

Airflow NEWSLETTER



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November / December 2019



David Felderstein's 1936 Chrysler C9 coupe, shown in front of friends John and Joan Hendricks' mid-century Eichler home in Land Park Hills in south Sacramento. The car has come a long way since it was seen in Chico at the 2016 55th National Meet.

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.

AIRFLOW CLUB
WEBSITE

www.airflowclub.com

AIRFLOW CLUB
FORUM

airflowcars.groups.io

PRESIDENT'S MESSAGE

Seasons Greetings Airflowers,

After checking my calendar, it appears as though the holiday season has arrived. Shortly, we will be celebrating Thanksgiving and Christmas. These two holidays provide a time to renew our relationships with many friends, see relatives we see too infrequently, and make new friends. The great meals we will enjoy only enhance the holiday spirit. We will engage traditions that are unique to our individual families. A tradition is said to be the handing down of customs by word of mouth or example from one generation to another without written instruction. In my family, Christmas Eve was always celebrated at home with Adele, myself, children and grandchildren. A delicious meal was followed by a gift exchange and a fun time. Two years ago, my son and his wife said they wanted to have Christmas Eve at their home rather than celebrate in the usual-manner. Well, certainly Adele and I agreed. The celebration went on as planned and we all had a great time. The following week, my daughter-in-law said they wanted to start a new tradition of celebrating Christmas Eve at their home in the future. A new tradition has been established and welcomed in our home. The Airflow Club is a family of persons with a special bond. We are in contact with each other almost daily with the airflowcars.groups.io website. Now, in this holiday time, our various divisions will be getting together for our Christmas celebrations: great company, delicious meals and of course "Airflow Talk". Please do your best to make time for your Airflow family during this period, as you will always be happy you did so.

Best Wishes to All
Tom

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** 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](http://aca-website.com).** 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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In Memory **Ellis Claar**

By Chuck Cochran



Ellis Claar was one of the major contributors to the success of the 58-year history of the Airflow Club of America. As President in 1969, I appointed him to be the Chief Judge. Who knew that he would serve with distinction for 24 years? In 1993, President Hardy Trolander presented Ellis with a beautiful plaque commemorating his distinguished service to the Club and assigning him the title of Chief Judge Emeritus.



Ellis Claar Plaque. The Chief Judge Emeritus award reads "Ellis Claar: As our Chief Judge and friend, the entire membership of the Airflow Club of America extends its appreciation for your dedication and service to our Club. The excellence of Judging Standards that you established is a tribute to your belief and support in our Club's future. As a result of your loyal service from 1969-1993, it is with pleasure, admiration, and gratitude, to assign you the title, "Chief Judge Emeritus". May health, happiness, prosperity and friends be a continuing part of your life."

Ellis is probably best remembered for his crossover Airflow body color samples to more modern paint codes. He spent countless hours researching paint books of his own volition, never having been assigned such a project. A few years later, he went back to the books and attempted to improve the accuracy of the paint matches.

I am certain that Ellis knew more about DeSoto Airflows than anyone. He owned many, restored several, and lived in an era when they were still relatively plentiful and were still being driven. Plus, he had another advantage. As a grocery store manager, for many years he made monthly trips to Florida to buy fresh fruit for his store and then would proceed to Pittsburgh to wholesale to other stores. Ellis had a list of all of the Chrysler franchise dealers. On his return trip from Florida, he would always stop at two or three dealerships and buy out their obsolete parts in the attic. Between approximately 10 and 30 years ago, Ellis would occupy about six spaces at Hershey and fill them with fruit boxes filled with NOS parts—everything from mechanical parts to decorative items for all Chrysler products with a concentration of Airflow parts. Looking back, it was quite an amazing display. About 10 years ago, he started having health problems, and he never returned to Hershey or attended Airflow Meets. With little visibility or publicity, he was pretty much forgotten by The Club, but his mind was sharp to the end. I still communicated with him regularly, and we discussed the nuances of DeSoto Airflows. May you rest in peace, Ellis.

From the Greensburg Tribune-Review - used with permission

Former Greensburg grocery co-owner was famous for classic cars

Jacob Tierney | Tuesday, July 9, 2019 8:15 p.m.

When Ellis G. Claar married Geraldine Waugaman, he married into the family business. He spent about 50 years as part owner and bookkeeper of Waugaman's Market, a Greensburg grocery that remains beloved by longtime residents even though it's been closed for more than 25 years. "It was a landmark," said Lynn Waugaman, Mr. Claar's nephew.

