

Airflow NEWSLETTER



Volume 59 • Number 4

July/August 2020



Lunch AT THE **BIG DOG GARAGE**

see article on page 3

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

Members pass phrase: "Joe sent me"

AIRFLOW CLUB FORUM

airflowcars.groups.io

PRESIDENT'S MESSAGE

Thank you for your support. It's a great honor to be elected President of the Airflow Club. Previous President Tom Prince regularly reminded us to bring in new members, and every time our Airflows are out of the garage is an opportunity for folks to see them. One good look at an Airflow has the potential to recruit the person who's looking. Think back to when and why you joined the Airflow Club. What made you interested in these cars and this Club?

About 45 years ago, I bought a book about Chrysler products that had a reprint of a now-famous article titled "The Magnificent Turkey," featuring an Airflow history and a drive report on late Club member Bill Gordon's 1934 CU sedan. The article's pictures showed a car that was so different from what I'd ever seen. Skip forward 30 years to the Airflow Club National Meet in 2003, which was in Ventura, CA. As just an interested spectator, I rode in Jim and Paula Lightfoot's S2 coupe, Phil Putnam's C17 sedan, and Dave Schultz's SE sedan. These Airflow Club folks were so friendly and welcoming. In the years since, Club members have become our close friends as relationships have grown past the common love of a certain Chrysler model series.

The members make the Airflow Club so worthwhile. Their generosity and helpfulness is amazing, especially when someone is looking for advice or parts for their projects. The Club is extraordinary, and will survive the current health crisis. We will meet in Independence, MO, next year!

A NOTE: The Minutes of the conference call meeting of the Board of Directors will soon be available on the Airflow Club website. Check the Members page.

David Felderstein

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.

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.

COPYRIGHT 2020

SUBMIT ALL MATERIAL TO NEWSLETTER EDITOR:

John Boyd

1201 Vista Capitan Dr., El Cajon, CA 92020

858-997-7002 • drjohn96@me.com

AIRFLOW CLUB OFFICERS

President: David Felderstein, Sacramento, CA 916-451-2597
Vice President: John Boyd, San Diego, CA 858-997-7002
Secretary: Kim Forster, Noblesville, IN 317-440-1646
Treasurer: Linda Wilson, Sanger, CA 559-787-1016

NATIONAL DIRECTORS

John Librenjak, Riverside, CA (2022) 951-788-4678
 Jon Clulow, Pasadena, MD (2024) 410-255-2676
 Tim McCoy, Orient, Ohio (20??) 614-313-0689

REGIONAL DIRECTORS

Eastern: Norm Mulloy, Paris, Ontario, Canada 519-442-3622
Central: Chandler Smith, Fort Worth, TX 817-889-2335
Western: Phyllis Allstott, Ventura, CA 805-650-3747

CLUB STAFF

Editor: John Boyd, El Cajon, CA 858-997-7002
Mail Records: John Boyd, El Cajon, CA 858-997-7002
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](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:

Linda Wilson PO Box 935, Sanger, CA 93657

Phone: 559-787-1016

CHANGE OF ADDRESS: Please send information to:

John Boyd 1201 Vista Capitan Dr., El Cajon, CA 92020

858-997-7002 • drjohn96@me.com

Unsolicited material will not be returned.

JULY / AUGUST 2020

Lunch at The Big Dog Garage

By Phil Putnam and Bruce Wallin

Ever had steak and corn-on-the cob at the Big Dog Garage? Well, very recently we did just that! Our generous host was none other than Jay Leno; the occasion was a longtime friendship based on mutual love of Airflows; and the place was the kitchen at one end of his cavernous car barn in Burbank, California.

And the terrific feast with Jay and his talented staff of restoration experts was only coincidental with a tour of his enormous collection of spectacular cars and motorcycles, culminating in an impromptu drive around the surrounding town and then onto Interstate 5 in his magnificent, open **1929 Duesenberg Model**



Jay Leno's 1929 Duesenberg Model J, featured on The Barnaby Chronicles

J Murphy Dual-cowl Phaeton.

