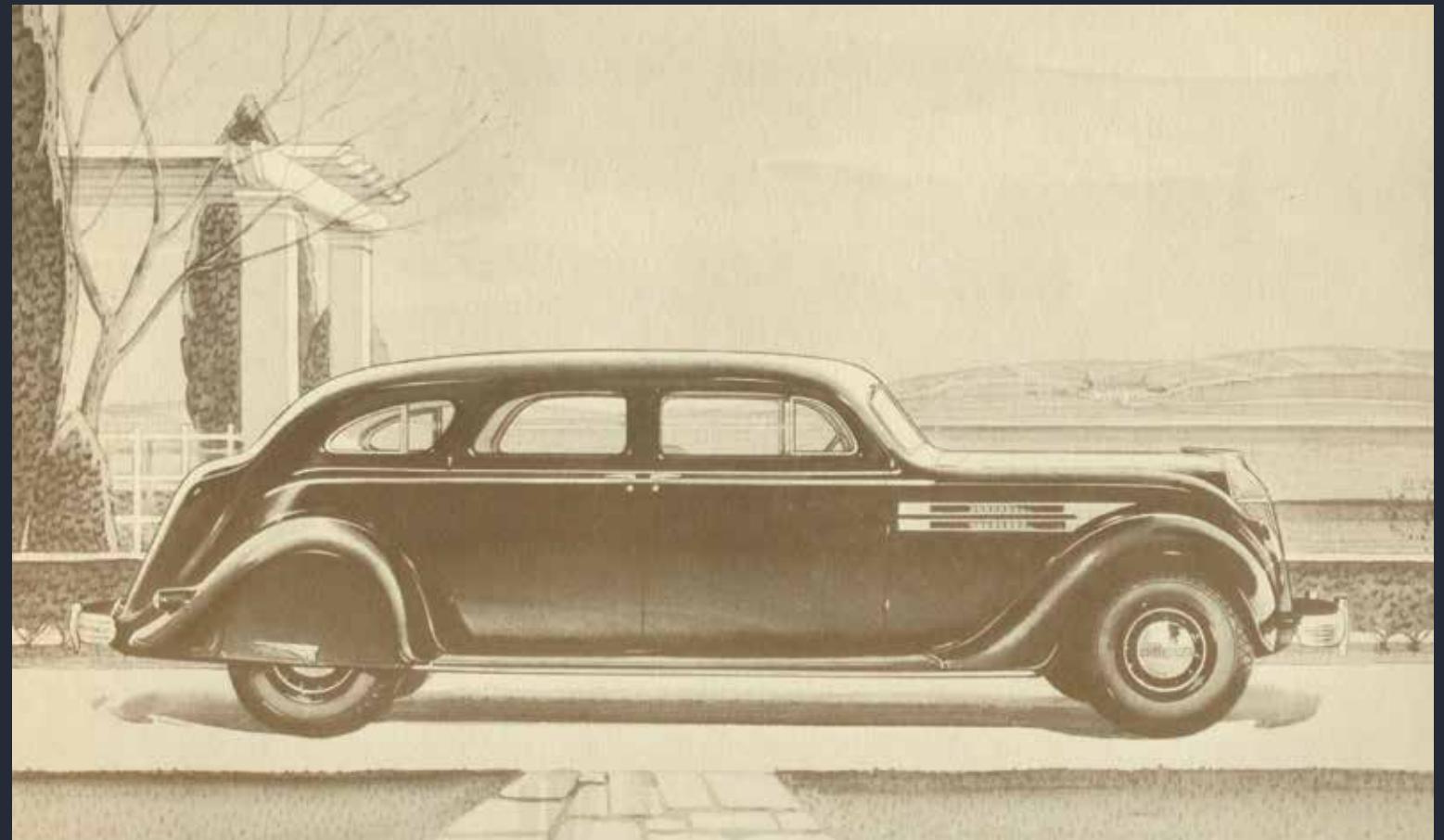


Airflow NEWSLETTER



Volume 60 • Number 1

January/February 2021



AIRFLOW *Chrysler Custom Imperial* SEDAN FOR SIX PASSENGERS
137 INCH WHEELBASE

Fewer than 75 1936 Airflow Chrysler Custom Imperials were built...two are known to remain



C11 No. 1 Bui-Anderson limousine



C11 No. 2 Clulow-Boyd sedan

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

OFFICIAL

ACA WEBSITE

www.airflowclub.com
New Members Page Passphrase:
Iwannagohome20

OTHER AIRFLOW SITES OF INTEREST:

Facebook Chrysler and DeSoto Airflow group and
airflowcars.groups.io

PRESIDENT'S MESSAGE

Greetings Airflowers!

