

Airflow NEWSLETTER



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September/October 2019

Former Airflow Club President and newsletter editor Frank Daly contributed these photos courtesy of Lukas Hambrecht, editor of a German classic car magazine. Thanks very much for your dedicated service to the club over the past many years, Frank!



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

AIRFLOW CLUB
WEBSITE

www.airflowclub.com

AIRFLOW CLUB
FORUM

airflowcars.groups.io

PRESIDENT'S MESSAGE

Warmest Greetings Airflowers,

Fall is upon us soon and it's a fantastic time of the year for traveling. In the eastern part of the country, you folks have the pleasure of experiencing the changing colors in the natural environment. In Southern California, visiting some smaller towns for a specific purpose that town is known for is pleasurable. One of those towns is Ojai, Calif. Located north of Santa Barbara, you can enjoy the Spanish influence in the architecture and take in one of several art presentations available. There are wineries in the area to tour and taste some of their great product. My son and his wife recently visited there and they had a great time.

The first half of the year seems to move so quickly. We are now on our way to the holiday season, which of course means interaction with family and friends. However, you do not need to wait for a holiday to enjoy your car. This is probably the best time of the year to participate in a local event and show off your fantastic vehicle. As we all know, these vehicles draw a lot of attention and interest. Don't hesitate to turn that interest into a solicitation to join our club. I will be attending an event this weekend with my car and look forward to seeing all the other cars, conversations with participants and, of course, great food and entertainment.

Last time I informed you about our forum group: airflowcars.groups.io. This is probably the best learning instrument you will ever have regarding your car. You can just monitor the conversations with our members and learn so much. Don't hesitate, as you most likely have a lot of information you can contribute also. Editor John Boyd is always interested in articles for our newsletter regarding our members and their cars. If you have an interesting story of some sort submit it to John so we can all enjoy your experience.

Until next time,
Tom

Airflow NEWSLETTER

CONTACTS/MEMBERSHIP INFO

The Airflow Club of America Incorporated, founded in June, 1962, is a non-profit organization dedicated to the preservation, restoration, exhibition and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks; the collection, recording, and preservation of Airflow historical data; the dissemination to the public of the story of Airflow contributions to the automotive industry; and the promotion of good fellowship and cooperation among its members.

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Letters to the Editor



Criswell Memorabilia

Paul Criswell III sent in photos of early Airflow Club days along with this note:

My father, Paul Criswell Jr, passed away in 2001. He, along with a couple other Airflow owners, started the Airflow Club in 1962. He owned a 1937 C17 and a rare 1934 Town Sedan. My sister also has a banner and a ceramic ash tray from one of the early club meets in Dearborn Michigan. My brother and I found these items in our father's effects.

Thanks, Paul, for sharing these links to the Airflow club's history.



In Memory Ernie Petit

Club member Ernie Petit of Mesa, Arizona passed away August 6. He was known for his love of drag racing and all things automotive for most of his life. He provided needed Airflow parts for several club members, including the editor. John Librenjak and David Felderstein contributed some remembrances of Ernie.

From John Librenjak

Ernie Petit and I first met six years ago when I sold him three Chrysler Airflows that I was marketing for Victor West in Riverside, California. At the time, Ernie owned a 1937 Chrysler Airflow hot rod that he traded for an original 1937 Chrysler Airflow. After viewing Vic's Airflows, Ernie took me a little by surprise one day when he called and told me that he would like to purchase all three! The deal was made, the sale was closed and Ernie was hooked on Airflows.

Being a guy that always liked to fix a problem, he came up with the idea to help with the so called "running hot" problems with Airflows. His solution was to take two Chrysler radiator fans, cut the rivets on the fans add two blades from the one fan and rivet them to the other fan to produce a six bladed fan. He also reproduced the leather boot that went around the power brake booster linkage. He would call me at least once a week to discuss the projects he was working on. RIP Ernie, I will miss your weekly phone call.

