

# *Airflow* NEWSLETTER



Volume 58 • Number 3

May/June 2019



**Is Your Car Ready for Summer Touring?**

DEDICATED TO THE RESTORATION AND PRESERVATION OF  
CHRYSLER AND DESOTO AIRFLOW MODEL AUTOMOBILES AND  
DODGE AIRFLOW TRUCKS - THEIR RELATED HISTORY AND LORE.  
OFFICIAL PUBLICATION OF THE AIRFLOW CLUB OF AMERICA,  
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## PRESIDENT'S MESSAGE

Warmest greetings Airflowers.

Finally spring has arrived and with it some decent weather for all of us to get our favorite Airflow out, cleaned up, and ready for some touring. In my area, there is an event weekly that can be attended. I especially enjoy the local car show that displays approximately 75 cars, has a DJ playing 50's and 60's music, hosted by a local restaurant. There is plenty of time to see the cars, speak to the owners, and enjoy some good food. When I take my Airflow, it always draws quite a bit of attention. I answer questions about the car and the era in which it was created. This is the most opportune time to solicit membership and give out the tri-fold and let the enthusiasts be part of the car.

Shortly we will be meeting for the **56<sup>th</sup> National Meet** in Charlottesville, Va. This is shaping up to be one of the best ever. The events that have been planned will let us all share some of the history of this country. As a person who has studied American history since my teenage years, I am especially excited and hope all of you will be able to attend.

Once again, I am requesting that each of you continue to make an effort to bring new members into our club. Although we have acquired some new members in the past year, we have also lost some members for various reasons. So, our membership count remains about the same as May 2018. Please don't miss out on any opportunity you encounter to solicit a new member.

See you at the meet!

Until next time,

Tom

## CONTACTS/MEMBERSHIP INFO

The **AIRFLOW CLUB OF AMERICA, INCORPORATED** is a non-profit organization founded in June 1962. The Club is dedicated to the preservation, restoration, exhibition, and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks.

The **AIRFLOW NEWSLETTER**, published six times each year, is the official publication of the Airflow Club of America. 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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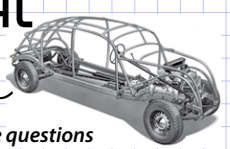
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# TECHNICAL Tips

cause we all have questions



## How I Lowered the Operating Temperature on my Chrysler Airflow

by John Boyd

My C17 has run warm or hot since I first got it in 2017. We drove it from San Diego to St. Paul that summer with only a few boil-overs, but they were a real nuisance. Since then, I've taken several steps to try to deal with it.

- Tried running with distilled water, Water Wetter, and rust inhibitor. Some have reported adequate Chrysler Airflow cooling with this originally recommended summer coolant, but on my car, it boiled easily. I decided I would have to have the higher boiling point of 50/50 antifreeze solution, even though plain water absorbs heat better and may run cooler than 50/50.
- Added a 6v electric radiator fan. This gave no noticeable help, perhaps because the wiring to my fan was not providing the needed full 6 volts.
- New radiator core. I requested the highest capacity core available, but the manufacturer substituted a less efficient core as the cathedral top was "too hard". The new core cooled, if anything, worse than my old, partially blocked original.
- Another new core, this time they did it right: staggered tubes, 6 rows, louvered fins. See the photo for the layout of the core header.
- Rebuilt the engine (it had broken a piston land). I had the block "boiled out" while it was apart.
- Added a 6-blade fan, fabricated by Ernie Petit.
- Pressurized the radiator to raise the boiling point. This involves blocking the internal overflow pipe, braising on a new neck and using a pressure cap. The latter are available in several markings; I chose one marked 10 psi that measures 7 psi. (I no longer trust caps to perform at their marked pressure.)



At this point, the radiator doesn't boil over when I drive up our steep hill, but it's not been hot here yet. Still likes to run at 210°+ at freeway speeds, even at 70° ambient. I chose a 7-psi cap because I didn't fully trust the ability of the old core plugs to hold the pressure. I don't want to lose one and drain the cooling system on the road!

Last week I had it checked out on a chassis dyno in preparation for a caravan to Virginia for the club national meet. It showed peak horsepower at the wheels to be 98, which I was satisfied with. But we found the air-fuel mixture to be over 14, a bit lean. The shop drilled out the jets one size, aiming for low to mid-13s, but they overshot slightly and we wound up at 12, using an .053 drill on its EE-22 carburetor main jets. Later, I found the original jet size in a 1935-1942 Motor's Manual; it was .052. So I decided to leave the richer jets alone. A 100-mile drive up I-5 last weekend showed the engine temp to be 180 to 200° almost all the time, rising to 220° up a long grade at 65-70 mph. (I use an aftermarket temp gauge with a range past 250°.) I think this is good, although in very hot weather and at altitude I still need to be careful.

