

Airflow NEWSLETTER



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Come to the Meet!
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OFFICIAL

ACA WEBSITE

www.airflowclub.com

New Members Page Passphrase:
airflows4ever

OTHER AIRFLOW SITES OF INTEREST:

Facebook Chrysler and DeSoto Airflow group and

airflowcars.groups.io

Dedicated to driving, maintaining, restoring, and appreciating Airflow automobiles and trucks, publicizing Airflow innovations and their contributions to the automotive industry, and promoting friendship among our members. The Airflow Newsletter is the official publication of the Airflow Club of America.

OFFICIAL**ACA WEBSITE**

www.airflowclub.com

Members Page Passphrase:
airflows4ever
after 3/15/22: 3musketees

OTHER AIRFLOW SITES OF INTEREST:

Facebook Chrysler and DeSoto
Airflow group and

airflowcars.groups.io

The airflowclub.com Members page password changes March 15 to "3musketees". Board minutes and treasury reports are posted in the Members section.

PRESIDENT'S MESSAGE

I'm writing this column on the first day of March. You probably have received your Airflow Club ballot in the mail by now. PLEASE take a moment, fill it out and return it in the postage-paid envelope. Our club Secretary Kim Forster has done an excellent job to be sure that the conduct of this election meets the requirements of our Bylaws.

The program for our National Meet schedule in Independence, Missouri, in July is outlined in this issue of the ACA Newsletter. The Meet registration forms will be furnished in the May Newsletter issue.

As my C10 restoration project moves forward, I'm reminded of the value of the Airflow Club as a resource for information and Airflow-unique parts. In the final stretch of an Airflow restoration, it's the fine details that have to be correct: what you see and touch when the car is finished. If those things are wrong, the only choices are to live with it or do it over, correctly this time. In addition to these special parts, the amazing Airflow Restorer's Guide that was recently published (after input from many of our members and hours of phone conversations between members who have "been there and done that") helps our members get those details right—the first time.

I was recently asked why the Airflow Club must "invest" our funds in making Chrysler and DeSoto hubcap skins. Shouldn't some vendor be doing this work? Why do WE have to invest in projects like this? The answer is simple: there are no vendors that will make these rare parts specifically required for our Airflows. There just aren't enough Airflows to support a business case. If we want the parts, the Club has to make them. One important reason our Club exists is to offer authentic and correct parts for our Airflows. The Board of Directors oversees and approves all of the expenditures of the Club Store.

As always, our Airflow Club Board of Directors is interested in what you have to say and any of your suggestions. Best wishes for a safe and healthy spring season. See you in Independence in July!

~ David Felderstein

CONTACTS/MEMBERSHIP INFO

The Airflow Club of America Incorporated, founded in June, 1962, is a non-profit organization dedicated to the preservation, restoration, exhibition and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks; the collection, recording, and preservation of Airflow historical data; the dissemination to the public of the story of Airflow contributions to the automotive industry; and the promotion of good fellowship and cooperation among its members.

The AIRFLOW NEWSLETTER is published six times each year. The opinions expressed by contributors do not necessarily reflect the Airflow Club of America's official policy. All manuscripts, articles, letters and ads are subject to being edited.

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NEWSLETTER EDITOR:**

John Boyd

1201 Vista Capitan Dr., El Cajon, CA 92020
858-997-7002 • drjohn96@mac.com

AIRFLOW CLUB OFFICERS

President: David Felderstein, Sacramento, CA 916-206-8958
Vice President: John Boyd, San Diego, CA 858-997-7002
Secretary: Kim Forster, Noblesville, IN 317-440-1646
Treasurer: Linda Wilson, Sanger, CA 559-787-1016

NATIONAL DIRECTORS

John Librenjak, Riverside, CA (2022) 951-788-4678
Jon Clulow, Pasadena, MD (2024) 410-255-2676
Tim McCoy, Orient, Ohio (2026) 614-313-0689

REGIONAL DIRECTORS

Eastern: Norm Mulloy, Paris, Ontario, Canada 519-442-3622
Central: Chandler Smith, Fort Worth, TX 817-889-2335
Western: Phyllis Allstott, Ventura, CA 805-650-3747

CLUB STAFF

Editor: John Boyd, El Cajon, CA 858-997-7002
Mail Records: Barbara Boyd, El Cajon, CA 858-997-7002
Storekeeper: John Librenjak, Riverside, CA 951-788-4678
Newsletter Designer: Linda L. Eberly,
Mount Joy, PA 717-653-5444

MEMBERSHIP INFORMATION

Annual dues for 2022 are \$35 including email delivery of the Airflow Newsletter; \$25 additional for a mailed printed version in the US (\$30 international). **MEMBERSHIP FORM AVAILABLE ON THE ACA WEBSITE.** Make all checks payable to Airflow Club of America. All memberships expire on December 31st. Mail membership requests or renewals to:

Linda Wilson PO Box 935, Sanger, CA 93657
559-787-1016 • braun2848@gmail.com

CHANGE OF ADDRESS: Please send information to:
Barbara Boyd 1201 Vista Capitan Dr., El Cajon, CA 92020
858-774-3195 • baboyd1@me.com

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READER CORRESPONDENCE

Member Stan Kanter contributed this article from the September 6, 2012, SFGATE on-line magazine. It's by Stephen Barr, a previous owner of the SE DeSoto Coupe Stan now owns. Stephen is a former member of the Airflow Club.