From David Felderstein

I met Ernie Petit when he attended our Western Region Christmas Luncheon 2 or 3 years ago. He had driven over from Arizona and had at least one of those slick 6-bladed fans in the trunk of his car. I bought one on the spot and soon after put it on my car. Then I bought a second one for my C10 coupe project. He spent lots of his time on my many phone calls in which he tried, and sometimes succeeded, to search out difficult-to-find Airflow parts I needed. He was fair in his pricing and quick to send along what you bought from him. I had never met him before he came to that Christmas luncheon, so it seems like he had just recently come into Airflow world. But he certainly helped many of us fix our cars and move our projects along by finding caches of Airflow parts hidden in garages across the USA, and then making them available to us.



Ernie loved drag racing his 1970 Plymouth Duster at exhibition runs where he had no fear of doing wheel stands with the car.

My Airflow History

By Ed Patterson

I grew up in West Virginia, and if you think there were not many Airflows in your area then we have something in common. I was a fan of early Chrysler products but I had not seen an Airflow until my longtime friend and fellow Chrysler product fanatic, Charlie Russell, drove up in front of our house in his newly acquired '37 C-17 coupe in 1954. From that time on, I was never going to be satisfied until I owned an Airflow. That day was a little long in coming, what with going to college and raising a young family.

After college and while living in Lexington Park, Maryland, in September of 1962 we drove the 70 miles to Washington D.C. to go look at a used car advertised in the newspaper with an address only and no phone number. We never found the address that day (no GPS then) and gave up on finding that car. Prior to leaving the D.C. area we looked at the classifieds again to determine if there was anything else we might be interested in buying. Well, as fate would have it, in the antique auto section there was a 1935 Chrysler Airflow for sale. After reminding my wife about the car I had told her about many times that Charlie Russell owned, she finally agreed that we could go see it. It was being sold by the family of the deceased original owner (who had owned it for 27 years). It was not much to look at that would impress my wife, with its dented and brush painted fenders, leak in the soft top which was protected by a tarp, milky rear glass, painted front and rear bumpers, etc. It also had two burnt exhaust valves so it was not too impressive running-wise either. Its best feature was that it was all original. No one had messed with it. We drove home after seeing it, and I asked my wife if it would be ok if I would offer to buy it for \$250 (they were asking \$300). She was obviously surprised by my question—she replied that she thought we were looking at it for Charlie. After clearing that up, she agreed that it would be ok and the seller subsequently agreed to my offer. About a week later a co-worker drove me up to Hyattsville, Maryland to drive it home. I still have the “equipment violation” ticket issued to me on the trip home by a Maryland state trooper for only having one headlight operating and the tarp, covering the top, coming down over the rear glass.

I immediately joined the Airflow Club as the 23rd member. The Club was started in June 1962. The Club officers at that time were Louis Hamman, Toledo, Ohio, President; Charles Russell, Fairmont, West Virginia, Vice-president; Paul Criswell, North Apollo, Pennsylvania, Secretary; Marvin Green, Bowden, Iowa, Treasurer; and Robert Selbrede, West Salem, Wisconsin, Editor. The next thing to do to the Airflow was to resolve the burnt valves issue. Since we had no garage at our rental house, my work was outside beside the house. After replacing two burnt exhaust valves and lapping in all of



Prior to leaving for West Virginia to drop off our children at the grandparents while we were going to Natural Bridge, Virginia for the 2nd Annual Meet.

the valves the engine ran like a charm. Since it was becoming winter at this time not much was done until spring when we were to move to Dayton, Ohio. The next thing to do in the side yard was to go through the brake system since we were going to go over the mountains on U.S. Rt. 50 to go to Dayton. We stopped in West Virginia to go to an upholstery shop to buy the original type material and rubber seal to replace the soft top. After we got it installed, we could get rid of the tarp. Shortly after moving to Dayton we had an upholstery shop cover the original seat upholstery with 16 gauge clear plastic. This plastic still covers the seats today. In 1964 my body-man brother-in-law worked out the dents in all of the fenders. We then stripped the paint off the whole car and primed and painted the car with nitrocellulose lacquer. Since I had not allotted the time that it took to wet sand and rub out the new paint, we got behind in our schedule to go to the first National Meet in Detroit, Michigan. The night before we were to leave for Detroit I had not finished installing all of the chrome and made a decision to go with it only partially on the car.