As I'm writing this on January 1, 2021, let me express my hopes for a far better coming year than we had in 2020. The end of this terrible pandemic is in sight. Our Airflow Club will be ready to resume group activities when it's safe for us to gather. To that end, in consultation with our host of the Independence, Missouri, Airflow Club National Meet, Danny O'Neill, the ACA Board of Directors has postponed our 2021 gathering from the middle of June to the middle of September. With widespread vaccination available in the coming months, it's projected that those who want it will be able to get the vaccine by summer. Based on that, our Board took early action to assure that this year's ACA Meet in Missouri will be able to go forward.

While Zoom meetings have been useful and allowed us to at least see each other, the idea of getting together with our Airflow family and spending the better part of a week looking at a group of our beautiful cars in person almost seems like a long lost dream. The thought of driving the Airflow for several days with my touring friends traveling to our annual Meet is something I truly look forward to, and not to be taken for granted ever again.

My sincere thanks go to fellow members of the ACA Board of Directors, who have worked together in a great spirit of cooperation to guide our Club forward through this health crisis. In addition, the upcoming publication of our excellent Airflow Restorer's Guide is an excellent example of the collaborative work among our members and Club Officers.

As always, our Club Officers are interested in hearing from you, our members. Your concerns and suggestions are welcome. Please feel free to contact any one of us.

Stay safe and healthy in this New Year 2021. Start planning your trip to Independence, Missouri, in September!

~ David Felderstein

CONTACTS/MEMBERSHIP INFO

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

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

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Annual dues are \$40.00 US per year, \$45.00 US funds outside of North America. **MEMBERSHIP FORM AVAILABLE ON THE ACA WEBSITE**. Make all checks payable to Airflow Club of America. All memberships expire on December 31st. Mail membership requests or renewals to:

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Bob Mantel

By Chuck Cochran



It is with deep regret that I inform members of the passing of long time Airflow Club member Bob Mantel. Bob worked for the Chrysler Missile Division for many years. He and his lovely wife Marge lived in Rochester, Michigan, and had a house full of Chrysler memorabilia plus his pride and joy, a 1934 Chrysler Airflow sedan, in the garage. Bob and I had a long time standing personal joke. In 2002, Char and I decided to host an Eastern Region Meet at the Chrysler Museum in Auburn Hills. We called it the David Askey Memorial Meet in David's honor. I knew that Bob and Marge had a nice estate with a large yard that backed up to a running path and trail. I asked Bob if he would host an outdoor picnic or catered meal event on Friday night. He said that he would be glad to do so, but there would be no one there except for maybe three Airflowers. As it turned out, the event was as large as most Airflow Meets with attendees not only from the Midwest but also from Colorado, California, Virginia, Connecticut, and Canada. Incidentally, that was Doug Conran's first event with the Club. After that, every time Bob and I talked, and it was frequently, we kidded about the three attendees. Rest in peace, Bob.

Official Obituary Submitted by Tom Sterrett (edited for space)

Robert (Bob) Mantel of Rochester Michigan passed away June 3, 2020 at the age of 92. Bob died peacefully with his beloved wife Margaret of 67 years by his side. Bob was born in Detroit, Michigan on June 29, 1927. At the age of 17, Bob left high school early and enlisted into the US Navy where he spent the next two years serving his country during WWII aboard the USS Bell. At the end of the war, Bob moved to New York to study photography. After completing his studies, Bob moved back to Detroit and took a job with Chrysler Missile Division where he was head of the photography & publications department. He worked on several space programs most notably the Mercury-Redstone and Jupiter Rockets. He later retired from General Dynamics Land Systems Division in 1992. One of Bob's lifelong hobbies was collecting and restoring antique cars. Over the years his collection included several cars. Among his favorites, was his 1934 Chrysler Airflow, which was the featured car at the 2001 Concours d'Elegance car show at Meadow Brook Hall in Rochester, Michigan. Bob was a loving husband, father, grandfather and great grandfather. Family always came first. He loved spending time with family and friends and his many car clubs. Bob was always ready to tell a good joke and has been known to enjoy a cold Budweiser.

In lieu of flowers, memorial donations can be made in honor of Bob Mantel to the American Heart Association or St Jude Children's Research Hospital.



