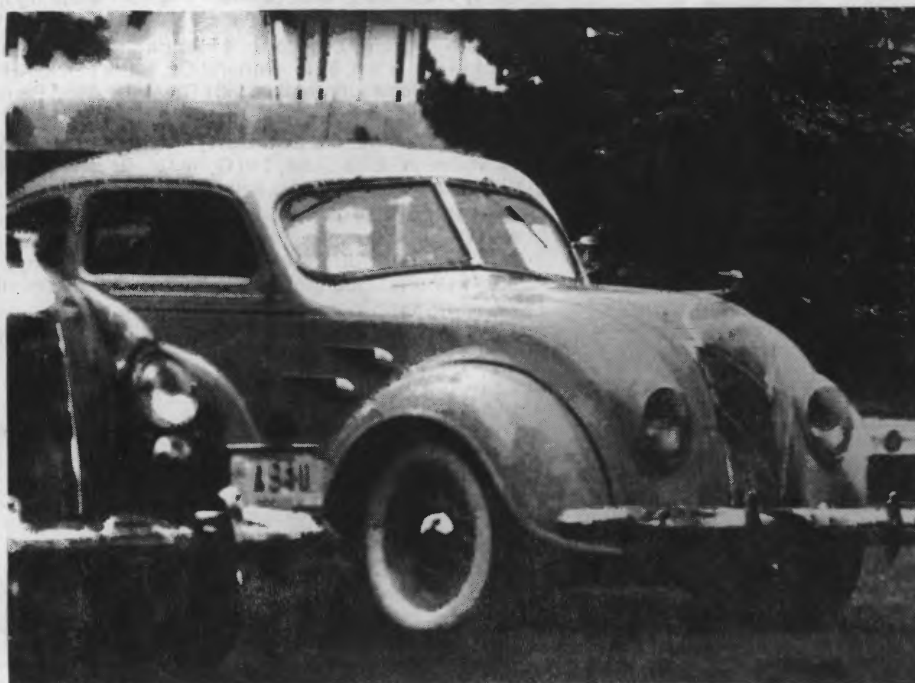


Airflow NEWSLETTER

Volume 19 - Number 7



JOHN JAMISON (1936 DeSoto S-2 Coupe)
1st Place - Best of Show - W.P. Chrysler Award - Ladies Choice





Persons of good character become a member upon submission of their application and payment of the annual dues (Jan 1 thru Dec 31). Memberships dated Nov 1 or after will include the following year.

AIRFLOW NEWSLETTER - Official publication of the Airflow Club of America, Inc., a Non-Profit organization founded June 1962 and dedicated to: preservation, restoration and exhibition of Classic Airflow cars and Airflow Dodge trucks; collection, recording and preservation of Airflow data and material; dissemination of information relative to the Airflow's contributions of the automotive world; the promotion of fellowship and cooperation among Club members.

The Airflow Newsletter is a monthly publication. Opinions expressed by contributors do not necessarily reflect the official policy of the Airflow Club of America, Inc.

CHANGE OF ADDRESS - Copies undeliverable, other mail items and changes of address are to be sent to 6644 Cardinal Lane, Annandale, VA 22003. Return postage guaranteed for undeliverable copies. Send membership requests or renewals to Bill Gordon, 2029 Minoru Dr., Altadena, CA 91001.

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Airflow NEWSLETTER

Official publication of the Airflow Club of America.

AIRFLOW CLUB OF AMERICA, INC.

A non-profit organization founded June 1962. Dedicated to the restoration and preservation of Chrysler and DeSoto Airflow automobiles and Dodge Airflow trucks, their related history and lore.

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Secretary - Robert Milbrand, 4927 Wyoming Ave., Harrisburg, PA 17109

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Edward Patterson, 3974 Planeview, Dayton, OH 45431

Charles Cochran, RR No. 3, Box 329, Shelbyville, IN 46176

Hardy Trolander, 1475 President St., Yellow Springs, OH 45387

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'66-'69 Edward Patterson, 3974 Planeview, Dayton, OH 45431

'69-'71 Charles Cochran, RR No. 3, Box 329, Shelbyville, IN 46176

'72-'74 Johnnie McLean (deceased)

'74-'78 Hardy Trolander, 1475 President St., Yellow Springs, OH 45387



CLUB STORE

ORDERING INFORMATION

All items guaranteed and postpaid. Send check payable to "Airflow Club of America," with your order to: Ron Mitchell, 4636 Midsite Ave., Covina, CA 91722. Additional charges

made for items shipped overseas, due to added mailing costs. Order your requirements without delay: prices are based on current cost to the Club. Continuing availability not guaranteed.

Metal Emblem - Features the Airflow Club of America logo in color on heavy gauge aluminum, 3" x 4 1/2". Specify mount tab up or down. Use on license plate and other, \$3.00 each, PP. New fade resistant.

Firewall Plates - Chry(red) or DeS(black), '34-'42, \$1.50.

Pedal Pads - New reproductions for clutch and brake pedals. Black only \$8.50 pair, PP.

Gas Pedal - New reproduction, for Airflows, and others. Specify black or brown, \$15.00 each.

Gearshift Boot - New reproduction, for Airflows and others. Specify black or brown, \$15.00 each.

Bumper Grommets - New reproductions, for '35, '36, and '37 Airflows, front, \$8.00 pair, PP.

Running Board Mats - For '34 CU and '35 C1. By consignment. (Contact Bill Gordon).

Cowl Vent Weather Strips - Fits all Chry & DeS Airflows, \$12.00 pair.

Name Button - Suitable for all gatherings. Features the Club's emblem and your name. A must for all members, their families and friends. Identifies you and your interest at meets, etc. Furnish name as you want it to appear on button, \$1.00 each, PP.

Rubber Stamp - Features Airflow car as used on the envelopes. Does not include your name and address, \$5.00 each, PP.

Headlight Mounting Pads - Fits Chrysler Airflows. \$15.00 pair, PP.

Service Reference Books - "The Story of the Carburetor", "The ABC's of Hydraulic Brakes", "Brake Shoe Adjustment and Alignment", all are applicable to the Airflow and are detailed factory discussions of diagnosing and correcting problems associated with these functions. \$1.00 each, PP.

Owner's Manual - (Instruction Book) An exact reproduction for '35 Airflow DeS S-G, \$3.50.

"The First Three Thousand" - A listing by state and country of the first three-thousand Chrysler Airflow owners. A reproduction of the limited booklet publication used by Chrysler Corp. during the Airflow period for promotional purposes, \$2.50 each, PP.

Airflow Collectible - 1978 calendar. The first and only Airflow Calendar. Each month pictures (5 x 8) Airflow winners since inception of the Club. Includes each year of Mfg., both DeSoto & Chrysler (but not all body styles). Profits, after expenses, go to Club. Mail \$3.00 check for each calendar to: Editor, R. Case, 6644 Cardinal Lane, Annandale, VA 22003.

Airflow Newsletter - Back issues available at 90¢ each. Some issues are out of print.

Airflow Newsletter - Oct '77 issue containing the "Scientific American" reprint of the outstanding feature, "The History of the Airflow Car" by Howard Irwin, avail. at \$1.50 per copy, PP.

