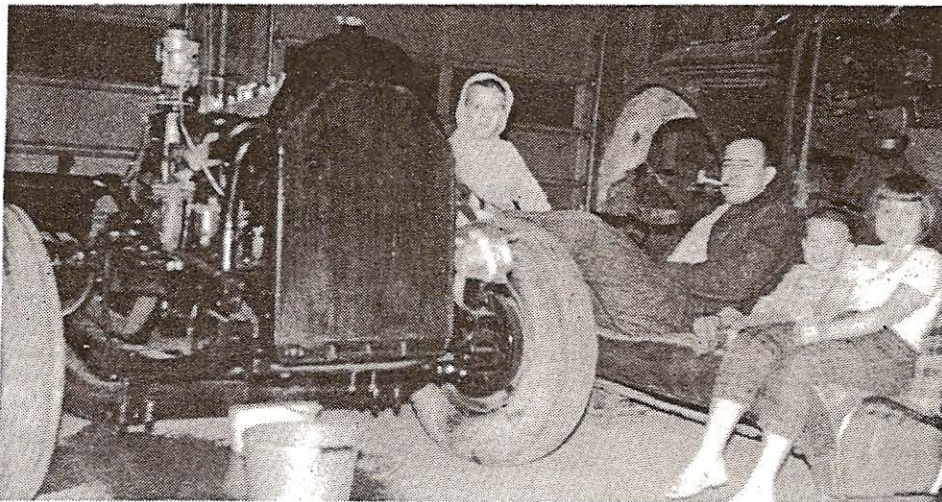


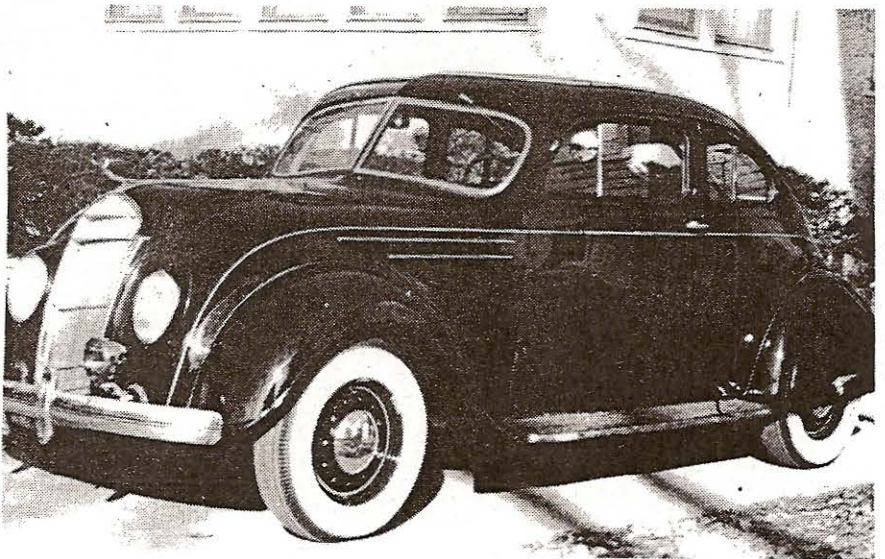


RAY WITTWER'S  
35 SG. COUPE



HERMAN SPACEK  
AND FAMILY  
RESTORING THEIR  
DESOTO!

WILLIAM R. BINZ'S  
35 SG. DESOTO  
COUPE



Open Letter to Airflow Club Members:

The response to the questionnaire on the Niagara Falls Meet has been excellent. One of the most difficult items to determine for the meet was the date. This was solved very conclusively by the answers received. The date selected by you all for the meet is the last weekend in July—July 29, 30 and 31. This is it, so make your plans accordingly. From the number of cars promised in the questionnaires and from discussing the meet with several of the members at the Hershey Meet I am confident of having at least 30 cars at the meet. This one should be our best one yet.

