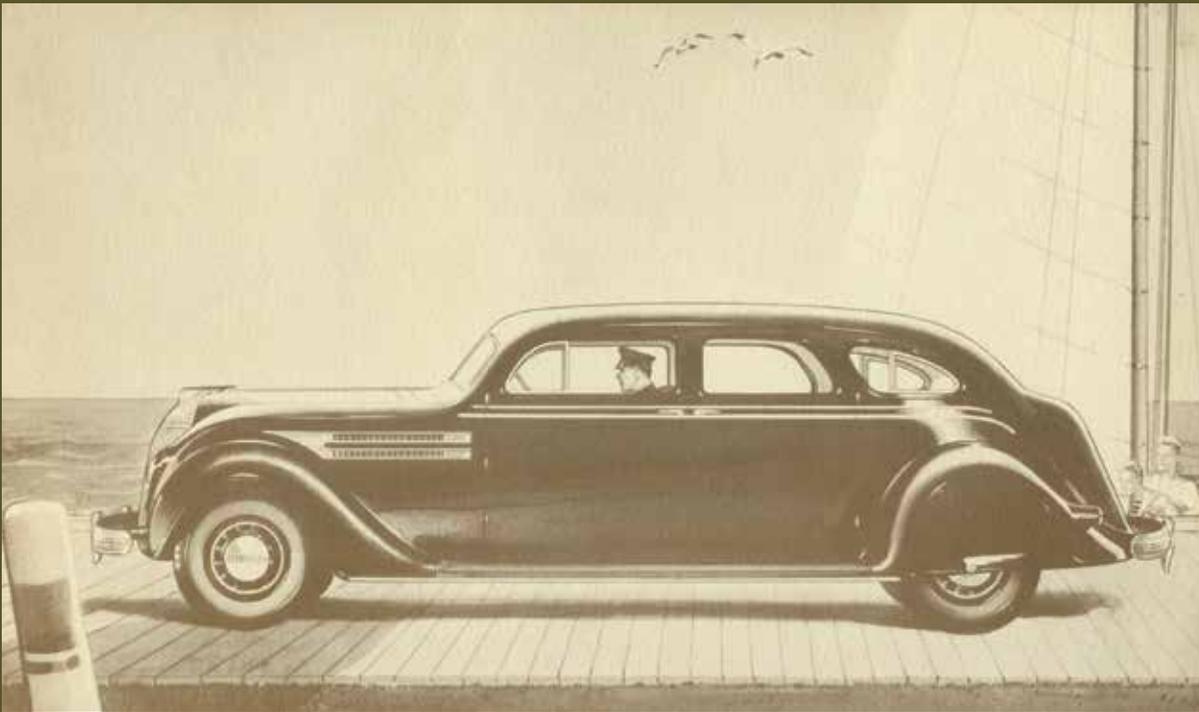




## 1936 Airflow Custom Imperial see page 9



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& INSERT**



OFFICIAL

ACA WEBSITE  
[airflowclub.com](http://airflowclub.com)

OTHER AIRFLOW SITES  
OF INTEREST:

Facebook: Chrysler and  
DeSoto Airflow Group

Forum: [airflowcars.  
groups.io](http://airflowcars.groups.io)

Dedicated to driving, maintaining, restoring, and appreciating 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](http://www.airflowclub.com)

Members Page Passphrase:

~~airflows4ever~~ 3musketeers

after 5/10/22: floatingpower

#### OTHER AIRFLOW SITES OF INTEREST:

Facebook Chrysler and DeSoto Airflow group and

[airflowcars.groups.io](http://airflowcars.groups.io)

The [airflowclub.com](http://airflowclub.com) Members page password changes May 10 to "floatingpower". No space, no caps, omit quote marks.

## PRESIDENT'S MESSAGE

I'm writing this column at the end of April. The results of the bi-annual Airflow Club officer elections have been received from our Certified Public Accountant. I want to thank everyone who agreed to offer to serve our Club by running for office. Our President, Vice President, Treasurer and Secretary are elected every even year. This year, all of these incumbents will continue to serve another term. Each 2-year election cycle, one of the 3 National Directors is up for election to a 6-year term. This year, in the race between incumbent John Librenjak and Chuck Cochran, Chuck was elected. His term will begin at the July Board meeting. Congratulations, Chuck!

I want to thank John Librenjak for his service as National Director. John has served as ACA President and other Board offices. John will continue in a job he has done for decades: keeper of the Club Store (probably our most essential Club function). Thank you, John!

The conduct of this year's Club election was top-notch. Club Secretary Kim Forster strictly followed the procedures specified in our Bylaws. Kim has focused carefully on compliance with the club's official procedures in the conduct of his ACA Board Secretary duties for the past two years, and we are grateful that he will continue to serve.

