

Airflow NEWSLETTER



Volume 57 • Number 6

November/December 2018



Oliver Clark and CB discussing the building of the Trifon model.

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

*See the
Membership
Renewal Insert*

**AIRFLOW CLUB
WEBSITE**

www.airflowclub.com

**AIRFLOW CLUB
FORUM**

autos.groups.yahoo.com/groups/Airflow

**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



Warmest Greetings Airflowers

Well, the holiday period is upon us and shortly we will be engaging in various celebrations with family and friends. For myself, Thanksgiving has always been my favorite time for getting together with friends and relatives. Sharing our experiences with one another that have occurred during the past year and, of course, enjoying a great meal. It seems that there are no limitations as to what food will be on the table for all to savor. Additionally, celebrating with the Airflow family has become a tradition. I am looking forward to the Western Division Christmas dinner on December 2, 2018, at a really fine restaurant in San Gabriel, Calif. There will be entertainment, a delicious meal and the camaraderie of our Airflow members, families and friends. Whatever your celebrations consist of, please have a fantastic time and be safe. I am hopeful that all of you continue to solicit new members whenever possible for our club. Our continued success as a group relies on each of us to take those steps necessary to insure growth for the future.

Happy Holidays!
Tom

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.

The AIRFLOW NEWSLETTER, published six times each year, is the official publication of the Airflow Club of America. 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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SUBMIT ALL MATERIAL TO:

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

AIRFLOW CLUB OFFICERS

President: Tom Prince, Walnut, CA (909) 598-1086
Vice President: John Boyd, San Diego, CA (619) 448-9491
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 Librenjak, Riverside CA (951) 788-4678
Jon Clulow, Pasadena MD (410) 255-2676

REGIONAL DIRECTORS

Eastern: Norm Mulloy, Paris, Ontario, Canada (519) 442-3622
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) 653-5444

MEMBERSHIP INFORMATION

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

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

MEMBERSHIP DUES INCREASE 2019

In your newsletter for this period you will find the membership renewal form for 2019. Please note that the fees for 2019 have been increased from \$30.00 to \$40.00 for domestic members and from \$35.00 to \$45.00 for international members. As I pointed out in my presidents message for September/October, this increase is due to some long term and unforeseen expenses. Moreover, this is the first increase in over 10 years. So when completing the renewal form please insure that the membership fee is for the updated amount.

WELCOME NEW MEMBERS

Revs Institute

2500 S. Horseshoe Drive, Naples, FL 34104
239-687-7387; mvargas@chmotorcars.com
1934 Chrysler CV Coupe, 7010808, CV-1810

Fred & Charlene Traub

4117 S. Autumn, Mapleton, IL 61547
309-697-5522, cell: 309-251-2563
1934 DeSoto SE 4-door, 5081819

**DON'T FORGET TO RENEW
YOUR MEMBERSHIP!**
See the application insert
in this newsletter.

Eastern Region Hershey Swap Meet and Banquet

More than 250,000 attendees from all over the world converge on Hershey Pennsylvania in October every year for the AACA Hershey Car Show and Flea Market. Being the largest in the world, one gets to see just about anything antique—automotive related—even some Airflow stuff. One spot in the middle of the Orange Field a special language is heard and spoken, “Airfloweze”.

The Airflow Club Hospitality Tent is facilitated by club member John Wagner. He comes early for three days of the show to bring refreshments, set up tables, chairs, tents and banners. John invites all members, their families, relatives and friends. He makes everyone feel welcome. A big plus is we get to put our club “out there” and we sign up new members. Despite some rain this year, fun was still had by all.

Shown in the top photo from left to right are John Wagner, Kim Forster, Jon Clulow, Peter Landsbergen, Dennis Barfield and John Librenjak at the Hospitality Tent.

Almost 30 Airflow-ers (and their families) connected at the Friday evening banquet in Mount Joy, hosted by Jay and Mary Kathryn Eberly. Our speaker, Roger Bise, presented an enjoyable slide show of his trek to the 2018 National Meet in Chico, complete with commentary. We also had a short presentation showing some of the featured events coming up at the 2019 National Meet, slated for Charlottesville, Virginia from June 5-9.





Please join us for our possibly last annual Western Region outing to...

