

Airflow NEWSLETTER



Volume 59 • Number 2

March / April 2020

At the AACA Fallbrook Western National Meet last November, John and Barbara Boyd's 1936 DeSoto S2 was awarded a First Junior and nominated for a National Award. The President's Cup (Western Division) was presented at the 2020 National Convention in Philadelphia.



1936
DeSoto
S2

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

Members pass phrase: "Joe sent me"

AIRFLOW CLUB FORUM

airflowcars.groups.io

PRESIDENT'S MESSAGE

Greetings Airflowers,

We are into the new year and I hope all of you are doing well and pursuing your New Year's resolutions with vigor. Many times this is difficult, but with determination, most things can be accomplished.

The old car hobby is alive and well, but we remain a small community in the general population, so we must continue to find new members whenever possible. Young people need to be exposed to old cars in order to appreciate them and become interested. By driving your car, showing your car, and having discussions with these young people you are doing your part to continue the viability of our hobby. Hagerty Insurance recently reported that millennials are the third largest requesters of classic car insurance quotes. With that in mind, approaching someone in that group becomes more likely to produce a new member than not. During your next attendance at a local show or meet, reach out to a person you see displaying a 70 or 80's vehicle and let them know about our club and our cars, and how important our cars were in the development of the automobile, and becoming a member would enhance their experience in the old car hobby.

Our next national meet is quickly approaching in June. Many club members are working diligently behind the scenes to give our club a fantastic meet. I hope as many of you as possible are making arrangements to attend. The yearly meet is always the highlight of our club activities and gives members the time to renew acquaintances, show their cars, and talk "Airflows". As usual, the meet will be an adventure wherein we will visit interesting places in and around Independence, Mo. Don't miss out on this opportunity. I hope to see you soon.

Regards,
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** 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](http://www.airflowclub.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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Western Region Throws Another Great Party!

Continuing, and possibly concluding, its decades-long tradition, members and friends of the Airflow Club Western Region gathered at the Airflow Club Booth of the Big-3 Parts Exchange in San Diego. The Big-3 has been held for years in the Jack Murphy-Qualcomm-SDCCU stadium, which has now been sold to San Diego State University. SDSU has plans to tear down the 50-year old, 70,000 seat stadium and replace it with a new one half the size. The site will become an extension of the current campus, with new labs, classrooms, and offices, and construction is set to begin this year. If there is a 2021 Big-3, it will have to be at some other location. Stay tuned.

But enough of that. Friday dawned sunny and clear, and the weather held throughout the day. Real live Airflows always draw glances, then stares, and usually visits. Traffic was higher this year – perhaps stimulated by the artful parking that ignored the ground markings. We had a continuous stream of curious and interested folks throughout the day, engag-

ing most of them in conversation, under-hood inspections, demos of trick front door windows, kids in the front seats, and encouragements to visit the website and join the club. Heavy rain was forecast for Saturday, and it was indeed very wet as we prepared to depart early. But then John Librenjak and Gary Grossich showed up, followed by Steve Wilson, and the skies began to clear. More Airflowers took the Trolley over from the hotel, and we had a pleasant time chatting under the popup and welcoming the curious.

Saturday evening we enjoyed a sumptuous buffet of Mexican specialties, including this year Chiles Rellenos, Beef Colorado and Chile Verde. Margaritas were on your own and delicious as always. President Tom Prince gave a greeting, and members and guests around the tables introduced themselves. Candidates for the upcoming election solicited votes. After dessert, people stayed around to visit for some time. We said our farewells until the next club gathering in Independence, Missouri, coming up in just a few months!



READER CORRESPONDENCE

Airflow Club Winners Do Well at Hilton Head



By John Wagner

Two Airflow Club Members knocked it out of the park at the Hilton Head Concours d'Elegance on November 3, 2019. **Mark & Hilary Becker** (far left photo) won a *Best In Class* in American Production Class with their 1942 Chrysler Business Coupe. **John & Debbie Wagner** won a *Palmetto Award (runner up)* in the same American Production Class with their 1934 DeSoto Airflow Coupe.