My first and most memorable Airflow Club National Meet was held in Detroit in July of 1964. This meet commemorated the 30th anniversary of the Airflow. The anxiety traveling to the meet was enormous as we were going to meet for the first time the members that we had been corresponding with and reading about in the newsletter for almost 2 years. Also, it was going to be the first time for most of us to see so many Airflows all in the same place. As it turned out, 20 Airflows attended (all driven). Wally and Delores Norman of Warren, Michigan, were the meet hosts. Some of my highlights (and one “lowlight”) that I remember from the Detroit Meet are as follows:

- Upon arrival, the first car we saw was Bruce Creveling's beautiful '34 CV sedan that he bought when it was about one year old.
- Meeting and talking with Carl Breer, the father of the Airflow.
- Late in the afternoon on the first day, Bill James, of Pompton

Lakes, New Jersey, arriving in his pristine '35 C-2 sedan with 17,000 total miles. This car was purchased by Club member Hardy Trolander a few years later, but was always called "the Bill James car" by members familiar with the car. Hardy always said that he never really felt like the owner of the car, but instead, a caretaker of "the Bill James car". In 1979 Hardy donated the car to the Crawford Car and Aviation Museum in Cleveland. The car is still on display at the museum.

- The "lowlight" occurred while we were traveling in a 20-car caravan tour through Detroit to the General Motors Technical Center from the Dearborn Inn with a police escort of two motorcycle patrolmen. I was following John Mclean of Richmond, Virginia, in the caravan when a local driver, not knowing that our caravan had the right away at a traffic light, entered the intersection and collided with Mclean's Airflow causing some damage to the Airflow left rear fender and bending the rear bumper. The front end of the early sixties Chevy was almost totally removed by the Airflow bumper. John was awarded the "Hard Luck" trophy at the meet.
- Meeting Chuck Cochran for the first time. This is not a specific memory of anything that happened at the meet, but instead, the beginning of a longtime friendship with a person who is a true old-car hobbyist that has been a dedicated and tireless worker for the betterment of the Airflow Club over the years.
- Enjoying being with Gordon Williamson of Orangeville, Ontario, for the duration of the meet. Because of his knowledge, sense of humor, and tremendous vocabulary he had the members surrounding him constantly in stitches. He certainly was the "life-of-the-party"!
- Seeing up close the new Chrysler turbine car that the company brought over to the meet. It was initially rumored that we would be able to drive the car. This idea was soon scuttled by someone higher up in the company.

When thinking about my memories of this first National Meet it occurred to me that it really was at this meet that we were first introduced to our new family, the "Airflow Club" family.

The Airflow Club has held a National Meet every year since 1964.



Linda with Carl Breer at the ACA's first Annual Meet (August 1964). Note the missing chrome on our car, and Charlie Russell's C-17 coupe at right.

My wife Linda and I hosted the 3rd National Meet in Niagara Falls, New York, in 1966. I became the second president of the Airflow Club in 1966 and served in that capacity through 1969. We established the three Regions (Eastern, Central, and Western) of the Club during my tenure as President. The procedure of rotating the location of the National Meets by region was also started at that time.

Most of the miles (approximately 33,000) that I have driven my Airflow have been to and from National Meets. We have attended 24 of these over the years, and driven to 22 of them. The mileage for these trips for us has varied from 2750 miles on our trip to Stratton Mountain, Vermont in 1995, (where we added a trip to Maine and Acadia National Park) to 30 miles to the Dayton, Ohio meet in 2013. We also towed a pop-up camper to the Stone Mountain, Georgia, meet in 1974. All of our trips prior to 1977 included our four children. Not all of these trips were successful without issues. The ones with issues that come to my memory are a distributor shaft shearing off on our way home from Washington, D.C., in 1971; an ignition coil failure just 3 miles from our destination in Champaign, Illinois, in 1980; a tire blowout and later a master cylinder leaking on the trip home from Corning, New York, in 1986; a steering gearbox failure in Concord, New Hampshire, in 1995 that required that I drive all of the way home with approximately a quarter turn of play in the steering wheel; and an overflowing radiator problem at the first rest stop in Indiana on our trip to Golden, Colorado, in 1999—which caused me to cancel the trip and return home.