...the 53rd Annual San Diego BIG 3 Auto Parts Exchange at SDCCU (Qualcomm) Stadium (Interstate 8 at Interstate 15)

February 22 - February 24, 2019

Shopper's hours: Friday-Noon to 4pm; Saturday-8am to 5pm; Sunday-8am to 2pm

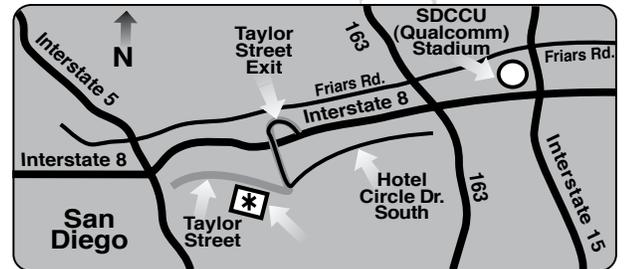
NOTICE: Contact **David Felderstein** by February 20, 2019 at **916-206-8958** and indicate how many will be in your party.

Please bring your money to the restaurant on the day of the dinner. And...please bring the correct amount of your bill in cash or check payable to the Airflow Club.

Many of our club members will again be staying at the **Hilton Garden Inn**...across the street from the **Casa Guadalajara Restaurant** and adjacent to the trolley that runs to the Swap Meet at SDCCU (Qualcomm) Stadium...or go to **Hotels.com**, **Bookings.com** or **Trivago.com** for other hotel choices.

Contact **Jim Lightfoot** at 805-657-2965, if you wish to park your 'flow at the Airflow Booth at the meet!

We will all meet at 6:00 pm for a Group Buffet Dinner on Saturday Night, **February 23th**, at the **Casa Guadalajara Restaurant**, in our own reserved room at... 4105 Taylor St. (as you start to enter Old Town) Buffet Dinner price is \$35.00 ea.



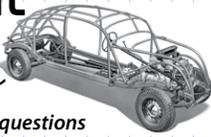
*The Casa Guadalajara Restaurant is located at 4105 Taylor Street... just as you enter the Old Town area... across the street from the Hilton Garden Old Town/Seaworld Inn at 4200 Taylor Street. Hilton Garden Inn reservation number: 619-260-0607.



ATTENTION ALL AIRFLOWERS

Don't Forget to Renew your Membership

See the Membership Insert in this Newsletter



Stopping Power

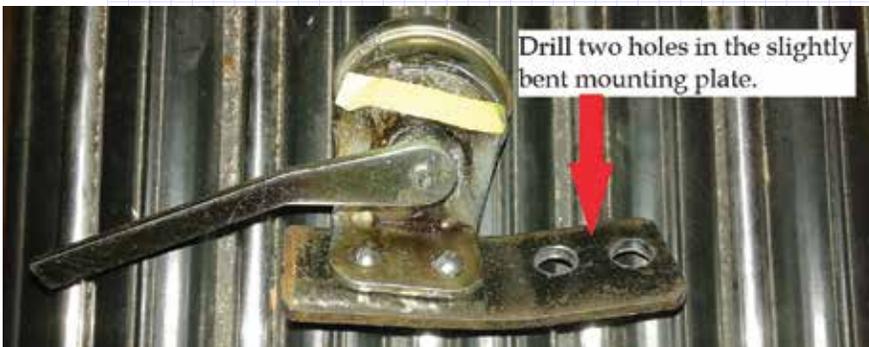
by Jon Clulow & John Spinks



These days with fast traffic and fast stops, I have become very concerned with my Airflow's stop lights. Airflows utilize a system that turns on my car's stop lights with the antiquated brake pressure switch. I have experienced quite a few pressure switch failures over the years and I had been wondering when and where my next failure would occur. I believe we need every microsecond to complete that reaction between seeing we need to stop and indicating stops to the brake lights in today's traffic. We cannot afford any delay that a pressure switch presents either with the lack of pressure or switch failure. We need a new system.

After expressing my concerns to John Spinks, he suggested I utilize the tried and true GM switching mechanism.

One can install this switch obscured from view and give the reliability and speed of switching you need.



Installation is relatively easy. In case your pressure switch may leak in the future, you should remove it and plug the hole in your master cylinder.



Obtain a 4 inch piece of metal that is sturdy and that you can bend a slight angle. Drill 2 smaller holes to mount the switch and two larger holes to mount to the brake pedal mount. The larger holes in the back of the plate allow for minor adjustments. Make sure that your switch makes continuity on the downward motion; this may involve opening the switch up and reversing the action. Drill two holes and tap them in your pedal support.



Mount the switch plate and make your final switching adjustments. Connect the brake light wires. Now you have a new safer system.

