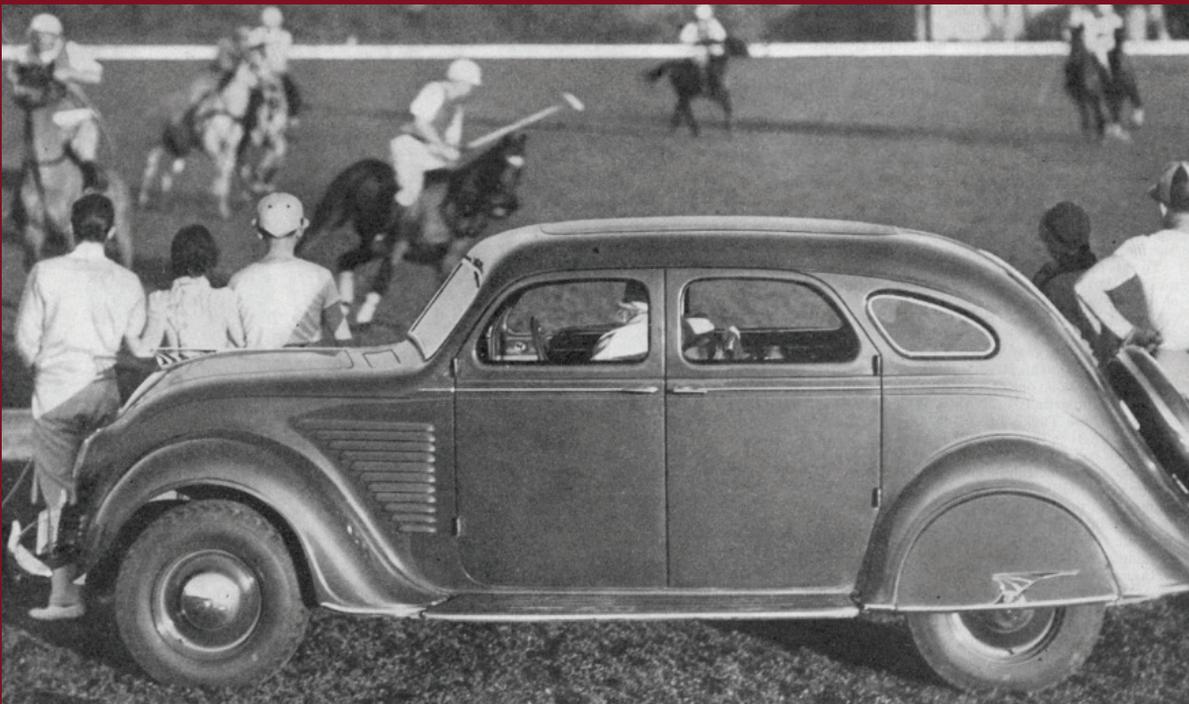


## The 1934 Chrysler and DeSoto Airflows



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OFFICIAL

ACA WEBSITE

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

New Members Page Passphrase:  
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OTHER AIRFLOW SITES  
OF INTEREST:

Facebook Chrysler  
and DeSoto Airflow  
group and

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

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

## PRESIDENT'S MESSAGE

Greetings Airflowers

With this issue you will find the 2021 membership renewal form, and I hope you fill it out and return it right away. The club welcomes several new members with this issue, and with solid 2021 renewals, we are on track to see a growth in membership! On the new renewal form, you will notice a blank for a voluntary contribution. A few club members have remarked that the Airflow Club is so interesting and so helpful to them, they would happily add a donation to their dues. If that is also your sentiment, we welcome your contribution in any amount you care to make. Required dues are holding steady for 2021.

In 2011, Bruce Wallin and Phil Putnam, close friends who were restoring two of the few CW Custom Imperial Airflows, published a Standards of Correctness guide to help our Club members achieve authenticity in maintaining and restoring their Airflows. Starting from scratch, Wallin and Putnam furthered the process of collecting this information and putting it in an easy-to-use book format. They revised the standards book in 2014 to include more information provided by Club members.

At the Board meeting during the 2018 ACA National Meet in Chico, John Boyd agreed to convene a Judging and Standards committee and undertake another update. Under his editorship, the renamed and significantly expanded Airflow Restorer's Guide is soon to be sent to the printer. This 2020 Guide has been subject to a vetting process that is more inclusive than previous efforts. Using the Club website and the Airflow Forum, responses to the posted draft Guide have been received from many different sources, vetted for correctness and included.

In order to get a version that could go to print, the ACA Board of Directors, on October 19th, extended the comment period on the draft to the end of November. We also unanimously adopted the necessary steps to go forward with the Guide. We believe this Guide is a significant step in discovering and defining authenticity. The Board is grateful for the input that has come from many of our Club members; John Heimerl's contribution stands out in particular. Kim Forster, John Spinks, Ron Robbel, and Jon Clulow, among many others, have provided much additional expertise.

Please feel free to call, text or email me about comments on the Restorer's Guide or on any other Club matter. Your input and questions are always welcomed by your ACA Officers and Board.

~ 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.

The **AIRFLOW NEWSLETTER** is published six times each year. The opinions expressed by contributors do not necessarily reflect the Airflow Club of America's official policy. All manuscripts, articles, letters and ads are subject to being edited.

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## Never Attended a National Meet? Read this...