READER CORRESPONDENCE



Recreating an Original Airflow Exhaust

By John Heimerl

Let's make a bold assumption: on many surviving Airflows the exhaust system might have multiple patch-pipes, possibly a busted manifold flange, a cracked collector box, a frozen heat riser valve and even if it doesn't leak, it probably doesn't have much of its original exhaust. Before

starting the rebuild of our SG business coupe exhaust, I asked a few questions on-line to refresh my DeSoto memories - only to discover I had forgotten lots since we owned an SG sedan. So, some research was in order. There were a few things that were no-brainers; and at the same time, there were photos of mufflers that were all different sizes, and the same with pipes and mounts. Where to start?

Replacing the exhaust system on any Airflow may seem like a non-complicated task, and I want to emphasize that it entirely depends on your goals: Driver or show? Sympathetic restoration of an original? A mix of all three? This car is late '35 production, a 35,000 mile "original" which had an amateur restoration performed in the late sixties. With relatively low mileage, much of the chassis was untouched, so exhaust hangers were still intact.

Over many years I had looked for and found just few original Chrysler Airflow mufflers. I had not found any original DeSoto mufflers at all - but I knew they were supposed to be somewhere around the length of the heat shield that is under the passenger floor (but oddly, not on Chryslers!). After some time spent looking at the few original pictures available, it was not difficult to see that DeSoto and Chrysler Airflow mufflers were oval in shape and varied in length from extremely long in the early years to typical universal vintage muffler length by 1936.

DeSoto six mufflers are shorter and smaller than Chrysler eight mufflers. I started checking the maintenance manual which is usually our first best bet for discovering how the exhaust was originally built. If you look closely at the lubrication chart, you can tell in original manuals it is primarily a retouched photo. Some have said it's just a picture of a generic or early frame, it could be a C7 or it could be an early production Airflow frame, and there is some truth in that, because if you look from year-to-year, the picture does not necessarily change in all the manuals. But if you look closely at the DeSoto Airflow chart in the specific SG manual, you can tell it really is a picture of a DeSoto Airflow frame, and due to the lack of other factory photos, that will have to be good enough for our purposes.

A unique aspect of the original Airflow exhaust system is that the pipes are not swaged, they're smoothly bent and in order to do that you need special machinery. I'm fortunate enough to have access the talents of a really good muffler guy who has the equipment to make fully curved non-swaged bends in exhaust-sized pipe.

After spending some time with the parts manual and the maintenance manual, it became evident that the head-pipe for the SG is a 2 ¼ inch O. D. pipe, the tailpipe is 2-inch O. D. pipe, and the muffler is oval with opposed in/outs. Looking for anything that met this spec, I got really lucky and sourced a new old stock replacement DPCD



Figure 1 Typical starting point?



Figure 2 Smooth, original replicated tail pipe sweep



Figure 3 Original muffler construction

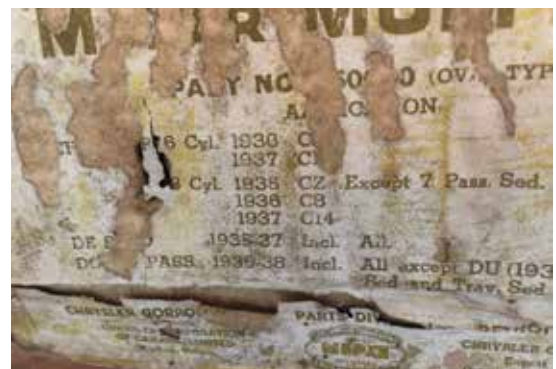


Figure 4 Original Mopar Chrysler Corporation muffler Part No. 650690



Figure 5 Cross brace clearance



Figure 6 Transmission brace



Figure 7 Head pipe clearance

muffler for an SG and other mid 30's Chrysler 6-cylinder products. The muffler came with the original box, and the label included SG models. I was able to match the muffler visually to the lubrication chart and that confirmed it really did have a fully offset larger input and an opposite offset smaller output.