All of the Board are anticipating the 2022 57th ACA National Meet! It will be held in Independence, Missouri, July 9 – 14, hosted by the O'Neill family and Central Region Director Chandler Smith. This will be our first Meet since 2019. Registration materials are included in this issue of the Newsletter. We are expecting good participation with lots of Airflows. Please consider coming to Missouri!

Our Airflow Club membership and finances are strong and stable. One example is the fabrication of Chrysler hubcap skins, which are now available. New members are joining the Club and former members are returning. Our Club's history of excellence will continue.

As always, our Airflow Club Board of Directors is interested in what you have to say and your suggestions. Best wishes for a safe and healthy driving season.

~ 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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## MEMBERSHIP INFORMATION

Annual dues for 2022 are \$35 including email delivery of the Airflow Newsletter; \$25 additional for a mailed printed version in the US (\$30 international). **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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Unsolicited material will not be returned.

# Jim Lightfoot

## 1937-2022

### Airflow Club Tributes

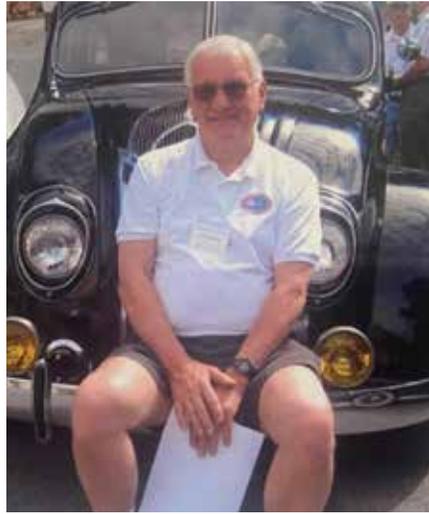
I am saddened to report that Jim Lightfoot passed away March 31 at the age of 84. Jim was a longtime and active member of the Airflow Club and the Western Region, as well as a true gentleman. Jim served as a club officer and as newsletter editor for many years, and his black S2 Desoto coupe showed up regularly at regional and national meets and events. He was influential in my joining the club. He will be missed. A memorial service for Jim was held Tuesday, April 19th, at Simi Valley United Methodist Church.

*John Boyd*

### **From Jim & Paula's daughter, Corrine Growing up Airflow**

Dad loved design. He was drawing cars, studying design, and making models of cars from a very early age. I have heard him talk about the design aspects that drew Dad to Airflows in particular, time and time again. The Art Deco curves and streamlining, how could he resist?! While sitting around and talking with his younger sisters, getting ready for his memorial service, they spoke of how Dad would keep his prized model cars lined up just so on his dresser as a boy and how they just had to sneak in and play with them. Sitting in his office, surrounded by his model cars (all lined up just so) and all of the Airflow plaques and trophies, brings back all kinds of warm memories. Being a member of the Airflow Club has been such an important part of who dad was. He loved the cars and he loved the people. Dad loved that the cars brought together all different types of people, from all different walks of life, and all different professions.

It was a beautiful way to grow up, surrounded by a diverse group of people who love cars. My brother, Colin, and I share so many memories involving car clubs. What a great influence! My first Airflow Club event was at age 6 months. Colin was brought home from the hospital in an Airflow. Dad taught us both how to drive stick in the Alfa Romeo, before "graduating" to the Airflow. All of the caravans and national meets, such great memories! Growing up in the Airflow Club was a gift. Dad and I had plans to get the Coupe up and running again and head out to the next west coast meet. Colin and I have talked about still making that happen. It will be tough not having Dad with us physically, but we know he is still with us through his love of special cars and the appreciation of "car people" and their stories.



### **Steve McManus**

Very sad news. I've met him and had a few discussions with him. Godspeed Jim Lightfoot!

### **Chandler Smith**

Jim and Paula Lightfoot were the direct reason I joined the Airflow Club of America.

Back in the early '90s, I was a member of the Walter P Chrysler (WPC) Club with my '66 Newport convertible (loved that car!). I got notice we were having an event one Saturday in conjunction with the Airflow Club of America to see Richard Carpenter's fantastic collection of Mopars. Having heard about Airflows from my father when I was a boy, I was eager to see one in person.

When I arrived at the collection, there were about six running, driving Airflows arranged together in the parking lot — I couldn't believe it! And then the owners started to show me their cars, pointing out differences among the DeSotos and Chryslers and the four years of production, and I was immediately confused (sound familiar to anyone?).

Jim and Paula suggested I join the ACA as a way of educating myself about Airflows toward possibly owning one one day. They were so welcoming, so warm and friendly. I filled out the application and joined.

