

### Remember when?

Airflowers mingle and converse at the Washington DC White House during the 1971 Eighth Annual National Meet. Then Club President Chuck Cochran and family, pose on the White House steps, and Paul Stern's CW Custom Imperial leads the parade on the White House lawn. Best in Show went to Ellis Claar's SG sedan. Two SE Brougham's competed in the 1934 class!

*Read Chuck's report on page 9.*



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

#### OFFICIAL

### ACA WEBSITE

[www.airflowclub.com](http://www.airflowclub.com)

Members Page Passphrase:  
lwannagohome20

#### OTHER AIRFLOW SITES OF INTEREST:

Facebook Chrysler and DeSoto  
Airflow group and

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

## PRESIDENT'S MESSAGE

Greetings Airflowers!

As I'm writing this on Super Bowl Sunday, the light at the end of the pandemic tunnel is getting brighter. The vaccine rollout is chaotic and frustrating, but there is progress. The Board is beginning to believe we can actually host our planned National Meet in September! Have no fear, we will use the appropriate covid protocols when we gather in Missouri, working with our Meet host, Danny O'Neill. Your health is our utmost concern.

Many of our members do not now own an Airflow, but may be considering buying one. I'd like to recommend two Club resources that can really help. The new Airflow Restorer's Guide (ARG) is receiving high praise, even from some of our most seasoned restorer members. The ARG is an essential resource for Airflow owners, and of great value for those who aren't owners yet. Learning what is "correct" before evaluating a car can help you decide whether or not to buy. If you are thinking of shopping for an Airflow, I recommend you order your own ARG.

And secondly, there is no substitute for viewing Airflows and talking to their owners. The very best way to do that is to attend a national meet. Go! Tag along with the judges, and take a million photos. Talk to owners! We all love to brag and complain. When shopping for a car, you will be much better prepared to answer the all-important questions: Is this the right car for me? What would I want to do with it? What all does it need? Buying an old car with educated eyes is just better, and that's the understatement of the century.

My own frame-off Airflow coupe restoration (my second and probably last) is again moving forward. Progress is being made with the help of my fellow Airflowers. For those of us that work on their cars, or oversee the work done by others, Airflow expertise that is a phone call away is invaluable. Yesterday I stopped, put the tools down, called a member friend, and got some sage advice. I then scrapped what was planned, likely avoiding an expensive mistake.

I remind you again, our Club Officers are always interested in hearing your concerns and suggestions; both are always welcome. Please feel free to contact any one of us.

Spring is around the corner, even though most of the nation is slammed by an historic frigid blizzard this very day. Airflow hibernation will soon be over, so start planning for your September trip to Independence, Missouri!

~ David Felderstein

## CONTACTS/MEMBERSHIP INFO

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

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#### SUBMIT ALL MATERIAL TO NEWSLETTER EDITOR:

**John Boyd**

1201 Vista Capitan Dr., El Cajon, CA 92020  
858-997-7002 • [drjohn96@me.com](mailto:drjohn96@me.com)

#### AIRFLOW CLUB OFFICERS

**President:** David Felderstein, Sacramento, CA 916-206-8958  
**Vice President:** John Boyd, San Diego, CA 858-997-7002  
**Secretary:** Kim Forster, Noblesville, IN 317-440-1646  
**Treasurer:** Linda Wilson, Sanger, CA 559-787-1016

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Jon Clulow, Pasadena, MD (2024) 410-255-2676  
Tim McCoy, Orient, Ohio (2026) 614-313-0689

#### REGIONAL DIRECTORS

**Eastern:** Norm Mulloy, Paris, Ontario, Canada 519-442-3622  
**Central:** Chandler Smith, Fort Worth, TX 817-889-2335  
**Western:** Phyllis Allstott, Ventura, CA 805-650-3747

#### CLUB STAFF

**Editor:** John Boyd, El Cajon, CA 858-997-7002  
**Mail Records:** Barbara Boyd, El Cajon, CA 858-997-7002  
**Storekeeper:** John Librenjak, Riverside, CA 951-788-4678  
**Newsletter Designer:** Linda L. Eberly,  
Mount Joy, PA 717-653-5444

## MEMBERSHIP INFORMATION

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

**Linda Wilson** 800 N. Piedra Rd., Sanger, CA 93657  
559-787-1016 • [braun2848@gmail.com](mailto:braun2848@gmail.com)

**CHANGE OF ADDRESS:** Please send information to:  
**Barbara Boyd** 1201 Vista Capitan Dr., El Cajon, CA 92020  
858-774-3195 • [baboyd1@me.com](mailto:baboyd1@me.com)

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# READER CORRESPONDENCE

Club President David Felderstein reports his second Airflow coupe restoration, this one a C10, is progressing. The chassis and power train refurbishment are complete, along with body repair. The coupe is being assembled for what he calls the “reconciliation build”. Later it will again be disassembled for paint.



