

# *Airflow* NEWSLETTER

September 2010

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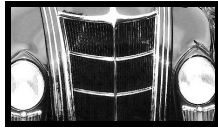
*The Marketplace and  
Technical Tips*



***Policy Changes: Membership Renewals 2011 and Marketplace Ad submissions  
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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 A NONPROFIT ORGANIZATION FOUNDED JUNE 1962.

## President's Message



Greetings, fellow Airflowers!

Summer seems to be rushing by, as usual! Here in the Northwest, car clubs and, for that matter, just about any organization which meets out of doors tend to schedule their events during the July / August/September months. The chances of being rained out are fairly high during the balance of the year! So it's been a hectic time as far as car events are concerned.

Up here, some consider the Kirkland Concours d'Elegance to be the "grand finale" of the car season. The Kirkland Concours has grown in prestige over time, and more and more special automobiles can be seen at the waterfront each year. By invitation only, this year's event will be held on September 12. The C-2 has had the honor of being invited, and she needs me to get her there, so I get to attend, too! By the time you receive this NL the event will be history, but perhaps we can get a picture in a future Newsletter. Besides being a lot of fun, the event has generated over \$1 million in donations to Seattle's Children's Hospital.

With fall peeking around the corner (I know, let's not rush it!) the next big event for the Club is the Eastern Region gathering in conjunction with Hershey. The Eastern ACA Regional Meet and Banquet will be held on October 8. The informational flyer and registration form were included in the August NL; as Jay says: "A good time will be had by all!". Thanks to the Eberlys for organizing this enjoyable tradition.

Finally, although it seems like it's a long way off, please be thinking about the 2011 National Meet. For those of you who have access to "cyberspace" Google "Durango" and learn about our host town. There is an incredible array of things to do, and of course the narrow gauge steam railway is not to be missed. Durango Airport (La Plata County Airport) is served by United, Frontier, and US Airways.

Enjoy the rest of the warm weather, and for those fortunate enough to own one, enjoy your Airflow most of all!

Frank *Frank*

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**MEMBERSHIP** - Persons of good character become a member upon submission of an application and payment of the annual dues as follows: \$30.00 US per year \$35.00 US Individual Member or Joint Members (outside of North America) All memberships expire on December 31st. Mail membership requests or renewals to:

Dennis Pitchford  
14947 Leigh Ave.  
San Jose, CA 95124-4524

**NEWSLETTER SUBMISSIONS DEADLINE:** The 10th of each month for the next issue. Send all material to:

Neal Jacquot, Editor  
2714 East 7th Street  
Casper, WY 82609  
E-Mail: <nealjacquot@bresnan.net>>

### CHANGE OF ADDRESS:

Undeliverable copies, other mail items and changes of address are to be sent to:

Mary Kathryn Eberly  
207 West Main St.  
Mount Joy, PA 17552-1213  
Email: <<mkeberly@pa.net>>

The **AIRFLOW CLUB OF AMERICA, INCORPORATED** is a non-profit organization founded in June 1962. The Club is dedicated to (1) the preservation, restoration, exhibition, and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks; (2) the collection, recording and preservation, of Airflow historical data; (3) the dissemination to the public of the story of Airflow contributions to the automotive industry and (4) the promotion of good fellowship and cooperation among its members.

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### AIRFLOW CLUB OFFICERS

President - Frank Daly, Sammamish, WA. (425)-210-1804  
Vice President - Chandler Smith, Fort Worth, TX. (817) 921-6699  
Secretary - Doug Conran, Benton Harbor, MI. Phone: (269)-925-1950  
Treasurer - Dennis Pitchford, 14947 Leigh Ave., San Jose, CA 95124-4524  
Phone: (408)559-7977, E-mail: <<weluvmopars@juno.com>>

### NATIONAL DIRECTORS

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Eastern: John Wagner, Athens, GA.  
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### CLUB STAFF

Editor: Neal Jacquot, (Address and email in above box)  
Mail Records: Mary Kathryn Eberly, 207 W. Main St., Mount Joy, PA 17552-1213, Phone: 717-653-1094, Email: <<mkeberly@pa.net>>  
Chief Judge: Phil Putnam: Orland, CA.  
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Storekeeper: John Librenjak, Riverside, CA. Phone:  
Website: Jim Lightfoot, 743 Harper St., Simi Valley, CA 93065  
Phone: (805)522-4040, E-mail: <<airflow3@yahoo.com>>

### RECENT PRESIDENTS

1998-2002 Jim Lightfoot, Simi, CA.  
2002-2006 Charles "Chuck" Cochran, Indianapolis, IN.  
2006-20010 John Librenjak, Riverside, CA.