Movie Films - "Fashioned by Function", sound-on-film 16mm @ \$49.95 each or "Trails of Triumph", 16mm sound-on-film, featuring Harry Hartz setting speed and endurance record at Bonneville Salt Flats in an Airflow, \$49.95 each.

Airflow Club Sets Meeting

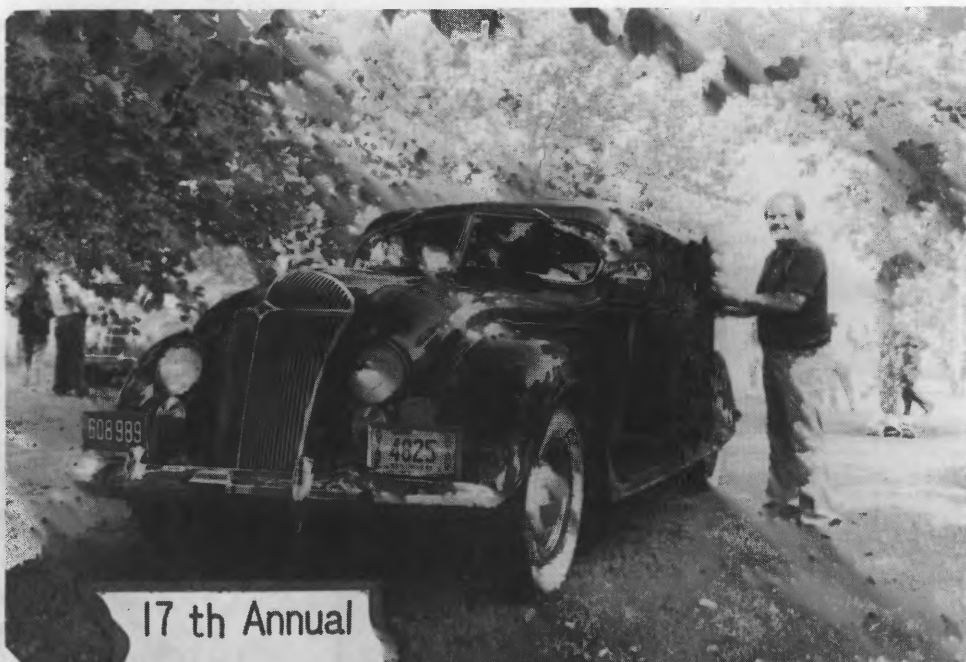
Members of the Airflow Club of America, a group of antique automobile enthusiasts, will be bringing their 1934 to 1937 DeSoto and Chrysler Airflow cars to Champaign June 26-28 for the club's 17th annual national meet.

Members will be driving their cars from as far away as Portland, Ore., and Harrisburg, Pa., according to Chairman Harold Longworth of Urbana. About 25 cars are expected to participate.

The automobiles will be on display in the University of Illinois Assembly Hall parking lot from 10 a.m. to 2 p.m. June 28, when the cars will be judged. Meet headquarters will be the Paradise Inn Motel south of Champaign.

The Airflows were the first production streamlined cars and the first to feature all-steel bodies, automatic overdrive transmissions, automatic choke, hydraulic brakes and six-passenger seating.

About 55,000 Airflows were produced in the model's four-year lifespan, including 30,000 Chryslers and 25,000 DeSotos. Only about 700 are known to remain, with about 400 Airflows belonging to club members.



*Harold Longworth
Meet
Chairman*



ANTIQUE AUTO CLUB. Spectators gathered near the University of Illinois Assembly Hall Saturday to view the judging of about 20 vintage autos owned by members of the Air Flow Club of America. The national club held its 17th annual meeting here Thursday through Saturday, hosted by Harold Longworth.

Chrysler and DeSoto manufactured about 55,000 Air Flow models between 1934 and 1937. The models represented the first autos produced with a streamlined design. Only about 600 of the cars remain, according to club estimates.

News-Gazette Photo By Joe Wilske

WINNERS' CIRCLE



Senior Award
Hardy Trolander



1935 DeSoto 1st Bob Moore



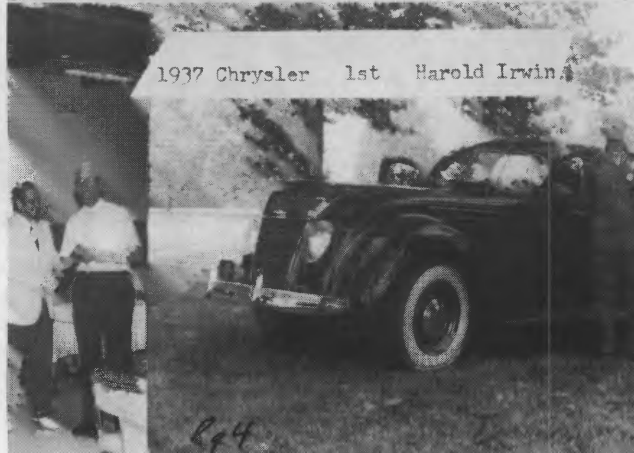
1935 Chrysler 2nd Bob Milbrand



1936 DeSoto 1st John Jamison



1936 Chrysler 2nd Harry Thomas



1937 Chrysler 1st Harold Irwin



1937 Chrysler 2nd Ellen McMartin

JUDGES

1st Row: Char Cochran, Bob Moore, Dick Kwandras
Bob Milbrand and John Jamison

2nd Row: Harold Irwin, Dick Gray, Ellis Claar
Don Mitchell, Gene Thompson and J.K. Miller

1980 Winners of the National Airflow Meet

1934 1st 0
1934 2nd 0
1935 1st Bob Moore DeSoto SG Sedan
1935 2nd Bob Milbrand Chrysler C-2 Sedan
1936 1st John Jamison DeSoto S-2 Coupe
1936 2nd Harry Thomas Chrysler C-10 Sedan
1937 1st Harold Irwin Chrysler C-17 Sedan
1937 2nd Ellen McMartin Chrysler C-17 Sedan

Certificates of Appreciation
Bob Milbrand
John Jamison
Harold Longworth

Senior Award Hardy Trolander 1936 Chrysler C-10 Sedan

Best of Show: John Jamison
Chrysler Award: John Jamison
Ladies Choice: John Jamison

Distance Member Award: Bill Callahan, Atwater Ca.
Distance Driver Award: Bob Moore, Nampa, Idaho
Hard Luck Trophy: Ed Patterson

Pg 5

Distance Award Winner
Bill Callahan, Atwater, Ca.

Distance Driver Award
Bob Moore, Nampa, Idaho

Hard Luck Trophy
Ed Patterson



Frank Kleptz and CW
SUCH TALENT AND PERFECTION



Chuck Cochran "Godfather Car"



Famous Steam Car !!



Bob Joynt '38 Chrys. Imp.

Godfather
Original
Tool Box



Larry DeSenville's Plymouth

SPECIAL INTEREST



Bob Joynt '38 Chry. Imp.



WHAT WAS ?
THE AIRFLOW NATIONAL MEET
WHERE ?
CHAMPAIGN, ILLINOIS
WHEN ?
JUNE 26-28

tten to the MEMBERS by PERSON.

