



Canadian Coasters

Coast to Coast Tour 2017

Part 1 - Page 5



We are dipping our rear wheels in the Pacific Ocean prior to starting the tour!

AIRFLOW CLUB FORUM

autos.groups.yahoo.com/groups/Airflow

AIRFLOW CLUB WEBSITE

www.airflowclub.com

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

PRESIDENT'S MESSAGE



Greetings Fellow Airflowers!

With summer just around the corner, at least for those of us in the northern hemisphere, I hope that you are enjoying Airflow-driving weather, or are about to, soon! With the CW demanding most of my attention for so long, I haven't driven the C2 much during the past year. I've now got it in the 'working' position in my shop and am addressing a number of deferred maintenance items in anticipation of touring soon.

The triumvirate hosting this year's Annual Meet in Chico (David Felderstein, Phil Putnam and Bruce Wallin) have kept me informed as to the status of an event, and things are shaping up to make this a memorable event. The current tally stands at 30 Airflows registered to attend, which would make this the fourth highest number of Airflows in the 54 Meets the Club has enjoyed! There is still time to register, and there are still reasonably priced rooms at the alternate hotel, which is just a few blocks away. Come join in the fun!

This issue of your Newsletter is almost entirely comprised of a trip report prepared by Norm and Jean Mulloy. It is unusual to devote an entire issue to a single topic, but I could not bring myself to edit a single word of the wonderful summary which they wrote. I hope that you'll agree that their 88 day journey from one side of Canada to the other was quite an adventure, and I find it just wonderful that Jean did this very same "Canadian Coaster" tour in 1967 with her parents in their 1929 Chrysler! Yes, the DeSoto is significantly modified, but it still has the bones (and heart) of an Airflow! I hope that you enjoy reading about it as much as I did. There will be more to follow.

My CW is still on display at Lemay / America's Car Museum, although I am 'borrowing' it from them in order to bring it to the Annual Meet in Chico next month. I'm looking forward to seeing many of you there, and hope that you enjoy seeing the CW!

Airflowingly,

Frank

CONTACTS/MEMBERSHIP INFO

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

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SUBMIT ALL MATERIAL TO:

Frank Daly
1651 209th PINE
Sammamish, WA 98074-4212
fwd9@hotmail.com

AIRFLOW CLUB OFFICERS

President: Frank Daly, Sammamish WA (425) 868-7448
Vice President: Tom Prince, Walnut, CA (909) 598-1086
Secretary: Doug Conran, Benton Harbor MI (269) 925-1950
Treasurer: Dennis Pitchford, San Jose CA (408) 559-7977

NATIONAL DIRECTORS

John Wagner, Athens GA (706) 546-0336
John Boyd, El Cajon, CA (619) 448-9491
John Librenjak, Riverside CA (951) 788-4678

REGIONAL DIRECTORS

Eastern: Jon Clulow, Pasadena MD (410) 255-2676
Central: Chandler Smith, Ft. Worth TX (817) 889-2335
Western: David Felderstein, Sacramento, CA (916) 451-2597

CLUB STAFF

Editor: Frank Daly, Sammamish WA (425) 868-7448
Mail Records: Mary Kathryn Eberly,
Mount Joy PA (717) 653-1094
Chief Judge: John Spinks, Pakenham,
Victoria, Australia 035 941 3829
Storekeeper: John Librenjak, Riverside CA (951) 788-4678
Newsletter Designer: Linda L. Eberly,
Mount Joy PA (717) 653-0234

MEMBERSHIP INFORMATION

Annual dues are \$30.00 US per year, \$35.00 US funds outside of North America. **MEMBERSHIP FORM AVAILABLE ON THE ACA WEBSITE.** Make all checks payable to Airflow Club of America. All memberships expire on December 31st. Mail membership requests or renewals to:

Dennis Pitchford

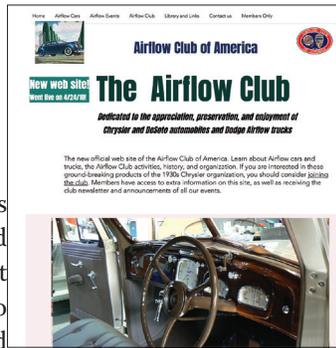
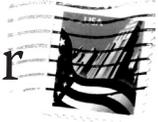
14947 Leigh Ave. • San Jose, CA 95124-4524
Phone: (408) 559-7977