**My conclusion:** my EE-22 carburetor jets were too lean. Stoichiometric AFR is 14.2 for California E-10 87 octane gas, and you DO NOT want to run an old engine above that (leaner), as heat goes up dangerously with a lean mixture. Backing off on AFR lets the engine run cooler, generate a bit more power, but puts some unburned hydrocarbons out the tailpipe.

**WHAT IS TOO HOT?** My understanding is that you do not want boiling inside the engine because steam is a lousy carrier of heat. Wherever steam is in contact with hot surfaces, very little cooling takes place and things can go bad quickly. So my goal in cooling this engine is to not let it boil. It turns out pressure and coolant mixture both affect BP, and a year ago I did some research on how much each affects B, concluding this:

**At sea level:**

- Unpressurized 50/50, keep coolant below 227°F*
- 7 PSI radiator 50/50, keep coolant below 234°F*

**At 7000' elevation:**

- For unpressurized 50/50, keep coolant temp well below 215°F*
- For 7 psi-g 50/50, keep coolant temp below 222°F*

My recommendation is, if your Chrysler tends to run hot, and if you are convinced the cooling system is in good shape, it's worthwhile to have the driving-speed air-fuel ratio checked. Make sure AFR is well under 13.5. Lean mixtures tend to raise engine operating temperature.

## ACA Dinner, "Big 3 Swap Meet" in San Diego

By David Felderstein, ACA Western Region Director



For more than 30 years, the San Diego's "Big 3 Swap Meet" the third week of February has provided an occasion for western states Airflowers to gather and show off our beautiful cars at the huge swap meet and have a Saturday night dinner together. As we have for many years, we gathered at the renowned Old Town San Diego restaurant, the Casa Guadalajara, for an excellent Mexican food buffet in their private Garden Room.

As always, the central location of the Airflow Club booth spaces provided a great place to show Airflows. This year John and Barbara Boyd's 1936 DeSoto S2 sedan, now restored, and their cross-country champion 1937 Chrysler C17 sedan (just renovated) were on display. Jim and Paula Lightfoot's 1936 DeSoto S2 coupe, driven by daughter Corrine to San Diego from Simi Valley, north of Los Angeles was again on display as well. The swap meet crowd loved seeing these cars and asking the many questions we've come to expect. "Wow!" and "Look at that!" is heard from spectators, along with compliments that our Airflows are the best restored cars at the Meet. Many thanks to the Boyds and the Lightfoots for making the effort to bring their cars.

Overshadowing this year's gathering was news that 2020's "Big 3 Swap Meet" may be the last. This huge annual swap meet is held in the enormous parking lot of SDCCU Stadium, formerly Qualcomm Stadium, in Hotel Circle of San Diego, near the State University. Because the San Diego Chargers,

who played for decades at Qualcomm, have moved to the Los Angeles area, the stadium now lacks a regular team and its future is uncertain. San Diego State University is taking it over. The swap meet will again be held here in 2020, and our traditional booth spots are paid for with ACA-member Aspen Pittman's help.



Attending the Saturday night dinner at Casa Guadalajara, were Chandler Smith, David Felderstein,

Nick Fintzelberg, Linda and Steve Wilson, Paula and Jim Lightfoot, daughter Corrine and husband Darren and son Daryl, Mike and Judy Beach, Bill Rothenbuhler and his daughter and son-in-law Judy and Brillo Licari, Sandy and Gary Grossich, Connie and John Librenjak, Phyllis and Jerry Allstott, John Larson, Tom Prince, John and Barbara and John Boyd, and their son-in-law Mark Rasmussen. Special guests brought by the Boyds were Bob and Pauline Breer Griscom, who shared a wonderful collection of photographs and clippings honoring her former father-in-law, Carl Breer, with the group. What a treat! Thank you again, Pauline and Bob!

# Ocean to Ocean

by Chuck Cochran

A lot of trees have given their lives in the publishing of stories in recent Airflow Newsletters about members who have recently driven coast-to-coast in Airflows. I guess that's a good thing if that's what turns you on. It seems to be what a few of the latest generation of members enjoy, so whatever turns your crank! However, it seems that a lot of those journeys result in meeting rollback truck drivers and parts store employees! Well, I hereby stake my claim to have been the first member to drive from ocean to ocean in an Airflow.