Ellis G. Claar, 92, of Greensburg died Sunday, July 7, 2019, in William Penn Care Center. Mr. Claar was born May 18, 1927, in Altoona, to the late Samuel W. and Cora Irene (Fether) Claar, and could trace his ancestry back to the American Revolution. He served in the Navy and, during World War II, he was stationed on an aircraft carrier in the South Pacific. "He was unique," Lynn Waugaman said. "He was a very religious man. He probably read the Bible 10 times."

Mr. Claar's friends and family jokingly called him "Walter P. Chrysler" because of his love of classic cars. He would buy classic cars from junk shops, usually Chrysler Airflows and DeSotos. He'd fix them up, show them off at car shows, sell them off and start again. His cars regularly won best in show at the Antique Automobile Club of America's show in Hershey, one of the country's biggest classic car shows. He owned 67 cars over the course of his life. He sold one of the last antique cars he restored to actor Dan Aykroyd's father, Samuel Aykroyd.

Mr. Claar was a longtime member of Trinity United Church of Christ in Greensburg, where he was treasurer for 53 years. He was a life member of the Greensburg Volunteer Fire Department Hose Company No. 6. Mr. Claar and his wife loved traveling and visited all 48 states in the continental U.S.

Mr. Claar was preceded in death by his wife, Geraldine "Gertie" W. Claar. He is survived by his nephews, Byron Waugaman and his wife, Kathleen, G. Lynn Waugaman, Charles Waugaman and Keith Waugaman.

READER CORRESPONDENCE

Editor's note: I received this correspondence with a request to suppress the author's name. As an owner of a Chrysler and a DeSoto Airflow, I personally think some of the writer's points might be questioned. I invite responses of a thoughtful nature offering alternative points of view. I plan to publish the best of these in future issues of the Airflow Newsletter.

Opinion: The 1936 DeSoto Series S2 is the Best Airflow

By Anonymous

Almost all readers of the Airflow Newsletter know that Airflows were ground-breaking cars with wonderful engineering features and design and styling to complement their engineering. "Fashioned by Function", Chrysler called this achievement in newsreels of the day. Such a long list of innovations by a single car company is extremely rare. But which Airflow was the best one? I claim it is the 1936 Airflow DeSoto. This is what you would expect, if you agree that the DeSotos were the original Airflows and the Chryslers were something of an afterthought, as many in the Airflow Club have noted, and if you also agree that with each model year, the changes DeSoto made were improvements. Clearly then the last DeSoto Airflow had to be the best Airflow. DeSoto hinted as much when they named it the Airflow III. You might have noticed, there were no Airflow Is or Airflow IIs; an entirely new, incomparable name was required and deserved. I shall refer to the S2 as the Airflow III throughout the rest of my treatise.

The Airflow III is widely recognized for its advantages over lesser Airflows, but not many Airflow owners are able to quickly and precisely articulate what these advantages are. Some are often overlooked. The purpose of my letter to the editor is to catalog the superiorities of the Airflow III. It is hoped that this ready reference



1936 DeSoto Girl

will help loyal S2 owners to silence any criticism from other Airflow owners, ultimately raising the demand for (and the values of) all of the few remaining 1936 DeSoto Airflows.

Of course, a few of the listed features of the Airflow III are shared by one or another earlier DeSoto Airflow and, in a few rare cases, by a Chrysler Airflow. I won't spend time on these shared features, but I wish to focus on why the DeSoto Airflow III is actually better than the other (also great) Airflows.

Let me start with the Airflow

III proportions and weight. Because the Airflow III uses the powerful 241.5 CID DeSoto engine, improved with unique, innovative main bearings not used before or since on any other DeSoto or Chrysler engine, it is able to develop sufficient power for lively performance without the huge weight penalty and extra length of those heavy, iron, Chrysler 8-cylinder engines. This means the Airflow III does not require the excessively long hood on Chrysler Airflows, and offers a much more pleasing profile than the Chryslers. This advantage is shared with the earlier, less sophisticated DeSotos, although the lack of a traditional prow on the 1934 DeSoto somewhat diminishes its appearance compared to the Airflow III, and the initial Airflow DeSoto prow-like grille



Figure 1 Note the excessively long hood on this Airflow Chrysler. It makes the car look heavy in front, and it is.