They proceeded to welcome me with open arms at each subsequent Club event. They encouraged me to attend a National Meet, which I thought was a little ridiculous, since I didn't even own an Airflow yet, but they persisted, assuring me I'd have a great time. And I did! I attended the Sacramento Meet and have attended every Meet since. Five years later, I bought my first Airflow, a 1935 Chrysler Imperial Airflow C2 sedan that needed (and still needs a good part of) a full restoration. They became resources of information, friends, cross-country caravan companions, and much-admired fellow Club members, frequently offering gentle advice that was usually right on the money. I came to learn that Jim and Paula displayed the same warmth, generosity, and commitment to people through the Alfa Romeo Club, the Kiwanis Club, and their Methodist church.

Watching them was a lesson in how a couple can be equally committed to and invested in common interests. For example, I watched them have car troubles on the road in the middle of nowhere, and it was as much water off a duck's back for Paula as it was for Jim. They were pleasant and unflappable, always maintaining a good attitude. Even with health challenges in recent years, they have attended ACA events as they were able, and always with that familiar warmth and pleasantness. I'm glad to have known Jim and to still know Paula, two people who enjoyed their life together while quietly enhancing others' lives in

## Jim Lightfoot (continued)

subtle, easy ways. The Club won't be the same without Jim, and it certainly was made better because of him, including through his service as President.

Their daughter, Corrine, as I understand it, will continue in the ACA as new caretaker of their 1936 DeSoto S2 coupe, and she will do so, not surprisingly, with the familiar Lightfoot touch. It is a most admirable legacy!

### Diane and John Spinks

Diane and I are saddened by the news that Jim Lightfoot has passed. We first met Jim in 2009 on our first visit to the USA for the Airflow Meet which Frank Daly organized at Tacoma. It was

an absolute delight to chat with Jim and he will be missed by everyone. Rest in peace, Jim.

### Guy Rioux

I met Jim briefly in 1988-89. Joanne and I pass on our condolences to his family and friends. May his memories especially with Airflow be a long-lasting blessing.

### John Heimerl

Very sorry to hear this. Jim and Paula logged many Airflow miles and attended many meets. Godspeed to Jim and our sympathies to Paula and Corrine.

## Club Store News

As those who need them know, the Store has sold out of the hubcap skins for most Airflow models. As a result of many weeks of searching and negotiating, Store Manager John Librenjak announces that the Chrysler skins will soon be available again. Sheets of .020 brass are purchased and 100 skins have been cut and spun. The Chrysler logo has been stamped into the skin. DeSoto skins will follow soon.

Recent purchasers of these beautiful replacements have reported that the chrome plating can sometimes crack while the skins are being installed onto the hupcaps. Accordingly, the new skins will be sold unplated. Purchasers are advised to install them first onto the hubcaps and then have them chrome plated. The price will be \$75 each unplated instead of the former price of \$135. The stamping dies and embossed cap are shown in these photos of the manufacturing shop.



## You're in for a Treat When You Come to the Meet!

By Chandler Smith, Central Region Director

Since 1962, the annual National Airflow Meets have introduced generations of members and friends to each other, to Airflows, and to many places they might otherwise never have visited. Don't miss this year's Meet, July 9-14 in Independence, Missouri! Not only have your hosts, Carla and Danny O'Neill, set up an interesting and varied program of excursions and activities to show you the best of Independence and Kansas City, but you'll get to spend several days with all your current and future Airflow friends. Whether this is your first or your fifteenth Meet, you're in for a treat! While there is a Harry Truman theme for part of the time, you will be visiting art and car museums, car collections, sights, and local eateries. You will also have the old standbys, like the tech seminar, general meeting, Fun 'N' Ugly Auction, driving tours, car show & judging, and awards banquet. There will certainly be ample opportunities to drive, ride in, and admire members' cherished Airflows, so you can ask, learn, and dream to your heart's content.

Think of a Meet as a turnkey vacation — all you have to do is show up! Just fill out the enclosed registration form, and return it with your check according to the instructions. As of this writing, our block of hotel rooms still has availability at the \$109/night Airflow rate. If you encounter any difficulties or have questions, just call me, Chandler Smith, at 817-889-2335. And by the way, I'll be driving my Airflow from Fort Worth straight north on I-35 a day early on July 8 and back south on July 14, if anyone would like to caravan one or both ways with me.

Carla, Danny, and I are eager to see you (and your Airflow, if possible) in Independence July 9-14!

## WELCOME NEW MEMBERS

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DeSoto 1935 SG 4dr

# Who was Paul Stern?

By John Boyd

Jon Clulow spent many hours of the 2021 COVID-19 quarantine improving the Airflow Club registry of cars. That historical ACA record attempts to track ownership of specific cars by serial number, and Jon went through many old club membership lists to glean information about who owned which Airflow in which year. He noticed that the name Paul Stern came up repeatedly. In fact, Stern at one time owned both my '37 C17 and the '36 C11 Jon and I own together. Some 15 known Airflows list Paul Stern, Manheim, Pennsylvania, as a previous owner. Who was this guy?