My Ride: 1934 DeSoto Airflow Coupe

By Stephen Barr (photos by Stephen Finerty)



My favorite car, a 1934 DeSoto Airflow coupe, has been in my life for almost 30 years now. It wasn't until I restored it in the last five years that I realized how special and

rare it is. The car's design was so futuristic that it really isn't too far out of place in today's traffic, nearly 80 years after it was built!

I first met the car when it was given to my father by my grandfather. He had bought it new from James Waters DeSoto Plymouth on Van Ness Avenue, [San Francisco], which in 1939 became Ellis Brooks Chevrolet. My grandfather, Eugene Barr, carved his initials "EB" on the horn-button, and they're still there today.

We used the car for camping and fishing trips until the late 1940s, and by the early '50s I had taken over maintenance duties. For the next few years I ground valves, shimmed bearings, rebuilt the carburetor and fuel pump and worked on the brakes. My father taught me how to drive in the DeSoto, and with it I obtained my first driver's license. I began scouting around for parts with an idea of rebuilding it sometime in the future.

The car declined over the next few years, however, and by the time I entered the Navy in 1959 the DeSoto was completely out of commission. When I came home three years later, I found that my father had given the DeSoto away! But I had a life to begin - education, marriage and family. Even so, every once in a while, I thought about my old DeSoto. I would look through my father's boat-building diary to find whom he might have given it to, but nothing ever clicked.

In early 2002 I went to an Airflow website and asked, "Has anyone seen this car?" Weeks, then months went by. I began losing hope. Then one evening in November

2002 I received a phone call from Indianapolis from a Mr. Cochran who said, "I think I have your car." I could not believe it! I was blown away, and I asked him to send pictures.

When they arrived, my amazement continued. It still had its last California license plate on it! My old coupe was really in sad shape: it had no engine or running gear - just two axles, a steering gear and a body shell. The bottoms of both doors, the after-deck lid ("trunk" lid in modern cars but spare tire compartment in this one), and hood were pretty well rusted out. The bottoms of the rocker panels were totally gone. Work began early in 2003, and during the five-year restoration I got to know every inch of the DeSoto.

A really wonderful aspect of this car is what its designed capabilities were. It was the first automobile to break Auburn's dominance of speed trials that had been held since WWI.

The Airflow was designed for today's highways, and unlike many vintage cars it can easily keep up with modern traffic. Its construction eliminated the squeaks that plagued many older automobiles, and the DeSoto's aerodynamic design significantly reduced wind noise.

This is quite a rare car; there are no more than a half-dozen restored in existence today. Yet their innovation lives on in many other cars around the world. When this 1934 DeSoto Airflow coupe was rolled out, Ferdinand Porsche finalized his design of the (very similar) Volkswagen Beetle, which became one of the best-selling cars in the world.

While the design fizzled in the United States, Europe and Japan embraced it. Toyota's first car was almost an exact copy of an Airflow sedan, and European makers such as Citroen and Borgward began designing aerodynamic cars with similar characteristics. So even if the original was a flop in the marketplace, its children did very well indeed.



TECHNICAL Tips



cause we all have questions

Operation and Adjustment of Airflow Front Windows

by John Boyd

Some 1935 and almost all 1936 – 1937 Airflows, Chryslers and DeSotos, were equipped with a complex ventilating window system for the front doors. This article describes the capabilities and components of the system. I begin with a description of how the system is intended to work, quoted from the 1934-1936 *DeSoto Master Maintenance Manual*. Troubleshooting tips and basic adjustments are also provided.

OPERATION OF WINDOW REGULATORS

The windows in doors equipped with ventilators may be raised or lowered without raising or lowering the ventilator glass, or both may be moved together. A small lever located at the joint between the ventilator glass and the large window glass, when in the vertical position, disconnects the window lifting mechanism from the ventilator, permitting vertical movement of the large window glass and swinging of the ventilator. When this lever is moved forward to the horizontal position, both glasses are coupled together permitting raising and lowering but only when the ventilator is fully closed. The coupling cannot be accomplished unless the ventilator glass is closed tightly.

REGULATOR COMPONENTS

The ventilator mechanism comprises these parts:

- A. ventilator wing glass and frame
- B. ventilator lower pivot and clutch assembly
- C. ventilating window support
- D. ventilating window aligning bracket
- E. ventilating window operating lever
- F. pivoting hook limiting travel of the vent lever
- G. ventilating window latch tab

If you have had your front door and window system apart, you will have seen these parts.