Once upon a time there was and is a village called Savoy, near Urbana, Ill. which is near Champaign, Ill. It was located in among the trees, beautiful corn and Soy Bean fields. In this village was a lovely old inn called Paradise. Many folks have gathered in Paradise, (probably as close as Person will ever get), for many reasons but on June 26, 27 and 28 the gates of Paradise saw people, some quite young in age but all very young in spirit and thought, coming through in Airflow Chryslers, Airflow DeSotos some in Plymouths, Cadillacs and so on and so on. Those Airflows, "Gorgeous pieces of iron." Person has only heard that expression used and is not too attuned to the lingo; after all, person is just a lowly peon trying to get it all together for heaven's sake! Pardon the pun.

All day and half of the night people and cars came from all over these United States to enjoy Paradise. Some came early to get in on that first rung of the ladder-after all it was quite a trip for many.

Person does not understand how Airflow people can stay up half the night outside or in and talk Airflow. Cars, parts, problems and solutions and then be alert the next morning to talk Airflow cars, parts, problems and solutions and on to the final end of three days, still talking Airflow cars, parts, problems and solutions with the parting words, "see you next year" and you guessed it to talk Airflow cars, parts, problems and solutions. This mania has been going on for 17 years and fortunately, Person sees no chance for falter!!

Harold Longworth, host for the 17th, has sent Person a list of names registered. If your name has been omitted an apology to you, Person will do the best possible with what there is.

As this story unfolds, of course, you will note that Person also has big ears and that is sufficient to nab a few juicy bits of info.

Larry and Marsha Allen and Mr. and Mrs. Allen from Lockwood, Mo. will start our journey. Mrs. Allen spotting Marjorie Snell's handbag with an Airflow on it and Person overhearing the following conversation. Mrs. Allen says "Oh, no I wouldn't be able to do that." "Yes, you would" says Marsha. After back and forth banter, Person discovered that Mrs. Allen is an art instructor!! Person also knows there is awfully good food in that Allen home and also knows that Larry about choked when he priced that pitiful Airflow toy at the antique fair. The dealer must have seen the Airflows come to town. Bruce Brennan, we hope you enjoyed!! Person can't be sure on everything- Villa Park, Ill. First Airflow meet, Person is sure of that.

William Callahan and friend (who Person is quite sure is a member now) had some rare stories about pulling trailers. Something about only able to go forward! At any rate great people from Atwater, CA. and they pulled down the yard for coming the longest distance.

Ellis and Gerri Claar comes from Greensburg, PA. Ellis always has that dubious honor of being Chief Judge. Well, Person thinks there was a job well done!

Chuck and Char Cochran and DeAnn (we missed Steve- he's been graduated from HS and out on his own) making the scene with their '35 Chrysler C-2. Did you know this car was used in the movie "Godfather?" Person also knows that the Airflow Monster "steam car" hauled in by Chuck had no engine, no interior and half a hood and that

fortunately or unfortunately committed to an institution before he could finish it. Sorry for the man, but Person knows you must not do this horrible thing to an Airflow!! Person Also learned there was dissention in the Cochran Camp because Chuck had to return for Rich Case's starter and that made them late starting to Paradise from Shelbyville, Ind.

Don and Keota Crane, their first Airflow Meet, came from Kane, Ill. Person was so glad to meet both of them as there has been confusion in the past. Can you believe there are two Don Cranes' in one Club and Person was advised they are not related. They don't look alike either.

Here comes one of Person's favorite stories. Larry and Grayce DeSenville were going to drive their Airflow. A week or so before the Meet their Airflow was hit by a policeman. Person understands the police car was wiped out! Do not tangle with an Airflow - I repeat, DO NOT TANGLE WITH AN AIRFLOW!! They drove their newly finished and gorgeous 1935 Plymouth which is complete with dual sidemounts and added an additional dimension to the Meet. Berwyn, Ill.

Bill and Verda Gordon flew in from Altadena, CA and met up with her Ohio entourage (brother and families). Puzzling Person is Verda and Bob Milbrand comparing "stomach notes." Person knows Verda as the "seller."

Dick and Helen Gray and family included Paradise in their vacation in their recently aquired '36 Chrysler Airflow C-10. Person noticed a generator being replaced and sometimes taking off and putting on screws back and forth with John Jamison's car. Person was so confused and just walked away. Canaseroga, NY.

Charles and Pearl Hutchings made the trip from St. Louis, Mo. Person and Members are so glad Charles is feeling better. Person knows there are dummies all over the place and some dummy kept calling Larry DeSenville as Charles Hutchings. Person didn't know so many dummies were running loose!

Harold and Mildred Irwin never age and, obviously, Mildred never tires. Every time Person looked up, there went Mildred streaking past. Harold's C-17 is really looking great. Rossville, Kansas.

Bob and Shelia Joynt graced the Meet with a 1938 Chrysler Imperial Limo which purportedly belonged to John Kennedy when he was in the Diplomatic service. For you who might not know, Bob is also restoring an Airflow Chrysler CW with '35 trim and Person knows that will be a reality one day. Everyone must encourage these men with huge problems. Batavia, Ill.

Charles Kelly, Person is at a loss. Person throws a tantrum when there is a blank. Hope you enjoyed the meet. ~~XXXXXXXXXX~~ Barrington, Ill.

Frank and Roby Kleptz. What a treat! Roby drove the 1935 DeSoto coupe and Frank hauled the CW Airflow Custom Imperial on which he is doing a frame-up restoration. Guess what, the CW did its share too, it carried an Airflow pedal car inside where it wouldn't get lost. For those of you who might not know, he purchased the CW from Betty McLean in California. This particular car was owned by Major Bowes. Frank plans to restore it to the original, complete with Jade and Crystal. Person and Members personally thank you for your effort. To all, if you are in Terre Haute, Ind. give Frank a call and enjoy those magnificent cars in his museum. You are in for a surprise and a treat.

Person notes a very sleek, trim, healthy looking Dick Kwandras from Cheektowaga, NY. Dick is recovering from heart surgery and that is good for an Airflow meet would not be complete without him. People did miss Gloria. Person will see you, Dick, next year in July.

Jim and Paula Lightfoot and son were planning to "Airflow" but last minute problems ended that plan and they were forced to fly into Michigan, Person thinks, and then they drove madly to the Meet. That little boy who was born prematurely after the Portland Meet, seems to be a healthy,

happy boy! Well, little fellow, Person knows nothing seems to stop Airflowing!

Betty McLean, Downey, CA; and Eunice Molner, Long Beach, CA., flew in to the Meet. Person vows this is the "in" story! Before coming to the Meet both gals were looking for bathing suits. Of course, Eunice says she is looking for one with "a skirt," "a covered top and long legged underwear." She finally found one with a skirt, put it on and started to laugh. Betty, who was in the next fitting room said, "it can't be that bad" came around the corner, peeked and went into hysterics. Person wants to know why that is so funny!! That is no longer the style? Oh well-

Ellen McMartin, friend and son from Milford, MI came to Paradise in their C-17. Person was glad to see them and to learn that she won a prize!!

Robert, Mae and Robin Milbrand cantered at their own speed into Paradise with their traditional stoppings. That's the way to Airflow. Person is such a sleuth! Did you know before Robert and Mae were married, they were motorcycle testers. Person loves it! Harrisburg, PA.

