Airflow NEWSLETTER

Volume 60 • Number 3

May/June 2021

DON'T MISS

Airflow Club of America

57TH NATIONAL MEET

• Independence, MO •

SEPTEMBER 12-17, 2021

SEE INSERT FOR COMPLETE DETAILS & REGISTRATION FORM

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:
airflows4ever

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

PRESIDENT'S MESSAGE

Greetings Airflowers!

Like most of you, I was amazed by the last issue of the Airflow Club Newletter.

AIRFLOWS AT THE WHITE HOUSE?! That really happened?

I've been in our Club for almost 20 years and had never heard about this historic 1971 milestone. So, many thanks go to one of our founders and a past President Chuck Cochran for submitting this excellent story of the Washington, DC, National Meet he helped host a half-century ago.

Other long-time Airflow Club members are encouraged to submit stories to our Newsletter about their favorite National Meets from years past. Please include photos of family, friends and AIRFLOWS at these Meets from the past! Future ACA Newsletters will be enriched by these stories. Our Club's history is so interesting and important.

Looking at old versions of the Newsletter makes me proud. The ACA's consistent record of providing support to our members' work to maintain and improve their Airflow cars for nearly 60 years is a tribute to the excellent work of our past leaders, many of whom are still with us today. Please take a moment to thank them all at future National Meets or Club gatherings.

The flyer for our upcoming September 13-17, 2021 National Meet in Independence, Missouri, is included in this Newsletter, and the "Airflow Club room rate" at the hosting Stoney Creek Resort is open. Please make your hotel room reservations and send in your National Meet Registration forms as soon as possible.

As always, our Club Officers are interested in hearing your concerns and suggestions, which are always welcome. Please feel free to contact any one of us. Spring is here, your Airflow should be back on the road, and you can be planning your trip to Independence, MO, in September!

~ 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.

SUBMIT ALL MATERIAL TO NEWSLETTER EDITOR:
John Boyd
1201 Vista Capitan Dr., El Cajon, CA 92020
858-997-7002 • drjohn96@mac.com

AIRFLOW CLUB OFFICERS

President: David Felderstein, Sacramento, CA	916-206-8958
Vice President: John Boyd, San Diego, CA	858-997-7002
Secretary: Kim Forster, Noblesville, IN	317-440-1646
Treasurer: Linda Wilson, Sanger, CA	559-787-1016

NATIONAL DIRECTORS

John Librenjak, Riverside, CA (2022)	951-788-4678
Jon Clulow, Pasadena, MD (2024)	410-255-2676
Tim McCoy, Orient, Ohio (2026)	614-313-0689

REGIONAL DIRECTORS

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

CLUB STAFF

Editor: John Boyd, El Cajon, CA	858-997-7002
Mail Records: Barbara Boyd, El Cajon, CA	858-997-7002
Storekeeper: John Librenjak, Riverside, CA	951-788-4678
Newsletter Designer: Linda L. Eberly, Mount Joy, PA	717-653-5444

MEMBERSHIP INFORMATION

Annual dues are $40.00 US per year, $45.00 US funds outside of North America. **MEMBERSHIP FORM AVAILABLE ON THE ACA WEBSITE.** Make all checks payable to Airflow Club of America. All memberships expire on December 31st. Mail membership requests or renewals to:

Linda Wilson PO Box 935, Sanger, CA 93657
559-787-1016 • braun2848@gmail.com
CHANGE OF ADDRESS: Please send information to:
Barbara Boyd 1201 Vista Capitan Dr., El Cajon, CA 92020
858-774-3195 • baboyd1@me.com

Unsolicited material will not be returned.

NOTES FROM THE EDITOR

NEWSLETTER DELIVERY has been very slow for the past few issues. The Club apologizes! The reduced performance of the US Postal Service is perhaps made worse by our use of standard postage. For the rest of this year, printed newsletters will be mailed First Class with no additional charge. We hope this makes for more timely delivery. As I write, I do not yet have my March-April issue!

WEB SITE MEMBERS PAGE. Effective May 15, the pass phrase for the airflowclub.com Members Only page will be changed to airflows4ever. No caps, no spaces.

THE AIRFLOW CLUB PAYPAL ADDRESS HAS BEEN CHANGED. Please use "airflowclub@icloud.com" for all membership, donations and purchases.

