

Airflow Club of America 59TH INTERNATIONAL MEET London, Ontario, Canada August 12 to 16, 2024



THE INFLUENCE OF ART DECO

See MEET PREVIEW ARTICLE on pages 5 & 6

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

OFFICIAL

ACA WEBSITE

www.airflowclub.com

Members Page Passphrase:
carlbreer

The Airflow Club web site now has a QR code. Point your phone camera at the square and a link should appear in the viewfinder. Tap the link to go directly to Airflowclub.com.

OTHER AIRFLOW SITES OF INTEREST:

Facebook Chrysler and DeSoto
Airflow group and

airflowcars.groups.io



President's Message

We are now two months into 2024, and it's the duty and obligation of your Airflow Club officers to make every effort to urge our members who've not yet continued their ACA membership to send their renewal form and check. This is one of the most important obligations we take on when we seek to become a Club officer. If the membership doesn't renew each year, our Club diminishes. Of course, we know that all car clubs everywhere have the same problem of shrinking membership, but the Airflow Club has remained strong over our six plus decades. This year seems particularly daunting, though, as quite a few of our longtime members haven't renewed yet. By the time you receive the printed version of this Newsletter, you will possibly have received a phone call from one of your Club officers if you've forgotten to renew. It's our job to make every effort to keep the Club membership numbers up. If you've recently renewed, thank you. If you've decided not to renew, please let us know why.

This issue of the Newsletter previews our upcoming 59th National Meet in London, Ontario, Canada, in August. Our meet hosts Jean and Norm Mulloy and Joanne Beasley and Guy Rioux have done a spectacular job of arranging a terrific National Meet for us, so please reserve your hotel room now and register as soon as you receive the form. We worked with the WPC (Walter P Chrysler) Club to dovetail our meet (August 12-16) to their National Meet (August 7-11) in close by Windsor, Ontario. The two days after our Meet ends, Moparfest, Canada's Largest All Mopar Car Show, will celebrate their 40th Anniversary on August 17th and 18th in nearby New Hamburg, Ontario. Many of us are planning to bring our Airflows to this 11-day celebration of Chrysler cars. A strong showing of our cars in these two Mopar events that are adjacent to our National Meet will help show our fabulous machines to more and more people who may "have only seen pictures of Airflows" (how many times have you heard that one?).

Our meet hosts URGE you to apply for a passport NOW if you don't already have one! You can get into Canada without a passport, but you can't return to the US without one.

As always, your suggestions and opinions are welcome by contacting any member of our Board of Directors. Drive your Airflow in the coming warmer weather! Happy and healthy Spring 2024.

~ David Felderstein

CONTACTS/MEMBERSHIP

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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MEMBERSHIP INFORMATION

Annual dues for 2024 are \$35 including email delivery of the Airflow Newsletter; \$25 additional for a mailed printed version in the US (\$30 international). **MEMBERSHIP FORM AVAILABLE ON THE [ACA WEBSITE](http://www.airflowclub.com).** Make all checks payable to Airflow Club of America. All memberships expire on December 31st. Mail membership requests or renewals to:

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READER CORRESPONDENCE

A Strange 1934 Chrysler CX

Jon Clulow submitted this photo that he credits to John Spinks of a possible Chrysler CX Custom Imperial. The scene is the Mountford Motor Garage in Melbourne, Australia, probably 1936 or later, as several of the cars have external trunks. Of note is the door configuration of the 1934 Chrysler Airflow in the foreground. Nearly all the CX-C3-C11 Custom Imperials have the repurposed coupe door in front, with a conventional Imperial door in the rear. This one is reversed. Mr. Spinks further notes that, in contrast to the 3-hinge Airflow coupe doors, the long door has only two hinges. It's easier to delete one hinge from the door than to add a new hinge to the C-pillar. He also spies some collision damage at the rear of the running board and on the leading edge of the right rear fender.



What is the story here? A factory custom? An early CX prototype? A non-factory built RHD CX? The Editor does not know. Additional details are welcome; guesses will be tolerated.

READER CORRESPONDENCE

Transmission Fix

Ray Jackson sent in a transmission fix from some time ago that bears repeating.

Problem: Chrysler Airflows from 1935 through 1937 are sometimes reported to pop out of reverse when overdrive is enabled. There is an internal lockout system that is intended to disable overdrive (lock the freewheel clutch) when reverse is selected, but wear on internal shifting fork bars can cause this to fail in some cars. Former ACA member Bill Deibel's 1935 C2 had this problem, and a fix was reported by Randall Fehr Restorations. Ray recommends augmenting the detent with the part described, which is mounted from the top through the cover. This gives it access to the unworn top of the low-reverse shifting bar, where a new socket can be machined to receive the ball from the new detent. See the photos.