## TECHNICAL Tips

cause we all have questions



### Fixing Airflow Banjo Wheels

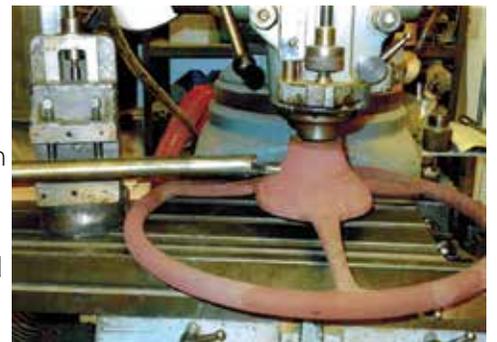
by Ray Jackson

Around the first of last year, 2020, I found a package on my doorstep from Chuck Cochran. It contained a banjo steering wheel. Chuck had sold it to a club member with the stipulation that if he thought it was beyond repair, Chuck would return the man's money and take back the steering wheel. I didn't know anything about this transaction until I found the box with a note stating Chuck knew I had repaired a few steering wheels in the past and asking me to see what I could do with this one. I took one look at it and knew why it was returned. I thought it was junk. Three-quarters of the hub was missing. The part that was left was loose. One tug and it came off in my hand. The metal framework was intact but very rusty with deep pits. Also, the outer rim was missing large parts. I put the wheel back in the box thinking I would return it to Chuck or throw it in the garbage.

Then when the COVID pandemic hit, and we were forced to stay at home most of the time, I thought I needed something to do while at home. So, I thought I might take another look at the banjo wheel. First, I sandblasted the metal and rebonded the only part of the hub I had using PC7 epoxy. I had very good luck with this epoxy in repairing the other steering wheel I had fixed. In repairing the rest of the hub, the only thing I could think of was to make a mold from the part that I reattached and then try to use it to reform the missing parts of the hub by using the mold pressed over large globs of PC7. It took 4 applications to work my way around the hub, each time putting mold release on the mold and waiting 24 hours for the PC7 to set. I also fixed the rim with epoxy free hand and much sanding and filing. I think the most tedious part was filing and sanding in between the spokes to smooth out the epoxy squeeze out. Also, part of the hub around the horn button was missing, but the chrome ring was still in one piece. I was able to repair this section freehand as well.



1. The home-made mold shaping the repaired hub



2. Tooling setup for shaping the reconstructed hub

## Fixing Airflow Banjo Wheels continued

About the time I was priming the steering wheel for Chuck and getting ready to paint it, I happen to call Phil Putnam on another matter. He said he had a banjo wheel that needed repair and asked if I would give it a try. I said I would try since I still had the mold from Chuck's project. But I told him that there had to be something there to work with. I needed something to put the mold next to give me a reference. Well, when I got Phil's wheel, I was deflated. It had no hub at all. Just rusty metal. The chrome ring was half gone, but Phil had sent a ring from another wheel. I thought there was no way I could fix this one. Too much was missing. But, after thinking about it for a week, I decided to give it a try since I still had Chuck's steering wheel to go by and take measurements off of. So back to the mold and lots of PC7.

The hardest part of Phil's wheel was getting the hub symmetrical. I tried many times and wasted a lot of PC7. Then I got an idea, but I didn't know how to do it with the tooling I had. But I had a stroke of luck. The nut that holds the wheel to the shaft was so bad that you couldn't get a socket on it, and the wheel had been removed by cutting shaft with a hack saw. Once I cut the nut off and pressed out the remaining end of the shaft, I had the male/female parts that I needed to be able to turn the wheel upside down on my mill. After cleaning up the threads and installing a new nut, I was able to put the wheel in my mill and turn it by hand. However, I didn't have a tool holder long enough to reach from the outer rim to the hub, and I didn't know any way of attaching the cutting tool to my mill table. So, once again, I called my friend John Metier for help. As I stated in me earlier article on radio knobs, he has never let me down. After I explained my problem, he had the answer. But, being a bit of a hoarder when it comes to machines and tooling, he told me the same thing as when I called him for help on the radio knobs. "I have the tooling and the adjustable base for attaching to your mill, but I don't know where they are". In about a week, he found the parts and brought them to my house and showed me how to use them. They solved my problem. I had to move the cutting

bar into the hub and make a cut and then for the next cut, I simply had to move my table closer to the cutting tool.

With Chuck Cochran's steering wheel, I had been able to not only get the shape right, but also make it symmetrical. I still had other areas to fix on the rim and around the horn button and I had to get the ring re-chromed. All this took some time so after about a month I called Phil to give him a progress report. He asked why I had not sent his wheel back to him. I told him that it was in such bad shape that this was going to take a long time. He laughed and said he knew the steering wheel was bad and had sent it to me as a joke. He thought I would send it back right away with a nasty note telling him what he could do with his banjo wheel. He was very surprised to hear that it was more than half done. Phil's wheel was more challenging than Chuck's but I learned a lot and enjoyed the challenge.



3. Finished hub detail



4. Detail of finished spokes and rim

**2021 57<sup>th</sup> National Meet Announced!**  
**Save the date: September 13-17, 2021**  
 Monday through Thursday

**The venue: *Kansas City Stoney Creek Inn* • Independence, Missouri**

A full schedule of fun events is planned, culminating in the Thursday Airflow Car Show and Awards Banquet. Plan now to attend. Full meet details and registration forms will appear shortly.