MEMBERSHIP DUES. The annual dues structure is being changed. Basic membership in the Airflow Club is now $35, down from $40 last year. Basic membership includes an email subscription to the Airflow Newsletter. Printed, First Class delivery of the newsletter is optional at $25 additional per year. New membership forms are being created and will be available on airflowclub.com soon.

AIRFLOW CLUB 2020 GET WELL FUND. Thanks to generous, voluntary contributions from many members (you know who you are), almost $6000 has been raised, offsetting much of our 2020 shortfall. This includes both individual gifts and voluntary pledged matching funds.

WELCOME NEW MEMBERS

Tony Bill
3163 Donald Douglas Loop South Santa Monica CA 90405
(310) 450-1946 • tony@barnstormfilms.com

Mark and Ann Cernicky
4202 Rosemary Rapid City SD 57702 • (515) 657-0000 • mark.cernicky@live.com
Chrysler 1936 C10 4dr 7019100 C10-5292

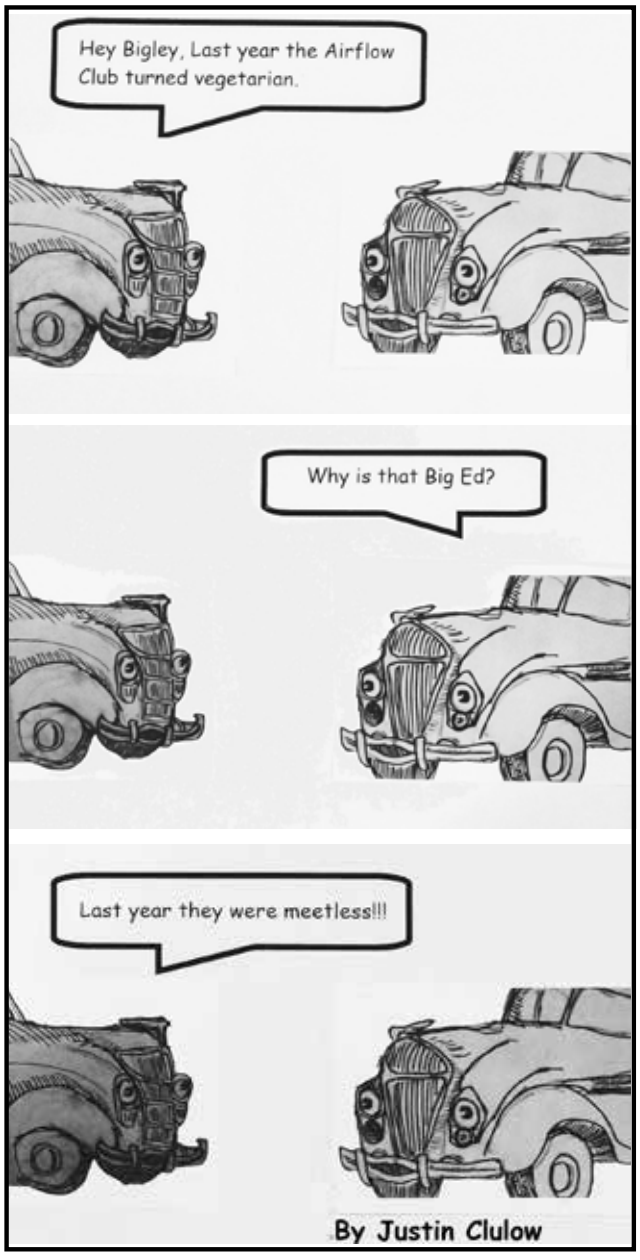
Paul J. Fisher
255 West 84th Street, Apt 12D New York City NY 10024 • (626) 642-4097
fisherpaul@gmail.com

J. J. Herve
24 Rue ArisXde Briand Rugles 27250 • herve.fam@Wamadoo.fr
33 232246643; 33 607083758 DeSoto 1936 S2 4dr 5091286 3399

Mark Lieberman
1140 Doris Rd Auburn Hills MI 48326
Nostalgic Motoring

Jerome and Nicole Reinan
1437 N High Street Denver CO 80218 • (720) 839-7900 • Jreinan@reinanlaw.com

The Airflow Newsletter was again in 2020 selected for a Golden Quill Award by *Old Cars* magazine. Categories were somewhat rearranged this year – our award was in the National Compact category. Compact refers to the newsletter size, page count, and print quality. Winners are judged in these categories for balanced content, layout, design, photographs and overall quality.