Figure 2 In contrast, the Airflow III presents a balanced appearance, with a moderate length hood. The car does not appear nose heavy, and it isn't.



used on the Series SG does not approach the massive, chromed, die-cast grille, so reminiscent of the famous Manhattan Chrysler building (compare the building photo with the grille). Moreover, the lack of weight in the stamped sheet metal grilles on the earlier DeSoto makes their hoods far more likely to blow open in a stiff headwind when compared to the heavy, solid Airflow III grille, cast as it is from pot metal – metals found in the pot – very likely containing a good deal of lead, which is known for its heaviness.

Moving on then, consider the styling details of the Airflow III, universally agreed to be the absolute pinnacle of Art Deco design. Let's start with the Flying Lady radiator grill mascot. In sheer erotic elegance, the female form personifies "flowing through the air" while leading the way from the driver's perspective. "Follow me," she says, elevating the driver's expectations and mood for a more thoroughly enjoyable tour through the countryside. The similar mascot on the 1935 DeSoto SG Airflow comes close, but no Chrysler has anything like it.



And the exterior door handles! No other Airflows, and hardly another car, has anything close to these lovely cast door handles! Three graceful

loops droop enticingly down from the lever portion as a nod to style—and for no other known purpose! These loops' only function is to draw the eye, stimulating the wonder and amazement of all who behold them! (The loops make the handles slightly more expensive to rechrome, I must admit.)



Next, consider the cowl grilles. Fulfilling the critical function of enhanced engine cooling (there really are holes behind them), they nevertheless add a crucial component of Art Deco-ness

to Airflow III styling. The rounded nose is painted in body color,

tastefully muting the appearance, while the wing portion is triple-chrome plated. The 1936 DeSoto S1 Airstream had similar cowl grilles, but they are really not comparable. They were stamped from sheet metal, rather than die cast. Their noses were chromium plated along with the wing, and there were too many of them, namely, three on each side. DeSoto experimented with three of these superlative grilles on an early Airflow III, but wisely decided to eliminate the unnecessary grille, opting instead for simplicity and elegance rather than slavishly adhering to the stylists' "rule of three." [ed. note: please see back cover of this issue.]

As opposed to the plain road wheels of the 1934 Airflows and the pinstriped wheels of the 1935s, the 1936 Airflow III was granted an elegant, multicolor, sunburst scallop that traces the spoke roots of the artillery style



wheels. These sunbursts set the Airflow III apart from all the other Desoto Airflows. While the 1936 Chrysler Airflows also received contrasting paint wheel trim, it is of single color only and extends all the way to the center hub cap. It appears that the Chrysler sunburst could have been applied by dipping the wheel into a bucket of contrasting paint! (I don't think it was, though.)

Then there are the bumper guards, also called buffer plates. Yes, other Airflows have them, but no other Airflow has *rubber pads* attached to the buffer plates. Although replacements for these pads are now very hard to obtain, as a functional design element of collision protection, they are unique. They provide one means of instantly identifying an Airflow III among the Airflows.



Then there is the trunk access. Previous Airflows of all makes included a "trunk" of sorts, but access to it was a big problem. One had the comfort of knowing that if one ever required extra storage and hauling space it was there. But how to put things in or get them

out? That was the problem. With the Airflow III, the problem is solved. There is an external door, or lid, at the back of the car that provides easy access to the built-in trunk. Besides a spare tire, the capacious trunk has plenty of room for a train case, or maybe two of them, and a briefcase! True, the 1936 and later Chrysler Airflows also had an external trunk lid, but somehow, I don't think it's as nice.

Airflow III has an all-steel top! In contrast to earlier DeSoto (and Chrysler) Airflows, the wood bows in the center of the rook are covered with a strong steel panel, instead of the chicken wire, jute, and fabric sandwich of before. No need to service the top on these Airflows! That steel top is good for decades. And it's insulated to keep out excess heat and noise.

But there is more, much more. Airflow IIIs came equipped with Circassian walnut burl interior trim. Practically indistinguishable from real wood, this CWB woodgraining was everywhere inside: dash board, glove box doors, windshield surrounds, side and rear window garnish moldings, door panel moldings, and even on the robe rail! Further, the dual glovebox doors were treated to white gold and real gold pinstriping. The instruments were surrounded by an Art Deco-style frame in nickel plate. The instruments were factory equipped with glittering, radial Moiré-pattern faces, slim needle indicators, and classic period font labels.