Several years ago, while trying to discover the history of my C17, I spoke with a previous owner, a Mr. L. C. Bowers of Greenville, Tennessee, who was listed on a bill of sale that came to me with the car. He confirmed what the late Sara Kosel had told me when she sold me the car: my car had spent some years in a Pennsylvania Museum. Bowers further stated that he had bought the car in 1982 from a dealer who had brokered the purchase. Jon's work revealed that Paul Stern owned my C17 in 1968 and then again briefly in 1982, and that he owned our C11 from 1969 until 1975.

Earlier this month, I received a copy of the DeSoto Owners Club of Maryland April newsletter, the *DeSoto Diary*, from my friend the editor, Bob Baer. In it, Bob had included a letter to the Editor from Harold Mermel, Morganville, New Jersey, President of the Town and Country Chapter of the National Woodie Club. In this letter, Mr. Mermel tells the story of an unusual 1929



Paul Stern at a flea market in Manheim, June 10, 1978 (photo Manheim Historical Society via Facebook)

Dodge that had been driven from Uruguay to California and eventually to Michigan and then to Brooklyn, New York. Mermel bought it for \$25 and drove it in New York for several years. He then writes:

My good friend and well-known Mopar car collector Paul Stern then offered me a nice 1940 DeSoto Business Coupe in trade for the 1929 Dodge with some money in August 1970.... Story has it that while Paul was working full time as a school teacher, he, along with several partners, started Manheim Auto Auction just after WWII which went on to become one of the largest used car auctions in the country. He was not only famous for the Manheim Auto Auction, but he was an avid car collector. Paul had probably the best Mopar collection and museum in the 1960s-70s. His museum pamphlet from the time states that he owned the world's best collection of restored antique Chryslers. I knew Paul for years, and we would put on Mopar car shows in Hershey, PA, on the Sunday after the huge AACA car show.

Included in the *DeSoto Diary* article were some photos and brochures that shed more light on Stern's interest in Mopars and Airflows. Bob Baer notes that Paul passed away in 1983, and his collection was gradually sold off and the museum was closed.

So now I know a bit about who Paul Stern was. No doubt many members of the Airflow club actually knew him, and now more of us can appreciate his contribution to the old car hobby and Airflows in particular. And it does appear that my C17 spent several years in his collection, which could have been called a museum.

*Notes:* An AACA forum on the Internet contains several more interesting photos and discussion of cars he owned. <https://forums.aaca.org/topic/348439-the-paul-stern-collection/>

If any member would like a copy of the club registry report on your car, please email a request to the Editor.

Paul H. Stern's Antique Car Museum displays an exceptionally fine personal collection of most restorations of Antique Cars including a large number of Dual Cowl Phaetons, Special Interest and Futuristic Cars. This outstanding collection features the largest collection of restored Chrysler Antiques in existence. Also remarkable is the fact that fourteen cars of this collection have been judged as National First Prize winners by the Antique Automobile Club of America. An extraordinary assembly of ninety-two beautiful and exceptionally fine antique car restorations that should not be missed. The museum is located on the most direct route between Lancaster County Dutch Country and Hershey, Pennsylvania. Check the map on the back side for the exact location. The museum is open to the public from April to October by appointment.

# TECHNICAL Tips

cause we all have questions



## Airflow Windshield Restoration

I have read the article about your car in the November-December edition of the DeSoto Adventures. I am also an owner of a similar car here in Norway. I need to change the glass in the front windows on my car. I have looked at different web sites and in the manuals I have but I can't find anything about the front windows. Can you please help me with some advice? I have bought new rubber seals from the Airflow Club of America. Best regards, Haavard Marthinsen.

Hello Haavard — Here are my observations about changing the front glass and the steps I followed for my 36 DeSoto. 34 and 35 might be different, but I think they are quite similar.

1. Remove the windshields from the car. They are held in place by the “regulator tape”, a steel ribbon at the bottom, and two hinges at the top. Crank the windshield out and detach the tape from the lower edge of the frame. This will allow you to raise the windshield until the glass is about horizontal. Remove the screws that attach the windshield frame to the hinges. There are two or three screws on each hinge. I think they are #8-32 or #10-32, slotted flat heads, about 1/4 inch long. If you replace them with longer screws you are very likely to break the new glass. You will note that the hinge holes are slotted for adjustment of the windshield frame.

Note that the other side of the hinge is fastened to the header of the car behind the headliner. These mounts can be also adjusted to make the windshield fit the opening better. Leave these in place for now.

2. Clean the old rubber out of the windshield frames. It's important to get it all out, as putting the new rubber in is a tight fit.