RANDALL FEHR RESTORATIONS

30 South Horton Street, Seattle WA 98134 C) 206 622 7469 • 7 December 2017

RE: 1935 Airflow Imperial C2 owner Bill Deibel

Ray,

The added detent did the job. It now stays in reverse with overdrive enabled, with no additional force on the lever to get in or out of reverse. I used McMaster—Carr part number 3408A84 spring plunger 1/2 inch 13 tpi threaded body, 30 lb force to fully depress ball. The rail is hardened so a grinding stone on a Dremel was used to cut the detent.

Thanks again for your help.

Randall

Just How Many Airflow Cars Are There?

By John Boyd

We all know surviving Airflows are scarce, but how many are there actually? No one knows exactly, but we can count up the Airflows that are known to the Airflow Club. For several decades, a registry of vehicles has been maintained, tracking Airflows by serial number, where reported, that are claimed by members on the membership forms. This registry has gone unmaintained for several years at a time, but in 2021, Jon Clulow volunteered to try to update it. To do so, he rounded up copies of available, biannual ACA membership booklets and, with some help from grandchildren and a couple of other volunteers, corrected and extended the list of known Airflows.

Even this updated count has to be recognized as approximate. For some member cars, the serial number or the engine number or even the body type was never reported. Moreover, some earlier entries contained phrases like “destroyed in a collision and scrapped”, or “rusted body junked, engine found powering a sawmill.” So some cars listed in the club registry might not, strictly speaking, “exist”, and some can’t be counted here for lack of specific data. Nevertheless, it will be interesting for many members to see the data we have.

The data is shown in the table. Production numbers (except for CY) are sourced from John Lee’s *Standard Catalog of Chrysler* 1924-1990. The CY production estimates are based on work reported by club member Alan Sharp in the 2023 March-April issue of the Airflow Newsletter. In some cases (for example with CWs), the production data appears to have some inconsistencies, as acknowledged by the author.

Airflow Club data is from the ACA Registry, last updated in July 2023. The registry is known to be incomplete: for example, it is not unusual for a new member to report ownership of an Airflow that is not in the ACA Registry. There are more Airflows out there we don’t know about. Moreover, as mentioned above, what records we have are known to be incomplete. Many records omit body style or model specifics. Few specify condition, and some cars may be junk. This table reports on 1238 Airflow cars, but the registry contains 1283 entries. Forty-five cars we know of have incomplete records and could not be included in the table.

I invite you to stare at the table and make your own conclusions, but here are a few I drew out for myself.

- Of the 55,000 Airflow automobiles built, about 3%, 1238, are known to the Airflow Club.
- Some models have higher survival (collector?) rates: CWs and CV Town Sedans stand out. These low-production models were, for uncertain reasons, more likely to survive. Were they driven less? Did they get better care?

- The DeSoto coupes have about twice the survivability of the sedans. Collector preference has to be a large factor here.
- Of the DeSotos, the 1936s have the best survival/collected rate. Were they better than the earlier models? Is their styling more popular?

Send your thoughtful comments and conclusions, and I’ll publish a follow-up article in a future issue.

PRODUCTION						ACA	%	Tot	%
Year	Series	Body	Prod.	Body	Year				
CHRYSLER									
1934	CU	Cpe	732			22	3%		
		Brgm	306			3	1%		
		Tn Sed	125						
		Sedan	7226	8389		97	1%		
	CV	Cpe	212			5	2%		
		Tn Sed	67			7	10%		
		Sedan	1997			42	2%		
		Cha & Cowl	67	2343					
	CX	Sedan	25			1	4%		
		Tn Sed	1						
		Limo	78			3	4%		
		Tn Limo	2	106					
	CW	Sedan	17			3	18%		
		Tn Sed	28						
		Limo	20			3	15%		
		Tn Limo	2	67					
	CY	Cpe*	45			2	4%		
		Sedan*	400	445	11350	11	3%		
1935	C1	Bus Cpe	72						
		Cpe	307			20	7%		
		Sedan	4617	4996		108	2%		
	C2	Cpe	200			17	9%		
		Sedan	2398	2598		48	2%		
	C3	Sedan	69			1	1%		
		Tn Sed	1						
		Limo	53			1	2%		
		Tn Limo	2	125					
	CW*	Sedan	15			2	13%		
		Limo	15			2	13%		
		Tn Limo	2	32	7751				
1936	C9	Cpe	110			10	9%		
		Sedan	1590	1700		50	3%		
	C10	Cpe	240			12	5%		
		Sedan	4259			122	3%		
		Chassis	1	4500			0%		
	C11	Sedan	38			1	3%		
		Limo	37	75	6275	1	3%		
	CW	Limo	10			1	10%		
1937	C17	Cpe	230			18	8%		
		Sedan	4370			183	4%		
	CW	Limo	3	4603	4603	2	67%		
					29979			798	3%
DE SOTO									
1934	SE	Cpe	1584			34	2%		
		Brgm	522			4	1%		
		Sedan	11713			120	1%		
		Tn Sed	119						
		Chassis	2	13940					
1935	SG	Bus Cpe	70			2	3%		
		Cpe	418			25	6%		
		Sedan	6269			113	2%		
		Tn Sed	40	6797		1	3%		
1936	S2	Cpe	250			20	8%		
		Sedan	4750	5000		121	3%		
						25737		440	2%
Total Airflows						55716	1238	2%	1238

* Production numbers uncertain Sources: Standard Catalog of Chrysler 1924-1990 and Airflow Club of America Vehicle Registry

2024 (Inter)National Meet Announced!

