

Airflow NEWSLETTER



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ACA NATIONAL 53RD ANNUAL MEET ISSUE *Timonium, Maryland* 2016



DEDICATED TO THE RESTORATION AND PRESERVATION OF CHRYSLER AND DESOTO AIRFLOW MODEL AUTOMOBILES AND DODGE AIRFLOW TRUCKS - THEIR RELATED HISTORY AND LORE. OFFICIAL PUBLICATION OF THE AIRFLOW CLUB OF AMERICA, A NONPROFIT ORGANIZATION FOUNDED JUNE 1962.

PRESIDENT'S MESSAGE



Greetings, Fellow Airflowers!

It's hard to believe that another year has passed, another ACA National Meet has taken place, and you have in your hands the 2016 National Meet issue! Extra special thanks to Linda Eberly for her wonderful work in putting together this special Newsletter. Thanks also to Jim Lightfoot, Justin Clulow, Doug Conran, John Boyd, Chandler Smith, John Wagner and Tom Prince, who each graciously wrote an article about our adventures at the Meet.

And one last tip of the hat to the Clulows – Jon and Neila spent countless hours organizing the Meet, and their efforts showed. The whole family – including son Justin and granddaughter Ember were there pitching in! We all appreciate a first class Meet, and will remember this one fondly.

Now, of course, on to the 2017 Meet! It was announced at the General Meeting that the ACA 2017 National Meet will be held in St. Paul, Minnesota, from June 20 through June 24. Our host will be long time Airflow Aficionado and Club Member Jim Fredrick. Mark your calendars now...

Three Airflows traveled coast to coast – literally – from California to Maryland. Phil Putnam, Don Baldocchi, David Felderstein and some intrepid friends made the journey, and Chandler Smith and the O'Neill family joined the caravan along the way. The Airflows 'flew' down the road and proved their worth as the most reliable and drivable cars of the era. Way to go, folks!

My C2 enjoyed a wonderful road trip (as did I) in August. I was invited to be a part of the "Pebble Beach Motoring Classic", which is an exclusive caravan of about fifteen very special cars from the Seattle area (a nice coincidence for me) to the Pebble Beach Concours d'Elegance. We drove 1500 miles and took eight days on the "scenic route" to accomplish what could easily be done in three days and 850 miles. I plan to write an article for a future Newsletter, so I won't say more, except that the Airflow received a great deal of attention during the show. It was not on the lawn to be judged, but it was a part of the Tour d'Elegance and other Pebble events. Among the Duesenbergs, Hispano Suizas and too-many-to-mention high end cars, the "Cute Little Airflow" (as it was often called) was the first of the marque that many had ever seen, and usually had a small crowd gathered around it.

Depending on where you live, the driving season for vintage automobiles might nearly be over. Get your Airflow out on the road during the remaining dry, warm days – it's absolutely the best part of owning an Airflow!

Airflowingly, *Frank*

CONTACTS/MEMBERSHIP INFO

The AIRFLOW CLUB OF AMERICA, INCORPORATED is a non-profit organization founded in June 1962. The Club is dedicated to the preservation, restoration, exhibition, and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks.

The AIRFLOW NEWSLETTER, published six times each year, is the official publication of the Airflow Club of America. 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 are \$30.00 US per year, \$35.00 US funds outside of North America. **MEMBERSHIP FORM AVAILABLE ON THE ACA WEBSITE.** Make all checks payable to Airflow Club of America. All memberships expire on December 31st. Mail membership requests or renewals to:

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Stephen Barr



Stephen Barr, a longtime Club member, passed away peacefully on July 1st, 2016 at the age of 74. After serving in the Navy, he attended college in San Francisco, where he met and married his wife, Zoe, in 1966. After college he became a Civil Engineer for the State of California. He and Zoe welcomed their son, Jason, in 1970. Together

they bought an old farmhouse in Windsor and spent their spare time renovating it. Following his retirement after 32 years of service, Stephen focused on historical studies and his many hobbies of diverse interests. An avid reader and lover of the sea, Stephen was an amateur historian and author of several self-published books. He also gained local notoriety for locating and restoring his childhood car, a 1934 DeSoto. He is survived by his wife, Zoe; son, Jason; and 98-year-old mother, Joyce.



