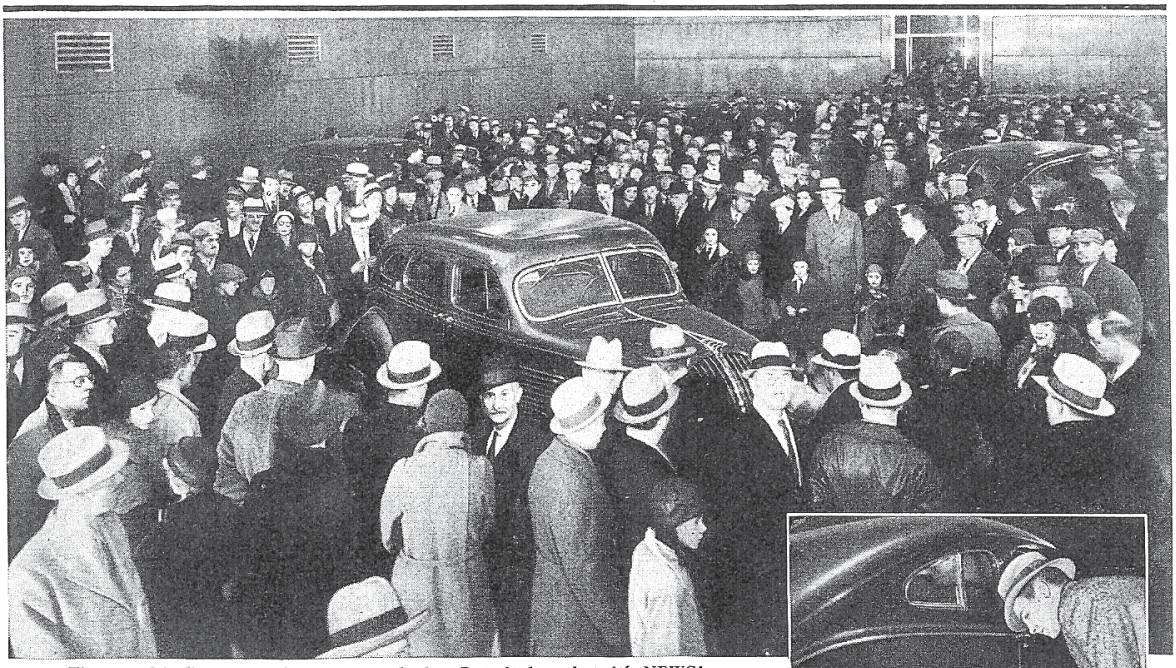
Airflow NEWSLETTER

Volume 56 • Number 4 July / August 2017

MOTOR SHOW CROWDS "MOB" NEW AIRFLOW DESOTO

CAR CAUSES NEAR-RIOT IN DETROIT—AMAZING SCENES IN NEW YORK!



They stood in line to see the cars . . . and when Detroit does that, it's NEWS!

IT NEVER HAPPENED BEFORE. No car ever got such a welcome. Fifty thousand motor-wise Detroiters stormed through the doors in one day. A flood of orders poured in . . . before De Soto's prices were even announced.

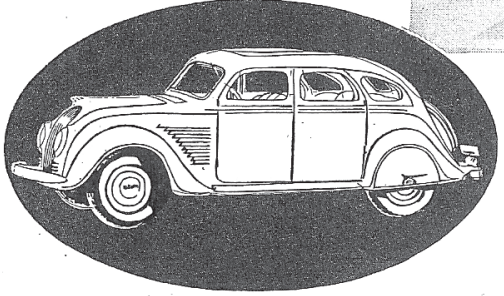
Then on to New York . . . the same exciting scene over again. More orders coming in! And one word—Airflow—on everybody's lips! New Yorkers are reputedly "hard-boiled" citizens . . . but De Soto held them fascinated hour after hour. They couldn't get enough of it!

It isn't every year that a car dealer gets such exciting merchandise as the Airflow De Soto. It's completely different. Unique in its field. The only car in its price-class that can offer a sensational "Floating Ride."

This year, the De Soto dealer is sitting pretty. The De Soto-Plymouth franchise is the "plum" of 1934. He has the chance that comes only once in a lifetime . . . there's real money—BIG money ahead!

• • •

DE SOTO OFFERS an exceptional opportunity to wide-awake dealers. Write for the De Soto-Plymouth franchise story. Address your letter or wire today to L. G. Peed, Box 306, Detroit, Mich.



New York—Plenty of other cars but all during Show Week Airflow De Soto held the center of the stage!

•

Models: 4-Door 6 Passenger Sedan; 4-Door 6 Passenger Town Sedan; the 2-Door 6 Passenger Brougham; 2-Door 5 Passenger Coupe.