CHANGE OF ADDRESS: Please send information to:

Mary Kathryn Eberly

207 West Main Street • Mount Joy, PA 17552-1213
Phone: (717) 653-1094 or email: mkeberly@pa.net

Letters to the Editor



Dear Frank,

Although the club internet site at <http://www.airflowclub.com> has served us well for many years, it has become difficult to update and is consequently frequently out of date. I have undertaken a project to improve this by completely recreating the website. I have tried to preserve all the information that was on the old site, reorganizing it and adding a lot of new and useful information. In laying out the new site, I've tried to target folks in three categories (1) People who are curious about Airflows. The point is to educate them about these cars and encourage them to join the Airflow Club. (2) People who own Airflows. We want to encourage them to get them out on the road where they can be seen by the public. (3) People who are restoring or maintaining Airflows. These folks need information and tips to preserve these special cars, and a detailed, frequently updated web site is a great way to get them the details they need.

The new web site has a web log page (a blog) under the Airflow Club tab. I try to update that a few times a month with club news and reader submissions. Send me your photos and announcements. There is also a Members Only section, accessible to everyone who has paid Airflow Club dues for the current year. This section contains a reorganized, easy to use ACA Tech Manual with index. It also publishes an extract of our Registry of Airflows, the Parts and Service Suppliers list, some complete shop manuals, and other useful information. It's my hope that some people will join the club just to gain access to this section of the new site. To advertise the resource, I have been posting excerpts on the Yahoo Chrysler & DeSoto Airflow Group technical forum and on the Facebook Chrysler & DeSoto Airflow Group page that was started by Steve McManus.

I encourage all ACA members to check out the new site. If you bookmark it in your web browser, it will save time and typing the next time you want to visit it. And check it often to stay current on club doings and events. Send your comments to me by clicking on the webmaster link in the site. For access to the Members Only pages, you will need the 2018 dues-paid pass phrase. When prompted, enter "Joe sent me" with a capital J and no quotes. Note that some smart phones won't display the Members Only login page, so for best results, use your computer.

~John Boyd

WELCOME NEW MEMBERS

Nadine Geary & Bjorn Arnils
43 Ashley Avenue
Lower Weston, Bath, Somerset, BA1 3DS,
United Kingdom
44 1225 447155
vipernad@hotmail.com
1937 Chrysler C-17 4-door, 7020258,
C17-1945

Wayne and Anne Weber
1403 Waverly Drive
Champaign, IL 61821-5003
1935 DeSoto SG 4-door, 5086137

NEW CONTACT INFO

John & Diane Spinks
36A Pomona Road
Empire Bay, 2257
New South Wales
AUSTRALIA
johnspinks48@gmail.com
0417 454 402
Please note: all communication will be
either via email, Skype or cell phone.

55th National Meet

Chico, California

Wednesday, June 20 to Sunday, June 24



WEDNESDAY JUNE 20

Luxury Bus Tour to Sacramento; Ice Cream Social

THURSDAY, JUNE 21

Driving Tour to the ancient Cistercian Monastery
Chapter House and Winery; Tech Session

FRIDAY, JUNE 22

Tour of the Sierra Nevada Brewing Company factory
in Chico; General ACA Meeting; Fun & Ugly Auction

SATURDAY, JUNE 23

Airflows show surrounding City Plaza Park;
Awards Banquet

It's not too late! Check out the events planned for this years meet and join the fun.

For registration & hotel information, contact David Felderstein at 916-206-8958.

Western Region Celebrates with Dinner, Big 3 Swap Meet

by David Felderstein



For more than 30 years, the San Diego's "Big 3 Swap Meet" the third week of February provides the occasion for Airflowers from all over the Western USA to gather to show off our beautiful cars at the huge 3-day swap meet and have a Saturday night dinner together. As we have for many years, we gathered at the renowned Old Town San Diego restaurant, the Casa Guadalajara, for their terrific Mexican food buffet, prepared especially for us in their private Garden Room.

As usual, the central location of the Airflow Club booth spaces provided a great location for John and Barbara Boyd's 1937 Chrysler C17 sedan and Jim and Paula Lightfoot's 1936 DeSoto S2 coupe. The swap meet crowd loved poring over these cars and asking the many questions we've come to expect when we show our 'Flows. We heard lots of "Wow!" and "Look at that!" Many thanks to the Boyds and the Lightfoots for showing their cars at the swap.