Dick Kwandras

by by Jim Lightfoot

I was sorry to hear that long time member Dick Kwandras has passed away. Dick was already a fixture in the Airflow Club when Paula and I attended our first Airflow event after joining the Club in 1974. He is prominently included in the earliest roster I have, 1978, and is shown as having a 1934 DeSoto Brougham. When we started to attend National Meets on a more or less regular basis we could always count on finding Dick in the headquarters swimming pool. Dick was always fun to be around and made us newcomers to the club welcome. There was always some comment about how long Dick had been working on restoring his DeSoto. Apparently no one in the club had ever seen Dick's Airflow. I knew what a brougham was but had never seen one. Because of this Dick's car came to be known as the "Phantom Brougham." Gene Trolander even made up a song that was sung by the Airflowers at a meet about the "Phantom Brougham". Dick always took this good natured ribbing well.

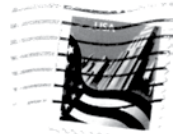
Several years later, and I don't remember how long ago that was, I was surprised to get a telephone call from Dick who was in one of our local hospitals. I finally was able to return his call and found that Dick was going to be there for some time. He was on a trip to Hawaii when he had a heart attack and was rushed to the hospital in Thousand Oaks, about ten miles from our home. I visited Dick there several times before he was well enough to go home. Of course the Hawaii trip was a lost cause but it was good to see a friend in a faraway place.

About the "Phantom Brougham". Yes, it really does exist. Dick did finally complete the restoration some thirty years after he had started. The Brougham has found a new home and is alive and well in the hands of Al and Joan Gephard who live in Rolling Hills Estates, a suburb of Los Angeles.

Those who have known Dick will appreciate our loss of a good friend in the Airflow Club. He was one of the best at making membership in the club and the associations with all of the Airflowers an ongoing warm and friendly experience. Dick, we miss you.

Letter to the Editor

Look who almost beat us to South Haven, Michigan! We flew in the Big Jet! They were 4 hours behind us driving their Airflows!!



Phil Putnam, his brother Jerry, and Dave Felderstein drove [from the meet in Timonium] to our home [in Michigan] on their way back to their home in California. Great time for a short visit overnight. Here is a photo as they do a quick check on their cars since they still have a little over 2,000 miles to go. Phil did an over 8,000 mile trip just about 1 1/2 years ago!!

Great to have them here!

~Red McFadden



Chrysler Museum Re-opens

Classic Chrysler cars and trucks are once again available to view at the Walter P. Chrysler Museum in Auburn Hills, which recently reopened to the public. The three-story museum features a rotating exhibit of 65 antique, custom, and concept cars, ranging from World War II Jeeps and the first Chrysler prototype to Dodge and Plymouth muscle cars from the 1960s and 1970s.



DON'T FORGET THE HERSHEY BANQUET
Friday, October 7 Register by September 25!

See the July/August Newsletter for registration form



National Meet Recap

WEDNESDAY, JULY 6

Crabs Anyone?

By Justin Clulow

With great excitement and hunger, members and non-members of the DeSoto and Chrysler clubs alike waited with quiet patience. Come 9:15, Jon Clulow stepped on the bus and announced to the seated crowd, "Does everyone want to get crabs today?" After some chuckles, a gentleman responds, "I don't have crabs Jon!" which resulted in more laughter from our party bus destined for the state's capitol.

After a refreshing jaunt and a 50/50 raffle, the crew arrived at Fisherman's Crab Deck. We sat with a gorgeous view of an inlet to the Chesapeake Bay. Just as promised, the crabs came...



and kept on coming! Beer, chicken tenders, hush puppies and fresh Maryland corn accompanied in abundance. After picking crabs into our own submission, we got back on the luxury transport and headed towards downtown Annapolis.

Following our journey across land, all were ready for what the water would bring for this greatly anticipated boat tour. The vessel "Watermark" and its knowledgeable crew did not disappoint. Cruising through lovely sunshine with a gentle breeze on our skins, learning was never more comfortable. The history surrounding the Naval Academy, the Severn River and the Chesapeake Bay was fascinating, with the sights easy as could be on the eyes.

A Wednesday well spent indeed!



Frogs, Wine and Ice Cream

By Doug Conran, The Navigator!

The driving tour on Wednesday included a visit at the Ladew Gardens, a tour of the Boordy Winery, and the Prigel Dairy. We rode with Red & Marilyn McFadden in a modern car. The Caravan moved out on time and we had a pleasant drive over the hilly and curvy country side. The views were picturesque with older estates along the way. The Ladew Topiary Gardens covered 22 acres displaying a wide variety of flowers shown in many differently themed and decorated gardens, many with small pools. We saw gold fish and some interesting green frogs. All the fir and yew type greenery had been trimmed and shaped into hedge rows, arches, pointed towers, and many other shapes. The trimming and shaping of the trees starts on the first of July and takes about 3 months to complete each year. The gardens were open to the public in 1971. The café there was situated in the original horse barn and quite unique.