August 12-16 in London, Ontario, Canada

Four Points by Sheraton, 1150 Wellington Road, London

Plan now to attend the 2024, 59th National Meet of the Airflow Club of America. For the first time since 1998, 26 years ago, the Meet will be held in Canada. Eastern Region Director Norm Mulloy and fellow Canadian and long-time member Guy Rioux are putting together a plan for a London, Ontario, meet you will not want to miss. Rooms at the host hotel have been blocked off for August 12 through 16.

London is located in southwestern Ontario, approximately 120 miles northeast of Detroit, 144 west of Buffalo, and 120 miles southwest of Toronto, all of which have good sized commercial airports. London has its own international airport, served year-round by Air Canada Express and WestJet.

Canada is part of the Airflow Club's International Region 4. The ACA Board has determined that for the purposes of regional meet location, the London meet qualifies as Eastern Region. So the 2025 meet will tentatively be held in the Central Region. Airflow Club Coast-to-Coast award competitors, the 59th meet may be counted as Eastern Region.

Program Overview

Monday, August 12, we will check in at the hotel and pickup meet info and name tags. An ice cream social is planned at the hotel for 7:30 pm. The evening is free, with dinner on your own. An optional bus trip to Niagara Falls is planned as well, leaving at 8:00 am. Register early, and plan your arrival accordingly if you would like to see the Falls. Highly recommended! The bus route is about 125 miles and will take around two and a half hours.

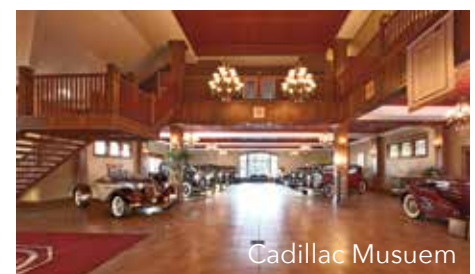
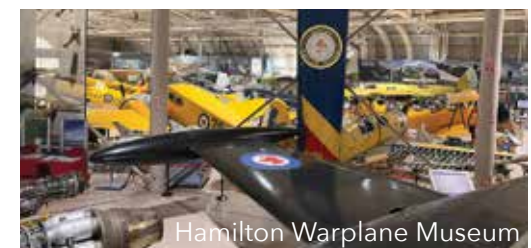
Tuesday, August 13, we will drive about 50 miles to Stratford for the famous STRATFEST. Two plays are offered that day, called *London Assurance* and *Wendy and Peter Pan*. After an Airflow photo shoot, we plan lunch together in Stratford to attend the plays (you must choose which). Tickets must be purchased well in advance to guarantee seating and get the special rate. Search the web with your internet browser to read up on the plays and make your choice. Then watch for full details in the registration packets in the May-June issue of this newsletter.

We'll make our way back to the hotel for the Membership Meeting at 8:00 pm. A special speaker is planned in addition to the discussion of next year's meet and other business.

Wednesday, August 14, we visit the Canadian Warplane Museum, traveling the 75 miles by bus. After we return to the hotel (around 3:00 pm), a Technical Panel will discuss Airflow questions of all sorts. A happy hour social offering light hors d'oeuvres and a cash bar will be followed by the traditional, Fun & Ugly fundraising auction.

Thursday, August 15, is Car Show Day, followed in the evening with another social and the awards banquet.

Friday, August 16, is the official end of the meet. But this time, an optional tour is offered after breakfast. A tour of the



2024 (Inter)National Meet continued

Cadillac Museum at the Plunkett estate has been arranged for 11:00 am. It's about 12 miles from the hotel. You can read about the museum on the internet at <http://fleetwoodcountrycruisein.com>. Delay your travel home if you would like to see this fine collection of (mostly) Cadillacs.

The 59th National Meet has been scheduled to allow attendees to conveniently attend Canada's largest, all-Mopar car show, MoparFest 2024, August 17-18 in New Hamburg, Ontario, 54 miles from the hotel. Many Airflowers



will be interested in this huge, annual car show. You can read about Mopar Fest at www.moparfest.com on the internet. See the link on the Moparfest web site if you would like to register your Airflow for the show. Registration cutoff is July 3, 2024, and priority is given to older Mopar cars and early signups. The WPC meet is August 6-11 in Windsor, Ontario, just before our meet. The coordination is deliberate: you can attend all three meets if your choose!