Overshadowing this year's gathering was news that 2018's "Big 3 Swap Meet" may be the last. This huge annual swap meet is held in the enormous parking lot of Qualcomm Stadium in the Hotel Circle of San Diego, near the State University. Because the San Diego Chargers, who played for decades at Qualcomm, have moved to the Los Angeles area, the stadium is closed, its future is uncertain. San Diego State University may be taking it over, but it seemed that the swap meet wasn't part of the deal. But, it was announced just before the swap meet that it would be



held in 2019. The Airflow Club has bought its traditional spaces for next year.

Attending the Saturday night dinner at Casa Guadalajara, were Dave Brand and his friend, Romeo Kubis, Phil Putnam, David Felderstein, Nick Fintzelberg, Frank Daly, Linda and Steve Wilson, Paula and Jim Lightfoot, Sandy and Gary Grossich, Connie and John Librenjak, Phyllis and Jerry Allstott, James Zurek, John Larson, Tom Prince, Vernon Hurlbert, and Barbara and John Boyd, and their daughter Alison Rasmussen's family, husband Mark and two of their children, Lauren and David.

Canadian Coasters 2017 Coast to Coast Tour

by Norm Mulloy *part one*

Editor's Note: I asked Norm to describe the modifications he made to his DeSoto SE before the Mulloys took it on their amazing trans-Canada trip, which you will read about in the article to follow. What an adventure, and it's all the more amazing that Jean made this journey for the first time in the original 1967 tour with her parents in their 1929 Chrysler. Enjoy!

We acquired the SE from Jean's late father George Brown in 1992. He purchased the car from Placerville near Sacramento in the mid 70's. He towed it back home to southern Ontario. Ironically John Librenjak was there buying a parts car. He remembers seeing George & his wife Ethel buying the SE. We drove it until 2006. I could not get it over 45 mph. Everything was checked. I had consulted with Jim Hazelwood but still no answers. George had rebuilt the engine as part of his restoration. Jean said that she wished it had power steering. I decided then to remove the body from the frame. I sold the complete running drivetrain to Bob Cura from Brooklyn, New York who is a fellow Airflow member.

We had been planning this tour for quite some time so the build was centered around pulling a trailer. I built the frame with 2x4 front & back with 2x6 in the middle as well as boxing it. Now it takes 2 men & a horse to pick up the frame! A 1996 Dodge pick up donated its Magnum 360 engine along with the matching A518 automatic overdrive transmission. Two extra coolers were added to assist the radiator lower tank cooler. The rear end is a new Dana 60 (again Chrysler). New tubeless rims were installed. They almost match the original solid ones. Solid wheels were used on the early SE. The originals were sold to Chuck Cochran. The fender skirts were purchased at a flea market in Dunkirk N.Y. shortly after we got the SE. I had to borrow \$300 from a fellow old car member as I did not have enough American money with me.

To adjust the ride height when pulling a trailer I decided to add air suspension. All body parts are original as well as the interior except it is leather just like the export option. John Spinks sent an email picture of the leather & I was hooked.

I used new reproduction baby moons to fit the rims. I had a sign company make DeSoto labels to attach to the caps. 20' away you can't tell the difference. There is an original locking spare on the cover. I had to deepen the spare tire cover by 3" to allow for the newer wider modern tires as well as adding 2- 1" thick wheel spacers to prevent the back of the tire from hitting the back of the car.

The gauges are new but just like the original. A new tilt steering column was used. I had a jeweler engrave DeSoto on the horn button. It does have A/C & there is a hidden stereo/CD. Jean asked me to add headrests as she is having neck problems. I used motorcycle crash bar brackets to attach them to the original chrome front seat frame. They are removable for show. They came from a newer car



Above - our car and trailer.
The tour decal.



then recovered in leather.

As we also have a 32 Ford roadster which we love driving with the top down a decision was made to install an electric interior sliding sun roof. We now have the best of both worlds. I have saved the piece of the roof that was cut out. It's original top was not in good shape so George overlapped the hole with a new piece of sheet metal. He braised 3 corners then proceeded to screw nail the metal to the top. You could see the spiral of the screws from inside until the headliner was installed! The original cover strips are still there to make the headliner look like the original.