The vent window frame and glass (A, not shown) are removed by unscrewing the two flathead screws that hold the ventilator wing frame to the pivot at the bottom.

(B) includes the pivot, clutch, and a shaft pressed into the clutch to connect them.

(C) looks like a 1.5-inch length of ½-inch angle mounted in slotted holes near the front inside of the garnish support panel. Its function is to hold down the front of the fully raised ventilating window assembly so that when the sliding glass is lowered alone, the ventilating window cannot tip backward into the window opening. Such a rotation would require the front of the vent frame to rise, or the rear to lower, or both.

The aligning bracket (D), also screwed to the garnish support panel in adjustable slots, supports the rear of the vent frame,



holding it in place when the main window is lowered alone. It also has other functions as outlined below.

Key to the operation of the ventilating window is (E), the operating lever. By means of a metal link from the lever to the clutch, the lever opens and closes the window. It also rotates the outside tab (G) to latch the vent window fully closed. The large hook on the bottom of the lever slips into the rail carrying the main glass and engages a pin, locking the vent assembly and the main window together. This allows them to be raised or lowered as a unit. But the operating lever also interacts with (D), the aligning bracket, and the pivoting hook (F) to form an important interlock that coordinates the operation of the front window assembly.



Notice the raised arc opposite the handle on the lever. When the lever is horizontal, with the vent window completely closed, the arc is nearly vertical. This allows the window assembly to slide past the aligning bracket when it is lowered. When the assembly is raised, closing the window, the pointed “arrow” on the aligning bracket slips through the gaps surrounding the raised arc, confirming that the lever is down and the vent is closed. On the other hand, if the operating lever (E) is raised as shown in the photo, opening the vent window, the arc rests against the flat top of the aligning bracket “arrow”. This holds the rear of the vent assembly up as the main glass is lowered. At the same time, the large hook at the bottom of the operating lever releases the pin in the main glass rail, allowing the main window to drop away while leaving the vent assembly fully raised.

Pivoting hook (F) is held engaged by a small spring, and is disengaged only when the main window is raised fully against the

Tech Tip... (continued)

vent window assembly. Until so disengaged, the spring holds the hook against the raised arc, preventing the vent from being fully closed. When the main window channel pushes up the foot of the pivot, releasing the hook, the vent window can be fully closed. The sequence ensures that the lever's large hook is clear of the main glass rail, ready to lock them together when the vent is closed.

OPERATION

The limitations on window operations mentioned in the previous discussion of components can now be tabulated. Their purposes are clear; for example, to prevent such events as attempting to lower an open vent and thereby damaging paint

Operation	Restriction	Method
Open the vent	Main must be fully closed	Lever (E) drops into the door and becomes inaccessible if the window is not fully raised
With open main, adjust the open vent	Vent cannot and must not be fully closed	Pivoting hook (F) engages lever (E) preventing full vent closure
Close the vent	Main must be fully closed	Pivoting hook (F) restricts lever (E) until main is fully closed
Lower and raise main and vent together	Vent must be fully closed	Lever (E) hook locks vent assembly to main glass rail
Lower main by itself	i. Vent lever must be vertical ii. Vent assembly must remain in place	i. Lever hook (E) is unlocked from main glass carrier ii. Vent support (C) holds down the front and aligning bracket (D) supports the rear at operating lever (E)
Raise main by itself	Vent must be open; lever vertical	Vent had to be open to lower main, and can't be closed until main is fully raised.

ADJUSTMENTS

Only limited adjustments of the front door window systems are provided.

- The ventilating window support (C) should just contact the top of the lower edge of the ventilator assembly frame, so that when the assembly is fully raised, the support blocks upward motion of the frame edge.
- The ventilating window aligning bracket (D) should be adjusted to just contact the lower edge of the operating lever (E) raised arc when the window assembly is fully raised.
- Visually check that rising window assembly easily passes the aligning arrow without contacting the aligning bracket. Confirm that when the window is fully raised, opening the vent brings the raised arc into light contact with the top of the aligning bracket.

CHECKS AND TROUBLESHOOTING

Caution: the left and right-side aligning brackets are not identical in that the aligning "arrow" is not centered between the two mounting screws. Be careful not to interchange the two brackets.

The large hook on the operating lever must be so aligned that it reliably enters the main window glass channel to capture the internal pin. If the hook is bent or improperly aligned, it

might skirt the channel and descend outside, failing to lock the ventilating window to the main window rail.

If the operating lever has been removed (e.g., for rechroming) it might no longer remain properly indexed to the outside vent latch tab. If moreover it has been reattached with a bolt and nut instead of the original rivet, a loose-fitting bolt might allow excessive play in the lever. A symptom of this is the system locking hook on the lever bottom failing to slip inside the main window rail unless the lever is pulled or pushed inward or outward.

If the main glass is cut too tall, when the window is fully raised the main glass rail might not rise sufficiently to open the pivoting hook (F). This will prevent fully closing the vent window.

