

ACA Eastern Region Hosts Banquet

see page 3



Back row from left: Red McFadden, George Thomsen, John Heimerl, Gary Grossich, John Boyd, John Librenjak, John Wagner, Jim Keller, Peter Landsbergen. Front row from left: Marilyn McFadden, Lynn Heimerl, Chuck and Janet Harris, Jon Clulow, Brenda Kready, Linda Eberly

DON'T FORGET TO RENEW YOUR MEMBERSHIP

Membership Renewal Form is included with this newsletter!

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:
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OTHER AIRFLOW SITES OF INTEREST:

Facebook Chrysler and DeSoto
Airflow group and

airflowcars.groups.io

PRESIDENT'S MESSAGE

I'm writing this column on November 2nd. The planning for the 58th Airflow Club is moving ahead. A preliminary program plan has been developed to include local attractions and driving tours, with plenty of free time for independent exploration and informal get-togethers. Plan on making new friends and renewing acquaintances with fellow Airflow fans. Hotel reservations are now open at Cambria Pines Lodge – you'll find the info on the back page.

There's a short article in this Newsletter showing more pictures of the restoration of my 1936 C10 coupe. These days I'm finding that parts taken off the car years ago are broken or so worn out that they're unusable. Yes, I noticed the poor condition 5 years ago when taking the car apart and made a mental note to get a better piece. And then promptly forgot about it. Well, now it's time to deal with these problem parts, one by one, prompting more emergency calls and emails. Without our Club, I'd be stuck.

I want to especially recognize our friend and Club Storekeeper John Librenjak, who has been working hard to arrange the fabrication of essential Airflow restoration parts, getting new supplies of rubber shift boots, heel pads, gas pedals and brake/clutch pedal covers made, along with the front bumper stainless steel "O" rings for all '35-'37 Airflows. Without these exclusively Airflow parts, no restoration could be finished. We are lucky to have John maintaining the Club Store inventory for so many years!

As always, your suggestions and opinions are welcome. Contact any member of our Board of Directors – we want to hear from you! Stay healthy, drive your Airflows when weather permits, and start planning your trip to California next July!

~ David Felderstein

CONTACTS/MEMBERSHIP INFO

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

The **AIRFLOW NEWSLETTER** is published six times each year. The opinions expressed by contributors do not necessarily reflect the Airflow Club of America's official policy. All manuscripts, articles, letters and ads are subject to being edited.

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MEMBERSHIP INFORMATION

Annual dues for 2023 are \$35 including email delivery of the Airflow Newsletter; \$25 additional for a mailed printed version in the US (\$30 international). **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:

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Unsolicited material will not be returned.

Annual Eastern Region Banquet Held in Mount Joy

by Jon Clulow

The Airflow club has been holding the Eastern Region Banquet in Mount Joy, Pennsylvania, for nearly two decades. The first Gathering Place banquet entertained over 60 people in 2004. It was organized and hosted by Jay and Mary Kathryn Eberly. Prior to Mount Joy, Kevin Williamson organized the Banquet in a Best Western Hotel banquet room in Harrisburg. I personally attended and enjoyed banquets in both places.



Most of you know the Mount Joy Gathering Place dinners feature Pennsylvania Dutch specialties. Many might not know that the proprietors of the Gathering Place are James and Joanne Pinkerton. They are quite involved in their community and have diverse interests. Here's a Reader Quiz for just a little fun. From the flowing list, select the one thing that is **not true** about one or both of them. Then check the answer on page 4.

1. Cubmaster/Scoutmaster
 2. Direct descendants of Allan Pinkerton, founder of the Pinkerton National Detective Agency
 3. Bred, raced and sold red-kneed tarantulas
 4. President of Lancaster Beekeepers Society
 6. Maintained a black ant colony
 7. Raised exotic orchids and carnivorous plants
- The Eastern Region met on Thursday evening instead

of Friday this year because the Swap Meet schedule was advanced one day by the Hershey AACA organizers. Members in attendance came from all over the country. We enjoyed the Gathering Place banquet, which featured the traditional specialties (yes, including ham balls and shoo-fly pie) followed by a presentation by club Vice President, John Boyd. His program featured an Australian-produced video about Chrysler Airflows followed by a Stellantis video introduction of the 2025 Chrysler Airflow concept electric SUV. He concluded with a sales pitch for the 58th National Meet, to be hosted by the ACA Western Region in Cambria California, July 16-20 next summer. Sales pitch or no, the meet promises an exciting venue with average temps below the 90s and plenty of time and opportunity to enjoy the local areas best features and attractions. The plans were well received by the attendees!