My story begins in 1964 when Char and I, while stationed in South Carolina, decided to attend the first Airflow Meet in Dearborn, Michigan. I took leave from the Air Force to visit at my home in Indiana and incorporate the Airflow Meet in our travels. We figured that we would probably not have a good time at the meet as it would probably be attended by mostly old people in their 40s, 50s, and maybe even in their 60s, heaven forbid! Anyway, we drove our first Airflow, a C-17 sedan, to Dearborn.

Surprisingly, we did have a good time with the old people. The only young attendees were the Patterson's, the Binz's, and us. It was the first time I had ever seen an Airflow coupe. The coupes really turned me on. We both got to ride with Bill and Betty Binz, both now deceased, in their original SG coupe now owned by their surviving son, Riley. We saw the C-9 coupe owned by Chic Kramer from Rhode Island, now owned by Mark Becker. The one that really lit my fire was the S-2 coupe owned by the meet host, Wally Norman. It is now owned by the Beabouts from Illinois and last appeared at the 50th Meet at Fairborn, Ohio. I knew that ultimately I had to have a coupe.

The next year I saw the three coupes in the basement of John McLean in Virginia, but he would not sell any of them. An SE coupe for \$400 was offered for sale in Avon, Connecticut, but Bill Harrah got there first. Then, a C-2 coupe appeared for sale in Morro Bay, Calif. It was owned by a prison guard who offered it for sale for, I think, \$450. I bought it from one picture and a brief description.

How to get it to Charleston, S.C.? I had been stationed with and working for an Air Force pilot, George Middleton, who had recently gotten out of the Air Force to return

to his home in Clovis, Calif. He was a high school shop teacher of mechanical bent who was only too happy to take delivery of the Airflow for me. Incidentally, he joined the California National Guard and became the State Commander, retiring as a Brig. General, now deceased. So, in July 1965, I caught an Air Force flight to California and I got a Greyhound bus to Clovis. The car had a broken spring leaf, so George got the county school bus maintenance garage to make me a new one in one day. I spent a couple of days doing the usual prep things but never could figure out why one high beam headlight would not work. When packed and ready to leave, I discovered a leak in the water outlet on the head which required brazing, so instead of a cool morning departure, it was 105 degrees when I left at noon headed for the desert.

I drove the first 100 miles at 45 MPH but speeded up to 55 MPH when I hit the desert. Oil pressure stayed at 40 pounds and water temperature stayed between 190 and 200. I soon learned that the car did use oil. The pointed oil pressure needle was so accurate that I learned to tell when the engine was one or two quarts low on oil.

I am not going to bore you with every stop I made and whether I ate a hot dog or a hamburger. I drove all night and the next day covering 1100 miles until I stopped at Santa Rosa, New Mexico. I went to a roadhouse with an adjoining motel, had a couple of drinks and dinner, and went to bed. The only significant event was that I lost my one and only high beam headlight. I was driving mostly by the light of the cars ahead of and behind me.

The next day I made 600 miles before stopping at a motel in Mineral Wells, Texas. The following day, things got more exciting. At a five-way intersection in Monroe, Louisiana, the engine raced but the Airflow would not move. The throttle linkage had come apart. I crawled under the hood in stopped traffic and put it back together. Late that night, an oncoming driver who obviously did not see my dim headlights pulled out to pass a semi-trailer truck at very close range. The truck driver turned off his headlights, put on the brakes, and the other driver I think saw me for the very first time after he was already committed to pass. I really thought that I "had bought the farm" and I recall

## Ocean to Ocean continued

thinking that I was going to die in an Airflow. We were only a few yards apart when the oncoming driver whipped back into his lane. I was practically stopped and forced to blindly pull off the road into the darkness; not knowing whether there were trees or guard rails. After midnight, I stopped at a motel in Clinton, Mississippi. I had intended to spend the next night somewhere in Georgia, but the moon was bright and the roads lighter, so I fought fatigue and pressed on home to Charleston, arriving at sun-up.

