



## Feature Article: Saving a Custom Imperial—The Full Story page 3



### ACA BOARD APPROVES WESTERN REGION'S 2023 NATIONAL MEET PLAN!

At the request of President David Felderstein, Secretary Kim Forster emailed all Board members with an 8-page report of location options and the Region's selection of Cambria as the recommendation. The board approved the selection.

**See the Back Cover for more photos and article.**



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](http://www.airflowclub.com)

Members Page Passphrase:  
floatingpower

OTHER AIRFLOW SITES OF INTEREST:

Facebook Chrysler and DeSoto  
Airflow group and

[airflowcars.groups.io](http://airflowcars.groups.io)

# PRESIDENT'S MESSAGE

I'm writing this column on September 25<sup>th</sup>. The planning for the 58<sup>th</sup> Airflow Club National Meet in Cambria Pines, CA is underway. This issue of the Newsletter describes the preliminaries, with more details to follow. This advance planning is another example of the level of cooperation among members. Right after the end of our successful 57<sup>th</sup> Meet in Missouri, we formed a task force to help our Western Region Director, Phyllis Allstott, consider alternatives for our next National Meet. Assisting were Western Region members John Larson, John Librenjak, John Boyd, Linda Wilson and myself. After several Zoom meetings, we determined that the central coast area of California would be the most interesting and affordable choice. Barbara and John Boyd, with input from Linda and Steve Wilson, made several "site visits" of venues in different places. John composed a detailed comparison piece of our alternatives for our Board of Directors. Our reservations at the wonderful Cambria Pines Resort were secured. This National Meet will be truly memorable.

The level of enthusiasm and camaraderie of our ACA members continues to amaze me in the final stages of restoring my 1936 C10 coupe. Inevitably, there are missing or lost parts, so I've put out a couple of emergency emails. Within minutes, friends in the Club respond with offers of the needed parts. Bottom line is that restoring these cars just wouldn't be as doable without our fellow Club members. We are so lucky to have each other.

Members are set to gather next week at the Hershey, Pennsylvania, swap meet as they do each year. Enjoy your time together and rescue those Airflow parts still out there!

As always, your suggestions and opinions are welcome. Contact any member of our Board of Directors. Stay healthy, 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 2022 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.



**1936 CHRYSLER**  
*Airflow*  
**CUSTOM IMPERIAL**  
 SERIES C11, SERIAL NO. 7803920  
 by JOHN BOYD  
 Photos by THE AUTHOR AND ANDREW N. BOYD

EDITOR'S COMMENT: Occasional progress reports on the restoration of the 1936 Custom Imperial C11 carried out by the editor and Jon Clulow have appeared in the Airflow Newsletter over the past couple of years. In March 2022, the car was shown at a Classic Car Club of America Grand Classic in Rancho Santa Fe, California. Shortly after the show, Ron Verschoor, editor of *The Sidemount Mirror*, magazine of the Southern California region of the CCCA, requested an article about the Airflow. Although Airflow Imperials are accepted as Full Classics by the CCCA, it's not common to see one at their events. With Ron's coaching and expertise, this article was published in the *Sidemount*. It is reprinted here by permission.

**AIRFLOWS**

In 1934, Chrysler Corporation introduced an entirely new kind of automobile, the Airflow. Its design anticipated the higher driving speeds related to improved roads and more people driving longer distances. Recognizing the steep increases in power required to move a conventional vehicle at higher speeds, Chrysler engineers moved to streamline the new car, testing configurations in a scaled wind tunnel designed with the help of Orville Wright. In addition, theoretical studies led these engineers to rearrange the structure of the new car for improved riding comfort. By moving the engine forward and increasing the length of the front springs, road shocks were sharply reduced on the passengers. With the engine moved forward, both seats could be positioned between the axles, further reducing shock to rear seat passengers. Structural wood was eliminated from the body, which now was built around an internal-truss, bridge-like frame. Six-cylinder Airflow



