



Maybe one of these latest tips will help in the restoration of your prize Airflow

Les Fairbanks at <<lessue@parrett.net>> makes a puller for the rear drums. He is a member of the DeSoto Club and has sold quite a few of them. The original factory puller was made by Miller Tool Co. and are hard to find.

Doug Conran - Benton Harbor, MI

The piston rod elbow connection in front of the brake assist is supposed to be covered in a leather wrap with metal eyelets. Where can I find one?

For anyone interested in replacing your old brake boots, I have now taken orders for 18 brake boots for club members. The boots are top quality leather goods from an Italian manufacturer.

Jon Clulow, Pasadena, MD

Contact Jon for specifications at <<jonclulow@juno.com>>.

Lynn Steele makes a rubber replacement boot to fit over the booster pushrod and covers the pushrod as it travels back and forth in the cylinder. It is listed in their Chrysler section.

A suitable headlight adjustment spring, virtually identical to the original ones on the Airflow can be obtained from Fastenal <<www.fastenal.com>>. their part number is 0166701, item #66 compression spring 0.75 OD, 0.08 wire, 2 long.

Tom Cave - Santa Maria, CA

As I work on reconstructing my 1936 Airflow, I'm often distracted by the practicalities of mechanics and historical accuracy. It's easy overlook the secret history involved in each piece of the puzzle. Even the smallest, most humble bit of hardware may have made quite a surprising journey over the years!

I've recently been working with **John Spinks** from Australia on restoring a small pair of rings out of a '36 Airflow gear shift knob that came from a car in Australia. John sent me the rings to get them rechromed in the states. He's done amazing work by making a new knob and restoring the rings and gear shift to their original brilliance. In one piece of correspondence, he imagined something of a timeline, tracing the path taken over the years by these often ignored and invisible elements of the automobile. I thought other Airflow enthusiasts might be interested to read these musings from one of their fellows across the globe.

Jon Clulow, Pasadena, MD

Just think about it for a minute as I compile a little history for you...1936 Rings machined, acid dipped, plated, polished and inserted into a gear knob.

1936 rings traveled 12,000 miles from USA to Aussie in

a gear knob in a car. (Was it a C-9, C-10, Sedan or Coupe, who knows the Secret?) 2006 (70 years later) rings removed in Aussie, acid dipped, de-chromed & polished. 2007 rings traveled 12,000 miles from Aussie to USA by post, acid dipped, polished, re-chromed. 2007 rings traveled 12,000 miles from USA to Aussie by post, re-inserted into replicated gear knob. 2007 rings in knob traveled 12,000 miles from Aussie to USA where the whole shooting match is assembled into a C-10 Airflow that they have never ever seen!!!!!!

All of this is without even considering what mileage they would have covered whilst in a car being driven over Aussie roads. Can you imagine how many times the gearshift would have been handled, how many times it's been pushed, shoved, twisted, turned, patted, lifted, polished, cleaned, abused, etc., etc.? The mind boggles, doesn't it? No wonder they turn up their little black inverted pear-shaped bodies and cry, "Enough, just let me be, just let me rest in peace, and go find another one to suffer for as long as I have!!!"

How 's that for a little thought?

John Spinks, Pakenham, Victoria, Australia

John has mentioned to me that he might be interested in making more of them if there was an interest. Call me or E-mail me if you want to be considered (*no commitment at this time*) for a new knob as pictured. Depending on enough interest, the cost would be somewhere between \$100.00 to \$150.00US.

Jon Clulow, Pasadena MD, Email: <<jclulow1@jhmi.edu>>.



Old gear shift knob

New gear shift knob...what a difference!



Yahoo hosts a forum for ACA member's questions. To access their forum go to <<<http://autos.groups.yahoo.com/groups/Airflows>>>

I phoned a radiator service in Illinois that advertised in Hemming's that they have done the cars in Harrah's collection. He was very familiar with Airflows and instantly knew my problem: A mouse nest in it had left detritus that was plugging the passages. He suggested running dishwasher detergent through it to clean it out.

Stephen Barr, Santa Rosa, CA