George Slankard

By Chuck Cochran

It is with great sadness that I have learned of the recent passing of George O. Slankard of Sesser, Illinois, who was a current member of the Airflow Club. George was in the printing business. At one time, the *Cars and Parts* magazine which he founded was one of the big three in the antique car hobby along with *Hemmings Motor News* and *Old Cars*. He once told me that he started the magazine on sort of a whim, but it grew so fast that it was scary. He decided that he did not want to get into subscriptions, mailing, etc. so he sold the magazine to an Ohio corporation. It was prominent for many years until just a very few years ago when it was bought by another corporation which promptly went bankrupt. It will probably never reappear. George had a small car collection which at one time included three Airflows. When an AACA National Meet was held in George's area years ago, Don and Mary Mitchell and Char and I visited the Slankards who were most hospitable. Rest in peace, George.

Official Obituary Submitted by Tom Sterrett (edited for space)

George was born on December 15, 1924, in Sesser, IL to George T. and Helen (O'Neil) Slankard. He graduated from the University of Illinois and Southern Illinois University and became a teacher in the Sesser Schools, where he met another teacher, Mary Hartman, who would become his wife on October 11, 1950. After concluding that teaching was Mary's forte and not his, George decided to follow in his father's footsteps and work in the family-owned business of Slankard Publishing. George's passion for printing grew beyond that of his family's and for the next 45 years he and Mary built the business and published three magazines: *American Cooner*, which was widely known and respected in the field of hunting, dog training and field trials; *Cars & Parts* was one of the first Automobile magazines that not only included interesting and informative articles but also included information on car auctions, swap meets as well as being a classified marketplace for cars, parts, accessories and services; *Hunter's Horn* specialized in the sport and competition of fox hunting. After George retired he devoted his attention to the field of horticulture. His love for the beauty of plants was evident to all who visited their extensive gardens. George was a lifelong leaner and consummate reader. He is survived by his loving wife of nearly 70 years, Mary (Hartman) Slankard, numerous nieces and nephews along with friends who always considered him part of their family, as well. A celebration of life will be held in the summer when the magnolias and gardens are in full bloom. Memorial contributions, in memory of George, may be made to the Rend Lake College Foundation for the RLC Learning Resource Center Project online at www.rlc.edu/give-now as well as to the Sesser United Methodist Church, PO Box 428, Sesser, IL, 62884.

READER CORRESPONDENCE

C11 Custom Imperial

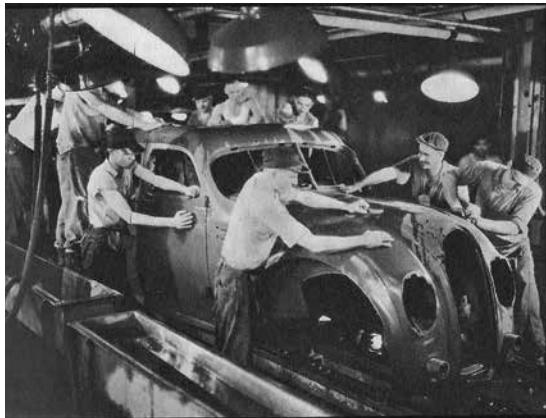
Jon Clulow reports the 1936 C11 Custom Imperial sedan he and John Boyd are working to save has been shipped to California. The cover photo of this issue shows it being unloaded from the transport in the San Diego area December 14.

Jon has overseen a professional engine rebuild in Maryland and assembled the car from buckets and boxes of parts that came with it. Jon spent about 13 months on the first phase of work.

The plan is for John Boyd to complete a short list of remaining tasks, then oversee the plating, body work, paint, glass, and interior fabrication using San Diego area shops he has used on two other Airflows—a 1936 DeSoto S2 and a 1937 Chrysler C17.

Both “surviving” C11s are shown on this issue’s cover.

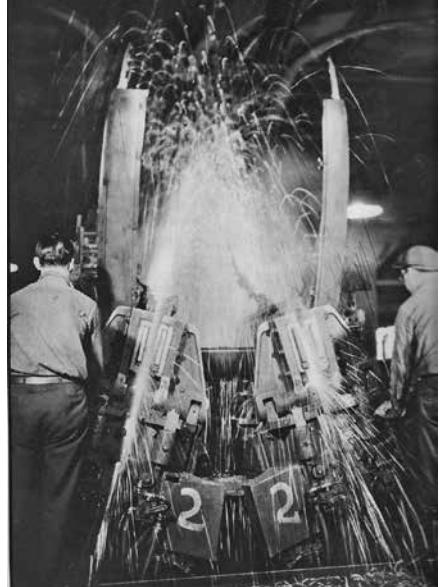
A short video of the restoration progress can be viewed at <https://youtu.be/vLUiqYoPEmI>.