John K. and Marry Miller flew in from Lancaster, CA. Person was pleased to meet both of them and Person and People also want to thank Mary for looking in the local paper and spotting the antique show in the Mall scheduled for Saturday. Saved the gals lives and ruined the guy's pocket books!

D.J. Minor - Kokomo, Ind. Person was indeed happy to meet your aunts and uncles and to know that Christine and "Movie" Minor's car is in your hands. Person saw the pictures of the cars he has restored and you can count on this. Here comes a winner. For you who do not know, Christine, and "Movie" Minor went to Atlanta GA to the Meet - thereafter daughter and sons accompanied "Movie" to the Meets. Both are now deceased - so it is good to see the car stay in the family.

Don and Mary Mitchell have "waited a long time for this moment" when they could drive their C-17. Congrats and Person knows the thrill too. Their family was proud. Coal Valley, Ill.

Ron and Lillian Mitchell flew in from Covina, CA. and Ron and Lillian both enjoyed the antique fair Saturday. Person also knows Lillian is a Botanist and can say all those hard names. WoW!

Bob and Betty Moore drove all the way from Nampa, Idaho and here we come when you tellus. They were winners too. The secret is folks, they plan to host the Meet for 1982 on behalf of the Western Region in Idaho and will be ever so great.

The fountain of youth is apparently at the home of Ed and Linda Pterson, Beaver Creek, OH. Person would think that they could age just a little!! From their house comes a human interest story. They have four children, two in college, two in high school. Linda is in the kitchen and all are home at the same time, each handed Linda their report card - each had all "A"s. Person understands there was a crying Linda, wondering why she had been so blessed!! And do you know, Ed would not stand still until he had installed the replacement starter on Rich Cases' car, that's the one Chuck had brought, remember he turned around and went back after it. More to Patterson's story later. Kind deeds noted in Paradise!!

Don Rice, how did you like the meet? Make it a habit, OK? La Harpe, Ill.

Fred and Kay Reiger! Person and Members were glad to see you. We'll plan to see you next time around and Person understands it's just as well you missed the Caravan!! Ha. Waynesville, OH.

John and Bess Smith, Springfield, VA. were the "Wagon master" and "Mastee" for the Cardinal Division and those who joined later. Person has been given a fairly clear picture of the trek across the mountains and the prairies! Not really, but you know Person has to have a little fun, too. This is how it was told to Person. John and Bess Smith in their gold Cadillac and Rich and Lois Case in their C-9 Airflow left Annandale, VA. Wednesday morn-

Absolutely no problems, "breakfasted" in Breezewood, looked around for more Airflows, none spotted so left merrily on their way. Drove to Wheeling, W VA - arrived about noon and took time to visit the Fostoria outlet. Enjoyed a truly leisurely outing, left about 2:00PM for Columbus, OH where they would spend the night. Took Route 70 and right through Columbus, never did find the motel. What is happening? Jack and Pauline Bryant, McConnellsville, NY. headed for the motel in Columbus to join up with the Caravan - one flaw - no one knew they were coming and after they drove around who knows how long to find this out of the way motel (nobody told Case it was on 270) they stopped and as Pauline described it the car just went "pff" and died. Good fortune did strike. Person was told they had good friends in Columbus who loaned them their mod car to come the rest of the way to the Meet. Person has also learned that Jack has found an original 1937 C-17 with 19,000 miles on the odometer. That makes Person go "Pff" Now listen to this. Bryan and Edith Russell had flown to Quakertown, PA to pick up the 1935 DeSoto which they had bought from John Kern. They drove to the motel in Columbus and discovered no Airflows!! How is all of this grabbing you? Lots more to come!! By this time the original caravan was now down to Springfield, OH which is just out of Dayton - so at 8:00 pm it pulled into a motel and it also went "Pff" from exhaustion and confusion.

Thursday morning the caravan met Trolanders and Pattersons outside of Dayton and started for Urbana. Well now the first fly in the ointment - that Cadillac likes Texaco gas - hey, Person was told that presented the first problem; folks in that tiny town must have thought the Mafia had arrived. Cases ignoring the leading question from Gene Trolander at breakfast "do you want Hardy to lead you through Indianapolis?" Faint heart and faith said "No, John can do it." John did it but lost Rich and Lois at a non-maneuverable junction. Person understands they went on and finally connected up with their right road and were the first of the caravan to be in Paradise because they had been going between 70 and 80 trying to catch the phantom Pattersons and John and Bess were going 80 trying to catch Case and Hardy and Gene were waiting for somebody, namely Cases, at the junction. Had enough? Shucks there's more. Case chases Pattersons. Patterson is having car trouble, pulled off to try and remedy the problem - Smith chasing Case - catches Case - Case passes Smith and goes on in - Smith comes on in - Trolander spots an Airflow - well, remember the Russells' - that's who!! They come on in - Trolander passes by Pattersons - Linda is waving for help - Trolander thinks she's friendly - Trolander goes on in Patterson's car is dead. A call to Hardy and he brings Pattersons on in about 8:30 pm. About 10:30 Bryants come in! Caravaning is such fun!!! The Russell's home is Cheyenne Wyoming. They drove on to the southern states after the Meet and then on home!! Person is so tired.

Person is so glad to be back with the same people. Glen and Alice Snagel made it to the Meet - it was great meeting both of them. They are from Evanston, Ill. We want you to enjoy the Club and the people. It and they are both great.

Don and Ruth Seeley flew in from Seattle, WA. They are charmers all of the way. Person wishes to be just like them. Thanks for coming

Ed and Marjorie Snell are always there and always helpful. Their news: The 1981 Meet will probably be held in Kansas and will be July 21, 22 and 23 which is a tues., wed., and thurs. So make your plans now. Person really hates to tell this about Ed, but he bought a new Buick to come to the Meet. During the Meet it was in the garage whole time being repaired for the return trip!! Ed, is there someone in Paradise trying to tell you something? (FOR SHOW & GO, DRIVE AN AIRFLOW)

(continued pg 7-9)

BEAUTIFUL PEOPLE AND BEAUTIFUL CARS



Entrance to Paradise
First and last chance!



Caravan to Lake of Woods
Mahomet Botanical Gardens



John and Bess Smith in the Garden



Thomas, Bryant, Case, Mitchell



Banquet Time



Officers: Jamison's, Gordon's
Milbrand's and Mitchell's Table



Rich and Lois receiving plaque



The "SCHOLASTICS"
Barbershop Quartet
with Harold Longworth

Pg 7-8



Herman and June Spacek and family from Centralia, Kansas. Person hopes they all enjoyed this Meet and in 1981 the Meet again will be centrally located. Person hopes you-all are swamped with people and cars.

Harry Thomas, Arnold, PA drove that great 1936 C-10 Chrysler. For you who don't know, Harry is one of the very earliest members of the Club and is a devoted Airflow Man.

The Marvin Fagers - Person was fortunate to meet them and we are sorry they could not stay for the banquet. Muncie, Ind.

David Oakes - Person is having another tantrum. Can't dig up any dirt. Just hope you enjoyed the Meet. Vandalia OH.