TECHNICAL Tips
cause we all have questions

Hot Motors and Boiling Radiators

by John Boyd

My nephew Scott and his family recently visited, and they asked about my locally world-famous collection of Airflows. We inspected both of them in the garage. It was bright and sunny out, temps in the high 70s, a great day for a drive around the block. Off we went, down the hill, a few miles on the freeway, and back towards the house. Halfway up the last hill, "What's that clattering sound?" One block later, a loud hissing and a 250-degree reading on the after-market temp gauge. I pull over to the side, seriously embarrassed, apologetic. We were only a half-mile from home, so we walked. The clunking sound turned out to be the radiator cap rattling as the temperature and pressure climbed past boiling.

Much has been written and published in this Newsletter about Airflow engine cooling, some of it by me. That my C17's heat problems are not yet really solved is very clear. In 2019, we drove with the California Caravan from San Diego to the Charlottesville meet and back. Going east in late May was mostly cool; we drove in snow and ice across Wyoming. Taking a more southern route home, I worried about engine temperature every day. I had modified my new 6-row, staggered-tube, louvered-finned radiator for pressurization and installed a 10-psi cap. Running 50/50 ethylene glycol under 7 pounds pressure raises the theoretical boiling point to 260 F at sea level, lower with altitude. Driving west on I-40 in late June, we never saw the radiator spew steam, but the engine temp was often 220 or higher. We added a couple of gallons of coolant during the 6000-mile trip.

Before our trip to Virginia, the C17's engine had been cleaned out and overhauled, and I had replaced the radiator. After the trip, I drained the 50/50 and switched to water with rust inhibitor just as the 1937 Airflow instruction manual recommends for summer. I added Water Wetter just in case. A COVID-pandemic San Diego car cruise on a 75-degree day last summer boiled the radiator after 10 miles of freeway driving, and I drove the car very little after that over the San Diego "winter". But after this recent, second boil over, I knew I had to do something. But what?

Reasoning that the water jackets were as clean as I was likely to get them, that I was running the recommended coolant, and that my new, high-performance radiator was as good as I could buy, I wondered about the thermostat. What if it wasn't opening? Or what if it wasn't opening enough? I decided to pull it and perform the old, boil-it-in-a-saucepan test.

As I tugged and pried the water outlet away from the block, I saw an intact diaphragm of silicone gasket sealant stretched across about half the engine side of the thermostat. It was easy enough to clean if off. That could be the whole problem right there, I thought. (Note to self: be sparing with RTV and similar gasket-making concoctions. More isn't necessarily better.)

When did I last have this apart? I couldn't remember, so it must have been when the engine was rebuilt and installed, back in 2019. I pulled out the genuine Airflow-style thermostat, looking like new, and heated it in a pot of water. It started opening at about 165F and was fully open at 180F. Perfect! (see the photos above.)

Rather than reinstall the thermostat, I bolted the water outlet up again and decided to try driving the car without one. Certainly water flow would not be impeded. It was another bright, 75-degree day, and in a 50-mile AACA-organized tour with slow cars and a 15-mile freeway run home, the temp never rose above 195.