If the vent assembly is loose, failing to fully close when the operating lever is fully down, the problem is likely due to a worn clutch or an improperly indexed window pivot into the clutch. If you must remove the pivot from the clutch to replace the window rubber, mark the alignment first with a center punch. A suitable puller is recommended to separate the pivot and clutch.

Acknowledgement

John Spinks and especially his detailed, annotated photos were particularly helpful to my learning of how Airflow window mechanisms work during my first Airflow restoration.

WELCOME NEW MEMBERS

Rajat Bhargava and Alexandra Antonioli

3089 Nowitzki Way Apt 3001 Dallas TX 75219
(406) 498-3848 alexandra@antonioli.io
Chrysler 1936 C10 4dr

Joseph and Joan Dionisio

715 Nebula Ct Colorado Springs CO 80906
(719) 200-4285 jtdionisio@gmail.com

John Chris Grady

170 West Circular St Saratoga Springs NY 12866
(518) 583-8914; (518) 421-1321
daytona59@yahoo.com
DeSoto 1936 S2 4dr 5090996

Nick Gregoric

1105 S Hudson St Seattle WA 98108

David Kelly

34 Cardinal Drive Guilford CT 06437
(203) 430-3329 dgkelly@snet.net
Chrysler 1937 C17 4dr

Mike Markin

905 Sussex Drive Eau Claire WI 54703
(715) 829-7733 carsmdm@gmail.com
DeSoto 1935 cpe 5086905

Pete Phillips

PO Box 1247 Leonard TX 75452
(903) 436-2851 pphillips922@gmail.com

William and Kathryn Shepherd

8310 Garden Rd Maumee OH 43537
(567) 277-6215 cadillaclude1@gmail.com

Ken Vatter

366 Future Oak Lane Earlysville VA 22936
(934) 888-3429
kvaTer@yahoo.com

Norm and Lynn VerHage

10484 Riverwalk Drive Holland MI 49424
(616) 772-5081; (616) 403-5074
nverhage5081@charter.net
DeSoto 1934 SE 4dr 5079216 SE12965

Bob Waldman

4802 NE 31st Ave Portland OR 97211
(503) 891-7702 mail@cascadiaclassic.com

David and Mary Lou Wilson

180 Flowers St. Manhattan MT 59741
(406) 579-2443

Roger York

2208 East Grace St Richmond VA 23223
(804) 814-2812 LAHM1887@hotmail.com

READER CORRESPONDENCE

A Fancy S2

Sharp-eyed John Spinks submitted this frame capture from a movie report of Carl Breer and his wife's Airflow tour of Europe. Although they toured in a 1936 C9 Chrysler, Carl is seen here in front of nonstandard S2 DeSoto. Note the '34 Chrysler-style tiered bumper, (probable) turn signal lamps atop the front fenders, and the '34 DeSoto-style headlamp doors. John thinks the car was probably branded a Chrysler as the DeSoto name did not appear in Europe until later.



C10 Coupe Restoration Progress

David Felderstein reports the body work on his C10 coupe is moving along. Here are a couple of recent photos. The deck lid was previously attached with nonstandard hinges, and nuts had been welded to the inside to suit. The redundant nuts have now been removed. Brian Dowdy, body man and painter, holds the Imperial coupe hood in its new Polo Green paint.



TECHNICAL Tips

cause we all have questions



Quick Adjustment of Airflow Straight-Eight Valve Tappet Clearance

by Jon Clulow

Tune-up specifications for all years of Airflow 323 cubic inch eight cylinder engines list a clearance of .006 intake and .008 exhaust hot with all clearances in inches. For each tappet, after setting, one should check again with the next size above the specification to ensure that the setting is not too loose. Although the clearances are stated for a hot engine, many mechanics add .002 to each spec and set the valves cold. This allows for nominal expansion of warm steel parts.

It's important that valve clearances are correct. Valve cooling depends on heat transfer from the valve to the valve seat while the valve is closed, and if clearances are too tight, valve time on the seat is reduced, preventing adequate cooling and resulting in possible burned valves.

For best efficiency in doing the adjustments, rotate the engine to top dead center with both intake and exhaust tappets loose on the number one cylinder. Verify the crankshaft position by checking for alignment of the TDC mark with the timing pointer. This method requires just two rotations of the engine

for a faster adjustment. In the position just achieved, identify the cylinder and the listed tappet or tappets, then check and adjust as necessary:

- # 1 intake & exhaust
- # 2 exhaust
- # 4 intake & exhaust
- # 6 intake & exhaust
- # 7 intake

Next, rotate the engine 360 degrees to TDC with number eight in firing position, making sure both intake and exhaust are loose. Now check these tappets for adjustment.

- # 2 intake
- # 3 intake & exhaust
- # 5 intake & exhaust
- # 7 exhaust
- # 8 intake & exhaust

I hope you can intake all this with ease and not find it too exhausting.