The coast to coast trip had taken 4 2/3 days or 112 hours and covered 2860 miles. I averaged 16.24 MPG, spent 68.39 for operating expenses, and \$17 for three motel rooms. My goal had been to get the car home for \$100 or less, just as a challenge. Record setting or speed was never a consideration. In later years I considered trying to set a speed record in a DeSoto coupe non-stop with another driver, and I had two volunteers, but it never happened. One died young and the other became disabled. Stupidly, I admit, or maybe naively would be a kinder term, I completed the trip without any tools (not even a screwdriver), jack, credit card, AAA card, or cell phone.

After getting one night of rest at home, Char and I departed the next day for the second National Airflow Meet (1965) at Natural Bridge, Virginia, hosted by Bill Pettit, owner of a museum, now deceased. I considered driving the Airflow, but time did not permit doing the things my pride would have required before displaying it, so we went modern. I guess I missed the "Longest Distance Driven Award."

Four years later, we were transferred to Scott AFB, Illinois, so I trailered the car to Illinois having gotten very little accomplished. There, I dismantled the car and sandblasted everything, but then it came time to go overseas, so I put it in a storage warehouse.

Finally, when I retired the first time in 1978, I trailered it to Ray Jackson in Illinois for a ground-up restoration. In the meantime, of course, I bought other Airflows and I participated in the National Meets as well as AACA and the NCPC and WPC. Ray, unfortunately, underwent a divorce and to his credit took in small repair jobs after hours in order to buy half of his house back and put two kids through college. I was on to another career, so I did not pressure him.

Around 1993, he began concentrating on the Airflow

and finished it. I first showed it at the Stratton Mountain, Vermont, Meet in 1995. It was there that John and Lynn Heimerl rode in it and were inspired to have one of their own, which came to pass. I had hoped to be competitive for the big punch bowl, but it was won by Harry Thomas with his C-10 sedan. I had painted my C-2 sultana sand which was a 1934 color, but Harry had seat covers and power steering. I never figured that out, but I did not complain about the judging because Harry was such a fine likable gentleman. He was a career parts counter man and could recite the replacement mechanical part numbers for Airflows. During Vietnam, Harry said his son was about to get drafted, and asked me for advice. I told him that if he wanted to stay out of the trenches, join the Air Force or the Navy. He did join the Air Force, became an aircraft mechanic, and returned home in four years unscathed. Harry thanked me for that advice every time we met. Eventually, Harry, in his 80s, was killed while working on his tractor when it accidentally started and crushed him. His son, Dennis, who inherited the Airflow, was killed when cutting timber and something fell on him.

In 1996, we were invited to enter the coupe in the Meadow Brook Concours d'Elegance at Auburn Hills, Michigan. We were surprised and overjoyed at the drive-through to be presented with the "Most Significant Chrysler" award by Bob Lutz, President of Chrysler. We later learned that Tom Gayle, Chief Designer, had made the actual selection subject to Lutz's approval. It was great to think that we had beaten the long nosed Imperials of that era as well as all of the Town and Countrys. All of that with no politics involved! Two years later, in 1998, we were again invited to the Concours at the Dodge Mansion, and guess what, amazingly, we again won "Most Significant Chrysler" presented by Bob Lutz and Tom Gayle. I knew then that we would never in our lifetimes be presented with a higher award.

Also in 1998, Char and I drove the coupe to the Airflow Meet in Waterloo, Ontario, Canada; however, I did not enter it in judging for a reason you might not believe. There was an older gentleman in the Club whose name I won't mention who had restored a C-2 sedan. He had bought the wrong car; it was too rough to restore. Then, he got screwed by two different restorers who knew he had money. Finally, when the restoration was finished and he

# Ocean to Ocean *continued*

had more than 100K in it, he never could win higher than a second place. He kept asking me for advice and insisted that I give it a shakedown cruise, which I did. It was a fine car. In a certain magnanimous act, I decided that if I dropped out, he would win first in the 1935 class. Guess what? John Heimerl won first with his SG sedan, and my friend got another second place. He soon sold the car to Oliver Joseph in Illinois and went on to join the Packard Club. Oliver died in a house fire, but I am told that the Airflow remains in the corporation collection. .

After a few more years , I decided that I wanted to go on to other restorations so in 2001, I not only entered the Airflow in the Meadow Brook Concours for the third time but also in the jointly conducted RM Auction. In all my wisdom, I put a \$35,000 reserve on the car. We were pleasantly surprised when the bidding, without any hesitation, went quickly to \$64,000 plus a 10% commission. The new owner was Charles Cawley, the CEO of MBNA America Bank, who had a vast car collection. I did not get to meet him because he did not get out of his large

motorhome, but he sent two lieutenants out to talk to me after the sale. He chose not to enter the Airflow in the Concours the following day but instead to ship it to his home in Delaware that very evening.