**Watch your email and check the May issue of the Newsletter.**

***We greatly missed our annual gathering last year, and expect to have an exceptionally memorable meet in Kansas City! Be there!***

## WELCOME NEW MEMBERS

### James H. Coates

753 Southwood Road, Hockessin DE 19707  
 (302) 540-0391 jhcauto@aol.com  
 Chrysler 1936 C9 cpe 7017686; C17-3761

### John Knab

115 Seneca Lane, Loda IL 60948  
 (847) 903-8704 john.knab2@gmail.com

### Thiago Moulin and Richard Gordon Myers

4545 Lindell Blvd unit 13, St Louis MO 63108  
 (314) 609-0780 rgordonmyers@mac.com

### William Ross

115 SpringLine Drive, Vero Beach FL 32963  
 (772) 321-7053 wjross3@gmail.com

### Bryon and Connie Whiston

6508 E. 1200th Ave, Robinson IL 62454  
 (618) 553-4189 322CRF@gmail.com  
 Chrysler 1935 C2 bus. coupe 70134550 02 2171

# One Lonely Airflow: The Last Years of My Life

By Cortney Clulow and Jon Clulow

I want to tell you my story. Or at least, what I can remember of it. Memories of my youth are pretty much gone -- I don't remember my beginning or my early years at all. I hope I spent Sundays driving through the countryside. I hope teenagers drove me to their favorite make-out spot on Blueberry Hill. I hope I drove brides to their weddings.

The real, unvarnished truth of how I spent my entire mid-life up until just recently is pretty disappointing. I was in a western New York slough. Yes, with frogs. Yes, with rotten, stinking mud and algae. Yes, with my metal painfully corroding to rust--everywhere. The water would intermittently submerge me up to my battery box. Some seasons, the water made it up to my brake and clutch pedals. The rains and melting snow were my constant nightmare. I can't tell you how many loud, insect-ridden springs, summers, and autumns passed by. But it was the cold, wet winters that drove me to a breaking point. What a relief to be hauled out of that pit in the summer of 1992!

Suddenly and miraculously, I was on the road again! I was hauled to a barn (with a ROOF) in MacDonald, Pennsylvania! Finally, I was going to be restored! But what a bitter shock to find myself third in line behind a C10 in better condition than me and a broken-down but complete C17. Next to me in the barn was a posh but rough Lebaron C11. Everyone was talking about how the C11 was so rare and more valuable than any of us, and soon after I arrived, it left for Ohio. They said it was headed for extensive and expensive reconstructive surgery. It was gone for years.

I wondered what would become of me. But at least I was warm and relatively dry. Until the winter of '95, that is, when a storm blew the glass out of the barn windows and the sliding door off its track. The raccoons moved in... Oh, the humiliation!

Then, many years later, I learned that all four of us had been sold off--even me! After weeks alone, I was loaded up and hauled out of my barn. Good bye raccoons! Once again, I could feel the breeze flowing by and hear it whistle along the long roads. Hope and contentment bathed me as I rode along the hundreds of miles to Pasadena, Maryland.

I was settled on dry ground with a tarp over my hood. Sometimes, a man would come and unbolt some part from me and disappear with it. I imagined he was working on my restoration, a piece at a time, but now I'm not so sure.

Then came a truly eventful day. I got pulled out to the end of the driveway and, believe it or not, the same man stuck an extra differential and an assortment of valuable parts in my trunk! I heard the man saying something about a trailer and Tucson, Arizona. I heard him mutter, "One of these differentials ought to be OK." So it looks like I've got another trip in my future. I suppose more sacrifices, amputations, and part donations are in store. But I'm pretty much resigned to my fate. Oh, well.

Now I'm waiting out in the snow. The tarp keeps my hood kind of dry. Snow keeps falling, drifting right inside me since I donated all my windows. Thankfully, I still have some doors. I hear it doesn't rain or snow so much in Tucson, and I'm hopeful there are no blasted raccoons. I've accepted that I'm just a parts car now. It's my lot in life. You won't hear from me again. Call me Eeyore.



# Don't Forget to Grease Your Brakes!

By Frank Daly

Yes, it's one of the oldest jokes in the book. Two schoolboys are sitting at a bus stop when a car comes squealing to a halt in front of them, 'Hollywood movie style'. One of the boys, a self-appointed junior Mr. Goodwrench comments "Gee, that guy oughta grease those brakes!". His sidekick replies, "Yeah, I guess so" and the older boy snickers "Doofus, ya can't grease brakes!" Yuk Yuk Yuk.

But I learned that a certain amount of 'greasing' of brakes is necessary for some cars. Here's how that education came about.

My 1935 Chrysler Airflow Imperial Coupe required some major maintenance involving the removing of the engine and rear axle, and while those components were attended to I moved on to other projects. It was over a year before I reassembled the Airflow and fortunately the repairs proved successful.

However, starting with the first test drive after the long layover, whenever I applied the brakes (soft or hard) there was a noticeable 'clunk' in the vicinity of below the brake pedal. If I applied the brake very softly, it seemed that the brakes grabbed ever so slightly. Pulling the wheels revealed no fluid leakage. I could make the clunking sound even when simply depressing the brake when the car was stopped in my shop. Trial and error led me to discover that this did not occur when the engine was not running, so I began to think of the vacuum brake booster.

Ever since I rebuilt this booster some dozen years ago, I have been fascinated by its operation. It is known as a Bragg-Kliesrath vacuum booster, named after its two inventors, Caleb Bragg and Victor Kliesrath.