From Car Museum to Restoration

by Stein Riisnaes



Two airflows on the haul for transport from Museum to my home address in Norway, November 2016.

I am Stein Riisnaes, living in Skedsmokorset, outside of Oslo, Norway. I am 56 years old. I have a family with two grown up kids, one living in England, a PHD student in Laser technology, and a daughter studying to be a teacher. My girlfriend/spouse is Jeanette. I have an MBA degree from university of Lund in Sweden, and work as a sales manager in a Technology consulting enterprise in Norway (Bouvet).

I joined the Airflow Club of America last year (fall 2017), and really appreciate the Airflow Newsletter and new website. I hope I manage to come over to one of your meets soon.

I have had vintage cars as a hobby since I was young. I have restored 5 different cars during the last 30 years. In 2016 I acquired a 1934 Desoto Airflow Coupe from a museum in the southern part of Sweden. I have recently started the restoration, and many parts are now delivered to different shops for re-chrome, upholstery and restoration. The body of the car is delivered for sandblasting and welding (rust). Hopefully I will manage to accomplish a lot of the restoration during this winter.

Car history, Why Desoto and Chryslers

I started back in 1981 when I acquired a 1936 Plymouth. It took more than 20 years to accomplish the restoration of this car. I finished the restoration back in 2002. The car was a very nice car to drive, and I had a lot of fun with it after the final restoration. In 2004 I recognized an advertisement in the newspaper for sale of a 1937 Desoto Convertible sedan. That was a very rare car, and soon I was the owner of this ultrarare car. A full restoration was needed even though some restoration of the body was already accomplished. In 2006 I was partly finished with the restoration. The car is a 1937 Convertible Sedan, Silver Anniversary, and was originally bought from a Desoto reseller in 1938 and shipped to

Norway, Åndalsnes, and was used as a car to transport tourists from Åndalsnes City up Trollstigen, a famous road with steep hills to top of a mountain at west coast of Norway. The car is very rare only 426 produced as convertible sedan. I have been told that only 12 silver anniversaries were built with all factory accessories and silver polytone (cincilla gray) colour with black top. Some of these 12 were exposed at the Indianapolis race in 1937 as Official Car. There are some photos of these cars on the internet etc.

I use the Desoto during the summertime attending different vintage races etc. And at one race in 2016 I was introduced to a participant who told me about the Desoto Airflow coupe which was available for sale at a museum in south Sweden. I have always been very interested in Airflows. My opinion is that the coupes are the most attractive. I had never seen any Airflow coupes in Europe and I know how rare these cars are. When it was available, I had to go down to this museum and check it out.

When first start such a trip, it is hard not to finalize a deal, so suddenly I had bought this coupe with a spare car (sedan) in addition. The spare car is quite dented and rusty, but may be restorable.

Ever since I bought the 1936 Plymouth, I have always been attached to old Chrysler products. When I discovered the Airflows, it has been a goal to acquire one. In 2007 I nearly bought a Chrysler Imperial Airflow Coupe which was for sale in Flagstaff Arizona. I did some research about the car, but backed out when I realized the effort it was to locate spare-parts. The sales price for the car went too high for my pocket. I wonder if any of you know where this car is now. Have anyone bought it and restored it?

Back in 2007 I found a project in Fresno of a Buick 1930 Sportroadster series 44 in a condition and price which was negotiable,



The Desoto 1934 Airflow coupe, front, at the museum in Sweden. The Desoto 1934 Airflow Coupe, rear. I don't believe that the trim on the trunk is correct. Does any of you have seen this trim on other similar cars?

The Desoto Airflow Coupe Dismantled, ready for rust-repair.

and suddenly I was an owner of a "basket case" of a Buick Roadster. When I got it home, I started to renovate this, and it was finished in 2010. I joined the Buick Club of Norway. After some longer trips with this open car, I again looked for a faster and more potent closed car, and during summer 2011 I found a Buick 1932 Traveler coupe at an affordable price. Again I started with a voluminous restoration which was mainly finished in 2015. At this time, I had two Buicks and one Desoto, since the Plymouth was sold back in 2005. To gain balance between the cars, I certainly had to look for one more MOPAR, and by luck, I found this Airflow in 2016.