DE SOTO-PLYMOUTH FRANCHISE IS THE "PLUM" OF 1934

Eastern Division Insert

Hershey Swap Meet
October 4-7

Banquet
October 6
Registration Deadline
Sept. 21

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 another National Meet (our 54th!) is behind us. I thoroughly enjoyed our time together in Wisconsin and Minnesota, and lots of fellow Members have expressed the same sentiment. Special thanks to Jim, Cindee, Dave and Mark for making it all possible. The weather cooperated with the exception of a brief rain shower or two, but nothing that slowed us down. Congratulations to Chuck and Char Cochran for sweeping all the top awards with their stunning 1934 CU Coupe – more about that in the next issue.

At the Meet your Board accepted the offer of David Felderstein to host next year's Meet in Chico, California. David has already received significant assistance from Chico 'locals' Phil Putnam and Bruce Wallin. It is sure to be a great gathering, and the dates are June 12 – 16, 2018. Mark your calendars now!

On a personal note, I am racing against the clock, but I do believe that the 1935 CW Limousine will be 'on the lawn' at Pebble Beach on August 20 of this year. It's been a nearly four year labor of love, but the mighty Airflow looks great and even has about ten drama-free miles on the odometer. I will bore you with an article describing the restoration in a future issue – you have been warned!

I know that I sound like a broken record (presumably we are all of an age to remember what records are!), but once again I encourage you to get your Airflow out on the road. It's good for your so-special car, and I can tell you that there's nothing more delightful to watch than an Airflow on the road. By chance I found myself behind

continued on page 2

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.

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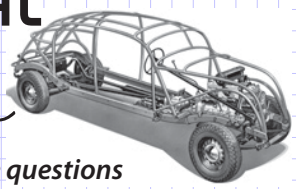
TECHNICAL Tips



cause we all have questions

After reading the newest newsletter I again read of someone losing a fender skirt. I believe that the problem can be solved by using 2 1/4 - 20 nut & bolts per skirt. I chose to use Allen cap screws as there is not much room between the skirt & the fender. It helps to use a Bondus (ball) Allen driver as it allows you to come in at an angle. If your skirt is already painted then use a KEP nut with its serrated washer built in. If it isn't painted yet, then the nut can be welded to the skirt. I know this isn't original but at least you won't lose the skirt. The nuts & bolts could be removed for judging.

~ Norman Mulloy

PRESIDENT'S MESSAGE continued

Mike and Renee DeLapp as they returned from the showgrounds in Stillwater to our hotel in Hudson. Mike chose a back route through some scenic residential areas, and following that gorgeous 1935 Chrysler couldn't help but put an impossible-to-remove smile on my face. I was zen-like transported to 1935, and the only thing better would have been to have been in the car with them! Thanks for the 20 minutes of pleasure, Mike!

It was a pleasure spending time with so many Airflow 'family' friends, and I'm looking forward to working with Linda on the Meet issue (Sept/Oct). It will bring back fond memories for those of us who were there, and perhaps inspire some to join us in Chico, CA in June of next year. See you then!

Airflowingly,

Frank

WELCOME NEW MEMBERS

Alan Boland
Clement House, New Road
Clondalkin, Dublin 22
Ireland
Phone: 00353868448809
1934 DeSoto SE 4-door, 5079982

Chip Carleton
429 Twin Lakes Road
Salisbury, CT 06068
860-435-3011
cell: 860-671-0277 (text only)
ccarleton@snet.net
1934 DeSoto SE 4-door Sedan,
5071336, SE-4134

Stan Kanter
2973 Osmundsen Road
Fitchburg, WI 53711
608-270-3899
stan@chorus.net
1934 DeSoto SE Coupe,
5077550, SE-15146 (from Bill HIll)

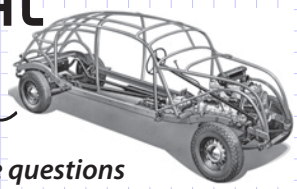
Edward (Ed) and Sue Krueger
5893 Goldrush Avenue
Grant, FL 32949
321-327-8057, cell: 321-960-5228
ekrueger1@cfl.rr.com
No Car

Doug Saunders
P.O. Box 94
Avoca, Victoria 3467, Australia
61 3 5465 3818,
cell: 61 0407 349 322
avoca62@bigpond.com
1934 DeSoto SE 4-door, 10770, SE-13647

Thomas Thorin
7856 Amestoy Avenue
Lake Balboa, CA 71406
1935 DeSoto SG Coupe, 5087201, SG-5802
(from Aspen Pittman)

TECHNICAL Tips

cause we all have questions

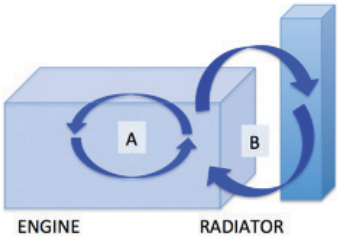


Proper Thermostats for 1935-39 Chrysler Products: Including Airflows

By John Boyd

Introduction

A good deal of attention has been devoted to overheating issues in Airflows over the years, including Tech Tips and other articles published in this newsletter. Some puzzling symptoms in a recently acquired C17 led me to investigate how the cooling system should work and why my car was running hot (190° to 205°) in normal driving.