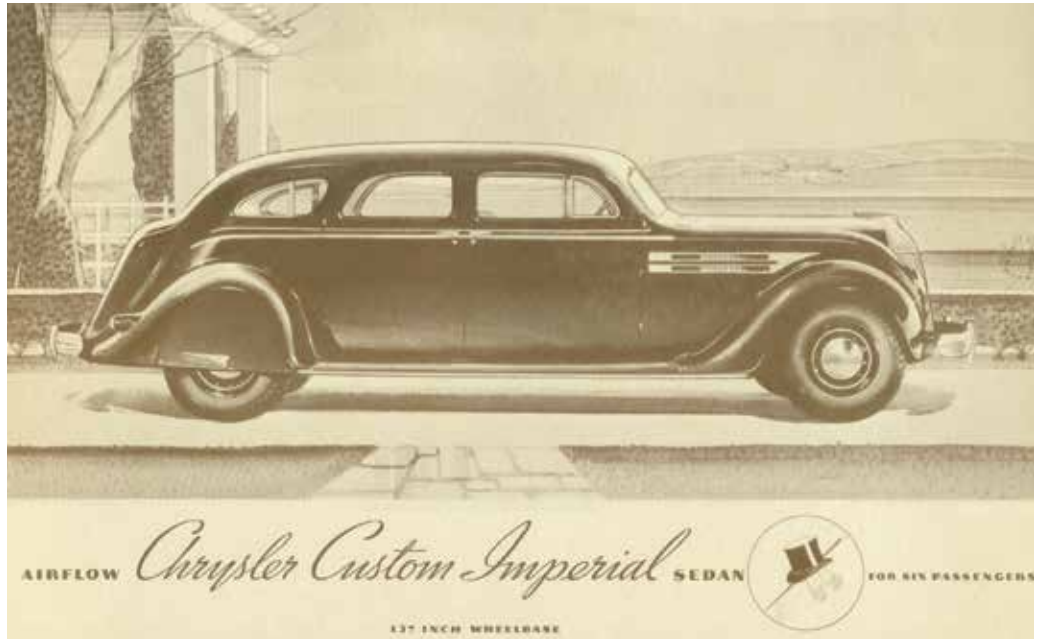
1936 Chrysler Custom Imperial C11 AirFlow

DeSotos were available in two-door coupe and four-door sedan configurations. The larger Chrysler Airflows with an 8-cylinder engine had similar body variants, and a Chrysler Imperial model with slightly longer wheelbase and corresponding improvements in engine power and wheel and tire size was also offered.

A variety of factors limited the market success of the new cars: the national economy was weakened by the Great Depression, the cars were rather expensive to build, the appearance and style were unconventional and not well accepted by the buying public. The smaller DeSoto Airflows were discontinued after 1936, and the 8-cylinder Chryslers after 1937. In all, only about 55,000 Airflows of all kinds were sold during the four years of production. Of these, perhaps 2,000 survive. The Airflow Club has reports of about 1,300.

AUX. ENGINE	PAINTED SHEET METAL	TRUNK	TRUNK BACK
CHROME LAMPS	DELUXE ACC. GROUP	RADIATOR EQUIPMENT	DUPLEX AIR FLANGES
RA. WHEEL SHIELDS	BOOSTER BRAKE	OVERDRIVE TRANS.	
FL COMP. CUM HEAD		<b>OVERDRIVE</b>	
EXPORT CASHIER SLIP & TOWEL		REAR WHEEL BAND BRAKE	
SHIPPING CRATE NO.	SPECIAL ORDER NO.	ROCK-DRIVE-MAIL	
DESTINATION CITY AND STATE		<b>SPEC. STAG. WHEEL</b>	
DEALER			

DATE	SERVICE CAR RECORD		CAR NO.
JUN 20 1936			7503920
PLATE	MODEL	DATE	
331-64	SELAN	JUN 22 1936	
MOTOR NO.	FRONT AND TRAIL CODE NO.	REAR MARK	
C11-1072	DUPLICATE	488	
331-64			
CARBURETOR	STARTER MOTOR	GENERATOR	
TIRE COVER	WHEELS	SPARE WHEEL	
KEY NO. - DOOR	KEY NO. - ENGINE COMP.	<b>BOAT</b>	
2239-CC	5-16-58		
RADIO MAKE AND MODEL	COPIES	ALUM. WHEEL	



## WHAT KIND OF AIRFLOW IS THIS C11?

Chrysler offered custom versions of the Airflow Imperials. The Custom Imperials were of two types. The larger, designated Series CW, were taller, wider and longer than the production cars. They were equipped with a larger engine and heavier running gear, and they shared almost no components with the other models. Up to 100 Airflow CWs were built, and about eight are known to still exist.