We left the gardens and moved along to locate the Winery. After traveling quite a distance and not seeing a winery along with some strange route numbers the Navigator on the trip determined we had missed a turn a few miles back. We returned to the missed route and soon found the winery. Since none of us were wine drinkers we moved along to the Prigel Dairy and ice cream. After four trips back and forth on the same road we could not find the Dairy. We stopped at the Winery and learned that about a half mile down the road, at a stop sign, we had to turn right to find the Dairy. There was no sign at the intersection indicating the direction to locate it. The real ice cream they made hit the spot. Since the navigator was in such a slump for the day, Red got out the GPS that came with the rental car, plugged in the Hotel address and got us back to the Radisson Hotel, via a different route than the map we were using. Aside from the extra miles we traveled we had a very enjoyable day and saw some pretty countryside. I'm sure if we do any more touring with Red and Marilyn in the future they will be looking for a different navigator.

Yours Truly, with no advice from Arlene who was riding in the back seat with Marilyn enjoying the scenery.





Doug and Arlene Conran, Marilyn McFadden, Barbara Boyd and Red McFadden pause on the Mall, near the Washington monument.

THURSDAY, JULY 7 Come Fly Away

By Jim Lightfoot

At 9 a.m. we boarded the bus for a two-hour trip to the Smithsonian National Air and Space Museum located near Dulles International Airport outside of Washington D.C. My first impression upon arriving was that the building was HUGE. Once inside it was even more impressive. The facility holds over 200 aircraft and 135 spacecraft with a significant share of the aircraft suspended from the roof of the building. The first two aircraft that we were met with were a P-40 Flying Tiger and a German ME-109 suspended from the ceiling. Just beyond them was an SR-71 Blackbird. There we were met by a docent who led us around and explained the planes to our group. He was a former bombardier in WW II and was very knowledgeable about all of the planes exhibited. He told us that the SR-71 cost \$86,000 per hour to fly and partly due to the cost it was now retired. Satellites now do a more effective job of surveillance. However, it is still the world's fastest plane.

Some of the planes I recognized but most of them I did not. One that I was familiar with was the Enola Gay, the B-29 bomber that dropped the first atomic bomb on Hiroshima. Our guide mentioned that the Wright Brothers Kittyhawk flyer in its first flight 1903 flew less than the length of the B-29's wingspan. The largest plane that we saw was the Air France Concorde. It was sleek and fast but it was ultimately not a success because it could never make a profit. Other planes that we saw included the Virgin Atlantic Global Flyer, the first plane to fly around the world without refueling, MacCready's Gossamer Albatross, the first human powered plane to cross the English Channel, and virtually the entire history of the development of aircraft.

In its own wing of the building they had on display the Space Shuttle Discovery, along with several of the space capsules and a variety of rockets and missiles. I was surprised at how large the Space Shuttle is. It is not restored after its nearly 30 missions and shows the scorch marks of re-entering the atmosphere.

The only problem with this tour was that a two-hour time frame was too short. There is so much to see that it would justify a full day to really do it justice. On the other hand, this tour gave us a great taste of what is there and a good justification to make another tour.

Even though the tour was short, I had a great time there.

History on the Mall

By John Boyd

One of the most famous of Washington DC attractions is the Smithsonian Museum. Formerly called the United States National Museum, the Smithsonian is named for British scientist James Smithson. Smithson left his substantial estate to the founding of an educational institution in the

United States to be called the Smithsonian Institution. It was established in 1846. Today the Smithsonian is a collection of museums, many in Washington and some in other places as far removed as Panama. The National Air and Space Museum, formerly on the National Mall, has been relocated to the Udvar-Hazy Center near Dulles airport. A second meet bus excursion visited that newer display. Barbara and I frequently visited the Air and Space Museum when we lived in the Washington area in the 1970s, so we chose the downtown site.

We boarded a bus at the Radisson and drove the scenic route to Washington via the Baltimore-Washington Parkway. Our tour included visits to two of the buildings on the Mall – the Natural History Museum and the American History Museum. The Boyds, the Conrans, the McFaddens, and some others spent most of our time in the latter, which includes a large exhibit on transportation. The Smithsonian has over 138 million artifacts, only two percent of which are on display at any time. For a tour of a few hours, it's just not possible to see all the exhibits in even one of the buildings.

Inside the transportation exhibit, the first display you see is the John Bull locomotive. Follow the tour route to the history of kitchens and the water transportation exhibits. Trucking, camping, crossing the country, cars, and trains are all honored, illustrated, and explained at the following displays.