1934 DeSoto Airflow Coupe

The Desoto Airflow Coupe was originally acquired by the manager of a Brewery in Falkenberg, Consul Skanse, Sweden (southern part of Sweden). He owned the car until 1947 when it was sold. The car was taken out of service in 1950, and the Museum bought it back sometime in the fifties. I am not sure about the history I have been told about the car. The licence-tag shows that it has been in traffic back in 1988. There has been some amateur repair done on rust, and the soft top has been replaced with a badly formed steel-top. The car has been repainted twice. The original color is dark blue (almost black) but it has been repainted both inside and outside. Inside the dash has been painted in a dark pink/brown color. The upholstery has been redone with a cord fabric twice.

I have now dismantled the car, and it is ready for welding and rust repair. I have delivered the upholstery to a workshop specialized for restoring seats and upholstery for old cars. The fabric is bought from SMS fabric and I was told it was made from original pattern from 1934 Desoto, but there is a variation from the original but close to original.

I found a 1934 Engine with correct Overdrive transmission and aluminium head on Ebay last fall. I am now taking this engine, and the original one, to a workshop to rebuild one engine for my car. There is also an aluminium head on the engine in the parts car, and I hope that one of these is in a shape that it can be used. The head on the engine in the coupe was replaced with an

iron head.

Hopefully I will accomplish a lot in the restoration during this winter. The goal for this winter is to have the body and all dismantled parts restored and ready for assembling.

I need all kind of tips in the assembling process. And are a bit concerned about the engine and restoration of this. I have some experience with the Chrysler six engines, but never experience with the aluminium head. Any tips regarding the engine will be very appreciated. Also regarding the transmission and the overdrive unit. I have overdrive on my 1937 Desoto, and expect that this have similar functionality.

Wanted parts

1. New Doorsills. Do any one know where I can have them reproduced. The doorsills are in aluminium and is badly corroded at some areas. I might manage to rebuild them with a combination from the sedan I got, but that would not be easy regarding the etching.
2. All rubber. I have ordered the rubber available at Airflow club. But need rubber for the rear quarter window.
3. Door/window channels.
4. Rear light stanctions, both right and left side. I have the right side one in bad condition. The left side I got is for the 1935 model, or Chrysler 1934.
5. Original fenderskirts with correct embelem/trim.
6. All trims on fenders and runningboards.
7. Cromed trims or stainless in the front grille.
8. Runningboard rubbermats or reproduced complete runningboards.
9. Correct color combination for inside dashboard, door, windows and roof-trims. (brown Metallic)

If anyone have information regarding where I can get enterprises who make these parts, or if some of the readers have these spare parts, please respond with a mail to: Stein.riisnes@bouvet.no

Restoring a 1936 DeSoto Airflow

by John Boyd

(Reprinted from the *Delovely News*, a quarterly newsletter of the California Chapter of the National DeSoto Club, Oct. 2018)

In 2014, four years ago now, I purchased a 1936 DeSoto Airflow series S2 from an eBay seller. It looked decent, and I thought that with a paint job, a few mechanical tweaks, maybe new tires and interior, it could be a nice driver. I used the “Buy it now” option to snag it before someone else beat me to it. I got it running with a new battery and clean fuel, and away we went.

When I decided to retire the following year, I was awarded an unexpected termination package and I decided to ease my transition into idleness by dedicating that windfall to fixing up the Airflow. That gave me a bit of elbowroom in buying parts and hiring help for the hard tasks. There aren't a lot of these around – DeSoto's 1936 Airflow production was 4750 sedans and 250 coupes, and that was their last year. Later cars were quite different from, and much less expensive than, the Airflows.

There's an active club for Airflows, and the members work hard to uncover details about how these cars were built and to help one another source parts, even organizing some reproductions. I joined the club and they helped a lot.

As the months rolled by, I changed my goals for the car project somewhat, and sort of drifted into a full restoration. Like most such 80 year-old cars, this car needed “everything.” I did a lot myself, but I also hired a good deal. Brake overhaul, new motor mounts, re-arch the leaf springs, fabricate metal spring covers were all done by one shop for about \$4000. For radiator repair, cooling system overhaul, fuel system clean up, I did what



As it was – June 2015

I could but hired some professional services of course. Running board recovering and vulcanizing required shipment to somewhere in the Southeast and another kilobuck. Chrome and polishing have gotten really expensive – that came to nearly \$9000.

I had hoped to use the powertrain without much reworking, but wound up with a full engine rebuild. After two tries to have my one-year-only overdrive transmission repaired, I did that myself, with the help of hours of Skype conversations with Mr. Spinks, the Australian Master of Airflows, and some impossible-to-find good used parts, and additional help from Northwest Transmission Parts in Ohio, and an Australian machine shop (who rebuilt my planetary set). Now I know how, but if you need yours done, you should know that the parts are really scarce.