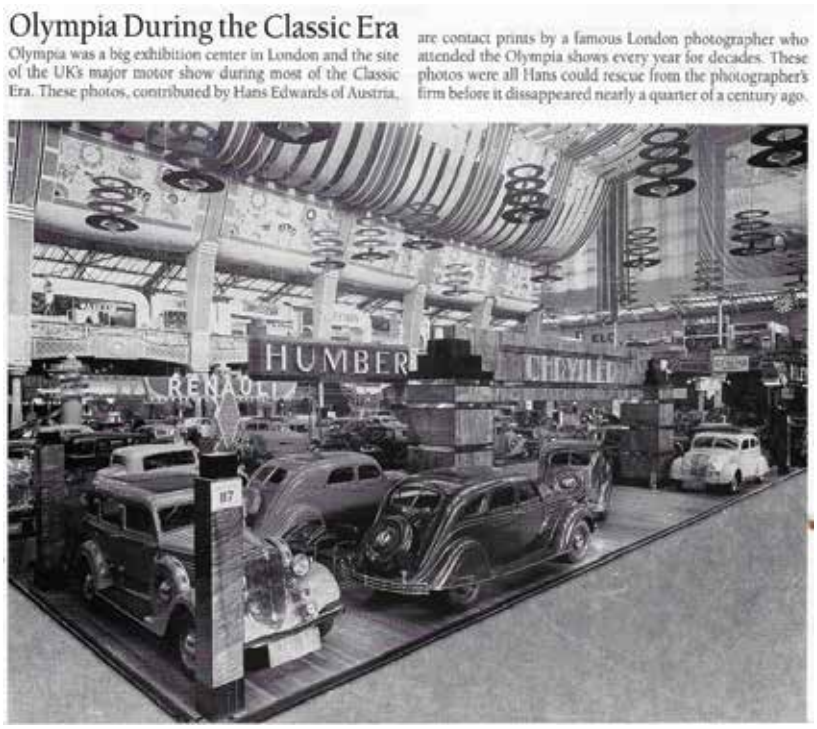
This week, I reinstalled the thermostat and drove up Interstate-8 to Alpine, climbing to 2600 feet in a few miles. High temp went well past 220, throwing out about a gallon of coolant, not good enough for a 65-degree day. Pulled it out again and repeated the test, this time driving further to Pine Valley, passing the I-8 4000' marker. The maximum temperature rose to only 210, running pretty much wide open to keep speed above 60 mph. I think the car might be good for a drive to Independence this September for the national meet. I'll try some more test runs when we have warmer weather. "It's supposed to be fun," they say.

READER CORRESPONDENCE

Airflow Coupe Restorations – Progress!

David Felderstein sends photos of his C10 coupe, now nearing the paint stage. Looks like blocking is in progress. Chassis is done! Looking great, David.

John Spinks is progressing through paint as well. Look at the shine on these Airflow parts! Beautiful!



Frank Daly forwarded these two early 1930s photos and writes:

I find it interesting and mysterious that the three-tiered bumpers suggest that both of these photos are from 1934 or late 1933. However, the Airflows have been rearranged and replaced, and the adjacent 'booths' are quite different. Obviously they were taken at different times, but at the same show or ???

Mr. Chrysler had high hopes!

Frank

Development of the Automobile

Leading to the Introduction of the Airflow Car by Chrysler Corporation

By Carl Breer

[Several years ago, member Chuck Cochran created a notebook of scanned Chrysler historical articles and images and distributed it to interested Airflow Club members. The notebook includes this article by Carl Breer describing the development of Airflows. Ed.]

The Airflow was the result of years of work in adapting the product to a consideration of the laws of nature and the demands of human comfort. To better understand its background, let us outline the history of the modern automobile.

The dawn of the century found us still dependent for transportation on muscle, flesh, and bone. The self-propelled vehicle, or horseless carriage, was a mere curiosity, a freak to thrill the adventurous few.

Our early experiences, long before we started the Chrysler Corporation, gave us a feeling of confidence in our ability to foresee what the public wanted in the way of automobiles. Looking back to then, automobiles were considered perfect, just as they are today. What more could we do to make better motor cars?

There were three distinct stages in building up the public desire for automobiles. At first there was but one requirement; that the car should run. During the next stage, the durability of the car was stressed, to build up confidence in it as a means of conveyance. From there the emphasis moved to the need for comfortable and quiet operation of the vehicle. It took twenty years for the automobile to live down its buggy heritage and emerge with a definite form and identity of its own. During this transition, the utility and dependability of the automobile were fairly well established. But even so, when going on a trip, one would gauge the car speed by the noise it was making; and a day's run of one hundred miles over the roads available at the time meant a real day's wear and tear on the occupants.

Then came a period of refinement. While great strides were made in materials, in mass production manufacture, and in specialized development of each unit of the car, design progress began to lag. Management and engineering seemed to be in a rut of precedent, unable or unwilling to break with the past. Each annual model depended on gadgets and superficial changes in size and appearance. There seemed to be no outstanding indication as to which way the motor car would turn. What was the basis for future design?