After a sociable buffet lunch in the museum cafeteria, we stopped at the Tucker automobile display and then strolled back to the bus. A guided bus tour of the downtown monuments and memorials followed, and about an hour later we were back at the meet hotel. An enjoyable excursion, plenty of sightseeing, good conversations, typical Washington July weather (sunny, humid, hot, but tolerable). And the Smithsonian museums knocked it out of the park!

Making Tracks, Airflow Style

By Chandler Smith

Thursday's driving tour started off with several of us trying to caravan to the Fire Museum of Maryland, but Airflow and De Soto folk arrived and left sporadically. Some of us were there when they opened the doors, and the building was full of fire-fighting equipment dating back to the 1800s. The earliest were pulled by men, not by horses! There was a demonstration of how alarms were sent in different eras from fireboxes around the city. The fire department of any town was that community's point of pride, which is why so much of the equipment was so ornately pinstriped and decorated. There were hand-pumped units, steam-driven pumpers, and more modern motor-driven ones as well. After a couple hours, it was time to move on, but it was obvious that the docents really enjoyed their job.

Next was the bumpy drive downtown to the Baltimore & Ohio Railroad Museum. The first facility was the enormous roundhouse (see photo), filled with locomotives and train cars. This is the building whose roof collapsed in 2003 under some heavy snowdrifts that accumulated atop the building during a blizzard, but it has been beautifully restored. One interesting contraption was the Tunnel Clearance Car, which looked like a motorized caboose with eyelashes that measured the insides of



Preston Tucker sold even fewer cars than Walter P. Chrysler sold Airflows! Number 39 of 51 built showcases many safety and technical innovations. It was seized in 1992 by the U.S. Marshals Service following a narcotics investigation.



Several full-size locomotives are displayed, this one with life-size models in an historical tableau.





tunnels. Outside were some streamliners and train cars, including one that featured china and place settings from a bygone era – it took me back to an Amtrak trip I took a month ago where unbreakable plates and minimal tableware was the rule. Times have changed! There was a whole other building with locomotives inside, including the big, yellow, streamlined 4-6-2 Hudson (see photo) that would have complemented an Airflow’s shape and design, as well as one of the largest locomotives ever produced, the 2-6-6-6 Allegheny.



Lunch was enjoyed at Alfonso’s, which featured some great burgers, but we got a bit behind schedule to go on the tour for the Hampton Mansion and still make it back in time for the Tech Seminar. We were also getting conflicting reports on whether they were going to delay the last tour to accommodate us or not, so most people passed on the Mansion. However, new member Paul Ridley and I chose to take the chance, and we were rewarded with a thorough tour of this large Georgian manor house that is bigger than Mount Vernon and Monticello COMBINED! It was owned by the extremely wealthy Ridgely family for seven generations, including Charles Carnan Ridgely, the 1815-1818 governor of Maryland. It was built with slave labor from 1783-1790, and the family’s ironworks and 25,000 acres at the time utilized 350 black, European, and indentured slaves. Seven generations later, in 1948, John Ridgely, Jr., and his wife sold the house and the remaining 43 acres to a group of ladies led by Mrs. Paul Mellon (Mellon Bank, Carnegie Mellon University) for a price equivalent to what they owed in back property taxes. The group then sold it to the U.S. Government for \$1, and it became a National Historic Site. That group of ladies and that sale was the start of the National Historic Trust.

It was a fun-filled day of learning, seeing, enjoying – like every day of the Meet!