The biggest difference between traveling now and "back in the old days" is having a cell phone to call for roadside assistance. All of the trip preparations have included packing parts that would have the most probability of being needed.

On the subject of spare parts, most of my spare parts were found at flea markets over the years. The most productive flea market was at the Eastern Region AACA Meet in Hershey, PA. We went to Hershey for 20 years straight from 1962 to 1982. We quit going only after we found that it was almost impossible to find Airflow parts there anymore.

In summation, I would like to say that our "Airflow History" that started with the purchase of our Airflow in Hyattsville, Maryland, in 1962 has been a big part of our family's lives ever since.

California Airflow Caravan to the 56th Annual Meet

Four Airflows traveled in a caravan from California to Charlottesville for the 56th National ACA Meet this year. In two of them, Barbara Boyd and Linda Wilson accompanied their husbands, John and Steve, each traveling over 6000 miles. The Editor invited both women to set down some of their thoughts about the trip. Here are their responses.

EASTBOUND *By Barbara Boyd*

Day 1, Sunday, May 26—Getting ready for the road trip required lots of planning, even though I'd made these trips before. Our first Airflow caravan was two years ago with John Spinks and two other California cars and drivers. We drove to Minnesota, and there were a few problems. But we survived, and I agreed to do it again. I considered what to take: jackets, umbrellas, blankets, chapstick, spray bottle of water for cooling off passengers, paper towels, hand wipes, water, snacks, drinking glasses and basic silverware (including a paring knife), and cushions for sitting comfortably for long periods of time. However, most of the car would be full of spare parts and tools so I needed to remind myself that there were stores along the way if I forgot something. Remember to stop the mail, arrange for cat sitter, check on my mother, tell the neighbors we'll be gone but kids and grandkids will be at the house. This time our traveling companions would be Steve and Linda Wilson, driving their 1936 DeSoto, David Felderstein and Patrick Huehls in David's 1935 Chrysler, and Phil Putnam with Bruce Wallin, driving Phil's pickup and towing a car trailer with Phil's 1937 Chrysler inside.

Preparations finished, John and I left early, heading toward Los Angeles in unseasonably cool weather with little traffic. The first hurdle after Los Angeles was the long hill on Interstate 15 from San Bernardino toward Barstow. This time there was no overheating, thanks to the cool weather. We met Steve and Linda Wilson in Barstow and had a snack in two train cars with a McDonalds



Kanarra Creek trailhead in Utah. I'm sure that's ice on the ground.

inside. We drove on to Las Vegas where we stopped for an authentic Chinese lunch with Steve's longtime friend Abraham. What a treat! The first overnight was in St George, Utah, also unseasonably cool.

Day 2, Monday, May 27—We took some scenic side roads on our way toward Salt Lake City, but didn't go hiking. It was too cold, and I was sure there was some frozen rain. I had actually been looking forward to some warmer weather; May in San Diego had been unusually cool and gray. Later that afternoon, in Layton, Utah, we met the other guys driving from Sacramento. After dinner with John's sister and some of her family, we drove on to Evanston, Wyoming, where we had reservations for the night. Part of the drive was after dark...I don't like driving in the dark with our old, dim headlights, but there wasn't much choice.

Day 3, Tuesday, May 28—Crossing Wyoming, it was a very long day of driving. I kept busy wiping inside windows and mopping up water leaks from the rain and snow(!); good thing we had paper towels. We had a heater that worked and a disconnected defroster (that is now connected), but the other Airflows had no heaters. We shared our blankets, and we should have packed a few more! The big trucks drove at the 70-mph speed limit, even in the snow, so they splashed us all with slush as we drove along, mostly uphill as I remember. Steve and Linda felt some



Wyoming snow. Wipers were not very effective.

unusual vibrations in their car and thought they might need a tow down the other side of the mountains, but after a stop at a rest area, they decided they could make it. We had hoped that the rest area was at the summit, but as it turned out we still had more than 1000 feet to climb. This was, for me, the longest day of the trip and the scariest. Being a passenger isn't as easy as you might think, you really have no control over anything! It was good to get out of the snow and ice as we dropped down into Greeley, Colorado, for the night.