The only chrome on the engine is the air cleaner. The headlights are Halogen & the taillights have LEDs inside. I installed a rear window third brake light with signals for safety as modern traffic can not see the rear lights in bumper to bumper situations.

JUNE 29, 2017 - We started the **Canadian Coasters 2017 Coast to Coast tour**. By noon we were boarding a ferry to cross the Strait of Georgia to mainland B.C. There were 104 old cars and trucks, two buses, an ambulance and a fire rescue truck on this tour—all at least 25 years old. The oldest was a 1930 Model A, original except for running with a mid-90's Chevy S-10 manual transmission. As 85 of them were pulling trailers we had to use multiple ferries. We followed in line behind the Canadian Navy Bomb Disposal truck while waiting to board. The weather is so hot that I add a water wetting agent to the cooling system. No difference. Vapour lock is still a problem about 3 to 4 p.m. every day.

At our campsite in Lillooet, B.C. we were treated to a dance by Wanda Grizzly Bear a world renowned native dancer as well as a First Nation's prepared river-side salmon supper for all 200+ of



Bomb disposal truck while waiting to board the ferry leaving Vancouver Island.

us. Very hot and ground cover dried to a crisp. A week later the area would be hit by forest fires.

JULY 1 - Canada's 150th Birthday. Our display of cars became part of Merritt's Canada Day celebrations. A local car club prepared supper and breakfast. The next day we travelled through Princeton to Osoyoos in a valley in the heart of the Rocky Mountains, close to the Washington state border. Typically we would go around a curve with a posted speed of 30–50 km then immediately climb for 10 km up yet another steep hill. Normal procedure was to shift out of overdrive & manually turning on the electric fan while watching the automatic transmission temperature gauge. Halfway up the hill I would drop down to 2nd gear. At the top of the hill the temperature gauge would read 240 degrees F. The engine made strange noises. It was normal to also have a plastic air suspension line burst from the excessive heat. Several times we pull over at the top for about 30 minutes to allow the engine to cool down. It was time to read a paper-back novel.

While at Osoyoos a fellow coaster who knew the road ahead was going to hire a tow truck to pull his 56 Chevy pickup & trailer up the 2nd highest hill separately at \$100 each. I calculated the cost to repair the transmission as well as food & accommodation: the \$100 was well spent. Without the trailer attached the SE climbed the hill easily. The temperature that day was to reach 104 degrees F (40 Celsius). Meanwhile back home they were having a miserable wet summer.

JULY 6 - We left Fort Steele too early to actually see the fort, to beat the heat heading to Alberta. The tour took us through Crowsnest Pass. The Wheel Nuts car club was waiting for us with water, soft drinks & t shirts. A member was there with a 29 Dodge 4 dr. sedan. That was very close to the 29 Chrysler that Jean and her parents drove on the original 1967 tour. It was even the same light blue. That brought memories back to Jean & her brother John.

Before we arrived at the Great Canadian Barn Dance we had another vapour lock. We were on a secondary road without a shoulder. The only spot to pull over was a laneway to the open range. A cattle hauler arrived a short time later to move his bulls.

It must have been a shock to him to see us sitting in our lawn chairs waiting for the engine to cool. Luckily it started & we were off again for another hour and last vapour lock of the day.

While stopping in quaint downtown Waterton for gas we saw four deer just sauntering through the streets & flower beds. We toured Waterton Glacial International Peace Park, a World Heritage Site. There we met three prong horned sheep (?) walking down the road, and a young grizzly bear. They predict it will be 20 yrs before the trees will be even shoulder high to the hikers after the area was destroyed by forest fires two months later. The town was spared the fires.

The Remington Carriage Museum in the rolling hills of southern Alberta is the largest collection of horse drawn vehicles in North America, the second largest in the world. This was well worth the visit.

JULY 8 - We headed to Lethbridge on our way to another car show. With less than a km to go the back of the car started to move up & down. I looked out the passenger mirror to see the trailer mounting the curb towards the sidewalk. When I hit the brakes the trailer tongue went under the rear bumper. The bumper caused the battery to jump out of its box & slide upside down along the city street. The tongue came off the ball even though the lock held. That cost me a new battery as well as the right tail light stanchion. Duct tape works well! Never made the car show.