FRIDAY, JULY 8

World Class Touring: *Motor Week and Restoration Shop*

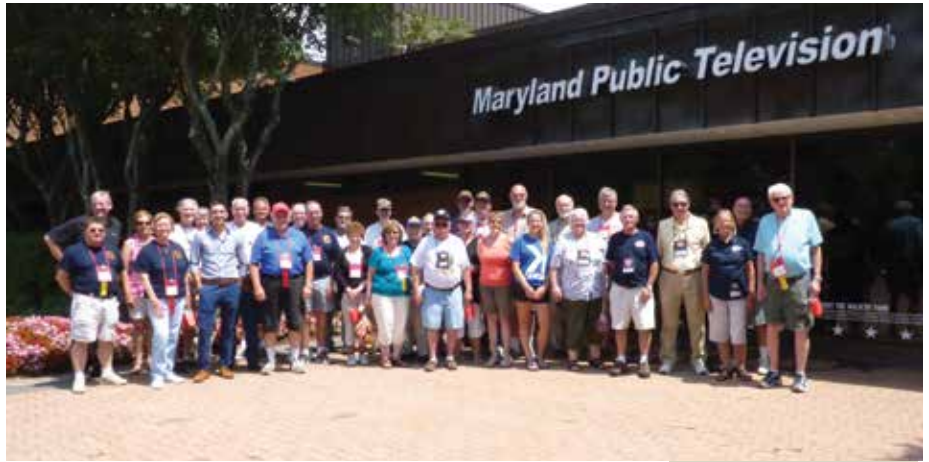
By John Wagner



We first visited the **Maryland Public Television** facility in Owings Mills, MD. MPT has a beautiful building which house their massive production facilities and offices. We toured three large production studios and control rooms, offices and the famous “Goss Garage”, used in the production of Motor Week. Motor Week was first aired in 1981 and is the longest running automotive show on television. This show is broadcast on local public television channels across the USA. Mr. Harry Vaughn, Managing Director of Production Services for MPT conducted an outstanding

tour involving a large number of employees of MPT—a truly delightful and professional team of workers. They were all impressed with the Airflows lined up in front of the building.

Leaving Owings Mills, we drove to Glen Rock, PA, 35 miles north of Timonium to visit **Prueitt and Sons**, a world class restoration shop. Mike Brown, son-in-law of Mr. Prueitt who started the shop in 1975 conducted a tour of the two story, 10,000sf building. The first floor held the body shop and paint booth areas with 7 employees, while the second floor was devoted to re-assembly and upholstery departments with 5 employees. We saw 12 vehicles in the shop in various stages of restoration, the workman ship was outstanding. Most complete restorations range from 1000 to 3000 hours each. We enjoyed the tour and especially talking with the employees who were more than willing to answer our questions. The result of their quality workmanship has been rewarded with many of their past projects being major award winners at all the major Concours d'Elegance's east of the Mississippi River. It was a full day, and very rewarding.



Museum of Industry and Fort McHenry

By Tom Prince

We left our hotel about 9 am and after a pleasant ride through Baltimore we arrived at the Museum of Industry about 10 am. We were greeted by a host who took us through the museum and stopped in different areas to explain the exhibits. Initially we visited the clothing exhibit where we were shown how men's suits were made under very difficult conditions. Most of the work being done by women using electric sewing machine from the early 1900s. Next we went to the print shop and viewed early printing machines, one going back to the 1700s. We also saw a lino type machine, one of the few operational ones in the U.S. We visited an old machine shop with lathes and milling machines. Lastly we saw the canning department and how food was canned and cooked in the cans.

After this wonderful museum we went to the Inner Harbor and strolled along, looking at the shops and then lunched under the watchful eye of the U.S.S. Constellation.

From there we went to see Fort McHenry. What a marvelous place this was to see and learn about it's important place in U.S. history. We saw some original buildings that were part of the defense of the harbor in 1814 when the British shelled this fort for many hours. After the end of the shelling the British fleet left without a victory. This fort was instrumental in turning the tide of the war.

It was a great time for all who were part of this tour.





Tech Session Answers Questions

By Linda Eberly

Thursday was capped off with a “Panel of Experts” technical forum featuring club members John Librenjak, John Spinks, Phil Putnam and John Heimerl (I learned that there are 25 members of the Airflow club with the first name “John.”) They spent an hour and a half answering technical and mechanical questions about Airflows. Since my dad owns an Airflow, and since I have limited knowledge of car repair, I thought I’d attend this workshop in hopes of helping my dad as he restores his 1934 Chrysler CU. I actually understood many of the terms and initially followed along; but the discussion quickly descended into “tech-speak.” I learned how to adjust a

steering box—yes, it is an out of the car experience, according to several panel members. However, with surgeon-like precision, John Spinks outlined a procedure on how to do this without taking it out. I think it has something to do with adjusting the shims. This is where I got lost—but I’m sure you can contact John for directions.

Other discussions focused on radiators, water pumps and how to inspect an Airflow for front end damage BEFORE you buy it, thus avoiding many headaches down the road.

The panel of experts seemed a bit baffled on the question of the rear quarter window and the chrome strip and rubber gasket. I’m sure they have figured this all out as of this writing.

I also found out that there are more experts in the club than just those on the panel. Many Airflow owners have all had to be their own diagnosticians, and have figured out ingenious ways to manufacture parts and fix just about anything that goes wrong. As John Heimerl concluded “you are your own warranty station and brake master.”

Out & About at the *Banquet and Auction*





Special thanks to our hosts Jon & Neila Clulow along with their granddaughter Ember who all worked tirelessly to keep everyone happy!



