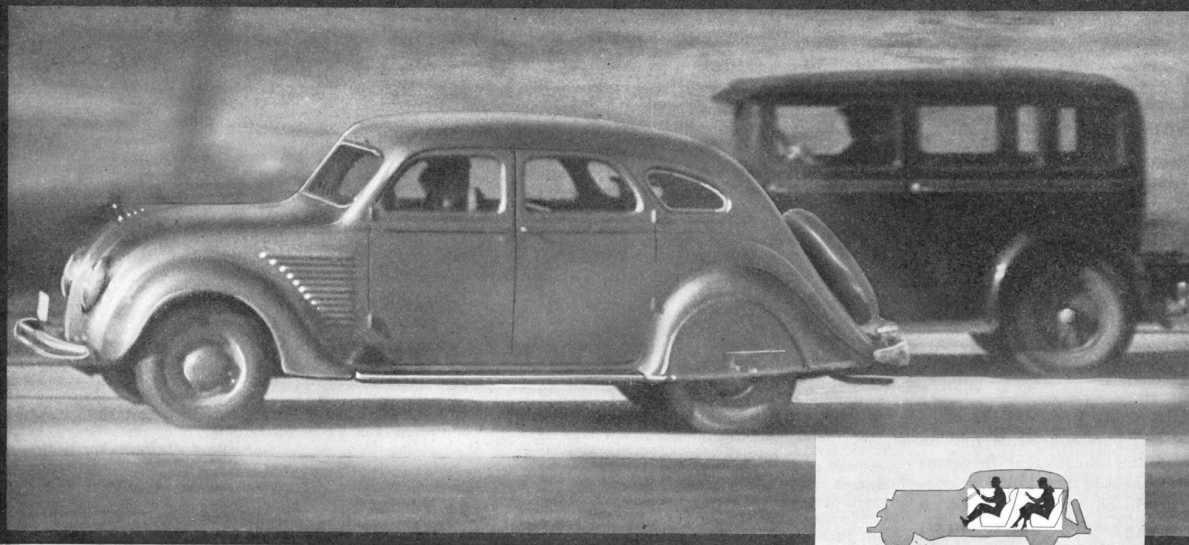




THE SATURDAY EVENING POST

59

"THERE GOES MY NEXT CAR!"



Ordinary Cars look "Out of Date" when a new AIRFLOW De Soto flashes by—It's a Modern Car for Modern People

AN ASTONISHING THING is happening on American highways . . . something that has never happened before. A new kind of car has flashed across the scene. Almost overnight it has made ordinary automobiles seem a little old-fashioned and behind the times.

The first thing you notice about the AIRFLOW De Soto is its aerodynamic shape. Study it carefully. Notice that the valleys between hood and fenders have disappeared . . . that the headlights are now the "eyes" of the car . . . that the doors are wider . . . the tail more

tapered . . . the whole car lower, closer to the road.

It is beautiful . . . as graceful in motion as a modern plane in flight . . . and as efficient. For this is the car that was born in a wind-tunnel and shaped so as to pass through the air with a minimum of resistance and wasted power.

Notice, too, that the 100-H. P. Aluminum Head engine has been moved forward. This permits *all* passengers to ride *between* the axles. The result is a new distribution of weight, which does more than all the



This diagram (above) shows how you ride in a conventional car. Pity the passengers riding over the back axle!

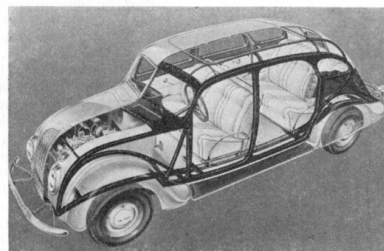


Now see how you ride in the AIRFLOW De Soto. All the passengers sit comfortably "amidships."

new springs in the world could possibly do alone, to increase your comfort.

No more back seat bouncing. No more "strap-hanging" (*there aren't any hand straps in this car*). You can read a book or write a letter at 80 m. p. h. It's the first Floating Ride in all your life!

Don't buy a new car that will soon be out of date. Go to your local De Soto dealer today. Ask him to let you drive this sensational *new kind* of car.



This is a model of De Soto's all-steel unit-frame-and-body. It is 40 times more rigid than the ordinary type. It means greater safety than ever before.



Now, for the first time, you can safely lean back and relax at any speed . . . over any kind of road!

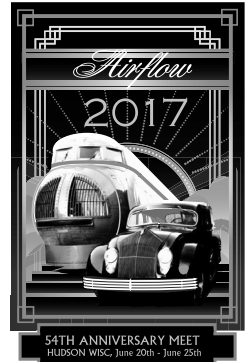


You'll appreciate De Soto's front seat. It holds *three* comfortably . . . in fact it's as wide as the back seat!