Once you have confirmed the muffler is close, or even exactly what you need, a good plan is to build outwards from the muffler in both directions. We positioned the muffler centered under the heat shield and made the head pipe with the correct curve to go over the cross brace, meet the transmission brace and rise through the dust pan. We mocked up the correct spacing and height to meet these by tacking together welding rod and allowing for some collapse of the original motor mounts; that way we had a head pipe that would not hit the dust pan when new mounts were installed.

We rebuilt the hangers behind the muffler and at the very end of the tail pipe. These are almost identical, using a flat clamp around the pipe suspended from flat reinforced rubber mounted horizontally between or across braced flanges. If you look closely at the hanger you will discover that it has a special extended arm to hang from the corded rubber. Finally, we built a tail pipe which matched the layout in the lubrication chart with an offset passing directly under the rear muffler hanger and then over the rear axle and coming out parallel to the gas tank, just below the bumper and matched to the height of the original clamps.

Next, there's the bologna cut at the bumper. There are very few factory pictures of the tail pipe as it exits the back of the car so all we have which shows that it's a straight-out bologna cut is the lube chart, a very few NOS tailpipes seen years ago, and one or two factory photos. A bologna cut sticking out well past the bumper can do substantial damage to a leg, so set your length close to the bumper.

We're not done yet, as we still have to clamp the joints securely. What's necessary for that is not a set of U bolts but instead the correct DPCD muffler-to-tail pipe clamps which are pictured here. They involve a two-part clamping system at each muffler joint. You also need the correct flat clamps around the hangers at the two tail pipe locations and at the mount brace from the transmission. These clamps are frequently listed on eBay as NOS or NORS parts, and are still fairly inexpensive.

At this point you should have a complete "as built" factory system, at least as close as we can reproduce today. Frequently asked questions include "What color or finish is accepted for judging?". The ACA accepts either natural metal finish or satin black, as NOS DPCD replacement pipes in the 30's and 40's were painted black, based on several that Ellis Claar obtained. Bright aluminum hi-temp paint is not considered to



Figure 8 DPCD 4-45 (date stamp?)



Figure 9 Tail pipe rear hanger



Figure 10 Muffler rear hanger



Figure 11 Front muffler clamp



Figure 12 Tail pipe end



Figure 13 Rear muffler clamp and DeSoto-only heat shield

be original. Another question often heard is “Can I use a round muffler?”. ACA says no, because to the best of our knowledge all Airflow mufflers were oval.

This project was a sympathetic rebuild of an exhaust system for a driver-level SG which I still wanted to be true to the factory build as much as possible on an otherwise untouched chassis. The details shown here also apply in many ways to Chrysler Airflows; the pipes

are simply larger; braces and hangers look and function the same way. Once done you’ll have a proper sounding, quiet system with nothing unexpected hanging below the car.

Since this rebuild also includes a manifold repair of the exhaust flange, collector box and heat riser, I promise another article soon on Airflow manifold systems.

READER CORRESPONDENCE

Response to “Best Airflow” Opinion Piece Printed In November 2019

Dear Editor:

I have some comments on the “best Airflow” opinion piece you published in the October-November 2019 issue.

I agree with the writer’s claim that Airflows were “ground-breaking” cars with wonderful engineering features, design, and styling. I also agree that the DeSotos are the original Airflows. But the author missed it when he chose the 1936. Instead, I say the **1934 DeSoto SE is the best Airflow**. The 1934 DeSoto stood on its own. No other DeSotos were produced to supplement the sales revenue that year. In 1935 and 1936, DeSoto sold Airstreams alongside the Airflows to supplement sales. As for the “Best Airflow” writer’s claim that the name Airflow III makes the S2 somehow superior to the other DeSotos, that’s just wrong. The 1934 DeSoto’s moniker “SE” (for “Special Edition”) was not renamed in 1935 as SE II but instead used “SG” for Second Generation. The 1936 Airflow was called the S2. The S2 name meant “Simply Second”. The names confirm DeSoto division’s acknowledgement that the 1934 SE was the best Airflow. (I discovered the meaning of these DeSoto model names in discussions with some reliable, and possibly some unreliable, sources.)