# ACA Member Restores C-10 with family and friends ....

*Article and photos by Jon Clulow*

I have lived in Maryland ever since my family moved here from the small town of Franklin, Pennsylvania, more than fifty years ago. When I was growing up, my family would make the eight hour drive back to Franklin several times a year to visit my grandparents who still lived there. My parents would drive these trips straight through without stopping, and in lieu of sleeping I would stay up and riddle my father with myriad questions. He would talk about his adventures, and rant about the various cars he had owned.

One of the most memorable stories he told was about his best friend Roland's new Chrysler Airflow. They drove it to their 1936 senior prom, and a few years later took it to the newly opened "America's First Super Hi Way," the Pennsylvania Turnpike. When the Turnpike opened there was no speed limit, a young man's dream. They were concerned about blowouts at high speeds, so they waited for a rainy day when the tires would stay cool. They opened the Airflow up and did it fly! They kept it at nearly ninety miles per hour for over an hour. My father was very impressed with the car, its advanced design and great features. His touting planted a seed in my head that stayed dormant until the day I saw my first Airflow at the Hershey Swap meet in Pennsylvania in the late eighties. This Airflow had a partial tree growing between the front bumper and the body. The tree and the car drew a large crowd. Tree aside, this rare car had a certain look that drew me to it. I knew right then and there that an Airflow was in my future.



I found my current C10 though Hemmings Motor News in Accokeek, Maryland. It was originally delivered to Penn Motors in Philadelphia, Pennsylvania on June 6<sup>th</sup>, 1936. When I removed the mouse infested headliner, the date of May 15, 1936 was hand written on the inside metal roof insert. I like to speculate that it is the exact Airflow Roland's family owned or maybe it belonged to John Nance Garner, former Vice President in the Roosevelt Administration. (See main cover photo)

It ended up in Maryland some twelve years later with a gentleman who owned Indian Head Motors in Accokeek. He restored the car in the early fifties and placed it on his show-

room floor for many years. Later he moved the car to his estate and stored the Airflow in a tobacco barn on the property. The farmhands used to sit in the back of the car, chew tobacco and splutter it on the floor. There the Airflow rested for over four decades, until I purchased it in 1996.



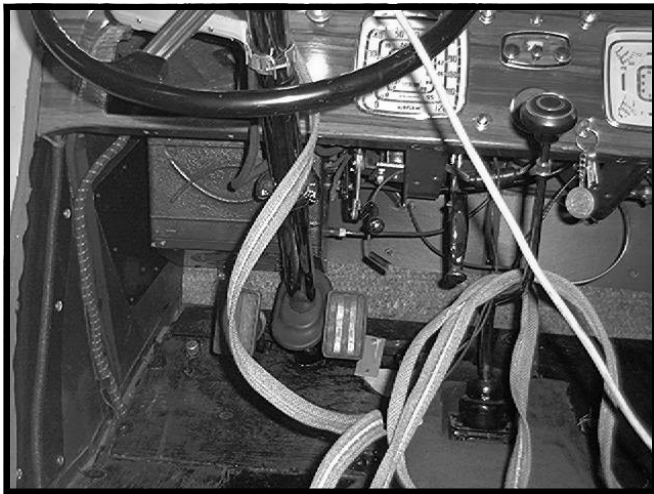
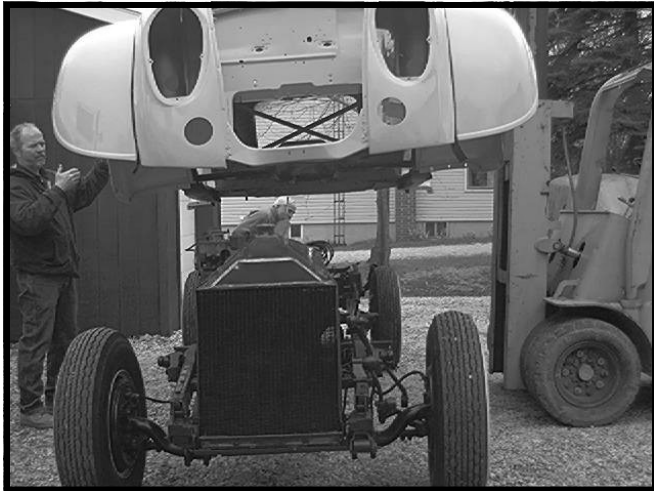
When I purchased it, the car had three wheels in the grave, with quite a few important parts missing. There has hardly been a thing I haven't repainted, re-plated, or replaced. One reason this car does well in shows, is because everything is like new. I had little choice, since there was nothing left that was any good. Mice had also made a grand hotel in the seats, causing a rich smell of "Essence of Mouse." Finding parts has been a major challenge, as all of you know. This slowed the restoration, which took well over a dozen years.

