Airflow NEWSLETTER

Volume 62 • Number 6

November/December 2023

GENTLEFOLK

Even in 1936, Chrysler recognized the importance of women's voices in Airflow marketing. Inclusive language — it's not a new thing.

Dedicated to driving, maintaining, restoring, and appreciating 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.

OFFICIAL
ACA WEBSITE
www.airflowclub.com
Members Page Passphrase: carlbreer

OTHER AIRFLOW SITES OF INTEREST:
Facebook Chrysler and DeSoto Airflow group and
airflowcars.groups.io

President's Message

As we approach Thanksgiving, I want to fulfill a commitment the Board of Directors made at the 2023 National Meet in Cambria, CA. On a motion offered by National Director Chuck Cochran, the Board unanimously voted to honor two of our long-tenured Officers and thank them for their service: Dennis Pitchford (Club Treasurer until 2020), and Doug Conran, (Club Secretary also until 2020). Both Dennis and Doug served with distinction in these two important positions, each for more than 15 years. Today our Club is in great financial condition and our record keeping has been correctly maintained because of their excellent service. They are among the many others who've stepped up to Club leadership since our founding in 1962.

On the state of our hobby, renowned auto-television personality Wayne Carini spoke last week at the California Automobile Museum in Sacramento. Responding to a question about what young enthusiasts want to buy today, and is there a future for collecting early cars, Carini believes that people start into our hobby seeking cars that are personally meaningful to them (perhaps cars their parents owned, or neighbors had that they lusted after). Carini observes that as auto collectors get older and more experienced in the hobby, their tastes evolve. He says maturing and financially able hobbyists often seek to own older, more rare cars in particular. Carini's observation is consistent with what we see in our Club: there continues to be an audience and buyers for Airflows. Hopefully there always will be people who want to own Airflows, not just look them at a car show or museum. It's our job to keep promoting the virtues of our excellent Airflows.

As always, your suggestions and opinions are welcome by contacting any member of our Board of Directors. Drive your Airflow now before winter! Happy and healthy Thanksgiving 2023!

~David Felderstein

CONTACTS/MEMBERSHIP

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.

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A Carburetor Repair Journey

By Tom Kleinschmidt

Fixing a carburetor by cleaning it, replacing the parts supplied in a carburetor rebuild kit and making a few adjustments are not necessarily all that needs to be done as carburetor components degrade. Troubleshooting the Stromberg EE-22 on our 1935 Chrysler Airflow revealed failures that required greater intervention. These repairs will apply to many aged carburetors. That is, these cars are well past the typical product ten-year design life!

The following is a chronology of our carburetor's issues, problem solving and repairs. This is not the only way or necessarily best way to do repairs. It is meant to be informational and not a guaranteed how-to. The mechanics reading this must make their own choices. End of disclaimer - let's get on with it!

EE-22 Background

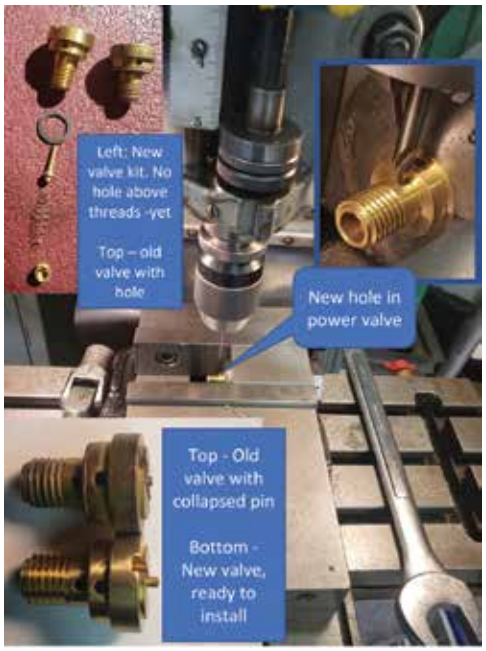
The Stromberg EE-22 was a very popular carburetor used in large cars of the 1930s including: Buick, Chrysler, Lincoln V-12, Nash, Oldsmobile, Packard and Pierce Arrow. Its predecessor, the EE-2 was used in the Franklin V-12. This broad use led to Stromberg making over 100 variations. The variations are in the size of orifices for air and gasoline metering, orientation of linkages, mounting to manifolds, air cleaner attachment, choke control, venturi pipes size and many more. The point is, an EE-22 is a platform for a configured product. In addition to the EE-22 designation on the float bowl there is an alphanumeric adjacent that is the configuration and there may be an alphanumeric on the base. In the case of the Chrysler carburetor, the base alphanumeric is the model of the vehicle, such as C2, CU. Be aware, these carburetors have been repaired multiple times over the last nine decades, so those alphanumeric numbers may or may not reflect the actual configuration.