The Wayne Witts and their waiting guests. Person is treading how, the Beelers? forgive if not so - Catch the fever, Person sees youth! Club needs youth!! TENNESSEE

Hardy and Gene Trolander from Yellow Springs, OH. Person is rather in awe of Hardy, but Person will see to it that Gene and Rich Case will not sit close together at the banquet again or the ERA will be in for quite a jolt!!

Gordon and Julie Koester are young new members but certainly have been exposed to the Airflow disease, she is John and Rose Jamisons' daughter.

Gene and Crystal Thompson. Whatever happened? you two didn't have any trouble with your Airflow this time!! Usually, Gene has had to spend 1-2 days under the car for whatever reason to remedy problems so they could get home. Congratulations! However, a tornado in January severely damaged the garage which housed many cars and just missed their lovely home. Person asks, a tornado in January, in Colorado with snow on the ground, is that possible? Must be, Person is exhausted.

John and Rose Jamison took the whole "schmear" with their 1936 DeSoto S-2 coupe. Person hesitates, but the devil made the move - Paradise or not!! In his acceptance and thank you speech he told Rose "Now I'll be able to spend more time in bed." Person can only assume he meant he would be able to get more sleep! Oh hmmm! Arkport, NY.

From Harold Longworth's list and Person's memory, the only hope that exists is that not too many people have been omitted from the fun. If so, sing out and Paradise will be a step farther away.

The registered people, Tom Phillips, D.C. Johnston and Paul Stern were unable to attend. Person has since talked with Paul and Grace Stern. They just were not able to take the car, Breer's CW, by themselves. Maybe next year we can all help. Did you know that Paul Stern was one of the select "First Three Thousand" owners?

Person has completed the people portion of the Meet. Person thanks you, if you read it. If you didn't, Person didn't feel a thing and you may file it in file 13, but to all, wasn't the trip to Paradise a gasser?!!

A special thanks to Harold Longworth, the Meet's host, for sharing the fantastic Early American Museum and the ever-so-lovely Mohamet Gardens. Everyone enjoyed the tour. The catered lunch was outstanding and all of this was a preface to the car show, judging and banquet. Approximately twenty-five Airflows were on the field according to the list, some were registered but the cars were unable to make the trip and so on.

Approximately 100 people attended the banquet and in addition to the awards, all of us were delightfully entertained by Harold Longworth's Barbershop Quartet, "The Scholastics."

A note of thanks also to Frank and Roby Kleptz for the center pieces, ceramic cars with plants. So you see if you missed the meet, we are sorry and sorry for you. Telegrams from Howard Williams and John Librenjak were received and read. See you at the old swimming "hole" next year,



Dear Richmond, I enjoyed the DeSoto wagon ad on the cover of the May '80 Airflow Newsletter.

I have enclosed two photos of the small version without electric lights. It is red and in mint condition. It came to my collection from an Antique Dealer who found it in the attic storeroom of an Iowa drug store. It had never been sold!

Thank you. /s/ Tom Brannon



Ed. note: and on the way to the NCPC Meet in Strasburg, PA., believe it or not, Frank Kleptz entered a small antique shop and there was another wagon!! Not identical but along the same line. Isn't it terrific? You guys find and then are able to "show and tell." In any event, thank you too, Tom, for pictures etc. More!
△ △ △ △ △ △ △ △ △ △ △ △ △ △ △ △

HOW YOU CAN TELL WHEN IT'S A ROTTEN DAY

You got a ride home from work and realized you were the one who drove the car pool.
You wake up face down on the pavement.
You put your bra on backward and it fits better.
You call suicide prevention and they put you on hold.
You see a "60 minutes" news team waiting in your office.
Your birthday cake collapses from the weight of candles.
Your son tells you he wishes Anita Bryant would mind her own business.
You want to put on the clothes you wore home from the party and there aren't any.
You turn on the news and they're showing emergency routes out of the city.
Your twin sister forgot your birthday.
You wake up and discover your waterbed broke and then realize that you don't have a waterbed.
Your car horn goes off accidentally and remains stuck as you follow a group of Hell's Angels on the freeway.
(continued elsewhere) Pg 7-9

NEW MEMBERS (continued)

We leave you with this bit of humor. Laugh a lot and be happy, its good for you! Rich & Lois

73 Park Road, Glen Iris 3146, Victoria, Australia.

Dear Rich and Lois Case, By now you will have heard from Peter Walton (of Deniliquin, NSW) that some inexplicable error caused my December Newsletter to be returned to you. Actually I had wondered at the time lag between Newsletters but gave the matter little thought until Peter phoned me.

I just want to assure you that I do indeed live at the address above and hope there will be no more misreadings by someone in our street!

Ruth and I hope one day to plan a trip to USA to coincide with the annual meet, but at present it is fairly remote ambition, probably not to be indulged until after retirement. We look forward to the Airflow stories which come via the Newsletter. Here in Australia there are fewer of these as far as Airflows are concerned, though the vintage scene generally is quite active and there have been some dramatic salvaging of wrecks.

Our own Airflow DeSoto, 1934, was pretty much in that category when we got it in 1976. Now the major work remains in the interior. Mechanical work, hopefully, is complete. With all good wishes, Yours sincerely,

/s/ Roy Duncan

Clinton, TN., Dear Mr. Case, Re our conversation by phone on Sat. July 26, about my '36 DeSoto Airflow with a '35 SG engine of which I need the intake & exhaust manifold & carb. Also you said you had two speedometers & cluster gages & headlight lens for my car. Please send me price and condition in SASE enclosed.

We would like to be included in your Airflow Club. Our car is a '36 DeSoto Airflow S-2 4dr serial 5093390 Mtr SG-7341. Clyde and Mildred Wright, Rt # 3, Clinton, TN 37716, (phone 615-457-1355).

I bought this car from John Furrow's widow in Warm Springs, GA in June of this year.

I would appreciate it if you would run my wanted ad in the future Newsletter. (The ad appears in the "Marketplace.")

It sure was nice of you to listen to my troubles yesterday. Thank you very much.

Would appreciate anything or anyone's name that would help me on this car.

Airflowingly, /s/ Clyde

P.S. We also have a '29 DeSoto Wright Model K roadster with side mounts & rumble seat.

Dear Rich & Lois,

Hope you had an enjoyable trip home. After having breakfast Sunday I took off about 08:30 our time and arrived home about 07:00 pm. No trouble whatever with the car. But, I had to stop and walk around at rest stops quite frequently to keep from falling asleep, also to free up the circulation in the legs.

Rich, I had mentioned to Lois that I thought perhaps we should put an article in the Newsletter for anyone that had running board mats to dispose of to put that information in the Newsletter in the "Airflow Marketplace" before we make other arrangements with Lynn Steele to make additional mats if we can.

Lois thought I should write an article and you would print as I wrote. Since I don't have any to sell and that you may, I think I'll let you word it as you wish. Anything you say will be OK by me.

Sorry to learn that you and Lois are discontinuing your services. I'm sure all others are very grateful for the time and effort you two contributed to the Club.

We will keep in touch.