2022 Airflow Club of America 57th National Meet

Sunday, July 10th

We will gather at our host hotel, the Stoney Creek Resort. Registration will be at the Hospitality Room through the day.

We will have our Ice Cream Social at the landmark Clinton's Soda Fountain at 5PM followed by dinner on your own.

Monday, July 11th

Driving our Airflow cars, in the morning, we'll tour the National World War I Museum, the only American museum solely dedicated to preserving the objects, history and personal experiences of a war whose impact still echoes.

Lunch is on your own.

After lunch, we'll drive to and tour the Nelson-Atkins Museum of Art, known for its encyclopedic collection, and its extensive Asian Art collection. When the Airflows arrive, there will be a group photo of the cars and our people using the beautiful Museum façade as a backdrop.

After the Museum tour, there will be time to clean up your Airflow in preparation for the Meet Car Show the next morning, with dinner on your own. Judging sheets will be distributed to the judging teams to give them time to familiarize themselves with the individual judging criteria for each Airflow class.

To end the day, we'll have our Tech Session at 8PM in the hotel.

Tuesday, July 12th

The Airflow Meet Car Show will be at the Uptown Market Building in downtown Independence from 8AM to 2PM. Each of the Airflows will be photographed on their way to the Car Show. A short Judges meeting will be held before the judging starts. Lunch will be on your own. After the car show, the Airflow Club Board of Directors will meet at the hotel at 3:30 PM, followed by the Airflow Club General Meeting at 5PM. To end the day, dinner will be on your own.

Wednesday, July 13th

We will board the tour bus after breakfast at 8:30AM, and be driven to the Armacost Automotive Museum in nearby Grandview, MO, to see their eclectic collection of cars ranging from a 1910 International to a Ferrari Testarossa. Lunch will be at a restaurant to be determined.

The tour bus will proceed to the Kansas City Auto Museum in Olathe, Kansas, which is dedicated to the local auto industry. The bus will return to the hotel, with time to rest until the Buffet Dinner, followed by our traditional Fun and Ugly Auction, featuring our own renowned "Frick and Frack" auctioneers John Librenjak and Chandler Smith, back by popular demand!

Thursday, July 14th

Today is Truman Day in Independence. On your own, tour the Truman Home/Noland Home National Park and the Truman Library, two separate attractions located about a mile apart, in our host city, Independence. We will collect the admission charges for these venues as part of the Meet Registration process. Lunch will be on your own at the noted local restaurant, Vivilore.

There will be time to rest and get ready for the Awards Banquet at our host hotel, the Stoney Creek Hotel, to end our 57th National Meet.

Friday, July 15th

Breakfast, farewells and depart for home.



Y'all Oughtta Come to the Meet

A Note from the Editor



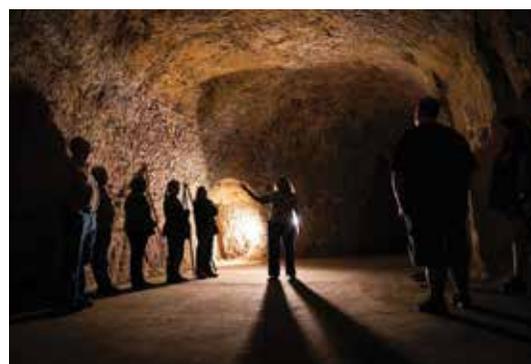
It looks like the “annual” Airflow Club National Meet will actually happen this year! The meet preview, elsewhere in this issue, shows the planned program and Stoney Creek Resort location we have three times postponed. I want to encourage you to come.

Many of our members have yet to attend a national meet. When I joined the club in 2014, there was a planned national meet in Springfield, Missouri, the month I joined. I didn't go. I didn't really know anyone in the Airflow Club—just recognized a few names. I suspected that the Airflow Club was probably full of snooty people who could afford to play with rare cars. I was working on a 1953 DeSoto Fire Dome wagon, and I had already planned to attend the National DeSoto Club meet in Fort Wayne at almost the same time. There were four Airflow DeSotos at that meet, and I met their owners, Red McFadden, John Wagner, Dave Ramsey, and Chuck Cochran. I did not find them to be snooty, and I haven't missed an Airflow Club national meet since.

The next year, 2015, the national meet was held in Bend, Oregon. By then I had bought parts from the Airflow Club Store and gotten to know John Librenjak a bit. He was organizing an Airflow caravan from the LA area to Bend, and he persuaded me to come along. Barbara and I bought a dangerous tow-dolly and drug our newly acquired S2 all 944 miles to Oregon. On the trip we met Tom Prince, John's wife Connie and her parents, and along the way we picked up Jim and Paula Lightfoot and Steve and Linda Wilson. When we got to the meet, we had a great time. Nice place to stay, Oregon sights to see, friendly people, a visit to the Raptor Center and refuge, picnic and Airflow display at Landsbergen's, a technical forum, expert diagnosis of my S2's sick transmission. Airflows and Airflow experts all over the place. What could be better? We resolved to attend another ACA meet.