About this time we came to the realization that the human being was being asked to adapt himself to the discomforts and inequalities of the automobile, and little was being done to make the car a comfortable companion. So we began to think of the motor car in terms of human reactions and of the laws of nature which govern the human mechanism.

An incident which opened up this positive future trend occurred one day while I was riding at high speed on a highway to Port Huron. Watching a group of airplanes flying overhead, the thought occurred to me that the same lifting power of the plane maintaining its level in the air might also be applying to the automobile in which I was riding. Was there not a tendency for the automobile to lift off the ground and lose traction, meaning added hazards? As a result of this line of thinking, some quick experiments were made, both with cars on the road and with a sirocco blower and simple wooden models in a wind tunnel. These experiments showed us that while the lifting power meant little, there was considerable aggravation and power loss from head-on resistance. Our experience with these models created incentive for a more elaborate wind tunnel with which to explore the aerodynamics of accurately scaled

Development of the Automobile ... continued

models of automobiles in a more precise manner. This research brought us to the startling realization that our cars were so poorly designed that, from an air resistance point of view, they would actually run faster backward than forward.

Based largely on the wind tunnel findings, all precedent with regard to chassis units was discarded and the car was literally built around the passengers. In the Chrysler and DeSoto Airflow cars, which were introduced in 1934, the car shape became streamline or rounded when viewed from the side, valleys between fenders and hood disappeared, the windshield and rear windows took a startling slope and were widened to give better vision, the rear seat was located forward of its usual position over the rear wheels, and the front seat was widened so that it would readily seat three passengers. The engine found a new location forward over the front axle, and other units such as the spare tire, luggage compartment, and fuel tank were also definitely correlated to an overall pattern of weight distribution.

Analyzing all the favorable things that occurred, it was as if Nature, which is basic in setting up fundamentals whereby all components of her handiwork are related to one another, had intervened. In other words, everything we had done seemed to be more functional, which led us to our theme -- "Fashioned by Function".

When we think of a car as a unit, we really have two paths of thought to follow. First, there are the visible things which everyone notices, and which affect one's liking for the automobile, and, secondly, we have the engineer's province, which consists of all the mechanical units and structural members, which, although hidden from view, nevertheless make the automobile what it is. From the engineer's standpoint, there is nothing sacred about the location of these mechanical units. Wherever they conform best to Nature's fundamentals is the place where the engineer wants to put them, although we are still confronted with the necessity for compromise. For example, there are arguments on the part of the uninitiated for engines in the rear. This seems to than to be a better concept of Fashion by Function. Really, it doesn't make any difference where we put our engine if everything else is located with the best relative compromise. The car itself only knows that it is being pushed by the tires at the point of contact with the ground, regardless of where the engine is located.

Actually, the streamlined appearance of this new functional design was almost incidental to the new body structure and other fundamental features of the Airflow. In the conventional car, the body performed no useful function from a stress standpoint; the frame carried all stresses in addition to stiffening and supporting the body. In the new Airflow, this relation was reversed; the body consisted of an all-welded steel structure built up from a series of lateral and transverse arches providing the structural backbone of the car, the vestigial frame which remained being only a convenient backbone acting as a reinforcement to which mechanical units could be assembled to the structure. Girders were built into the structure, starting from the submember, over the front springs, and passing up to and through the top of the body structure and back again down at the rear springs. Beams running lengthwise formed the lower edges of the body. Between these upper and lower beams there were vertical stress members—bridge-like—which meant that maximum strength and rigidity were provided with a minimum of weight.

This trussed box-like structure added considerable rigidity to the chassis and actually absorbed the riding stresses. In addition to this, the body was so stiff that secondary structural vibrations were eliminated. These vibrations were the shuddering which followed the shock of the first impact when the wheels of the conventional car struck an irregularity in the road. Safety, another factor of prime importance, was improved by this new structure.

Another outstanding feature of the Airflow was the new weight distribution which produced amazing improvements in riding performance. By moving the engine forward, the centers of percussion and oscillation were established directly over the front and rear axles. Every mass has a center of oscillation and a center of percussion, and these centers are interchangeable. When this mass is subjected to a force at one of these centers, it tends to oscillate about the other one. If the mass is not supported at the center of oscillation, or if it does not receive the blow at the center of percussion, the effect is comparable to the sting of a baseball bat when the ball is hit improperly.