Make room reservations now with The Four Points By Sheraton

Reserve your room as soon as possible, by July 12, 2024, at the latest. To make reservations online; click this link in your email newsletter: <https://www.marriott.com/events/start.mi?id=1706039988443&key=GRP> Four Points Sheraton London ON.

Or call 519-681-0680. Rooms are blocked for the Airflow Club from Aug 11th - 19th incl., 2024.

Note: If you wish to reserve dates other than the above mentioned, contact Janice Griffith at 519-681-0680 extension 8297

Welcome New Member

Kris Meltzer

230 Mechanics Street
Shelbyville IN 46176
Chrysler 1935 C1 4dr 6602545 C12471

You should have received the **2024 Airflow Club Election of Officers ballott** via snail mail. Please return your **completed and signed** ballot in the enclosed envelope and **mail by April 15, 2024**.

Wayne Lee Simonson III

December 5, 1943 - February 20, 2024

By Octie L. Ham

Wayne was the complete "car guy" who proudly followed in his father's and uncle's footprints at Chrysler. His 37 years of Chrysler attest to his dedication. He spent most of this work time at Mopar, the parts Distribution Center. He had an admirable collection of Chrysler Corporation antique cars, including his 1937 Chrysler Airflow Sedan which he showed often and kept in excellent running condition.

I got to know Wayne and Sue over 30 years ago and for the past 20 years shared four Hershey spaces with them and Diran Yazejian in the Orange field. Lots of time for good conversation and to catchup on hobby status. We enjoyed the many common friends who stopped to shop and visit.

Wayne had an incredible fascination with history in general and Chrysler in particular. I've enjoyed many hours looking at Wayne's decades long collection from his many relatives and especially from his dad's long career in plant security at Chrysler. His enthusiasm and knowledge were remarkable.

I shall miss his companionship and the lunches at Stiver's. Heaven has a trophy winner in Wayne.

The McKibben Memos

By John Heimerl, with the late Chuck Cochran

Scott McKibben was born and reared in LaGrange, Indiana, the son of a very successful Graham automobile dealer. After high school, he entered Purdue University where he earned a degree in engineering. His first job, from 1928-1931, was at the Graham Motors Co. in Detroit.

Not much is known about his life and job history, but it is known that he was employed at Chrysler Motors Co. for about two years in the 1933-1935 era as a "bench engineer." He preserved a portion of his work, perhaps as a reference for future jobs, and eventually it was handed down in his family. The remainder of his professional life was spent in automobile related industry. He drove Chrysler products until he quit driving!

In 2003, Mr. McKibben was 96 and living in a nursing home in Indiana; he passed some years back.

Eventually Chuck Cochran was offered permanent possession of the papers Scott saved from his two years at Chrysler. Chuck found them to be quite interesting, from staff meeting minutes to customer complaints and design problems - to hand written measurements and greasy fingerprints of the person (perhaps Mr. McKibben himself, since he was a bench engineer) who dismantled a 1934 DeSoto engine to determine the amount of wear. I found them interesting as well, and am bringing highlights of them to you for Chuck posthumously. In these memos, Scott deals with all kinds of technical issues, even with the huge and lavish CWs, and spends time correcting and updating the Parts Manuals. And attends many engineering staff meetings.

Some time back, Chuck asked if I would scan these items, and as a former historian, share those of general interest and also my thoughts about them with the ACA membership. Here is the first installment as we review a memo Scott saved related to the CU & CV cars having pinging under load, especially when carboned-up. I find it interesting that for a period of time in the late 30's and 40's, distributor specifications were changed frequently. Gas was getting better (and maybe in some cases worse!) and compression levels were increasing, and required more octane. Both CUs and CVs were produced with the Bohnalite "High-Compression" heads though most were at the modest level of 6.5 to 1. So Chrysler worked hard to find the balance between octane and timing. Along that road, they discovered things some of us found to be true many years later: Timing pointers are not accurate as produced, and distributors with mechanical weights can have stuck mechanisms and weak springs. It's interesting that Scott calls for using the special timing tool which measures Top Dead Center by being fitted through the plug in the cylinder head above the number one cylinder. A picture of the rare timing tool is included for your amusement. I have only ever seen one, and just about every plug is solidly frozen in at the age of 91! Here is a readable translation of the memo.



NOV 13, 1934.

IGNITION "PING" - CU AND CV MODEL

The numerous complaints on CU & CV models having a bad ignition ping after they become carboned up, especially with the first series of Delco Remy model 6618 and Model 661T distributors, can be remedied some by installing new governor weight springs in the distributor.

This applies only to model 6618 distributors prior to serial No. 9000 and 661T distributor prior to serial No. 7000.