After the sale, the C-2 coupe seemingly disappeared. I never saw it at shows nor did I see it mentioned in print. Then, in 2011, it showed up at Meadow Brook again in the RM Auction. It was somewhat worse for wear and was not detailed well. It did not bring as much money as before, but was well bought by Jerry Ball in Texas. If you attended the National Airflow Meet in Hudson, Wisconsin, and went on the tours, you saw it in Maury's Museum. It turned out that Jerry had done some trading with Maury, and Maury ended up with the car.

So that is my story of the first ocean to ocean trip in an Airflow and the Concours awards which I consider the peak of my experience in showing Airflows. It won't get any better than that in my lifetime. Hope you enjoyed the tale. As Major Bowes always said, "Around and around she goes, and where she stops, nobody knows."

## Product Review | *Gano Filter*

by Jon Clulow

I had a recent engine rebuild. I ran a camera through the water-jacket to prove that it was squeaky clean. I didn't want to take any chances with my newly re-cored radiator so I used the temporary Gano Filter. I was very glad I did. The filter replaces the hose from the thermostat housing to the radiator. It has two concave internal filters. Each filter can be easily removed to clean. The idea is to trap all of the debris exiting the engine water jacket and head. I found the filter to be very effective in protecting my radiator, without too much water restriction. I would highly recommend the Gano filter anytime engine rebuilding work was done.



An unusual SG Coupe alongside the Hindenburg. Note spare tire on outside of trunk lid.

**Thanks to John Spinks for this contribution**



After 400 miles this debris was trapped.

# The Albanita Was a Forgotten General Motors Design

By Robert Tate, Automotive Historian and Researcher; Images Courtesy of General Motors; Published 1.30.2019



Harley Earl holding the first model he designed for General Motors (GM Archive)

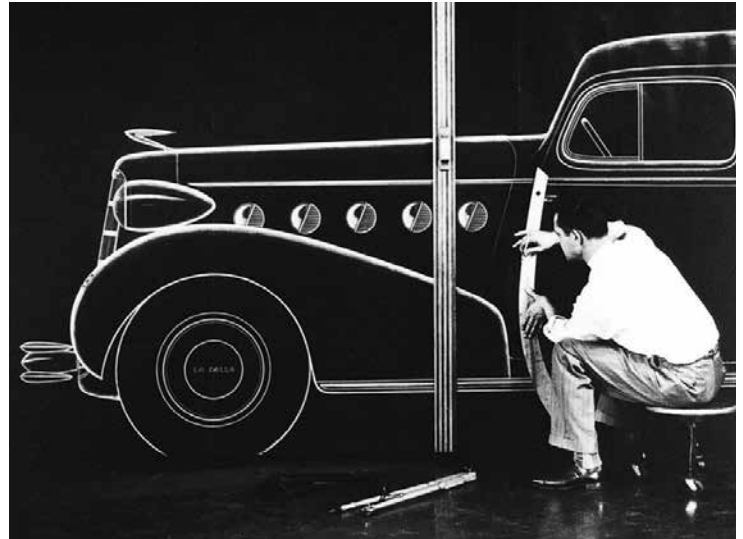
Many years ago, when I used to work for the General Motors Design Center archives, I had an opportunity to check out many interesting archival images. I remember working on the “Driving Style: GM Design’s First Century” book project for the GM Design Tech Center staff. I remember coming across a GM design from the early 1930s which I had never seen before. The automotive images were designs for an idea called the Albanita. I had not heard that much about the Albanita design proposal, however, when I did more research, I found that it had an interesting history.

The Albanita was an experimental design that was built and tested by GM in 1933. Some automotive historians have said it was very similar to the Airflow model produced by Chrysler.

When you look back at GM design history, you must start with Harley Earl and the creation of the company’s “Art and Color Section.” The stylish 1927 Cadillac LaSalle, announced on June 23, 1927 by Alfred P. Sloan, was the first great idea to



1934 Albanita side view (GM Archive)



Designer in Cadillac LaSalle studio 1930s (GM Archive)

come out of Earl’s design department.

The Albanita was also designed under the direction of Earl. Special Interest Autos magazine said the following about the Albanita model: “According to Warren Fitzgerald of GM Styling, the Chrysler people used to hang around GM’s proving grounds in Milford and had seen it, the Albanita going to and from the grounds. And thinking it might be a new Airflow-like car, they rushed their own Airflow into production.”