Aside from the CWs, Chrysler set aside a few of the Airflow Imperial models for LeBaron conversion to Custom Imperial. This conversion consisted of a nine-inch stretch of the chassis and an equivalent lengthening of the Imperial body, with the extra length going into the rear passenger area. Wider doors from the Airflow Imperial Coupe were used in front; the rear doors were the same as those on the Imperial. The engine and transmission were the same as the Imperial. For 1936, the LeBaron cars were named Series C11.

Photos this page clockwise from top left: C11 build cards; Custom Imperial Sedan brochure cover; The C11 is second from left in the barn.

Chrysler historical records show that 75 serial numbers were set aside for the C11, 38 of them for the sedan and 37 for the limousine, which had a divider partition with roll-down window separating the rear passenger compartment from the driver's seat. Chrysler shipping records, however, indicate that only 62 were actually built and shipped. The Airflow Club of America, established in 1962, has reports of only three C11s. One was reportedly dismantled before 1968. One is a limousine currently in Australia, and the subject sedan is the third. It's likely this car is the only surviving C11 sedan, and one of two surviving C11s.

Chrysler's LeBaron models (for 1936, the C11s and the CWs) were sold as special-order cars. Dealers or purchasers could order cars with interior appointments and paint color they preferred. Instead of the usual exterior and interior trim codes on the body data tag, this C11 shows only the order number. Authentic restoration therefore permits use of any period-appropriate paint color well as fabric or leather trim. Surviving information about C11s includes sales brochures, maintenance manuals and parts lists, each of which provides specific details of the cars.







### CAR HISTORY

The build card for 7803920 was obtained from the Fiat-Chrysler Historical Society. It shows the car was originally shipped to J. B. Martin, a Chrysler dealer in Harrisburg, Pennsylvania. Build date was June 22, 1936. The body, number 231-64, was built by Briggs, and shipment was by boat. It was equipped with engine number C11-1072 and an overdrive transmission. Gear ratio was 4.33:1. Options on this car included a special steering wheel and six road wheels. Like all Airflows, it had Duplate safety glass.



According to Airflow Club records, 7803920 was first reported to the club sometime before 1969 in Lancaster County, Pennsylvania. From at least 1969 until 1975, it belonged to Airflow collector and dealer Paul Stern, who sold it to Ken Curtis of Raleigh, North Carolina. Ken reportedly sold it to Ray Harmuth Sr. in 1992, 17 years later. In a conversation with Ken in 2021, he recalled that the car ran like new, but was quite rusty at the time he sold it. Mr. Harmuth senior had restoration work performed on the chassis and body by Gary Hoover of Alliance, Ohio. In approximately 2004, Ray Harmuth Jr. inherited the car from his father. When Mr. Harmuth Jr. passed in 2019, his widow sold the car to its present owners, Jon Clulow of Pasadena, Maryland, and John Boyd of San Diego, California. Included in the sale were many new and used replacement parts for the Airflow.



Photos this page clockwise from top left: *The C11 arrives in Maryland; 8-cylinder engine block; the reassembly begins; engine ready for installation.*

At the time of the last sale, the C11 had been parked in a barn for about 15 years along with three other Airflow parts cars. Although disassembled and dirty, evidence of previous repair work was obvious: glossy paint under the accumulated dirt and grime on the frame and suspension; new metal in the trunk floor; new, rust-free rocker panels. The engine was out of the car and the cylinder head was off, but the serial number was C11-1072, matching the build report. The C11 is second from left in the barn photo.