Day 4, Wednesday, May 29—Kansas was a nice change from the mountains. Our GPS said "Continue straight for 275 miles." That meant straight! I was sea sick...dizzy if I didn't watch the road,



Our lunch stop was at a small town general store.

and the ground kept moving when I got out at rest stops. We stopped for a late lunch at a small general store in McDonald, Kansas, and had a chance to meet some friendly local people who liked our cars and were interested in

our trip. We found a gas station of sorts, just a couple of self-serve pumps off the side of the road. No office, and no attendant.

In Iowa we chased down a Hemmings ad for an Airflow. The car was on a farm, so we got to meet the family, and we chatted with the family about the weather, the crops for the season and the immense acreage farmed. The people we met were, to me, more interesting than the car! I was amazed at how much we had in common.

Day 5, Thursday, May 30—Driving along the highway marked as the Pony Express Route, I realized what a big country this is! We visited Chris Mitchell and his dad, Don (longtime chief judge of the Airflow Club), and saw his Airflow-in-progress as well as Don's collection of Mitchell cars Chris had beautifully restored. Again, it was a pleasure to meet such nice people and learn about their local area. We drove past flooded fields and waterways as we went on to Geneseo, Illinois. Linda had become the arranger of motels, all very nice ones, after Greeley. About lunch time, we'd agree on where to stop for the evening and Linda used her iPhone to choose motels and make reservations.

Day 6, Friday, May 31—We visited Ray Jackson in Alsip, Illinois, then took Uber into downtown Chicago, to see cars in a private collection where the CW limousine Phil Putnam had restored was on display. By now we were getting used to pot holes and uneven pavement as we drove on to our overnight stop in Fort Wayne, Indiana. It was after 10 when we arrived, and I was pretty tired of riding. And night driving!

Day 7, Saturday, June 1—Today our caravan split up. Some went to the AACA meet in Auburn and from there on to Alliance, Ohio, where Bruce Wallin's Airflow CW was ready to be picked up. We went with Wilsons to museums in Auburn, more cars to see in beautifully restored old buildings. This was a nice change from driving! Then it was on to Wheeling, West Virginia, and a Hyatt hotel up on a hill with mountain views. Nice pick, Linda!

Day 8, Sunday, June 2—Wilsons stayed in Wheeling to arrange transport for their car and then continued on to Washington DC and Charlottesville with a U-Haul truck and car trailer. We stopped in Baltimore to visit one of John's brothers, Howie, staying just for coffee. We hadn't seen Howie and his wife Robin since the Baltimore Meet, and we had a nice chat. We then headed off around the Baltimore beltway towards Pasadena, Maryland, to stay with Jon and Neila Clulow. Watching the gauges on the dashboard had become my habit, and I noticed the oil pressure had dropped a lot as we were approaching the Rolling Road exit. I said something, and John pulled off right away. We had a major oil leak from some broken rubber tube, and oil was dripping from the engine. The car couldn't be driven, so we called for road service and soon we were being towed through a Maryland thunderstorm to the Clulow's home. It was an exciting tow, but not as scary as the snowy interstate in Wyoming. I was welcomed warmly with a big umbrella by Neila Clulow. She knew, from experience, how tired I was!



Thank goodness for towing insurance!

Day 9, June 3—The guys fixed the oil problem in the morning and we were able to visit some good friends in Columbia, Maryland, in the afternoon. How nice to stay in the same place for 2 days! And how much I enjoyed the time with Neila! I realize that the people we met and visited were the highlights of the trip for me.

Day 10, June 4—We drove to Charlottesville following Jon Clulow around the Washington Beltway, stopping in Culpepper, Virginia, to visit his sister and see her historic house. What a treat! The East coast has history that I had only read about. Finally, we arrived at UVA and the convention. It looked just like the pictures! After unloading the car and unpacking for the week, I did the laundry, which was reaching dire-emergency levels. The convention that followed was full of cars, stories, new and old friends, sightseeing and history, and good food. Well worth the drive.

WESTBOUND *By Linda Wilson*

Upon entering the garage at The Inn at Darden one can hear the smooth firing of pistons. The 56th National Meet of the Airflow Club of America has come to an end. Airflows are packed with luggage, tools and spare parts; one can hear members wishing one another "Safe travels" and "See you in Independence." Time to think about the return trip to California.