THE NEW *AIRFLOW DESOTO

* © 1933 BY CHRYSLER CORPORATION

NATIONAL MEET 2017



REGISTER NOW

Check out last months newsletter for more information.

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



Greetings, Fellow Airflowers!

Well, here in the Northwest we are still waiting for the parting of the clouds so that we can get our Airflows out on the road, but it hasn't happened yet! My Airflow activities are therefore limited to the CW; the restoration is ongoing and my confidence level that I can have it at Pebble Beach, where it has been accepted, is growing.

You'll find in this Newsletter a letter from me to all of our Members. On the back of that letter is a list of Members who have not renewed as of the middle of March. PLEASE, if you know any of these Members, consider contacting them and suggesting that they renew and remain a member of the Airflow family!

Also, be thinking about the upcoming National Meet in Hudson, Wisconsin. Our Club has never met in Wisconsin or Minnesota, so here's your chance to add those states to your list! I did a little research and found that the ACA has met in 28 of the 50 states as well as in the District of Columbia and Ontario, Canada. We've met EIGHT times in California, four times in Missouri, and three times in Colorado, Kansas, Michigan, Ohio and Oregon. Portland is the only city in which we've met twice.

REGISTER FOR THE MEET **NOW** – it is less than three months away!!

Club Vice President Tom Prince has written a nice article about some very special members of the ACA – Jim and Paula Lightfoot. My experience being introduced to the Airflow Club is similar to Tom's! Having purchased my first Airflow, the only Airflow I'd ever seen, I wondered where to start. I called a member of the WPC in San Jose who had an Airflow, and he referred me to the Lightfoots, who conveniently lived just a few miles away from me in Simi Valley, CA. The rest is history!

AMELIA AIRFLOW AWARDS – I had to mention that NINE Airflows were shown at Amelia Island on March 11, and FOUR received awards. The Heimerl's C-2 Coupe, the Helmer's CV Coupe, nonmember Ralph Marano's C-2 Coupe (formerly Terry Brinson's) and The Driehaus Museum's CW Eight Passenger Sedan (formerly Phil Putnam's) all drove away with ribbons. Way to go, Airflows!

Enjoy your Airflow as the weather improves (it will, won't it?)—and I hope to see many of you in Wisconsin!

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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MEMBERSHIP INFORMATION

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

Dennis Pitchford

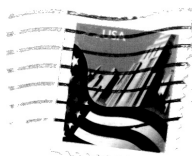
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Letters to the Editor



To the Editor of Airflow Newsletter:

Airflow member Danny O'Neill, owner of his coffee company, the Roasterie, in Kansas City was featured in the March 31 issue of *Wine Spectator Magazine*. He sources quality coffee beans from around the world and roasts them by an "air roasting" technique which produces creamy, rich and non bitter brews.

Working with a grower in Brazil, Danny, believing the offered price was too low, negotiated for a higher fair price. Additionally, he created a day care center for the coffee workers, allowing women to work, doubling the family income. Dirty children of the workers were provided showers and taught hygiene classes.

While one can see a Douglas DC-3 mounted atop the Roasterie's plant and pictures of the airplane on his roasted products, Airflow members have had the privilege of enjoying Danny, wife Carla, children Sophia and Terry, and their beautiful C-17 at Airflow Club Meets.

~ Tony Palmer

Dear Airflow Club Members,

I am not getting any younger so have decided to find a new home for my beloved 1935 C3 Imperial Chrysler; Custom Body by LeBaron; Detroit, Airflow.

It runs great, everything works. Five new white wall tires, new glass and rubbers, repainted original color six months ago. No barn-stored vehicle, it has been driven yearly and I would drive it anywhere. In 67 years, including thru 15 years of northern Minnesota winters, this car has never failed to start. It has always been garaged.

This is a very rare Airflow indeed. For a smattering of its history, please refer to May/June 2015 issue of the Airflow newsletter (Vol. 54, #3).

I've owned this car since I was 15 years old and have lots of history to share. 509-685-2276

~ Sincerely, Dale Grabow



Wester Region Christmas Luncheon

By David Felterstein, ACA Western Region Director

Connie and John Librenjak did an amazing job creating a terrific Christmas Luncheon for the ACA Western Region on Sunday, December 11, 2016, held for the first time at the famous Clarman's Northwoods Inn in San Gabriel, California. A crowd of 50 of our Airflow family and their friends gathered to eat and socialize at this SoCal landmark. A musician friend of Tom Prince provided enjoyable and mellow guitar and vocals. Connie arranged for a local high school chorus and their director to perform a lovely set of Christmas carols. Door prizes, a 50/50 raffle and auction items made the event a financial success for the Region. As always, Fay and Dennis Ryon provided the beautiful table centerpieces.