Besides the improved, one-year-only engine main bearings, the Airflow III features a unique, also one-year-only integrated transmission and overdrive unit. This compact unit squeezes all the necessary clutches, planetary sets, gears and bearings into a single package so tightly that only a handful of surviving transmission mechanics are able to get one apart or put it back together!

For all these reasons, I believe the case is clear: The Airflow III is the best Airflow.

Ed. postscript: Obviously, this contributor has gone a bit far, possibly even off the deep end. If you disagree with his (it has to be a guy) conclusions, send me your rebuttal or your alternative case—for publication.

READER CORRESPONDENCE

1936 Ford 5-Window Coupe

By Linda Wilson

It was the mid-1950's and Dad had decided that we were to become a 2-car / 1-kid family.

Dad gently guided Mom and I toward the garage, past the incinerator.

Mom and I went outdoors and entered from the side door. There was a 1936 Ford 5-window coupe, nose nudged against the front wall of our shotgun garage. Mom's holding my hand, she smiles and looks down at me and says, "Oh baby are we going to have fun!"

Standing on the seat next to Mom, we were off to the beauty parlor weekly, Beach's Market whenever the urge hit and to the Los Angeles garment district to meet my Aunt and Grandma. Jean Dorraine's "seconds" were great additions to my wardrobe. Lunch at Clifton's Cafeteria was a must.

Someone, certainly not me, decided we were no longer to be a one-kid family. Three ornery boys arrived in quick succession. I waved good-bye to the shotgun garage and the '36 Ford. I felt

like Dorothy in The Wizard of OZ when she clicked her heels to go home, only I awoke in a larger home with a side by side two car garage and a STATION WAGON parked in that garage. Life was never to be the same. Even as a child I knew it was the end of an era.

At 92, Mom's memory isn't strong. Sometimes I mention the Ford and the good times that were had, Mom doesn't say much but I see the corners of mouth turn upward and I know that was a special time.

Ed. note: 1936 Fords notwithstanding, Linda and her husband Steve are now enthusiastic Airflow-ers. You read her account of the west-bound California Caravan trip in their 1936 DeSoto S2 last issue.



Linda's 5-window coupe would have looked something like this.

READER CORRESPONDENCE

Wallin Airflow CW Limousine Comes Home

By Phil Putnam

After a 10-year restoration of the chassis in Chicago and 7 years on the body work in Ohio, Phil Putnam and Bruce Wallin picked up Bruce's 1934 CW 8-passenger sedan and brought it back to Chico California. After driving east to Ohio with the 2019 California Caravan in Phil's pickup towing Bruce's car hauler, on arriving in Alliance Phil's C17 was unloaded from the trailer. While Phil drove his '37 to the 56th National Meet, Bruce worked at getting his car and all its parts loaded. After the meet, they met again in Alliance, along with David Felderstein and Patrick Huehls in David's '35 C2 Imperial, and drove back to northern California. Now the car is finally home and ready to be completed. When finished it will be the 4th existing restored CW. First was the Major Bowes sedan limousine, then number 2 was the Phil Putnam 8-passenger sedan. Number 3 was the Frank Daly sedan limousine. Phil knows of 11 CWs in the world, and he has personally seen 9 of them. One of these is his own CW parts car, now reduced to a collection of remaining parts.



The giant CW sits in the background behind an Airflow coupe.



Well clear of the chassis now, the triple hinges on the front door mark this car as a CW.



Body lift in progress. Plenty of headroom in the shop saves removing the wheels for this step.



Sitting on the dolly, body finishing and paint can now begin.

After the car was unloaded in Chico, the body was again removed for paint. Once that's completed, it will be put back together. All the hundreds of parts have been restored, rebuilt, or reproduced. So as soon as it comes out of the paint booth, assembly should go pretty fast.

WELCOME NEW MEMBERS

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cal333@longlines.com
1936 Chrysler C-10 Coupe, 7016874
1936 DeSoto S-2 4-dr Sedan, 5090785

Peter & Sandra Prescott
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207-582-1851, cell: 207-632-2262
peter.prescott@ejprescott.com
No car at present

Jim Torelli
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1935 DeSoto SG 4-door Sedan,
5083807, SG-2741