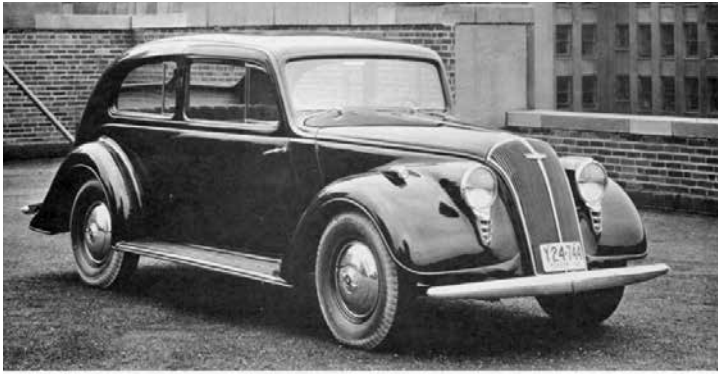
The Albanita used a Ford V-8 engine because a Chevrolet or an Oldsmobile engine did not fit properly inside the design. The Ford clutch and transmission was also used as well.

The Albanita’s chassis and suspension systems were built on the seventh-floor machine area of the GM Research building in Detroit. The final assembly and testing were developed on the eighth floor by GM engineers. Later, it was said that records of the Albanita project design could not be found at GM despite an 11-month search.

The 1937 Chevrolet production models used the grille design copied from the Albanita. The model offered a sloping rear end design that resembled the Chrysler Airflow. My research found that the Albanita designer was anonymous and that General Motors had no plans to manufacture this automotive design proposal.

In conclusion, the Albanita was strictly a design prototype for the chassis and suspension model, which is a part of General Motors great automotive heritage.





Albanita's body designer remains anonymous. GM had no plans to manufacture this car. It was strictly a prototype to test chassis and suspension.

**Albanita!** continued

nowhere. Its general grille shape showed up on the 1937 Chevrolet, but otherwise none of the styling themes passed into production. The Turret Top and No-Draft ventilation system, both of which appear on the Albanita, were already planned for production by that time.

Second and more important, the chassis represented some of GM Engineering's early work on independent suspension systems. They were testing the interdependence of chassis design with suspension and steering design, also the practicality of a monobute (backbone) chassis, its resistance to torsional twisting, plus its general ride and handling characteristics.

The Albanita's single-tube backbone chassis resembled a pipe with a tuning fork at each end. The forward fork carried a V-8 engine and transmission; the rear one cradled the differential. The driveshaft ran through the tube's center, and the tube's inside diameter was 4.75 inches. A king, channel-section steel reinforcement was welded to the bottom of the tube for added strength.

Suspension was independent all around. Initial trials tested equal-length upper and lower wishbones front and rear, with coil springs. The springs, though, proved too short and stiff for comfort, having static deflections of only 2-3 inches front and 4-5 inches in the rear. So the engineers installed Dubonnet cylinders all around. This gave 10 inches' deflection up front and, with modifications, the engi-

neers got about nine at the rear. Axle halfshafts at the rear used Rupp's constant-velocity joints at each end (rubber and Weiss joints were also tried).

Records of the Albanita project aren't to be found at General Motors despite an 11-month search. Most of our information, then, comes from the men involved in this project. We interviewed as many as we could find. Several have passed on, and one (Maurice Olley) died while we were still gathering material. He was too ill to talk when we tried to interview him by telephone a few weeks before his death on Apr. 20, 1972.

Several of the people we talked to mentioned, with no prompting from us, that the Albanita was powered by a Ford V-8. The car was originally supposed to use a small GM V-8, probably an experimental Olds V-8, but this engine didn't work out. So for driving purposes, GM bought and installed a Ford V-8. Presumably the car also kept the Ford clutch and transmission.

The Albanita's chassis and suspension systems were built in the seventh-floor machine shop of the GM Research building in Warren, Detroit. As many standard components were

used as possible. Final assembly and much of the testing went on on the right floor, and the photos shown here were taken on the roof of the same building on Milwaukee Av., across the street from the backside of the GM Building.

The Albanita came at the beginning of an era when GM was headed into independent front suspensions for all its production cars. Alfred P. Sloan, GM's board chairman, had met the French engineer/inventor/brandy magnate Andre Dubonnet in Paris during the late 1920s. Dubonnet convinced Sloan of the importance of independent front suspension to a soft, smooth ride. In the process, Dubonnet also sold GM the patent rights to his own suspension system, which GM installed under 1936 Chevrolets and Pontiacs as "Knee Action." The other GM divisions got wishbone front suspensions (SLA—short and long arm) with coil springs.