Luncheon organizer Connie Librenjak (left) and her niece Katie Selco.

Attending the Luncheon were Linda and Steve Wilson, Fay and Dennis Ryon, Bill and Greta Rothenbuhler, Tom Prince, his daughter Jennifer and grandchildren Ezra and Noah, Nick Fintzelberg, Connie and John Librenjak, their niece Katie Selco, and Connie's parents Gloria and Phil Carlucci, Diane and John Larson, Jack Moore, David Felderstein, Joan and Al Gebhard, Marilyn and Bob Hepler, Janet and Jim Grana, Paula and Corrine Lightfoot and Corrine's friend Darren Dutka, Barbara and John Boyd, Bill Burchette, Phyllis and Jerry Allstott, Tony Burke and Steve Enneking, Sandy and Gary Grossich, Aspen Pittman, Ann Franzen, Dave Schultz, Roxanne and Ernie Petit, Barbara and John Boyd, Jan and Phil Boyd, and Joe and Ken Crabill.

The location of the Christmas Luncheon was so enjoyable that Clarman's Northwoods Inn will hopefully be the event's home for the foreseeable future. Kudos and thanks to Connie and John Librenjak for their hard work in organizing this excellent luncheon.

MEMBERSHIP RENEWAL IS IMPORTANT

Please see the insert for more information

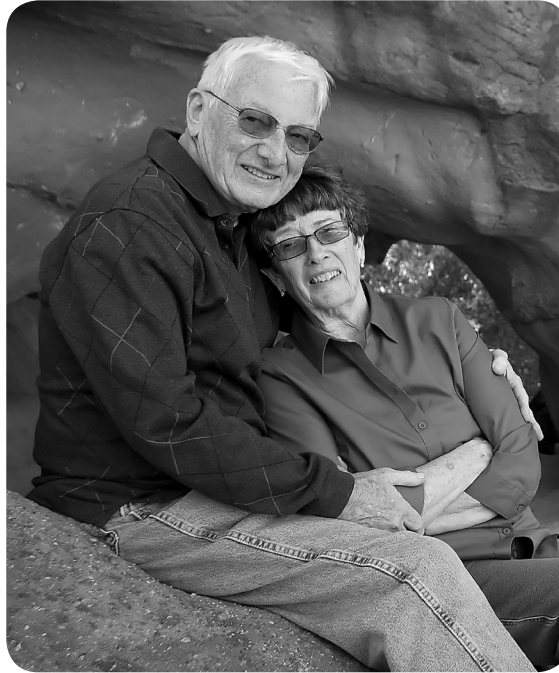
Jim Lightfoot: ACA Goodwill Ambassador

By Tom Prince

In late 2001, I visited an automobile restoration shop in Ontario, California to speak to one of the principles to discuss a problem I was having with a car I was working on at the time. After we met and I was getting ready to leave, I noticed the front end of a strange looking vehicle that I did not recognize. I took myself to the shop area where this vehicle was sitting and I had my first encounter with an Airflow. In speaking to the technician who was working on it, I obtained some basic information about the car, but I was far from satisfied.

I started investigating with different Chrysler clubs I was affiliated with and someone gave me the name Jim Lightfoot, who lived near Magic Mountain Theme Park near Sylmar Calif. Finally, one of the DeSoto club members was able to provide me with a phone number. I contacted Jim and found him to be very personable. I expressed my interest in the Airflow and he invited me to a Pot Luck that was being held at his home the following weekend. Although it was a long drive it was a trip worthwhile. When I arrived, I was greeted like a long lost relative by Jim. He introduced me to Paula and some other members. I was seated at a table with seven others. I stated my purpose for coming to the Pot Luck and every one at the table could not have been friendlier. During the meal, Jim was conducting some business and then he introduced me as a guest. By the end of the meal, most present came up and introduced themselves to me and thanked me for coming.

Afterwards, Jim took me to his garage and I saw two Airflows, one four door and one two door coupe. He took the time to talk about the car and explain its uniqueness. By the time I left I had decided to purchase one when possible. In a few months, Jim put me on to a lead with David Schwartz who was selling his car. I eventually, purchased this car from David. Jim was extremely helpful in finding parts when necessary, and helping me just learn about the car. At no time did he ever say that he could not or would not assist me in my desire to make my car one of the best.