Discovering a problem

We were reinstalling and checking out the generator on the Airflow. I was monitoring under the hood and Mark Smith was in the driver's seat. All was good. Finally, the charging issue was resolved. Upon shutting the engine down, I heard a sizzling sound from the opposite side of the engine. Gasoline was coming out of the throttle plate shaft and dripping onto the hot exhaust manifold just below the intake manifold. This was not apparent when the engine was running. Yikes! We had been driving this car with no knowledge that this was happening.

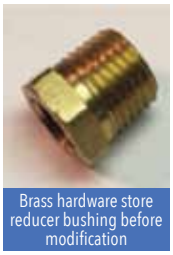
Troubleshooting throttle shaft leak

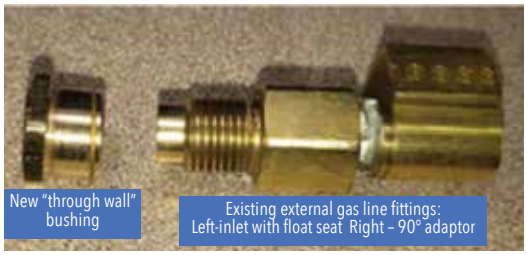
When the top of the carburetor was removed there was no gasoline in the float bowl. *How can that be?* We poured some gasoline into the float bowl and sure enough it ran out the throttle shaft and down the venturi pipes (throats) of the carburetor. The engine was getting unmetered gasoline, and gas was dripping on the hot manifold. *Great.* The lowest point adjacent to the float bowl contains the "power valve". This screw-in brass fitting is a normally closed valve. It is located below the accelerator pump and opens when the accelerator pump pushes down toward it. The valve was not closing. In fact, the valve's exposed pin that moves up and down was sort of flopping about - indicating the internal spring had failed.



New power valves are available. As they are a configured item, they arrive disassembled. The proper orifice size to meter in the gasoline must be drilled into the valve body. The original power valve has the size of the orifice stamped on the top. That hole size was verified using a machinist drill shank of the same number. Hopefully the original has the correct orifice size!

A Carburetor Repair Journey continued


Brass hardware store reducer bushing before modification



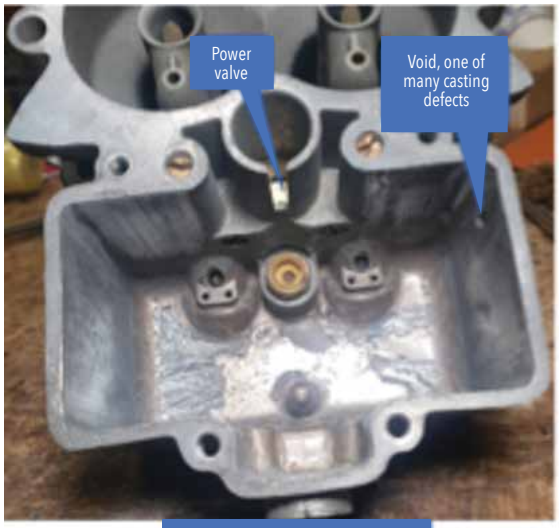
The new valve was installed. No more gasoline was coming out of the throttle shaft or down its throats. *Hooray!* There was a film of gasoline on the front of the carburetor bowl. Noted. We went for a test drive anyway. The car ran OK but was stalling on acceleration, as the new accelerator pump piston was not sealed to its cylinder yet.