JULY 9 - Several motor coaches took many of us to the Calgary Stampede—the Greatest Outdoor Show on Earth—where we saw the rodeo and chuck wagon races.

Next day we headed to dry camping at Patricia. That means you camp in a field or fairgrounds without facilities. Along the way Jean read a road sign that Vulcan had an information center



Top: Checking front disc pads; repairing the trailer wiring

shaped like the Star Ship Enterprise. Off we went on a 100 km de-tour. It was fun to visit. Jean bought Vulcan ears. Leonard Nemo was there about 10 years ago. Patricia is a small community of maybe 100 people but their hospitality was fantastic! They fed us a free supper and entertainment. We responded with a parade. The front cars finished the parade before the ones at the end had a chance to start.

On a spare day in Watrous, Saskatchewan I removed the passenger side exhaust so I could remove the clamps that held the gas line attached to the inside of the boxed frame. This allowed me to insulate the gas line with a high temperature spark plug sleeve. This cured the vapour lock problem. The line ran too close to the exhaust. Without the trailer it was never a problem.

We usually ran with the front windows open but while Jean was shopping I found it necessary to open all the windows. I normally used 1 hand inside and 1 hand outside to open the rear vents while turning the crank handle. This time I only used 1. You guessed it – it broke. Duct tape again. The new glass must have been a tad too large as it would bind in the rubber seal.

JULY 12 was a spare day so we drove to Dinosaur Provincial Park and museum then had lunch in Brooks. **JULY 13** found us heading to a water stop at Raulston Suffield Military Base where we again put on a car show for the locals. Later that afternoon we stopped in the Cypress Hills at Eastend, Sask. for the night (even though it's in the west side of Sask.). Off again the next morning heading to a private car and displays at the ghost town of Scotsguard, population 2.

On the road again as we were heading to Omega for another night of camping. That evening we were treated to an antique train ride on the Southern Prairie Railroad in a 1922 passenger coach. The destination was an old grain elevator. Off the train we went to see it up close. These are tall buildings along side of the rail tracks. The farmers would take their grain here to be loaded onto the rail cars. This one is still in operation. Saskatch-

ewan is so flat that one can see them many miles away. So many of the iconic grain elevators have disappeared across the prairies in the past 50 years.

Saturday July 15 our destination was Lake Manitou & District Regional Park. On Sunday we tried to swim in the salt water lake but despite the hot air the water WAS TOO COLD!

MONDAY THE 17TH saw us enter Manitoba where we camped at Dauphin. Here is where the left hand brake/turn signal started to be intermittent. The 18th saw us going to the edge of Winnipeg.

Tomorrow back to Ontario, but it will still take 9 more days to get home in the middle of the province!

BACK TO ONTARIO

JULY 20 found us in Fort Frances, northern Ontario in a car show down by the water. The Canadian Bass Championship was also being held at the same time. Our 34 Desoto Airflow SE won the Mayor's trophy. It consisted of a flywheel for a base, then a camshaft cut in 3 holding an automatic transmission clutch housing on top weighing about 30 lbs. Next issue: After refuelling the Airflow cranked but wouldn't start. This was the 2nd time for this problem. About a month before we left for the tour the same problem occurred. It started after replacing the ignition coil.

The next night in Thunder Bay Jean was doing the laundry in an open air picnic shelter in the rain. This was our first of 5 outside washer and dryers. That was when the intermittent no left hand signal/brake light decided to finally become a constant problem, giving me a chance to diagnose. I had 12v coming into the turn signal switch in the steering column but not out. I called to our local NAPA dealer in our home town of Paris the next day to order a new turn signal switch. It had come as part of the new after-market steering column just a couple of years ago. Our plan was to bypass a couple of tour days so we could go home to do repairs & do oil change #2 & see our grandchildren.



Norm helping a friend change the points in his 57 Chevy.



Typical scenery



Wanda Grizzly Bear



Cooling off the engine while reading paper-back books.



Joanne Villeneuve and Jean

JULY 22 – The Lakehead Antique Car Club sponsored a beef dinner for us after their 50th annual car show. The 1st Coaster tour in 1967 participated in their first show. At the LACC's request the tour was planned to take in the show again.