I was fortunate to find specialist shops within a few miles of my home in the San Diego area that were willing to take on the professional work I needed. Unfortunately, most of them were slow, slow, slow! I often waited months to get a few weeks worth of work done. But I found that shops willing to take on such projects are vanishing, and I now see I was fortunate indeed!

My upholsterer asked me to bring him the car last – after everything else was done. I thought it was, took the car to him, and he started. When the just-rebuilt engine dripped a large puddle of oil on his floor, I recognized that the go-back phase of restoration had begun. Technically, I guess I'm still in it. After a really gorgeous paint job, the top started showing some blisters and had to be stripped and repainted. The rebuilt engine's oil leak had to be repaired, and now seems fixed. The glass install



had to be reworked. Wrong weather-strip on the rear window, front ventilator installation wasn't correct (it's complicated on Airflows), windshields incorrect – glass is on hold pending completion of the paint rework. The radiator developed a slow leak from the lower tank that still needs to be addressed. But I think we are within a few weeks of handing the car back over to the upholstery shop. It might be done by the end of the year. But then, I thought I might take this to a show 18 months ago. Take a look at the list of details I need to take care of. I'm sure there are more.

What's all this cost? I won't shock you with the total, which is measured in tens of thousands and used my entire severance package, plus some more. But the pie chart shows where the money went. Starting with the 23% blue slice, Body includes stripping, repairs, and refinishing, and Chassis includes the three transmission repairs. The other categories are pretty self-explanatory. I worked for free of course; my time doesn't show up in the chart. But while I skipped the hours of drudgery required for say, sanding, I probably have many hundreds of hours in the project – I didn't keep track. Because they built so few Airflows, and most have been lost over the past 8 decades, and because they incorporate so many engineering firsts while looking somewhere between interesting and ugly, nicely restored examples are more valuable than many of their contemporaries. A 1936 Chrysler sedan sold at auction a few years ago for \$170k. But it resold last year for \$105k. Coupes bring higher prices than sedans, but rarely over \$150k. And the 6-cylinder DeSotos sell for less than the 8-cylinder Chryslers. My restoration expenses were a good deal lower than some others have spent; another body shop near me offered to paint the car, including stripping it, for about \$45,000. That's just about triple what I spent. But as one member of the Airflow club put it, "If I could sell this car for twice what it's worth, I could recover half of what I spent on it." In other words, very few people come close to breaking even. Yet these cars do get restored.

Am I sorry I even started? No. I've enjoyed the process and in my case, I was able to use (what I convinced myself was) free money. It's satisfying to see the progress and watch a new-looking car emerge from the many hours and thousands of dollars. I had worked as an engineer, essentially a problem solver, and that's what I do. There were plenty of problems that needed solutions along the way, and probably there are a few more ahead. This is a good thing for a guy like me. I'm busy with Airflow Club work, reproducing a few unavailable parts with the help of 3D printers, laser cutters, resin casting and knowledgeable friends. I'm helping revise the bylaws and judging standards, tracking Airflow ownership histories, adding value where I'm

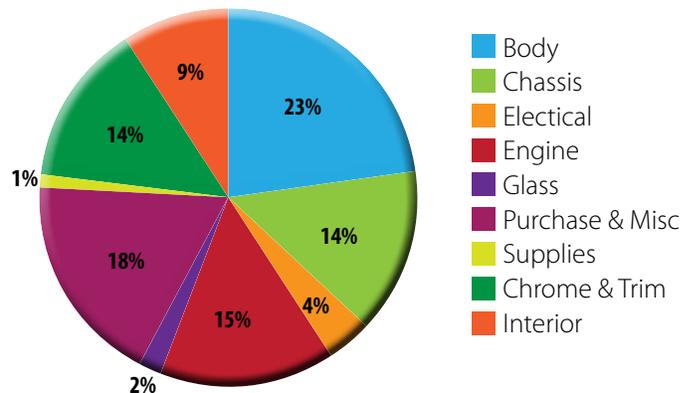


As it is now – June 2018

able. Friendships are growing as a result; we are even planning the first-ever Airflow cruise next March!

My wife, Barbara, continues to be supportive. She cheerfully came along on the 2017 Airflow Caravan, three Airflows from California to St. Paul, Minnesota, and back. Would I do it again? Maybe, if I had a pile of money and I thought I could still get up off the garage floor by myself next year. But probably not right now.