2022 Hershey Swap Meet and Car Show

by John Boyd

The annual Swap Meet and its related special events were held October 3 through 7 in the Giant Center and Hershey Chocolate World parking lots in Hershey, Pennsylvania. Attending the meet and holding a club banquet one evening is a traditional ACA Eastern Region event. John Wagner and Jon Clulow both had reserved vendor spaces, and this year they were able to trade some



The Airflow Club booth. Thanks to John Wagner for providing shelters, furnishings, banners, and snacks for the club display!

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2022 Hershey Swap Meet and Car Show continued

locations to create a four-space display in the Orange Field. Club members provided popup shelters for the Airflow Club booth as well as tables and lounge chairs for workers and guests. Jon Clulow's 1968 Airstream Caravel trailer provided a crucial warm shelter, especially useful for the first two days.

The plan was to travel to Hershey on Monday, October 3, then set up the booth on Tuesday morning to welcome visitors. It rained steadily all-day Tuesday. There were few shoppers and sightseers as a result, so the booth delay had little impact. I had traveled to Pasadena, Maryland, to get to the show, and I rode up to Hershey with Jon Clulow. Howie Boyd, my brother from Baltimore, drove up to visit and survey the car corral. John and Lyn Heimerl came by, and we all visited in the warm and dry comfort of Jon's Airstream in the afternoon. John Librenjak and Gary Grossich also stopped by, as did Eric Marsh. Kim Forster brought car parts to sell from the spaces traditionally held by Chuck Cochran. He reported brisk sales, with one shopper buying up most of his electrical parts for resale on eBay. Peter Landsbergen came by, and we visited about his latest acquisition, a 1934 Packard.

One visitor reported an Airflow in the car corral, and we checked it out. Turned out to be a rather nice 1935 Chrysler C2 sedan with a modified, all-steel, top. We heard reports of an Airflow coupe as well, although none of us saw it.

Wednesday was much drier, but still cool. We paid our respects to Octie Ham, Wayne and Susan Simonson, and their Michigan friends. We also looked up Ken Curtis, who has not missed a Hershey Swap Meet for 62 years(!), all friends from the Airflow Club. Thursday was warm and dry, and more Airflow topics were discussed with members John Jamison and Larry Epstein (who recently joined the club), along with several other friends and curious strollers who stopped by. Thursday was warm and sunny – and the aisles were full of hobbyists pulling wagons or carts with assorted treasures and junk. That

afternoon, we packed up the booth by 3:30 to get ready for the Airflow Club banquet. We made it, in plenty of time for a brief pause for refreshment in Beans Bar in Mount Joy. See the separate article in this issue for the banquet report and photos.

Friday morning, Clulow and Boyd watched the hours-long parade of antique cars driving onto the AACA show field. A crowd lines the streets appreciating the cars and educating one another with sometimes correct information about the various models. One advantage of being old is that you might have known many of these cars in your youth and, with luck, you can remember some of their relevant characteristics. Later we strolled through the show field, where we spotted Peter's new Packard, which we later learned won its First Junior AACA award at the show.



Hershey car show guests appreciating the Landsbergen 1934 Packard

READER QUIZ ANSWER (from page 3)

Which "fact" was *not true* about the Pinkerton's?

2. Direct descendants of Allan Pinkerton, founder of the Pinkerton National Detective Agency

MEMBERSHIP DUES REMINDER

Please renew for 2023 by February 1. See the form with this newsletter or download the renewal form at www.airflowclub.com/membership.

READER CORRESPONDENCE



Dave Ramsey writes:

I am sad to report that fellow member Bill Strom passed away on Thursday October 20 after a long hard struggle with cancer.