Meet Attendees

- | | | | |
|--|-----------------------|---|-------------------------|
| Allstott, Jerry and Phyllis | Ventura, CA | Huehls, Patrick | Indianapolis, IN |
| Anderson, Ember, Max, Iris & Rob | Ellicott City, MD | Irland, Roger | Phoenix, AZ |
| Baldocchi, Don/Bertie Borders | Redding, CA | Jaquot, Neal | Casper, WY |
| Bise, Roger, Michael | Fort Smith, AR | Jensen, Mark/Dennis Christensen | Prior Lake, MN |
| Black, John | Winchester, VA | Librenjak, John | Riverside, CA |
| Brand, Dave/Cindee Nelson | Maple Plain, MN | Lightfoot, Corrine | Simi Valley, CA |
| Britz, Ed & Carol, George Stump | Delmont, PA | Lightfoot, James, Paula | Simi Valley, CA |
| Clulow, Jon, Neila, Cortney, Justin | Pasadena, MD | Carl & Nancy Brown/Sheila Morey | |
| Cochran, Chuck & Char | Shelbyville, IN | Llewellyn, Jay & Lynn | Jim Thorpe, PA |
| Conran, Doug and Arlene | Benton Harbor, MI | Marsh, Eric | China Grove, NC |
| Corder, Ray, Dan, Susan, Donna | Brookville, OH | McFadden, Red and Marilyn | South Haven, M |
| Cranston, Robert & Linda | Binbrook, Canada | Mulloy, Norman and Jean | Paris, ON Canada |
| Crist, Jay & Peg | York, PA | O'Neill, Danny, Carla, Terry & Sophia | Kansas City, MO |
| Daly, Frank | Sammamish, WA | Phillips, Chuck/Bill McPhail, Ned Hayden, | Chesterfield, VA |
| Dressel, Barry & Judith | Salisbury, MD | Jacob Bente, David Wirth | |
| Eberly, Jay & Linda/Eugene Barton | Mount Joy, PA | Pitchford, Dennis & Nancy | San Jose, CA |
| Felderstein, David | Sacramento, CA | Prince, Tom | Walnut, CA |
| Ford, Aaron & Rhonda | Arnold, MO | Putnam, Phil & Jerry | Orland, CA |
| Gebauer, Paul & Marilyn | Glen Mills, PA | Ramsey, Dave and Mary | Coosada, AL |
| Gendron, Daniel | Williamstonw, MA | Ridley, Paul & Joan | Dallas, TX |
| Gingery, Monte | Rockville, MD | Seiler, Ray | Plum, PA |
| Ham, Octie & Joan | Lake Orion, MI | Smith, Chandler | Fort Worth, TX |
| Harris, Charles, Janet, Zachary, Brady | Woodine, MD | Spinks, John | Pakenham, VIC Australia |
| & Peter Karsner | | Wagner, John | Athens, GA |
| Hazlewood, Jim and Donna | Thamesford, ON Canada | Will, Richard, Leslie, Steve & Greg | Montpelier, OH |
| Heimerl, John & Lynn | Suffolk, VA | | |

CARS AT THE MEET



Ray, Dan, Susan & Donna Corder – 1934 CU Sedan



Robert & Linda Cranston – 1934 CU Coupe (M)



Jay & Peg Crist – 1934 SE Sedan



Norman & Jean Mulloy – 1934 SE Sedan (M)



Ed & Carol Britz – 1935 SG Coupe (M)