3. Disassemble the windshield frames. They are held together by L-brackets in the two inside corners — near the windshield divider post in the center. Remove the screws and work the L-brackets out. Remove the old glass. If one of them is complete, it might serve as a pattern for the replacement safety glass. Neither on my latest car was intact, but my glass shop had no problem making and installing replacement glass in the frames. Refinish and repair the frames if needed before installing the new glass. For 1936, my windshield frames were black inside and out.

On 36s, there is a stainless-steel bead around the frame on the outside. It's very hard to get it out and back in. I recommend stripping the old paint off the frame, then buffing and polishing the stainless, then masking the stainless to paint the rest of the frame. As always, remove the masking tape as soon as the paint is dry so it doesn't make a permanent bond to the metal.

Original Airflow glass was clear Duplate™ — tinted glass was not available.

4. Install the new glass in the refinished frames. I never did this myself — I hired a local glass shop to cut and install the new glass into the frames. My first glass guy lost some of the screws and replaced them with metrics that fit poorly. I recommend you be

there when the glass is reinstalled in the frames and hand the technician the original screws. If he uses the wrong screws, he's likely to break the new glass.

5. Now install the “outer windshield gaskets” into the frames. They are a tight fit, so use plenty of soapy water or rubber lube and work them in a little at a time. Each frame has a large U that goes around the top, outside edge, and bottom, with a separate piece that goes along the inside edge, along the center post. Ideally

### AIRFLOW BODY SERVICE MANUAL

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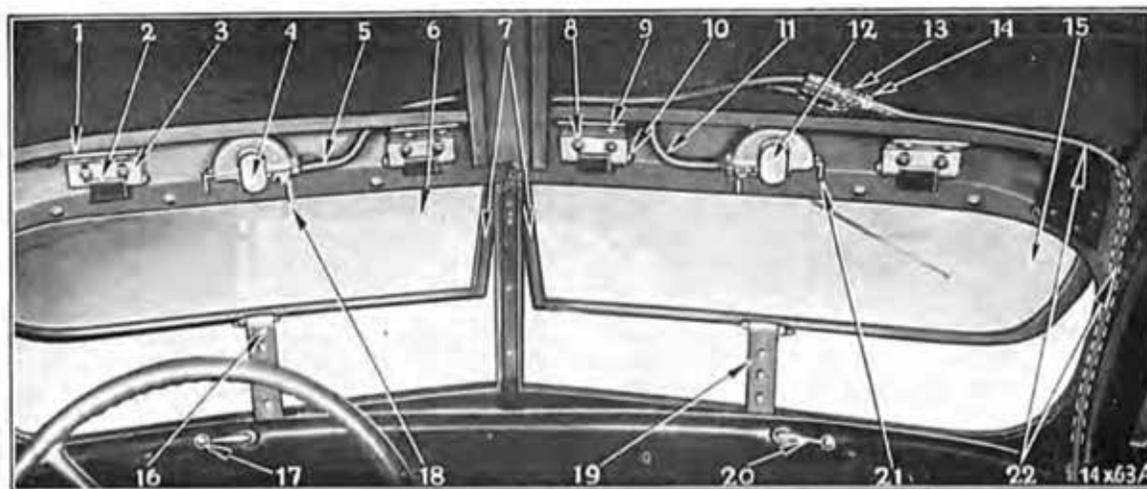


FIG. 22—Complete Windshield Installation, with Trim Panels Removed

- |                               |  |                                  |
|-------------------------------|--|----------------------------------|
| 1—Windshield hinge bracket    | 8—Windshield hinge to bracket screw          | 16—Windshield regulator tape     |
| 2—Windshield hinge male outer | 9—Windshield bracket to header screw         | 17—Windshield regulator handle   |
| 3—Windshield hinge female     | 10—Windshield hinge pin                      | 18—Windshield wiper control knob |
| 4—Windshield wiper            | 11—Windshield wiper tube                     | 19—Windshield regulator tape     |
| 5—Windshield wiper tube       | 12—Windshield wiper                          | 20—Windshield regulator handle   |
| 6—Windshield glass            | 13—Windshield wiper tube “Y” coupling        | 21—Windshield wiper bracket      |
| 7—Windshield side channel     | 14—Windshield wiper tube “Y” coupling nipple | 22—Windshield wiper tube         |
|                               | 15—Windshield glass                          |                                  |

## Airflow Windshield Restoration *(continued)*

you should make a mitre joint at the top and bottom inside corners. I also glued the weatherstrip joints together using black weatherstrip adhesive. I've seen butt joints here, but they don't look right to me.