I met Bill after I had appealed to the membership back in February '21 for a fender for my '36 C10 which I let roll off my driveway into a Pecan tree. Bill called to say he had a fender from his parts car and would be happy to let me have it. Not only that, he drove all the way from Georgia and delivered it to my hangar. We became immediate friends and visited and emailed regularly. He was a friend and a real gentleman.

Here is a picture from his first visit of us in front of my '41 Graham Hollywood. Bill loved Airflows.

Dave Ramsey

John Wagner adds:

Bill had stopped by our hospitality tent at Hershey a couple of times. Being two of the Georgia guys, we had spoken on the phone. Dr. Clulow and I met a couple years ago in North Carolina and I picked up a head that belonged to Bill and saw that it got to him in McDonough, Georgia - that's when I learned he had a very serious cancer. A really good guy. He was so looking forward to his Airflow projects.

Wags

READER CORRESPONDENCE

From John Spinks:

John,

I may have mentioned that my father owned a CV Imperial Airflow Coupe, engine number CV2810, which was factory right-hand drive. The car was a running concern and my father sold it to a John Pass in Queensland who was going to restore it. Well, history says he never did and it is now rusting away in a shed in the Blue Mountains north of Sydney.

The car had some rust in it at the time when my father had it but it was repairable. We found this photo after going through my mother's old albums and thought that you may find it interesting. I also noticed the bent left rear fender that must have occurred when the old man was driving it.

Regards

John S



WELCOME NEW MEMBERS

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READER CORRESPONDENCE

A 1937 C17 Airflow Coupe History

Terry Brinson reports that the '37 Chrysler coupe advertised in the preceding issue of this Newsletter has been sold. As was mentioned in the ad, Phil Putnam and Terry had carried out an extensive mechanical refurbishment of what was already a very nice car. The Editor drove the car while it was in Ramona, California, and found it to be very tight, smooth, and quiet, better even than his own low-mileage C17 sedan. Terry was pleased that the car was purchased by Jerry Schlegel, a club member from Forest Grove, Oregon. It's always gratifying to see cars we have known, owned, or appreciated going to Airflow aficionados.



The coupe has an extensive history, according to the Airflow Club registry of cars, which is frequently correct. Here is the list of reported past owners, with question marks noting uncertain dates of transfer or possible, unreported, intervening owners.

2022	Schlegel, Jerry, Forest Grove, OR	1985-94	Klim, Joe
2021-22	Putnam, Phil, Orland, CA	1975-85	Cochran, C.W., IN
2019-21	Long, Chuck, North Sioux City, SD	1970-75	Trolander, NE
2005? -19	Kreep, Gary, Ramona, CA	1969-70	Parker
2000? - 05?	Wisher, Linda, CA	1962-75	McLean, John O., Richmond, VA

Congratulations, Jerry, on your purchase of an unusually nice C17 coupe!

READER CORRESPONDENCE

A Lifetime of Memories in Four Days

by Ron Robbel

Many members of the Airflow Club have served in the US military and will appreciate Ron Robbel's recollection of the 2022 Oregon Honor Flight. Editor.

From September 21 through September 24, 2022, we were privileged to be part of the Honor Flight of Central Oregon delegation of 29 Military Veterans and their Guardians traveling from Central Oregon to Washington D.C. Two were WWII veterans, three were Korean War veterans and the remaining 24 were Vietnam Era veterans. Each Veteran was accompanied by their own personal Guardian, and the trip included the volunteer staff of Honor Flight of Central Oregon and one volunteer medical doctor.

Day One of the journey started with a 4:00 AM roll call at the Redmond, Oregon airport, and after clearing TSA security we waited to board our flight to Seattle. After our delayed departure, flight time of about six hours and a

three-hour time change we arrived quite late in Washington D.C. By the time the veterans, guardians, luggage and other paraphernalia were all gathered and bussed to the hotel, dinner was quite late and we were off to bed.

Our wake-up call on Day Two came at 6:00 AM. We loaded the tour bus at 8:00 AM and were off to the National Archives Museum where we were allowed to enter before normal visiting hours. At our leisure, we viewed the original Declaration of Independence, Constitution, Bill of Rights and numerous other historical documents which are enclosed in climate-controlled viewing cabinets.