Troubleshooting gasoline film

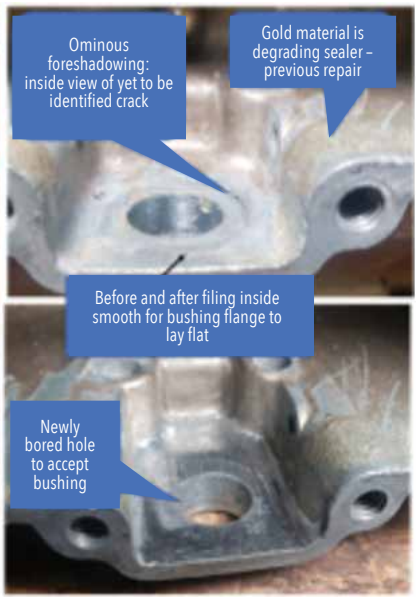
After removing the carburetor once again - with a slight unintentional tilt - gasoline ran out between the top plate and the float bowl. Bad gasket? Not that easy. More on that later.

The upper-most point of the gasoline film was near the brass gasoline line fitting. That fitting had been glued in place. Removing the glue exposed the first failure - stripped threads in the float bowl boss. After consulting with several experienced carburetor friends, we determined the fix: Use a bushing with internal threads to match the gas line/float seat fitting. The bushing was machined on the lathe from a standard hardware store brass pipe reducer. They are inexpensive, readily available, have a hex nut end for easy assembly, and I had one in my plumbing stash.

To accommodate the bushing, the hole in the float bowl boss must be enlarged. The casting for the float bowl assembly is thin; extreme care must be taken when handling and modifying. The initial notion was to enlarge the hole using a drill and perhaps a reamer to get exact size. In discussion with our friend John Bruzan, an experienced home shop machinist, he pointed out that using a drill to enlarge the hole could "catch" on the metal and break the casting. The actual approach was to use a boring bar; a single point cutting tool used in the spindle of a milling machine. This is an operation that needed clear thinking and cautious action. We teamed up with John who graciously set up his milling machine and cut the boss hole larger. The boring was done in 0.005" diameter steps to minimize tool pressure and possible casting damage.



Center carburetor casting – float bowl, accelerator pump, venturi pipes

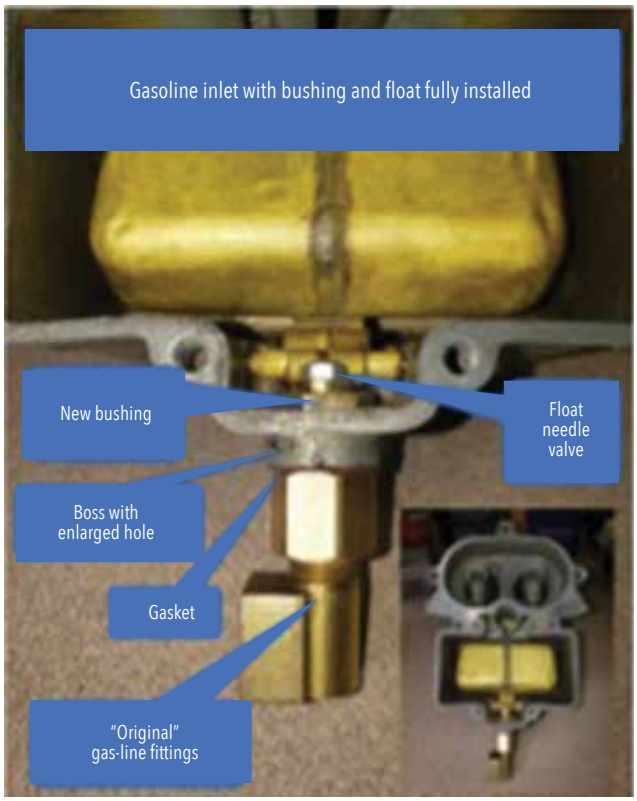


The bushing nut to float bowl surface was not flat. The bowl casting was slightly warped. The inside surface of the bowl was filed flat. The bushing with gas fitting and gasket were assembled. Reminder, the bowl facing side of the gas fitting is the seat for the float needle. The gas fitting and gasket distance to the outside of the float bowl determine the point where the needle and seat make contact. When it was glued in, the seat may or may not have been in the proper location. The distance from casting wall to seat affects the height of the gasoline in the float bowl. This is a standard adjustment when servicing carburetors.

A Carburetor Repair Journey continued

Test drive number two

The carburetor was reassembled, installed and again a gasoline film formed on the outside of the carburetor. Upon closer examination, what looked like just a line in the casting next to the gas fitting was a hairline crack. Possibly the crack was caused by tightening the gas fitting to the gas line ferule without supporting both the fitting and ferule with wrenches, or the fuel line was pulled to one side. In any case this happened in the past and the thin bowl casting had a failure point.