The 1935-36 DeSoto and 1935-37 Chrysler Airflows use a common thermostat to route coolant efficiently for fast engine warm-up and effective cooling. Judging from replacement part sellers, Chrysler continued use of this thermostat in all DPCD model lines through 1939.

Engine cooling systems have two important functions. First, they help distribute heat inside the engine to prevent heat sources, like exhaust valves, from becoming too hot. Liquid cooling systems absorb heat from these sources and dissipate it to cooler areas inside the engine. Heat flow A in the figure illustrates this internal circulation of coolant. Second, the cooling system dumps collected engine heat to the atmosphere via a heat exchanger, the radiator. Heat collected in loop A is dissipated to ambient air by running the warm coolant through the radiator as indicated by loop B.

When a cold engine is first started, it may run poorly until it approaches operating temperature. The fuel delivered by the carburetor may not be fully vaporized as it passes through the cold intake manifold. To deal with this problem, carbureted engines like those in Airflows use a choke to restrict air flow. This richens the fuel-air mixture. As the engine comes up to temperature, the choke is gradually opened, and as the intake manifold warms, it fully vaporizes the fuel before it reaches the cylinders.

It is desirable to limit this warm-up time to improve drivability from a cold start. During warm-up the coolant is already cool, so there is no need to pass it through the radiator. In fact, doing so may slow the warm-up. If we can close off loop B, that will make warm-up quicker.

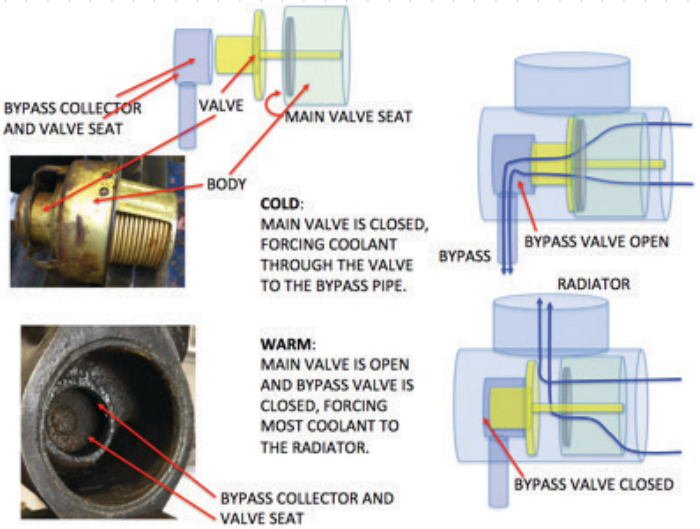
On the other hand, the temperature of exhaust valves comes up very quickly in a cold engine, and it's desirable to have loop A in full operation whenever the engine is running. If the coolant is stagnant, regions near these heat sources can become hot enough to boil it. This leaves an insulating vapor in contact with the heat sources instead of the much more effective liquid coolant, and the resulting heat retention can cause damage.

Airflow Coolant Control

The Chrysler radiator thermostat is designed to regulate the cooling system temperature. This includes bringing the engine up to operating temperature quickly, keeping it high enough for efficient engine operation (and acceptable cabin heat in cold weather) and low enough to ensure that the engine can run as designed and, importantly, that the coolant does not boil. It does this by closing off loop B for a cold engine and, when operating temperature is reached, regulating the rate of coolant flow through the radiator in loop B. The properly functioning cooling system ensures that loop A is always operating, even if loop B needs to be closed or restricted. The ideal thermostat should function as a diverter: from its position at the output of the water pump, it must ensure loop A is operating by either directing coolant through the radiator and thence back to the engine or bypassing the radiator and returning the coolant directly to the engine.

The Airflow thermostat housing has one inlet, from the water pump, and two outlets: a large one to the radiator and a smaller one back to the engine, bypassing the radiator. The second figure shows how it works.

Shown below is a photo of a thermostat for the 35-37 Airflows, Chrysler part number 640708 or (for cars with cabin hot water heaters) 645494. (The latter holds the coolant to a higher minimum temperature to ensure adequate cabin heat during cold weather.) At the right of the thermostat is a bellows device that expands



(horizontally in this view) as it is warmed by the coolant. In the center is the main body, and on the left side is a sliding valve assembly operated by the bellows.

At the lower left is a photo of the inside of the thermostat housing. In the center of the casting is a cavity that connects to the bypass outlet of the housing. The larger portion of the housing connects to the main (radiator) outlet. The thermostat valve, sketched at the top of the figure, has a hollow tube about an inch in diameter attached to an annulus – a disk with an inch-wide hole in the center. These two parts are brazed to an operating rod attached to the bellows (not shown in this sketch). The valve assembly can slide left and right under control of the bellows. The valve body has a second annulus as an end cap – this forms the main valve seat for the thermostat.