Bragg was the son of a wealthy Cincinnati publisher, a very accomplished daredevil flyer and a race car driver. He participated in the inaugural and two later Indy 500s. Unfortunately, the Fiat which he entered in the inaugural race was destroyed when another car plowed into it in the pits. He was the fastest qualifier in the 1913 500 but his Mercer suffered the dreaded 'failure to proceed' during the race, as it did in 1914. He was very successful in other slightly less prestigious events.

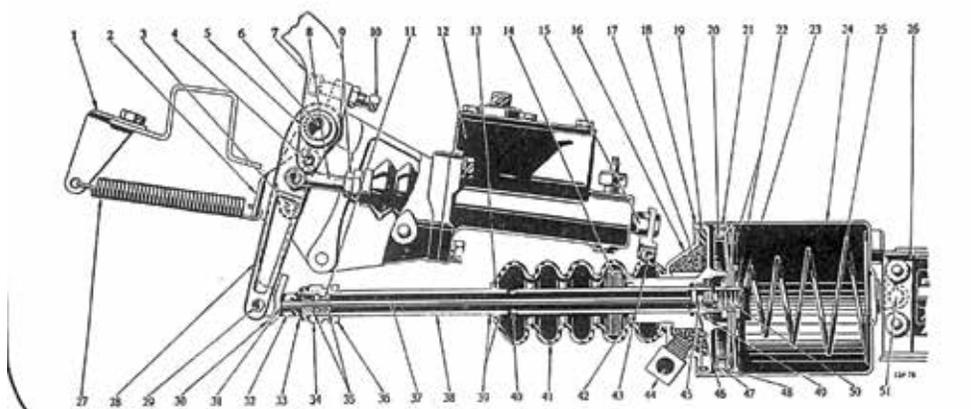
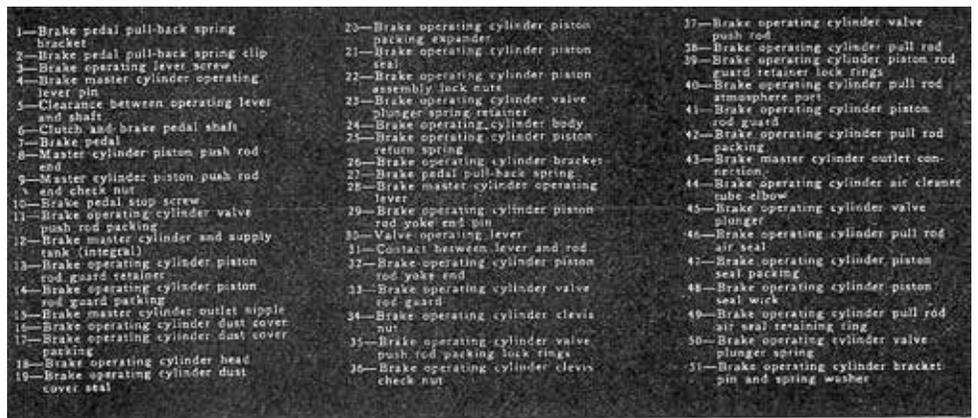
Victor Kliesrath was an engineer for the Bendix Corporation. The brake booster was developed for aeronautical use, and the patent was filed in the name of these two gentlemen in 1924, so I'm guessing that Victor worked off-hours with Caleb. The 1928 Pierce Arrow was the first to use the Bragg-Kliesrath unit, but soon it was fitted to many (usually upmarket) cars including the Stutz, Mercedes

and Duesenberg Model J. It was also used on Packards and heavier Chryslers, and most likely many other cars until hydraulically operated boosters were used after WWII.

It was, of course, critical that the brakes function (if un-boosted) if the booster failed, which is what makes this device seem quite clever to me. As you can see from the accompanying drawing, when the brake pedal is depressed it acts upon the master cylinder pushrod, depressing the piston and forcing fluid to the wheel cylinders – in the usual manner. However, the pedal shaft continues below the master cylinder and pushes on the shaft protruding from the vacuum booster.

When the pedal is depressed, the very bottom of the pedal shaft pushes on a small valve which opens, allowing atmospheric air to enter the front of the booster. With engine vacuum behind the piston in the booster, the booster shaft is sucked rearward and thus pulls on the pedal shaft 'boosting' the driver's braking effort. When the pedal shaft reaches the position that satisfies the driver (who stops pushing), the valve closes and the booster stops pulling. Critical to my little story here is that the 'piston' in the booster is sealed to its cylinder (canister) by a round leather seal.

With the car on a lift and aided by my friend and mechanic Rob Hughes, I noticed that when the pedal was depressed (engine running) the booster shaft would sort of 'judder' back, not at all smoothly as it should. This is what caused the clunking and, upon



**Don't Forget to Grease Your Brakes!** continued

light braking, the grabbing. I first thought that an adjustment to the setup was needed (it is a fairly complex process the first time), but since I hadn't done anything to this linkage I was perplexed.

Resorting to the very detailed Chrysler shop manual, I was about to embark on the complex (over half a page) instructions regarding the setup of the system. I happened to glance down to the bottom of the page and noticed that the next paragraph was titled "Lubrication". Hmmm.