This weight spring is Delco Remy part #820438, use 2 per job, and be obtained from United Motors Services. This makes the advance curve comparable to that of the model 665B distributor and the model 6618 & T above the given serial numbers up to 2600 RPM engine speed. These make the distributor advance 12 degrees at 2600 RPM instead of 12 degrees at 2100 RPM.

Accuracy should also be stressed in properly setting of the distributor timing taking care that all the backlash is out if the drive and that the distributor rotor and its automatic advance is back against the stop instead of slightly advanced.

For accuracy in setting the timing it is suggested that an indicator be used in the hole in the cylinder head, rather than to depend entirely on the timing pointer on the chain case cover as some have been found bent badly out of position.

J. S. McKibben

Car Crazy

By Jerry Putnam

This is the story of two brothers and a lifetime of grease under their fingernails. We were living in Inglewood Calif. and this would have been about 1950. My first recollection relating to cars was my older brother Phil carving a would-be car out of a large cardboard box, probably a refrigerator box. My sister and I thought it was amazing just to step through the carved-out doorway. We, of course, were invited to enter on the passenger side, because Phil would be the driver. We were in awe of this imaginary car, with boxes to sit on and other makeshift items to make up the car's interior. Phil had assembled various items, coffee cans, soup cans and miscellaneous wires, tubing, etc. to make up a very impressive engine! We pretended to take the car on wonderful rides all over. However, eventually the rain won the battle and the car collapsed into a pile of rubble. But the memory is still alive today!

Sometime later Ron and Phil started delivering newspapers. Phil recalls delivering the Inglewood daily news on bicycles. They moved on to a newsstand on a street corner not far from our house. They would literally run papers out to cars waiting at the stop light. They worked hard and saved their money. After saving as much as they could they somehow, somehow, talked our dad into actually buying them a car. They got a 1940 Chevrolet and put it in the backyard off the alley. Phil still remembers the license plate number, BMU 904. This was August 5, 1955, and they paid \$49.00 plus tax of \$1.96, and a DMV charge was a whopping \$2.00, still a major investment for two youngsters in the 1950's.

Our father was by no means an auto mechanic! So on their own, they started dismantling this poor car. With their persistence, and after Ron and Phil had completely disconnected the engine, they proceeded to pull the engine out. With a 2"x4" wood tripod and a rope block and tackle, and my dad adding the muscle, the engine was out. Now this engine came out by these two boys and with virtually no real tools, perhaps a monkey wrench or a pipe wrench, a screw driver. Our dad was a plumber and had plumber tools. After a short period of time they had removed many vital parts from the car. When asked later, "Why, at your age, would you want to do all of this?" they answered "We just wanted to see how it all worked". With some help from a small shop close by they had managed to get the proper gaskets needed to put the engine back together. The engine ran!

I remember hearing that we were moving to a small farm in northern California. I always thought that it was because of all the new freeways going in all around us: our dad didn't like the



(From left) Phil, Ron, father Harold, and Jerry Putnam

progress. However, it was more likely because of my two hoodlum brothers. I learned they would, after school and before Dad got home, speed up and down our alley terrorizing the neighborhood. Phil told me that he later realized that he should look for traffic as they passed the streets. WOW!

We were set to move in Sept, 1956, but Dad said that they couldn't take the car. They tried to sell it but were left with no options. So just days before we were set to leave, they sold the car to a junk dealer for \$10.00. Of course, the car now had no tail lights and many other items missing, but the engine still ran!

Now on the farm, they spent time familiarizing themselves with a newer John Deere tractor and a 1930's McCormick-Deering tractor. They explored possibilities with these two machines, and it wasn't long before they had them in a pulling contest against each other. They converted a car by taking the body off and stripping it down to the frame and turning it into a drivable sprinkler pipe / hay wagon.

Many more mechanical changes were to come to the farm. As they were now in high school, taking the bus was not going to happen. They had acquired a 1946 Ford coupe and in no time it was modified. The car had the hood off for easier access to the engine compartment, or maybe to show off their work. It had at least two carburetors. Or was it three?

After four years of high school and working on cars, they each got four years of the US Air Force working on aircraft. They tried milking cows... nope. Not enough machinery and grease, I guess? At this point, Sept. 1966, they were able to open a new Enco (later Exxon) gas station on the newly constructed interstate 5. They kept their two bays busy most of the time. Then in 1968, Ron opened a new Texaco station just across the street from the Enco station.

It wasn't long before they both realized that they were more interested in working on cars than in pumping gas. They had also

Car Crazy continued

become involved in dirt track racing. They raced at Silver Dollar Speedway in Chico, California. Phil drove car number 40, and he became an accomplished driver, winning a large share of his races. They ended the gas station experience and invested into their own mechanic shop.