The reservation card enclosed with this Newsletter should be completed and mailed out as soon as you can determine if you can attend the meet. The Parkway Inn will be our headquarters for the meet. The rates at the Parkway for the meet are as indicated on the left side of the card (May 16 to Sept. 30). The rates are higher than we have been accustomed to for our previous meets, however, we have chosen a date which is at the zenith of the tourist season at Niagara Falls. The showing of the cars and the Awards Banquet will be held in the Parkway Inn. As an alternate location, where the rates may be somewhat lower for members bringing children with them I suggest the Travelodge Motel, 200 Jefferson Avenue, Niagara Falls, New York. This is a very nice motel and it is near the Parkway Inn. Reservations at either place should be made as soon as possible, since as I mentioned above, we have chosen a date at the height of the tourist season. Also, I think that it is worthy of note here, to say that all attempts will be made on my part to secure adequate parking facilities, police protection, etc., that is warranted by the large crowds visiting the Falls at the time of the meet. In other words, I don't want John McLean going home looking for another bumper, again.

I am currently pursuing various possibilities for additional events at the meet. These "possibilities" include, visiting the Niagara Falls, Ontario, Antique Auto Museum, the Harrison Radiator Plant at Lockport, N.Y., and, of course, a scenic tour of the Falls and the Niagara River Gorge. I will keep you informed on my progress in planning the details of the meet via future Newsletters.

Hope to see you and your Airflow this July.

Very truly yours,

Ed Patterson.

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Teh 1934-35-36 DeSoto Airflow SE, SG, S-2.

The DeSoto airflow models were all built with 115½ wheel base, engine bore and stroke remained same 3 3-8 by 4½. The 1934 model SE was built in five models, the Coupe, Brougham 2 door, Sedan and Town Sedan, at No. 5079522 automatic clutch was eliminated and overdrive transmission made standard. The 1935 SG was built in five models, the 3 passenger coupe, 5 passenger coupe, Sedan and Town Sedan, four door. Front ride stabilizer were added and front door arm

rest. The 1936 S-2 was built in two models, the coupe and sedan. Tire sizes remained same through the three years. 6:50 x 16. Production started Jan. 1934 with No. 5068501 to 5082105, motor No. SE1001 to 15549. January, 1935, SG, started with 5082201 to 5088967, motor SG 1001 to 7843. The 1936, S-2 DeSoto began production November, 1935 ended Sept., 1936. Production started with No. 5029001 to 5093971, motor S2-1001 to 6036. The first year production was 13,604 cars, second year 6,766, third year 4,970, a total of 25,340 cars.

Dear Paul,

Your DeSoto article sounds like a winner. You asked for some restoration tips maybe. I will write a resume' of my car restoration and perhaps you can glean some information from it.

I bought the SG from the original owner who admits using it as a bootleggers vehicle. It was parked in a weed-water patch for five years before I acquired it. That should cover the condition. I pulled it home much to the consternation of my neighbors. I then started the restoration in September of 1963. The engine was stuck tight. I removed the spark plugs and poured kerosene in until it wouldn't hold anymore, parked in on a slope in high gear and once or twice a day when I walked by I would give it a shove. On the fourth day the engine gave loose. It then was moved to the stall it's in now and as yet hasn't moved. The first thing was to remove the body. At this stage I quickly discovered that WP Chrysler didn't have the restorer in mind when he built the car.

After removing the necessary bolts and parts, I was ready to hoist it off. When one removes an Airflow body he should have at least 9' of ceiling clearance and two good floor jacks. The sling works best through the back part of the front door openings. The wheels must be removed and the floor jacks fore and aft lowered as much as possible then the chassis may be rolled out sideways.

Then you are ready for chassis restoration. I rebored my cylinders enough oversize so that standard 3 7-16" 1942-1954 Chrysler pistons would fit. This piston has the same pin height, the only difference being an 1/8" shorter skirt. I installed new cam bearings and later, not being satisfied with the oil pressure, made metering rods to bring the pressure to what I expected. After rebuilding and painting the engine I dismantled the transmission. This unit needed only cleaning and seals. I would think if any of these cars set any length of time that the transmission should be cleaned because the catch trough that funnels grease to the bearings could be easily plugged. The differential needed only cleaning. After removing and cleaning all pieces of the remaining chassis and frame, I started reassembling the chassis. Parts needing replacement were replaced, the rest painted and installed. One fine early spring day the chassis was finally reassembled and on that great day the engine roared to life after a five year retirement. The picture you have was after I replaced the wheels and rolled it outside and turned it around. The exhaust was aimed at the kitchen door, thus the reason for the turnaround. The chassis was put on blocks, wheels removed and covered up for the long wait before the body was ready for installation.