- To-do projects remaining:**
- fix radiator leak
 - fix window cranks
 - find 3/32" roll pins
 - repair, repaint windshield frames
 - pinstripe body
 - wire front turn signals
 - muffler and tailpipe
 - repair gearshift knob
 - silver solder throttle cable to knob
 - center steering wheel
 - rubber bumpers for glove box
 - repair shift knob
 - lower door edge weather-strip
 - tailor car cover



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.



TAKING ORDER: 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. Price for DeSoto head is \$1,800; Chrysler head is \$2,000 – both plus shipping and insurance. Contact **John Librenjak** for questions or orders at 951.788.4678(home) or 951.880-8985(mobile)



FOR SALE: 1936 Chrysler Airflow C-10 Imperial Four Door Sedan. \$25,000 Firm. Original condition unrestored, Odometer 69999, vehicle is garage kept and driven on a limited basis. Exterior displays some age related wear, running boards good, no outstanding damage to fender or body. Interior front seat, headliner good. Back seat and doors panels shows age related wear. Heater works, radio hum at speaker when on, all dash instruments function except the clock. New brakes, new tires. Engine runs fine, complete engine rebuild in 1968 by previous owner. After which car was in storage 32 yrs. until I bought it in 2000. 3 speed with overdrive. New 6 volt Optima Battery. Black - Original. Car location Southern Oregon. Contact **Robert Farris** 541-733-7677 or pioneer-bob365@gmail.com for photos & info. (9/18)



WANTED: for 1934 DeSoto SE Airflow Coupe; Complete fenderskirts; dashboard emblem for “overdrive” to replace dashboard emblem “free-wheeling;” correct runningboard rubber; rear window quarter rubber; right and left rear light stanctions; temperature gauge. (working, with pipe/cable and sensor) and front windshield window frames in decent/restorable condition. Contact **Stein Riisnæs**, Sandbakkveien 61, 2020 Skedsmokorset Norway. Email: stein.riisnes@bouvnet.no Phone: +4790139244 (11/18)

FOR SALE: Reproduction parts for DeSoto Airflows, cast in dyed urethane resin. • Butterscotch colored S2 door panel escutcheon trim rings - \$75.00 for set of four, \$125.00 for set of eight. For 1936 Airstream S1 and Airflow S2. Might fit other cars. Custom colors possible. • “Beehive” style tail lamp lenses for 1936 DeSoto Airstream S1 and Airflow S2. Height 1.2”. \$120.00 per pair. Does not include center reflector unit. • Round “DeSoto” lettered tail lamp lenses for 1935 DeSoto. \$120.00 per pair. • Need other glass or plastic parts reproduced? Contact the seller with your requirements. In most cases, loan of a good original part will be required for use as a pattern. \$5.00 shipping per order. Contact Owen Billingsley at owen@scott-clark.com or 530 569-0159 (9/18)

FOR SALE: Tool pouches - copied from an original tool roll found in a '36 Chrysler C9 sedan. \$40.00 + shipping (\$US) Keep your special Airflow tools in their proper place! **Jim Hazlewood**, 141 Stanley St N, Thamesford, Ontario, Canada N0M 2M0; 519-285-2279, hazlewood@globalserve.net (9/18)

FOR SALE: Doorsill scuff plates for all Airflows. Made to order. We have decided to order another batch of blanks to keep this project alive. We've enjoyed dressing up Chrysler and De Soto Airflows with accurate doorsill scuff plate reproductions since 1987. Let us know what you need. We have a limited quantity of the unique 1936 De Soto doorsill scuff plates left and may not reorder those blanks. We will try to hold the price at \$450.00 for Sedans; \$225.00 for coupes + shipping (\$US), unless the cost of materials goes way up. **Jim Hazlewood**, 141 Stanley St N, Thamesford Ontario Canada N0M 2M0 519-285-2279 hazlewood@globalserve.net (9/18)

WANTED: 1936 DeSoto S2 temperature gauge and fly-ing lady. Steve McManus, PO Box 384, Berea, KY 40403. 859.985.7044 (7/18)

FOR SALE: 1934-36 DeSoto and Chrysler 6 rod & main bearings. Call before you grind. Steve McManus, PO Box 384, Berea, KY 40403. 859.985.7044 (7/18)

FOR SALE: 1934 Chrysler Airflow grill. Excellent condition. Chuck Schneider. 248.821.0752. (7/18)



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Ray Hottel studying the streamlining of the Trifon model with a string movement back of the model caused by the wind turbulence