A BODY READY FOR THE PAINT SHOP IS A "BODY IN WHITE" ... but on both sides of the paint shop are uncounted thousands of operations (four appear on these two pages) which put \$2,900 parts into every Dodge. The time schedule of a body, which represents one-third of the cost of the car, is this: four and a half hours to make the "body in white" or unfinished steel, fifteen hours to paint it, and four more to apply trim and upholstery. Right: the body meets its chassis on the line.



Frank Daly and John Spinks both found an interesting article on Chrysler Corporation in the August 1935 issue of FORTUNE magazine. Here are a few photos of an SG DeSoto in work from the article. Some of the details mentioned in the article are that the Airflow had 32,900 parts, and the hourly wage for women was 50 cents, for men 55 cents, welders \$1.00, and for die makers—the true craftsmen of the industry—\$1.35. Average for all workers was 83 cents, higher than Ford's 75 cents at the time. The photos show at least 10 people working on that SG Body in White at the same time, although it might have been posed for publicity.



Fokker with Airflow and Airplane

Submitted by Jon Clulow

Aircraft designer Anton Fokker is shown posing near a Chrysler Airflow Eight car and a Fokker F.XXXVI passenger plane in the background at Schiphol Airport, Holland, August 27, 1934. This 32-seat airliner was the largest transport aircraft built by Fokker. For its high level of comfort it was nicknamed the “Flying Hotel”. Sound dampening was so good passengers were said to be able to converse in normal tones while in flight. It was not put into mass production however and was built only as a single aircraft. KLM, initially interested in such an aircraft for its long-haul routes, opted instead for the American all-metal Douglas DC-2 and DC-3. The F.XXXVI, traditionally for Fokker, had a fully wooden wing. According to Wikipedia, KLM kept the single plane in service only until 1935, when it was sold to Scottish Aviation who used it for a crew and navigation trainer. It was scrapped in 1940 after it burned in a take-off accident.



READER CORRESPONDENCE

Running Board Molding Fabrication

The running board end moldings used on SG and S2 DeSoto Airflows are made of lightweight folded stainless steel and are notoriously fragile. Few remain to be used on DeSoto restorations. John Spinks shares how he made replacement sets for DeSotos he restored.

The original formed up stainless steel trim was found to be very delicate and easily damaged so I shaped and heat-bent brass sections and then tapped threads into the rear faces. Screwing brass bolts into the holes, I then braised them. Once this was done, I cut the screw heads off and fitted nuts to the protruding threads. When the brass sections were returned from the chrome plating company, I fitted everything and what you see in the photos are the end results.

Note the difference in correct SG underlap and S2 overlap of the new end caps. Unlike that for the SG, the S2 edge molding mounts on standoffs to maintain a small gap away from the running board.



Counting Airflow CW Custom Imperials

Frank Daly and John Heimerl discussed the number of originally built Airflow CWS and the surviving cars by email. Here is an extract of the discussion, with John Heimerl's comments in italics.

I can't offer anything quantitative (who can?), but I did a lot of research about true Airflow production figures for an article which I wrote for the Newsletter perhaps ten years ago. I then did subsequent research on CW production specifically five or six years ago when I embarked upon the restoration of CW-1069 (my car's engine #).

WAAAY back when, Ross McLean penned (actually, typewrote) a number of articles along the lines of 'How Many Are Out There?'. He compared the production figures which he had to the various 'sources', primarily books like Standard Catalog, etc. There were some discrepancies, but not significant. Ross, like the others, compared the first and last serial numbers and the difference was at least indicative of the number of Airflows produced. I'll dig up that article someday. Then a number of years later, Russ was in contact with someone who was in management at Chrysler 'in the day', and many conversations and snail-mails later Russ penned another article. The gist of the subsequent article was that quite a few serial numbers were skipped for reasons unknown. Ross used one year as an example and showed photostats of the factory production sheets as evidence of the 'skipped' serial numbers. Based on his data, he concluded that by using the first and last serial numbers, the number of cars produced might be overstated by 10% to 25%.

I agree, which is what I indicated to John B. The number of 67 is closer to reality and may be overstated as well.

As to the CW in particular, a number of sources indicate that 'slightly under one hundred' custom frames were produced and delivered to Lebaron pretty much as the cars were ordered, although a few were produced speculatively in 1934 and early 1935. Most 'early' sources indicate that no CWS were produced past 1936, although three (Fiorello LaGuardia's custom CW, The Major Bowes CW and the Philippines CW) were built or modified to 1937 external trim. But these were highly customized cars, produced at the end of the Airflow era. I've heard that the LaGuardia car was an existing CW, 'rebuilt' into that custom fire-chief-like car configuration. The Bowes car appears to have been purpose-built. Most refer to the Quezon CW (if it still exists) as a 1937 but again, it's a matter of trim and special-build.