From the National Archive Museum we traveled to the U.S. Capitol and the Halls of Congress. Following our central Oregon Representative's welcome and remarks (a.k.a. a low-key campaign speech) each veteran was presented with a flag and certificate that the flag had flown over the United

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Memories continued

States Capitol. The certificate also listed the names of the Central Oregon Honor Flight veterans and stated that the names had been entered into the Congressional Record of September 19, 2022. Our representative also provided lunch that day at no additional cost above the tax dollars we had already sent to Washington.

Following lunch, along with several Capitol tour guides we embarked on a walking tour of the Halls of Congress, of which there are many, and eventually made our way to the Capitol. During the walk we encountered throngs of people whom we assumed to be government staff, lobbyists and other important people, each carrying a file under his/her arm. They were scurrying in all directions up and down the many halls and surely heading for an important meeting somewhere. Our Capitol tour guides were very informative and in passing did point out the area where the January 6th incursion took place.

Departing the Capitol we located our tour bus and embarked to the WWI Memorial, the Korean War Memorial and the Vietnam Memorial. Just reading through the names on the Memorials of those that gave their life for the freedoms we enjoy is a chilling and humbling experience. The Korean War Memorial is particularly impressive with its squad of larger-than-life bronze sculptures of soldiers. That concluded Day Two and it was off to the Old Ebbitt Restaurant for dinner and from there back to our hotel for a good night's rest.

Day Three started with another 6:00 AM wake-up call. Following breakfast our tour bus took us to Arlington Cemetery to view the changing of the guard at the Tomb of The Unknown Soldier. Because our veteran delegation included WWII veterans, we were presented with a wreath by the Officer of the Day which we were to display at the Oregon Pillar when we later visited the WWII Memorial. We were fortunate to watch two changing-of-the-guard ceremonies and also were allotted time to wander about the cemetery and visit other memorials included therein. That morning another veteran was being laid to rest and we reverently watched as a horse drawn Caisson carrying a flag draped casket passed by.

After leaving Arlington Cemetery we toured the Women in Military Service Memorial, the Marine Memorial and the WWII Memorial, where we displayed the wreath at

the Oregon Pillar. The wreath later accompanied us back to Oregon. From there we went to the Franklin Delano Roosevelt Memorial where we had lunch and then toured his memorial. He was a sage of wisdom and many of his quotes that are still relevant today are inscribed on the walls throughout his memorial. We then visited the memorial to Martin Luther King where many of his quotes, also still relevant to this day, are inscribed on the walls.

Back on our tour bus we then embarked on a driving tour and visits to the Washington, Lincoln and Jefferson Memorials before heading to the "911 Memorial" overlooking the Pentagon and Washington D.C. The Holocaust Museum was not open during our visit but will be included in the Honor Flight agenda in the future. After another long day it was back to our hotel for a closing dinner and remarks before heading off to bed for a good night's sleep. A "Missing Man" table had been set when we first arrived and the story of the "Missing Man" was told during the closing remarks.

Our Day Four wake-up call came at 5:00 AM. Following a quick breakfast we loaded and departed on our bus to Reagan/DCA Airport. Our Alaska Airlines flight left for Seattle at 8:00 AM and after connecting in Redmond, Oregon we arrived home at 3:00 PM.

All that have served will appreciate one of the highlights of the week. Friday was mail call, and I would be neglectful if I didn't mention that about an hour before landing in Seattle each veteran was presented with a US Mail Priority Mail envelope. Upon opening, each contained many "thank you for serving" pictures and notes drawn and written by children from the local schools. When I opened mine the first note I saw was from my own nine-year-old granddaughter and others from her classmates. The words that left my mouth were "Oh My Lord" and I about lost it at that point. All the notes and other memories are now in a Scrap Book.

After retrieving our luggage we were escorted by the county sheriff and the Band of Brothers Motorcycle Brigade to the local fairgrounds where we were greeted by several hundred cheering people. There were more closing remarks and each veteran was presented with a red, white and blue quilt made by local veterans' organizations.

We were all thankful to be back home after four whirlwind

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Memories continued

days and are forever enriched by many fond memories we shall never forget. We met many, many fine veterans and their guardians during those four days. For us personally, if there was a highlight among all the highlights of the Central Oregon Honor Flight it was the visit to Arlington Cemetery. To watch the changing of the guard at The Tomb of The Unknown

Soldier and to see the fields and fields of grave markers of fallen soldiers gives higher meaning to serving your country and giving your all to protect the freedoms we enjoy.