Jim and Paula Lightfoot

I joined the club in 2002. And attended most functions and national meets. At all of these, Jim Lightfoot was a key member for spreading good will for all who were present. Whatever the function, Jim would make sure all were enjoying themselves and spend time with as many persons as possible.

In 2004 I became Western Regional director. In 2006 the Western Region was to host the national meet. With Jim and Paula's help I undertook this project. In the year proceeding the meet, Jim and Paula accompanied me on two trips to Minden to meet with the hotel and make necessary arrangements for the meet. On both of these trips, Jim, Paula and Chuck Hill (our local member) and myself worked to insure a great meet. Jim did not shy away from helping me with the plans for this meet.

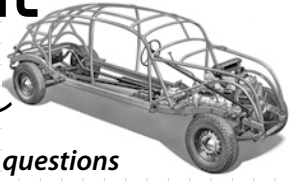
No matter where you find Jim, he is always talking Airflow's and always engaging people in pleasant conversation.

Each year the Western Region attends the Big Three swap meet in San Diego. Jim usually has his car there and a large Airflow sign. The presence of this car, and other Airflows, always draws a lot of people just to look at it. Jim is the first to show them the car and discuss it. He then offers those people an application to join. In addition, he usually invites them to our dinner to meet other club members. Most times, we have someone from the public that Jim has spoken to earlier in the day come to the dinner that evening and these "strangers" are no longer strangers.

Jim's history in the ACA is admirable. He joined the club in 1974. He hosted the National Meet in 1979 in Claremont Calif. He was the newsletter editor from August 1980 to 1986. He was Western Region director from June 1987 until December 1990, Vice President from July 1990 to June 1994 and President from July 1998 to June 2002. He was a National Director from July 2008 to June 2016.

His dedication to the club and its members clearly earns him the admiration of all of us in the club. He truly is the Good Will Ambassador for our club.

TECHNICAL Tips



cause we all have questions

Making Replacement Knobs

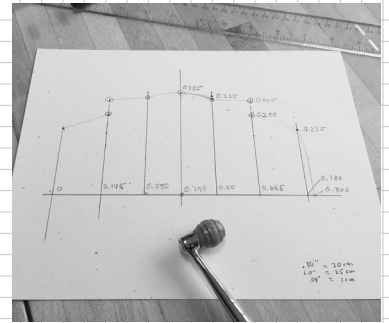
By John Boyd

My 1936 Airflow DeSoto project car arrived with incorrect chrome knobs on the windshield-operating cranks. After a couple of attempts, I was able to replace them with close approximations to the originals. Dr. Mark Rasmussen, my son-in-law, is expert in all things digital, and he did most of the work. Here's how we did it. We used a "three-dimensional printer": a computer-controlled machine that can construct solid objects under computer control. Rather than putting ink on paper, it works by heat-softening a fine fiber, fed from a spool of plastic stock, building up an actual solid object one layer at a time. The finished object can have nearly any shape, size limited only by the capacity of the 3D printer. The process is shown in the sequence of photos: measure an original knob to determine the shape and dimensions, then create a computer-aided-design (CAD) model of the knob. Using a 3D printer under control of a computer program, "print" a knob that matches the model. We compared the first produced knob to the original and made a couple of refinements in the model, then printed a second version. I painted the reproduced parts using two colors of acrylic paint and a clear spray to approximate the mottled appearance of the original knobs.

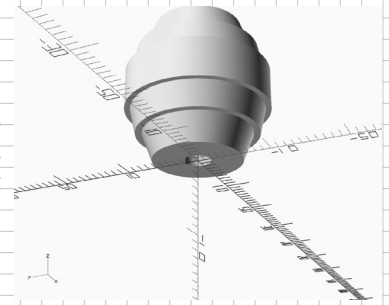
I found that the original plastic knobs, at least on my DeSoto, were attached to a knurled, steel spindle that was difficult to remove from the window handle. I wound up breaking the old knobs off the spindles. Then, after heating the spindle with a propane torch, I pressed the reproduction knobs onto the hot shaft. This melted the plastic sufficiently to enlarge the hole and hold the knob securely on the shaft.

A live demonstration of the printing process is planned for the Western Region Spring banquet at the Big 3 Parts Exchange in San Diego. The 3D printing technique could be used to replace other hard-to-obtain parts as well.

We started with an original knob in fairly good condition, measuring its dimensions and estimating the contours.



Mark used a computer-aided design program to convert the measurements to a solid model that can be reproduced in plastic on the 3D printer.