Not long after, they built another shop next to each other. They enjoyed this time of pure mechanic work and racing. I was working in Rock Springs, Wyoming, for Frontier airlines. I called Ron and Phil and told them that my good old truck's 350 had just given up on me! This was a Friday morning, as I recall, and they were always up for a challenge. They worked all day then loaded up a 350 long block, all their tools, plus an cherry picker engine puller. At the end of the work day they left for Wyoming! They drove straight through all night (they were much younger then) and arrived on Saturday morning. I was working at the airport, so I arranged a small hanger space for them to work. One worked on the top and the other underneath the engine. All of my co-workers at the airport were amazed they had completed the engine swap by early evening. We went out for dinner. They slept well that night, then up Sunday morning to finish up some minor things. Gathering up all their tools, they loaded their truck and headed back to California. Back to work Monday morning!

In January of 1977, Phil told me that he and Ron, along with a close family friend, were driving to Key West, Florida. Phil had

just finished restoring a 1937 Plymouth. I flew from Bismarck, North Dakota, to Dallas, Texas. They drove that Plymouth to Dallas and picked me up. We made it to Tampa, Florida with only minor problems. As it turned out, we were just in time for the winter modified racing. Of course, we stayed for the series of races, and skipped Key West. After a quick stop in Plains, Ga. to say 'Howdy' to Billy Carter, the brother of President Jimmy Carter, we traveled back to Dallas airport, and I went (had to go back) to North Dakota. They then made it back to California.

After some time passed, they were able to open a Chevrolet dealership. It was a slow start, but in a short time the small dealership was a success. The brothers unfortunately went their own ways. Ron went back to running his own shop. Phil stayed with the dealership until 1986, at which time he had to close the business. Phil and his future son-in-law started a used car lot, Putnam/Mulholland Auto company in Chico, Ca. It wasn't long and they opened another lot. But Phil wasn't the salesman. Phil was what he always was and will always be.... a mechanic! We lost Ron a few years back. He was the absolute best carburetor man anywhere! To this day, as many of you know, Phil in his 80's, still gets up at the break of day and heads out to the car barn.

Phil and Ron always needed to do just one more part: fix, repair, or replace. This was their life. This is dedicated to the best brothers ever!

Bruce R. Thomas

December 8, 1925 - December 10, 2023

By Octie L. Ham

Bruce Thomas, 98, passed away peacefully at home and closed a chapter that his friends will never forget. An extensive article about Bruce and his work on the Trifon can be viewed on Hemmings web site under "Bruce Thomas: a life immersed in Chrysler facts and folklore."

I met Bruce in 1967. We had a strong connection with our mutual love of Chrysler products. We reconnected in the mid - 90's as my new assignment included roles in the Chrysler museum. Bruce was regarded as a "go to" for recommendations for vehicles to acquire to round out the museum vehicle line-up. Bruce had a budding role in interpreting vehicle build sheets, which later became a full time role.

As the vehicle plan started to solidify, Bruce Thomas came to me with the proposal for the Chrysler Museum to purchase the Trifon from him. Bruce had purchased this "unwanted, ugly, one of a kind prototype" from Chrysler years ago during a time of tight money. He had shown it sparingly, for example at the 50th National Airflow meet. He carefully stored the car and kept it from harm, hoping to someday reunite the Trifon with the museum.

After his retirement, Bruce lost his wife, his son and his daughter. Two other Chrysler retirees and I started a monthly breakfast meeting with Bruce. This worked great and brought a fun event on our monthly calendars. Bruce wowed us with his detailed knowledge of trucks, 1935 and later.

Bruce was a good friend, a good mentor, and a great companion until the end. A couple weeks before his passing we surprised him with a 98th birthday cake and his smile lit up the room.

THE Airflow CLUB STORE

ORDERING INSTRUCTIONS

Items are guaranteed. Prices are subject to change; continual stock is not assured. To order, **mail** or **email** a list of items desired, together with prices, adding 10% (or amount stated) for shipping, to the club Treasurer. Mail payment (**US funds only**) in money order or check **drawn on a US bank** to the club Treasurer. Make checks payable to "The Airflow Club"; Address:

LINDA WILSON, TREASURER, ACA

PO Box 935, Sanger, CA 93657. Email braun2848@gmail.com

2021 AIRFLOW RESTORER'S GUIDE Restore your airflow to factory correct condition. Extremely useful to the Airflow restorer. \$50. Computer-readable PDF version only \$25.

AIRFLOW CLUB OF AMERICA NEWSLETTERS USB FLASH DRIVE. The current version includes all of the Newsletters from July 1962 through December 2014. \$20 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 newsletter 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 The first 3 titles are original 1930s 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. 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. 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: Airflow Chrysler Body Service Manual. Produced by Jon Clulow and John Boyd. \$20.

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

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

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

OWNER'S MANUALS These seven instruction books are exact reproductions of originals: (1) 1934 DeSoto SE, 95 pages; (2) 1935 Chrysler C-1, 48 pages; (3) 1935 Chrysler C-2, 48 pages; (4) 1936 DeSoto S-2 Manual with owner ID 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 AIRSTREAM 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. \$12.