Terry Shea, writing in “Fashioned by Function: 1934 De Soto Airflow, Designed to cut through the wind, Chrysler’s Airflow

models of 1934 blazed a trail that all future cars eventually followed” (*Hemmings Classic Car*, September, 2013) says it well: “Among the Airflows, perhaps the 1934 De Soto is the most pure design. Its shorter wheelbase and hood, both afforded by the DeSoto’s shorter 241.5-cu in straight-six engine, kept the design closer to the aerodynamic ideal envisioned by Breer”.

According to the web page “Conceptcarz, from concept to production” (www.conceptcarz.com; search for DeSoto Airflow), the 1934, 1935, and 1936 DeSoto Airflow cars are all powered by a 241.5 cubic-inch six-cylinder engine...capable of producing 100 horsepower. The 1936 DeSoto’s 241.5 cubic inch engine produces the same horse power as the 1934 and 1935 DeSoto Airflow’s. The vaunted “water distribution tubes” added in 1936 are known to accumulate more sludge and rust than do the 1934 and 1935 engines. I agree with the writer that the straight 6-cylinder 241.5 cubic inch engine reduces the length of the hood and keeps the proportions of the DeSoto closer to the original design of Carl Breer.

As for the anonymous writer’s claim that the 1936 die-cast grille was somehow better than the elegant, streamlined, waterfall grille of the 1934, I can see why he was unwilling to put his name to the piece! In my opinion, the only thing the Chrysler Building has in common with the S2 grille is they are both shiny.

Now, consider the armor of Hernando DeSoto as shown in the photograph at right, taken in November 2019 in the lobby of the DeSoto Hotel in Savannah, Georgia. Compare it to the uniquely designed hood of the 1934 SE. Note how it curves elegantly around the headlight covers. And notice how the center line of the waterfall grill on the hood of the 1934 DeSoto mirrors the breast plate of the armor. The curved shoulder plates may have provided the inspiration for the curve of the hood around the headlights.



The radiator on the 1934 DeSoto has a remote tank and cap. This kept the front profile of the car lower and eliminated the need for pot metal grills that were higher and detracted from the aerodynamic profile of the front of the car. What



the S2-loving author calls the “pinnacle of Art Deco design” of his “flying lady” hood ornament actually begins with the 1934 DeSoto’s simple hood ornament. It elegantly divides the air without exploiting the female form. Enough said!

Compared to the unique and aerodynamic door handles of the 1934, The excess of the gaudy 1936 S2’s is almost shocking. When chromed, the 1934 door handles provide a simple, shining, form and style of the Art Deco era without looking ostentatious or overdressed.

And while I’m on the grille, the simple yet sophisticated design of the 1934 DeSoto’s waterfall grill uses stainless steel, not “pot metal”, to channel fresh air through the body-colored grill. The vertical steel grill pieces alternate between body color and stainless steel, accenting the body color and following the rule of three. The steel grille keeps the hood easy to lift, and it stays down perfectly well when latched, as anyone knows. The front and rear bumpers are cast without a center piece between the vertical bumper guards, further enhancing the visibility of the lovely grille.

The writer’s praise of 1936 DeSoto artillery wheels is misplaced. The 1934 DeSoto had plain or artillery wheels. The 1936 DeSoto’s

wheels have pin striping, detracting from the focus on the Art Deco styling. The rubber pads on the S2’s bumper guards are a curiosity. The simple design of the 1934 DeSoto’s vertical chrome bumper guards omits the black rubber that would draw the eye away from the car’s design.