## RESTORATION

Jon Clulow has been a member of the Airflow Club for many years and is experienced in Airflow restoration. He undertook to assemble the car using parts that came with it. In cases where he had equivalent parts in better condition from his own collection (for example, dashboard instruments and brake drums) he used the best parts he had. All told, the only missing part was one rear-seat cigar lighter. A replacement was found on eBay. Jon oversaw the complete professional engine overhaul, performed by Rockville Ring & Bearing in Rockville, Maryland. New cam, crankshaft and rod bearings, valves, tappets, guides, pistons, and rings were sourced from Kanter, Bernbaum, Egge, and eBay sellers. Thorough cleaning and machine work was performed by the shop. Rebuildable water pump, fuel pump, exhaust system, and clutch were found with the car as purchased. The block was thoroughly cleaned and checked for cracks, cylinders were bored .020 over, crankshaft bearings were replaced and line-bored, and the block was decked. A newly cast, original-mold alloy Airflow cylinder head was obtained from the Airflow Club parts store. The transmission used was an overhauled unit taken from a driving Chrysler Airflow. New rubber parts, brake shoes, weatherstrips, motor mounts and miscellaneous other bits collected by the previous owners and provided with the car were used.

When the car was completely assembled, Jon drove it a few miles to meet a professional car transporter who delivered it to John Boyd, who drove it from the unloading point to his home. John then commenced disassembly for body repairs and refinishing. The body repair and

## AIRFLOW PRODUCTION

	MODEL	PRICE	2-DOOR	4-DOOR	TOTAL
1934	Chrysler CU	\$1,345	1,038	7,351	8,389
	Imperial CV	\$1,625	212	2,064	2,276
	Custom Imperial CX	\$2,345*	-	106	106
	Custom Imperial CW	\$5,900	-	-	-
	DeSoto	\$995	2,106	11,932	14,038
1935	Chrysler C1	\$1,245	379	4,617	4,996
	Imperial C2	\$1,475	200	2,398	2,598
	Custom Imperial C3	\$2,245*	-	124	124
	Custom Imperial CW	\$6,000	-	32	32
	DeSoto SG	\$1,015	488	6,309	6,797
1936	Chrysler C9	\$1,345	110	1,590	1,700
	Imperial C10	\$1,475	240	4,259	4,499
	Custom Imperial C11	\$2,495*	-	62	62
	Custom Imperial CW	-	-	-	-
	DeSoto S2	\$1,095	250	4,750	5,000
1937	Chrysler C17	\$1,610	230	4,370	4,600
	Custom Imperial CW	NA			3

\*Limousine \$100 higher.

CW cost varied with body style and equipment. Prices given are nominal.

Source: Standard Catalog of Chrysler, 1924-1990.

## C11 CUSTOM IMPERIAL SPECIFICATIONS

<b>Engine</b>	323.5 CID inline 8-cylinder L-head 130 HP @ 3400 RPM, 250 lb-ft@1600 RPM Bore 3-1/4 in. Stroke 4-7/8 in Main bearings: 5 Compression 6.5:1 std; 7.45:1 138 HP optional Material: cast iron block; aluminum alloy cylinder head Lubrication: pressure to all bearings excluding wrist pins
<b>Carburetor</b>	Stromberg EE-22
<b>Transmission</b>	3-speed manual Warner automatic overdrive
<b>Differential</b>	4.33:1
<b>Wheelbase</b>	137 inches
<b>Brakes</b>	4-wheel hydraulic with vacuum power assist. 13" drums.
<b>Tires</b>	7.50 x 16
<b>Price</b>	\$2,475 - \$2,575

Photos on the next page from top:  
*First place for the 1936 Chrysler Custom Imperial C11 Sedan at the Rancho Santa Fe Grand Classic; the spacious interior; LeBaron body tag; the signature Chrysler badge; close-up of tail light; C11 dashboard.*





refinishing were done by AG Body in El Cajon, California, who had previously done exceptionally fine work on two other Airflows. The repair began with complete removal of the old paint and body filler. Inspection revealed residual pitting, and the car was then sent to a specialist sand blasting shop, where it was completely sandblasted. Once done, it became clear that most body rust damage had previously been satisfactorily repaired. After required dent removal and minor additional metal repairs, the body was aligned, filled, blocked, and painted with two-stage paint in a metallic bronze-gray, a period-appropriate color, yet contemporarily stylish. The paint was color-sanded and buffed to a high gloss. While this work was progressing, exterior bright metal was sent to professional polishers and platers.