By Chandler Smith

When I talk to non-car people about going to the National Airflow Meet, they look at me like I have a screw loose. They (and you) might think that it's a bunch of old men (excluding me, of course) who sit around and talk about cars in a parking lot for days on end. Wow, that sounds dull. That does NOT describe an Airflow Meet. I tell them it's more like a family reunion and a guided excursion rolled into one.

The hosts of each Meet decide what they want to share about their Meet location with the other 110-125 members. All the rest of us have to do is show up! They select a suitable hotel as our home base. They decide which local eateries, tourist attractions, car collections, restoration shops, scenic drives, sports events, theatre, musical shows, and historic sites they want us to enjoy. They decide if the group is going to go by caravan of 15-20 Airflows (my favorite), by independent drives with a map, or by motor coach. They choose where to have the ice cream social, the board meeting, the general membership meeting, the Fun 'N' Ugly Auction, the technical seminar, and the awards banquet. For three or four days, we just go where directed and do as instructed. No two Meets are alike, and they are always fun, because this group is one of the friendliest and nicest bunches of people I know. Members are good-natured, they are generous, they don't complain, they're up for anything, and they enjoy each other. Plus, it's a good way to see a city or town we might not have otherwise had occasion to visit.

And if you want an even more memorable experience, drive to and from the Meet in your Airflow or in a modern car. Or hitch a ride with someone else headed to the Meet. Caravan with other

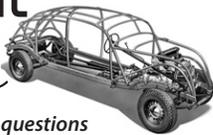
members, or join a caravan already in progress. The camaraderie is wonderful, and there is almost always a hiccup along the way that makes for great stories, laughs, and memories. I have had friends who aren't even ACA members come along more than once for all or part of a Meet! I guess they must enjoy it.

I attended my first National Meet on faith in 1997 in Sacramento at the urging of some fellow SoCal members, before I even had an Airflow of my own. I really didn't know what to expect, but I went, by myself. And I had a fantastic time! I have attended every Meet since then and have made so many deep friendships. I hadn't realized just how much I look forward to the whole Meet experience, including the drive there and back in my C-10 when possible, until this year when the coronavirus forced us to cancel it. Throughout the spring, I kept finding myself thinking, "Oh, when I see so-and-so at the Meet, I'll tell them..." or "I'll give that to him when I see him at the Meet..." and then I would sadly snap back to the reality that I wasn't going to see those friends this year. I truly felt a touch of grief and an emptiness without an Annual Meet. I realized how important my annual "family vacation" is.

If you have never treated yourself to an Airflow Meet, you must. And you don't have to have an Airflow to come and join the fun. Please plan to attend the next Meet, currently scheduled for Independence, Missouri, next June. Ask around about a caravan to join, or form one of your own. The Airflow Meet is one of the best things going, and it is a bargain — the smile-per-dollar ratio is through the roof! Don't miss another one! We want to Meet you!

### TECHNICAL Tips

cause we all have questions



#### Need to refinish your seat adjuster acorn bolts?

John Spinks offers this tip to get them off the shaft for refinishing. The acorn nuts are secured to the steel cross shaft by a small pin that is driven into a hole that crosses the acorn nut and steel shaft. The pin is about half way along the rear,

round section of the acorn nut before the hexagon part. After refinishing, replace the old pin with a modern split roll pin.

Replace old pin with a modern split roll pin.



**Don't forget to RENEW YOUR MEMBERSHIP**

See the Membership Renewal Insert

## 29 years ago this “radical” DeSoto was the talk of the town

Reprinted from *Car Life*, September 1963

Early in January 1934, 2-page magazine advertisements were heralding the advent of the Airflow DeSoto. Not unlike prior promotions in automotive history, America for months had been reading and hearing amazing stories about a “new kind” of automobile. The car finally made its appearance at the New York Automobile Show, held later that January. Although the DeSoto Airflow was the pilot model, its unusual characteristics were to be found in the Chrysler Airflow model, soon to follow.

However, the story actually began in 1927, when engineer Carl Breer started a study of aerodynamics in relation to automobile body design. Subsequently, DeSoto engineers proved through wind tunnel testing that the contemporary automotive design was very inefficient—very resistant to the air through which it moved.

The manufacture of DeSoto automobiles had begun in 1928 and during the next five years DeSoto continued to sell conventional cars in the post-Depression fashion. But American car production had been reduced from a peak of 4,794,898 cars in 1929 to a low of 1,186,185 in 1932. So this reduction in car manufacture during the early Depression years was obviously not the time to be introducing a radically new design. So, the Airflow DeSoto stayed on the drawing board.

In the interim, DeSoto engineers decided that the Airflow had to be more than just aerodynamically sound. They wanted to completely sever any psychological connection between it and the horseless carriage. It had to be popularly priced, run economically, comfortably, and be safe to ride in at speeds in excess of 80 mph. A composite of these prerequisites was hardly to be found anywhere among the other cars of that day.

From the standpoint of comfort, the Airflow was unexcelled. Passengers rode in the middle of the car, that is to say, between the front and rear axles. Conventional hand straps were not needed, as the thickly cushioned upholstery and low center of gravity all contributed to a smooth ride. Doors were unusually large for 4-door, being 30.75 in. in width. The engine was rubber mounted, dynamically balanced, and sported a combination air cleaner and silencer atop the down-draft carburetor. A rubber-mounted impulse neutralizer was affixed to the front end of the counter-balanced crankshaft. The transmission was of the constant-mesh type anti lash silent helical gears throughout.