If you ever have an opportunity to take an Honor Flight as a veteran or as a volunteer guardian we encourage you to do it. A Lifetime of Memories will also be yours.

Airflow Production Compared to the Top Eight Sellers — 1934-1937

by John Boyd



1936 Chrysler Airflow



1936 Lincoln Zephyr

We've all heard and repeated that Chrysler and DeSoto Airflow cars didn't sell very well. But do you know how well exactly? The table shows estimates of new car production for the 8 top-selling makes during the Airflow years of 1934-1937. In 1934, just one in every 76 cars produced was an Airflow. In 1936, that dropped to one in 254, and in 1937, just one in 740. But when production ended in 1937, many of the Airflow innovations had already been adopted by the mainstream makes.

Compare the design details of the first, 1936, Lincoln Zephyr to the 1936 Chrysler Airflow in the photos above. It's striking to see how influential Airflow innovations were, considering the tiny market share they enjoyed.

Sources: Airflow sales from Standard Catalog of Chrysler 1924-1990; other production from Wikipedia (https://en.wikipedia.org/wiki/U.S._Automobile_Production_Figures)

	1934		1935
Ford	563,921	Ford	820,253
Chevrolet	551,191	Chevrolet	548,215
Plymouth	321,171	Plymouth	350,884
Dodge	95,011	Pontiac	178,770
Hudson/Terraplane	85,835	Dodge	158,999
Oldsmobile	79,814	Oldsmobile	126,768
Pontiac	78,859	Hudson/Terraplane	101,080
Buick	71,009	Buick	53,249
Chrysler Airflow	10,839	Chrysler Airflow	7,754
DeSoto Airflow	13,940	DeSoto Airflow	6,797
Airflow share	1.32%	Airflow share	0.62%
	1936		1937
Ford	930,778	Ford	942,005
Chevrolet	918,278	Chevrolet	815,375
Plymouth	520,025	Plymouth	566,128
Dodge	263,647	Dodge	295,047
Oldsmobile	200,546	Pontiac	236,189
Pontiac	176,270	Buick	220,346
Buick	168,596	Oldsmobile	200,886
Hudson/Terraplane	123,266	Packard	122,593
Chrysler Airflow	6,275	Chrysler Airflow	4,600
DeSoto Airflow	5,000	DeSoto Airflow	-
Airflow share	0.34%	Airflow share	0.14%

1936 Imperial Coupe Restoration Progresses

by David Felderstein

Here's a quick update on the restoration of my CV coupe. Chassis restoration was finished some time ago; body more recently. The engine work is all done, new bearings and seals in the transmission and overdrive. The upholstery is mostly finished and awaits installation. Glass is here. Replating is finished and the pieces are all in hand.

Body and chassis are back together and Phil Putnam (with occasional assistance from me) is reassembling the car. Wiring is pretty much finished. He's making steady progress on all the small details needed to finish an Airflow. Note the wiper motors are installed and the cowl vents are in and work. Side window glass and ventilator assembly are

in progress. Phil has installed dual Optima 6-volt batteries wired in parallel for extra cranking capacity, along with a battery isolator switch that I like to have for extra safety.

I plan to drive this car, and we are taking precautions for adequate engine cooling. The engine was thoroughly cleaned during rebuild. I've added an upgraded copper-brass radiator with 6 staggered rows and special fins. A 6-blade fan will help move air through the radiator. California's Central Valley can be hot in midsummer.

I hope to have the car ready for our 2023 National Meet in Cambria on the Central Coast. And it looks like we are on track!



The body is back on the restored chassis. Reassembly begins! Here Phil works on wiring.



Horn tube, inspection panels, damper, and striped wheel detail.



Cord-in-weatherstrip method: installing the back light glass.



Dash and instruments are done and beautiful!

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. If paying by Paypal, **please add 3% for Paypal fee.**

Make checks payable to "The Airflow Club";
or send Paypal payment to airflowclub@icloud.com

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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. \$36 pair.