So far from the 1936 external trunk being an advantage, the original design of the luggage space on the interior of the car provided a safe, dry, storage area. Luggage or briefcases could be easily stolen if the external trunk was left unlocked. Access to the spare tire was in the trunk of the coupe or under a locked spare tire cover on the sedan. Losing a tire is much preferred over losing a valuable fur coat. Valuables are more secure in a luggage compartment located in the interior of the car.

All-steel top? A closer look at the 1936 DeSoto “all-steel top” reveals that the steel insert was added after the body was produced. This is based on observation of a 1936 DeSoto coupe with no interior headliner. The welds were evident. The fiber board headliners with the traditional materials provided equally good, if not superior, heat, cold, and noise reduction while in motion.

Now about the dashboard and interior trim. I admit the walnut burl interior trim on the 1936 is attractive. But the gray metallic interior of the 1934 DeSoto, contrasting with the circular speedometer and instrument cluster, both ringed with chrome accent bezels, is more in keeping with the aerodynamic focus of the car. The gold faces of the instruments complement the dash, and are themselves further accented by the white letters and numbers of the instruments. The light switches for the headlights and interior lights sensibly rotate to energize the lights. This is a one-year design, only on the 1934 DeSoto. The other DeSoto Airflows use the more pedestrian push-pull switches.

The transmission in the 1934 DeSoto with its Free-Wheeling feature does not reduce highway engine speed, torque, and power like the overdrive function in the 1936 DeSoto. The superior design of the 1934 DeSoto included an automatic clutch. While few survive today, the automatic clutch utilizes acceleration, engine vacuum, and momentum to eliminate the need to use the clutch after the car is put into motion, much like an automatic transmission. Steering and shifting already require both hands. The 1934 DeSoto’s automatic clutch provides the driver with one less thing to do while driving so there are more opportunities to multitask while driving. Not available on the 1936 Airflows.

I think I’ve made my case.

Indecorously Yours,
~ Kim Forster

READER CORRESPONDENCE

Response to "Best Airflow" Opinion Piece Printed In November 2019

Dear Sirs:

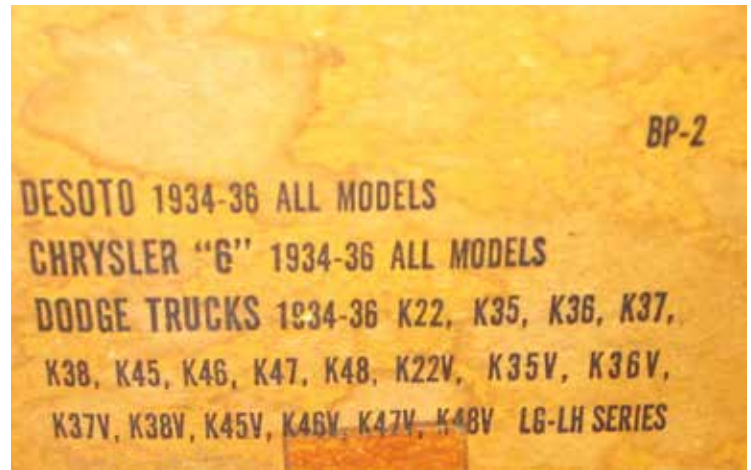
I write in response to the opinion article "The 1936 Desoto Series S2 is the Best Airflow" published in the Nov/Dec 19 issue.

While I find my '36 Desoto to be fun and spunky, I really can't say it is "The Best Airflow" since I haven't driven all the other Airflows. There is one glaring error in the statement of the anonymous author. While very scarce, the engine main bearings are not unique to the '36 Desoto Airflow. The same bearings were used in all '34-'36 DeSotos and Chrysler 6 models and some Dodge trucks. See picture.

If you need some rod or main bearings, I have a few. I may be able to help. Call before you grind!