The 52.5-in. long rear and the 43.5-in. long front leaf springs, together with kick shackle (shock reducer), added to riding comfort. Metal spring covers were standard! equipment. Pedals



were even mounted on the frame to prevent or minimize the transmission of engine vibrations.

Brake drums were 11 in. in diameter and the shoes had over 177 sq. in. of braking surface, exceeding in both respects most of their modern equivalents. Drums were of the “Centrifuse” type—steel shells with cast iron braking surface—introduced to the industry only a few years earlier.

To reduce unsprung weight, the front axle was of seamless tubular design. The diameter of the axle, however, suggests that it more properly belonged on a truck.

The Airflow, with regard to safety, was virtually matchless. It helped institute the modern concept of unitized construction. The frame and body formed one structural steel unit extending the entire length of the car. Quoting from the Airflow Body Service Manual, “The Airflow body is of all-steel unit construction, fabricated from steel panels anti pressed steel rails, channels anti braces welded and riveted into one solid, rigid structure of incomparable strength and durability.” The wide-angle windshield was said to increase driver visibility by 25%. Safety plate (DuPlate) glass was standard in the windshield and ventilating wings, but was optional throughout at slight additional cost.

The DeSoto Airflow, introduced In 1934 along with the Chrysler version, was built to last. The body and fender metal was of such unusually heavy gauge steel that some owners said the car was built like a tank. The DeSoto fenders and sheet metal parts were “Bonderized” and bodies were rustproofed by a similar process known as “Parkollting.” The only appreciable evidence of rusting on the author’s car is on the channel which clamps the headlamp lens to the reflector—apparently an oversight on the part of the company.

## Desoto continued

Numerous innovations were to be found on the Airflow. All models were equipped with a radio antenna in the roof. Controls were placed in the instrument panel, whereas provision for the radio chassis was made under the floorboards, near the battery. The cellular radiator was a rugged 4 in. thick, with a large frontal cooling area. It was of the cross-flow type, having its expansion tank remotely located on the left side of the engine compartment. Distribution headers were placed on either side of the radiator instead of in the conventional position. A tool kit was installed in each new car and was carried in the right side of the engine compartment.

Ventilation was provided by the crank-operated divided windshield, as well as by the twin cowl ventilators. A unique system was devised for opening the front door windows. A large crank operated the window proper while a small one actuated the window vents. Each could be operated individually, but a locking device was provided which allowed the large crank to lower the whole assembly as unit. As a result, a passenger had a choice of using or removing the window vents. Finally, as if more ventilation was needed, the 4-door sedans sported swing-out type, rear quarter windows.

The lighting system also was rather unusual. The 1934 DeSoto Airflow used what was then called an "asymmetrical passing beam". This meant that the left headlamp beam was lowered while the right one remained on bright. A switch on the dashboard could lower both headlamps if desired. As they were of 32 and 21 candlepower, this combination of requirements predicated the 2300 series of headlamp bulbs. This specially indexed series of bulbs caused a great deal of confusion among the people required to stock and use them.

Styles were changing from the conventional bolt-on trunk to the familiar built-in version. The DeSoto Airflow sported a 1934 version of the modern "Continental" kit and, by necessity, had an inside luggage compartment located behind the rear seat. Access to it was obtained by raising the hinged rear-seat back. The cushion was lockable in its upright position. The leatherette-lined compartment was illuminated by a small light which was wired in parallel with the dome light.

An airplane type dial speedometer, prominently positioned on the dashboard, was brought back into vogue with the Airflow. DeSoto made only

the Airflow series in 1934, but a more conventional "Airstream" model was included in 1935 until 1936. It is unnecessary to expound at length regarding the Airflow's exterior design. The car looked like an overgrown Volkswagen—with a front-mounted engine and, as might be imagined, the Airflow-shaped hood left little space inside for the engine and accessories. Even the radiator had to be contoured to fit. Rear fender skirts came as standard equipment and were full half circle in shape.

Besides the conventionally chromed parts, the front seat frame was of tubular design and had approximately 20 linear feet of exposed chrome tubing, including a chromed robe rail.

The 1934 DeSoto Airflow was available in four different body styles or models. Each cost \$995 at the factory in Detroit. One could purchase 4-door 6-passenger sedan, a 4-door 6-passenger Town Sedan, a 2-door 6-passenger Brougham, or a 3-passenger coupe with enclosed rumble seats.

The Airflow, with all of its merits, was poorly received by the buying public, meeting with overwhelming consumer apathy. At the time of the Airflow's demise DeSoto and Chrysler reverted to a styling more commensurate with public demand, but today, twenty-five years later, people still occasionally speculate on the Airflow and its effect on car styling.