It was amazing (and very telling) to witness first-hand the warm bond of familiarity between Jay and his public as we maneuvered through

Burbank traffic and then out onto the perilous LA interstate (and at better than posted speeds, it might be noted). Passers-by opened their windows, snapped their cell-phone cameras, honked, yelled, and waved. At one very busy stop, a local rolled down the window of his pickup and bellowed "this is the fifth time now that I've run into you, Jay!" to which Jay bellowed back in good-natured Lenoese "you're just lucky I haven't hit you by now, my friend!"

We first met Jay at the 2005 Pebble Beach Concours where his original, unrestored 1927 Duesenberg Model X Locke Sedan was entered on the field as was Bruce's **1934 CX Airflow**



The rare, CX Airflow Custom Imperial, restored by Lloyd VerHage, now part of the Leno collection.

Town Sedan. Jay was thoroughly taken with the Airflow look and engineering uniqueness to the extent that he spent (with a respectful press corps hovering at a discreet distance)

some considerable time looking it over and asking questions, and within a year had acquired one of the three surviving CXs from the late Lloyd VerHage.



Visiting as we did over the lunch hour, Jay graciously cooked us lunch - steak and corn on the cob!

Our second encounter and first visit to the Big Dog was five years ago in 2015, when after a tour of his collection we went out for a long drive with Jay at the wheel of that same rare and beautiful Airflow which by then had become one of his favorites.

The challenge posed by a collection so vast and so impressive is to do it justice in any description, long or short. Fortunately for all of us the Leno cars, motorcycles, and other assets are probably the best-documented and most-pictured of any in existence. Starting with Jay's own NBC website (<https://www.nbc.com/jay-lenos-garage>) and extending to the broader web is an almost-endless trove of information. Our visits, however, have left us with a few special memories well-worth sharing:

The 1925 E-20 Doble Roadster

is a truly remarkable vehicle which richly deserves the prominence it and several other steam cars are accorded in the



Jay's 1925 Doble Roadster

Leno collection. It was originally owned by Howard Hughes, who is reputed to have driven it at a speed of 135.2 mph and with an acceleration of zero-to-sixty in fifteen seconds. It boasts features which ironically would be almost unthinkable today (runs virtually silent on a variety of liquid fuels, has a closed system with virtually no loss of feeder water, no clutch or transmission, no distributor, hundreds of thousands of miles without repairs, and immediate steam upon ignition).

Lunch at The Big Dog Garage continued

Johnny Carson's 1939 Chrysler Royal Four-door Sedan was inherited by Jay from his mentor and predecessor on the Tonight Show. It had also been owned by Johnny's father, was the car in which



Jay's 1939 Chrysler sedan, formerly owned by Johnny Carson.

Johnny learned to drive, and in which Johnny drove his date to their senior prom. The aerodynamic 1939 Chrysler design was only one-year in duration. It was a natural continuation of the streamlined look of the Airflows, but was in rather stark contrast with the retrograde, bulgier, blockier look of 1940s Mopars.

The 1950s Mercedes-Benz Racecar Transporter was



Mercedes car transporter.

specialty- built to move race cars quickly and efficiently between the track and the factory for repair between races (Mercedes refused

to do on-site maintenance at the track for security and other reasons.) The transporter had a 3.0L straight six engine which also powered the 300SL Gullwing, making it capable of over 100 mph to facilitate quick turnaround from track to shop and back again for the next race.

Fifty-five of the 1963 Chrysler Turbine Cars were built between 1963 and 1964, five



Jay's Chrysler Turbine car

as prototypes and fifty for public trial. The body was designed and handmade by Ghia in Italy, the engine was a product of many years of design and development by Chrysler, and final assembly took place in Detroit. In 1966 Chrysler reclaimed all of the turbine cars and destroyed all but nine of them, keeping two. Five are now in museums, and two (including Jay's) are in private collections. Sadly, Chrysler's turbine project came to an end in 1979 as a result of failure to meet governmental emission standards, relatively poor fuel economy, and failure to secure a federal loan.



Jay's collection of Brough Superiors includes this SS100, similar to one ridden by Col. T. E. Lawrence.

Among his collection of **Brough (pronounced "Bruff") Superior motorcycles** Jay has an SS100 like the one ridden by T. E. Lawrence (aka Lawrence of Arabia). Known for fast riding, Lawrence once raced a flying airplane on a Brough, and a country-road accident on one resulted in his death in 1935.

