

EVOLUTION OF C-1 BUMPER GUARDS. LEFT TO RIGHT -
BROKEN ORIGINAL, WOODEN PATTERN, ROUGH CASTING,
SANDED CASTING, FINISHED & POLISHED GUARD.

Prescription for missing parts...

When I started restoration of my '36 Plymouth and later my C-1 Airflow, both cars lacked similar parts which I could not find. Bumper guards were on the list of missing items. I decided to attempt making the missing parts. In the case of the Plymouth, I had one "sad" guard; for the Airflow I had one-half of a guard. I set out to make patterns for both so I could have them cast in bronze. Later, the foundry suggested I try an aluminum material that could be polished to a "near-chrome" appearance. Once I agreed to using the aluminum, they inspected my patterns and suggested some improvements, which I easily accomplished. These suggestions were to have the guards with solid backs so I merely made the patterns without hollowing out the backs. I first had the Plymouth guard cast. I needed two sets, since I own two '36 Plymouths. The C-1 guards were run later.

Pattern making...

I used the one existing '36 Plymouth guard for a pattern. I heated it and straightened a twist. I removed the mounting stud and filled the back side with "Bondo". I ground the rust pits on the front side and sanded the body filler flush with the guard's edges. For the C-1, I was at a loss for the full shape. I contacted Rev. Wallace Johnson on Camano Island and found that his '35 coupe had a set of guards I could photograph and measure. From this I carved the pattern out of a block of white pine. The results were excellent. Carving may sound difficult, but it wasn't. I first used a bandsaw for the rough shape. Final carving and sanding followed. Once the shape was established, I carefully cut in the grooves on the face of the guard. This was the most difficult step. All cuts must be very smooth. The finished casting will be just like the wooden pattern. Any blemishes will show. In fact, I dropped my pattern on the way to the foundry putting a tiny nick in the face - that nick was on all four castings!

Casting...

The castings were done at a local foundry. It took two weeks. The cost is less when foundry uses such a job as a "filler". The cost was about \$30.00 per guard.

Cleaning and polishing...

The parts came back uncleaned of "flash", etc. I had to first trim off all unwanted material with a sharp modeler's knife and hacksaw. I then set to the task of sanding all surfaces to a smooth, flush finish. I used two types of sanding units for the job. I had a "flap" sanding wheel which works well, but uses a heck of a lot of abrasive strips. The second wheel was from Eastwood Company. It was an "expander wheel" sander. Once the entire guard was cleaned and smoothed, I began polishing. First I

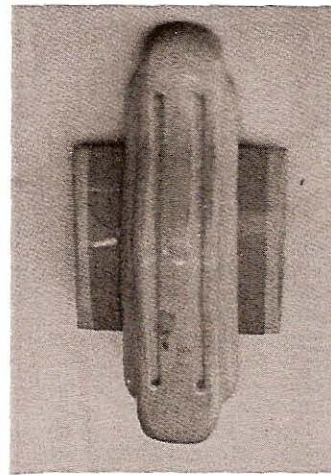
used a cutting compound spiral-sewn cotton wheel to cut away all scratches, I then used a loose section wheel and rouge to "color" the aluminum. Actually, the guards look very good - not the depth of show quality chrome - but very good. Most observers do not notice the guards are polished aluminum.

Installing the stud and mounting on the bumper...

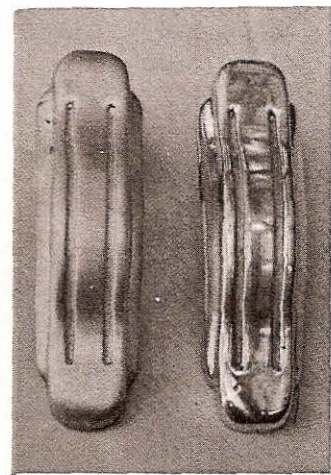
A final step was to drill out the back for a mounting stud. I used a bottom drill to get a flat-bottomed hole and then started the threads with a standard tap and finally cut threads to the bottom with a bottoming tap. A commercial stud from a NAPA store was threaded into the guard using "Loc-tite" to firmly hold the stud in the guard.

Finally, as with a factory unit, I slipped the guards in place and installed them with washers and nuts. If you want the feature grooves painted, use a good grade of enamel such as a pinstriping paint.

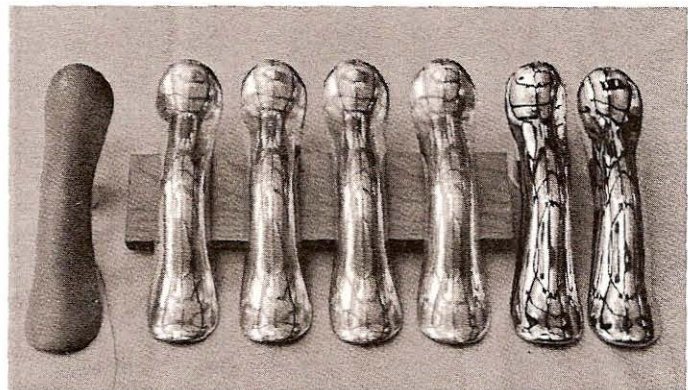
Harold C. "Kit" Carson - Langley, Washington



C-1 GUARD PATTERN OF
WHITE PINE WITH BUMPER
SECTION IN PLACE.



COMPARISON OF ROUGH
CASTING AND FINISHED,
POLISHED GUARD.



1936 PLYMOUTH BUMPER GUARDS. L.to R., PATTERN,
FOUR ALUMINUM GUARDS, TWO CHROMED FACTORY GUARDS.

Stromberg Carburetor Kits

Our Vice-President, Paul Tatman, informs the "NL" that the CLASSIC CAR CLUB OF AMERICA has new Stromberg Carburetor Rebuild Kits w/ Accelerator Pump for \$56.00, postpaid. This kit fits the dual throat carbs used on Chrysler models: CV;CU;C-2; C-3;C-10;C-11;CL;CH;CW;CX. Send your check to: CCCA, Oil Belt Region, 2700 Poplar, Norman, OK 73072 This carb was used on many other 1930's automobiles.