



The Airflow Forum, this time through the helpful advise of John Spinks, offers more good technical knowhow...this time on armrest repair problems and body bolts

An armrest repair problem...

It has come to light that I am going to have to replace part of the right rear armrest for my '36 C-9 sedan. It's the style with the round, pull out ashtrays. Does anyone know where I might be able to get one?

The wood components seem to be fine, but the problem is with the fiberboard part that conforms with, and attaches to, the wheelwell. Mine has split and broken off along the curve line where the vertical part contacts the curve of the wheel well. Given the nature of the fiberboard, it does not seem feasible to reattach or restore it. It might be possible to fabricate one from lightweight metal and/or fiberglass, but I'd rather keep it original.

Tom Cave

Hi Tom,

I had the same situation with my C-10. Just buy fiberglass mesh cloth, the material used for auto body repair, and fix to both sides with epoxy. It will be stronger than the fiberboard and you will be able to keep the correct contours. This works great.

John Spinks

Getting out those "spinning" and hard to reach body bolts...

I'd like to know if anyone can give me a way to bolt the rear of the body to the frame in the rear. Mine is a coupe and I don't know if the four door would be any different. My problem is

the nut that is inaccessible is spinning (all four). Therefore can't take off or put back on. Will I have to cut the body area out, or is there another way someone else has tackled this.

Red McFadden

Hi Red,

I use a saws-all and slip the blade between the body and the frame and cut it. If that won't work, torch the head of the bolt off, then once body is off you can deal with the nut plate.

Phil Putnam

and a reply from down under...

The body bolts have a domed head with a squared off section under that is supposed to fit into a mating square hole inside the body. If the nut rusts onto the bolt you can betcha that the bolt will turn. My suggestion is to cut the nut off using an angle grinder with a very thin blade in it. You may be able to slice the nut long ways but if everything is turning around then the square end will be kaput so just cut the bolt off at the thread above the nut.

We had to do that with our Coupe and the bolts are a dime a dozen in the local bolt shop. I also found that it was impossible to get into the bolts so as to tack the heads with the MIG welder.

Cheers John Spinks