*Contributed by John Heimerl*

TECHNICAL SPECIFICATIONS 1934 DeSoto Airflow			
Engine	DeSoto, L-head, floating power, 4 main bearings, integral counterweights, 4 camshaft bearings, water cooled	Front suspension	10 leaves, 43.5 x 2 in., left front has kick shackle or shock eliminator
Cylinders	6, in-line	Rear suspension	9 leaves, 52.5 x 1.75 in.
Firing order	1-5-3-6-2-4	Tread, in.	Front, 57, rear 56.25
Bore & stroke, in.	3.375 x 4.50	Wheels	5 steel spoke or disc wheels as standard equipment, 650-16 Airwheel tires 26 psi inflation
Displacement, cu. in.	241.5	Ground clearance	Front axle 7.5 in., rear axle 8.5 in.
Cylinder head	Aluminum as standard	Carburetor	Carter (B&B) down-draft, 1.5-in. throat, Sisson automatic electric magnetic choke
Cylinder block	Gray iron with cylinder walls brought to mirror-like finish	Crankcase capacity	6 qt., 35 psi oil pressure at 30 mph
Pistons	Aluminum alloy, T-slot, cam ground, 4 rings	Cooling system	5 gal., cross-flow, cellular type
Compression ratio	6.2:1 with standard aluminum head, 105 psi pressure at cranking speed, 130 psi at 1000 rpm	Fuel capacity, gal.	16
Spark plugs, mm.	14	Transmission	2.75 pt., constant mesh type, silent helical gears throughout
Taxable hp NACC (SAE) rating	27.34	Battery	Willard, 3-cell, 17-plate, 155 amp. hr., 6 volts
Developed bhp	100 @ 3400 rpm with std. alum. head	Brakes	Centrifuge type, steel shell with cast iron braking surface, 11-in. diameter, Lockheed, double anchor
Max. torque	185 ft.-lb. @ 1200 rpm	Shock absorbers	Hydraulic, front & rear
Axle ratio	4.12:1	Starter	Positive-shift type
Wheelbase, in.	115.5	Clutch	Borg & Beck, Model 10A3, single plate, dry disc
Length	196	Steering	Gemmer, worm and roller
Width	70.25 max.		
Height	68		
Gear Ratios	Low 2.81:1, Second 1.55:1, High 1:1, Reverse 3.61:1		
Frame	Integral with body, i.e., unitized construction		

Reprinted from **The Motor** January 1, 1935.

## RATIONALIZED ROAD TESTS

# THE CHRYSLER AIRFLOW SALOON

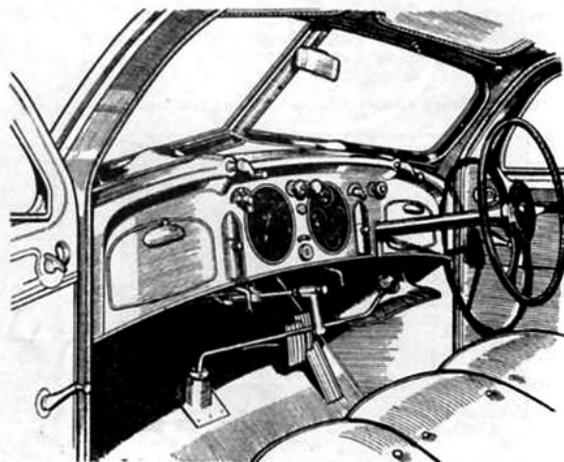
**A Very Interesting Eight-cylinder Car with Many Novel Features, a High Maximum Speed and Outstanding Acceleration**

**O**F the many new cars introduced in the course of 1934, one of the most interesting is undoubtedly the Airflow Chrysler. This is available in three sizes, of which we selected for test the straight-eight Heston saloon model, which is rated at 33.8 h.p. It is a car with so many novel features as to provide something quite new in the experience of even a hardened driver.

The basic idea of the designers was to reshape the car so as to obtain at a stroke three important advantages—reduced windage, improved weight distribution and roomier coachwork. With these ends in view the engine was shifted forwards, together with the body, and the external appearance was completely changed by using a rounded front, an extended tail and a severely raked vee screen. These points have already been made familiar to most motorists by the Airflow Chrysler models seen on the road.

A better idea of the changes effected is obtained by sitting inside the car, where one immediately notices the low floor, generous headroom and altogether unusual width. The floor is flat with the exception of a slight hump down the centre, which provides clearance for the transmission system. The rear seat is unusually low because, owing to the forward shift of the body, it is ahead of the rear axle, which, therefore, moves up and down under the luggage compartment in the tail. As no cut-away is needed to clear the wings, the rear doors provide full-width openings. The front seat is lifted clear of the floor on a chromium-plated steel framework, so assisting

(Right) The fully raked steering wheel, Vee screen, controls and fascia of the Heston Airflow saloon model tested. Note the pull-out hand-brake control.



ventilation, and is readily adjustable.

Upon taking the driver's seat one immediately notices the excellent position of the wheel, which is almost vertical, and is so close as to provide a full measure of control. This position has been made possible by shifting the steering gearbox to the front dumbiron, where it is connected to the steering linkage by a trailing rod. Consequently, the column is set at a much bigger rake than is usually possible.