6. There should be an inside weatherstrip also. This is glued to the body all around the inside of the windshield to form a soft rubber bed for the windshield frame to rest and seal on. The Airflow club store has this weatherstrip as well. To install it, you will need to remove the center post garnish and both windshield garnish moldings. Like the outside weatherstrip, each inner weatherstrip has a straight inside edge piece and a large U-shaped piece that goes around the other three sides. You will have to cut neat notches in this inner weatherstrip to make room for the hinges

and the regulator tape. There is a small gap between the top of the dashboard and the cowl panel that looks like it might accept the flap on the rubber weatherstrip. On my cars, the gap was too tight to get the weatherstrip flap into, so I just trimmed that off where I had to to get a good fit.

7. Screw the frames back to the hinge plates. If the windshields are correctly assembled and hinge mounts adjusted but they still fit poorly, you might have to remove tacks and staples above the windshield and drop the front edge of the headlining. There might be hardboard backing up a section of headlining at the top of the windshield too — not all Airflows have this. The hinge top plates can be moved once their attaching bolts are loosened.

## Door Glass and Garnish Moldings

Member Dave Kelly writes on the Airflowcars Forum:

I have two pieces of glass that are delaminating, the main glass in front door and rear door glass. Can these be removed by removing the garnish molding only or does the inside door panel need to be removed. In looking down at the window I do not see a mechanical fastener holding the glass in place; is it simply held in by a bedding compound? Your input would be greatly appreciated.

**Response:** There are some manuals posted on the Members page of [airflowclub.com](http://airflowclub.com), including the 1935 Chrysler Airflow Maintenance Manual and the Chrysler Body Manual. The 1935 C2 and C3 have the same window mechanisms your C17 has. Note that the 34 front window system is different from the later Chryslers. This limits the applicability of the 34 shop manual, which is also available there. Recommend you check the door glass section of both manuals. But here's my summary, as I found the manuals a bit hard to understand. You do have to remove the door panel to do the front door glass.

1. Remove the door panel as follows:

- Remove the window garnish molding.
- Remove the inside door handle and window crank. Press in hard on the escutcheons around the handles to expose a short 3/32" pin at right angles to the handle arms. Press this pin out with a suitable driver. I've used a nail before, but a 3/32" drift is easier and better if you have one.
- Remove the two screws holding the armrest.
- Pop the spring fasteners around the edge of the panel out of the holes in the door. Use care here, obviously. If your panels are original they are likely to be weak from age and moisture.

2. Now remove the panel across the top of the inner door, called the "inner door extension panel" or the "garnish support molding" in the manuals.

3. To avoid scratching the door paint, it's recommended to remove the pivoting vent window. It's held in place by two small machine screws clamping a short metal bracket to the bottom edge of the vent window frame. Open the vent window fully to get at them.

4. The window assembly comes out the top of the door. To get it out, lower the vent window lever to horizontal, then lower the complete window assembly and pull the window runway (track) out of the door. Pull it inward from the top of the door (it might be glued), then tug it gradually upward. This leaves the glass in the door but now there's some clearance.

5. Raise the window assembly fully and raise the vent lever to vertical. This unlocks the vent frame from the horizontal rail carrying the main glass.

6. Now lower the main glass fully. Hold the vent window frame up (or pull it up as you roll the main glass down).

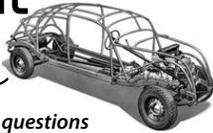
7. Tilt the vent frame rearward carefully and you should be able to lift it out.

8. Now raise the main glass. As it approaches fully closed, pull the top inward, gently, and keep cranking. This will bring the regulator arms together so they can be slipped out of the opening in the center of the window rail, allowing you to remove the rail and glass.

To reinstall, you reverse these steps.

## TECHNICAL Tips

cause we all have questions



# Western Region Gathers in Ventura, California

Report by John Boyd and Phyllis Allstott

Phyllis Allstott, Western Region Director, and her husband Jerry hosted a weekend meet-up for the Western Region March 4-6. With the discontinuation of the San Diego Big-3 Swap Meet and Parts Exchange, precipitated by the sale and demolition of the former San Diego Chargers football stadium, the Big-3 owner has been left without a suitable venue. Covid-19 risk avoidance and shutdowns made gatherings difficult over the past two years. We did manage a Region visit to the Petersen Museum last summer (see the September- October 2021 Airflow Newsletter for the report) before restrictions resumed. But in early March, we pulled it off!

Most arrived the afternoon of March 4 and checked in at the Clocktower Inn in Ventura. Weather was as forecast for the weekend, unusually cool and very windy. But our activities were mostly indoors, so we enjoyed the clear skies and sunshine through windows. Friday March 6, Jerry and Phyllis hosted a Subway lunch at their home in Oxnard, just a few miles down 101 from the hotel. Jerry introduced us to Betsy, their 1937 C17 Chrysler Airflow sedan they have owned for many years. Did he say 1976? The car shows well, starts right up, idles smoothly. They drive it to church most weeks, unless it's rainy.