Remembered as the Rolls Royce of classic British motorcycles, the Brough was handmade in very-low production numbers, thoroughly test-ridden, disassembled, and then reassembled for refinishing and delivery to each special customer.

We certainly hope to visit the Big Dog Garage again sometime, and we intend to stay in touch with Jay in the meantime. While chatting with Jay, Phil mentioned that the Airflow Club is planning a national meet in California during summer 2022. We would love to see Jay's CX on display in a show field of Airflows! And who knows? Could we interest him in attending the awards banquet? The location of the Western-hosted meet isn't decided yet, and there is much to see and do in Burbank, the northern Los Angeles suburbs, and neighboring towns. Stay tuned!

WELCOME NEW MEMBER

Craig Gibbs

2 Goldsmith Street Elwood, Melbourne

Victoria 3184 Australia

+61 419317456 craigkgibbs1928@gmail.com

DeSoto 1934 SE 4dr 5080614 SE-14214

Finishing a 1934 Chrysler Airflow Eight Sedan Part One

By Phil Putnam (the worker) and Terry Brinson (the go-fer)

Longtime Airflow Club member Jay Eberly passed away last year, leaving a partially completed, first-class restoration of a 1934 CU Chrysler Airflow. The authors have undertaken to complete the excellent work Jay began, and the car is now in Phil's shop in Orland, California. We've reinstated a partnership that led to the restoration last year of a Polo Green 1937 C17 coupe, written up in the May-June 2020 newsletter. Terry does all the research, parts location, and miscellaneous errands, while Phil does the hands-on restoration work and assembly.

We have researched the car's history with the assistance of the papers Jay had collected and conversations with club member Doug Milbrand. This CU was originally sold in Newark, NJ by a dealer named De Cozen. Jay purchased the car in 1995 from club member Bob Milbrand. Doug Milbrand, Bob's grandson, said his grandfather purchased the car in 1970 from a party near Philadelphia, Pennsylvania, whose name has been lost. Doug said when his grandfather got home and inspected the car, he found newspaper from Elizabeth, New Jersey in a hubcap. This is very interesting because this car is the 2070th Chrysler Airflow produced in 1934, which would put it in a booklet entitled "The First Three Thousand". In the booklet under New Jersey there are only four cars sold to people that lived in Elizabeth, NJ. This car is probably one of those cars but which one, we do not know.

Jay diligently worked on the car for many years until his death in 2019. He was a very thorough and detailed man, and at the time of his death the restoration was approximately 75% complete. The car still needed all glass installed, all chrome installed and the upholstery purchased, fabricated, and installed. This is the point at which the authors purchased the car from Jay's family in the spring of 2020.

Jay's daughter Linda and her sister Brenda were the guardian angels of Jay's car. They helped with everything from shipping the car to preparing a correct title for the car. They helped research and track down small parts that were at first thought to be missing but were later found tucked away right where Jay had left them. Many thanks and much appreciation go to Linda and Brenda.

When the car arrived at Phil Putnam's shop, the car was stuffed with everything to complete its restoration. Unloading the car was like a big puzzle. Where to start? Jay did a marvelous job of identifying, sorting and tagging, but keep in mind Jay worked on the car for 24 years. When most of us restore a car over one or two years we are lucky to remember where all the parts go. Fortunately for us, Phil had a parts car that contributed a part or two. When a critical part was missing, we would call Linda and she was often successful in finding the part. One funny story needs to be relayed. A unobtainium part for the driver's wing window was missing. What to do? We had no idea. Linda could not find the part. So, we continued our work and sent the car to the upholstery shop. The shop owner was ready for the chrome, rear-seat armrests. Phil knew right where they were so he carefully unwrapped the paper that was protecting the chrome armrests; and to his surprise there was the part we were looking for. Thanks, Jay. We had a good laugh over this incident that we also shared with Linda.

As of this writing the car has been started and runs just like it should. The dash is near completion, the glass is 90% installed and all upholstery material has been purchased. The upholstery shop has begun the installation.

To be continued.



