDo, "riddem" lawnmower, ATV... many are 6-Volt too.

COOLING SYSTEM: I noted all the articles about over heating. HUH ? I have personally had my '35 Airflow in a seriously hot July day parade where I idled through town for over 2-hours with absolutely no overheating. Hill climbed on hot days with no problem. Did you caustic dip your radiator? When you rebuilt the engine did you caustic dip the block and head to make sure every waterjacket gallery and oil gallery where super clean? Using a thermostat greater than 180°

Fahrenheit? Is your oil pressure adjusted correctly on the Adjustor located on left hand (driver side) of the block ? If you have done all of these things and still have over heating then I suggest you install a 6-volt electric pusher fan on the front of the radiator. There is lots of room to put in a really big one and it will blow a "hurricane" volume of air right through a lot of the radiator. These can also be thermostatically controlled to come on automatically.

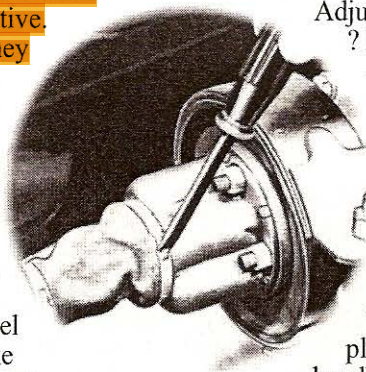
TIRES: I see by advertisements that Coker Tire is now making 16-inch steel-belted radial ply wide white wall tires. Absolutely superior handling, cornering and soft ride and you won't follow ruts in the road anymore.

BODY INSULATION: I glued double sided aluminum blister insulation made by AIRFOYL throughout the entire inside of my Airflow body including inside the doors and trunk with a premium construction wood glue. The exception was I glued a 12-inch square piece of BROWN BREAD acoustical sound dampening material in the centre of each door and two pieces on the inside of the trunk just under the continental kit.

Brown Bread is available at stores that specialize in high quality sound systems for vehicles. My Airflow is very very quiet inside when I drive. The sound dampening material in the doors is marvelous. They close quietly with no real metal clunking. The roof edges inside around the tonneau opening will collect condensation and drip rust droplets onto the back of your headliner. The Airfoyl insulation stops this from happening.

Hope the above helps some of you still restoring your Airflow.

Jack Biickert
Parksville, British Columbia



OLD (and new) RESTORATION HINTS

Just so there's no misunderstanding on the **Jim Hazelwood** sill plates- he does them in both straight ends and curved ends depending on your car: '34's and some '35's had straight, later '35's were curved. Screw holes further up your door sills are a clue. **Bill Butler** checked in from Arlington, TX and his C-2 has cranked up for the first time in the 10-year-plus restoration. He was planning his first drive-test this past Sunday. Bill is always a great source of special tips, such as **Mar-Hyde** is now available at reasonable prices at your neighborhood K-Mart (the stuff that converts rust to a protective coating) and **Quik-Poly** for wood..it will soak right into dry-rotted top bows and make them solid as new; comes from **K-P Distributing** at 314-327-8450. **Norm Stottlemeyer** has sent one of his first three reproduction 8-cylinder manifolds to **David Askey**. David says it looks just like NOS, but one will be down at the National for you or a friend to check out. Thanks to **Bill Short** who writes that he recalls that the Fuller Earth filter removed all the detergent from oil, so it got nixed by Standard Oil in CA, but it does do a great job of breaking in brake linings... It's a pleasure to get those letters!