The Quezon car does indeed still exist and is in a "museum" of sorts. It has been restored twice, not very accurately, and continues to suffer from deterioration due to the semi-outdoor display circumstances.

The Bowes CW is probably one of the later cars, being custom built with 1937-ish trim. The difference in serial numbers is 56 digits, suggesting that the estimates of near or over 100 CWS is overstated.

Correct again. The Bowes CW was custom-ordered by Walter P. himself for his friend Major Bowes, as one of the first advertising

Counting Airflow CW Custom Imperials continued

trades in the radio industry. Bowes promoted Chryslers on his show, "the Original Amateur Hour", and the car took him to the WNBC studios as well as to social events around town. And likely to lunch with Walter P.

If I were to triangulate from all of the various, sometimes conflicting, claims, I would support the Bruce Thomas figure of approximately 67 CWs produced – and a good chance the number was smaller than that.

Again, agreed. A club member has the build sheets for the cars actually built. The sheets, he says, do have gaps in their numbers. Are they a complete record? Who knows? But they include the later '36 and '37 cars we are aware of.

It was interesting for me to discover what you've no doubt long known. On the 'insides' the cars are essentially all 1934s. With the exception of customization (Phil's, now Driehaus's, CW has pull down shades, for instance) the interiors including instruments are all the same. The trim on the outside changed substantially as the years went by, but it wasn't consistent. The '35s retained the 1934, four-tier bumper, the running board top-trim, and the fender skirt emblems. There may be other items. In '36 they went to a one-piece bumper (which I think REALLY detracts from the appearance of the car, but in reality, those 4-tier bumpers were frightfully expensive to produce and even in a minor collision at least one bar would be bent). I can also tell you from experience that it is very difficult to get all of those bars in alignment and stay that way. I can see why they abandoned them.

Here my experience differs somewhat: The build sheets for the Knox Gelatin car showed it as a true 1935 (no '34-'35 hood update, but a true 1935 hood). 1934 bumpers could not have been mounted on that car and as documenting proof, shown in the photos of Mrs. Knox with the car in early 1936, the 1935-style bumpers were clearly mounted at that time. Even more interesting, the build sheet specifies to hold the car by request for "1936-style steering", which was installed in January 1936, when the car was scheduled for a truck delivery. I always figured that was Mrs. Knox's chauffeur getting info from the dealer and asking for the change. The crude hammering of the firewall was typical of factory retro-fits. I do agree about the interiors for the most part being fabricated from the stash of parts made available to LeBaron by Chrysler early-on.

The Irv Black / now New Zealand car is an interesting case. It was delivered, partially assembled, to the UK. Serial numbers would suggest that the chassis/drivetrain were assembled in 1935. However, it was trimmed as a 1936. It was speculated that

with the length of time it took to prep and ship it to the UK, and probably some confusion as to what to do with the darn thing (which had been custom ordered) when it got there, 1936 trim might have become available by then and the 'norm' for contemporaneous stateside CWs. The owner might have wanted the most 'up to date' look and thus it was trimmed as a '36. Since the external trim is what defines the year of manufacture, I've always thought of it as a '36 but Irv insisted that it is a '35 (which looked exactly like the USA 1936 CW models). Go figure.

As for my CW, I decided to keep the beautiful beast. It is simply too nice to just look at! I also want it to go to a museum at some point; I really do want 'the public' to see it. It's the only one extant. It was last titled in 1954, so I think it's safe to say that extremely few people alive today have seen a 1935 Chrysler Imperial Airflow Sedan Limousine other than No. 1069!

True, true.

Interesting to note that the Fredrick car has 'short' steering (as in 1936), as does the scrapped Jamison car. Possible retrofits, especially in the case of Fredrick's car? The formerly Putnam, (now Driehaus) CW shows crude modification (sledgehammer?) to the firewall to accommodate the short steering.

The Frederick car no doubt was a requested dealer update or a later mod by an owner's mechanic. Did not know about that. As to the Jamison car, the selling dealer had already requested one rear-set steering, as we can prove, so two is believable.

I've kept the Jamison car in the database (attached) out of courtesy to Phil and just for historical purposes. Boy, that car was instrumental in getting Bruce's, Phil's, and my car on the road. And also the NZ car.

Some other tidbits: of the survivors, the following cars have the original engine: Wallin, Fredrick, 'Former Joyn', Daly, Witt, Curtis, possibly Quezon.