After Wawa the tour was to continue on the scenic north shore of Lake Superior on the Trans Canada Highway for 7 hrs and 580 km (360 mi) of good highway. At this point the Trans-Canada is the ONLY east west paved truck route in Northern Ontario but a heavy rainstorm had taken out the road a few miles east of Wawa. Rather than wait for the road to be repaired ('up to 2 days') the decision was made to detour about 200km & 4 hours on new construction and gravel roads by-passing Sault Ste Marie. We had to make a ferry at 6 am the next morning. In hind sight, it would have been the best option as the road was open in 4 hrs. We took the roads less travelled across Canada but that was ridiculous. Luckily we made it as there was only 1 gas station about halfway on the detour. Many of us bought spare gas cans. The worry was would that gas station be able to fill all the traffic? It did a landslide business that day. We made it to our destination of South Baymouth by dark.

JULY 24 – We camped beside the ferry dock after the workers left for the night. On the 25th we were 2nd in line to board the ferry to go from Manitoulin Island to Tobermory. The campsite was in Chesley where another car show was planned that night, supper being hosted by the Maitland Region of HASC.

Wherever we travelled, stopped for meals or groceries or gas we would be surrounded by people asking what kind of car or trailer is that. Many asked who made Desoto. The most common comment was that they have seen pictures of an Airflow but never in person. Great friendships were made. In the many campsites we always had fellow campers inspect our unusual trailer & tow vehicle. We became ambassadors for the Airflow Club of America as well as antique vehicles.

We had arranged to meet youngest daughter and her family at the Georgian College campus in Owen Sound where our tour

had access to the Maritime Simulators. The 3 little ones were revved up for camping at Miller Lake. One rainy hour in six wks and not for 6 more weeks doesn't fill the grand-ma fix.

We headed out on the 27th for the Hensall Ice Cultures Inc. What a treat to enter a freezing building on a very hot & humid day. On display was the duplicate of the Canadian Tire Ice truck which was made for the tv battery commercial. The Ford f150 chassis had an ice body. The one in the commercial was filmed while it melted.

After being on the road for 6 weeks we arrived home on the 28th. Our own BEDS! Our own LAUNDRY! And of course repairs on the Desoto. But thankfully now they could be made on the hoist, instead while lying on the gravel. I made extra header to collector gaskets & fabricated a coil heat shield. The new turn signal switch cured the problem but now the right hand signal cancel wouldn't work. It turned out that 1 of the springs that contacts the cam had less tension than the other – new parts? I replaced the weak one with 1 from the bad switch. Now the turn signal switch worked properly. There is a lot to be said about original parts.

The 29th found us at our elder daughter's in Simcoe. She had been wanting us home for weeks, even without knowing the intensity of all the problems we had been having.

JULY 31 – Off we went to rejoin the other 103 units in Lindsay. The next morning we toured a Chrysler muscle car shop. Several 426 Hemi engines were on display or in Roadrunners etc. Many tongues tasted the pavement there.

We arrived in Ottawa our national capital on the 2nd of August. On a free day we choose to see the Diefenbunker which was the cold war era Central Emergency Government Headquarters shelter to ensure the government could still function in event of a nuclear attack. It is a 4 storey 100,000 square ft underground built to withstand a 5 megaton nuclear blast from 1.5 km away. Commissioned by Prime Minister John Diefenbaker in 1959, and built in secret even to the neighbours. In operation from 1962 to 1995 at all times it had fresh food and rations to support 535 people for 30 days and prepared to go into lockdown on a moment's notice. It would house key government officials and military leaders – no spouses or families. My question was 'Why is it open to the public? Dont we still need it?' It no longer will keep anybody safe as smart bombs can make 90 degree turns to be directed around corners and up and down shafts and will heat seek through very thick concrete. Dang. What a time capsule.

AUGUST 4 – After the first three continuous days of sunshine Ontario had seen this summer the tour headed to Quebec.