Steve McManus

Berea, KY



READER CORRESPONDENCE

Hi John, I just joined the club and saw my family was listed as new members in the January newsletter. That's great but you got my name wrong. You have John, Juanita and Brian Naughton, it's Robert "Bob", Juanita and Brian Naughton.

Anyway Hello, I'm Bob. I found a 1936 Chrysler Airflow for sale on line just this October over the US/Canada border from me here in Niagara Falls NY. I never saw one up close before so I went to have a look at it. It had been the guy's late dad's car. He had to move it out of the garage it was in, over to where I saw it in his mud field. WOW! The windshield and driver side window were out of the car. It was wet inside from rain and it was six inches deep in the mud with 3-ft tall grass all around, but again, WOW! These cars are fantastic. He said it was sitting there for about a month but no way. Anyway we worked out a price and now it's my turn with it.

It was a dog fight to pull it out but we got it. I brought it home and took inventory of the parts. It's missing just a few. I pulled the interior to dry out, oiled the cylinders and sprayed the carb, put a battery in, gas in the carb, hit the key and bang she fired right up. Quiet and smooth (so far). No real rust, very straight body. Nice car.

My plan is to preserve not restore the car with hopes of having it driving this summer. I am not going to paint it. I am thinking of a dark blue or maroon interior because that's what material I



have. (See if that starts a discussion). My son Brian does interiors for a living so that's a plus. I had the grill powdered coated black with silver cross bar. I'm too cheap to chrome it. That's where I am with the car, hoping the ACA members can help with some of the parts I need to get it going. I will list the parts on the blog and see what I can find. I attached a picture of how I found it. I look forward to hearing input from club members and will keep them posted on my progress. New member Bob (not John) Naughton.

Sorry for getting your name wrong, Bob. Good luck with your C10 Chrysler. Looks like a pretty solid car, and starting right up is a great sign! I hope to meet you in person at the National Meet. Readers, Bob's contact info was in the January newsletter. But it's Bob Naughton. Ed.

Treasurer's Report - 2019 final

Bank Balance - 12/31/2019

Income	BUDGET	ACTUAL	% USED
Dues	\$12,000.00	\$11,912.94	99.3%
Club Store Sales	\$5,840.00	\$8,782.94	150.4%
Interest	\$10.00	\$4.78	47.85%
Virginia Meet Profit	\$0.00	\$187.40	
Miscellaneous	\$25.00	\$0.00	0.0%
Total Income	\$17,875.00	\$20,888.06	116.9%

Checking \$4,620.75
Savings \$23,035.60

Expense	BUDGET	ACTUAL	% USED
Newsletter Costs	\$14,500.00	\$13,028.47	89.9%
Roster	\$500.00	\$0.00	0.0%
Club Store	\$750.00	\$6,851.26	913.5%
Website	\$150.00	\$237.17	158.1%
Postage	\$225.00	\$217.20	96.5%
Trophies/Awards	\$200.00	\$486.95	243.5%
PayPal	\$150.00	\$125.00	83.3%
Supplies	\$75.00	\$0.00	0.0%
Insurance	\$1,250.00	\$1,316.00	105.3%
Copies	\$50.00	\$99.67	199.3%
Miscellaneous	\$25.00	\$2.00	8.0%
Total Expenses	\$17,875.00	\$22,363.72	125.1%

Prepared by:
Dennis Pitchford
1/7/2020

Net Loss **(\$1,475.66)**

WELCOME NEW MEMBERS

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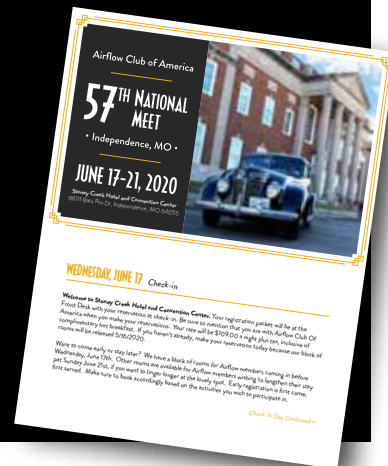
DON'T FORGET TO VOTE!