The instructions indicated that every 6,000 miles one should put about an ounce of ice machine oil in the fittings on the front and rear of the vacuum booster canister. The Airflow has over 17,000 miles on it since restoration, and I have not followed that advice since restoring the booster!

I concluded that if the leather seal was dry, friction between it and the canister MIGHT lead to the jumping or juddering of the unit. Being fresh out of ice machine oil, I followed the instructions using hydraulic jack oil, as I had done when rebuilding the unit so many years ago.

Immediate testing indicated no improvement. But I thought that if the seal was dry, the oil which I had just added would only lubricate the very bottom of the approximately 4 inches in diameter leather seal. I was hopeful that capillary action would draw the oil up around the seal over time. The next day yielded no better results. Nor did the next. However, on the third day following addition of the oil, the unit worked smoothly and it has ever since!

And that, my friends, is why if you have a B-K vacuum booster unit, indeed you might have to 'Grease Your Brake...Booster'!

A couple of post scripts. The Bragg Kliessrath unit (the company is still alive as BK brakes!) on my '37 Packard V12 is half again larger in diameter than the unit on the Chrysler coupe. In the 1935 Packard Club Sedan, it is in between these two. And on my 6,000+ lb 1935 Chrysler Imperial CW Limousine, it is larger than all of these. Apparently BK made a number of units for various applications. The CW limousine also has a 'reserve canister' which, the owner's manual tells me, will give 2 - 3 additional brakings after vacuum has been lost. Good to know, but hope never to take them up on the offer.

Second post script. It's interesting what you come up with when you do internet searches. From a book review in the January 26, 1986 issue of the Los Angeles Times, I learned the following:

*A woman with no background, uneducated, foul-mouthed, and a bargain-basement shopper, Ethel Merman still became a national treasure. What she had was a personality with more brass than an Army band and a voice to match.*

*Graduating from a business course at William Cullen Bryant High School in Long Island City, Ethel Zimmerman moved quickly into the work force, taking a job with a*



*company that manufactured anti-freeze for automobiles. Not finding that to her liking, she moved on to a stenographic position as personal secretary to Caleb Bragg at the Bragg-Kliesrath Co.*

And that, as the man used to say, is the rest of the story!

<b>Treasurer's Report - 2020 final</b>			
Beginning Date	1/1/20	6/1/20	1/1/20
Ending Date	5/31/20	12/31/20	12/31/20
<b>Beginning bank balances:</b>			
Checking		1580.96	
Savings		26910.82	
<b>Total Beginning Funds</b>		<b>28491.78</b>	
			<b>Actuals</b>
Dues	4805.00	4375.00	9180.00
Club store income	3670.09	1704.05	5374.14
Interest	2.06	1.40	3.46
Donations		848.58	848.58
<b>Total Income</b>	<b>8477.15</b>	<b>6929.03</b>	<b>15406.18</b>
<b>Expenses</b>			
Newsletter	6577.68	7349.37	13927.05
Roster		796.66	796.66
Club store expense	2720.00	3449.96	6169.96
Club Website	110.00	110.00	220.00
Postage	53.26	541.33	594.59
Copies and office expense		0.00	0.00
Trophies and awards	125.00	464.38	589.38
PayPal	153.35	46.59	199.94
Insurance (Club)		1385.00	1385.00
Miscellaneous	200.00	3.99	203.99
<b>Total Expenses</b>	<b>9939.29</b>	<b>14147.28</b>	<b>24086.57</b>
Net gain this period	-1462.14	-7218.25	-8680.39
<b>Ending book balance</b>		<b>21273.53</b>	<b>21273.53</b>
<b>Ending bank balance</b>			
Checking		4172.53	4172.53
Investment		17101.00	17101.00
<b>Total Ending Funds</b>		<b>21273.53</b>	<b>21273.53</b>

# How the Zerk Fitting Changed the Automobile Forever

Text and Photos by Kyle Smith

The advancement of the automobile has always been a steady stream of small, incremental improvements. Sure, there were revolutionary moments along the way, but the vast majority of what shifted the car from a novelty to this country's primary form of transportation came in the form of steady progress. One such step was how to keep moving parts lubricated easy and clean. You can thank Oscar Zerk and his 1923 patent for a special fitting for that.

The process for maintaining such lubrication had advanced somewhat, but it was Zerk that created a design that made truly meaningful improvement. Early cars were lubricated like machines, by manually slathering grease where it was needed.

Then came drilled-out oiling holes, requiring the operator to regularly circle the machine with an oil can and inject a dollop of oil to avoid the parts self-clearancing themselves into destruction. The next step in the evolution was to add spring-loaded caps that prevented dirt and debris from entering those oil holes.

Then, the grease cap. It was a threaded fitting that had two parts; one threaded into the piece that needed lubrication and had a hole that allowed the second piece to force grease into the part when the second piece was tightened down. The end user had to keep grease on hand to keep the cap full. This design made the task of keeping parts lubed much simpler and easier, but it required the large cap be placed on parts, forcing design changes in some cases.