Fix the crack

Diecast pot metal parts are an alloy of zinc, aluminum and other metals formulated for specific purposes. Speaking with an adhesive and filler manufacturer, JB Weld; there is no epoxy or other polymer that is rated for continuous exposure to gasoline. Gas tank liquid liners deteriorate for the same reason – I asked. This was evident in the legacy repair of polymer coating lining the float bowl. The coating was flaking off and bubbling in many areas. That failing material was removed in our first round of repairs and the remainder is stuck fast. The floor of the float bowl is very rough – something corrosive in its past? In addition, there are two existing polymer patches for breaches in the side walls. *The ship is sinking captain!*

Some on-line searching uncovered a soldering product called Muggyweld2. It is a pot metal solder that melts at a lower point than the pot metal itself. *Brilliant!* The process to make the solder joint is to heat the diecasting with a propane torch and apply the solder. A propane torch flame is substantially hotter than the melting point of pot metal. Melting the original part is a real possibility. I bought a Muggyweld kit and was about to start looking for an old carburetor to practice on.

From the outset of this repair activity, we were searching for another float bowl or whole carburetor - with no luck. EE-22s in good condition have become difficult to find and very expensive. Fate intervened just as I was about to embark on the Muggyweld learning process; the Airflow Club newsletter arrived. In it was a commercially rebuilt EE-22 carburetor for sale. This one was "turnkey", not cheap but a palatable price. Changing course on the repair kept our priorities straight - get the car back on the road.

Trust but verify

Not so fast on that turnkey statement! The "new" carburetor was from a different model Airflow. Externally, the choke and throttle linkages are on the opposite side from the one on our car. Solutions could be to swap linkages from side to side, exchange linkages from one carburetor to the other or swap out float bowl assemblies. Float bowl assembly swap was the simplest with the least chance of creating new problems.

The fuel and air proportions (orifice sizes) in all circuits must be correct for proper engine operation. The fundamental question remained; is the configuration of ports and orifices the same? Airflow club member John Heimerl provided scans of original Stromberg service documents by car model, as to what the orifice sizes and adjustments should be. A lifeline for sure! Orifices were checked - again using machinist drill bit smooth shank ends. The drill shanks were measured with a micrometer to verify that their diameter matched that of the orifice being checked. A real machine shop would use pin gauges – I used what was available to me. A spread sheet of relevant measurement was created and used as a log and check list. Components that I could verify were checked and looked the same.

TO BE CONTINUED

The Airflow We Call "Weston" Part 3: Squeaks, Squawks, and Death Wobble!

By Ray Corder

The 1934 Chrysler Airflow we call "Weston" has been in the Corder Family for 55 Years. As I wrote in my past articles, Uncle Oral Weston Corder remembered seeing a 1934 Chrysler Airflow when they were new in the hometown where his Grandparents lived, New Madison, Ohio. He hunted down that particular Airflow and found it sitting outside behind a barn in 1968. He bought it for $35.00. Paid $10.00 down and $25.00 when it was picked up. It was delivered to our parents' garage in Brookville, and there it sat for a few years.

The old Brookville Dodge dealer picked up the car, pulled the engine, and rebuilt it. After that, it sat at my house outside under a tarp where my brothers and I would tinker around with it some. It was later moved to Uncle Weston's house and sat for many years under a heavy tarp while Uncle Weston wrote letters asking for and collecting parts. Uncle Weston managed to get the car rebuilt and on the road, but never drove it more than one block and never getting out of first gear. In 2008 Uncle Weston passed away and Dan and I were left the Airflow in his will.

Since my last article about "Weston" we have done a lot of work on the car. We pulled the engine and cleaned up the block and head with fresh paint, then painted the engine compartment. After trying to drive "Weston" in a covered bridge run on tiny country roads with my daughter and son-in-law, he scared us to death with terrible "Death Wobble" with every bump or uneven road we encountered. The engine was rocking back and forth I thought it would rip the motor mounts loose. It scared me enough that we abandoned the run and headed straight home where we put him away until the problem was fixed. We had already replaced the kingpins, tie rods, tires, steering gearbox, and performed a front-end alignment – all of which didn't seem to resolve the death wobble issue. I had a full set of leaf springs built by Detroit Springs in Detroit, Michigan. They had all the correct specifications; the price was reasonable. It took a couple months before they were ready to be picked up in Detroit. The springs were perfectly made, only thing we found wrong was one of the alignment pins was upside down. That was easily fixed. I would recommend this company to anyone needing new leaf springs for their car.