After lunch we headed for the Mullin Museum and spent some time with Art Deco cars, mostly French, collected and displayed by Peter Mullin. Of particular note were collections of the Schlumpf "warehouse find" Bugattis and the "Bugatti from the Lake", which spent nearly 75 years in Lake Maggiore on the Italian-Swiss border.

We next visited the Murphy Museum, also in Oxnard, where we were treated to an eclectic collection of vehicles, featuring more Studebakers than you might expect and antique travel trailers. Late in the afternoon, we paused and posed for a group photo.

Dinner Saturday night was at Casa de Soria, a well-known Mexican restaurant in Ventura, located in a former auto dealership. John and Connie Librenjak donated prizes for a regional fund-raising raffle. Great food, good fun! And so satisfying to spend the weekend with friends.



(l to r) Jack Moore, John Boyd, Phyllis and Jerry Allstott, Larry Jennings, Steve Enneking, David Felderstein, Tony Burke, Linda and Steve Wilson, Barbara Boyd. Not shown: Ken and Lee Hubbard, John and Connie Librenjak.



Peter Mullin with an extremely rare Bugatti Tybe 57 Atlantic coupé



Murphy Museum Trailers



Linda Wilson and Barbara Boyd sat at the kids' table.



Bugatti from the lake.

# Airflow Custom Imperial Shown at 2022 AACA Las Vegas Spring Nationals and CCCA Grand Classic Rancho Santa Fe

By John Boyd

Airflow Newsletter readers have seen several progress reports and photos over the past 30 months or so of the 1936 C11 Custom Imperial project undertaken by Jon Clulow and John Boyd. The partners purchased a lot of four Airflows and a few tons of spare parts in November, 2019, from the family who had owned the car and collected the spares over the past 30 years or so. Clulow, with family help, retrieved the “barn find” from the Pittsburgh area in four trips, and he spent most of 2020 sorting through parts, reconditioning them, and assembling the car. This included at least 1400 hours of Jon’s labor as well as a professional engine rebuild. Parts Jon has collected over the past 25 years of Airflowing contributed to progress. In December 2020, Jon drove the assembled car to a meeting point to load it into a transport truck for shipment to John Boyd in San Diego.



Pittsburgh area shed full of Airflows. November 2019

During 2021, John stripped the car and supervised body repair and refinishing, brightwork restoration, glass, tires, and interior. Upon completion of paint work, Jon flew to San Diego for a couple of weeks in July to help reassemble the car. Work continued through February 2022.



Assembled C11 arrives in San Diego, December 2021

Boyd’s showed the car at the March 2022 AACA Spring Nationals in Las Vegas, where it was awarded a First Junior prize in Class, 19C CCCA vehicles 1934-1936. The following weekend, the Classic Car Club of America held a Grand Classic show in Rancho Santa Fe, just 30 miles from John and Barbara’s home. They drove the car to that show, where it was also awarded a First in Class, Custom 1933-1936.

According to the Airflow Club’s registry of vehicles, only two C11s remain: a limousine in Australia and this one. The owners plan to bring the car to the 2022 Airflow Club National Meet in Independence, Missouri.



Clulow-Boyd C11 at the Las Vegas AACA show, March 2022

**ORDERING INSTRUCTIONS**

Items are guaranteed. Prices are subject to change; continual stock is not assured. To order, **mail** or **email** a list of items desired, together with prices, adding 10% (or amount stated) for shipping, to the club Treasurer. Mail payment (**US funds only**) in money order or check **drawn on a US bank** to the club Treasurer. If paying by Paypal, **please add 3% for Paypal fee**. Make checks payable to "The Airflow Club"; or send Paypal payment to [airflowclub@icloud.com](mailto:airflowclub@icloud.com)

Addresses:

**LINDA WILSON, TREASURER, ACA**

PO Box 935, Sanger, CA 93657. Email [braun2848@gmail.com](mailto:braun2848@gmail.com)

**NEW! 2021 AIRFLOW RESTORER'S GUIDE** Restore your airflow to factory correct condition. Extremely useful to the Airflow restorer. \$50.

**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 Joynet 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 Bonnevile; "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.

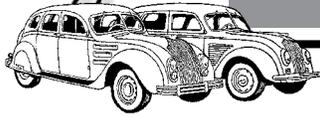
**"SERVICE C INSTALLATION NOTES for FACTORY AUTHORIZED PHILCO RADIOS"** 17 pages for all Airflow models 1934-1937. \$7.

**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. New skins are made of brass and sold ready for installation and plating. The cost of each Chrysler hubcap skin is \$75 and does not include shipping. Shipping is billed when skins are shipped to you. More DeSoto skins are coming soon.