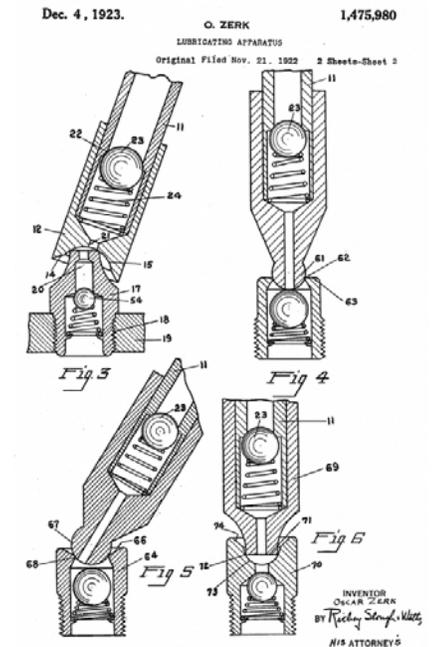
Zerk took this idea to its next logical place. As early as 1919 he was marketing a fitting that allowed grease to be forced into a part using a simple nipple and a grease gun that sealed to the nipple, and the fitting also included a spring-loaded check ball which then retained the grease inside the part. He marketed and sold these fittings for 10 years before they were adopted by auto manufacturers.

It was a design that caught the eye of a big brand from Dearborn, but only after Zerk sold his Allyne-Zerk Company to Bassick Manufacturing Company. (The owner of the Bassick Manufacturing Company was also partner in the Stewart Company which produced the speedometers for Model T Fords.) Ford took a liking to the fitting and made it standard issue on the 1928 Model A.

The next advancement came in 1934 when an engineer at Stewart-Warner modified Zerk's design to have a slight bulb at the end of the fitting, which allowed a redesigned grease gun to seal to the fitting without requiring the operator to apply pressure. That change made the design more popular than ever, and it is estimated that 99 percent of vehicles produced in 1934 featured these new Zerk fittings.

Such humble parts, developed over time, are what that have allowed the advancement of the automobile to reach the high level of reliability, efficiency, and performance that we enjoy today. Zerk fittings can still be found in use on new cars, on the u-joints of a driveshaft for instance, with the same essential design of the 1934 piece. It's quite something for a part to soldier on like that for nearly 90 years, so let us salute Oscar Zerk, the man who greased the gears of progress.

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# The 8<sup>th</sup> National Meet of the Airflow Club of America

By Chuck Cochran

If someone were to tell you that an antique auto club once displayed their cars on the White House lawn at 1600 Pennsylvania Ave., which club do you think it would have been?

- a. Antique Automobile Club of America
- b. Classic Car Club
- c. Horseless Carriage Club
- d. Walter P. Chrysler Club
- e. None of the above.

If you answered e, you are correct. In fact, surprise, surprise, it was the AIRFLOW CLUB OF AMERICA!

Back in 1971, I wrote a letter to then President Nixon asking for permission to show Airflows in the Rose Garden or White House lawn (please see back cover). The idea originated with Rich Case, long time early member, who lived inside the beltway in Annandale, Virginia, and was an Air Force Lt. Col. assigned to the Pentagon. More about him later. He was a personal friend of a Senator who suggested that letters also be sent to key Senators asking them to write letters of support to President Nixon. Those Senators included some names you should remember—Dole, Javits, Taft, Buckley, Murphy, Schweiker, Allott, Griffin, Case, Hruska, Jordan, Percy, and Scott. They did so and the plan worked. Approval was granted. On a particular day, a caravan of Airflows led by Paul and Grace Stern in their CW, proceeded to the White House from Alexandria, Virginia, where the Meet was actually held. We stayed at the White House for a couple of hours. Nixon was overseas at the time, so we did not get to meet him, but members were given a personalized tour of the White House.

As if a trip to the White House was not enough to make an Airflow Meet memorable, there were visits to the Capitol Building, President Kennedy's grave site at Arlington Cemetery, changing of the guard, and the Lincoln Memorial. Other events included a boat ride down the Potomac and a tour of Mount Vernon. There was also a visit to an amusement park where the Airflowers rode the Bumper Cars and had a smashing time.

A total of 18 Airflows made it to the Meet. Rich Case brought a parts car in on a towbar to increase the number. Johnnie McLean drove his 1934 Chrysler CU from Downey, California, a distance of 2700 miles. Paul Stern drove his Custom Imperial Series CW from Manheim, Pennsylvania. Members from 17 states attended. To give you some flavor of the times, our room for two was \$19.00 plus 76 cents tax. Bar drinks were \$1.00. Breakfasts were around \$2.00. Evening dining averaged around \$5.00 with the most expensive meal of filet mignon at \$9.00. Those were the days, my friends, I

thought they'd—well, you know.

I have a few random memories from the Meet. I remember thirty-something Ken Curtis running around parking Airflows. It was the first Meet for John Jamison, who drove his C-2 from Arkport, New York. During the boat ride, Paul Stern offered to sell me an unrestored Chrysler Thunderbolt {still one of my favorite cars of all time} for \$14,000. At the membership meeting that I, as President, conducted, someone brought up the question of when a male member dies, would his widow get a whole or partial refund of the annual dues. It was a silly discussion which went on way too long, so like a good government employee, I appointed a committee of three members to study the issue and report back. Of course, it was never heard from again.