READER CORRESPONDENCE

We noted the passing of Mrs. Chuck Cochran last issue. Chuck later sent in this short collection of memories of Char. Editor

Charlotte Ann Cochran, known as Char, my wife of 68 years, died April 15 at the age of 91. She was a 15-year survivor of breast cancer, but Alzheimer's



and leukemia as well as a fall in the hospice nursing home brought her down. She graduated from Evansville Central (Indiana) High School in 1947 and Indiana University in 1951 with a BS Degree in Government. She was a proud member of Alpha Gamma Delta. She attended most of the first 41 of 47 Airflow Club Meets that I attended. Also, together we hosted the David Askey Memorial Meet at Auburn Hills, Michigan, in 2002.

Having joined the Airflow Club in 1962, we decided to attend the first Club Meet at Dearborn, Michigan, on a whim, believing at the time that we would not have much fun with all of those old people---40, 50, and yes, even 60-year olds. We drove our C-17 sedan from Charleston, S.C., to Dearborn without incident and met some wonderful people. The rest is history. While there, we got to meet and talk with Carl Breer and again in 1968. I have been fortunate to have had a wife who enjoyed and was supportive of the antique automobile hobby. She judged in ACA and AACA with 25 credits. She drove many cars in my collection from a 1923 Maxwell to a 1970 Plymouth Superbird and many in between. She forced me to buy an original Superbird, which later won an AACA First Junior, for \$8,000. She once drove our C-2 Godfather movie car 650 miles from New Jersey to Indiana with one small child on board, while I followed in another antique with the other kid.

Back in the day, Airflow Meets were more laid back and not so overbooked with sightseeing events. For years, mostly wives with a few men would get together and produce a variety show for presentation at the banquet. It would typically include a chorus, solos, humorous presentations, and skits. Barbara Young, Gene Trolander, Linda Patterson, Ed Snell, and David Schultz were frequent participants, to name a few. Char sang in the chorus and was always the Mistress of Ceremonies. Linda Patterson made an effort to bring this type of show back to life at the 50th Meet.

Char had a lot of Airflow fun. It was a good run.

Memorial donations in Char's name may still be made to

American Greyhound, P.O. 598, Hobart, IN 46342, to save these beautiful animals of God's creation from being destroyed after their racing career is over at age four, earlier in China. Documentation exists that Greyhounds were accorded a place of honor in the courts of pharaohs in ancient Egypt.

John Spinks writes from Australia: Have you ever seen a right-hand drive C17? See these photos. The car belongs to Terry Dowel in a Melbourne suburb and is part of his collection which contains amongst other things 7 Cords and a Tucker. You should note that the steering column passes through the dashboard as on all right-hand drive Airflows. It also has '36 headlamp doors and horn grills, is still 6-volt. It came to Terry via an owner in New Zealand.



Treasurer's Report for January through May 2020

<u>Income</u>			
Dues	\$12,500.00	\$4,805.00	38.4%
Club Store Sales	\$6,065.00	\$3,670.09	60.5%
Interest	\$10.00	\$2.06	20.6%
Miscellaneous	\$25.00	\$0.00	0.0%
Total Income	\$18,600.00	\$8,477.15	45.6%
<u>Expense</u>			
Newsletter Costs	\$13,500.00	\$6,577.68	48.7%
Roster	\$1,000.00	\$0.00	0.0%
Club Store	\$1,500.00	\$2,720.00	181.3%
Website	\$200.00	\$110.00	55.0%
Postage	\$200.00	\$53.26	26.6%
Trophies/Awards	\$500.00	\$125.00	25.0%
PayPal	\$150.00	\$153.35	102.2%
Supplies	\$75.00	\$0.00	0.0%
Insurance	\$1,350.00	\$0.00	0.0%
Copies	\$100.00	\$0.00	0.0%
Miscellaneous	\$25.00	\$200.00	800.0%
Total Expenses	\$18,600.00	\$9,939.29	53.4%
Net Loss		(\$1,462.14)	
Bank Balance 5/31/2020		\$28,491.78	
Checking	\$1,580.96		
Savings	\$26,910.82		