At the very time Sloan was negotiating with Dubonnet, E. W. Sealhorn, then chief engineer of Cadillac, hired Maurice Olley away from Buick-Bucon. Olley arrived from England in Nov. 1930. Sealhorn asked Olley to give Cadil-



Our thanks to Warren Fitzgerald, GM Styling; Donald Borland at GM Research; Warren Mich; Carl A. Lindblom, Warren, Hawaii; Joseph H. Kambor, GM Public Relations, Detroit; James F. Brannon, Dearborn, Mich; Ivan Teator, Kettering, Ohio; Fred Davis, Romeo, Mich.; Frank Hershey, Manhattan Beach, Calif.; Maurice Thorne, Westmoreland, Va.; and Philip Pritz, San City, Ariz.

Albanita story by  
Special Interest  
Autos magazine  
Feb March 1973

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*Autos Magazine.*

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**WELCOME  
NEW MEMBERS**

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1934 DeSoto SE 4-door, SE-7020-FDS, SE-9287

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(has 1936 DeSoto S-1 Airstream 4-door)

**James & Ruby Johnson**

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duanebmorgan@hotmail.com  
1936 DeSoto S-2 4-door

**Dale Owen & Susan Staehle**

301 Lombard Avenue  
Racine, WI 53402  
262-639-9793, cell: 414-254-7413  
dosschs@yahoo.com  
No Car

**Tom & Sarah Sterrett**

37645 Paxico Road  
Paxico, KS 66526  
785-636-5173, cell: 785-458-9873  
tds\_3rd\_twin@hotmail.com  
No Car

**Les & Cynthia Willman**

18024 29th Avenue NE  
Lake Forest Park, WA 98155  
206-365-4162  
les.willman@comcast.net  
1935 Chrysler C1 4-door, 6602964, C1-2943

**Passing the Baton...**

As I am sure that many of you know, John Boyd has stepped up and will be the Editor of this Newsletter starting with the next issue. I am extremely grateful to John for assuming this responsibility.

When I took over the Newsletter Editorship seven years ago, I was extremely fortunate that the Board approved the hiring of a professional layout/copy editor and graphics designer. I could not have produced a single Newsletter without the generous and always cheerful help which I received from Linda Eberly. While I was responsible for the content, Linda made it 'look good.' I know that John will appreciate Linda as much as I have over these years. Thanks for making it possible, Linda!

I've enjoyed working on each and every of the last 42 issues of the Newsletter. I appreciate very much the many of you who have contributed in so many ways. Space does not permit a listing of names, but you know who you are and I thank you from the bottom of my heart.

Of course I won't be abandoning the Newsletter; now I'll have the time to complete a number of articles which I've been pondering for quite some time. I hope to help John 'fill the white space' as he has done for me so many times. The Club is very fortunate to have John as the next Editor, and on behalf of all of our Members I thank him for his generous commitment.

Airflowingly,

*Frank*

**ORDERING INFORMATION**

Items guaranteed. **Postage: 10 percent of total order for items shipped to US locations. International member's orders must be paid in USA dollar funds with added money for postage.** Checks must be drawn on a USA bank. Prices are always subject to change. Continuing stock of items not assured. Clearly print your order on plain paper and mail with check or money order, made to "The Airflow Club" to:

DENNIS PITCHFORD, TREASURER, ACA,  
1947 LEIGH AVENUE • SAN JOSE, CA 95124-4524

**STANDARDS OF CORRECTNESS MANUAL** Restore your airflow to factory correct condition. Extremely useful to the airflow restorer. \$15.00

**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 Bonneville; "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.

**1936 DESOTO AIRFLOW OR AIR STREAM SPEEDOMETER GAUGE OR 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. \$5.

**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. \$32 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. \$20 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. \$125 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 ORDER:** 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. Price for DeSoto head is \$1,800; Chrysler head is \$2,000 – both plus shipping and insurance.