The replacement knob (left) comes off the 3D printer in plastic, black ABS in this case, which was painted with two colors of acrylic (center). The finished product, sprayed with clear coat and installed onto the crank handle shaft.



WELCOME NEW MEMBERS

Mike & Joy Ames

3522 Calender Road
Arlington, TX 76017
Cell: 817-614-5259
amesarlington@gmail.com
1934 DeSoto SE Coupe, 5071584
(from Lynn Sherman)

Michael & Charla Archambault

15033 El Sobrante Avenue
Fountain Hills, AZ 85268
Cell: 602-469-0047
cja15033@cox.net
1937 Chrysler C-17, 4-door, 7021237, C17-2866 (from Victor West)
1936 Chrysler C-10, (with C-17 engine)4-door,
7018825, C17-3295

Ken Gross & Trish Serritore

P.O. Box 429
Purcellville, VA 20134-0429
540-751-0165, cell: 540-664-0469
rrroadster@earthlink.net
No car

Tom & Ann Kleinschmidt

506 N. Maple Street
Prospect Heights, IL 60070-1321
Cell: 847-946-7701
ttypytom@yahoo.com

Chris Mitchell & Wendy Speer

598 Schroeder Road
Coal Valley, IL 61240
1936 Chrysler C-9 Coupe, 6607540
1936 Chrysler C-9 4-door, Parts

Fredric Rice

1933 Greymont Street
Philadelphia, PA 19116
Cell: 215-470-8611
antqradio@gmail.com
No Car

Joseph M. Vigneri, M.D.

5401 E, 22nd Street
Casper, WY 82609
No Car

Airflow Caravan Cross Country Madness 2016

BALTIMORE OR BUST

Part 1

by David Felterstein

Originally published in The Classic Car magazine of the Classic Car Club of America (CCCCA, Volume XXIV, Number 4, Winter 2016).

Prologue

For the fourth year in a row, I have driven from Sacramento to the national meet of the Airflow Club. I bought the car, a 1935 Chrysler C2 Imperial sedan, from Phil Putnam in 2011. It had been restored in the 1990's, but only 750 miles on the restoration. Much work had to be done to make the car roadworthy after 2013's drive to Dayton caused all kinds of havoc, as I won the Hard Luck Award that year.

The opportunity to drive in caravan to Baltimore in 2016 included Phil, who drove his 1937 Chrysler C17 sedan and Don Baldocchi, driving his 1937 Chrysler C17 coupe. ACA friend Chandler Smith, from Texas, was to meet us later in Kansas City, driving his 1936 Chrysler C10 Imperial sedan.

What could go wrong? Each car had issues on the trip. I write in most detail about my car's issues. The real problem didn't reveal itself until I was almost home. Maybe the ace Airflow Club mechanic readers will figure it out before I did!

When I travel on these voyages with friends I am very clear before we leave home that the #1 priority is taking care of THE CAR. As the owner, I am The Captain and every one else is The Crew. If these rules are not OK, don't come with me.

June 25, 2016. Saturday. Salt Lake City, UT

We are off this morning at 7:10 AM, the car performing perfectly over the Sierra. As planned, we met up with Phil and Don in Sparks, NV. We drove east on I-80 going fast, which means 75 mph or faster. This is so much fun, caravanning with

Putnam's C17 leading Baldocchi's C17 and Felterstein's C2 headed east on I-80 at 70 mph or faster.



Felderstein's C2 sedan overlooking Donner Lake near Lake Tahoe headed east on the first day of the trek.

three Airflows!

Finally got to Salt Lake City at 9 PM. After checking in I had to move the car and had a bad time starting it. I'm not sure the newly rebuilt generator/voltage regulator is working correctly. Why is this happening?

June 27, 2016. Monday. Lincoln, NE

We arrived at 6:30 PM, having driven from Cheyenne. It's been two days since an entry in this journal.

We left Salt Lake City yesterday and drove north to avoid a notorious and dangerous-for-old-cars very steep grade. With minimal climbing, the northern route goes through a gorgeous pass between the mountains, then reconnects with I-80 just south at Evanston, WY.

Airflow Caravan Cross Country Madness continued

Phil's driving 100% on electric fuel pump, but his mechanical fuel pump is leaking oil and is sliming the passenger's side of his car. He now has to add oil. When we had lunch, my car's starter is turning very slowly. The dash ammeter gauge is reading just below normal. I'm leaving the car running when we get gas. Will get the charging system looked at tomorrow in Kansas City.

Also, my engine's missing intermittently, not running on all cylinders. Maybe it's the carburetor, as the car can only achieve highway speeds with a heavy pedal.