When the engine is cold, the bellows is at its minimum length, and the valve assembly annulus is held firmly against the main valve seat. Any water entering the housing is directed through the tube in the valve to the bypass collector. Almost none goes through the radiator in this case. As the coolant warms, the bellows expands and the valve assembly moves to the left. This does two things: it opens the main coolant valve as the valve annulus lifts away from the main valve seat and, when the valve is fully open, its tube bottoms out in the bypass collector, effectively closing off the bypass outlet. In this case, all the coolant flows out the main housing outlet to the radiator. The thermostat therefore closes off loop B until the coolant is warm enough to open it. When it's at operating temperature, it sends more or less of the warm coolant through the radiator as conditions dictate, automatically. Should the radiator flow (loop B) be limited by the thermostat, internal circulation (loop A) continues uninterrupted, protecting internal engine parts from overheating in all cases.

Implications: What can go wrong?

1. *Wrong thermostat installed.* Most parts stores don't carry the correct thermostat for Airflows or other 35-39 Chrysler products. Consequently many of our cars have a modern, incorrect, thermostat installed. If an incorrect thermostat of the right diameter and a suitable temperature range is fitted, loop B should function approximately correctly. But incorrect thermostats are almost certain to not shut off the bypass; it remains open. Some of the warm coolant is returned to the engine without going through the radiator, and the total radiator flow is consequently reduced. This can result in an engine running too hot: the engine is generating more heat than the weakened radiator flow can dissipate. On my C17, for example, the temp gauge showed high engine temperature, while a thermometer stuck in the radiator neck read 20-30° lower. The gauge was correct – my engine was running too hot.
2. *No thermostat installed.* In hot weather, the absence of a thermostat could go unnoticed. Without a thermostat, loop B runs wide open all the time. This can lead to engine inefficiency, including rough running and poor fuel economy, inadequate cabin heat, and in some cases, engine overheating. As with the incorrect thermostat, the bypass is never shut off, and some warm coolant goes back to the engine without being cooled by the radiator.
3. *Incorrect thermostat stuck open.* This is just like case 2, no thermostat installed.
4. *Correct thermostat but stuck open.* In the open position, the correct thermostat sends almost the entire water pump output through the bypass and little or none through the radiator. Serious overheating is almost certain; loop B is unavailable.
5. *Any thermostat stuck shut.* Loop B is not operating; coolant heated in the engine is not cooled at all. Serious overheating and engine damage are very likely.

Fixes

In every case, the best solution is to get the correct thermostat, clean up the housing to ensure the thermostat valve can open and close as is intended, then reinstall. If the correct thermostat cannot be found, some have recommended limiting flow through the bypass hose. This will ensure that most of the coolant from a warm engine will flow through the radiator (loop B will function). The advantages of the Chrysler-designed, dual-loop cooling system will be lost.[1]

As has previously been published in this newsletter, you can limit bypass flow on Airflows by fabricating and installing a plug. Drill a quarter-inch hole in the center of each of two quarters. Drill an eighth-inch hole in each near the edge to let air and a small amount of coolant pass. Run a 1-inch, quarter-inch machine screw through one of them and screw on a nut. Now put the other quarter on the bolt with a lock washer and another nut and tighten. Put this plug in the short bypass hose on the thermostat housing. The plug will ensure radiator flow is high by limiting the rate of bypass flow.

So what?

There are many other issues that can cause Airflow engines to run hot: imperfect water pump, crud in the engine cooling passages and radiator, stuck manifold heat risers, worn-out radiators, leaks, and more. But in some cases, installing the correct thermostat might be all it takes. The day I wrote this, in April 2017, there were three for sale on eBay. I bought one of them.

[1] Some engines (for example, the small-block Chevy) were never equipped with a radiator bypass. Coolant in such engines is stagnant until it is warmed sufficiently to open the thermostat. Interestingly, Ford small-blocks and Ford FE engines all have bypasses, as does the big-block Chevy family.

Airflow Caravan Cross Country Madness

Baltimore or Bust 2016

Part 3

by David Felderstein

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

July 5, 2016. Tuesday. Baltimore.

Our day started out in heavy ground fog as we headed east through Cumberland, MD, on our way to the ACA Meet in Baltimore. As we moved east, the landscape was gorgeous and the weather improved, as the little sunny spots on the dark green forest turned yellowy green. Then, the clouds broke up to full sun and the beautiful, verdant hills of Maryland.

We arrived in at our hotel to unload, register for the Meet and start the car talk with our Airflow friends. Eastern Region Director Jon Clulow had arranged for a garage across the street to do oil changes for our cars, where the mechanics oohed and aahed.