Yes on the Quezon car, it has the 384. As far as I know, there is no operational Airflow CW which does not have a 384 in it. The Bowes car has the Knox engine, The Driehaus car has a CG engine. Ken has two 384's original to CWs. The Irv Black car has been re-united with its original 384 per John Spinks. So, the 10 cars listed do indeed seem to be the known "complete" CW's. I guess if you wanted to do the legendary ones, you would add: Hershey, Prince Carl, Sr., LaGuardia. Less known: the sawmill car (Curtis 7803780, CW-1033), the Jamison car, and after that, I'm out of ideas. So many missing, even if at 67. Shame.

TECHNICAL TIPS



cause we all have questions

Attempting to put your Airflow back to original can be trying—especially if used or NOS parts are not available. Neal Jacquot and I discussed his specific problem. He wanted an original ignition coil, lock switch, and cable assembly for his 1936 S2 DeSoto. He had searched for an NOS or even a decent used set to no avail. Neal's existing ignition switch and parts out to the coil were complete except for the actual coil connection. A previous owner had cut the cable assembly near the coil and led the hot wire to a newer, nonoriginal 6-volt coil. Modern, conventional coils have all three connections (hot, primary, and secondary) on one end. The original coil had had the hot wire passing from the switch, through an armored cable, then attached to the rear of the coil. The primary and secondary feeds were on the front. Apparently, unable to find the correct Airflow coil, the previous owner had substituted a modern coil.

Desoto Airflow S2 Ignition Rebuild

by John Librenjak and Neal Jacquot

Neal had located several parts to support the original configuration he wanted. There was a 1930s Chrysler ignition switch assembly that lacked the proper key-lock switch. It was also too long for an S2 but had the correct diameter flex guard and had the correct coil ignition cap as well as the oval tie down for the firewall. There was also a Dodge ignition assembly that would fulfill the need for the dash-mounted key switch. It lacked the oval firewall tiedown and was far too short to go through the firewall. He also sent a correct ignition lock cylinder. I found the proper NOS coil that would receive the connection on the back of the coil.

Disassembling the parts, I was able to produce a complete unit/assembly that had the proper length, the correct lock cylinder that fit the dash, a cap and coil, and the oval firewall tiedown. The photos show some of the tear down steps and the assembly of a complete set from the key front to the coil.



1. Back of ignition switch with armor removed



2. Switch housing, contact plug, and cable housing



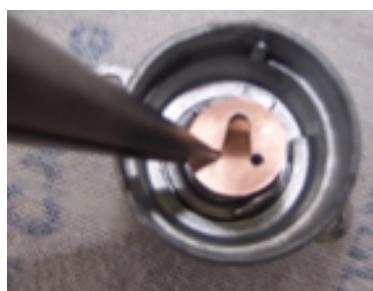
3. Using a small Dremel tool to remove wire from the switch plug



4. Switch parts all cleaned, ready for assembly



5. Reassembling key contact rotator into switch



6. Installing the small spring that keeps tension on the switch



7. Renewed connector and flange for coil end



8. Ignition wire and armor soldered back in place



9. Lockswitch housing all cleaned up



10. Cleaned and repaired lock installed



11. Using a small drift to close the housing back



12. All finished, ready for shipping

Airflow Club 57th National Meet

By John Boyd

The Airflow Club board met to discuss the best time and place for the 57th National Meet, which was cancelled during 2020 along with most other car club activities and gatherings. There is now good news! The official board minutes are being circulated and will be published, as usual, on the Members page of the airflowclub.com website. But here's an informal report on what was discussed. Danny and Carla O'Neill, who had done such a great job planning for 2020, agreed to host a meet that's pretty much as was planned this coming summer. The Stoney Creek Hotel and Conference Center is happy to welcome us back. The options put before the board were to book the same week in June we had for 2020, or to take a later date after Labor Day. The board felt that attendance would be safer and better if we went with a later date.

Western Region Spring Gathering Postponed

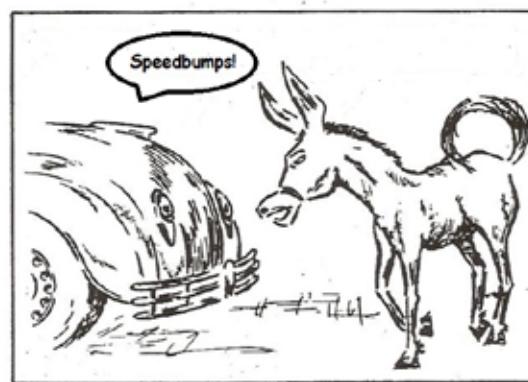
Phyllis Allstott, Western Region Director, in consultation with other Western Region members, has postponed the planned February gathering of the region in the Ventura, California, area. The event will be scheduled for sometime this summer. The event, planned to include the Mullin and Murphy automobile museums in Oxnard promises to be a lot of fun.