Richmond B. Case deserved the credit for this great Meet. He was born and raised in Nebraska and graduated from the University of Nebraska. I don't remember how he got his commission as an officer in the Air Force, but it was probably through OCS. He graduated from the Air Force Logistics School and became a career Logistics Officer. He joined the Airflow Club in about its third or fourth year. He already possessed at least one Airflow before he joined, so he needed no persuasion. I met him through the Club, not through the Air Force. More than half way through his 30-year career, he was assigned to the Pentagon for a four-year tour, so he bought a house in Annandale, Virginia, inside the beltway. At the end of that tour, he was assigned to a four-year tour at the Joint Chiefs of Staff level, so he had an eight-year tour in the Pentagon. Obviously, he was held in high regard. When I was assigned to Military Airlift Command Headquarters at Scott AFB Illinois, I was required to go to the Pentagon quarterly to brief the Air Staff on the status of training in the Command. Instead of spending my \$16 per day per diem on a hotel, I stayed with Rich, and he drove us to the Pentagon each morning. That was always a thrill riding in a smoking rusty 1951 DeSoto club coupe through all the short cuts.

Rich made many other contributions to the Club besides hosting a great Meet. He was the Newsletter Editor for I don't know how many years—12 issues per year. He did it hunt and peck on his typewriter. He took it to a printer and then mailed out the issues himself. He also started the Capitol Chapter in the Eastern Region. He was a great recruiter for the Club. His wife, Lois, was the consummate hostess and always made other wives feel welcome and comfortable at all events. It is my humble opinion that Rich contributed a greater body of work to the Airflow Club than any current living member which to me proves that one does not have to be elected to national office to be a contributor.

**ORDERING INSTRUCTIONS**

Items are guaranteed. Prices are subject to change; continual stock is not assured. To order, **mail** or **email** a list of items desired, together with prices, adding 10% (or amount stated) for shipping, to the club Treasurer. Mail payment (**US funds only**) in money order or check **drawn on a US bank** to the club Treasurer. If paying by Paypal, **please add 3% for Paypal fee**. Make checks payable to "The Airflow Club"; or send Paypal payment to [airflorestore@gmail.com](mailto:airflorestore@gmail.com) [No "w" in airflorestore]. Addresses:  
**LINDA WILSON, TREASURER, ACA**  
 PO Box 935, Sanger, CA 93657. Email [braun2848@gmail.com](mailto:braun2848@gmail.com)

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

**AIRFLOW CLUB OF AMERICA NEWSLETTERS AVAILABLE ON USB FLASH DRIVE.** The current version includes all of the Newsletters from July 1962 through December 2014. Fully searchable by word or phrase, as described in the November 2008 Newsletter. Scanned versions of the Newsletters until 1999. Since then they have been created and archived digitally. \$25 ea.

**"THE HISTORY OF THE AIRFLOW CAR"** Reprint of the Howard Irwin feature from August 1977 "Scientific American." An excellent piece. \$4.

**"CW – THE QUINTESSENTIAL STREAMLINER"** 17-page copy of November 1994 "NL" written by Bob Joynet and Beverly Rae Kimes. The story of Airflow Chrysler CW limousines. Read about these giant 146-1/2" wheelbase sedans. \$4.

**VIDEO #1** First 3 titles are original 1930's factory films. "Fashioned by Function" - factory promotional: "Trails of Triumph" Harry Hartz at Bonnevillie; "Safety With a Thrill" - 1934 Chicago World's Fair; "Memoirs of an Engineer" - Carl Breer's Biography. "Airflow Development Pictures" from 1986 Chrysler Corp. slide set. 90 min. VHS or DVD only \$20.

**VIDEO #2** "A Pictorial History on the Development of the Chrysler Airflow" made by William Z. Breer. 54 minutes. Made by William Breer for the 1996 Ft. Worth, TX National Meet. Record of Carl Breer's work on Airflows. VHS or DVD only \$20.

**TECHNICAL FLASH DRIVE USB** drive containing revised and extended index of all newsletter tips and technical articles through 2017. Applicable to all 1934 to 1937 Airflow models. Bonus material: 2016 club roster soft copy, a searchable version of the Parts and Service Providers handout, the Airflow Chrysler Body Service Manual, and the Standards of Correctness Requirements Report. Produced by Jon Clulow and John Boyd. \$25.

**HISTORICAL CHRYSLER BULLETIN, OCTOBER 1963** This reprint is not 100% correct historically, but reflects Chrysler Corporation's view of the Airflow as of the early 1960's. \$8.

**1934 CHRYSLER SHOP MANUAL** 140+ pages. \$30. This reprint is 100% flawless in both photos and text. Tremendous reference!

**BODY MANUAL** Exact reproduction of 1934 Chrysler Manual. Can be used for DeSoto, also. \$20.

**OWNER'S MANUALS** These seven instruction books are exact reproductions of originals: (1) 1934 DeSoto SE, 95 pages; (2) 1935 Chrysler C-1, 48 pages; (3) 1935 Chrysler C-2, 48 pages; (4) 1936 DeSoto S-2 Manual with owner i.d. card and printed envelope; (5) 1936 Chrysler C-9 Manual; (6) 1936 Chrysler C-10, 48 pages; (7) 1937 Chrysler C-17, 48 pages. \$18 each.