Starting on the drive from Indianapolis, Chandler's car started jumping out of overdrive under a load, like going up a hill and now the problem has gotten much worse. Before leaving home in Texas, Chandler had the overdrive redone, but now this is a very serious situation that might require removal of the transmission. He might have to ship the car home. Now the local Baltimore mechanics have agreed to let Phil use their lift to put Chandler's car up. Phil asks for wrenches, and then smiles as he discovers that the cable that engages the overdrive wasn't calibrated properly, and with a couple turns of the wrench, the overdrive works perfectly. Phil is a darned mechanical genius, folks.

Airflows lined up at Maryland Public TV where "Motor Week" is produced.

July 6, 2016. Wednesday. Baltimore.

We settle down into normal Airflow Club Meet events with lots of car talk amongst our friends, and there's so much to learn. For example: Charlie's been having a problem getting his brakes to work, which he bought already restored. I listened to the guys dissect Charlie's problem. Just so happens my front wheel cylinders had rusted causing very severe lockup on both sides a couple months ago, and I fried the brake shoes and nearly ruined the front drums. After Phil rebuilt the master and wheel cylinders and installed the repaired shoes, my brakes work perfectly.

July 8, 2016. Thursday. Baltimore.

Today started out with a trip to Owings Mills, MD, where Maryland Public Television has their studio, which is the home of PBS' "Motor Week," which I have been watching since it began 35 years ago, as it was a pioneer for car material on TV. In their parking lot we created a lineup of 10 of the Airflows, facing forward.

I always let one of the Airflow Meet attendees drive my car – someone who is either working on his first Airflow and never driven a one that is sorted out. In today's case, my driver is someone I haven't met before, Paul Ridley of Dallas. He's just bought a CV sedan; it hasn't been delivered yet, but Paul plans to tour it after making it roadworthy. He drove the whole day and I got to literally be a back seat driver, showing Paul the tricks of Airflowing.

July 10, 2016. Sunday. Baltimore.

The Meet's over, the car was loaded last night. Don and Bertie won't be driving with us, as Don's coupe is disabled and will be shipped home. Here's the story.

Yesterday, before the closing Banquet, there's a crowd around Don's coupe, parked by the hotel's front door. Phil is working on it yet again, this time with Jon Librenjak. The carb and choke are out. With a new fuel filter, the carb and choke go back in, but the car still runs bad. A crack in the exhaust manifold has gotten much worse, now clearly visible. The distributor comes out and Jon describes all kinds of issues with it to the crowd of us around the car, doing his best to adjust the vacuum advance. Car back together, Phil and Jon drive it around the hotel parking lot with Don watching apprehensively. I can sense what's coming, as the crowd waits for the results.

Phil and Jon sit in the car and talk for quite a while, and then take Don aside. You can see from the body language what happening. They're telling Don that the car won't make the trip back to California. Don is upset by the news;

Airflow Caravan Cross Country Madness continued

Phil Putnam and John Librenjak trying, unsuccessfully, to fix Don Baldocchi's C17 coupe, which must be trucked back to California.

The Airflows lined up on the showfield at Timonium.

Phil Putnam, Chandler Smith, Pat Huehls, David Felderstein and Jerry Putnam as we're leaving the Meet to drive west.

My C2 doesn't like to sit in the rain.

who wouldn't be? Now we shift into how to get this situation resolved. Don and Bertie will have to fly home and the car sent later in a transport, after being stored at Jon and Neila Clulow's house. All is arranged.

July 11, 2016. Early Monday. South Haven, MI.

We (the 3 Airflows: me, Chandler and Phil) got going early yesterday as we left Baltimore, heading west towards home. Before we left, the four intrepid cross-country Airflows posed together one last time around Don's disabled coupe. Chandler pealed off to go home about noon, but Phil and I continued to South Haven, MI, and see the collection of Red McFadden. Red and Marilyn flew home were there when we arrived. As the long day wears on, my car starts running badly, but keeps going. It's missing again, and I don't know why. We reach the McFadden's late, but they held dinner for us. After, we get the garage tour and see part of Red's fantastic collection. To bed.

July 11, 2016. Late Monday. Dayton, OH.

This morning, Phil headed west and I headed east, on my own for the first time in this trip. I go to The Gilmore Museum in Hickory Corners, MI, near Kalamazoo; my first time.

Got to bring the Airflow on to the museum grounds and park it in the service bay of the antique Shell gas station; a good thing, because the clouds opened to a huge rainstorm. I wandered through the galleries during the rain, but then the weather cleared. I brought the Airflow out for photo ops before leaving. I stopped in Dayton for the night and stayed in the same Holiday Inn where the 2013 50th Anniversary Airflow Club Meet was held.

My car is running well as I start out, but again, as the day wears on, it starts to act up. I'm now thinking the spark plugs may be worn out and I don't have extras. After Cincinnati, I'm traveling to Cleveland, so I ordered two sets of correct plugs to pick up there. I'll gap these plugs in the morning and see if it makes a difference.