Your 2020 Ballot for Club Officers is included in this issue.
Send back your vote today!

ACA 57th

NATIONAL MEET 2020

Complete Information
and Registration Insert
is included in this newsletter!



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:

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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. \$150 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. \$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.

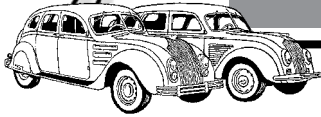
"SERVICE C INSTALLATION NOTES for FACTORY AUTHORIZED PHILCO RADIOS" 17 pages for all Airflow models 1934-1937. \$7.

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: 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: 1934 Chrysler CU coupe. New Sultana Sand paint, dual tail lights, clock in rear view mirror, new upholstery, heater. Rebuilt motor. New YnZ wiring harness. Wide white wall tires. Price is negotiable on site. The car is in Grants Pass, OR. Interested parties can fly into Medford, OR (MFR), where I can pick you up and return you to the airport. **Dick Traugh** 541-476-0678



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



FOR SALE: Jay Eberly's Airflow Toy Car Collection. More than 50 early sheetmetal, diecast and push toys, plus 35 tankers. Sold as a collection. \$2,000 plus shipping. Contact **Linda Eberly** for more photos. 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 \$39,500. 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: Airflow Overdrive-professionally rebuilt \$1100 plus shipping. Contact **John Larson** jlanson@socal.rr.com; 626-590-0523

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: 1935 DeSoto SG. Sympathetically restored. Paint is original and still shines nicely but shows wear. Running boards are still in very nice condition. The interior was completely redone in 2013 with new floorboards. Engine (2013), clutch, brakes rebuilt; bumpers re-chromed, wheels powder coated, new whitewall tires. New hubcap skins and door sill plates. Very nice driver, many spare parts. The original owner signed the trunk with date and dealer name and verified with Chrysler historical documents. \$32,000 OBO, Camarillo, CA, Contact me for full video link: tcrest@roadrunner.com



FOR SALE: 1937 Chrysler C17 sedan. Restored in the late 80s, always stored inside heated garage. Runs and drives well. Driven every summer to my son's, 360 miles round trip. Contact **Richard Will** 14859 Co. Rd. 12, Montpelier Ohio, 43543. Asking \$26,000 OBO. 419-551-0458



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Airflow Club of America

57TH NATIONAL MEET

• Independence, MO •

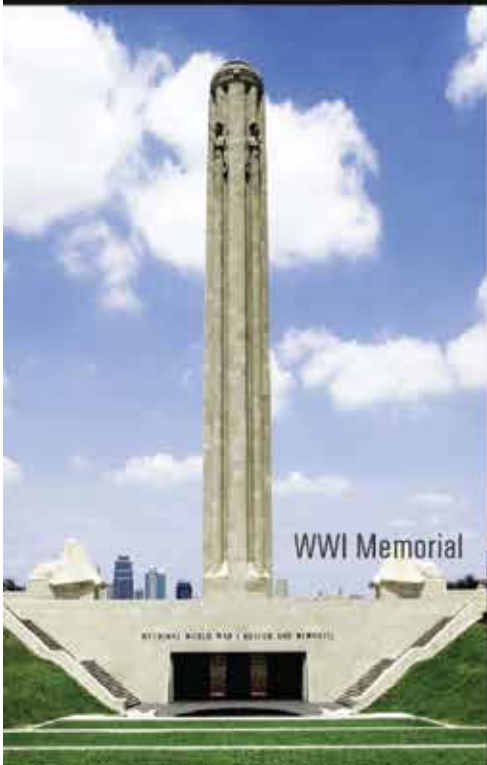
JUNE 17-21, 2020

Stoney Creek Hotel and Convention Center



Historic Truman Courthouse

The complete meet information and registration insert is included in this newsletter!



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