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READER CORRESPONDENCE

Tracking Down a Rare 1934 Imperial Coupe

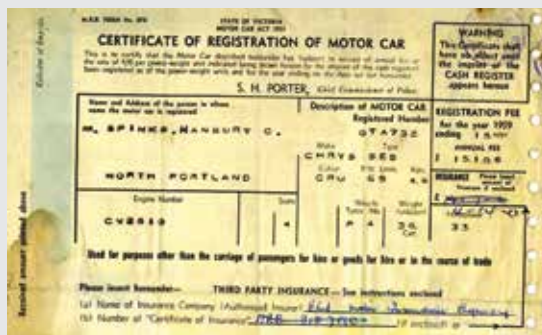
John Spinks sent in some notes and documents about the Spinks family CV Coupe he drove as a lad. He says:

The attached is a little detail on the right-hand drive CV Coupe that my father purchased and owned for many years before he sold it to John Paas in Queensland. I am unable to find a serial number even though I did find a copy of the registration papers to allow the car to be driven

on the road. It appears that the Motor Registry were more intent on recording cars via an engine number than via a car serial number during those days. The registration paper states the engine number as CV2810.

We relocated from Portland to Melbourne (Victoria) and in 1963 my father wrote to the Chrysler Corporation advising them that he owned a CV Coupe. They returned with a personal letter and a print of drawing used in period Airflow advertising.

I do think that my father tended to romance the condition of the Coupe as it was not as original as it could have been or as he inferred to Chrysler. The photo shows the car with nonstandard bumper



1959 vehicle registration for H.C. Spinks CV coupe



The H.C. Spinks 1945 Imperial coupe. Only 5 are listed in the ACA Registry.

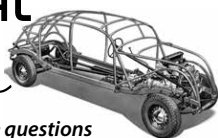
bars, no fender skirts, a Chrysler script in the middle of the trunk lid as well as a trunk emblem.

I seem to remember that my father fitted the Chrysler script and emblem in the middle of the trunk lid because he got sick of being pulled over by people wanting to know what it was. The car also had a 1935 conversion hood and grill fitted.

Eventually he sold the Coupe to John Paas, who lived in Queensland, and it deteriorated very quickly from then on. Colin Macfarlane, a member of the ACA, but now deceased, tracked the car down and purchased it in a very sad state. The car is now stored in a shed in the Blue Mountains west of Sydney New South Wales.

TECHNICAL Tips

cause we all have questions



Grommets and Fuel Tank

by John Spinks

I was just going through my records and found the part number and supplier of the Accelerator Rod Grommet for Airflows. Metro Moulded Parts supply them as shown in my photos of the floor plate on my C9 Coupe. Part SM43-B at a cost of \$12.70



The attached is a photo of the inside of the C9 Gas Tank from my Coupe. The tank has two equally spaced baffles soldered inside to limit the surge of petrol throughout the tank. I discovered that the baffles had broken loose at the solder connections and would freely slide from one side to the other.

I unsoldered the end of the tank and cleaned it out and then refitted the baffles back in only this time with a couple of peened over rivets and solder. I also rebuilt the fuel pick up section which incidentally was leaking at the soldered joint way up on the side of the tank. All other connections to the tank like the drain plug boss and the fuel filler tube boss were re-riveted and soldered in place and eventually the end plate was fitted and soldered in. Would you believe, no leaks either!!!

California Auto Museum Hosts an Airflow Show



The California Auto Museum in Sacramento has a program called the Car Club Cavalcade, where museum member car clubs may exhibit up to 5 member cars (fewer if the cars are large) for one-month in the museum in a special area reserved for that purpose on a pre-scheduled basis. Local Northern California members of the Airflow Club of America had a small Airflow Exhibit at the Auto Museum during the month of October, 2019. Displayed are:

- 1937 Chrysler C-17 Airflow 4-door Sedan, owned by Phil Putnam, Orland
- 1936 Chrysler C-9 Airflow Coupe, owned by David Felderstein, Sacramento—fresh from a 5-year, frame-off restoration
- 1936 Chrysler Imperial C-10 Coupe Chassis, owned by David Felderstein, Sacramento, CA—now undergoing restoration of the body, with the chassis finished.

Congratulations to Phil and David for the Airflow publicity!



Eastern Region Annual Hershey Dinner

Almost 30 Eastern Region ACA members and guests attended the traditional Friday evening banquet at the Hershey swap meet this year. The Gathering Place in Mount Joy, Pennsylvania, again served up a sumptuous buffet in a private room, featuring those otherwise hard-to-find ham balls and shoo-fly pie. Linda and Mary Kathryn Eberly brought a collection of judges' caps Jay Eberly had collected over the years and made them available to the group. Linda also described the extensive Airflow toy collection Jay had assembled (see her ad in this issue's classified section).