The next challenge was removing the old springs and properly prepping the new ones. Back in 2010 at the Lexington meet, Jim Hazelwood sold me a couple of boxes of Airflow parts. In one of the boxes was a complete set of used gators for the leaf springs. All were labeled with which spring and what order they went on the springs. Even though they were used parts we were able to straighten out the gators and reuse them. Many were missing on our car springs. I bought some heavy cloth at the fabric store to wrap the springs in and got hold of some very stable and sticky No-Ox grease. We placed the spring in our large vice and started greasing everything up, wrapped it in cloth, and sealed that with some more grease. This is a very messy job.

Next, we placed the gators on the spring and tapped them in as tight as we could. The real challenging part is getting the upper piece that locks the gators on. It's a flat strip with a small lip bent over the entire length with an opposite lip on the gator. The gator is in six separate pieces on each end of the spring. It wants to catch the edge of each gator as you slide the lock on. We had to take a small vise grip and clamp it to the end of the lock strip and tap it along a little at a time, squeezing in the gator tight against the spring with large channel locks as we went. Once it's all the way on you tap down the lip all along the length of the gator to make it secure. We gave the springs a coat of black paint. The springs were now ready to go on the car.

The next challenge was installing the springs. When we took apart the front spring on our car, the passenger side was the correct spring. But the driver's side was a different story. On the '34 Chrysler Airflows there is a special mechanism on the driver's side called a "shock eliminator", We were shocked alright. We found the wrong spring jammed in with an eye that turned up when it should have turned down. Two coil springs were missing from the shock eliminator. Fortunately, we had another shock eliminator, and we were able to use the springs from it. The spring Detroit Spring had made for us had the correct eye. The left and right front springs are made differently, one with the eye coiled up the other eye coiled down.

After much wrestling and aligning we got the front spring back together. We found severely worn shackle bolts on the

"Weston" continued

front end on both sides that had to be replaced. The shackle bolt on the driver's side has a grease fitting that should be towards the outside of the car away from the radiator. We were not able to find one of those, so the grease fitting is toward the radiator and not accessible. We will have to pull the radiator whenever it needs greasing. The rear springs went on fairly easily, although the shackle bolts were extremely hard to tighten down. Finding the correct shackles and bolts was challenging. No one seems to carry them. We were lucky and had some in our spare stuff.

This addition of new springs really improved the ride and seems to have eliminated the death wobble. It also eliminated all the squeaks and squawks that we thought were the body shifting with worn body pads. Oh, one other thing we found while doing the front springs: We had put our rebuilt shock absorbers on the wrong side, driver for passenger, a few years earlier. I hope this information might help someone if they are dealing with the very scary death wobble.

READER CORRESPONDENCE

John Spinks sent in a couple of interesting photos from Australia.

Seen in Brussels

Among the historic buildings of the city of Brussels, Belgium, none is better known than the historic Palace of Justice. This Chrysler Airflow, shown at the portico of this famous structure, was sold to a famous client by Etablissements Doyen, Distributors in Brussels.

Going to Cuba

One of the most enthusiastic of motorists is Mr. Joseph G. DeGressa, a well-known resident of Havana, Cuba. Mr. DeGrassa (left) is shown here with his Chrysler Airflow in New York. On the right is Mr. Marcel F. DeMuller, Chrysler Export Representative in New York. Mr. DeMuller maintains offices in the Chrysler Building and will be glad to welcome visitors from overseas at any time.

One Way to Reduce Your Airflow Inventory

Among my Airflow hobby involvements, I volunteer as 1936 DeSoto technical advisor for the National DeSoto Club. Recently, David Frank, the editor of the NDC magazine "DeSoto Adventures", learned of my plan to place our '36 DeSoto Airflow in the San Diego Automotive Museum, and he requested an interview. I'm publishing it here because I believe the question of what to do with our classy Airflows as we downsize is a topic many of our members might be interested in. Ed.

David: "I've heard that your restored 1936 DeSoto Airflow sedan is on permanent display in the San Diego Automotive Museum. Has the DeSoto Club ever seen this car?"