### The View Forward

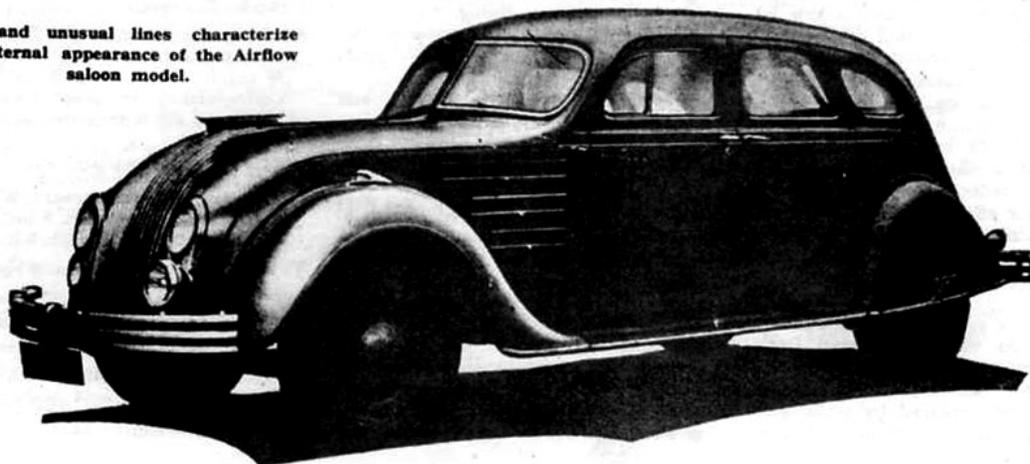
The next point is forward vision, and here some people would find scope for criticism. Thus, one cannot see the near-side wing or even much of that part of the bonnet, but, after all, this curtailment of vision has become almost a commonplace. A curtailed view is not a desirable feature, but the fact remains that many drivers have become accustomed to judge the width of their cars in traffic and other tight corners. Our own experience was that after quite a short time we were able to drive the Chrysler through crowded London streets without the slightest

difficulty. In heavy rain conditions are not so good, largely for the reason that the windscreen panes are set at too great a distance from the driver's eyes.

Turning to the performance, the power-weight ratio is such as to give an outstandingly good acceleration on top gear; for example, 70 m.p.h. can be reached from 10 m.p.h. in half a minute. The speedometer, incidentally, was timed at Brooklands track and found to be accurate. We were unable to ascertain the maximum speed with exactitude owing to the extensive repair work which is now proceeding at Brooklands, but clocked the car over a quarter-mile at 90 m.p.h. with the speed still rising; it was then necessary to apply the brakes owing to obstacles ahead. It all probability the true maximum is materially in excess of 90 m.p.h. Using the middle gear of the three-speed box (6.11 to 1), the car will reach 62 m.p.h.

The capacity of the Chrysler for hill-climbing is, of course, on a par with its ability to accelerate; the limiting gradients are about 1 in 7½ on top and 1 in 5½ on second. These figures refer

**Bold and unusual lines characterize the external appearance of the Airflow saloon model.**



Last issue we read an Australian press road test of the Chrysler CU. Here's a follow-on provided by John Spinks from his archives, a British road test of the new 1934 Chrysler Series CU Imperial 8

# THE CHRYSLER AIRFLOW SALOON

to steady speeds; on the road steeper hills can readily be climbed with a running start.

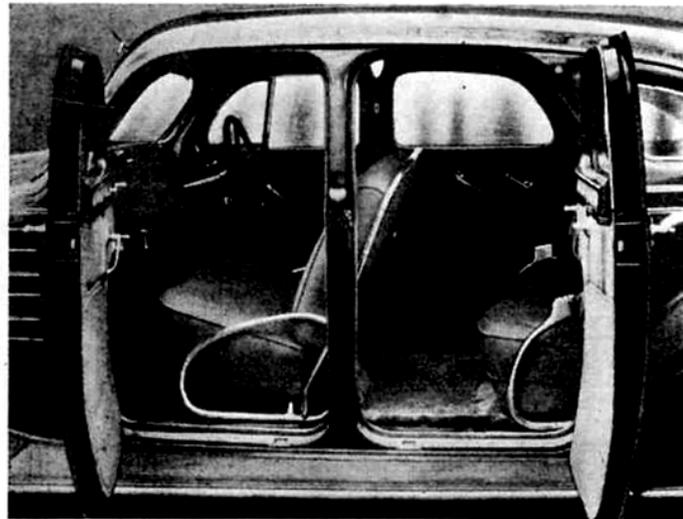
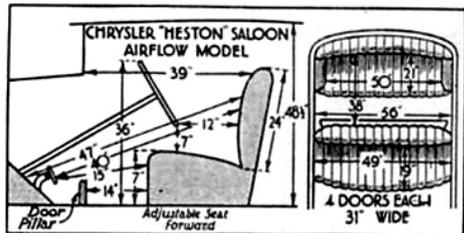
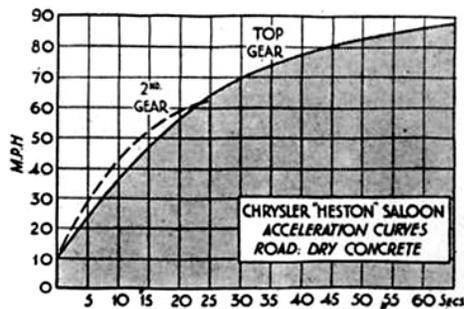
Apart from liveliness, the outstanding feature of the car is undoubtedly riding comfort. This is exceptionally good, and, as a complete change from the orthodox, the occupants of the rear

rain. The hand brake takes the form of a pull-out handle mounted below the fascia. As the gearbox is well forward, with the central lever cranked rearwards, there is plenty of clearance for the driver to get out on the near side.

The fascia carries two large dials, one of which is a speedometer, while the

ture is carried through the bonnet sides to the front dumbirons. Access to the engine is obtained by hinging up the central section of the bonnet, which enables one to reach the thermostat-controlled down-draught carburetter, the sparking plugs, the coil-ignition distributor, oil filler and dipstick.

(Below) Brisk acceleration is a strong feature.



(Above) The interior of the saloon is exceptionally wide and "get-at-able." The dimensions are given in the diagram (left).

seats are, if anything, slightly better off than those in the front. Even when a hump is taken at speed, there is practically no tendency to kick up at the back.