David Felderstein – 1935 C2 Sedan



John & Lynn Heimerl – 1935 C2 Coupe



Dennis & Nancy Pitchford – 1935 SG Coupe



John Wagner – 1935 SG Sedan



John Black – 1936 C10 Sedan



Jon & Neila Clulow – 1936 C10 Sedan



Monty Gingery – 1936 C10 Sedan



Charles & Janet Harris – 1936 C9 Sedan



Mark Jensen – 1936 C10 Sedan



Jay & Lynn Llewellyn – 1936 C10 Sedan



Chandler Smith – 1936 C10 Sedan

CARS AT THE MEET

CARS
AT THE
MEET



Donald Baldocchi – 1937 C17 Coupe



Roger Bise – 1937 C17 Sedan



Dave Brand & Cindee Nelson – 1937 C17 Sedan



The O'Neill's – 1937 C-17 Sedan



Phil Putnam – 1937 C17 Sedan

JUDGES

Chief Judge: John Spinks

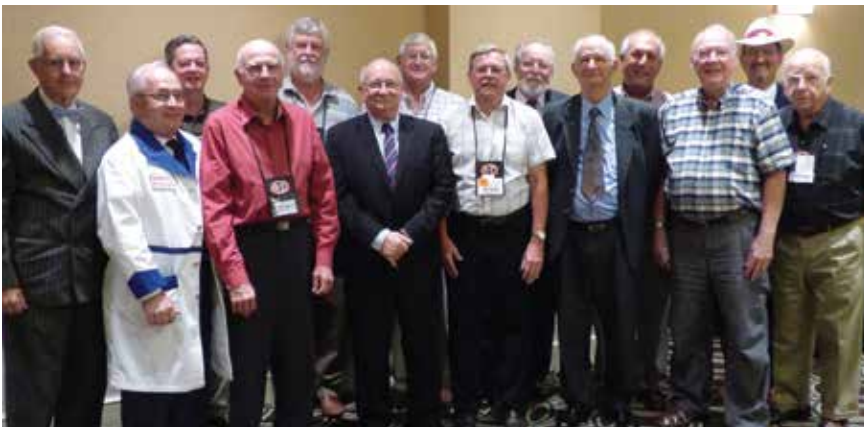
Jerry Allstott, John Heimerl, Jim Hazlewood,
Neal Jacquot, Phil Putnam, John Boyd,
John Wagner, Doug Conran, Roger Irland,
Eric Marsh, Ray Corder, Dan Corder, Red McFadden,
John Librenjak, Chandler Smith & Chuck Phillips

TOY AND MEMORABILIA JUDGES:

John Heimerl, & Jim Lightfoot

VINTAGE CLOTHING JUDGES:

Jean Mulloy, Donna Hazlewood & Paula Lightfoot



ACA NATIONAL MEET

Timonium, Maryland

2016

AWARDS

1934 Class

1935 Class



1st Place The Corders



1st Place John & Lynn Heimerl 2nd Place John Wagner



3rd Place David Felderstein

1936 Class

Senior Class



1st Place Mark Jensen



2nd Place Charles & Janet Harris



1st Place Dennis & Nancy Pitchford



Senior Award Chandler Smith

1937 Class

Hard Luck



1st Place Don Baldocchi



2nd Place Danny O'Neill & family



3rd Place Dave Brand & Cindee Nelson



Don Baldocchi & Bertie Borders

People's Choice and Jr. Best of Show



John & Lynn Heimerl - 1935 Chrysler C2 Coupe

Carl Breer Award



Dennis & Nancy Pitchford - 1935 DeSoto SG Business Coupe

Walter P. Chrysler Award



John & Lynn Heimerl - 1935 Chrysler C2 Coupe

International Participants



Jim & Donna Hazlewood, Robert & Linda Cranston, Norm & Jean Malloy, and John Spinks

WELCOME NEW MEMBERS

Jay and Peg Crist

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717-764-4451; jcrist711@comcast.net
DeSoto 1934 SE 4-dr 5074744 SE 6991

Aaron Hollub

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batfan@mnsi.net; no car

Louis Joy

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585-359-3161 (cell); No car

David and Nancy Kopesky

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651-278-4832; dkopesky@gmail.com
No car

Tom and Chris Mallory

623 E. Colby Street; Whitehall, MI 49461-1163
231-894-5241; Tom.mallory.603p@statefarm.com
1937 Chrysler C-17 4-door, 7022734

Craig McCullough

1310 Shady Lane, Emmett, ID 83617
208-365-7334, crm6901@yahoo.com
1935 Chrysler C-1 4-door, 660222148, Ci-2223

James and Yvonne Phillips

W7403 Apollo Avenue, POB 166
Wild Rose, WI 54984
920-622-4307, cell: 414-507-2576
1936 Chrysler C-10 4-door, 7019207, C10-5410

Mike Vroom

961 Harbourfront Drive
Salmon Arm, British Columbia, Canada, V1E 3L4
mike.vroom@shaw.ca
1935 DeSoto SG 4-door, 50845440, SG-3435

Toys



1st Place Jay Eberly
(also 1st place Memorabilia)
2nd Place Chuck & Char Cochran

Memorabilia



2nd Place Donna Hazlewood

Vintage Clothing



1st Place Arlene Conran



2nd Place Ember Anderson

Longest Distance Driven



Don Baldocchi & Bertie Borders

Long Distance Member



John Spinks

First Time Participants



Robert Cranston, John Heimerl, Jay Llewellyn and Ed Britz.

Coast to Coast



Mark Jensen

Multi-year Participants Who Brought an Airflow



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. \$15.00

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 CD This is a complete record on every technical subject regarding each model of Airflow from 1934 to 1937. All items on the CD are indexed. Produced by Jon Clulow. \$20.

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.

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.



FOR SALE: The family of recently deceased Member Stephen Barr is offering for sale the 1934 DeSoto SE Coupe which Stephen meticulously restored approximately 13 years ago. The car has 483 miles on it since restoration and is located in Santa Rosa, California. For additional information, contact Zoe Barr at 707-838-4238.