Me: "Not at a national meet. It's been shown a couple of times at California Chapter meets, and in fact, its first showing was at an Imperial Club Statewide meet (with DeSotos invited) just after I finished restoring it. During the 2017 National Meet I hosted in San Diego — I think that was the first time I met you — it was still resting in the backlot of a local body shop waiting for body work."

David: "How did it do at the meets?"

Me: "It was a great hit. It won People's Choice with the Imperial Club, and then Best of Show at a Cal Chapter NDC meet in Bakersfield. Last July, it won Best 1936 DeSoto at the Airflow Club national meet. Oh, and I should mention it's done well at Western US AACA meets also — First Junior, Senior, and 2019 President's Award in Fallbrook and Phoenix."

David: "I feel like I've seen the car. It's gold, isn't it?"

Me: "That's right. It's paint code 406, Autumn Gold Poly, the color it had from the factory. I wrote up a longish article about the restoration process a few years ago for *Desoto Adventures*."

David: "How did the arrangement with the museum come about?"

Me: "I had previously loaned them my first project, a 1953 DeSoto Fire Dome Estate, for their Station Wagon exhibit, so we were acquainted. The Airflow was invited for another exhibit called 'Vison vs. Reality' they ran for several months in 2019. More recently, the Museum invited me to loan them both the '36 DeSoto and a '36 Chrysler Imperial Airflow that NDC member Jon Clulow and I had restored together. At the time, I had three Airflows in my custody and only a double garage for storage, so I was glad to have two of them in the Museum. Last summer, I pulled them both out to take them to the Airflow National meet, and after that, they welcomed the DeSoto back, even suggesting maybe I should donate it to them. I took that as a joke at the time."

David: "But?"

Me: "My wife says, and I have to agree, that we have too many old cars for our suburban home with only that double garage and a bit of street parking. We're in our 70s now, and while we love our three kids dearly, none of them is particularly interested in antique cars, even 1936 DeSotos their dad has spent many hours on. We are both grateful for the activity focus restoring these 1930s Mopars has brought to my retirement years so far, and even more for friendships formed with other fans of old DeSotos and Chryslers. Thinking of the best use of this DeSoto, it seemed to us that displaying it in a public place would be ideal. Our local antique car museum isn't particularly large, but it has a nice collection, and draws lots of visitors. And they love this car! I've spent a lot of time on it, as well as some money, but it's paid for now. So why not donate it? The Museum would love to have it, and they report

One Way to Reduce Your Airflow Inventory continued

it is one of their most popular cars. They keep it parked right at the entrance, so it's one of the first cars you see when you walk in. We are glad to have it in lighted, indoor, heated and air-conditioned storage and in the public eye. The museum agreed to 'accession' it, which I understand makes it part of their permanent collection."

David: "Any advice for our DeSoto-owning readers?"

Me: "Barbara and I are very pleased with this arrangement. It's great to know this DeSoto Airflow will be visible to the public for years. The Museum collection manager asked if I would be available to help if they enter the car in a concours event in the near future, and of course I'd love to! Most of us, at some point, begin to think about what to do with our collector cars. For some cars, and some owners, selling them on is a live option. For others, their kids or some friends would be delighted to inherit one. DeSotos, and perhaps especially Airflow DeSotos, are so rare and so nearly forgotten by the general public that placing one where it can be seen and appreciated by younger people for years to come seems to be possibly its best use. We are very pleased with how this all worked out."

READER CORRESPONDENCE

Max Macias, who joined the Airflow Club a year ago, needed some help with a water pump rebuild. I wrote him:

Max, I asked around and learned:

Automotive Friction in Damascus OR who did 3 for me is closed.

AES in San Diego used to do them, but gave up a few years ago. They recommend EGGE in the LA area. I've bought parts from EGGE. They're well known.

Then & Now Automotive in Massachusetts might do them, but they are small and only these days only answer the phone on Monday and Thursday.

You live near Santa Maria, I think? If I were you, I'd check around there. I'll bet there's a shop that rebuilds pumps for agriculture equipment like tractors and could do it.

John L might recommend someone near LA.

Max reports a little more progress and sent in photos of his 1935 DeSoto SG. It was great to meet Max at the national meet in Cambria. Great looking car, Max.