With such supple springing one cannot, of course, expect to take sharp corners in racing style, but the degree of roll is not great enough to be unpleasant when driving in a normal manner.

The engine and transmission are extremely quiet. The power unit is mounted on the floating power principle developed by the Chrysler engineers some time ago, and the gearbox is equipped with silent gearing throughout. A synchromesh device facilitates control. At the normal price of £585 the car is equipped with a free wheel, and for £625 the same model can be obtained with the addition of an automatic overdrive. The latter mechanism consists of a planetary gear, placed behind the gearbox, which can be brought into action when the road speed exceeds 45 m.p.h. by momentarily releasing the accelerator. The effect is to reduce the engine speed materially for effortless cruising. This device certainly increases the pleasure of driving on a fast main road, and also reduces the amount of fuel consumed.

The braking system is very well up to its job, as will be gathered from our usual figures, and can safely be employed on wet roads. Its efficiency does not seem to be impaired by prolonged use (as on a long descent) or by heavy

other embraces four instruments—fuel gauge, oil-pressure gauge, thermometer and ammeter: Cubby-holes are fitted to each side, a clock being embodied in the hinged door of one of them. A single Yale key fits both the ignition switch and one of the doors, the other doors being locked from within.

Mention must also be made of the steel framing of the coachwork, which forms a unit with the normal chassis frame so that these two parts of the car reinforce one another. The struc-

The sides of the engine are, of course, "buried," but can be reached if necessary by removing the front wheels and the detachable panels which are fitted within the wheel-arches.

Summed up, the Chrysler Airflow model is a very interesting car, the makers of which deserve great credit for their bold attempt to get away from many of the disadvantages of more orthodox vehicles. That their novel design should present certain points for criticism is not surprising, considering the many new features incorporated.

## TABULATED DATA

### CHASSIS DETAILS

**Engine:** Eight cylinders in line, side valves, automatic ignition timing, thermostat-controlled carburation and water circulation. 82.5 mm. by 114 mm. (4,892.8 c.c.); rating, 33.8 h.p.

**Gearbox:** Three forward speeds and automatic overdrive; central control, free wheel and synchromesh. Ratios: 4.10, 6.11 and 10.62 to 1.

### PERFORMANCE

**Speeds on Gears:** Top, over 90 m.p.h. (see text); second, 62 m.p.h. Minimum speed, top gear, 5-6 m.p.h.

**Tapley Performance Figures:** Maximum pull in lb. per ton on gradient: top, 290 lb.; second, 420 lb.; first, 740 lb. Corresponding gradients climbable at a steady speed are 1 in 7½, 1 in 5½ and 1 in 3 respectively.

**Petrol Consumption:** Under average give-and-take conditions, 14½ m.p.g.

**Acceleration:** Through the gears, from a standstill: to 50 m.p.h., 13.6 secs.; to 60 m.p.h., 20.4 secs.

**Braking Efficiencies:** By Tapley meter, using the pedal only: 90 per cent. from 30 m.p.h.; 80 per cent. from 50 m.p.h. Corresponding stopping distances are 33½ ft. and 104 ft. respectively.

### DIMENSIONS, Etc.

**Leading Measurements:** Wheelbase, 10 ft. 3 ins.; track, 4 ft. 9 ins.; overall length, 17 ft. 3 ins.; width, 6 ft.

**Turning Circles:** Left and right 42 ft. diameter.

**Wheels and Tyres:** English Goodyears of 7-in. section on 16-in. rims.

**Weight:** As tested with two up, 40 cwt.

**Price:** With free wheel, £585; with free wheel and overdrive, £625.

# Canada's Last Chrysler Airflow

By Guy Rioux

This is the story of the last Canadian Chrysler Imperial Airflow produced. It rolled off the assembly line in Windsor, Ontario, in 1936. It was a short run, just eight cars. Serial number 9850444 was affixed to this Airflow, and no 1937 Canadian Airflow were built.

My interest in Airflows began over 35 years ago. Airflow Club Member Jim Hazelwood and I met in the mid-80s and became good friends. One day he led me to a building that housed his 1934 Chrysler CU and a rough, 1934 Brougham. I had never seen cars like these Airflows before. Jim proceeded to explain the story of the Airflow. I listened to this fascinating story about the development of these cars. The advanced engineering and the fact that it was so far ahead of its time made me want to own one. He informed me that he knew of a 1936 C10 Airflow that was available, rough however, due to the fact it had been backed into a hill years ago. I was extremely anxious to acquire this car.

Jim and I attended a few Airflow meets together in the early 90's, and I was bitten by the Airflow bug. In 1987 I purchased this C10 Airflow from Jim in the hopes of restoring it. The price was nominal. The back end of the car had severely deteriorated, including the trunk and frame; it was in very sad shape. But my hopes were high and my common sense low. I purchased it and we made arrangements to have it towed and stored in a barn in St Thomas, Ontario.

According to the Airflow serial numbers history, this is the last of the eight C10s produced at the Windsor, Canada facility. The body was that of a C10, but the chassis and engine were C17. The interior was finished with C17 interior and trim. The pièce de resistance was the addition of 1935 dome lights. It is a well-known fact that Chrysler (and others) used left-over and extra parts to finish a run. A sister car, number 3 of 8, today sits for sale close by, 30 miles northwest of London. I am not aware of any others from this run.