The Boyds (1937 Chrysler C-17) and the Wilsons (1936 DeSoto S2) made the decision to travel in tandem. First destination en route to California was Knoxville, TN. The drive to Knoxville was a blur. After an adventurous journey to Charlottesville and a fun filled meet I was exhausted. I can safely say that my fellow travelers were tired too. Knoxville was welcoming, bright with sunshine. Downtown was tidy and vintage buildings abounded. We found a pub called Boyd's Jig and Reel just a few blocks from our hotel, and it was the dinner destination for the obvious reason. It turned out the Musical Pub is not musical on Sundays. However, the entertainment was seated next to us. A group of millennials were enjoying one another's company... along with beverages of the alcoholic type. The tables were close. Suddenly a young man turns his chair towards our table and says, "Hi, I'm Zack, what are you folks doing in Knoxville?" After a proper explanation of an Airflow the conversation moved on. It was trivia night at the pub, so wagering began. Younger minds prevailed. Fortified by their adult beverages the young folks offered two more games. Without Barbara we would have been total failures. Barbara was able to correctly guess the age of a young female friend of Zack's. Walking back to the hotel we shared a laugh and wondered how often the millennials engaged seniors to earn their drinking dollars.

One can't drive through Tennessee without stopping in Nashville. Downtown Nashville reminded me of Vegas...bright lights and crowds. However, one could hear music coming from all directions, out of storefronts, open-air multitiered buildings and restaurants. Woolworth's was the restaurant in which we dined in Nashville. Yes, in its former life this restaurant was a Woolworth's Five and Dime Store. Evidence lay in the floor where the shelving had been removed from each aisle. When in Nashville, dine at Woolworth's; it's a wonderful experience. Bluegrass music began late that evening... so late that we were able to enjoy only a few songs before our beds beckoned.

Memphis BBQ was on the lunch menu. Cozy Corner Restaurant is a very basic, no nonsense setting. This family-owned eatery has placed their time and effort in preparing the most delicious BBQ including Cornish hens and ribs. The food was to die for; I'm not



Great food, low prices, and casual atmosphere at the Cozy Corner Barbecue. sure I'll be able to enjoy ribs elsewhere.

Poring over the atlas and the iPhone we determined our destination would be Ft. Smith, AR. Naturally, the day ended in Russellville, AR. The DeSoto needed a minor adjustment. A torque wrench was involved, that is the extent of my knowledge of (and interest in!) the repair. The only "repair" that piqued my interest was the installation of the seatbelt I'd insisted upon. The door latch has been known to malfunction. In Russellville, I learned the definition of "dry county." Andy, a very patient server, explained that "No ma'am, the restaurant next to us does not serve alcohol, either. There is no alcohol in the entire county." Bummer for us. More importantly, how does the local millennial crowd in Russellville screw up the courage to talk to strangers!?

Upon entering Oklahoma we immediately hit the state sponsored rest stop. The rest stop offered a friendly welcome with a gift shop and complimentary coffee. Caffeine is always welcome. The cerulean sky was breathtaking. Blue sky is a pleasurable sight when one hails from the Central Valley of CA. Allowing the DeSoto to cool we pulled off the road and marveled at the clouds and sky. Pictures were texted to kids in CA.

Shamrock TX, population 1,910, was a gem. Shamrock is located off I-40 in the eastern portion of the Texas Panhandle. Big Vern's Steakhouse boasted friendly servers, cold beer and delicious steaks. Big Vern delivered. The vintage Conoco service station and U-Drop Inn on the corner of 12th and Main (aka Route 66) in Shamrock was from another era. One expected an attendant neatly dressed to approach the car and offer to fill the tank, check the oil and clean the windshield. That didn't happen but it was a great photo opportunity for Airflows. The cars and the station were one. In the evening the station was lit in neon green and red....very Disney-esque.



I pose with our DeSoto at the U-Drop Inn Conoco station.