Jon Clulow and the Eastern Region hosted the 2016 national meet in Timonium, Maryland. We flew to this one, but were mightily impressed with the Western contingent who arrived with dusty, bug-spattered Airflows thousands of miles from home. That trip, which seemed like an absolutely crazy project to me, was nonetheless intriguing. After a bus trip to the Smithsonian Museum, We rode in Chandler's C10 for the Maryland countryside tour, which included a tour of the public television Car Week studio and a venture across the border into Pennsylvania to a restoration shop. Barbara and I missed the Annapolis Yacht Basin tour, but heard enthusiastic reports from that with its seafood lunch.

The following summer, the 2017 meet was planned for the Twin Cities. That's Upper Midwest talk for Minneapolis--St Paul. Dave Felderstein and Phil Putnam planned to



Y'all Oughtta Come to the Meet *(continued)*

drive to it in Airflows, and John Spinks was coming along for the ride. I had bought a survivor '37 Chrysler C17 about 6 months earlier, and with new tires, it seemed like it might be ready to make such a trip. To my surprise, Barbara was encouraging. "Sure, let's do it" encouraging. We



had a bit of car trouble, but what fun! What an adventure! The Cities (yes, it's singular) was much as I remembered it (having grown up in Minnesota from birth to age 16). Lovely party boat dinner on the St Croix River, viewing Morrie's fantastic car collection, the Gangster Tour including Wabash Street caves. William and Marie Hamm's historic home. "From the land of sky-blue waters!" Carpooling across the Wisconsin countryside with Airflow-less friends. And then there was the Airflow afternoon shade-tree workshop, in which Phil Putnam and John Spinks demonstrated how to replace an Airflow rear axle.

The 55th National Meet was held in Chico California in 2018. Our S2 was by then well along in restoration, but it had no floor or headliner, so we trailered it from San Diego. Hosts Putnam, Felderstein, and Wallin had arranged a classic boutique hotel in downtown Chico for us, and Airflowers pretty much filled it up. We saw a functioning winery at an ancient monastery nearby, a Sierra Nevada Brewing Company tour, with lunch, and we spent hours chatting in air-conditioned comfort with friends. By now (actually, by 2017) we knew many of the club members and enjoyed talking cars, projects, families, club prospects – all fun stuff. We met Mark and Hilary Becker for the first time there, also Larry Zamzok from Albuquerque, Rolf Lindblom from Sweden, and several others. What a great group!

Four California Airflows headed to Charlottesville for the 56th national meet. Our drive was pretty uneventful, except for a snow storm while driving across Wyoming near the end of May. The meet hotel was the Darden School of Business Inn at UVA. We enjoyed a fantastic picnic on the lawn at meet host Monte Gingery's, and took along some riders to see James Madison's home and Thomas Jefferson's famous Monticello. There was the usual Fun & Ugly auction, conducted by the persuasive Frick and Frack, auction brothers Librenjak and Chandler Smith. Virginia countryside, Madison and Jefferson homes.



So you can see why we don't miss a meet. Really, YOU ought to be in Independence this summer. You don't have to drive an Airflow to get there – that's entirely optional. But the meet itself is SO worthwhile. I hope you make plans and come. Good idea to reserve your hotel room now. You can cancel later if you must. But don't!



ORDERING INSTRUCTIONS

Items are guaranteed. Prices are subject to change; continual stock is not assured. To order, **mail** or **email** a list of items desired, together with prices, adding 10% (or amount stated) for shipping, to the club Treasurer. Mail payment (**US funds only**) in money order or check **drawn on a US bank** to the club Treasurer. If paying by Paypal, **please add 3% for Paypal fee**. Make checks payable to "The Airflow Club"; or send Paypal payment to airflowclub@icloud.com

Addresses:

LINDA WILSON, TREASURER, ACA

PO Box 935, Sanger, CA 93657. Email braun2848@gmail.com

NEW! 2021 AIRFLOW RESTORER'S GUIDE Restore your airflow to factory correct condition. Extremely useful to the Airflow restorer. \$50.

AIRFLOW CLUB OF AMERICA NEWSLETTERS AVAILABLE ON USB FLASH DRIVE. The current version includes all of the Newsletters from July 1962 through December 2014. Fully searchable by word or phrase, as described in the November 2008 Newsletter. Scanned versions of the Newsletters until 1999. Since then they have been created and archived digitally. \$25 ea.

"THE HISTORY OF THE AIRFLOW CAR" Reprint of the Howard Irwin feature from August 1977 "Scientific American." An excellent piece. \$4.

"CW - THE QUINTESSENTIAL STREAMLINER" 17-page copy of November 1994 "NL" written by Bob Joynt and Beverly Rae Kimes. The story of Airflow Chrysler CW limousines. Read about these giant 146-1/2" wheelbase sedans. \$4.