Regional Director Norm Mulloy MCed the program, which began with an Independence Missouri slide show invitation to the 57th National Meet, to be held June 17-21, 2020. John Boyd described a barn find surveying trip he and Jon Clulow had taken three days earlier. Four Airflows collected by one-time ACA member Ray Harmuth (now deceased) were being offered for sale by his heirs.

The dinner's main speaker, Eric Marsh, gave a presentation on

the importance of preserving and driving our Airflows. Much attention is given, deservedly, to the beautifully restored Airflows at our annual gatherings. But even more important for the future of our Airflow hobby is preserving and driving these little-known cars. Only when they are out in public, where people (especially younger people) can see and enjoy them, does public awareness and appreciation of Airflows and our club significantly grow.



BARN FIND Four airflows, truly found in a barn

ORDERING INFORMATION

Items guaranteed. **Postage: 10 percent of total order for items shipped to US locations. International member's orders must be paid in USA dollar funds with added money for postage.** Checks must be drawn on a USA bank. Prices are always subject to change. Continuing stock of items not assured. Clearly print your order on plain paper and mail with check or money order, made to "The Airflow Club" to:

DENNIS PITCHFORD, TREASURER, ACA,
14947 LEIGH AVENUE • SAN JOSE, CA 95124-4524

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. \$150 per pair plus \$15 shipping.

1936 DESOTO AIRFLOW OR AIR STREAM SPEEDOMETER GAUGE OR 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. \$5.

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. \$32 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. \$20 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. \$125 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.

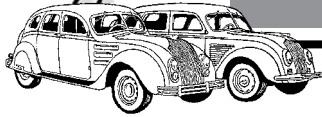
"SERVICE C INSTALLATION NOTES for FACTORY AUTHORIZED PHILCO RADIOS" 17 pages for all Airflow models 1934-1937. \$7.

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.



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 \$1,800; Chrysler head \$2,000; both plus shipping and insurance. Contact **John Librenjak** for questions or orders at 951-788-4678(home) or 951-880-8985(mobile)



FOR SALE: Three Chrysler Imperial Airflow wheels.



16" tire, 6 hole x 6" bolt pattern, 5 1/2" between the beads. Very good & restorable condition. Also 7 **Chrysler Airflow hubcaps & locking hubcap.** All are in good useable condition, with some needing skins replaced. The locking hubcap has a bent key, which is how I received it. Offering everything to Airflow Club members first. Please contact me for detailed photos. All offers considered; shipping is extra. ljoy6@rochester.rr.com or 585-329-3161.

FOR SALE: DeSoto Airflow Parts I have the following used parts for sale for Desoto Airflows: 4 doors and a 1936 deck lid for sedan; right rear sedan fender, rough but repairable; two front fenders, rough but repairable; one very nice left rear coupe fender; complete set of side moldings for a 1936 sedan; and other small miscellaneous parts. Contact me for prices and delivery options. **Ed Britz** 724-244-5800 or bcadalak49@hotmail.com.

FOR SALE: 1936 DeSoto Airflow 4dr. parts. 1 Tail Light, complete with all lenses and wiring in very good condition. 1 Tail Light housing, inside mounting bracket and license plate stand in rough but fixable condition. Email mondrian8@gmail.com for photos.



NEEDED for DeSoto SG preservation: Rear license plate holder for round license lamp; Windshield frames; Oil filter engine mount; Oil filter lines and restrictor elbow; DeSoto-style gear shift boot (special DeS pattern); Bumperettes; Radio head (have radio); Flying Lady hood ornament, in good to excellent condition; DPCD 4-door deluxe or 2-door standard heater (in any reasonable, restorable condition, please; paying cash or trade for other rare parts) **John Heimerl** 757-621-6361 or email: ntenna@icloud.com

FOR SALE: Reproduction door sill scuff plates for all Airflows. We've enjoyed dressing up Chrysler and DeSoto Airflows with these accurate sill plate reproductions since 1987. Made to order. Let us know what you need. Current price for sedans is US\$450; coupes are US\$250; 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: 1936 DeSoto Airflow (Modified) 6.4 Hemi with 5-speed auto trans, Ford 9" rear, front and rear disk brakes, new frame, air-ride suspension, AC, tilt and telescopic steering, power steering, brakes, windows, seats, leather interior, too much to list in this ad. Call for more info. \$95,000. Serious inquiries only. **Ed Britz** 724-244-5800 or bcadalak49@hotmail.com