Look for Part 4 in the next newsletter.

Putting Cantankerous Betsy Back on the Road or "What's Next?" continues...

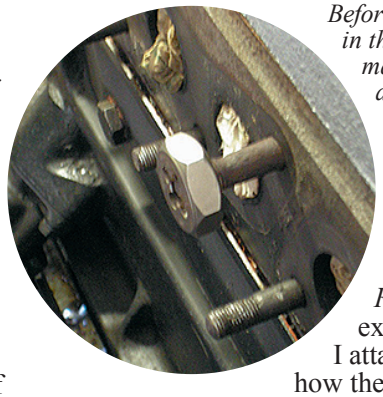
Frank Daly said, "No problem with my broken exhaust manifold" and gave me the phone number of *"Cast Iron Mike"* in Marysville, WA, who he had used on other occasions. I called Mike and told him of my plight. He said for me to pack up the manifold and send it to him. He would look it over and give me a prognosis. If he could fix it, he would let me know. I felt much better.

I should say here that *"Cast Iron Mike"* is retired and works at his own pace. Mike thought he could rescue the manifold and accepted the work. He took out the disintegrating slag and added new iron material. He then heat treated the metal to give it new life.

In the meantime, the **ACA Bend, Oregon National Meet** came and went…. with Betsy still cozy on her side of the garage. Phyllis and I attended using "modern" transport.

On another note, Betsy had been sluggish in starting over the last couple of years, so while the exhaust manifold was at *"Cast Iron Mike's,"* I yanked out the starter and took it over to *Unit II* (specialists in starters, alternators and generators) for an overhaul. This overhaul took a few weeks to complete, but Betsy wasn't going anyplace any time soon anyhow.

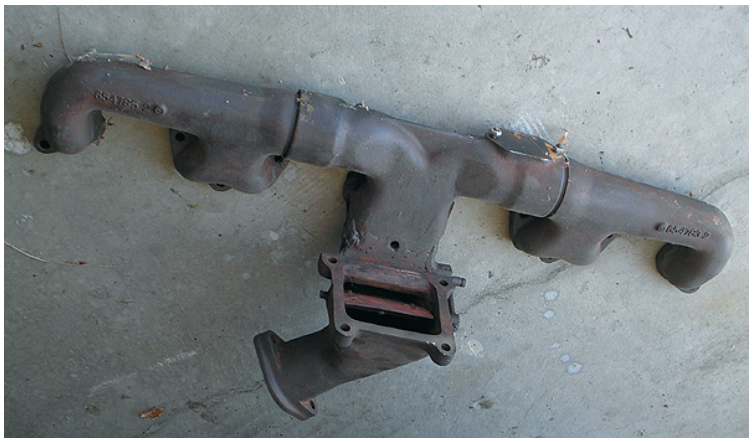
After five months with *"Cast Iron Mike"* (and many calls in between) I received the "renewed" manifold. In the meantime, I had cleaned up and painted the intake manifold. Years ago, I had picked up a set of manifold gaskets at the *San Diego Swap Meet*. I was ready for the next step.



Before attaching the 3/8" hex nuts,while in the process of attaching the manifolds, it is a good idea to use a rethreading tool to rethread all the old threading on all the studs.

Upon opening up the package from *Cast Iron Repairs (Cast Iron Mike)* and extracting the exhaust manifold, I attached the two manifolds to see how the attaching ports matched up.with the block. **"Oh No!"** The angle of the top part center of the exhaust manifold with the "horns" was kicked to the left a little over a 1/16th of an inch from the old bottom part it was now freshly welded to. That meant that more machining had to be done to these surfaces before attachment than I hoped for. The work was amazing, but I didn't want to machine off that much material. What to do??? "What's Next?" It was now the fall of 2015,

I'll take a break here and add that, it is our normal activity in the fall is to visit our kids in Georgia and Texas. With Phyllis' niece's family living in Rockaway, NJ, and my niece's family living in Pittsburgh, PA, we also find time, while we are in their area on those visits, to stop at the *Hershey Swap Meet* in early October, along with attending at the ACA Eastern Region banquet in Mt. Joy, PA.



Front and back views of my exhaust manifold after it was returned by "Cast Iron Mike" with the "horns" reattached. Beautiful work. With lots of fresh iron.

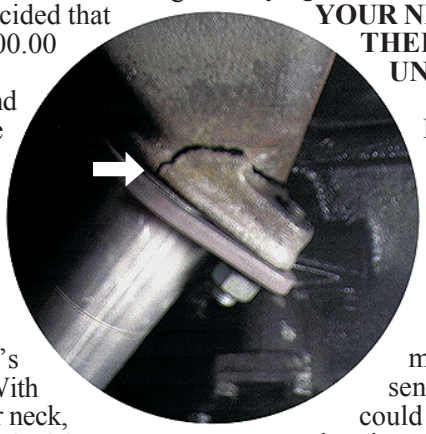
John Heimerl sent this photo over the internet to make sure that it would fit into my C-17.