Contact **John Librenjak** for questions or orders at 951.788.4678(home) or 951.880-8985(mobile)

**FOR SALE: 1936 DeSoto S2 4 dr.** Complete engine rebuild, new interior, 4 original design wide white-walls, Banjo steering wheel, Radio, Clock, Overdrive, Fog lights. Used once in 2017 and once in 2018. Time for somebody to enjoy it. Complete documentation from the dealer



where the car was sold, to the salesman's name that sold it and the original owner's manual. We are the third owners. Car was used in the movie "Stranger in the Kingdom." Was used on a calendar with a photo taken by world famous Ozzie Sweet. Was also used in parades for a candidate for U.S. President, U.S. Senate, U.S. Congress and a New Hampshire Governor. \$17,900 **Mike & Diana Eaton** Chichester, NH 603-798-4114 or michaelreaton@comcast.net (5/19)

**FOR SALE: 1937 Chrysler Airflow sedan** complete and running. Comes with 1936 C-10 parts car and parts I collected over past 30 plus years. Selling due to age and health and I lost storage for C-10 a few years ago. Every- thing must go. \$17,500 or BO. If interested contact **Keith Waters** at 609-707-3551 or watersrk3@hotmail.com before 9:00 PM Eastern time. (5/19)

**FOR SALE: 1935 DeSoto Airflow Business Coupe**

Only 70 DeSoto Airflow Business Coupes were built and this car is verified by Chrysler Historical. It is the only Business Coupe listed in the Airflow Club of America Roster. It has won both of the top awards from the Airflow Club (Chrysler Trophy and Breer Trophy) while scoring 400 out of 400 points. It has also won an AACA Junior Award. It has the optional Business Coupe Rear Seat Package verified by the build sheet from Chrysler, also radio, spotlight and clock in the rear view mirror. \$115,000 includes a 24 foot Haulmark enclosed car trailer. Contact **Dennis Pitchford** 408-559-7977, e-mail: weluvmopars@juno.com. NDC 1679 (5/19)

**FOR SALE: 1936 DeSoto Airflow S-2 body** on original rolling chassis. No engine or drive train. Suitable for customizing or total restoration. Buyer gets body, 2 doors, 4 fenders, trunk lid, hood, grill, and steering. Non-original wheels. \$3,250 obo. **Chuck Cochran**, ccochran@att.net (5/19)



**FOR SALE: NOS grill for 1936 Chrysler Airflow** models C-9 and C-10. Never been on a car. Shiny chrome. One would have to look very close to find the tiniest of pimples in the chrome. On a scale of 1 to 10, I rate it at 9.75. \$1,250 obo. **Chuck Cochran**, ccochran@att.net (5/19)

**WANTED: Usable parts for 1934 Chrysler CU 4dr** Need not be show or restored as car is a preservation project. Lower front fender and running board trim, grill or pieces of drivers side, front and rear bumper and front bumper brackets, interior dome lights, one taillight lens. Call/text **Britt Estes** 850-933-5148 (1/19)

**FOR SALE: Tool pouches** - copied from an original tool roll found in a '36 Chrysler C9 sedan. \$40.00 + shipping (\$US) Keep your special Airflow tools in their proper place! **Jim Hazlewood**, 141 Stanley St N, Thamesford, Ontario, Canada N0M 2M0; 519-285-2279, hazlewood@globalserve.net (9/18)

**Advertisements will run for TWO issues (four months).**

*Please submit your ads or ad renewals thirty days before the first issue in which you wish the ad to appear.*

**Submit all advertisements IN WRITING via mail or email to the Newsletter Editor, address on page two of each Newsletter.**

**TELEPHONE SUBMITTALS WILL NOT BE ACCEPTED.**

## 10. 'Oh No, Sally Fell Out of the Car Again'



GUARD your children's safety! Dickson Auto-Matic Door Lock keeps rear doors *locked*. Unlocks only when front door is opened. Guaranteed to fit all 4-door sedans. Easily, quickly installed by dealer, service station, or garage. Complete set \$3.95 (cars with rear doors hinged on center posts, \$1 extra). If dealer can't supply, order by mail. *Specify year and make of sedan.* Send \$3.95. Immediate delivery, postpaid.

NEAT  
POSITIVE  
AUTOMATIC



*The invisible door lock that's no larger than a cigarette, yet holds SECURELY.*

*This Can't Happen* WITH  
**DICKSON** AUTO-MATIC  
REAR DOOR LOCK

**DICKSON MFG. CO., INC.**  
812 S. LOGAN ST., MISHAWAKA, IND.



Both photos submitted by John Spinks. Phil Putnam's C-17 is equipped with the safety lock described in the advertisement – it's very clever! A close look at the Airflow on the left side of the lower photo will undoubtedly generate some questions and discussion...  
*Thanks, John!*