The Airflow sat in the barn for many years. At one point, I realized that I was not able to complete this project due to other financial priorities. The storage fees had increased significantly. I informed the people storing the car that I would not be able to continue storing the Airflow there and would look for another location. It took a while for me to source a new location to store the vehicle. When I arrived to retrieve the Airflow, no one lived there and the car was gone. I decided to give up on this mission. The car was gone and I had no idea where it had gone.

Fast forward 30+ years. Jim was able to locate the car. It sits 30 minutes from my home. It was sold to its new owner by the people storing it. I followed up with the new owner. At the moment, I do not want it back, although the new owner would sell it to me. My intention is to offer the opportunity to someone willing to take this on. This project is not for the faint of heart. It has been in a field now for another 15 years.

The condition of the Chrysler C10 is bleak. It has suffered many harsh Canadian winters and has severely decayed. There are parts on the original car that are salvageable. Motor, transmission, differential, wheels, and more. The seat frames and several interior items are also there. The dash contains some of the original instruments. It has overdrive and an original heater.

I had purchased an extra C17 body from Dick Gray in Canandaigua, New York, in the late 80s. It came with doors, fenders, hood and trunk lid, all in great shape. I had also amassed many other parts. The extra body is wrapped, outdoors, but the remaining parts including grille are stored inside a dry building. My initial intention was to use the C17 body and parts to recreate this last C10 specimen. But was not to be....

My interest in these cars never waned, knowing that someday I would own another Airflow. That day came. On July 10, 2017 I spotted an advertisement of a C9 Airflow for sale in Hemmings. The car looked good and sound. I brokered a deal with Monte Gillespie and trailered the car and its accompanying parts to Canada from Granger Indiana on August 6th, my 63rd birthday.

My objective was to complete the C9 restoration in less than 2 years. The interior fabrics remain at SMS in Oregon and the third anniversary has passed. Soon.....

I have advised the present owner that I would contact the Airflow Club and recount this story. If anyone has interest in this project or is looking for parts, please give me your information and I will have him contact you directly. He does not want his name published.



## WELCOME NEW MEMBERS

### Macra Adair

PO BOX 3068 Cartersville GA 30120  
(678) 721-2295 | madair@savoymuseum.org  
Chrysler 1934 4dr

### Carl and Katina (Tina) Breer

1645 Hickory Bark Lane Bloomfield Hills MI  
48304  
(240) 202-0959 | cbreeii@gmail.com

### Mike and Dee Butler

21 Kenton Lands Rd Erlanger KY 41018  
(859) 640-5128 | mikebutts1@yahoo.com  
Chrysler 1937 C17 4dr 7022010

### John W. and Mary Ann Dalton

5324 Bordley Drive Houston TX 77056  
(713) 651-0100; cell: (713) 906-2328 |  
Daltonjw@sbcglobal.net  
Chrysler 1937 C17 4dr 7021168, C17-2787

### Phil and Gail Gabriel

2312 Rivers Edge Drive  
Willoughby Hills OH 44094  
(216) 973-7298 | philliptheboat1@gmail.com  
Chrysler 1937 C17 4dr

### Ross and Ana Gillies

3900 27 Street Vernon British Columbia  
V1T4X7  
(250)-542-5971; cell: (250)-309-5971 |  
gilliesa@telus.net  
Chrysler 1934 CY 4dr 9820745

### Vincent and Jill Greer

1820 SE 138th Portland OR 97237  
(503) 256-4550; cell: (971) 221-2488 |  
DeSoto 1936 C10 4dr  
DeSoto 1936 C10 4dr

### Robert and Janice Setterberg

168 Boardwalk Way Roseburg OR 97471  
(541) 672-8796 | Boborjans@msn.com

### Allen Shay

888 S. Figueroa Street Suite 2150  
Los Angeles CA 90017  
(818) 625-3470  
adammashiach524@gmail.com

### Barb Scholten and Bill Stalter

414A N 12th St Oostburg WI 53070  
(920) 564-5265; cell: (920) 287-1099 |  
scholbas@gmail.com  
Chrysler 1934 CU 4dr CUS5432

### Tedd W. and Christina Zamjahn

9305 W. Grange Ave. Hales Corner WI 53130  
(414) 403-7697 | teddwzamjahn@gmail.com  
DeSoto 1934 SE 4dr 5069918; SE-2615

## Airflow Club of America

# Western Region's Christmas Party

Live Music by Darvey • Silent Auction • 50-50 Raffle

**Sunday, December 6, 2020**

**1:00-4:00 pm**

Clearman's North Woods Inn  
7247 N. Rosemead Blvd.  
San Gabriel, CA 91775

- Six per Table • Bring your Mask**
- **Outside Dining - weather permitting**
- **Air Hugs Highly Encouraged!**

Please contact Connie Librenjak  
by Monday, November 30, 2020 to sign up.  
Email: [CLibrenjak@riverside-chamber.com](mailto:CLibrenjak@riverside-chamber.com)



**ORDERING INFORMATION**

Items guaranteed. **Shipping: Please add 10 percent (or amount stated) for each item shipped to US locations. Paypal fee please add additional 3 percent. International orders must be paid in USA dollar funds; shipping is actual cost.** All checks must be drawn on a USA bank. Prices are subject to change; continuing stock of items is not guaranteed. Send order by postal letter with enclosed check or money order, made to "The Airflow Club", to:

**LINDA WILSON, TREASURER, ACA,  
PO Box 935, Sanger, CA 93657**

**STANDARDS OF CORRECTNESS MANUAL** Restore your airflow to factory correct condition. Extremely useful to the airflow restorer. \$15.