QUEBEC AND NEW BRUNSWICK

AUGUST 4 We're off to Hemmingford Quebec, 5 minutes above the US New York state border. As we pass through Montreal we hit a severe thunderstorm. It was so bad we had to pull over 3 times because we could not see. Many other new cars did the same. The rain came through the split windshield so bad that we lost the electronic speedometer, cruise control & the high beam headlight relay. It actually sizzled. It rained so hard that we had to change campsites to avoid the rising lake. The next day we were asked to take our trailer along with a couple of other coasters to Napierville. Fellow coasters J.P. & Nicole Viau hosted all 200+ to a fantastic supper with corn on the cob at their home in Napierville. We were treated to a Quebec tradition of thick 'green' bacon which was brine cured and grilled over wood coals. En route we paraded our vehicles 10 miles past a family home to honour a teenager car enthusiast who had been helping the Viau's prepare for our visit. His funeral had been earlier that day. JP asked us and 3 other drivers to bring our trailers to show to his local car club what examples of the car and trailer set-ups. Apparently none of them hook a trailer on behind. Due to the rain soaked campgrounds J.P. allowed us to camp overnight on his paved driveway. What a treat compared to some of our previous camping areas. Jean as well as Bill & Jim Sauder were thanked for returning 50 years after the 1st tour of 1967. Joann Villeneuve was introduced as our tour Honourary Chairman. She was the wife of the late legendary racecar driver Giles Villeneuve. Their son Jacques Giles still competes in the F1 series. Earlier in July she had been inducted into the Women in Transportation Hall of Fame. Hagerty Magazine writer Michel Lamoureux who had interviewed Jean this spring for an article on the Tour MC'd the event.

AUGUST 6 finds us on the way to Levi, just south of Quebec City. On the major highways at rest areas there are small kiosks that sell coffee, soft drinks & snacks. At the KOA in Levi we lucked out. Our campsite had a cement pad with a table & 4 chairs directly across from the showers. All of us were given name tags on a lanyard. They must be worn all the time – even if you were going to the washroom at 4am. If the Sherriff or 1 of his deputies caught you without your nametag the fine was 50 cents. Many times I paid Jean's fine. She claimed that she didn't have any change with her. At the end of the tour the group donated over \$500 to charity.

AUGUST 7 We hopped on a bus for a tour of the Plains of Abraham then old Quebec City. For anyone travelling through Quebec you must see old Quebec City. The tour bus mirrors just cleared the stone gates by inches.

AUGUST 8 we leave for New Brunswick. Our destination is

Edmunston. In the late afternoon as Jean is driving she says "Norm I have no trailer brakes." Sure enough the manual thumb sliding brake controller would not activate the trailer brakes. I had 12v coming into it but nothing going out when I operated



Norm helping Dale

it – new controller needed. After buying a new one the next morning in Cambelton I now had 12v going out but still no trailer brakes! I started checking the wiring from the backing plates frontward to discover the 7wire harness close to the tongue had burnt through with only the top outside covering intact. That must have caused the controller to fail. I had a bungee cord hold the chains & cable up off the ground. The roads less travelled had shaken the cord off allowing all to drag on the pavement. Luckily I had tossed in my soldering gun when we went home a week earlier.

Upon leaving Campbellton I went into another NAPA to get a VSS (vehicle speed sensor). It sends a signal to both the speedometer & cruise control. They didn't have one but the computer said there was one in the Moncton warehouse. The dealer called a NAPA store in Shediac where we were heading to. I had my credit card in hand but he said to pay for it there. Now that is customer service!! As we were leaving town the car needed gas so I pulled into an ESSO station. While paying for the gas I picked up 2 coffees & muffins. The owner would not let me pay for them. Many people had heard of our tour & we all were made very welcome. Drivers of cars, trucks & even Harley Davidson motorcycle riders waved & honked at us. Heaven forbid if those riders knew I rode a Honda as they never wave at me when I'm riding my Goldwing!

Our campground on AUGUST 9 was Caraquet. We got lost due to poor instructions in our tour book. We were so close but so far away. Thank goodness the GPS got us there.

The next morning part of the tour was a stop at the heritage Acadien Village. There we discovered an old time Irving garage with a model T & a model A Ford. The A had the wrong painted head lights. The T had a wooden box attached to the rear. (Also old hotel, covered bridge, old homes, train station, horse drawn wagons.) Back on the road again we see a bicycle up a post.

TO BE CONTINUED

MAY/JUNE 2018

ORDERING INFORMATION

Items guaranteed. **Postage: 10 percent of total order for items shipped to US locations. International member's orders must be paid in USA dollar funds with added money for postage.** Checks must be drawn on a USA bank. Prices are always subject to change. Continuing stock of items not assured. Clearly print your order on plain paper and mail with check or money order, made to "The Airflow Club" to:

DENNIS PITCHFORD, TREASURER, ACA,
1947 LEIGH AVENUE • SAN JOSE, CA 95124-4524

STANDARDS OF CORRECTNESS MANUAL Restore your airflow to factory correct condition. Extremely useful to the airflow restorer. \$15.00

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

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

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

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

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

TECHNICAL 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.