Outside of Laramie on a steep grade, I was in trouble. I had to keep it floored so it wouldn't stall. Then a big backfire, and it ran like a top. Why?

We stopped in Cheyenne and Phil had to add 2 quarts of oil. My car is running great. Stopped for lunch on The Lincoln Highway. Humidity and temperature are going up, the windows are going down.

June 28, 2016. Tuesday. Kansas City, MO.

Today my car is now running excellently and not missing at all. Why does it run great sometimes, and so badly at other times? At Kansas City to connect with our Airflow Club member Danny O'Neill and his family for a 3-day visit. Danny wants to show us his town.

As we went for lunch, my car barely started. Danny arranged for his mechanic to analyze my charging system tomorrow. After lunch my car died in the middle of the street, but I coasted into a gas station. I carry two fully charged Optima 6v spares in the trunk, so the car fired up.

Tomorrow we start our Kansas City adventure with Danny, Carla, Terry and Sophie O'Neill.

June 29, 2016. Wednesday. Kansas City, MO.

Most of today was spent with the auto electric expert, who decided that the rebuilt generator works, but the voltage regulator is bad. He has a new one in stock. I want a second one for a spare, which is ordered. Phil's made a plate to cover the gas pump hole in his engine block, but oil covers one side of his car.

June 30, 2016. Thursday. Kansas City, MO.

Starting at 6:30 AM, we take Phil's oil-slick car to a quarter car wash. Wow, what a mess, but we scrub it clean.

After a day of sight seeing and some fantastic Kansas City barbecue for lunch, we notice that I have a tire going flat on the passenger's side rear. Damn! We go to "Darrell" down the street to get the tube changed, which I always have in the car. Darrell's tire place is a scene out of some movie; an old gas station with piles of tires and wheels and a bunch of young grease-covered guys sitting on broken down office chairs outside in the shade with cold ones in their hands. You can't make this stuff up. We pull in with the shiny Airflow. In 20 minutes for \$20 we were on our way.

Chandler's fan belt has broken on his drive to Kansas City, and he's on the side of the road. Luckily, the old belt didn't do any damage, and he's got a spare and tools. He arrived in KC at

about 9 PM, and our caravan of 4 Airflows is complete.

Before dinner, Phil quickly took the carburetor on Danny's C17 apart to blow it out with compressed air on the car. What a pleasure it is to watch a master mechanic at work! Danny's going to trailer this car to the meet in Baltimore.

July 1, 2016. Friday. Indianapolis, IN.

We leave Kansas City for Indianapolis. Phil's leading and we're going fast to keep up with the 80 mph traffic. As we cross the Mississippi yet again in my fabulous C2 Airflow, I can't help thinking what a lucky guy I am—living my dream of touring in old cars.

Look for Part 2 in the May/June newsletter.



Putnam and Baldocchi checking the oil, ritual before starting the daily drive.



Don Baldocchi, Bertie Borders, Phil Putnam, Jerry Putnam and Karen Frech arriving at Danny O'Neill's coffee roastery business in Kansas City, MO.

The New (to me) Chrysler C-17

By John Boyd

Last fall my 1936 DeSoto S-2 sedan entered its pro-restoration phase. I had overseen or performed water pump, radiator, fuel system, brakes, springs, tires, shock absorbers, and electrical overhaul, even engine dyno tuning—the whole enchilada, as we say in San Diego—and the time had come to bring in the professionals. Although the engine ran fairly well, it leaked oil and water and was a bit noisy. I decided to have it professionally overhauled by a local shop I had used before. I also found a local guy who, for a price, could prepare the chrome and transport it across the border for plating by his partner shop in Mexico. We got the correct upholstery, and I made an appointment at an upholstery shop. The stripped car (engine, transmission, instruments, running boards, interior, glass, and chrome all removed) went to the body shop. My garage was empty, and I had little car work to do.

I mentioned my concern about being idle (I won't say I complained) to a few friends in the Airflow Club, and got some advice. "What you need to do," said John Librenjak, "is find another Airflow you can do minor fixing on and then just drive it." I kind of wanted a coupe (don't we all?), and I actually found a couple. But one needed too much work for me to make it a driver, and the other owner wasn't ready to sell. Eventually though, I learned of a C-17 in Ohio that the owner wanted to sell. I used the last of my working-career-earned frequent-flyer miles to go to Cleveland to look at the car. I liked it.