Sincerely, /s/ Harry Thomas

ed. note - Thank you Harry, you are not one of our oldest members but you are one of longest standing. My personal feeling is this: I suggest you go ahead and make contact with Lynn and get a preliminary estimate along with minimum quantity required. This need not be a firm price but an approximation suitable to work around. I know there are others who invested in the initial project to aid

the Newsletter of your findings and those who have extra can advertise and dispose of theirs based upon the new proposition.

I doubt that anyone wishes to hold a member up for an unreasonable price, however, they are entitled to consideration of their investment in the initial mould. By the way who does the mould belong to? Too bad the Club didn't sponsor this effort.

Any member interested in acquiring or continuing this project would be well advised to contact Harry, Rich Case or the Club officers depending on their objective.

Past experience dictates that any extra that might now be available will never become excess or obsolete. Harry, if this gets or helps get you off dead center, good, if not, let's get together after you have some responses. ~ Rich
Dear Rich, I have received your June 2nd letter. Had hoped to get an answer off sooner but like most we are very busy taking care of last minute details before the National.

Your cooperation in transferring the Newsletter is greatly appreciated. Jim and Paula Lightfoot will be the new Editors and Ben Payne will be the printer. The Newsletter material is being sent to me because I have the needed space for storing at this time. More details can be worked out at the National.

Enclosed is a copy of the Election results. Please publish in your next issue. Wish we could have had a choice for each office.

We are looking forward to seeing you and Lois at the Meet. Limited time makes it impossible for us to Airflow so we are flying in. Eunice and Betty are coming with us. Not sure who all are going as yet.

Airflowingly, /s/ Bill Gordon

1979 Contributors to the NEWSLETTER

Carlos S Nocon
(Phillipines)
Bob Joyn
Harold Longworth
L. C. Thomas
Mary Ann Mennenga
Hardy Trolander
David Konick
Helen Buncutter
Emily Walton
Marian Ludas
Edward Burling (member of The
(Wash. D. C.) First Three Thousand)
Jim & Paula Lightfoot
Frank Currier
Marvin Green
John Dudley
Renee Haldiman
David Askey
Bill Dearth
J.K. Miller

John Bean
Angie Travers
Jim Hellman
Nelson Black
John Furroa
Bob Richardson
"Nerf Seavee"
Don Rice
Jack Markitan
Gerald L. Weaver
Ed Fogelmark

THANKS AGAIN!

1980 Contributors to the Newsletter to July

Hardy Trolander
Don Rice
Eunice Molner
Gloria Kwandras
Howard Williams
Bob Ball
Peter Walton
Harold Irwin
Paul Lupo
Billy Thompson
Harold Longworth
Glen Snagel
Don Rice
Asbjorn Roleseth
John Smith

Larry DeSenville
Wayne Witt
Roy Duncan
Marian Ludas
Art Gates
Bill Gordon
Tom Brannnon
Clyde Wright
R.M. McGuigan
Harry Thomas
Frank Kleptz

THANKS FOR DOING
YOUR PART!

FOR SALE-Chrysler C17, '37, 4dr near mint condition, motor and transmission (two) overhauled, new paint, bumpers rechromed, excellent running condition, original headliner, seat covers, carpets and doors re-upholstered, no rust, \$8500.00. F.W. Kasch. 4882 Edgeware Rd., San Diego, CA 92116, (714-282-5561).

FOR SALE- The following list of parts are not identified by model and year, if you are interested, contact Bob direct with regard to what you need and a means for him to identify:

- | | |
|---|--------------------------------|
| 3 bonnets (hoods) think two are '35 | |
| 1f front fender | 9 chrome headlight CU (frames) |
| 1f rear fender | |
| 2 bumper bars | 2 chrome headlight ? (frames) |
| 3 heads | |
| 10 brake drums complete | parking light lens |
| 1 complete front axle assem | 5 rear axles |
| 96 valve springs - exhaust & intake | |
| 2 crankshafts 2 camshafts | 2 gearbox housings |
| 3 gear shift levers | 2 master cylinders |
| 2 steering columns | 6 interior lights '34 |
| 1 complete speedo | 1 complete instr cluster |
| 6 instr clusters w/ 1 or 2 gauges missing | |
| 2 extra rear tire covers | 4 tail lights chrome |
| 10 hub caps, 1 w/ lock | 2 steering wheels |
| 1 DeS horn button | 2 ash trays |
| 3 complete hand brakes w/ cable | |
| 4 glove box doors | 10 doors |
| 6 window winders - some window glass | |
- R. McGuigan, 9 Estelle St., Manly, Brisbane, Queensland, Australia 4179 (phone 107-396-5029)

WANTED-for 1935 Auburn 653: headlights complete (2), tail light complete (2), center chrome strip end on bonnet, running board mats, windscreen(1) and door glass front (1) R. McGuigan, 9 Estelle St., Manly, Brisbane, Queensland, Australia 4179. Area code07 - 3965029.

WANTED- for '36 DeSoto S-2: 4 wheels, running boards, hubcaps, owners manuel, emblem for trunk, one door handle, intake & exhaust manifold and '35 DeS S-G carb. Clyde L. Wright, RT #3 Black Oak Rd., Clinton TN 37716 (615-457-1355)



Brake Cylinders pitted?

We can bore and sleeve your cylinders with brass to standard size.

Wheel cylinders, calipers \$18 ea. sleeve
Master cylinder \$24 ea. sleeve
 (Step-bores: 50% additional)

Send your check with disassembled cylinders, and we will return your sleeved cylinders by UPS within three days.

Visit our modern restoration shop before booking your antique classic

White Post Restorations

White Post, Va. 22663
(703) 837-1140



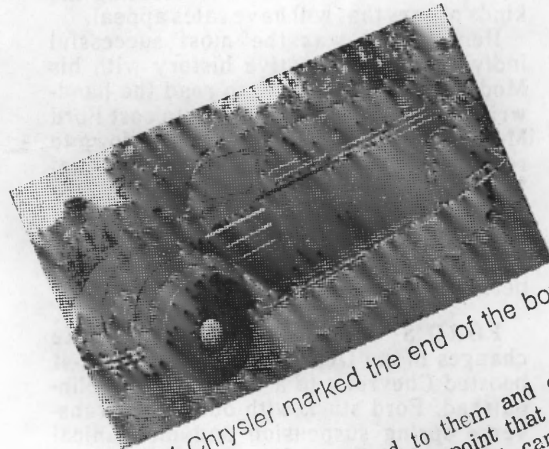
Members may use this section without charge. Write your ad on a 3 x 5 card or paper exactly as you want it to appear. Ads may be edited. Commercial ad rates available on request.

Antique

MARKET PLACE

Ghosts of Past Mistakes

Q—With the government looking over their shoulders, the big automakers are meeting new environmental and safety regulations by turning out cars that somehow look hauntingly familiar to me, an oldtimer. They are getting boxier and boxier. Does this mean the end of the streamlined automobile? What led to the end of the boxy cars of old?



1934 Chrysler marked the end of the box car.

you become accustomed to them and quite likely will come to the viewpoint that these cars look right and conventional cars look wrong."