In any automobile with incorrect weight distribution, a force received at the front wheels causes a disturbance not only of the front springs but of the rear springs as well, making it impracticable to produce ideal spring action. As a consequence, the springs used were of greater stiffness than was desirable from the standpoint of riding comfort.

Digressing for a moment, I might explain a hypothesis we have developed about the human being. We look at man as a mechanism. This machine has weight, self-contained motion, and follows and reacts to all of our definite fundamental laws

Development of the Automobile ... continued

of physics, to the extent that through thousands of years of evolution, man has become most efficient in certain ranges of motion. For instance, because of the nature of the mechanism of levers, and the way in which the kidneys, heart, and other internal organs are suspended in the body, man, through thousands of generations of walking, has naturally assumed a gait of around 80 to 100 cycles a minute, a rate at which he experiences minimum fatigue. The astounding thing about the results of first experiments with the Airflow was that we had developed a car which inherently gave us a rhythm of ride within close range of human comfort.

Previous to this time, we had been jolting the passengers in our automobiles, making a hundred-mile ride practically unbearable. The back seat ride was dangerous, and the favored ride was in the front seat. Because of stiffness requirements, the spring rates of the conventional ride were sometimes as high as 180 to 200 cycles per minute, far outside of the comfort zone. Even 120 to 150 cycles were extremely bothersome.

With correct weight distribution, however, oscillation about the axles was obtained, and the front and rear springs acted independently of one another. It was thus possible to reduce the stiffness of the springs to give a lower and least fatiguing rate of vibration. Today, we ride five hundred miles feeling fully refreshed at the end of the journey, in contrast with the hundred-mile fatiguing ride of a few years ago.

An added effect of moving the engine forward was to increase the moment of inertia of the car longitudinally, which meant a greater resistance to body movement and a lower rate of oscillation for any given sprung rate. It also became possible to move the rear-seat passengers to a point between the wheels and to lower the seats, bringing than closer to the center of gravity. Occupants of the back seat were subjected to a greatly reduced movement due to wheel impacts. The body width at the back seat was also increased because the wheel housing was no longer an obstruction.

It was found that by having the balance of weight in the forward direction, other benefits in driving were gained. The center of lateral wind pressure was moved closer to the center of mass, reducing steering annoyances.

The Car Radio

Submitted by Ron Robbel

[This piece was published recently in the newsletter of the Central Oregon Old Car Club, and previously (in 2012) on the Motley Fool web chat site.]

Seems like cars have always had radios, but they didn't. Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generates noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

The Car Radio continued

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioneers could hear it. The idea worked - He got enough orders to put the radio into production.

What's in a Name

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about $110 uninstalled, at a time when you could buy a brand-new car for $650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about $3,000 today.)

In 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Hit the Road

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to $55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio - The Handy Talkie- for the U.S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War 11. In 1947 they came out with the first television for under $200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

Whatever happened to the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention all, the Learjet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.) Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! And it all started with a woman's suggestion!

DON'T FORGET TO REGISTER FOR THE NATIONAL MEET - SEE INSERT

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. 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

Addresses:

LINDA WILSON, TREASURER, ACA

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

NEW! 2021 AIRFLOW RESTORER'S GUIDE Restore your airflow to factory correct condition. Extremely useful to the Airflow restorer. $50

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"ANTI-RATTLE" WINDOW SNUBBERS $2.00 each

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

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

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

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

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

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

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

FOR SALE: Reproduction 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: 1937 Chrysler Airflow C-17 Sedan. A true survivor, we believe we are the 4th owner, the 2nd since 1958. 99%+ original. Drive train completely overhauled by our own Phil Putnam. We have replaced every single mechanical component that could be rebuilt, and many other components as well ($24K worth). She's in excellent shape and loves to cruise. $29,500. OBO **Danny O'Neill**. 816-786-8824 or beanbaron@outlook.com.

FOR SALE: Thinning out large, 40-year collection of **Airflow parts**. More Chrysler than DeSoto. Please email your needs to ntenna@me.com or call **John Heimerl** at 757-621-6361.

FOR SALE: 1937 Chrysler Airflow C17. Restored by professional body shop/owner about 10 years ago. Maroon in color, with gray interior. This beauty was restored by my father and myself. This restoration was done at a Professional level. Always stored in a heated shop. We have a lot of literature and manuals. Asking $37,000. If interested or for more pictures call or text Phil at 216 973-7298.