THE Airflow CLUB STORE

ORDERING INSTRUCTIONS

Items are guaranteed. Prices are subject to change; continual stock is not assured. To order, **mail** or **email** a list of items desired, together with prices, adding 10% (or amount stated) for shipping, to the club Treasurer. Mail payment (**US funds only**) in money order or check **drawn on a US bank** to the club Treasurer. Make checks payable to "The Airflow Club"; Address:

LINDA WILSON, TREASURER, ACA

PO Box 935, Sanger, CA 93657. Email braun2848@gmail.com

2021 AIRFLOW RESTORER'S GUIDE Restore your airflow to factory correct condition. Extremely useful to the Airflow restorer. $50. Computer-readable PDF version only $25.

AIRFLOW CLUB OF AMERICA NEWSLETTERS USB FLASH DRIVE. The current version includes all of the Newsletters from July 1962 through December 2014. $20 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 newsletter 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 The first 3 titles are original 1930s 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. 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. 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: Airflow Chrysler Body Service Manual. Produced by Jon Clulow and John Boyd. $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 ID 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 AIRSTREAM 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. $12.

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 Fit all Chrysler models. $45 pair.

HEEL PADS For driver's side carpeting. Used in Chrysler & DeSoto Airflows. Black or brown. $65.

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

RUBBER FRONT BUMPER GROMMETS Fits behind the stainless rings on 1935-1937 models. $58 pair.

PEDAL PADS Reproductions. Black or brown. For clutch and brake pedals. $68 pair.

GAS PEDAL Reproductions for Airflows & others. Black or brown. $70

GEARSHIFT BOOT Reproductions for Airflows & others. Black or brown. $95

COWL VENT WEATHERSTRIP Fits all Airflow DeSotos & Chryslers. $40 pair.

FRONT DOOR VENT RUBBER SEALS Fits all 1935 to 1937 Airflows. Can modify to fit 1934. $175 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. $60.

INSIDE RUBBER WINDSHIELD FRAME SEALS Fits between the frame and the body ridge. Also used on doorsill plates. $6 per foot.

REAR QUARTER VENT WINDOW RUBBERS Fits these 4-dr sedans Airflows only...CU, C-1, C-9, SE, SG, S-2. $225 pair.

"ANTI-RATTLE" WINDOW SNUBBERS $4.00 each

FENDER SKIRT GROMMETS Set of upper 4 pieces, $35, or lower 4 pieces $46.

"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. Skins are made of brass and ready to be chrome plated. The cost of each Chrysler skin is $75 and does not include shipping. 1934-35 and 36 DeSotos are expected soon. Shipping is billed when skins are shipped to you.

CHRYSLER FUEL PUMP HEAT SHIELD Each heat shield only $20.00.

AIRFLOW REPRODUCTION DECAL Warning decal for air cleaner and silencer. Decal #DD617 is for the '34 and "35 Chrysler and '34 - '36 DeSoto. Each decal: $7.00 plus 50¢ shipping.

THE Airflow MARKETPLACE

Advertisements will run for TWO issues 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.

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: 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: Reproduction DeSoto fuel pump heat shields. These attach to the fuel pump by three extended screws. Stainless steel. Should be painted black. Shipped flat or bent. $40 plus postage. **Kim Forster** (317) 440-1646

FOR SALE: 1934-1937 Chryslet Airflow Tool Wrap with tools: The tool wrap and tools approximate the originals. The wrap is heavy duty canvas made to resemble the original. Original tools were Vlchek or no name and today they are hard to find. So in some cases there may be a deviation from the original tool set: the spark plug socket (third from left in the photo) which was to be turned with the monkey wrench, and the T-handle wrench for removing the fender skirt. Taking orders for the tool set. Allow 2-4 weeks for delivery. Last one — $200 special. Add $17.10 shipping. Contact **Terry Brinson** to order: 530-965-5151

FOR SALE: Restored 1934 Chrysler Airflow hood ornament, replated with an original emblem in great condition, ready to install. $2000 obo. Shipping extra.

- **1934 DeSoto Airflow SE NOS grill assembly**, complete and needs some of the stainless trim small dents removed. $575 obo. Shipping extra.

- **Reproduction passenger side door lock escutcheons.** Fits all Airflows, Only 2 left $40 plus $5.00 shipping.

- **Chrysler Airflow 8 cylinder oil bath air cleaner assembly**, missing the support mounting bracket that bolts to the cylinder head. $225 plus shipping.