In July 2021, the owners met in San Diego for two weeks of Airflow reassembly. Exterior trim was installed. New Airflow Club reproduction hubcap skins were installed. New tires were purchased and mounted on the refinished wheels. Interior brightwork, finished in the Custom Imperial-appropriate satin chrome by Artistic Silver Plating in Long Beach, was installed and the dash was reassembled with refinished instruments and brightwork. Wheel trim and original-style sunbursts in Casino Red were applied by CSNRS Color Studio in Santee, California, who also refinished the steering wheel and radio blanking plate.

A new interior was constructed by Armando Moran of San Diego. Seat cushions were rebuilt and upholstered in a blue-gray leather. Matching door panels and wool headliner were also fabricated and installed. A coordinated dark gray was selected for the new carpet. Interior metal trim (dash and window garnish moldings) was refinished in Tuxedo Black. Armando followed the detail patterns from two original door panels that came with the car, and he fabricated windlace, arm rests, visors, and rear-seat passenger grab straps to the original patterns. He also finished the trunk interior panels and installed correct matting.



### THE RESULTS

The photos show the progress of restoration from the as-found state to completion. The car has now been shown at two Spring 2022 judged shows: The first in Lake Las Vegas (Antique Automobile of America) and the second in Rancho Santa Fe, California (Classic Car Club of America). The car won firsts in class at both shows, qualifying it for Senior Division in both clubs. The owners are planning for its first appearance at an Airflow Club show in July 2022 in Independence, Missouri.

# Art Deco Chrysler Airflow Inspires Tomorrow's Connected EVs

by Casey Williams, Tribune News Service



Cars in the early 1930s were nothing like today's. They had wood in their bodies, rode on ladder frames, and sported chrome headlamps bolted to chrome grilles.

But the Chrysler Airflow was different. It carried passengers in a streamlined body and contained an integrated frame for strength, and its headlamps were mounted flush.

It was a modern car. And now it is the inspiration for a new Chrysler project bearing the same name, an autonomous electric vehicle for the 2030s.

## Art Deco masterpiece

There were actually three Airflows: an affordable DeSoto, a premium Chrysler and a luxury Imperial with a more formal body. All were striking cars, drenched in Art Deco chrome flourishes and with front pillars that flowed from hood to roof. It's no wonder the car still attracts aficionados, even ones who weren't even looking for an Airflow.

"My wife and I had a 1959 DeSoto, and a friend mentioned they found a DeSoto Airflow," said Kim Forster, an Airflow owner and restorer from Noblesville, Indiana. "I didn't even know what it looked like, but I saw it and decided to buy it. Its lines are very similar to early Volkswagens."

Forster eventually owned seven Airflows — five DeSotos, a Chrysler, and one of the rare Imperials. He's had extensive experience repairing them and knows the cars well.

"Carl Breer, considered the father of the Airflow, originally designed the DeSoto version and showed it to Walter Chrysler," said Forster. "He liked it, but he wanted a Chrysler version too. The DeSoto has a straight-six engine and a shorter hood than the Chrysler version with a straight-eight. I like the lines of the DeSoto — especially the coupe version."

Streamlining came into vogue during the early 1930s, when cars were actually more aerodynamic going in reverse, but the Airflows' underlying engineering was equally impressive. By moving the engine forward, passengers could fit within the wheelbase for balanced handling and a less bouncy ride. Chrysler would not

build another car with an integrated frame until the 1960s.

Airflows are competent, if not fast. The Chrysler eight-cylinder produced 115 horsepower, while the DeSoto's six-cylinder delivered just 100 horsepower. So they're able to cruise at highway speeds, but it's better to stay out of the left lane.

## Are they reliable?

"They are, but like any 90-year-old car, they need regular maintenance," Forster said. "Members from the California Airflow club drove their cars to a meet in Virginia. My '36 is comfortable on the Interstate — like sitting on a couch that's just one long bench. Most came with cloth seats. Leather was an option, but rare."