Prepared by Dennis Pitchford 6/5/2020

Airflows That Weren't

By Jon Clulow

Last year my family and I took a camping trip to an amusement park named Knoebles in Pennsylvania (<https://www.knoebels.com>). Near the end of a long day, at a restaurant in the park, an older gentleman came up to me and said "Knoebles used to have a train made out of one of those," he pointed to my Airflow Club jacket with the '34 waterfall grill on the back. "It was called the Nickel Plate Road." He said that there was a namesake bar and grill that had some detailed images of it. He assured me: he was positive it was a Chrysler Airflow. I was immediately intrigued and collected detailed driving directions. The next day my son-in-law Rob and I found the Nickel Plate Road Bar and Grill about a mile and a half away, closer if you walked. I was anticipating more details of this one-off Airflow train, and wondering why I had never heard of it. Maybe we could even locate remnants! The manager was very helpful and dug out some original photographs. I knew immediately that their first park engine was not an Airflow.



The closest it came to being an Airflow is that it's a car from the 1930s. *See if you recognize it, and check your answer on page 8.* Nickel Plate Road was commissioned in 1940. By 1960 they had replaced the engine with another, called Ole Smokey.

This adventure reminded me of another pursuit that had a similar outcome. A few decades ago, a friend of mine learned of my Airflow interests and told me about an Airflow that he knew of, way back in the woods. He said he had come across it while hunting. I was doubtful and said so, but he went on and on about how it was a Chrysler Airflow and it even had the name on the dash.

Encouraged by his confidence I was eager to see this car. My friend knew the landowner and he checked to see if it was ok to remove parts from the car. With the owner's blessing, and tools in hand, we walked for maybe 45 minutes into the woods to find a hulk of a car, so rusted that there was next to nothing left. I asked

him why he thought it was an Airflow since it was obviously a 1936 Dodge. He pointed to the speedometer dial, where it said "Floating Power".

But enough with the disappointing investigations! This last story actually has an Airflow. Well, maybe. A couple of decades ago, I had a student who was from Elizabethtown, Pennsylvania. Learning of my Airflow affliction, she told me that she knew of a Chrysler Airflow limousine in a junkyard near where she lived. I was very excited to learn that it had a divider window and that the car was huge. I have to admit I was skeptical, but there was the possibility it was a CW Airflow. With her help, I located the junkyard and I got them on the phone. I asked if they had a Chrysler Airflow limo, and they replied somewhat cheekily, "Yes we had one, let me connect you with my *dad!*" An older gentleman got on the phone and he said he was sorry, but it had just gone to the crusher. It was very

rusty as it had rested in a stream in the junkyard. I asked if they had saved anything from the car, but he said no. I thought, and still believe, that this was probably the Milton S. Hershey 1937 CW limousine. Documents show that Hershey's CW had been purchased in Elizabethtown. Information from long-time club member Bob Milbrand recently surfaced. Bob says that when Hershey grew tired of cars, he would scrap them and they were dismantled. Years ago, Bob bought and resold a cylinder head for a CW, found at this junkyard as best he can recall. The Hershey CW is listed in the Airflow Club registry with disposition unknown.

Even with the frequently disappointing results of my pursuit of old Airflows, I am not discouraged at all. A successful result is the most enjoyable, but the adventure of the pursuit is almost as satisfying. As Wayne Carini says in every *Chasing Classic Cars* show, "It's all about the chase!" And sometimes, you succeed. Witness our latest adventure in saving the last known C11 sedan.

TECHNICAL Tips

cause we all have questions



Spring Covers, or Gaiters

By John Spinks

A discussion of replacing Airflow spring covers arose on the Forum (www.airflowcars.groups.io). Many Airflows have lost their spring covers, and it's possible to fabricate new ones. But what to do if your springs have U-bolt clamps on them? John Spinks weighed in with a solution.

John writes: If the springs used the bolt type saddles to hold the spring leaves in alignment then gaiters could not be fitted to the springs. If the springs were fitted with fold over type clamps then gaiters could be fitted. The '36, and I think '37 Airflows were however a different animal in the respect that the front springs had a split main leaf system where the main leaf comprised of three parts, a fixed centre piece of the leaf and a front and rear section of that leaf which were each keyed to the centre piece. What this meant to the springing system was that each front spring had two main leaves with the second leaf (one piece) actually carrying out the duties of the main leaf, and it was this second leaf that kept the front axle in alignment. For all of this to work properly the main leaf (the one with the three parts) must be able to slide on the leaf below (second leaf) and as the spring flattened out the three piece main leaf was able to slide in and out on a very crude type of keying system.