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 Fit all Chrysler models. \$45 pair.

HEEL PADS For driver's side carpeting. Used in Chrysler & DeSoto Airflows. Black or brown. \$65.

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

RUBBER FRONT BUMPER GROMMETS Fits behind the stainless rings on 1935-1937 models. \$58 pair.

PEDAL PADS Reproductions. Black or brown. For clutch and brake pedals. \$68 pair.

GAS PEDAL Reproductions for Airflows & others. Black or brown. \$70

GEARSHIFT BOOT Reproductions for Airflows & others. Black or brown. \$95

COWL VENT WEATHERSTRIP Fits all Airflow DeSotos & Chryslers. \$40 pair.

FRONT DOOR VENT RUBBER SEALS Fits all 1935 to 1937 Airflows. Can modify to fit 1934. \$175 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. \$60.

INSIDE RUBBER WINDSHIELD FRAME SEALS Fits between the frame and the body ridge. Also used on doorsill plates. \$6 per foot.

REAR QUARTER VENT WINDOW RUBBERS Fits these 4-dr sedans Airflows only...CU, C-1, C-9, SE, SG, S-2. \$225 pair.

"ANTI-RATTLE" WINDOW SNUBBERS \$4.00 each

FENDER SKIRT GROMMETS Set of upper 4 pieces, \$35, or lower 4 pieces \$46.

"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. Skins are made of brass and ready to be chrome plated. The cost of each Chrysler skin is \$75 and does not include shipping. 1934-35 and 36 DeSotos are expected soon. Shipping is billed when skins are shipped to you.

CHRYSLER FUEL PUMP HEAT SHIELD Each heat shield only \$20.00.

AIRFLOW REPRODUCTION DECAL Warning decal for air cleaner and silencer. Decal #DD617 is for the '34 and '35 Chrysler and '34 - '36 DeSoto. Each decal: \$7.00 plus 50¢ shipping.

THE *Airflow* MARKETPLACE



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: Restored 1934 Chrysler Airflow hood ornament, replated with an original emblem in great condition, ready to install. \$2000 obo. Shipping extra.



• **1934 DeSoto Airflow SE NOS grill assembly**, complete and needs some of the stainless trim small dents removed. \$575 obo. Shipping extra.

All parts located in Riverside, CA.
John Librenjak 951-880-8985

FOR SALE: Reproduction decals for oil filler cap. Correct for any louvered, "dust package" oil cap, Chrysler or DeSoto Airflow. \$15 each including postage and handling. Call Chandler Smith to order: 817-889-2335.



FOR SALE: Reproduction fender skirt acorn bolts with washer, castellated nut, and cotter pin. Made of polished stainless, ready to install. Price is \$95.00 per pair, including shipping. Only 15 sets available. Order now by sending a check to **John Librenjak**, 3595 McKinley St, Riverside, CA 92506



FOR SALE: 1934 and '35 Chrysler Airflow CU and C-2 Parts. Spare tire cover with chrome ring, several 5 hole wheels, body side vent doors, hood support bracket and much more. Text, email or call for needs. **Phil Putnam** 530-520-9958 airflow37@aol.com

FOR SALE: 1937 C17, located in Connecticut. Engine & drive-train rebuilt by Phil Putnam and previous owner Dan O'Neill. Itemized list of parts and work done is available. Car performs very well. Older repaint in very presentable condition but showing some signs of age. This vehicle has been preserved but not restored. Additional cosmetic work has been done since my purchase. Many pictures and additional info available. Will answer all inquiries ASAP. \$30,000 or best offer. **Dave Kelly** 203-430-3329 email dgkelly@snet.net



FOR SALE: 1935 Chrysler C2, located in Mesa, AZ.

Classic Car Club of America Full Classic. New Aluminum head, rebuilt carburetor, master cylinder, brake booster and water pump. Radiator cleaned and repainted. Vehicle restored in 1971, won Airflow club best of show in 1972. Car performs well. Vehicle has overdrive and can drive highway speeds.



More pictures and additional info available. \$35,000 **Dave Brand** email dbptcruzr@yahoo.com or call 612-280-1273 with questions.

Advertisements will run for TWO issues (4 mo)
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.