FOR SALE: 1936 C10 Imperial sedan. We won't be able to restore this car and are looking to sell it to someone else who can. We have the fender skirts for the rear. The car is in Ohio. Asking $6750. **mlong2791@gmail.com**

INFORMATION: I have the foundry patterns for the unique S2 thermostat housing (goose neck). 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**

WANTED: 34 or 35 DeSoto or 34 non-Imperial Chrysler coupe quarter window garnish moldings. **Jerry Donlon** jaygeedon@hotmail.com or phone 563-419-0912.

FOR SALE: 1935 Chrysler Airflow C3 Lebaron. 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. Contact **Dale Grabow** 509-684-5512 or 35C3LeBarron@gmail.com

FOR SALE: 1934 Chrysler CU in Green Valley, AZ. Acquired in 2005, this sedan spent 30 years in a museum. No dents or rust, black paint has only minor scratches. Engine gone through, Egge engine kit and new Librenjak head. Radiator overhauled; trans inspected; new bearings. New U-joints and brakes. Wiring repaired/replaced as needed. 4 new, 3.5" WW tires. Nonoriginal interior is good. Good glass and chrome. Engine accessories all done except water pump. A few details need finishing. Asking $37,500. Call for more photos. **Ralph Hartsock**, 520 490-1024

WANTED: Looking for a complete or parts 1936 Chrysler Airflow C9 clock. I'm repairing this for a fellow ACA member and it is missing parts. **Steve McManus** call 859-985-7044

FOR SALE: 1935 Chrysler C-1 Airflow coupe has come out of long dry storage with many miles on it. Now, keeping it much as I found it, it has been cleaned, buffed, and waxed. The brake system, distributor, timing chain, and coil system have been rebuilt. The gas tank and fuel system have been cleaned, radiator flushed, oil flushed and changed, chassis and wheels lubed. Tires are older but holding well. The upholstery and interior door panels were poor and thus given seat covers. It runs and drives well down the road. Santa Barbara, CA. Ask me questions. $45,000. **roy@classicaccessories.org**

Advertisements will run for TWO issues (4 mo)
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.

CHRYSLER CORPORATION

CHRYSLER SALES DIVISION

CONFIDENTIAL BULLETIN

Dec. 11, 1936

No. 1088

TO ALL CHRYSLER DISTRIBUTORS, DIRECT DEALERS AND DEALERS (EXCEPT IN THE STATE OF TEXAS):

TAXI CAB EQUIPMENT

Automobiles purchased for taxi cab purposes are usually subject to extremely hard service, and in order to better insure Chrysler cars for this type of work the following equipment has been developed.

Heavy Duty Front Springs
Eleven-Inch Clutch and New Flywheel
Specially Hardened Transmission Gears

--

This equipment will be installed on all cars (Chrysler or Plymouth) ordered for taxi service and will carry a $5.00 net charge.

DUAL HORNS

The above information supersedes that contained in Plymouth Confidential Bulletin No. 1072, wherein similar equipment was released for Plymouths intended for taxi service at $2.50 net.

--

DUAL HORNS

HEAVY DUTY AIR CLEANER

A correction should be made in Chrysler Confidential Bulletin No. 1080 wherein it is stated under the headings of "ACCESSORY GROUPS A AND B," that dual horns may be ordered as a separate accessory item rather than a part of any Group. This dual horn equipment is not available as a separate item. We have developed a new horn which will be mounted on the motor and will enter production in December. This horn will be standard equipment and will be an improvement over the present single type horn now used.

HEAVY DUTY AIR CLEANER

The Heavy Duty Oil Bath Air Cleaners are now being shipped on all Chrysler Airflow cars as standard equipment at no extra cost, and in those States, as outlined in Confidential Bulletin No. 1079, where this equipment was special equipment the suggested delivery prices should be reduced by the $5.00 list charge recommended for this item.

Heavy Duty Oil Bath Air Cleaners for the Royal and Imperial will be shipped into States as outlined in Confidential Bulletin No. 1079 at the established prices now in effect.

J. W. Frazer

Vice President

22734

PRINTED IN USA