VIDEO #1 First 3 titles are original 1930's factory films. "Fashioned by Function" - factory promotional: "Trails of Triumph" Harry Hartz at Bonnevillie; "Safety With a Thrill" - 1934 Chicago World's Fair; "Memoirs of an Engineer" - Carl Breer's Biography. "Airflow Development Pictures" from 1986 Chrysler Corp. slide set. 90 min. VHS or DVD only \$20.

VIDEO #2 "A Pictorial History on the Development of the Chrysler Airflow" made by William Z. Breer. 54 minutes. Made by William Breer for the 1996 Ft. Worth, TX National Meet. Record of Carl Breer's work on Airflows. VHS or DVD only \$20.

TECHNICAL FLASH DRIVE USB drive containing revised and extended index of all newsletter tips and technical articles through 2017. Applicable to all 1934 to 1937 Airflow models. Bonus material: 2016 club roster soft copy, a searchable version of the Parts and Service Providers handout, the Airflow Chrysler Body Service Manual, and the Standards of Correctness Requirements Report. Produced by Jon Clulow and John Boyd. \$25.

HISTORICAL CHRYSLER BULLETIN, OCTOBER 1963 This reprint is not 100% correct historically, but reflects Chrysler Corporation's view of the Airflow as of the early 1960's. \$8.

1934 CHRYSLER SHOP MANUAL 140+ pages. \$30. This reprint is 100% flawless in both photos and text. Tremendous reference!

BODY MANUAL Exact reproduction of 1934 Chrysler Manual. Can be used for DeSoto, also. \$20.

OWNER'S MANUALS These seven instruction books are exact reproductions of originals: (1) 1934 DeSoto SE, 95 pages; (2) 1935 Chrysler C-1, 48 pages; (3) 1935 Chrysler C-2, 48 pages; (4) 1936 DeSoto S-2 Manual with owner i.d. card and printed envelope; (5) 1936 Chrysler C-9 Manual; (6) 1936 Chrysler C-10, 48 pages; (7) 1937 Chrysler C-17, 48 pages. \$18 each.

AIRFLOW III DESOTO BROCHURE Over 40 photos in this 24 page reprint of 7" x 9" sales brochure. \$10.

OVERDRIVE SMALL DAMPER SPRINGS reproductions; 4 per overdrive assembly. Fit '34 SE DeSotos and '34 to '37 Chrysler Airflows. Not likely to be reproduced again. \$25 per set + \$2.50 Shipping.

DIVISION WINDOW BARS for Airflow Coupes and Imperials. Fabricated from stainless steel, professionally polished, won't rust. Limited number of reproductions. \$225 per pair plus \$15 shipping.

1936 DESOTO AIRFLOW OR AIR STREAM SPEEDOMETER, GAUGE AND CLOCK FACES - \$150 set.

RUBBER STAMP 1937 Chrysler Airflow C 17 4-dr sedan. \$10.

NAME BUTTON A must for all ACA gatherings. Features Club's logo and your name. Furnish name as you want it on the finished button. \$10.

ACA MYLAR DECALS Red, white, blue. One for window, one for bumper. 3" x 4". \$3 pair.

ACA METAL EMBLEM Club logo in full color on heavy aluminum. 3" x 4-1/2". Specify mounting tab "up" or "down". Use on license plate. \$8.

FIREWALL PLATES For 1934 to 1942 models. Red for Chrysler or black for DeSoto. Specify color. \$7.

HEADLIGHT MOUNTING PADS Fits all Chrysler Airflow models. \$38 pair.

HEEL PADS For driver's side carpeting. Used in Chrysler & DeSoto Airflows. Specify black or brown. \$40.

FRONT BUMPER METAL RINGS for 1935 and 1936 DeSoto and 1935 through 1937 Chrysler Airflows. Made of stainless steel, they fit in the rubber O-rings that the Club Store also sells. The price for the metal rings is \$65.00 a pair plus shipping.

RUBBER BUMPER GROMMETS Fits behind the stainless rings on 1935-1937 models. \$25 pair.

PEDAL PADS Reproductions. Specify black or brown. For clutch and brake pedals. \$25 pair.

GAS PEDAL Reproductions for Airflows & others. Black or brown. \$25.

GEARSHIFT BOOT Reproductions for Airflows & others. Black or brown. \$25

COWL VENT WEATHER STRIP Fits all Airflow DeSotos & Chryslers. \$30 pair.

FRONT DOOR VENT RUBBER SEALS Fits all 1935 to 1937 Airflows. Can modify to fit 1934. \$165 pair.

FRONT DOOR VENT RUBBER SEAL Fits all 1934 Airflows. \$215 pair.

REAR WINDOW RUBBER SEAL Fits windows above trunk on all Airflow models. \$4 per foot.

OUTSIDE RUBBER WINDSHIELD FRAME SEALS For all Airflows. Enough to make one pair. With instructions. \$50.

INSIDE RUBBER WINDSHIELD FRAME SEALS Fits between the frame and the body ridge. Also used on doorsill plates. \$4 per foot.