Newsletter Mailing [editor's note]

The November issue of the *Airflow Newsletter* was seriously delayed in the postal system, and some members are just now getting their printed copy. The normal Newsletter mailing method to US addresses is standard postage, not first class. USPS rules allow stations to hold standard postage items for up to 10 days before forwarding, and this might contribute to the delays experienced in recent months.

Newsletter delivery was discussed by the board, and we have decided to institute optional first class handling for newsletters to US addresses. If you would like your copy to be sent first class, please send Treasurer Linda Wilson \$5 (US banks only please) to cover the additional postage for the next six issues. If you haven't already renewed for 2021, include your note and the extra \$5 with your renewal form and payment. I and the other Board members apologize for the delays.

Stoney Creek asked us to avoid Kansas City Chiefs home games, and the football schedule won't be finalized until April. So we cannot get a firm date on a September weekend until then. However, they were willing to commit to a mid-week date. To minimize conflict with the traditional Hershey AACA week and to avoid Labor Day roads, we requested September 13-17. Arrive Sunday or Monday, tours and activities Tuesday and Wednesday, car show and awards program Thursday, and drive away Friday morning. As of this writing host Danny O'Neill is working to cement the date with Stoney Creek. Plan now to attend! Bring your Airflow, or just show up for a good time. Put some faces to the ACA names you are familiar with from the Facebook Airflow group, the newsletter, and the ACA website!



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A California Wedding

By John Boyd

"Hey John! Can you do me a big favor?" It's Armando, proprietor of AG Body, who did the body work and paint on my 1936 DeSoto Airflow and then later on my 1937 Chrysler. "Tomorrow's our 25th wedding anniversary, and my wife has always wanted to get married in a church. We're gonna recite our vows at our church. Could you drive her there in one of your Airflows?" Of course I could! "Just meet her outside my shop at 10:30 tomorrow morning." The next day, I put on my navy suit (don't have a black one any more) and I pull up in front of

AG Body. There's no one there on this quiet Sunday morning. Ten minutes, 20 minutes...I get a text. "She's running a bit late at the hairdressers." But eventually the bride showed up, along with their 20-something son and their 5-ish daughter. We pile in and off we go, 10 miles or so to the church. When we arrive, there's a party going on at the main entrance, with fancy dressed young and older people crowding around the bride. I'm too busy to take pictures, but some showed up a little later. What a fun day!



A Virginia Wedding

By John Heimerl

Having known each other for 50 years and being together for more than nine, Tom Norris and Missy Hespenhinde of Smithfield and Newport News, Virginia, respectively, made it official at a vintage-inspired wedding at Historic St. Luke's Church in Smithfield on Sunday, October 18, 2020. The 335-year-old church and grounds served as the perfect setting for the ceremony, as well as a scenic autumn backdrop for "Sweet Nellie," the 1935 DeSoto Airflow that

ferried the newlyweds home from the church afterward.

Honor attendants, shown inside the car, were their besties, John (Best Man and Chauffeur) and Lynn Heimerl (Matron of Honor), previous owners of the DeSoto, which is now owned by Tom and Missy. As the Heimerls were also married at St. Luke's more than 30 years ago, these four Flow Folks have plenty in common.





CLUB STORE

ORDERING INFORMATION

Items guaranteed. Shipping: Please add 10 percent (or amount stated) for each item shipped to US locations. Paypal fee please add additional 3 percent. International orders must be paid in USA dollar funds; shipping is actual cost. All checks must be drawn on a USA bank. Prices are subject to change; continuing stock of items is not guaranteed. Send order by postal letter with enclosed check or money order, made to "The Airflow Club", to:

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STANDARDS OF CORRECTNESS MANUAL Restore your airflow to factory correct condition. Extremely useful to the airflow restorer. \$15.

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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"ANTI-RATTLE" WINDOW SNUBBERS \$2.00 each

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

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

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

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

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

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



FOR SALE: I have **leftover parts** from working on a **1935 Airflow**: 1) pair of head light assemblies (1935 -37) 2) head light buckets with sealed beam, adapters and mouldings, also the original bulb reflectors and lenses, 3) hood and grill, slightly dented, 4) starter / generator, 5) pair of sedan rear seat vent windows, 6) one front vent window. I need the inner engine compartment vent panels. I will trade any and all of my parts for those vent panels. I can send you pictures. **Roy Lassen** 805-569-7160.