The Airflow was a 1937 C-17 sedan in Polo Green Poly. I thought it looked to be in remarkably good condition. It appeared to have been repainted at least once; the color matched the body data plate's 301 code. The interior looked original and for the most part was in quite good condition. In fact, front and rear seats were covered with old, but untorn, clear plastic seat covers. A couple of the windows were badly fogged. The wide whitewall tires had lots of tread, but were slightly yellowed. Hubcaps and chrome looked good—so good, they were probably redone at some point. The odometer read 70702, but who knows? With a battery charge, it started easily, and I drove it 5 miles or so. It needed a little work here and there, but seemed basically sound. I liked it, and agreed on a purchase price that was acceptable to the seller. I've arranged for shipping, and I hope to have the car in hand within a few weeks.

The seller kindly included a packet of papers with the car, and from them I was able to trace out some history. As a relatively new club member, I don't know any of the previous owners, but some of you readers might. And you might have



seen the car – it was at the Dayton meet, and it appears prominently in the Airflow calendar hanging on my wall, right in the center of the rainy photo for September 2016. The Ohio historic plate HU82P is still on the car. That meet was before I knew of the Airflow club, so I wasn't there. The C-17 serial number is 7022912, and I found that it was listed in the club's Airflow registry, but its ownership history was incomplete.

The seller, Mrs. Kosel, told me a previous owner had displayed the car for some time in a Pennsylvania auto museum, but she didn't know which museum or which owner. From the records she gave me, and a phone call or two, I was able to work out the history of ownership since before 1968. In March of 1968, owner Paul Stern of Mannheim, Pennsylvania, sold the car to W. Harmon Nickless in Sandusky, Ohio. Mr. Nickless owned the car for about 14 years, selling it in 1982 to Mr. L.C. Bowers, Greenville, Tennessee. I was able to locate a telephone number for Mr. Bowers, and when I spoke to him, he said he had bought the car from a dealer named Bob Willhort, who had only had the car a few weeks. He also said that Mr. Sterns had parked the car in a Pennsylvania museum for "years and years." That must have been before 1968, of course. L.C. said, "That was a fine car, a great cruiser," and to let him know if I wanted to sell it. He also kept the car for about 14 years, and in November 1996 he sold it to Mr. Roger Kosel, also in Sandusky. Mr. Kosel passed several years ago, and the car was registered to his widow, Sara, until I bought it.

Learning the ownership history of the "new" C-17 was particularly interesting to me. Tracking down L.C. Bowers and chatting with him on the phone was fun – the Internet helped. In contrast, I know only a little of the history of my S-2. It was initially delivered to a dealer (name illegible) in St. Paul, Minnesota. I bought it in 2014 from a retired dentist in Eagle Rock, California, but I don't know where he got it. Perhaps if I dig a little harder, I can uncover some leads. Maybe a club member can help? It's a black S-2 sedan, originally Autumn Gold Poly, serial number 5092868.

Treasurer's Report - 2016 final

	BUDGET	ACTUAL	% USED
Income			
Dues	\$10,400.00	\$9,750.00	93.8%
Club Store Sales	\$7,000.00	\$8,446.10	120.7%
2016 Fun & Ugly Auction - Bend	\$950.00	\$1,261.00	
Advertising	\$0.00	\$100.00	
Interest	\$50.00	\$6.21	
Miscellaneous	\$25.00	\$300.40	
Total Income	\$18,400.00	\$19,863.71	108.0%
Expense			
Newsletter Costs	\$15,500.00	\$13,083.64	84.4%
Roster	\$0.00	\$1,678.40	
2016 Convention Advance	\$0.00	\$500.00	
Club Store	\$1,000.00	\$5,430.04	543.0%
Postage	\$200.00	\$358.47	179.2%
Trophies/Awards	\$300.00	\$134.76	44.9%
PayPal	\$50.00	\$71.95	143.9%
Supplies	\$50.00	\$0.00	0.0%
Insurance	\$1,150.00	\$1,127.00	98.0%
Copies	\$100.00	\$0.00	0.0%
Miscellaneous	\$50.00	\$0.00	0.0%
Total Expenses	\$18,400.00	\$22,384.26	121.7%
Net Loss		(\$2,520.55)	

Bank Balance - 12/31/2016
\$21,611.57

Checking \$4,447.43
Savings \$5,361.30
CD \$11,802.84

Prepared by:
Dennis Pitchford
1/14/2017

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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 CD This is a complete record on every technical subject regarding each model of Airflow from 1934 to 1937. All items on the CD are indexed. Produced by Jon Clulow. \$20.

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

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

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

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

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"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.



