



cause we all have questions!

## Airflow Roof Inserts Discussed

The ex-George Wingrove SG Coupe came to Australia from South Africa in the 1980s.

I carried out a rather quick inspection of this car a few years ago and at that time I thought that whilst it had some rust in it the car would make a pretty solid restoration. I also considered its rarity as it was an original export in right hand drive and further more it is most probably the only one in that configuration in captivity. Also, after checking through the spread sheet register of SG Airflows it falls somewhere very close to the 3rd last SG on record.

I had the opportunity to inspect this car again a few weeks ago with a client that was considering purchasing it. It was proposed that we restore this car back to its original beauty but alas it is now a mess. The rust has spread further into the body it would now be a big dollar restoration. .

To **John Heimerl** and **Jim Lightfoot** it does have a welded in roof section however it doesn't appear to be a '36 roof section leaded in. I cannot see any reference to the insert seal shoulder from the inside. If anything it appears as though the roof section is one piece. The internal roof braces appear to be Airflow but also appear to have been heavily modified when compared to my C-9 Coupe.

Cheers,

*John Spinks, Pakenham, Australia*

John;

As you note, there appears to be no indication that the roof on the Aussie SG Coupe is an insert. My conclusion is that it was indeed welded in but a really good job. In some ways that does not surprise me. There were some excellent craftsmen working on those cars. As far as I know, all of the stampings for the Airflows had a separate roof center section, the '34s and at least most of the '35s with a fabric insert and the '36s and '37s with the metal insert.

Several years ago I visited with a man who was a salesman for steel for the auto industry during the thirties. He told me that the main reason that the Airflows and all other cars of the period had roof inserts was that the rolled steel available at the time was not wide enough to allow a single stamping of the roof section. There were other reasons but this was the real obstacle. It was not until 1935 that GM came out with the "Turret Top" one piece stamping for the roofs of their cars. Chrysler then had to adapt the metal insert for their current Airflow models to compete.

*Jim Lightfoot,, Simi Valley, CA*

## A Hubcap Problem on the Chrysler CY

The Chrysler skins offered in the Club Store do not work on a Canadian produced Chrysler CY because the dome size is different in addition to the diameter size being different. The CY is basically a DeSoto in Chrysler clothing. The same issue applies to the hubcaps on an English Chrysler Croydon SE Airflow produced in England. The caps on the Croydon carry the Chrysler stamping and a 1935 Chrysler Airstream 6 uses the same cap and this is more than likely the same and will fit a Chrysler CY.

I am however not exactly sure if the 1936 Chrysler Airstream cap is the same or not but it is worth investigating. Stay away from the Chrysler Airstream 8 caps as they include the figure 8 embossed over the Chrysler stamping.

Interestingly, the Airstream 8 and 6 caps are the same size and will fit '34 and '35 DeSoto wheels.

*Correspondence between Bud Frazier and John Spinks*

## A message from the Vice President

As you probably all know, our club web site contains the name and contact data of the president and myself as vice president. From this, we both receive some various inquiries during the year which we handle. Lately there has been an increase of requests for various forms of help. As a result of some of these contacts, I decided I should bring a couple of points to your attention.

There are some cars out there that have been sitting unused for some time, and a few of them have been found to have stuck engines. If you have any car that has not been run for a while, or will not be, particularly in higher humidity areas, you should loosen the spark plugs one turn, use compressed air or a tire pump to blow away the loosened dirt, and remove the plugs. Then pour enough oil into the cylinder that it will cover the top of the piston. After a few minutes for the distribution to take place, turn the engine over with the fan a couple of complete revolutions. Reinstall the plugs.

The other point I want to mention is that a couple of Airflows have been purchased by speculators, from widows that "didn't know what to do with them." We have been through this before. This is how cars get sold to some guy in the neighborhood that makes it into a *circus wagon street rod*. So, once again, please make sure that your wife or other estate executors know that if you pass on, they are to contact the club for free help in finding a respecting new home for your Airflow if you don't already have one lined up. When I was at the pre-war swap meet in Oklahoma, there was a pretty nice '35 Chrysler Airflow for sale by someone that didn't even want any help from the club in selling it. I hope it got a good home.

So with that said, now that it is spring, I guess I will get busy readying my SG for this year's impressing the public and our Airflow National Meet in Washington. See you there!

*John Tuthill, Airflow Club of America, VP*