To further complicate this an additional short leaf was mounted on the top of the spring stack and it worked as an overload spring as it was mounted upside down on the top of the spring stack. Evidence of this upside-down overload spring can be seen in some photos and if you were to look closely you will see that the spring end is actually pulling up on the underside of the bolt holding the U-shaped saddle clamp in place.

I have included a few photos that show the '36 springs without gaiters but with cross-bolted clamps as well as a few photos of the pressure clamp type saddles that you must use if you are going to fit your C9 Sedan with gaiters. I made the pressure clamps for another Airflow, pre-'36, and then a short time later I was speaking to Frank Daly and he said the pressure clamp type saddles are readily available in the USA. Well, what do you know? So maybe a call to Frank will tell you where to get them.

The steering shock eliminator can be partly dismantled whilst the springs are load bearing in the car, but I feel it is better to take some off that load by very carefully taking some weight off the frame with jacks placed in appropriate places. The only area of concern in the whole front spring system is that the spring leaf stack is held together under extreme tension by the spring center bolt which in turn is clamped tightly to the front axle by the 2 large spring-to-axle U-bolts. Leave the large 'U' bolts at the front axle alone and everything will be safe.

Cheers

John Spinks



Note spring clamps on both sides of these front springs.



These flat strap clamps can be covered by the new spring gaiters.



Fabricating a strap-type spring clamp.

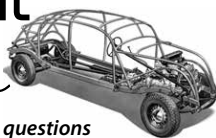
Airflows That Weren't
(from page 7)

ANSWER
1936 Pontiac



TECHNICAL Tips

cause we all have questions



Bright LED Headlights on a 6-volt Airflow

By John Boyd



Driving across Indiana last summer on the way to the Charlottesville meet with a handful of Airflows got a bit scary. We had had a great day in

Chicago, but stayed perhaps a bit too long. It was pitch dark, and we still had better than a hundred miles to go. Visibility was good – it was a clear night – but my 6-volt original equipment headlights were very dim. I had replaced the accessory fog lights on my 1937 Chrysler with motorcycle headlamps, but they had both burned out a day earlier.

Driving after dark is a fairly rare occurrence for most Airflow drivers. In much of the country, classic cars are winterized and put away for the cold winter. But near the Pacific Ocean, temperatures are moderated and we tend to drive our classics all year. During shortened winter daylight hours, that means driving at night. I needed better lighting.

My C17 is still 6 volt with the original wiring. Pretty good condition for its age, but I know it has trouble delivering full voltage under heavy current loads. That means I need to keep the current draw down, and there is now a practical way to do that. Most modern automotive lighting uses low-current LED elements. But it's mostly 12-volt, and simple LEDs care about polarity: they are diodes, and only pass current one way, positive to negative. Airflows have positive ground, so that can be a problem.

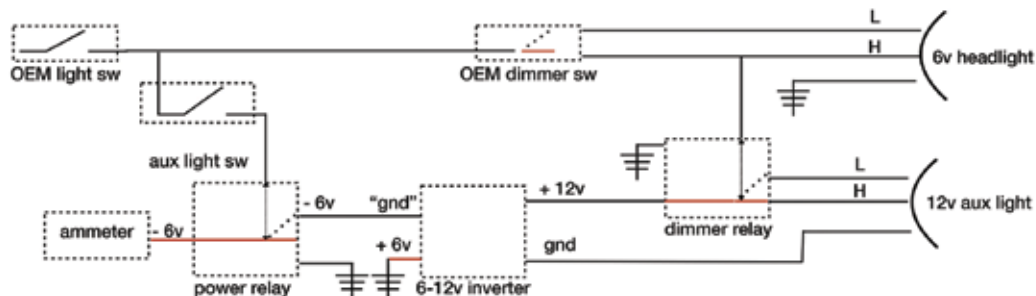
I did find some 6-volt LED headlight bulbs wired for positive ground systems. But they were useless in my stock headlight reflectors, "prefocus" bulbs are required. These put the high and low beam filaments of the bulb exactly in the focal point of the reflector as designed. If the light source isn't at that point, it spoils the focus. Tail and signal lights don't have that precision reflector, and I've put LED bulbs in the tail lights of my Airflows. Much brighter and much lower current draw.