Besides the challenge of finding parts, there were additional setbacks to my restoration project. The first setback was with the body and paint man. The C10 sat in his shop for a couple years, when he finally told me he couldn't do the job. When I went to reclaim the body from his shop, I pulled into a gas station and a small crowd of fellows formed around the car. One man asked what I was going to do with the car. I told him about my dilemma with the paint man, and he told me he and his friends always take their cars to body shops just to store them for a while. The premise is that when things are slow at the shop, they will work on your car. Somehow, they never seem to get to it. The owner of the car waits a couple years, then acts mad and pulls the car out. Storage problem solved. The second setback occurred while I was going to do a last minute weld on my dash. There was a hole where there shouldn't have been, and some sparks made their way up under the seat. Although I had protected the newly upholstered seat, it caught on fire anyway. I had to order new material and start over. I was lucky my garage didn't burn down.

*Continued on page 4.....*

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C-10 Clulow article continued.....



Almost all of the restoration work, except for the body and exterior paint (by Gary Hoover and Chris Ball) was done by family and friends. My oldest son, Nick, faux painted the dash and trim. Daughter, Cortney, detail painted the instruments and wheels. Youngest son, Justin, helped with the motor and drive train. Son-in-law, Rob, made the fan guard and did other welding and paint touch-ups. Daughter-in-law, Paige, helped with

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wiring, categorizing and inventory. Friend, Martin, sewed and cut material for the interior. Friends, Megan and Mike, helped hand stitch the panels. Brother, Jim, helped with the locks and other details. My wife, Neila, helped with just about everything.

We decided to show the car in South Carolina in 2004. My sister, Jackie, and her husband, Rich, joined us for the trip. Just as I was finishing up, I broke off a metal tip of a syringe in my overdrive. Rich helped remove the tip from the overdrive, and we were quite late leaving, but we made it!

I was flabbergasted when, at our first show, we won first place in the 1936 Junior Category. Neila and I really enjoy the Airflow Club meets. We love the great tours and friendly members, and have made good friends in the Club. After the Washington meet last year, fellow club members, John and Diane Spinks from Australia, went with us on part of our 7,706 mile touring /camping trip in our C10. We had a great time. We look forward to more wonderful memories to come.



#### 1936 C10 Chrysler Imperial Airflow Sedan Awards

##### Airflow Participation Award

2004 Charleston, South Carolina  
2007 Saint Joseph, Michigan  
2008 Bartlesville, Oklahoma  
2009 Puget Sound Region, Washington  
2010 Lexington, Kentucky

##### Longest Distance Driven

2009 Puget Sound Region, Washington

##### First Place for 1936 Junior

2004 Charleston, South Carolina  
2007 Saint Joseph, Michigan  
2008 Bartlesville, Oklahoma





## SE DeSoto Photos

Recently Airflow Club Treasurer Dennis Pitchford attended the DeSoto Club convention in Springfield, Illinois and fellow NDC member Kathleen Cameron gave him photos she found. Kathleen had transferred them from glass negatives.

The photo below was supposedly taken in Portugal. However, the photo to the left is unidentified as to location and persons. Pitchford believes the man might be Charles Lindbergh. A closer inspection of this photo shows 1934 New York plates on the car.

