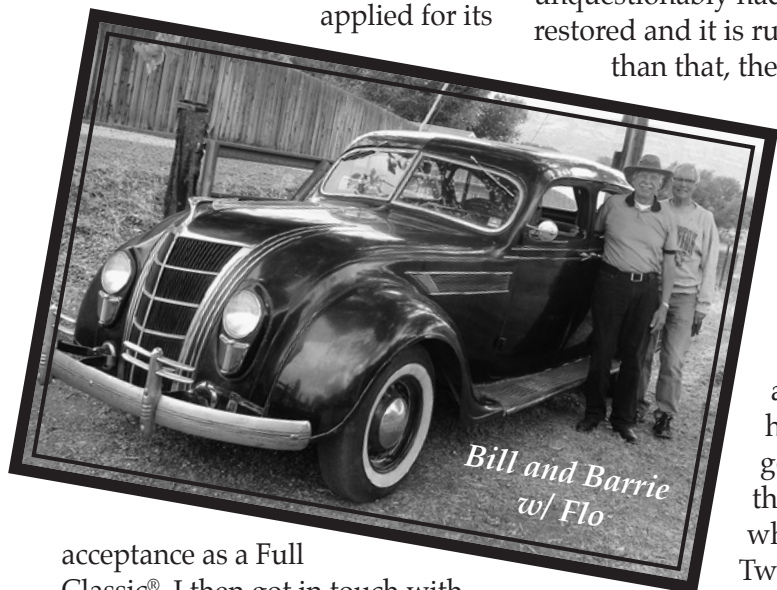


spring I heard that a prominent CCCA member had bought an immaculately restored Airflow Imperial coupe and had applied for its



*Bill and Barrie
w/ Flo*

acceptance as a Full Classic®. I then got in touch with Nick Fintzelburg and we wrote complementary letters from two different angles to the committee and the Classifications Committee approved these great cars.

When I heard this I immediately rejoined the Airflow Club and coincidentally met our PNR member Frank Daly learning he was President of that club. In the second magazine I received was an ad for a '35 CV Imperial sedan – not a '34 like my granddad had, but the same car, big speedometer, chrome seat frames and all, except for a much more attractive grille. The price was very reasonable and as it turned out the car was barely a reasonable Airflow. It belonged to a 91-year-old gent in Grand Junction, CO. He claimed that he bought it in 1962 and in those days used it as his daily driver. He said it was rust-free, all original and ran good, but he was dead set against me trying to drive it back to Seattle. Nevertheless I bought it sight unseen with a commitment from Barrie Hutchinson to take his trailer over and bring it to Seattle if

I paid all the expenses. I flew over and rode back with Barrie.

Well all I can say is that it unquestionably had never been restored and it is rust free. Other than that, there did not

seem to be much that was not worn out. Maybe the overdrive tranny and differential are OK. I have so far gone though the brakes and wheel bearings. Two brake shoes

had linings off the shoes. All wheel cylinders were frozen or nearly so. The rear wheel bearings were all (four) worn out – one even had a roller missing and both rear brakes were full of axle oil. (The front wheel bearings amazingly were all good.) The engine ran OK once I took the carburetor in and had the accelerator pump passage unplugged. It had good oil pressure, no smoke and no overheating. However, it had between poor and no compression – two valves were burned to a crisp and the guides are worn out. So I took it in for an overhaul. The clutch and flywheel are also in for repair.



The Airflow speedometer that Bill was infatuated with as a boy!

Stand by for my future adventures with my old black crow named "Flo."



How often can one get a carburetor rebuilt while you wait?

As most of you know I have been working frantically to get my C2 Airflow in good running condition. At first I thought all I needed to do was free up the brake cylinder and install a new outer wheel bearing and seal at the left rear. As it turned out I had to replace all four rear wheel bearings and the outer seals, reline all eight brake shoes, replace all brake shoe return springs, have all four wheel cylinders and the master cylinder rebuilt -- and of course put all this back together.

I knew the engine took ether to start before it would warm up and idle OK, but when I started to move it the absence of any accelerator pump function told me I could never drive it w/o servicing the carburetor.

I soon found out that Joe's Carburetor in Lynnwood had gone out of business two years ago and that neither NAPA nor Hagen's had a rebuilt unit. Then on the net I discovered "Carburetor Connection*" in Kirkland and I e-mailed them with my info. Alex, the owner, called back and said bring it over and we'll pop the top off & see what's going on. In the afternoon I took the carb (a unit from a '49 Cadillac) off and this morning (Wednesday) I had it at CC at 10:45. After sitting on a stool at the bench while Ed w/ with help from Alex disassembled and blew it all out, Alex found a correct new accelerator pump and Ed put it all back together. The problem was really that the passage from the pump was completely plugged. The old pump itself was not that bad. At 12:15 I was out the door and headed home. I put the unit back on the car and started the car up and the engine runs fine now.

This is a clean very well equipped shop with three bays that specializes in carbs and fuel injection, but will do about anything. They are oriented to high performance and collector cars. I told Alex how super delighted I was on his service and he said I lucked out that they weren't that busy, but in the Summer time it would be different as the place is a zoo then.

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