HEEL PADS For driver's side carpeting. Used in Chrysler & DeSoto Airflows. Black available. (Brown expected soon.). \$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 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. \$20 pair. Brown expected soon.

GAS PEDAL Reproductions for Airflows & others. Black available. (Brown expected soon.) \$25

GEARSHIFT BOOT Reproductions for Airflows & others. Black available (Brown expected soon.) \$25

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. \$215 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.



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



FOR SALE: Reproduction doorsill scuff plates for all Airflows. Since 1987 we've been proud to supply accurate reproductions of the doorsill scuff plates for all Chrysler and De Soto Airflows. Let us know what you need. Current price for sedans is \$US450; coupes are \$US250 – all plus shipping. Prices in effect as long as our supply of blanks lasts. **Jim Hazlewood** 141 Stanley St N, Thamesford Ontario Canada N0M 2M0 519-285-2279; hazlewood@globalserve.net

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 lower hood guides for 1935 and 1936 Airflows. Polished stainless steel, I have two sets left in long (DeSoto) size. Can be trimmed for Chrysler. \$150 + \$10 shipping per pair inside US. drjohn96@mac.com



FOR SALE: I have the foundry patterns for the unique S2 thermostat housing (goose neck) and I can also provide the water distribution tube. Contact Ron Robbel, rarklr@aol.com

FOR SALE: 1934-1935 Desoto & Chrysler Airflow lower body (running board) stainless mouldings. I have formed and shaped this trim since 1994. I am the supplier for this trim and have manufactured it for many Airflow Club members. Contact: Bob Cranston at 905-692-3167 or Thinman2178@gmail.com

FOR SALE: Reproduction license plate lenses available. I have cast clear resin replacements for these lenses at the request of an ACA member. I can make more to order if you need one. Part No. 619907 is used on SG, CA, CB, CU, CV, CX, C1, C2, and C3. \$75. owenbillingsley4@gmail.com



FOR SALE: Cast resin reproduction tail light lenses for 1936 DeSoto S2 Airflow. Excellent quality; never installed. I have two at \$60 each including USPS shipping in the US. PayPal OK. Do you have any spares? You should! **John Boyd**, drjohn96@mac.com



FOR SALE: 1935 Chrysler Airflow C-1 Sedan. Rebuilt engine, overdrive & carburetor. NOS ring and pinion. Replaced brake lines & master cylinder. Sealed bearings installed in water pump. Recored radiator. Complete new wiring harness, new safety glass in all windows. 5 new wide whitewall tires & tubes. Replaced exhaust manifold. New vinyl top insert. Complete professionally redone interior. All chrome replated. 5 new seat belts. Includes car cover & manual. \$35,000. Contact John 603-490-4033 johnmangan23@gmail.com



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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.

Hotel reservations for the 2023 Airflow Club National Meet are now open!

Call Cambria Pines Lodge's toll-free reservations at 800-966-6490. Be sure to say you are with the Airflow Club of America, and you will be given a choice of blocked rooms.

The 2023 meet begins on Sunday, July 16, and ends with breakfast Thursday, July 20.

The special reduced rates are available two days before and two days after the meet, should you wish to extend your stay. Reserve early for the best choice of rooms.

If requested, say our GroupID is 3639467.

Airflow Club of America

Western Region's Christmas Party

*Silent Auction • 50-50 Raffle
Live Music by Darvey Trailer*

**Sunday, December 11, 2022
1:00-4:00 pm**

Clearman's North Woods Inn
7247 N. Rosemead Blvd.
San Gabriel, CA 91775



Entrée Options

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

(includes beverage, cheese bread, 2 salads, vegetable, baked potato/rice pilaf, ice cream sundae) Cash Bar

Please contact Connie Librenjak to RSVP
by November 30, 2022 to sign up. Email: CLibrenjak@riverside-chamber.com

Western Region's Christmas Party R.S.V.P.

Yes, count me in for the holiday festivities.

Name: _____ Entrée: _____ Cost: _____

Name: _____ Entrée: _____ Cost: _____

TOTAL COST: _____



Please make check payable to **Connie Librenjak**

MAIL TO: John Librenjak
3595 McKinley Street
Riverside, CA 92506