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

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



**TAKING 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:** Reproduction doorsill scuff plates for all Airflows. Since 1987 we've been proud to supply accurate reproductions of the doorsill scuff plates for all Chrysler and De Soto Airflows. Let us know what you need. Current price for sedans is \$US450; coupes are \$US250 – all plus shipping. Prices in effect as long as our supply of blanks lasts. **Jim Hazlewood** 141 Stanley St N, Thamesford Ontario Canada N0M 2M0 519-285-2279; hazlewood@globalserve.net

**FOR SALE: 1935 Chrysler Airflow C-1 Sedan.** Rebuilt engine, overdrive & carburetor. NOS ring and pinion. Replaced brake lines & master cylinder. Sealed bearings installed in water pump. Recored radiator. Complete new wiring harness, new safety glass in all windows. 5 new wide whitewall tires & tubes. Replaced exhaust manifold. New vinyl top insert. Complete professionally redone interior. All chrome replated. 5 new seat belts. Includes car cover & manual. \$35,000. Contact **John** 603-490-4033 johnmangan23@gmail.com



**FOR SALE: Fender pads** (under-fender rock guards) made of self-sticking neoprene, including installation instructions with photos. Fits all Airflow models. \$125 per set of four including postage and handling. Call **Chandler Smith** for more info: 817-889-2335.



**FOR SALE: Reproduction lower hood guides** for 1935 and 1936 Airflows. Polished stainless steel, I have two sets left in long (DeSoto) size. Can be trimmed for Chrysler. \$150 + \$10 shipping per pair inside US. **drjohn96@mac.com**



**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.

**PATTERNS:** I have the foundry patterns for the unique **S2 thermostat housing** (goose neck) and I can also provide the water distribution tube. Contact **Ron Robbel**, rarklr@aol.com

**FOR SALE:** 1934-1935 Desoto & Chrysler Airflow lower body (running board) stainless mouldings. I have formed and shaped this trim since 1994. I am the supplier for this trim and have manufactured it for many Airflow Club members. Contact: **Bob Cranston** at 905-692-3167 or Thinman2178@gmail.com



**FOR SALE: Stromberg EE22 carburetor** fresh professional restoration \$500.00 plus shipping. 443-433-8046 leave message 36airflow@gmail.com

**FOR SALE:** Airflow oil filters. I have a limited amount, so first come first serve. \$40.00 plus \$15.00 shipping. Call **Phil Putnam**. 530-520-9958



**FOR SALE: Reproduction license plate lenses** available. I have cast clear resin replacements for these lenses at the request of an ACA member. I can make more to order if you need one. Part No. 619907 is used on SG, CA, CB, CU, CV, CX, C1, C2, and C3. \$75. **owenbillingsley4@gmail.com**



**WANTED:** Rust free **1934 or 1935 Chrysler Airflow** in correct and presentable driving condition near the Northeast USA. Car should be complete. Repaint, reupholstery, reproduction rubber and filler free rust repair OK. **Jim** 860-670-4501; jgbarnard@aol.com

**WANTED:** Does anyone have any of the **new reproduction Airflow Club hubcap skins** for a **1935 DeSoto SG** that they aren't going to use? If so, I could use them. Or, does anyone have any really nice '35 SG hubcaps that could be used on a very, very nice car? Let me know please. Contact **Steve Frisbie** 503-260-2224, or email steve@realsteel.com the lower 48 states. Selling because I do not need two C-10 Airflows.

**FOR SALE: Reproduction stainless steel 1935 Chrysler outside body tags.** These screw to the right side lower cowl only, just above the running board. \$40 including shipping. Email **John Boyd** drjohn96@mac.com. Paypal OK.



**Advertisements will run for TWO issues (4 mo) TELEPHONE SUBMITTALS WILL NOT BE ACCEPTED.**

**Please submit your ads or ad renewals 30 days before the first issue in which you wish the ad to appear.**

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

## Airflows in Sweden, 1930s

Member Jan Larspers of Falun, Sweden, forwarded two Airflow photos from long ago. He writes:

The Desoto was owned by a taxi driver, Erik Snås, in the town of Hedemora, during 1935-1938. The license plate has a W. That means its home is in the province of Dalarna. Chassis number 5079258, SE 11555. The building in the background in Hedemora is still there.



The Chrysler is standing outside a pastille factory office in Gävle. The building in the background is not there today. I sent the picture to ACA member Sten Gunnar Nyman. He had not seen the picture before but in his register he had a Chrysler with license plate A779. If you zoom in you can detect A779. If the car was local it should have the letter X. The A tells us that this car came from Stockholm area, probably visiting the Gävle factory. If you zoom in on the shoes they are two coloured – very smart and nice.

*This SE is not listed in the ACA vehicle registry. — Ed.*