Therefore it was, to me, no coincidence to run into **John Heimerl** at the ACA booth. I told John of my predicament, and he said, "I think that I have an exhaust manifold that will work for you." Can you believe that? On returning to Ventura, CA, in late November we received the manifold…but not one for a C-17. "What's Next?"

When I called John, he said, "OK…then I know just the right one and I have it back in my parts barn." John's big problem was that the state of Virginia was digging out of one of their worst winter storms and black ice was everywhere. He said that as soon as the weather and ice permitted, he would retrieve the manifold from the barn and send it to me. In the meantime he sent me a photo of it on

the internet so I could see that this one would fit. Sure enough, the manifold was a two bolt model…but had a shorter flange from the box toward the exhaust pipe. I decided that I could live with that. And the price of $200.00 sounded much better.

The "new" exhaust manifold arrived and after cleaning it up and having the the baffle rewelded we attached all the manifold parts together, with appropriate gaskets. Bill (#3, another Bill) at *Maxwell Automotive*. *(I guess your name has to be Bill to own an automotive shop in Ventura)* machined off the attach-to-the-block surfaces. We picked up the manifold and attached the gaskets and both of the manifolds to Betsy's block. **YEAH!!!** Betsy was back in shape. With the "new" exhaust manifold having a shorter neck, I would need a new exhaust pipe to be attached from the manifold to the muffler. I thought this would be a piece of cake, right? Wrong!



When I bought Betsy back in '76, her exhaust system was in miserable shape. The muffler was hanging down in parts and the pipes were "just" rust. I took the car to *Midas Muffler* and they did a great job. The exhaust system that was put on in '76 still looks good and works fine. So, it was back to Midas for me. BAD CHOICE. I forgot to ask the manager at Midas if they still worked on old cars. My fault!

I had Betsy towed by AAA over to Midas. the manager gave me a price of $480.00. I thought it was high, but the car was there, so what was I to do. I gave him instructions not to overtorque the system from the manifold to the muffler and the work was done. I thought the mechanic understood my instructions.

Around 40 miles later, the crackling sound returned. I got out my trouble light and found that an exhaust manifold flange had cracked half-in-two at the exhaust pipe flange. The angle of the manifold and pipe must not have been the same and that led to too much stress on an old part. "Now what?"

The manager at Midas said, "Sorry, but it was an old exhaust manifold and I can't guarantee the work." So, I'm saying…**DON'T USE MIDAS MUFFLER FOR ANY OF YOUR NEEDS…THEY DON'T STAND BEHIND THEIR WORK AND DEFINITELY DON'T UNDERSTAND AIRFLOWS.**

Everything came off again. Fortunately, my neighbor, Elias Corral, looked forward to getting his hands dirty again. Unfortunately, the manifold to block gaskets were damaged, so I had to order another set from *Atlas Obsolete Chrysler Parts* in Murrieta, CA. That took a couple of days.

We took the broken exhaust manifold back to Bill (#3) at Maxwell's. He sent it out to a welder he knows who felt he could fix this break, since the iron hadn't deteriorated at the flange. The flange was fixed, but it took another three weeks to have the part heat treated. Now it's March 2016.

After applying the new manifold gaskets on the studs in the block, we replaced the manifolds…exhaust first, then the intake manifold, and tightened all the bolts and nuts.

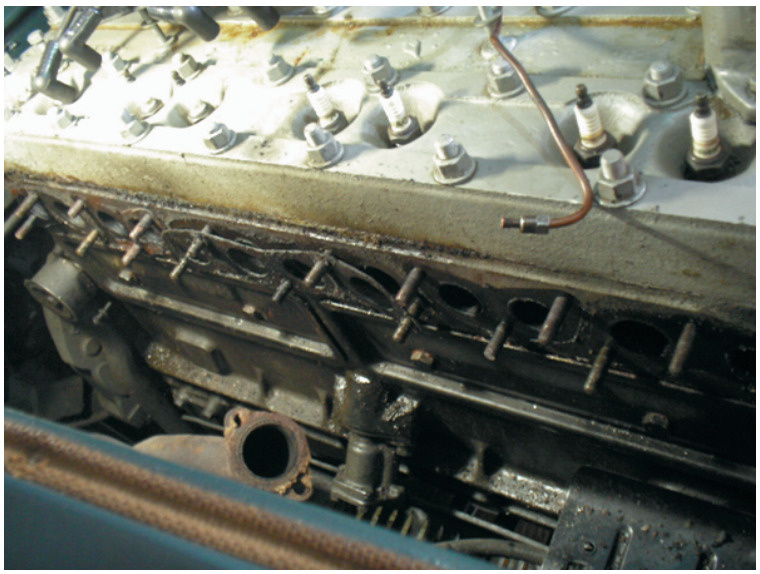
In the meantime, I called Bill (#2) at *Associated Tire and Brake* and he gave me the phone number of *Performance Muffler* in Ventura. The guy that owns PM is very familiar with old cars and I had Betsy towed out to PM to have the work re-done. I am very happy with the results. The exhaust system is better than ever…so you ask, "What's Next?" I never thought you would ask.

