



AIRFLOW ODDITIES!

Some people have called our cars oddities, but only those of us who have them (or are searching for them) know of the true oddities. This month I'm tossing out a few things that may defy explanation, might or might not be true, but all are in the hope that they get your noggin' knockin'. Most of the original Airflow'rs know these, but some of you new folks might not. Let's publish some of your explanations in the next NL (my address is in the front!). So here goes....

Engineering, or Styling? Or Neither?

Grilles and ornaments: The first Chryslers sported a one-piece cast thirty-nine bar grille, but fairly soon in production that changed to twenty-one separate stainless bars. The last Chryslers (C-17's) had cast grilles early on, then stainless, but the design was the same. Some '35 Chryslers were graced with fat hood ornament wings, similar to but shorter than the '34's, but others had thin wings. And not just the C-1's; I've seen a few "original" C-1's with fat hood ornaments. There's a promo photo with the "skinny" ornament on one early C-2....

Trim: Some '34 Chryslers had stainless belting with closed ends and a separate short piece on the front of the rear fender, some had one piece of trim from the front of the running board right onto the rear fender with a factory "ding" where the rear fender meets the running board. We have photos of both, and this has kept **Wally Johnson** busy. Most '35 Chryslers had stainless trim on the running board only, but there's one C-2 parts sedan out there that **Ray Seiler** has with a stainless belt molding across the full side of the car like the '34's! Then there's the mystery of how many '35 Chryslers had the small stainless trim strips on the body side like the '34's....just a few, before the paint stripe took over. I've seen it on C-2's and **David Askey** has seen a C-1 with it. We have factory photos of a '35 Chrysler C-2 with no bumperettes, but most all '35 models did have them. Ever seen a set of '34 Chrysler bumperettes? Had two; got a few more from **Bob Milbrand** at Fort Worth. Made to fit the triple tier bumpers. Honest! And there were a few '35 C-1 and C-2 coupes shipped with CW-style wheel-covers. Have a picture right here of some on a '35 coupe sitting outside the factory in Detroit.

Hardware: The earlier '34 Chryslers had vent handles that bent inward toward the shifter, soon replaced with ones that came out straight under the dash. Most C-1's came with front wind-wings, others (like **Ed Patterson's** original) had a single long pane of glass with no cut-out in the wood-grained molding for the vent handle. Most of my '35 Chrysler hood latches put the handle straight up or down, but I have one made by the same vendor that's at forty-five degrees so when you pull up on it, the handle is perpendicular to the car. Works better than the others but when and why??? Did you know the '34 Chrysler spare tire mount holds the tire about two inches lower than the '35?

'35 taillight stanchions came in three types in the parts book. Unpainted, black and chrome-plated, both of the last two seen on cars. Some early '35's had '34 style "T"-type hood handles. Some '35's have metal roof inserts, arguably made later by owners wishing to "update". Or plug leaks. Speaking of update, there's the famous '35 retro-fit hood for the '34 Chryslers only, seen on a few coupes, sedans and CW's. Once torn off in restorations, now it's a rare piece.

Upholstery and interior: C-1 Chryslers were the only cars to have open diamonds on the gauge needles and 100 mph speedometers, while the C-2 retained the 120 mph speedometer and solid needles like the '34. Most C-1's also had plain horn buttons and gear shift knobs except for a few early ones with the "cog" design on both. C-2's and up had the cog. Some C-1's had glovebox keys like the '34's, most didn't. Early '34's including CU's had arched leather seat backs, later replaced with just cloth. Some CU's had entirely different upholstery material more like De Soto's in late '34. How about the fact that '34's had three different kinds of headliners, some with metal strips and hard board; some with metal strips and cloth over hardboard; and some soft-only? We documented these three types this summer at **Chuck Cochran's**. And the CW's had covers over their emergency brake pull-rods. It was OK to get your pants greasy if you owned a CV, CX, C-2, and so on, but Chrysler didn't want grease on your chauffeur's uniform!

Colors: Speaking of Chuck, his '34 CW has a 384 c.i. green engine with the proper CW engine number, just like the earlier big Chryslers. Of course it was the same engine, unique to that car, but the only green one we've seen. CW's had the white gauges, identical to the 1935 C-1/C-2 prototypes which never made it to production. 1934 Chryslers used the body color on the bumper mounting bars, but there seems to be a mixture in 1935. We have plenty of '34 brochures and one mid-'35 factory photo showing body color on those bars. Some Chryslers (and De Sotos) are alleged to have had original body color fender welt and there's at least one factory photo with a top body-colored. Air-brush or reality? Then there's the mystery "spring" colors in the 1934 Chrysler line, like the paint code 310 on my original CU. It's light green on the body (and the under-carriage, springs and all!) and dark green on the fenders. **Ellis Claar** confirms that there were a number of promotional paint specials like this.

Odd accessories: a locking gas cap on a '34 CU coupe which has the same little key cover as the spare tire cover hubcap...the optional tachometer/speedometer on the '35 Chryslers....'34/'35 trunk racks....

De Soto: Early De Sotos had solid disc wheels; quickly replaced with artillery-style making those solid wheels rare. And that missing wind-wing thing? A few SG De Sotos didn't have them either. Some S-2's have earlier buttons under original upholstery? And the biggest mystery as far as I'm concerned is the De Sotos with only one taillight. Know of just a few '34's and '35's clearly shipped with only one lamp. But all Chryslers I know of had two! So reach back and see if you can answer that one! I know you can find more **AIRFLOW ODDITIES**.....