Thanks Dennis



## *Lexington Meet; then tour on the way home!*

Jim Lightfoot writes that because his engine was out of his S-2, he and his wife Paula decided to travel to the Lexington Airflow National Meet in their new Chrysler Aspen SUV. He estimates that they had put on approximately 100,000 miles on their Airflow coupe since having purchased it from Roy and Mary Ann Mennenga in 1981. Oil leaks had become so extensive that Jim decided to pull and rebuild the engine. Jim plans to drive it to Durango for the 2011 National Meet.

On Monday morning after the Meet, and on their way home, they visited members Bob and Judy Adams near



Nashville, TN. They found the Adams well. Bob's S-2 will be on the road again soon.

Later that day, they met Chandler Smith near Little Rock driving his 1936 Chrysler C-10 and Tuesday they



visited the Clinton Presidential Library. It was a short visit; as the Lightfoots and Smith went on to visit the Petit Jean Mountain State Park near Morriton, just off I-40 just outside of Little Rock, where they toured the Museum of Automobiles which has over 50 cars on display. *Continued on page 8*



*John Spink tackles important issues regarding your Airflows*

### **To improve the brilliance of the stop and tail lamps on your Airflow:**

Remove the lens and crunch up kitchen cooking aluminum foil and insert it into the tail lamp body around each globe. The aluminum will reflect the light and with a little luck will improve the intensity of the light output.

### **Fuel Delivery:**

The delivery of gas to the engine in your Airflow is critical for a good performing engine and a quick check for a vacuum leak on the suction side of the pump may solve a lot of problems. Have a look at the gas in the glass fuel bowl on the fuel pump when the engine is idling. If you see any air bubbles appearing in the bowl then you can have a vacuum leak somewhere between the pump and the intake tube inside the tank. Remember that a leak on the suction side of the pump will not necessarily be evident by any seepage of gasoline. The original gas pipe running along the frame was made from steel and can rust out from the inside.

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### **Door Locks:**

If the inside handles on your Airflow Doors do not lock with a resounding spring loaded click then the spring inside the door remote mechanism has broken (very common occurrence). This is also evidenced by the inside handle falling down when lifted up to lock the handle. In some instances even if the door is locked and the outside handle is rattled up and down the inside handle can be rattled open. Solution is to replace the spring on the rear of the remote door operating mechanism - they occasionally come up on eBay.

### **Rear Side Quarter Vent Windows:**

If the rear quarter vent windows have not been opened for a while they may tend to stick to the rubber seals. The opening mechanism is in effect a worm and a wheel and the gearing is extremely powerful. Unfortunately if one was to continue to wind the butterfly handle to open the window a force can be created that is so great that the frame will flex and the glass will break in a Vee shaped splinter emanating from the lower pivot. It is therefore advisable to use your fingers to push on the rear of the frame from the inside whilst using the other hand to turn the regulator. Sometimes a little smear of rubber grease helps to release the frame and to prevent the rubber seal from sticking to the frame





**For Sale:** My '36 DeSoto S-2 Sdn., w/o.d., #3 condition; 10K since restoration, burgundy-maroon finish. New Coker ww/w tires. Elite award plate. \$15,000. Contact: **Bob Schofield**, 936 East 34 St., Erie, PA 16504, Phone (814)-456-8332 or E-mail: <<de36airflow@aol.com>>.




**For Sale:** 2 - 1936 DeSoto Airflow 4 dr. sedans. One has a Banjo steering wheel and a rare Speedo - Tach combo. \$12,000 or best offer  
Contact - **Jim Miller**, Phone (602) 363-3216.

**For Sale:** 1937 Chrysler C 17 4dr. The Airflow is complete and needs restoration. Has been in the family for many years. \$8,000 or offer.  
Contact - **Nathaniel Eyler**, Phone (619) 206-3145.