I decided to try 12 volt LED headlights, mounted in fog light fixtures, and leave my stock headlights alone. They are OK for city streets after dark – just too dim for safe highway driving. I found and purchased a set of 7-inch LED array headlights. There were many to choose from; they are popular for replacing conventional headlights in Jeeps. Summit Racing offered 7-inch auxiliary light enclosures, which I mounted on the front bumper back bar using the common fog lamp mounts. Then I needed some 12-volt negative ground power, but only about 4 amps of it. This is important because the charging circuit can only support 20-30 amps total on Airflows, and the other lights, heater, and auxiliary engine fan (if you have one) all draw substantial current. I found a 6-to-12-volt inverter/power supply on the web and ordered that, along with a couple of mechanical relays with connectors and pigtails.

The LED headlights are dual-beam, and I wanted to be able to use them either in low or high beam mode. Like driving lights, they would work in combination with the headlights. But I didn't want a second dimmer switch. It took a little thought, but I finally figured out a way to wire things up so my OEM dimmer switch would dim both the 6-volt positive ground OEM lights and the 12-volt negative ground LED auxiliaries.

The diagram shows the solution I used; there may be other, better, ways to do this. The inverter takes power from the wire going from ammeter to the OEM light switch. I routed it through an added aux switch, out of sight under the dash. In order to limit the current through the OEM switch, the output of the new light switch just controls a relay that, in turn, provides high current power from the battery. The inverter converts the car's 6-volt positive ground power to the 12-volt negative ground needed by the LED lights. Note that the ground of the LEDs must be routed back to the inverter – it can't just be connected to the chassis ground. A second relay switches the 12-volt power between the high-beam and low-beam connections of the LED lamps. That relay is controlled by the high-beam indicator light in my Chrysler light switch.

Illumination is greatly improved with these auxiliary lights. The installation is satisfactorily neat, and the LEDs are easily removed if desired. The wiring diagram is shown here, and you can view a 2-minute video of the results at <https://youtu.be/nC-Z3DN9yaM>. I'm satisfied with the result.



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:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DIVISION WINDOW BARS for Airflow Coupes and Imperials. Fabricated from stainless steel, professionally polished, won't rust. Limited number of reproductions. \$225 per pair plus \$15 shipping.

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

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

NAME BUTTON A must for all ACA gatherings. Features Club's logo and your name. Furnish name as you want it on the finished button. \$10.

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

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

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

HEADLIGHT MOUNTING PADS Fits all Chrysler Airflow models. \$38 pair.

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

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

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

PEDAL PADS Reproductions. Specify black or brown. For clutch and brake pedals. \$25 pair.

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

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

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

FRONT DOOR VENT RUBBER SEALS Fits all 1935 to 1937 Airflows. Can modify to fit 1934. \$165 pair.

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

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

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

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

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

"ANTI-RATTLE" WINDOW SNUBBERS \$2.00 each

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

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

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

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

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

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



TAKING ORDERS: New aluminum cylinder heads for all Chrysler and DeSoto models. Heads made in Ontario, CA; poured from 356 alloy and given a T6 heat treatment; fully machined and ready to install. DeSoto head \$1,900; Chrysler head \$2,100; both plus shipping and insurance. Contact **John Librenjak** for questions or orders at 951-788-4678(home) or 951-880-8985(mobile)



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

WANTED: two glass taillight lenses for an SG DeSoto. Round style with "DeSoto" text. Thank you for any leads. Also, many Airflow parts available, NOS/used. **John Heimerl** 757-621-6361,



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



FOR SALE: 1937 Chrysler C17 sedan. Restored in the late 80s, always stored inside heated garage. Runs and drives well. Driven every summer to my son's, 360 miles round trip. Contact **Richard Will** 14859 Co. Rd. 12, Montpelier Ohio, 43543. Asking \$26,000 OBO. 419-551-0458