Back in the 1930s, the Airflow was affordable, costing about \$25,000 in today's dollars, but it was too revolutionary to be popular. Chrysler only sold about 55,000 from 1934-1937. The next Airflow, now a concept that Chrysler is developing, will be less affordable, but it should sell in greater numbers.

## Modern automated marvel

Breer noted in his autobiography: "Briefly we may now outline the development of the automobile of the day. It was first necessary to make it run. Second, it was necessary to make the mechanism endure. Third, to make it quiet, and last, and all important, to make it a comfortable and efficient companion."

That could describe the Airflow electric concept Chrysler recently unveiled at the CES in Las Vegas. It's a car that foreshadows the brand's first fully electric vehicle in 2025, enroute to an all-EV lineup by 2028. The concept has 350-400 miles in range with fast charge capability, grips via all-wheel drive, and features Level 3 autonomous driving. But that's not what ties it to its namesake.

"Airflow was ahead of its time, had an innovative spirit, and was a white space for the Chrysler brand," said Simeon Kim, designer of the Airflow Concept. "It fits perfectly with the EV movement now. Its streamlined profile inspired us. It was also the package, moving the engine forward, moving the rear passengers forward, creating lots of space."

The concept employs connectivity unimaginable a century ago when a radio was considered advanced. "SmartCockpit," the Airflow's infotainment system, grants every passenger a screen and camera to facilitate group video calls while easing access to information that can be swiped to co-travelers. A screen on the passenger side dashboard allows them to act as a co-pilot for entertainment, navigation, and online purchasing. Over-the-air updates keep everything fresh.

"We took the digital lifestyle to the next level," said Vince Galante, global head of user experience at Stellantis. "We have new technology, an EV, autonomous driving, a continuous space



## Airflow Inspired EVs (continued)

changing radically. It gave us the opportunity to explore all of them. We have designers on the team with gaming backgrounds that can build 3D into the car to help customers see things at a glance. There's not really differentiation between digital and physical aspects of the car."

Beyond infotainment, the interior is a calming lounge with individual soft leather-wrapped seats, carpeting made of recycled materials, a panoramic glass roof, and ambient lighting that seemingly seeps from every crevice. A rear tray slides out for loading the cargo area. Screens appear as sheer black slabs when off. Moving outside, you notice the compact crossover profile rendered in white over 22-inch wheels. Blue accents continue cues from the Pacifica and Wrangler plug-ins.

"From the front, there's a modernized wing with a thin LED light bar," Kim said. "It has a wide stance, minimal grill opening, and slim, athletic proportions. As you walk to the back, wide taillights, the stance, and overall sleek proportions provide attitude for the vehicle."

Much of Chrysler's heritage-inspired line-up rests on the Charger, Challenger, and Wrangler, but the Airflow is worth moving forward — especially if it inspires a car for the 2030s.

"The original Airflow was a more stately, premium product," said Randy Hjelm, a designer in Chrysler's advanced studio. "It's what we're trying to do with the new Airflow. I like the proportions of the car, its sleek roofline and athletic presence. Details like the front signature are more aggressive than we've seen from Chrysler in recent history — more youthful."

So, what thinks the man who's owned a few Airflows? "It's interesting, but I do so much driving," Forster said. "It doesn't look like the Airflow I know, but I think it's great — it might generate more interest in old Airflows."

*Casey Williams is an Indianapolis-based automotive journalist and a long-time contributor to the Chicago Tribune. He can be reached at AutoCasey@aol.com and on YouTube @AutoCasey.*

*Clipped from the Bay Area News Group Advertising Section, March 27, 2022.*

## READER CORRESPONDENCE

Jon Clulow writes:

Dear Editor. A new member of the club wrote me about this photo, published in the July-August 2022 convention report issue of the Airflow Newsletter. He thinks it looks like you and I are



struggling over possession of the Carl Breer award trophy and have damaged it! What should I do? Your pal, Jon

Dear Jon.