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

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

NAME BUTTON A must for all ACA gatherings. Features Club's logo and your name. Furnish name as you want it on the finished button. \$5.

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

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

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

HEADLIGHT MOUNTING PADS Fits all Chrysler Airflow models. \$32 pair.

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

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

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

PEDAL PADS Reproductions. Specify black or brown. For clutch and brake pedals. \$20 pair.

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

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

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

FRONT DOOR VENT RUBBER SEALS Fits all 1935 to 1937 Airflows. Can modify to fit 1934. \$125 pair.

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

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

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

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

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

"ANTI-RATTLE" WINDOW SNUBBERS \$2.00 each

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

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

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

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

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

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



FOR SALE: 1935 DeSoto Airflow. This is the police version with driver side spotlight. Color black. 53,000 miles. This car sat in the Albany Armory in New York for twenty years. Last driven two years ago. \$45,000.00 or best offer. Contact **Karen Andersson** adkwildflower77@gmail.com. P.O. Box 117, Indian Lake NY 12842. (5/18)



FOR SALE: New reproduction 1936 DeSoto Airflow upholstery fabric. The last 10.5 yards of taupe Bedford Cord fabric as used on most S2s. Commissioned by ACA members; woven by SMS to match a swatch of original interior (code 343) seat material. \$800. **John Boyd** (858) 997-7002 (5/18)

FOR SALE: 1937 Airflow C-17. Completely restored. Won Junior Best of Show at Durango CO Airflow Meet in 2010. Asking \$45,000 or best offer. Retirement forces sale. Call **Greg** at 702-630-4363 or email gregmunsell@earthlink.net (5/18)

WANTED: Anyone who got material from Phil for their interior and has any left I would be interested. I got the last of his and will be a few yards short for my C2. Also I am missing the rear quarter vent window frames and divider bars for my C1 coupe. **Ed Klapstein**. edmpk@shaw.ca (5/18)

WANTED: C-17: Front seat trim piece, drivers side. This is the piece that is usually wood grain painted and attaches along the side of the seat. **James Zurek**, 619-425-1398, sartana@cox.net (3/18)

FOR SALE: Right headlight lens and both garnish moldings for 1934 Chrysler CY Airflow. The moldings fit into an indentation in the lens like an inlay. \$500 plus shipping. **Mark Becker** 904-635-3548. (3/18)



FOR SALE: Automobile Quarterly books volume one number 1 through volume forty four number 1. Complete set, great shape \$3000.00 plus postage. Dodge Airflow Truck models, various sizes and prices plus postage. Many little tech says booklets@ \$2.00 **Charles S Hill**, 1411 Matthew Ct. Gardnerville NV 89460. 775-265-0548 (3/18)

FOR SALE: 1936 Chrysler Imperial Airflow, C-10 Model, 40,700 actual miles, Beautiful Car, show or drive, many extra parts, selling due to death. Marshalltown, IA \$50,000 OBO 641-750-3090 ask for **Bob** (3/18)



FOR SALE: aluminum head for SE or S2, surfaced and boiled out. \$900 plus shipping. **John Cox**, 2700 Hammel Rd. Eagle Point, Oregon 97524; 541-826-3387; email: jcwindmills@centurylink.net (01/18)

FOR SALE: Vintage 1935 Airflow pedal car (like the one shown). The car will be painted the color of your car or any other color you provide; comes with new wheels, tires, hubcaps, windshield, headlights, bumper, custom manufactured padded seat in the correct airflow material with correct number of pleats, custom pin stripping and air brushing for the grill and pin stripping for the side of the car and wheels. \$3,750. Call **Terry Brinson**, 530-865-4380, with questions and more pictures. (01/18)



WANTED : One hubcap for DeSoto SG Airflow. Need only one but would consider buying set if necessary. Contact **Larry Ferreira**, 4512 Barnhart Rd. Ceres, CA 95307, call 209-604-8268 or e-mail ljferreira@aol.com (11/17)



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