FOR SALE: 1936 Chrysler Airflow C9 sedan. \$4950.00. Purchased in Montana in 2002 - Located in Kansas City, MO. 324 inline 8 cylinder with 3- speed transmission with overdrive. We had it running when we parked it. It has always been in a shed. Needs restoration. Comes with two parts cars. Call Brian 816-520-5212 or email briankringle@yahoo.com



FOR SALE: 1936 C10 Chrysler parts car. I sold my Airflow, and I now have a parts car to sell. Like to see it go to good use. Open to offers; can help with delivery within reason. Car is in Niagara Falls, NY. **Bob Naughton**, 716 298-1955 8am to 9pm EDT



FOR SALE: 1935 C3 LeBaron Custom Imperial Limousine We bought this car from my wife's grandfather over 30 years ago and are the 3rd owners. 137-inch wheelbase limousine with divider partition. Runs good. We know it is an extremely rare car and are asking \$45,000. We will consider any serious offers. Call for more photos. Contact **Rick and Carol Bloom**; 509-366-0425. We live in Washington state.



Airflow Club Zoom Announcement

Missing the national meet in 2020? Many of us are! As a partial substitute, several regular attendees of national meets met by Zoom for an hour a few days ago. The gathering was called the Prototype ACA Happy Hour Zoom Meeting. Response was good, and the discussion was fun. There will be one or more sequels beginning in July. If you would like to participate, please email the editor, who will reply with the link. Zoom practicalities limit participation to 20 or less, so get your request in now to reserve a place. Jon Clulow claims he snapped this photo of the Airflow Club Happy Hour. Reminds me a bit of the late, great Ed Fogelmark's work.



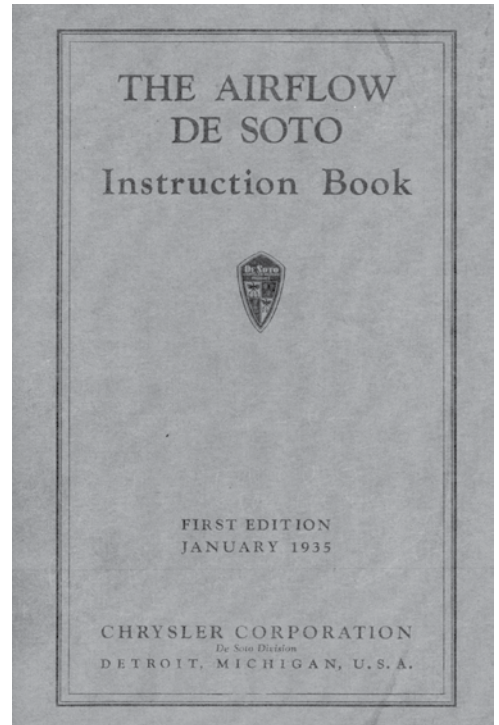
ZOOM ROOM

Advertisements will run for TWO issues
(four months)

TELEPHONE SUBMITTALS WILL NOT BE ACCEPTED.
Please submit your ads or ad renewals 30 days before the first issue in which you wish the ad to appear.

Submit all advertisements IN WRITING via mail or email to the Newsletter Editor, address on page two of each Newsletter.

Club store manager John Librenjak has had some additional Airflow materials reproduced in sample quantities. These are for sale at the indicated prices from John. If there appears to be interest, he plans to reproduce more of them for listing in the club store. Take a look, and if you'd like one or more of these items, let John know: email librenjak@sbcglobal.net.



1935 DeSoto Instruction Book
(owners manual)
\$18 plus shipping



Chrysler Automatic Overdrive booklet.

Half-page glossy paper reproduction with clear, sharp, photos.

Theory, operation, and maintenance of the Chrysler overdrive as used in Airflows.

\$10 including shipping



What is Streamlining?

(4 pages, illustrated)

Chrysler News

(8 pages, newspaper format with clear illustrations on glossy paper)

Chrysler Salescraft

(8 pages, newspaper format, clear illustrations)

Sold as a set for \$15 including shipping