After removing all glass and anything else that would come loose the frustration began. I would like to say here that I am not a body repairman or painter, but since I do my own restoring I will say I have learned a lot. After patching the 200 holes around the top made necessary by the piece of steel that served as a top, I then proceeded to remove what little paint there was and a lot of rust to bare metal. I then painted the body and reinstalled it on the chassis in the spring of 1965. Since last spring I have woodgrained the dash, renewed and replaced wiring, instruments, floorboards, trunk lining, steering gears and wheel, etc. The fenders were rough with large holes and dents. They aren't the best in the world yet but they were fixed, painted and installed last month. Here are some items which took sometime to locate. They are all from Warshausky's. The windshield frame gasket is not "T" rubber, The gasket that fits a 36 Ford closed car has the proper moulding. It takes two gaskets to be long enough for both windshields. The gasket will not pull through the frame. It must be stretched and snapped into the frame. DO NOT use anything but your hands on the gasket as it is awful easy to tear a chunk out of it with pliers etc. The fabric top rubber seal that fits the 35-36 Ford, Plymouth also fits the Airflow with plenty to spare.

Right now we are uphostering. The headliner is in and the rest of the backing panels are cut and fit ready for the material. June has to get busy now and sew the carpets, windlacing etc.

We are hoping to drive down the road in this SG this spring. If we do it will have been almost a three year wait. The parts left to be found or renewed is a set of tail lights and some hubcaps. The ones I have can be saved but some mint replacements would be easier.

That's the short story of 2 1/2 years. The long story would take in the long hours of work, the redoing of something that didn't satisfy the first time, and the long hours and many miles of parts hunts.

This SG won't be a professional restoration and it may not be a 100 point AACA car, but it will have been an owner restoration.

Airflowingly

Herman Spacek

#### INTERCHANGE DESOTO AIRFLOW SE, SG, S-2

The bore and stroke of 1934-36 airflow 3 3-8 x 4 1/2 Early airflow to engine No 5474 used 2 compression rings 1/8 wide, 2 oil, one 1/8 wide, the other 3-16 wide. After No. 5474, oil rings were changed, used two oil rings 5-32 wide. Otherwise all pistons interchange in sets in DeSoto 34-41. Also same pistons (3 3-8 x 3 3/8) in Chryslers 34-41, 6 cyl. Also Dodge trucks 37-40 Series MF, MH, MC, RC, MD, RD, RE, MG, RG, TE, TF, TG, TH, K, V, LH, RF.

Water pump 1934-35 SE, SG, use repair kit PA-129 Airflow S-2 use repair kit PA-256. Water pump on SE, SG, same as Chrysler Airflow CU, CI, and C9-C17. Airflow Imp. CV, C2, C10, C3, C11.

Tie rod ends same DeSoto SE, SG, S-2

King Bolts & Bushings in Airflow use assembly KA-62. In SG, S2 use assembly KA-63.

Spring bolts and bushings same in Airflow SE, SG, S2.

Axle shaft-SE-10 spline 29 7/8 long same in Chrysler CA-CB, Dodge DR, DS, Dodge truck 34-35 1/2 ton, Ply. PE, PF. DeSoto Overdrive shaft is 30 1/8 long on interchange. The SG axle shaft 10 spline 31 3/8 long, same in Chry. 6C, CZ8 all 35 DeSoto, Dodge 35 DU, Ply, PJ. DeSoto S-2, 10 spline 31 1/2 long same in Chry. C7, C8, all DeSoto 36, Dodge D2, Dodge trucks LC, MC, RC, cowl. Fargo 36-38 FG1-FX-X. Ply. P1, P2, PT50, 57, 1/2 Ton.

Front and rear brake drums same on DeSoto Airflow 34-35 also front Chrysler C8, C14 Imp., 11 in. dia. also front, 1936 DeSoto Airflow. Rear drum on 36,52 same on Chry. C8, C14 Imp. rear.

Cam Shaft same in DeSoto 33-34-35 also Chry. 33-35, 6 cyl. In 52 cam shaft same as 1936 Chry. 6, Dodge Trucks 35-36 LH 1-2 Ton.