A—You'll never get the automakers to admit that their products are any less streamlined just because they lack curves. As for the demise of the box-shaped autos of the past, you can blame it on the 1934 Chrysler with the "Airflow" design. But the Chrysler had much more going for it than a curvy look. By moving the engine over the front axle, the engineers were able to create a three-passenger front seat. And the car's single-unit body shape meant that passengers rode inside the car's frame, rather than on top of it as in the older box cars. If anyone today is having difficulty adjusting to the boxy look, consider what Motor Yearbook had to say when the Airflow was introduced: "After looking at them for two or three days,

Ghosts of Past Mistakes

By Ev Gardner

Special to The Washington Star

With the 1979 models due to be introduced in a few days, auto industry executives are hoping for the best. Hoping their decisions have been keyed to the public taste.

In the past 50 years, auto makers often have remarkably erratic. Many times, highly paid corporate heads and advisory committees have erred in forecasting the kinds of cars that will have sales appeal.

Henry Ford was the most successful individual in automotive history with his Model T. But his failure to read the handwriting on the wall in 1926 was to cost Ford Motor Co. dearly. A six-month shutdown to retool for the 1928 Model A gave General Motors' Chevrolet a sales lead which Ford erased only temporarily with the hugely successful Model A.

Henry's hesitancy helped make Ford a permanent runner-up in the U.S. market.

FORD'S RELUCTANCE to make changes in the Depression years of 1932-41 boosted Chevrolet to a lead it never relinquished. Ford stuck with outmoded transverse spring suspension and mechanical brakes, while Chevrolet adopted advanced independent front suspension and hydraulic brakes in 1936.

Chrysler, which was launched in 1924 with a sensational six-cylinder car fitted with the first hydraulic brakes, was destined to become a solid third in sales except for one year (1958) when Buick briefly held that rank.

It is obvious that blunders by Ford and GM aided Chrysler in its climb to threaten the two leaders in sales.

CHRYSLER ALSO made costly errors. It introduced independent suspension on the Plymouth around 1935, but quickly abandoned it. The Chrysler Airflow, one of the most brilliant designs in automotive history, was produced in 1934. The Airflow had revolutionary welded unit construction and aerodynamic body lines. The public did not appreciate the ugly Airflow and it sold poorly, being discontinued in 1937.

Nevertheless, the Airflow was a truly great car. Its riding and handling qualities were outstanding. Just being different-looking, even though it was 20 years ahead of its time, cost it sales success. The failure of the Airflow made Chrysler engineers reluctant to make any kind of innovations for years afterward.

In post-World War II years, Ford stuck with its flathead V8 engine, while Chevrolet continued with the overhead valve

Haunt Auto Makers

design it had used since the company started in 1914.

Ford dropped the flathead for overhead valve in its six in 1952. A couple of years later, Ford went to that valve design for its V8s. But Chevrolet, still heading the sales race, replaced its six with an overhead valve V8 in 1955.

Chrysler was still very much a threat with its Plymouth and became even more threatening with the radical high-swept rear-fendered bodies of 1957. But these fast-selling Plymouths were plagued with brake troubles for four years, certainly a milestone in corporate mismanagement.

It was in the first years of the Depression following the stock market crash of 1929 that the auto industry executives produced examples of really muddled thinking.

The country's financial condition was at an all-time low, banks failing, millions out of work and some of those employed being paid in scrip. Formerly solid firms were to head for eventual oblivion by bringing out expensive, fuel-thirsty new cars.

MARMON PICKED that inauspicious time to unveil its 16-cylinder monster and went out of business in two years. Reo chipped in with its handsome Royale, which drank fuel at the rate of five miles

per gallon, and that maker of sturdy cars since 1904 spiraled downward until the end came five years later. Peerless announced a V16 for 1931 and almost immediately expired.

Cadillac continued with V12 and V16 models in addition to its V8s, but with wealthy GM backing it, Cadillac could afford to produce a so-called thirsty car.

Packard waited until 1932 to introduce a new V12 to go with its sixes and straight eights. The superb V12 wasn't a big seller, but it more than matched Cadillac's prestige offerings. Packard's bland postwar models merely paved the way for its ultimate takeover by Studebaker and its eventual demise in 1958.

Wheat Is Jeep Ad Chief

American Motors Corp. has announced the appointment of Robert L. Wheat national advertising manager for Jeep Corp., an AMC subsidiary.

Eugene L. Richmond, American Motors director of advertising, announced Wheat's promotion from national co-op advertising manager, a position he had held since 1976.

Wheat, a 1971 graduate of the Northwood Institute, is on the board of directors of the Automotive Organization Team.

OPEN LETTER TO EACH AIRFLOW MEMBER

Chrysler cars have been members of the Case family for many years. Rich's Dad owned a 1936 Airstream DeSoto 4dr S-1 with overdrive. Rich acquired his first Airflow in 1949 for \$35.00, a '36 DeSoto S-2 4dr.

It is of little wonder that the old gal has had competition throughout these years, but then she has been busy working, helping to raise the family and doing things that gals do. Rich and She have lived such a full life, that their main concern, now, is that their time is so short. Six years ago when they took over the Newsletter they were such young, gay things!! Well, not really, but they were younger then, than they are now!!

How does one express through words, on paper, the feelings that pour through many happy and sad thoughts? One fleeting moment, one unkind thought, one sarcastic word can determine not only part of destiny but the outlook on life. If only days were lived to the fullest, thoughts were only positive and kind words were shouted. Wouldn't that be the greatest gift of the world?

Well, after all, life isn't like that. It seems that each of us has that instinct to go on his own ego trip. That part of living is normal, but I tell you this (who am I?) "nobody," when life becomes so obsessed with only "I" - then happiness is forever gone. That is the end of the sermon!!

Some people are "loners," some are "joiners," whichever group is theirs, they have a place in life and will enjoy their ambition in their own way. Here-in lies the success of the Airflow Club. The members have a common interest, THEIR CAR, THEIR HOBBY and THEIR CLUB. THEIR CLUB

Leaders, workers and followers fall into active and passive groups. The strength of the Club is acutely dependant on the above, and it can be said if any member given a job to do can walk away saying "I did my very best with my given talents;" then, peace of mind is his reward.

The above thinking is a preface to Richmond and my very small contribution to the Airflow Club Newsletter. The only people who can empathise with us are former editors of any magazine or publication.

With no training or skills in the publication department, living in an area where "you pay in the style of 'bureaucracy'," meaning "getting very little for a price," no one can imagine the time, money and effort that was and has been spent to get the best price on printing, driving to and from the printers, sweating out deadlines which didn't happen and now hear this: Rich Case working on lawn mowers, printer's machines as a trade off for the booklets (Service Reference Book) on Brakes, Carburetors etc., well after all of this we really asked ourselves is there a Santa Claus? The most wonderful answer in the world "You bet, Virginia, there is a Santa Claus." The "Airflow members and their fantastic contributions" are the Santa Claus, to say nothing of their most generous support through Rich's surgery and recovery. What can we say? THANKYOU.

The Newsletter is the link between all members and their Club, somehow, we have felt so close to each of you. You are as a personal friend, no matter where you live, no matter who you are and no matter what you do.

As Richmond says, we will miss the Newsletter, the contact with the old and the new members but we extend a personal welcome to any and all of you to call, come or write anytime. The Case's house is always open and sometimes a piece of pie might be found.