FOR SALE: 1935 Chrysler Airflow C-1 Sedan. Re-built engine, Overdrive, & Carburetor, NOS Ring & Pinon, replaced brake lines & master cylinder, Seal bearings in water pump, Re-Cored Radiator, complete new wiring harness, replaced all windows with Safety glass, 5 new wide white wall tires & tubes, replaced exhaust manifold, new vinyl top insert, complete interior re-done, re-chromed all chrome, 5 new seat belts, includes car cover & Manual. \$35,000. Contact **John Mangan** at 603-490-4033 johnmangan23@gmail.com



FOR SALE: 1936 DeSoto Airflow sedan parts car. It has rust thru in parts of the undercarriage and is missing headlight buckets, seats, and bumpers. I believe it might be of value to someone. I want \$800 for it. I am located outside Yankton, South Dakota. **Dan Smith.** 605-660-3661. Please text.



FOR SALE: 1935 DeSoto Airflow Business Coupe Only 70 DeSoto Airflow Business Coupes were built and this car is verified by Chrysler Historical. It is the only Business Coupe listed in the Airflow Club of America Roster. It has won both of the top awards from the Airflow Club (Chrysler Trophy and Breer Trophy) while scoring 400 out of 400 points. It has also won an AACA Junior Award. It has the optional Business Coupe Rear Seat Package verified by the build sheet from Chrysler, also radio, spotlight and clock in the rear view mirror. \$115,000 includes a 24 foot Haulmark enclosed car trailer. Contact **Dennis Pitchford** 408-559-7977, weluvmopars@juno.com. NDC 1679



FOR SALE: 1936 DeSoto S2 4 dr. Complete engine rebuild, new interior, 4 original design wide whitewalls, Banjo steering wheel, Radio, Clock, Overdrive, Fog lights. Used once in 2017 & once in 2018. Complete documentation from the dealer where car was sold, and the original owner's manual. We are the third owners. Car was used in the movie "Stranger in the Kingdom." Was used on a calendar with a photo taken by world famous Ozzie Sweet. Was also used in parades for a candidate for U.S. President, U.S. Senate, U.S. Congress and a New Hampshire Governor. \$17,900 **Mike & Diana Eaton** Chichester, NH 603-798-4114 or michaelreaton@comcast.net



FOR SALE: Jay Eberly's Airflow Toy Car Collection. More than 50 early sheetmetal, diecast and slush toys, plus 35 tankers. Sold as a collection. \$2,300 plus shipping. Contact **Linda Eberly** for more photos. email: artistdada@comcast.net or call 717-653-5444.



FOR SALE: 1934 Chrysler Airflow CU 4dr. sedan. This is a project car that Jay Eberly was not able to finish. All the hard work has been done, body and paint, engine and transmission rebuilt, new glass, wiring harness, chrome, tires, and much more. The glass, chrome and upholstery has to be installed. Asking \$45,000. The family will listen to offers. John Librenjak is handling the sale. The car is located in Mount Joy, PA. Contact **John Librenjak** for information and photos. 951-880-8985 or email librenjak@sbcglobal.net