**Wanted:** Parts for 1936 DeSoto S-2, dash assembly to include clock/gauges/cable/lines, 2 hub caps, seats-front and rear, exterior and interior door handles, front window cranks, door plates, wiper units.  
Contact - **Chuck Phillips**, Phone (804)-279-8976 or E-mail <<ph9212@yahoo.com>>

**For Sale:** I have used SG coupe sill plates that have been polished and are in decent shape, \$100. Also-**Wanted:** need gear-shift knob for my 1935 DeSoto SG business coupe.  
Contact: **Dennis Pitchford**, 14947 Leigh Ave., San Jose, CA. 95124. Phone (408)559-7977. E-mail:<<weluvmpars@juno.com>>.

**Wanted:** 2 carb manifold for Chrysler 8. Need 15" and 16"artillary or jumbo wheels any bolt pattern and 1937 and 1938 DeSoto and Chrysler taillites—complete.  
Contact: **Ed Hegarty**, 400 West Gertrude Avenue, Richmond, CA 94801 Phone: (510-232-0197).

**For Sale:** Reproduction gas tank filler grommets. Grommets fit 1934-35 Chrysler and DeSoto coupes and sedans. These are EX-ACT reproductions. Please specify - coupe or sedan when ordering. Price is \$45.00 plus \$5.00 shipping. (Check payable to John Librenjak - NOT Airflow Club). ➡ 

Contact: **John Librenjak**, 3595 McKinley St., Riverside, CA 92506, Phone: (951)788-4678.

**For Sale:** Original Chrysler and DeSoto Literature! Large selection of Chrysler and DeSoto sales brochures, manuals, factory photos, etc., for all models including Airflows. Send stamped envelope with years for free list. Please specify Chrysler or DeSoto as I have lists for all makes of cars/trucks/motorcycles - worldwide.

Contact: **Walter Miller**, 6710 Brooklawn Pkwy, Syracuse, NY 13211. Phone: (315)432-8282 or Fax: (315)432-8256. E-mail: <<www.autolit.com>>.

**Wanted:** Need the following for my 1937 Chrysler C-17: Hood chrome trim strip, small chrome strip on right front fender, interior knobs (windshield, rear window), spare wheel (16"), jack, hubcaps, right gage cluster glass cover, running board covers, bumper over riders, radio. If you have any of these items or questions, please

Contact: **Bill Nesbitt**, 509-466-2176 or E-mail: william.nesbitt@comcast.net.

### Ads for the Marketplace

Post, phone or E-Mail your ad insertion to : **Neal Jacquot**, 2714 E. 7th St. Casper, WY 82609, or Phone: (307) 234-9198

## Policy Changes

### Membership 2011

In the past we have included membership renewal forms in the October, November, December and January Newsletters. Unfortunately this caused confusion for a number of members who would send more than one renewal payment.

This year we will only include the renewal form in the November Newsletter and if your renewal form and payment are not received by the Treasurer before February 1, a reminder will be sent out asking if there is a reason you are not renewing. In addition, a late renewal (postmarked after March 1) will require a payment of \$35.00 (\$40.00 International) instead of the regular \$30.00/\$35.00 payment to cover the additional costs that will be incurred.

**Dennis Pitchford**, Treasurer

### Ads Marketplace

It has been the policy for individuals who wished to submit ads in the Marketplace to send them to the Editor by the 10th of the month. Generally this ensured that ads were in that month's publication/edition.

Please be advised that ads being submitted must be received by the Editor by the 1st of the month for the ad to be included in that month's publication. This policy will take effect the 1st of November for the November 2010 publication of the Newsletter

Your Editor

*..continuation ACA Members tour after Lexington...*

This was the location of the 1978 National Airflow Meet, hosted by member Ed Snell. The cars range from a Sears high wheeler, Bill Clinton's 1968 Mustang, early 1900 models and a bright yellow American Bantam. The Museum was well represented by member Ed Snell; with his '35 DeSoto Airflow and ex-Don Seeley's C-17 and his toy collection.



*Paula Lightfoot reading about the Petit Jean State Park's Museum of Automobiles, near Little Rock, Arkansas. Ed Snell's Airflows are on display.*

As they were leaving the Museum Jim noted a blister on one of Chandler's tires. A trip to a local tire shop fixed this and Chandler was on his way to Ft. Worth and the Lightfoots continued west. Jim and Paula recommend the

Petit Jean State Park and their Museum if you are traveling on I-40 through Little Rock (near Morrilton).