**AIRFLOW III DESOTO BROCHURE** Over 40 photos in this 24 page reprint of 7" x 9" sales brochure. \$10.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**"ANTI-RATTLE" WINDOW SNUBBERS** \$2.00 each

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

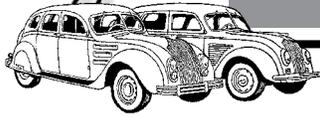
**"SERVICE C INSTALLATION NOTES for FACTORY AUTHORIZED PHILCO RADIOS"** 17 pages for all Airflow models 1934-1937. \$7.

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

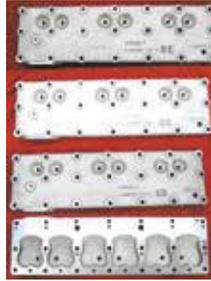
**HUBCAP SKINS** for 1934-36 Airflow Chryslers and 1934-35 and 36 DeSotos. These skins were produced in New Zealand by club member David Oliver. Skins are made of brass and properly chrome plated. The cost of each Chrysler and 1934-35 DeSoto hubcap skin is \$135 and does not include shipping. Each 1936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

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

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



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



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

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

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



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

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

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

**FOR SALE: 1937 Chrysler Airflow C-17 Sedan.** A true survivor, we believe we are the 4th owner, the 2nd since 1958. 99%+ original. Drive train completely overhauled by our own Phil Putnam. We have replaced every single mechanical component that could be rebuilt, and many other components as well (\$24K worth). She's in excellent shape and loves to cruise. \$29,500. **Danny O'Neill**. 816-786-8824 or [beanbaron@outlook.com](mailto:beanbaron@outlook.com).



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

Owned by Lloyd VerHage since 1989 when purchased from David Schultz of Massillon, OH. Driven nearly 2,000 miles while owned including the Glidden Tour. Recent maintenance includes a new fuel sending unit 2020, Carburetor rebuilt in 2019; Valves ground / new valve guides and brakes including wheel cylinders front & rear in 2009. Electric assist fuel pump added in 2007. Interior has incorrect type of upholstery. Car sold new in LA California at Greer Robbins Chrysler, one of 12 listed in the 2020 ACA roster. Car is solid and rust free, cosmetically driver quality throughout & mechanically sound. Contact **Norm VerHage** at [norm@VerHageMotors.com](mailto:norm@VerHageMotors.com), 616-396-3589. Go to [VerHageMotors.com](http://VerHageMotors.com) website for a listing with more photos & information beginning in March 2021.



**FOR SALE: 1936 C10 Imperial sedan.** We won't be able to restore this car and are looking to sell it to someone else who can. We have the fender skirts for the rear. The car is in Ohio. Asking \$6750. [mlong2791@gmail.com](mailto:mlong2791@gmail.com)



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

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



**Advertisements will run for TWO issues (four months)**

**TELEPHONE SUBMITTALS WILL NOT BE ACCEPTED.**

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

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



1934 S. E. De Soto Drive  
O'Fallon, Illinois 62269  
// 8 December 1970

The President  
The White House  
1600 Pennsylvania Avenue  
Washington, D.C. 20006

Dear Mr. President:

OFFICERS  
CHARLES COCHRAN  
President  
PAT HOFF  
Vice President  
HARDY TROLANDER  
Secretary  
JOHNNIE McLEAN  
Treasurer  
JACK STEPHENSON  
Western Regional Director  
NORBERT SCHMITT  
Central Regional Director  
RICHMOND CASE  
Eastern Regional Director  
HERMAN & JUNE SPACEK  
Editors

The Airflow Club of America has scheduled its annual, national meet, 24 - 27 June 1971, in Washington, D.C. This non-profit organization, founded in 1962, is dedicated to the restoration and preservation of Chrysler and De Soto Airflow model automobiles and related history and lore. Its 400 members are distributed from California to Maine plus Canada, Australia, New Zealand, England, and Africa. They represent all walks of life (plumbers to doctors), all ages (20 to 80), and have one common interest, Airflows. Mr. Carl Breer, designer of the Airflow, is still an active member at the age of 82. The Airflows, produced 1934 - 1937, were years ahead of their time and are considered valuable classics by their owners.

Each year, the national meet is held in a different area. This is the first year the Capital has been selected. The planning committee is anxious to make this the most interesting and successful meet by taking advantage of Washington's unique opportunities.

In support of this objective, we suggest it would be beneficial to the administration and rewarding to the President if, in the summer preceeding the crucial 1972 election, he would accommodate our group and their beautiful automobiles by providing some form of personal audience. A good deal of national publicity could be stimulated if an inspection of the Airflows were made by the President followed by a White House Tour for the attending members.

The club can accommodate any suggested program and with adequate notice, will alter the scheduled date within the summer months. About 25 Airflows and 50 people from across the United States have attended previous meets. However, it is reasonable to expect twice this number should an appearance by the President be possible.

Realizing that requests for personal appearances are many and time is limited, the Airflow Club can only hope the President will recognize the significance of this proposal and afford it serious consideration. Upon receipt of a favorable response, Lt. Col. Richmond B. Case, USAF, will contact your designated representative for detailed planning.

Thank you for your consideration.

Sincerely,

*Charles W. Cochran*

Charles W. Cochran  
Lt. Colonel, USAF  
President

cc: Selected Senators