Climbing into the DeSoto...again. If ever in Santa Rosa, NM and in need of lunch and a restroom, rest assured you can pick up groceries for lunch at T & D Food Mart. But the restroom is off limits to customers. Something T & D is most adamant about. Nonetheless, the four of us shared sandwiches of braunschweiger, fruit, cheese and crackers sitting on the sideboards of the Airflows... with full bladders. Gallup NM here we come. Gallup did not seem to be a thriving community but a tasty meal and a good night's sleep were accomplished so we were ready to move forward.

College towns always have a good vibe! Flagstaff is the home of Northern Arizona University. It was the perfect spot for a lunch break. Route 66 runs through Flagstaff. It seems likely that Airflows of the past had traversed this very road. The downtown is dotted with historic hotels, art galleries and numerous local restaurants. An ambitious 23-year-old woman owns and runs the Old Town Creperie. Sweet and savory crepes were on the menu. Both were sampled, both delicious.

California is not perfect, but it is home. I'm feeling anxious to



A great picnic lunch in Santa Rosa, New Mexico, making do with running board seating!

cross into our home state...a few more days. Kingman AZ was hot. After snow in Wyoming I vowed I would not complain about the weather. The Kingman stop was brief and uneventful. That evening we said our goodbyes to John and Barbara, time to head to our respective homes. The following morning Steve and I left just before sunrise. Steve was eager to get through the desert in cooler temperature. Frankly I was tired of watching the temperature gauge and reporting 185, 200, 212 etc.

Potholes and rest areas. There were too many of one and not enough of the other. Potholes throughout the country were a menace to the Airflows. The Boyd's C-17 hit a pothole with such force that the Chrysler swayed heavily to the left then to the right. As we helplessly watched from behind John was able to expertly maintain control and Steve was able to bypass the rut in the road's surface. Rest areas have been an excellent addition to travel. However, they serve the public best when open!

The trip was exhausting and exhilarating. Honestly, I was glad it was over. But twice as glad I went.

WELCOME NEW MEMBERS

Macra Adair

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678-721-2295, madair@saroyuseum.org
No Car

Michael Mihok

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732-269-3651, largo3170@gmail.com
No Car (Interested in 1936 models)

Correction

The July-August 2019 convention report incorrectly identified Kim and Rachel Forster's beautifully restored 1934 DeSoto SE sedan as a Chrysler. The editor regrets the error.

Eastern Division REMINDER

Hershey Swap Meet
October 9-12

Banquet October 11
Registration Deadline
September 20

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,
19497 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.

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

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

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

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

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

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

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

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

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

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

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

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

DIVISION WINDOW BARS for Airflow Coupes and Imperials. Fabricated from stainless steel, professionally polished, won't rust. Limited number of reproductions. \$150 per pair plus \$15 shipping.

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.



Advertisements will run for TWO issues (four months)

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.

TELEPHONE SUBMITTALS WILL NOT BE ACCEPTED.

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. 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: Three Chrysler Imperial Airflow wheels. 16" tire, 6



hole x 6" bolt pattern, 5 1/2" between the beads. Very good & restorable condition. Also 7 **Chrysler Airflow hubcaps & 1 locking hubcap.** All are in good useable condition, with some needing skins replaced. The locking hubcap has a bent key, which is how I received it. Offering everything to Air-

flow Club members first. Please contact me for detailed photos. ljoy6@rochester.rr.com or 585-329-3161. All offers considered. If paid in advance, I will deliver to 2019 Fall Hershey, FREE, else plus shipping. (9/19)

FOR SALE: T 85-1 Transmission 4-23-37.

Has hair line crack on right side of case. Other misc. parts. I can email pictures. Delivery at Hershey. johnmangan23@gmail.com 603-490-4033 (9/19)



FOR SALE: 3. DeSoto Airflow Parts I have the following used parts

for sale for Desoto Airflows: four doors and a 1936 deck lid for sedan; right rear sedan fender, rough but repairable; two front fenders, rough but repairable; one very nice left rear coupe fender; complete set of side moldings for a 1936 sedan; and other small miscellaneous parts. Contact me for prices and delivery options. I will be at Hershey in Chocolate Field spaces C2D 71 and 72 and can deliver parts there. **Ed Britz** 724-244-5800 or bcadalak49@hotmail.com. (9/19)