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

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

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

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

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

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

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

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

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

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

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

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

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



**FOR SALE:** I have **leftover parts** from working on a **1935 Airflow:** 1) pair of head light assemblies (1935 -37) 2) head light buckets with sealed beam, adapters and mouldings, also the original bulb reflectors and lenses, 3) hood and grill, slightly dented, 4) starter / generator, 5) pair of sedan rear seat vent windows, 6) one front vent window. I need the inner engine compartment vent panels. I will trade any and all of my parts for those vent panels. I can send you pictures. **Roy Lassen** 805-569 -7160.

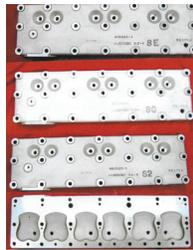
**FOR SALE: Reproduction lower hood guides for 1935 and 1936 Airflows.** Polished stainless steel, available in long (DeSoto) and short(Chrysler). \$150 + \$10 shipping per pair inside US. drjohn96@mac.com



**FOR SALE: 1934 SE DeSoto.** The car overheated so will need to be rebuilt. Engine turns over. Extra radiator, hood and running boards. New battery. Missing, license plate lens, floor plate on the drivers side front, straps that open the windshields. Have the windows. Asking 5000.00. Contact **Bob Letzinger** at 541-659-2257.



**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: Reproduction door sill scuff plates for all Airflows.** We've enjoyed dressing up Chrysler and DeSoto Airflows with these accurate sill plate reproductions since 1987. Made to order. Let us know what you need. Current price for sedans is US\$450; coupes are US\$250; all plus shipping. *Prices in effect as long as our supply of blanks lasts.* **Jim Hazlewood**, 141 Stanley St N, Thamesford, Ontario, Canada N0M 2M0. 519 285-2279; hazlewood@globalserve.net

**FOR SALE:** Fender pads (under-fender rock guards) made of self-sticking neoprene, including installation instructions with photos. Fits all Airflow models. \$125 per set of four including postage and handling. Call **Chandler Smith** for more info: 817-889-2335.



**FOR SALE:** Thinning out large, 40-year collection of **Airflow parts.** More Chrysler than DeSoto. Please email your needs to 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 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: 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. \$34,950. **Danny O'Neill.** 816-786-8824 or beanbaron@outlook.com.



**FOR SALE: 1937 Chrysler C17 4 dr. sedan,** speedometer shows 36,519 miles, 323 ci 8 cyl. 3 spd. with overdrive, power brakes, heater, turn signals, seat belts, banjo steering wheel and a radio that works. Older restoration that has been well maintained and looks and drives great. Asking price is \$32,500. **John Librenjak** 951-880-8985 cell Email: librenjak@sbcglobal.net



**FOR SALE: 1935 C3 LeBaron Custom Imperial Limousine** \$25,000. This is the 137-inch wheelbase. It has the roll down privacy window between the driver and back seat. It also has 2 jump seats that fold down in the back. We will consider any offer. This is a very rare car and we have only seen or heard of one other such car in the club. The car runs; no rust. Call for more info. **Rick and Carol Bloom;** 509-366-0425.



**FOR SALE:** Miscellaneous Airflow parts, mostly for 1934s. I can ship. Call **Rick Gray** (BC, Canada) 604-941-6426.



**FOR SALE: 1934 CU coupe** to be listed on eBay soon. Car was purchased from Don Gray in Florida. Original cream colour, excellent condition. Rebuilt motor. Chassis has been blasted and painted. Body blasted and in primer. Beautiful rechromed hood ornament, taillights. Mint 2nd series grill, etc. Car has been assembled so people see what they're getting. Body, hood etc are excellent for completion. Numbers matching car. **Neil** 519-317-0850.

**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.

Forty-seven years ago, club member Fred Rieger sent 24-year old Ray Jackson some key blanks for his Airflow project, along with the letter below. Ray credits his volunteer spirit in Airflow support (axles, speedo drive leak fixes, transmission repairs, radio knobs, and more) to the impression Fred made with his kindness in those very early days.



F. L. RIEGER, V.P.  
~~216 RAVENWOOD AVE.~~  
~~DAYTON, OHIO 45419~~

F. L. RIEGER  
RT. 1 HOUSTON RD.  
WAYNESVILLE, O. 45068

1935 CHRYSLER AIRFLOW 8 C-1 4 DR. SER. NO. 6602545  
POLO GREEN AND RESTORED

1937 CHRYSLER AIRFLOW 8 C-17 4 DR. SER. NO. 7019922  
GUNMETAL GRAY - PARTS CAR

1937 CHRYSLER AIRFLOW 8 C-17 4 DR. SER. NO. 7020376  
BLACK - EXCELLENT ORIGINAL

1937 CHRYSLER AIRFLOW 8 C-17 2 DR. SER. NO. 7022796  
EVERGLADES RED - RESTORED <sup>3/4</sup>

Aug 1, 1973

Dear Ray Jackson -

Saw your ad in the Airflow Newsletter and since I have many blank keys (spare), I am happy to send you 3 for your car. (gratis). I found them several years ago for a pittance and bought a hand full!

So enjoy - Isn't this the idea of the Airflow Club? I think so.

Airflowingly

Fred Rieger

P. S.

Sorry, I don't have extra C & carb. F.