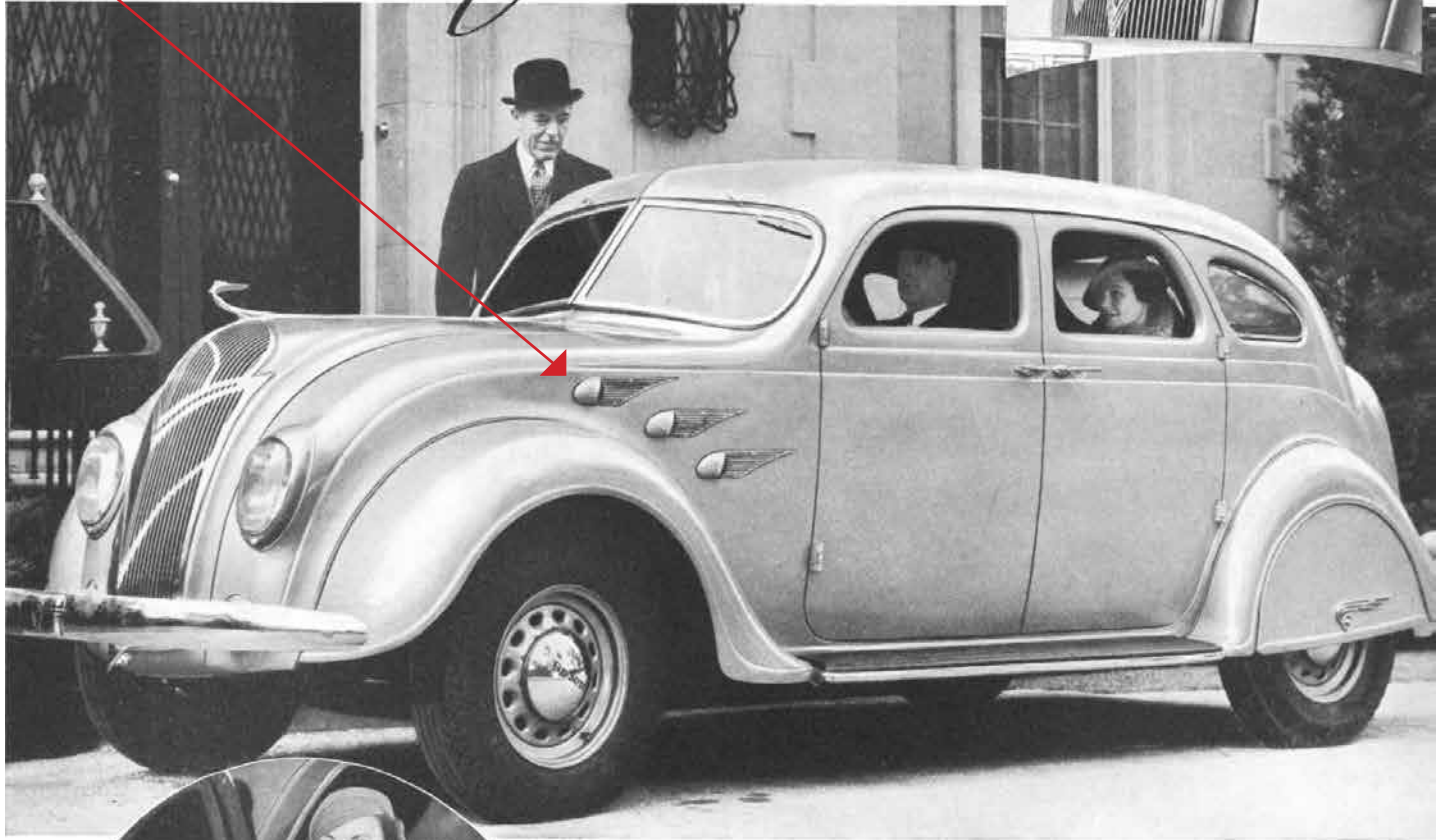


FOR SALE: 1935 Chrysler Airflow Coupe Model C-1. Fresh 2018 correct restoration, AACA First Junior at Auburn, never shown in Airflow Club. Needs nothing. Call **Chuck Cochran** 317-501-9800 No text.

Advertisements will run for TWO issues (four months)
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DE SOTO PRESENTS

Airflow III



A Brilliant New Styling...with Airflow's Famous Ride and Performance even further Improved

THERE'S A NEW THRILL in motoring that even Airflow's 40,000 owners know nothing about. For today—Airflow 3rd takes the road!

It's an even smoother model than the Airflow that gave America its first "Floating Ride." It's even a better performer than its predecessor, the car that established both speed and economy records. It has DeSoto's sensational new four-speed Gas-Saver Transmission.

Inside, both front and back, you see custom-car styling...exquisite taste in the smallest detail.

Airflow now offers this beautifully streamlined, built-in trunk. Tire is carried inside.

When you step through the big, inviting door of the new Airflow, you enter the most beautiful interior ever put in a car!

You relax in the luxury of seats like divans, finished in French roll upholstery, pleated and tufted. The driver's seat is adjustable three ways... for perfect comfort. From the instrument panel to the clever, concealed ash-trays in the arm rests... there's *custom* styling wherever you look!

Around you is the safest body ever built... frame and body *one* safety-steel unit. The brakes are genuine De Soto hydraulics.

Airflow... always first in performance... now leads in style... with the new Touring Sedan and Coupe. It's companion car to Airstream De Soto, at De Soto dealers.



DE SOTO Airflow III

A PRODUCT OF THE CHRYSLER CORPORATION