COMPARE THE



Chrysler
Airflow Imperial

FEATURE FOR FEATURE . . . WITH COMPETITIVE MAKES AND

Learn the Difference

FEATURES	Chrysler Airflow Imperial
POWER PLANT:	
Piston displacement (cubic inches)	323.5
Brake horsepower	130 at 3400
Engine revolutions 1 mile in high	2797
Engine revolutions 1 mile in overdrive	1971
Floating Power engine mountings	YES
Exhaust valve seat inserts	YES
Oil filter	YES
Light weight alloy pistons	YES
Helical gears throughout transmission	YES
Overdrive available	YES
CHASSIS AND BODY:	
Body one-piece steel bumper to bumper	YES
All-steel center posts	YES
All-steel doors	YES
All-adjustable front seat	YES
Ventilating windshield	YES—2
Rust-proofed body	YES
Balanced weight front and rear	YES
Synchronized springs	YES
Tapered leaf springs	YES
Ride stabilizer	YES
Hydraulic brakes	YES
Booster brakes	YES
Lifeguard safety tubes	YES
Number anti-friction bearings	44
Roller bearing universal joints	YES
Seat width—front and rear	50"-49 1/2"
Height of seat back—front and rear	25"-25 1/2"
Seat cushion to floor—front and rear	15 1/2"-14"
Floor to roof—front and rear	46 1/4"-49"
Rear seat back to front seat*	38 1/2" to 42"

*Dimension varies according to location of adjustable front seat.
**Seat cushion only adjustable.

COMPARE THESE CARS WITH . . .
Ciulflo CHRYSLER IMPERIAL

ALL HERE

Moving Parts Brochure

There's nothing like a sales brochure with moving parts to get reader interest. People can't resist picking it up and moving the parts around. We don't see these much anymore.


Jon Clulow sent in photos of a rare 1936 Chrysler Airflow brochure that reminds you of a slide rule. Remember those? This brochure has a sliding insert that permits comparison of Airflow Imperial features and specifications to those of competing cars. You pull the insert out to display each competitor's specs in the window. Unsurprisingly, the Imperial comes out on top in nearly every category.



Pickett slide rule

THE purchase of a motor car is one of your biggest and most important investments. In making your selection, we recommend that you give careful consideration to the following points which, to a large measure, will determine the wisdom of your choice and the pleasure you derive from its ownership. What is the manufacturer's record . . . is the product modern in appearance . . . are its riding qualities all that could be desired . . . is it constructed for maximum safety . . . is it economical . . . has it those features which ensure long life and care-free operation?


We have sought to conscientiously give you the facts as they pertain to most of these questions on this chart, without in any way detracting from any competitive make. The information herein used has been taken from data published by The Fiat Ray Service, and while we believe the same to be authentic, we do not guarantee its contents.



COMPARE THESE CARS WITH . . .
Oldsmobile CHEVSEER EIGHT

Cadillac 60	Packard 100	Lincoln Zephyr	La Salle 8	Buick 65
218	228	267.3	248	250.3
153 to 3400	123 to 3600	150 to 3600	105 to 3400	150 to 3600
2750	2750	2711	2659	2829
No overdrive	No overdrive	No overdrive	No overdrive	No overdrive
No	No	No	No	No
No	No	Yes	No	Yes
No	No	No	No	Yes
No	No	Yes	Yes	Yes
Yes	Yes	No	Yes	No
No	No	No	No	No
No	Yes	Yes	No	No
No	Yes	Yes	No	No
No	Yes	Yes	No	No
No	No	No	No	Yes
No	No	No	No	Yes
Yes	Yes	Yes	Yes	Yes
No	Yes	Yes (Close)	No	No
Yes	Yes	No	Yes	No
Yes	Yes	No	No	No
No	No	No	No	15
No	No	No	31	No
No	46	No	44-44	48-47
31	Yes	39-39	39-34	37-36
44-44	39-34	32-32	31-31	31-31
31-31	31-31	31-31	31-31	31-31
40-40	43-43	41-41	41-41	41-41
30 to 30	30 to 30	31 to 31	31 to 31	34 to 34

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COMPARE THESE CARS WITH . . .
Oldsmobile CHEVSEER IMPERIAL

Aston Superior 8	Packard 8	Cord	Cadillac 60	Buick 65
278.9	210	258.4	210	250.3
150 to 4000	123 to 3600	183 to 3600	105 to 3400	150 to 3600
3105	3071	3099	2716	2829
2102 (4th up)	No overdrive	No	No overdrive	No overdrive
No	No	No	No	No
No	No	No	No	Yes
No	Yes	Yes	Yes	Yes
Yes	Yes	Yes	Yes	No
Yes	No	Yes	No	No
No	No	No	No	No
Yes (4th roll)	No	No	No	No
No	No	Yes	No	No
Yes	Yes	Yes	No	No
Yes	No	No	No	No
No	No	Yes-8	No	Yes
No	No	No	No	Yes
No	No	Yes	No	Yes
No	No	No	Yes	Yes
No	No	No	Yes	Yes
No	No	Yes	No	Yes
Yes	No	No	No	No
Yes	No	No	No	No
No	No	No	31	No
No	37	No	43-44	47-46
31	Yes	46-41	41-41	38-34
44-44	39-39	31-31	31-31	31-31
37-37	31-31	31-31	31-31	31-31
135-135	41-41	41-41	41-41	41-41
47-48	41-41	41-41	41-41	41-41
29 to 29	31 to 31	31 to 31	31 to 31	34 to 34