As I turned the key to start Betsy and drive her off the ramp at PM, I got this unfamiliar grinding sound. Luckily, the engine finally started and I got Betsy safely home and back into her side of the garage.

The next Sunday morning, I went out to start Betsy for our weekly run to church. These weekly runs keep Betsy's batteries charged and fuel system moving freely. But on this Sunday, all she would do was grind! This leads us to the next, "What's Next?"

It was impossible to get Betsy started unless you push started her. So I called AAA again and had her taken to Dave over at *DMC Transmissions*. Dave, at DMC, said that it sounded like the ring gear was bad. ***Not good news!***

One perfectly good set of exhaust/block gaskets had to be trashed when the Heimerl exhaust manifold was taken away from the block.



The flywheel ring was originally purchased with the car in 1976. Reversed and reapplied for the ACA Riverside National Meet. It had a hard life.

The last installment of "What's Next?" will be in your upcoming ACA Newsletter…

CLUB STORE

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:

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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

"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.

WANTED: (Hood/Radiator) rock screen for a **1934 Chrysler Airflow**. Model CU, CV, CX, or CW. Also, looking to purchase a 1934, 1935, 1936, Chrysler Custom Imperial original owners/operator manual. Also, any Chrysler Custom Imperial parts and literature for any year 1934 thru 1937 model CW only. **Jim Fredrick**, 918 W.Co. Rd.C-2, Roseville, MN. 55113-1942. 651.484.1184 email: estatecars@earthlink.net *(07/17)*

WANTED: Need front bumper mounting bracket with curvature for **1934 Chrysler CU** to finish car. I will consider any bracket that can be modified to fit properly. **Vernon Hurlbert**, Anchorage Alaska, phone: 907-360-5791, vernonhurlbert@hotmail.com *(07/17)*

WANTED: C-9: carburetor heat shield, radiator shroud, water temperature gauge, bumper end-fillers **Mark Becker**, nmbecker@comcast.net, 904 635 3548 *(07/17)*

FOR SALE: 1934 DeSoto SE Airflow Sedan VIN 5080075

The previous owner did a body off restoration in the 1990's and I bought the car in 2010. I recently replaced the cyl head and had the steering box rebuilt, It starts and drives well.I have shown the car at 2 Airflow meets and have taken a first and a 3rd place. My car collection has grown and I need the space. Call or email me for complete details and pictures. Asking $41,900 OBO. **Dave Ramsey** 334-301-3330 or dave@hattonbrown.com. *(07/17)*

FOR SALE : 1937 Chrysler C-17 sedan. Needs complete restoration; motor appears to be in good shape. Contact **Mark** at (262) 325-7846. Best offer or possible trade considered. *(07/17)*

FOR SALE : 1934 Desoto Airflow radio head. Needs restoration. Asking $100.00. Contact **Doug Quance** (non Member) at dougq@shaw.ca *(07/17)*

BACK COVER
This photo was provided by both John Spinks and Jim Hazelwood. It was taken at the 1934 Paris Auto Show - 'Mondial de l'Automobile, 1934. Airflows were well represented! How many Mopar products can you identify?"

WANTED: (Hood/Radiator) rock screen for a 1934 Chrysler Airflow. Model CU, CV, CX, or CW. Also, looking to purchase a 1934, 1935, 1936, Chrysler Custom Imperial original owners/operator manual. Also, any Chrysler Custom Imperial parts and literature for any year 1934 thru 1937 model CW only. **Jim Fredrick**, 918 W.Co.Rd.C-2, Roseville, MN. 55113-1942 Phone: 651.484.1184 email: estatecars@earthlink.net *(07/17)*

WANTED: Front bumper iron (bracket) for 1934 Chrysler CU. **Vernon Hurlburt**, Anchorage Alaska. 907-360-5791. *(07/17)*

FOR SALE: 1935 Desoto SG. The car needs a complete restoration and is not running, but is very complete, all the way to the bent keys. I have too many projects with not enough time to start on this one. Asking $13,500. Please have all inquires contact me by e-mail at hotroddad55@yahoo.com. The car has really good bones and has not been disassembled. It located in Mission Viejo Ca. **Mike Rockwood.** *(05/17)*

FREE: Chrysler 8 cyl engine parts. Crankshaft, camshaft, pan, flywheel, clutch, belhousing and bucket of misc. parts, none have been restored. Free – you haul. **Paul Fischer** (Valley Park, MO) 636-517-1002 *(05/17)*

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. *(05/17)*

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