FOR SALE: 1936 DeSoto Airflow

(Modified) 6.4 Hemi with 5-speed auto trans, Ford 9" rear, front and rear disk brakes, new frame, air-ride suspension, AC, tilt and telescopic steering, power steering, brakes, windows, seats, leather interior, too much to list



in this ad. Call for more info. \$95,000. Serious inquiries only. **Ed Britz** 724-244-5800 or bcadalak49@hotmail.com (9/19)

FOR SALE: 1935 Chrysler Airflow C-1 Sedan. Re-built engine, Overdrive, & Carburetor, NOS Ring & Pinon, replaced brake lines & master cylinder, Seal bearings in water pump, Re-Cored Radiator, complete new wiring harness, replaced all windows with Safety glass, 5 new wide white wall tires & tubes, replaced exhaust manifold, new vinyl top insert, complete interior re-done, re-chromed all chrome, 5 new seat belts, includes car cover & Manual. \$35,000. **Contact John Mangan** at 603-490-4033 johnmangan23@gmail.com (9/19)

FOR SALE: 1934 DeSoto SE Airflow sedan. Body-off restoration

completed May 2018. Awarded first in its class at the National DeSoto Club Meet in 2018, and second in 1934 class at the 2019 ACA meet. Receipts from the restoration and a CD full of before, during, and after restoration photos included with the car. A web site documenting the restoration is at: kforster0.wixsite.com/1934desoto. Please call 317-440-1646 with questions or make me an offer! No text messages! (9/19)



FOR SALE: 1936 DeSoto Airflow

sedan parts car. It has rust thru in parts of the undercarriage and is missing headlight buckets, seats, and bumpers. I believe it might be of value to someone. I want \$800 for it. I am located outside Yankton, South Dakota.



Dan Smith. 605-660-3661. Please text. (9/19)

FOR SALE: 1935 DeSoto Airflow Business Coupe Only 70 DeSoto

Airflow Business Coupes were built and this car is verified by Chrysler Historical. It is the only Business Coupe listed in the Airflow Club of America Roster. It has won both of the top awards from the Airflow Club (Chrysler Trophy and Breer Trophy) while scoring 400 out of 400 points. It has also won an AACA Junior Award. It has the optional Business Coupe Rear Seat Package verified by the build sheet from Chrysler, also radio, spotlight and clock in the rear view mirror. \$115,000 includes a 24 foot Haulmark enclosed car trailer. Contact **Dennis Pitchford** 408-559-7977, weluvmopars@juno.com. NDC 1679 (9/19)

FOR SALE: 1936 DeSoto S2 4 dr.

Complete engine rebuild, new interior, 4 original design wide white-walls, Banjo steering wheel, Radio, Clock, Overdrive, Fog lights. Used once in 2017 & once in 2018.



Complete documentation from the dealer where car was sold, and the original owner's manual. We are the third owners. Car was used in the movie "Stranger in the Kingdom." Was used on a calendar with a photo taken by world famous Ozzie Sweet. Was also used in parades for a candidate for U.S. President, U.S. Senate, U.S. Congress and a New Hampshire Governor. \$17,900 **Mike & Diana Eaton** Chichester, NH 603-798-4114 or michael-reaton@comcast.net (5/19)



AIRFLOW CLUB OF AMERICA

WESTERN REGION

ANNUAL HOLIDAY PARTY

SUNDAY, DECEMBER 8, 2019; 1 TO 4 PM

**CLEARMAN'S NORTH WOODS INN
7247 B. ROSEMEAD BLVD, SAN
GABRIEL, CALIFORNIA 91775**

You are invited!

Fun, Fun and more Fun!

Live Music by Darvey & San Marino High School

Silent Auction, 50-50 Raffle

Photos by Jerry Allstott

Menu

Please select 1 entrée per reservation:

Fried Chicken @ \$45 Ground Sirloin Burger @ \$45 Filet of Cod @ \$50

(Includes: beverage, cheese bread, 2 salads, vegetables, bake potato, ice cream sundae)

Cash Bar

Name: _____ Entrée: _____

Name: _____ Entrée: _____

Please make check payable to: John Librenjak by Monday, November 18, 2019

Send the party responses to:

The Librenjak's, 3595 McKinley Street, Riverside, CA 92506