Crank Shaft same in DeSoto 34-36 also Chry. 34-36, 6 cyl, Dodge Trucks 35-36-LH-1-2 Ton.

Motor same in SE, Chry., CA, CB, Dodge Trucks 34-35 K45, 47, 2T. DeSoto SG, S-2 same Chry. 35-36 6 cyl. Dodge Truck LG, LH.

Clutch assemblies same SE, Chry. CA, CB. DeSoto SG same Dodge trucks 1935-36-37. DeSoto S-2 same as Chry. 35-37, C6, 7, 8, 14, CZ8, DeSoto SF, S1, S2, Dodge DU, D2, also except release lever Chrysler 39-50 8 cyl. interchange.

Connecting rods, left and right used No. 618779 same Chrysler 34-36 CA, CB, C6, 7, DeSoto 34-36 all Dodge trucks 34-36 K22 K35 to 38 K45 to 42, 2-4 ton; K35V to 38V; K45V to 48V, LG 40 to 43, LH45 to 48.

Rear end 33 x 8 and 35 x 8 and 37 x 9, no spacer blocks same in Chry, CO, CA, CB, C6, DeSoto SE, SF, 55 (not hypoid) Dodge DP, DQ, DR, DS, DRX, DU. DUX, D1, D2, trucks all 1/2 ton pickups 33-36. Ply. PC, PD, PE, PG, PF, PJ, PJX, P1, P2, P12 spec. Rear end 39 x 8 spacer blocks used same Chry. CA, CB, CO, C6, DeSoto SE, SF, (export) SF. Dodge DP, DR, DS, DRX, DU, DUX, D1, D2, 1/2 T. trucks 1934-35-36, Ply. all silent second trans, only, PC, PD, PE, PF, PG (U. S. built) PJ, PJX, P1, P2. Rear end case W1177B, W1153-3-4-5 gears also used Chry. 38-41, 8 cyl. except Imp. and Custom, 37-51, 6 cyl 7 pass. and sta. wagon 46-48, C-38, T & C, 8 cyl. except Imp. DeSoto 37-51, 7 pass. and sta. wagon Dodge 37-51, 7 pass. and sta. wagon. Ply. 37-41, 7 pass.

Distributor 644-W used on SE. The SG used distributor IGS-4001A, interchange with IGS 4001-1, IGS 4010-1, 4010C-1, 4102-1, 4102C-1, 4102D-1, Chry C6, 1937 Roy. 6, C18 Chry 1939-6. DeSoto SG, SF-S3, S5, S6, Dodge 1937, M. MD 20 & 21 1938 RC, RD Series. DeSoto S-2 used distributor LGS-4006-1 4006A-1 same 1936 DeSoto, all, also Chrysler 1936, C7.

Drive shaft 58 in long DeSoto SE same in Chrysler 1935 CZ also 61 3/4 used same as 1935 Chry C6. DeSoto SG overdrive 57 1/2 long, with no overdrive 63 3/4 long. DeSoto S-2, no overdrive 61 1/8 long same Chry C7, also 62 3/8 long used.

Generator 935D DeSoto SE, interchange Chrysler 39-40 C23 to C27. DeSoto SE, S5, S6, S3, S5. Dodge D2, D5, D6, D8, D11, D14, D17. Ply P3, P4, P5. DeSoto SG-S1, S2, SF. Ply PJ, P1, P2 interchange, also Chry C6, C7, C8, C1, C3, C9, 10, 11.

Starter interchange DeSoto SF, SG, S1, S2, S7,

also Chrysler C6, CZ, CI, C3, 1936-48 all. DeSoto  
33-48 all. Dodge 35-48 all pass.

Front spindles same Chry C2, C8, C14, C19, C23.  
DeSoto SG, S2.

Timing chains same DeSoto 34-51 also Chry. 34-51,  
6 cyl., Dodge 33-51. Ply 33-51.

Transmission interchange DeSoto SE same Dodge  
DP, HC 1/2 Ton DR, DS, Chry. CA, CB, (watch  
cluster, M.S. low, 2nd, synchronizing) Ply. PD, PE  
(watch synchronizing gear).