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



FOR SALE: Thinning out large, 40-year collection of **Airflow parts**. More Chrysler than DeSoto. Please email your needs to ntenna@me.com or call **John Heimerl** at 757-621-6361.

WANTED: Power brake booster unit for my '37 C-17. Please no junk. I had purchased a used unit that could not be repaired, so this unit needs to be working or IS repairable. **Jerry Allstott.** Please e-mail me at jlandpgallstott@yahoo.com with your price and particulars.

FOR SALE: 36 DeSoto S2 grille. Very straight, chrome intact but small bubbles. Has been professionally welded in two areas, welds are rough shaped so plater can surface it. This is an impressive grille and will plate beautifully. \$1100 plus crated shipping. **Octie Ham;** cell 248-882-2156; Lake Orion, Mi.



FOR SALE: 1937 Chrysler Airflow C-17 Sedan. A true survivor, we believe we are the 4th owner, the 2nd since 1958. 99%+ original. Drive train completely overhauled by our own Phil Putnam. We have replaced every single mechanical component that could be rebuilt, and many other components as well (\$24K worth). She's in excellent shape and loves to cruise. \$34,950. **Danny O'Neill.** 816-786-8824 or beanbaron@outlook.com.



FOR SALE: 1937 Chrysler C17 4 dr. sedan, speedometer shows 36,519 miles, 323 ci 8 cyl. 3 spd. with overdrive, power brakes, heater, turn signals, seat belts, banjo steering wheel and a radio that works. Older restoration that has been well maintained and looks and drives great. Asking price is \$32,500. **John Librenjak** 951-880-8985 cell Email: librenjak@sbcglobal.net



FOR SALE: 1938 Dodge Airflow Fuel Tanker Model, cast iron 14 inches long. Call for pictures. \$500.00 **Bob Setterberg,** 541-672-8796

FOR SALE: the Airflow Club of America Commissioned **M-10,000 Streamliner Pride Lines Union Pacific Model Train**, "CITY OF PORTLAND". Call for pictures \$1000.00 **Bob Setterberg,** 541-672-8796

FOR SALE: Effective 1-5-2020 \$39,500. **1934 Airflow CV 4dr. sedan** black 98,196 miles.

Owned by Lloyd VerHage since 1989 when purchased from David Schultz of Massillon, OH. Driven nearly 2,000 miles while owned including the Glidden Tour. Recent maintenance includes a new fuel sending unit 2020, Carburetor rebuilt in 2019; Valves ground / new valve guides and brakes including wheel cylinders front & rear in 2009.



Electric assist fuel pump added in 2007. Interior has incorrect type of upholstery. Car sold new in LA California at Greer Robbins Chrysler, one of 12 listed in the 2020 ACA roster. Car is solid and rust free, cosmetically driver quality throughout & mechanically sound. Contact **Norm VerHage** at norm@VerHageMotors.com, 616-396-3589. Go to VerHage motors.com website for a listing with more photos & information beginning in March 2021.

**Advertisements will run for TWO issues
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The Renze SE Airflow Coupes

By David Felderstein

When people know you're an Airflower, they send stuff. Last November, I got an email from Dan Haynes, an old car buddy. He saw some of these pictures on the Model T Club of America forum, and asked if I knew anything about this SE coupe.

One picture shows the 1934 Nebraska front license plate with an extra piece reading "The Gus A. Renze Co." of Omaha. The Renze firm still exists, so I e-mailed them, and this message immediately came from Doug Buchanan, 3rd generation company owner:

"I talked to my Dad, and he said my Grandfather Maynard Buchanan and his partner at the time, Walter Renze, each owned a 1934 DeSoto Airflow. Dad said a local body shop and some of the RENZE fabricators did the work, and both cars matched. They were used in a parade here in Omaha

for the Standard Oil Company. You can see the Standard Oil Crown on the front hubcaps. Grandfather, who was a huge car guy, wanted to show off the newly invented "Plexiglas," which was launched in 1933. By using acrylic, they could bend the clear material up in the nose. Dad said the nose section with the two windshields hinged up so the hood of the car could be accessed. The modifications didn't stay on the car long because of the heat, which was trapped under the new nose. Grandfather had removed the standard windshields, which made the heat in the car unbearable. Dad remembers that, in the end, the added bodywork was removed. Dad was born in 1927, and his memory is still sharp. He was only 7 or 8 years old when all this happened."

That's the story, friends. Sometimes strange and interesting things can show up in your e-mail.