REAR QUARTER VENT WINDOW RUBBERS Fits these 4-dr sedans Airflows only...CU, C-1, C-9, SE, SG, S-2. \$160 pair.

"ANTI-RATTLE" WINDOW SNUBBERS \$2.00 each.

"ANTI-RATTLE" FENDER SKIRT GROMMETS Set of upper 4 pieces, \$32, or lower 4 pieces \$42.

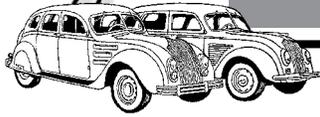
"SERVICE C INSTALLATION NOTES for FACTORY AUTHORIZED PHILCO RADIOS" 17 pages for all Airflow models 1934-1937. \$7.

HOOD PROP SPRINGS for '35, '36, '37 Airflow Chryslers & '35, '36 Airflow DeSotos. Specify right or left. \$10 each.

HUBCAP SKINS for 1934-36 Airflow Chryslers and 1934-35 and 36 DeSotos. These skins were produced in New Zealand by club member David Oliver. Skins are made of brass and properly chrome plated. The cost of each Chrysler and 1934-35 DeSoto hubcap skin is \$135 and does not include shipping. Each 1936 DeSoto hubcap skin is \$140.00. Shipping is billed when skins are shipped to you.

CHRYSLER FUEL PUMP HEAT SHIELD a new item for 2008. Sorry, no shields for DeSoto as yet. Each heat shield only \$20.00.

AIRFLOW REPRODUCTION DECAL Warning decal for Aircleaner and Silencer. Decal #DD617 is for the '34 and '35 Chrysler and '34 - '36 DeSoto. Each decal: \$6.50 plus 50¢ shipping.



TAKING ORDERS: New aluminum cylinder heads for all Chrysler and DeSoto models. Heads made in Ontario, CA; poured from 356 alloy and given a T6 heat treatment; fully machined and ready to install. DeSoto head \$1,900; Chrysler head \$2,100; both plus shipping and insurance. Contact **John Librenjak** for questions or orders at 951-788-4678(home) or 951-880-8985(mobile)



FOR SALE: Reproduction doorsill scuff plates for all Airflows. Since 1987 we've been proud to supply accurate reproductions of the doorsill scuff plates for all Chrysler and De Soto Airflows. Let us know what you need. Current price for sedans is \$US450; coupes are \$US250 – all plus shipping. Prices in effect as long as our supply of blanks lasts. **Jim Hazlewood** 141 Stanley St N, Thamesford Ontario Canada N0M 2M0 519-285-2279; hazlewood@globalserve.net

PATTERNS: I have the foundry patterns for the unique **S2 thermostat housing** (goose neck) and I can also provide the water distribution tube. Contact **Ron Robbel**, rarklr@aol.com

FOR SALE: Stromberg EE22 carburetor fresh professional restoration \$500.00 plus shipping. 443-433-8046 leave message 36airflow@gmail.com



FOR SALE: Reproduction license plate lenses available. I have cast clear resin replacements for these lenses at the request of an ACA member. I can make more to order if you need one. Part No. 619907 is used on SG, CA, CB, CU, CV, CX, C1, C2, and C3. \$75. **owenbillingsley4@gmail.com**



WANTED: Rust free **1934 or 1935 Chrysler Airflow** in correct and presentable driving condition near the Northeast USA. Car should be complete. Repaint, reupholstery, reproduction rubber and filler free rust repair OK. **Jim** 860-670-4501; jgbarnard@aol.com

WANTED: Does anyone have any of the **new reproduction Airflow Club hubcap skins** for a **1935 DeSoto SG** that they aren't going to use? If so, I could use them. Or, does anyone have any really nice '35 SG hubcaps that could be used on a very, very nice car? Let me know please. Contact **Steve Frisbie** 503-260-2224, or email steve@realsteel.com

FOR SALE: 1936 Airflow Chrysler Imperial C-10 in Chugiak, Alaska. \$20,000. Unrestored refurbished original. New brakes. New wiring harness. Wide white radial tires @95%. Shop manual. Rebuildable power brake unit. Some spare parts. Headliner, carpet and upholstery good. Sealed beam conversion, nonoriginal carburetor and manual hand choke installed. New battery. Runs and drives well. Call **Art Isham** at 907-688-3671 or email at isham@gci.net for more pictures and details. I can make arrangements for shipping to the lower 48 states. Selling because I do not need two C-10 Airflows.



FOR SALE: 1935 Chrysler Airflow C-1 Sedan. Rebuilt engine, overdrive & carburetor. NOS ring and pinion. Replaced brake lines & master cylinder. Sealed bearings installed in water pump. Recored radiator. Complete new wiring harness, new safety glass in all windows. 5 new wide whitewall tires & tubes. Replaced exhaust manifold. New vinyl top insert. Complete professionally redone interior. All chrome replated. 5 new seat belts. Includes car cover & manual. \$35,000. Contact **John** 603-490-4033 johnmangan23@gmail.com



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