- **Airflow coupe trunk lid hinges and support brackets,** came off of a 1935 Chrysler, may fit 1934 $200 plus shipping.

All part located in Riverside, CA.
John Librenjak 951-880-8985

FOR SALE: Chrysler and DeSoto coupe deck lid. Fits 36 and 37 Chrysler coupe and with some slight modification will work on 34 and 35. Needs some body work to be perfect. Has no hardware, bare lid. $350.00. $100.00 shipping in lower 48 states. **Phil Putnam** airflow37@aol.com 530-520-9958

FOR SALE: Professionally rebuilt transmission for 1936 and 1937 Chrysler Airflow. Requires an overdrive unit to bolt to the back. $450.00 plus $100. shipping in the lower 48 states. **Phil Putnam** airflow37@aol.com 530-520-9958

FOR SALE: Heavy duty air cleaner support bracket. 20 dollars plus shipping. **Jon Clulow** text 443 433 8046 or email 36airflow@gmail.com

FOR SALE: 1937 C17, located in Connecticut. Engine & drivetrain rebuilt by Phil Putnam and previous owner Dan O'Neill. Itemized list of parts and work done is available. Car performs very well. Older repaint in very presentable condition but showing some signs of age. This vehicle has been preserved but not restored. Additional cosmetic work has been done since my purchase. Many pictures and additional info available. Will answer all inquiries ASAP. $30,000 or best offer. **Dave Kelly** 203-430-3329 email dgkelly@snet.net

FOR SALE: 1935 Chrysler Airflow C3 Lebaron sedan. New paint; new glass, channels and weather stripping throughout. New pedal covers, accelerator pedal and shift boot; new chrome rear window dividers. Whitewall tires @ 99%; rebuilt carb. 1935 California plates. Runs and drives great. $24,000. Contact **Dale Grabow** 509-684-5512.

FOR SALE: 1936 Imperial for project or parts. Power train, most body trim and interior window garnishes present, but needs everything. Baltimore area. Contact **Jon Clulow** with offers of $3000 or less. Leave message 443 433-8046.

FOR SALE: Two Chrysler Airflow sedans. Car 1, '36 C10. Been in the family since new; my grandfather bought it new in 1936. I inherited it from my father in 1998 and began restoration. Chrome is done, seats and door panels redone and like new. Engine overhauled in 1996. Car 2, '37 C17. Purchased in LA in 1947; I drove it to Bakersfield. Since then stored in my hanger in Fresno. No rust; only damage is small dent in front fender. 42,000 miles. Asking $20,000 for both cars, or best offer. Email drjohn96@mac.com for link to more photos. Seller: **Alan Buchner** 209 986-6792 or 559 341-2926.

Sketched at Lake Placid

BY ARTIST
FLOYD DAVIS

OLD-FASHIONED SLEIGH-RIDE. The horse "comes back!" Gay flock of Boston debs sampling the pleasures of Grandmother's day. It's rough, bumpy going . . . a far cry from De Soto Airflow's soporific back-seat ride...but smart young moderns evidently enjoy both.

THE DARING YOUNG MAN on the fast flying toboggan is practicing for the "Big Slide," one of the sportiest courses in the world.

TO THE TAKE-OFF in the smart De Soto Airflow. Here's an obliging young Galahad offering Airflow's "room for six" to the weak and weary. With sensational performance, De Soto's amazing Gas-Saver Transmission actually delivers one out of every five miles free!

MRS. DUKE UNLOADS—fresh and lovely after 300 miles at the wheel. She says, "All-day driving has ceased to be tiresome since we became Airflow addicts."

RIGHT AT HOME. The safest car in the world, with its genuine hydraulic brakes, gets a big hand in this hilly country. De Soto Airflow III is companion car to the new Airstream De Soto.

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ONLY AIRFLOW OWNERS know motoring's greatest thrills. The cradled comfort of the perfect Floating Ride. The safety of steel unit frame-and-body. The performance of a record-holding engine. Custom-styled interiors like modern living rooms. No other car can give you its advantages. Drive De Soto Airflow III. It's America's lowest-priced Airflow car—$1095, sedan or coupe, list at factory, Detroit. Special equipment extra. New 6% Time Payment Plan.

DE SOTO Airflow III

Product of the Chrysler Corporation