WANTED: Hallo, I have problems with the brakes in my C17-37. So I need a **booster brake assembly** if somebody have it for sale. **Sten-Gunnar Nyman**, Sweden n061116008@gmail.com. (03/17)

FOR SALE: 1936 S-2 4-door Sedan, older body off frame restoration being sold by widow of former club member. Pictures available by calling **Phyllis Welch** at 317-445-1096. Asking \$40,000 or best offer. Car located in Indianapolis Indiana area. (03/17)

WANTED: Automatic Clutch Assembly to fit a 1934 Desoto Airflow. Contact **Lynn Sherman** 419-466-2276 or email Lshermanr@ietcorp.com OR **Mike Ames** 817-614-5259 or amesarlington@gmail.com. (03/17)

FOR SALE: 1936 DeSoto Airflow S2 Water Distribution Tube; Part #650,212. If you are rebuilding your S 2 engine you will want to replace the old one to help avoid overheating problems. I had six more made at a slightly lower cost than the ones I got from Canada a couple of years ago. Now \$75 plus \$10 estimated shipping.

1936 DeSoto Airflow S2 Thermostat Housing; Part #655,400. If yours is badly corroded it will contribute to the overheating issues. Exact reproduction in either aluminum or silicone bronze. \$225 plus \$15 estimated shipping. **Ron Robbel**, PO Box 7109, Bend, OR 97708-7109. 541-788-8172 or 541-389-7329. (03/17)

FOR SALE: 1935 Chrysler Airflow Imperial C-2, VIN#:

7014540, Engine#: C2-3268, Mileage: 46,835 (original). Although this car has not been "officially restored", it has had a significant number of upgrades and improvements that were made to a low mileage, rust free, survivor.



A few highlights: one repaint in original black, engine rebuild, transmission replaced with rebuilt, complete brake system overhaul including replacement of the brake booster, new exhaust, installation of signal lights, fuel tank cleaning, blasting and repaint, new king pins, carburetor rebuild, complete engine tuning, & much more. The majority of the tan interior is original and in excellent condition, the headliner has been replaced. Factory equipment: AM radio, heater, and overdrive. New Diamond Back w/w/w 750-R16 radials purchased 8/2/2016, less than 20 miles on them. A valued asset for any collector, as well as road-worthy for casual driving and/or touring. Present owner is thinning out his personal collection. After 23 years of enjoyable ownership, it is time for another caretaker to acquire possession of this handsome example. \$49,000. Call **Larry Phillips**, 860-778-6070 for more info/photos, or lphillips@saa.com. (01/17)

FOR SALE: Vintage 1935 Airflow pedal car (like the one

shown). The car will be painted the color of your car or any other color you provide; comes with new wheels, tires, hubcaps, windshield, headlights, bumper, custom manufactured padded seat in the correct airflow material with correct number of pleats, custom pin stripping and air brushing for the grill and pin stripping for the side of the car and wheels. \$3,750. Call **Terry Brinson**, 530-865-4380, with questions and more pictures. (01/17)



FOR SALE: 1934 Chrysler CY Airflow Sedan This rare CY Airflow was restored in the late 80s-early 90s. Breer Award winner at the 50th Anniversary Meet. Reliable driver. Many pictures available upon request. Located in Jacksonville, FL. \$45,000. **Mark Becker** (904) 635 3548 or nmbecker@comcast.net (01/17)

FOR SALE: Doorsill scuff plates made to order for all Chrysler and De Soto Airflows. Etched aluminum with exact reproduction of original patterns. I have enough blanks in stock to do a few cars. Get your orders in now for spring delivery. Be ready for the new show and driving season. Please Email me for pricing. **Jim Hazlewood**, 141 Stanley St N, Thamesford ON N0M 2M0 Canada, 1-519-285-2279 or hazlewood@globalserve.net (01/17)

FOR SALE: Chrysler Airflow tool rolls We have a few of these tool rolls left. They are exact copies of an original tool roll we found in a 1936 Chrysler Airflow C9 sedan. These are made of sturdy canvas. You will have to find your own tools though. Store and show your Airflow tools in an original style tool roll. \$40.00 US + shipping. **Jim** (and **Donna** – she sews them!) **Hazlewood**, 141 Stanley St N, Thamesford ON N0M 2M0 Canada 1-519-285-2279 or hazlewood@globalserve.net (01/17)

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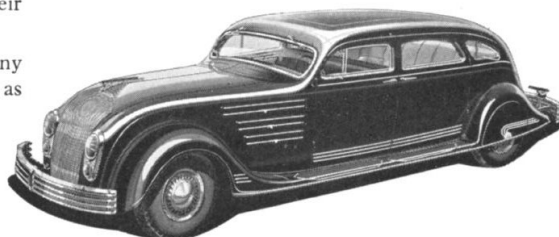
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