FOR SALE: De Soto Airflow Parts • Full set of SG instruments. Original condition, but I have never applied power - \$75. • One left rear fender in fair condition – probably from 1936, since gas filler hole is welded shut. Some corrosion at running board joint - \$75. Email **Bruce** for pictures - muskox11@gmail.com

FOR SALE: 1936 C9 Chrysler Airflow Coupe This vehicle was owned and restored by Columbus Sacco. I purchased it from his estate. The car runs and drives very well. Many current pictures are accessible by contacting me at green2489@bellsouth.net. You will need to provide your e-mail address, so that we can share our photos through snapfish.com. Vehicle is located in Lecanto, FL. \$75,000.00 USD Contact **Ron Green** Cell (352)270-7080



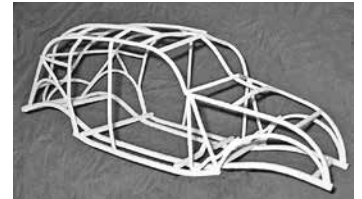
WANTED: Exhaust Manifold for my 1935 Chrysler Airflow C-1 sedan. Appreciate any leads too. Contact **John Mangan** 603-490-4033, 1 Depot Road Windham, NH 03087 or email, johnmangan23@gmail.com

FOR SALE. 1935 C1 4 door Airflow with clean title. VIN 660148 engine #C1-2223. This car is a barn find. It has been in the same barn location for over 40 years. This car has engine, transmission and most of the trim. It is rough all over but body is mostly straight and complete. Car needs a good home and someone who can appreciate it. Email **Craig** crm6901@yahoo.com for more photos and details. Offers can be made and will be considered after interested parties look at photos and get details.



FOR SALE: CU Coupe. Car in Oregon. **Dick Traugh**, 541-476-0678.

FOR SALE: Airflow Novelty Wire Frame Models. Each plastic frame is 3D printed to order and costs \$135. Access the site to view and purchase this model – <http://tinyurl.com/airflow-frame>.



FOR SALE. 4 outer door handles for 1937 Airflow. All need rechroming, one shaft is short and bent but easily repaired. \$75.00 for the set. Also speedometer and instrument cluster for same Airflow. No glass, temp gauge does not work. Fuel and amp gauge missing. \$75 for speedometer, \$75 for partial instrument cluster. **Verne Ivy**, 2815 Dahlia Lane, Eugene, OR 97494. (541) 688-4443.



WANTED: 1934/1935 DeSoto SE/SG key transmission parts: gears, bearings, etc. **Rick Gray** 604-941-6426. rickgray@telus.net

FOR SALE: 1935 Chrysler Airflow C-2. This vehicle is very restorable. The original engine (stamped C-2) was rebuilt prior to the car being placed in storage 14 yrs ago and the drive train appears to be intact. The front end body to frame attachment points are undamaged. It appears to have all the body parts and trim. Pictures are available. \$6000 OBO. Contact **Glen Tauscher** at (509) 953-0747 or gtauscher@q.com

FOR SALE: 1936 DeSoto Airflow S2 Water Distribution Tube; Part #650,212. If you are rebuilding your S 2 engine you will want to replace the old one to help avoid overheating problems. I had six more made at a slightly lower cost than the ones I got from Canada a couple of years ago. Now \$75 plus \$10 estimated shipping. **1936 DeSoto Airflow S2 Thermostat Housing;** Part #655,400. If yours is badly corroded it will contribute to the overheating issues. Exact reproduction in either aluminum or silicone bronze. \$225 plus \$15 estimated shipping. **Ron Robbel**, PO Box 7109, Bend, OR 97708-7109. 541-788-8172 or 541-389-7329.

WANTED: 1935 airflow tail light lens (broken light was a 3 3/16 diameter made by S&M lamp company). Any help is appreciated. Contact **Tony Lang**. Mobile 519-881-8015. Email tony@langfarms.com

Advertisements will run for two issues (four months).

Please submit your ads or ad renewals thirty 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. TELEPHONE SUBMITTALS WILL NOT BE ACCEPTED.



*See you next
year in
Minnesota!*

MEET HOSTED BY
JIM FREDRICK



SAVE THE DATE

Sunday, December 11 • 1 – 3 PM • Western Region Christmas Party

Place: Clearman's Northwood's Inn, 7247 N. Rosemead Blvd., San Gabriel, CA 91775
Cross street: Huntington Drive

Live Music, Dessert Auction and Entertainment

Look for your invitation in the mail soon • For details call John Librenjak: 951-788-4678 or Librenjak@sbcglobal.net