We were fortunate to meet Bill, Fred and Robert Breer and families at the A. O. T. induction of Carl Breer into the Hall of Fame in Michigan. We cannot thank the Breer families enough for their fantastic support to the Newsletter. THANK YOU!! and having responses from the "First Three Thousand" as well as the great contributions from overseas members and (here at home) folk. Your enthusiasm has indeed been infectious.

To Howard and Carol Williams and John W. and John C. Smith for their photography of the Eastern and Central Meets over these years, THANK YOU!! All of which was done free gratis to the and for the Club.

To Bob Ball, a faithful, come to the rescue Airflow member and friend, we thank you too. We wish we could have used your resourceful mind but there is a limit for us too.

So to Paula and Jim Lightfoot, editors, and Ben Payne, printer, all of California - our very best wishes go to you and now you all will be able to see what professionalism in editing and printing is about.

God Bless, /s/ Lois Case
△
Marvin Fager, Rt 13, Muncie, Dear Rich and Lois, I just wanted to drop you a line to let you know how much we feel and appreciate all the work you have put into the Airflow Newsletter. I have never been an editor but I know it is a big job. I am quite active in our local car club. The Central Indiana Old Car Club.

I know that all the work is done by about 10% of the people. I feel guilty about belonging to the Airflow Club and being in-active.

We were able to make it to the National Meet on Friday for a few hours and we really enjoyed ourselves, we were very happy to be treated so well and treated as old friends by everyone we met. We were notably happy with, but impressed by, Lois remembering our names after only meeting us as we registered and then introducing us to several people.

Our C-9 has a long way to go before we can be driving it but it is on the way and we will get it done. It won't be a show car but I do not think I really want that. We like to enjoy and drive our cars. What we have in order and drive now are the '21 Dodge (9100 miles) and the '33 Hudson (102,000 miles) pictured above and a '31, Buick '8" 4 pass coupe and a 1953 Hudson Super Jet. We drove the '31 Buick to Minnesota to the National Buick meet last year (1979). It has 39,000 miles on it. None have been restored but both Hudsons have been repainted and the Buick re-chromed. Thanks again for a job well done. /s/ Marvin & Betty Fager

△
THANKS - everyone and Marvin & Betty too-

At the risk of being ~~repetitious~~ repetitious, I cannot close out without again thanking all those members we listed who have provided unexcelled support and I would urge all of you to continue your thoughtfulness and energies supporting Jim and Paula Lightfoot.

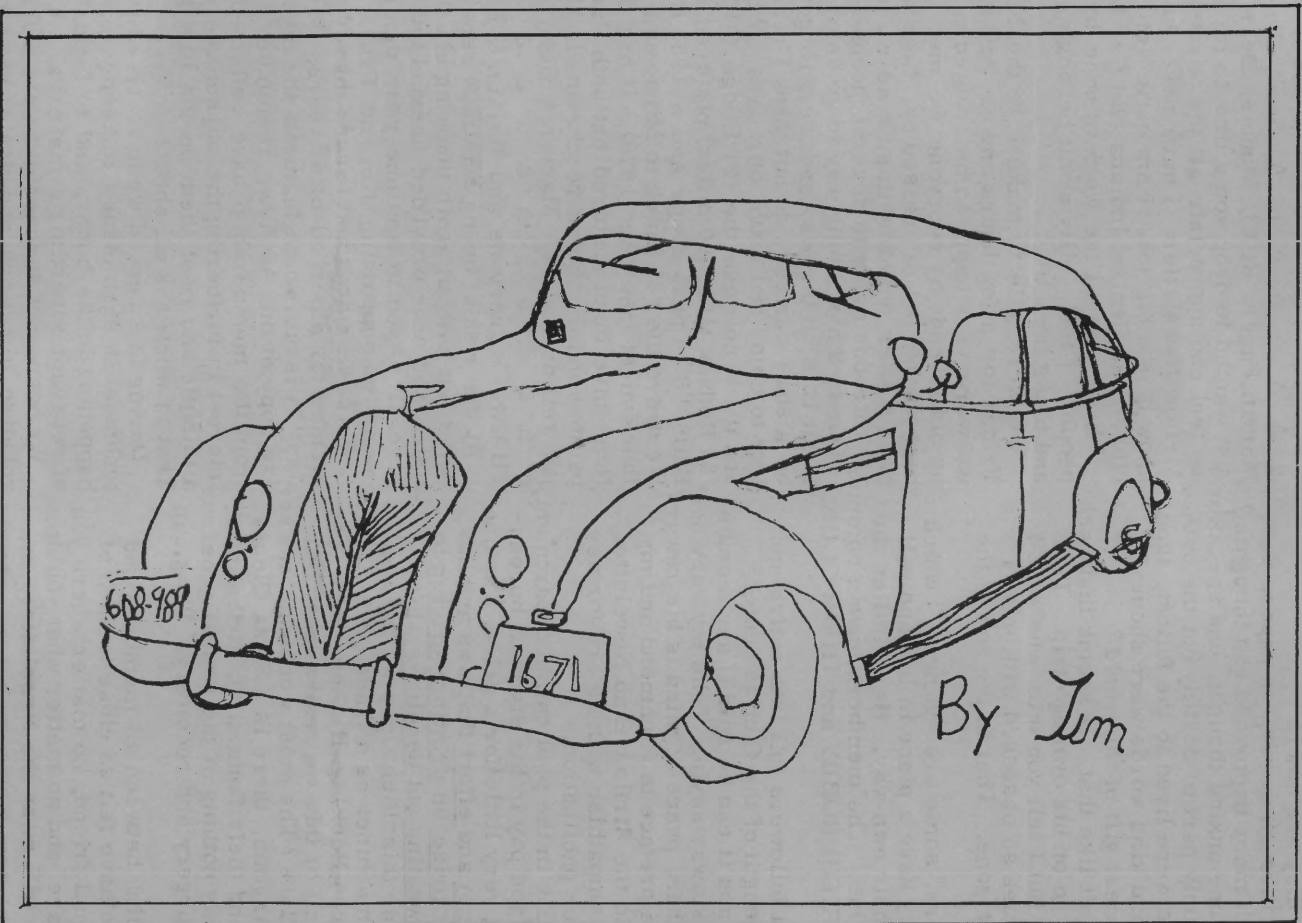
We have edited and caused this Newsletter to be printed for a period of 6½ years. It all started with the Jan '74 issue which featured the mystery car, a Japanese copy of the Airflow, remember? The contributions from the membership have reflected dedication and interest in furthering the objectives of the Club. Take a minute and read them on the inside of the cover. That is what it is all about!

During this period we have tried to furnish something technical in each issue, to keep you abreast of what is happening in the hobby, and to furnish you with copies of relevant advertising material. Could go on and on.

We were not successful in providing you with info relative to actions and decisions made by the governing body, no update in the constitution, no update in the judging rules and no update in the membership roster. WE TRIED!

OUR PARTING THOUGHT- Watch your thoughts, they become words; Watch your words, they become actions; Watch your actions, they become habits; Watch your habits, they become character; Watch your Character, for it becomes your destiny.

△
Now I can clean up my backlog of correspondence etc. Some of you may be in for a surprise. The picture on the opposite side was done by a nine year old boy as a gift to Lois.



Last
Page