Thank you for forwarding this photo and for your concern. As I think you already know, the Breer cup has been slightly bent for several years now, and no one seems to know how it happened. This is not your fault and it's certainly not mine! The trophy consists of a silver cup, weighing perhaps three pounds, attached to a wood base weighting about 25 pounds. Packing it requires great care, and in my opinion, packing or shipping is the most likely cause of the damage. You will be pleased to hear that I took the cup to a local metalworking artisan and asked him to straighten it, and he did so for no charge. (I gave him \$20 for beer money anyway.) I am currently researching improved packing for the Carl Breer

Award Cup, and I will report any progress. It might interest our readers to review the history and significance of this award. From Volume III of the *Airflow Restorer's Guide*:

The Carl Breer memorial award is given "in memory of the father of the Airflow and at the discretion of the President and Chief Judge to a car which may not otherwise have been the recipient of an award at the national meet of the Airflow Club of America but which nevertheless is of such unusual or outstanding quality, rarity, originality or historical significance as to merit special recognition." (2018 ACA Bylaws) It was instituted and first awarded in 2012 with the intention of creating a way to "recognize Airflows that have historical significance or unusual provenance (for example)". Past winners are listed here.

2012 Bruce Wallin	1934 Chrysler Imperial CX sedan
2013 Bud & Dora Frazier	1934 Chrysler CY sedan
2015 Peter Landsbergen	1934 Chrysler CU Brougham
2016 Dennis & Nancy Lee Pitchford	1935 DeSoto SG business coupe
2017 No award	
2018 Frank Daly	1935 Chrysler Custom Imperial CW limousine
2019 Ed and Linda Patterson	1935 Chrysler C1 sedan

**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](mailto:airflowclub@icloud.com)

Address:

**LINDA WILSON, TREASURER, ACA**

PO Box 935, Sanger, CA 93657. Email [braun2848@gmail.com](mailto: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. \$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:** 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 stainless steel 1935 Chrysler outside body tags. These screw to the right side lower cowl only, just above the running board. \$40 including shipping. Email **John Boyd** drjohn96@mac.com. Paypal OK.



**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 NOM 2M0 519-285-2279; hazlewood@globalserve.net

**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:** 1937 Chrysler Airflow, model C-17 (Imperial) COUPE. This car has been restored in the past and many items had to be refurbished. It is now a perfect driver that runs and drives like a new Airflow. Please contact the seller for a complete list of all work performed. Many more pictures can be provided. Nothing needs to be done to enjoy driving this car at one half the cost of a freshly restored car. \$66,000. **Terry Brinson**, 530-965-5151 home; 530-966-8166 cell; tbrinson@sbcglobal.net



**PARTS LEAD:** Need parts for your SE, CU, or CY? Rick Gray has a collection of parts available. Contact him for info: rickgray@telus.net or 604-941-6426.

**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.**

## High-Compression Script Gas Cap

Terry Brinson has undertaken to have the script gas caps that fit Chrysler Airflows only reproduced in polished aluminum. The shop quoted "under \$200" for the price, although price will vary with quantity ordered. If you are likely to want one of these gas caps of \$200 or less, please let Terry know so he can order enough of them. The photo shows an original cap (left) next to a reproduction prototype, with the edge knurling not yet applied. Contact Terry at tbrinson1939@gmail.com or Cell 530-966-8166.



## WELCOME NEW MEMBERS

**Derrick and Nichelle Christensen**  
 2725 Mary Street  
 Easton PA 18045  
 (484) 560-8868  
 duesenberg1932@gmail.com  
 DeSoto 1935 SG 4dr 5085441;  
 SG4361



# It's official! The 2023 Airflow Club National Meet will be held on California's Central Coast!



*Cambria Pines Lodge*

*Ventura, California, Sept 20, 2022*

Airflow Club of America Western Region Director Phyllis Allstott announced today that the ACA Board has voted to approve Cambria, California, as the location for the July 16-20, 2023, **59<sup>th</sup> National Meet of the Club**. Contract negotiations are in progress with the well-known meeting, conference, and wedding garden hotel [Cambria Pines Lodge](#) for the 5-day, 4-night meeting of the Airflow Club. The Sunday through Thursday dates in July have been chosen to allow members and families with school obligations to attend, and the location is ideally located in the California Central Coast for mild temperatures in midsummer. The meet hotel is 1.5 miles from the Pacific shore, and 15 minutes from the famous [Hearst Castle](#), one option for an Airflow excursion. Discounted room rates will be available for two nights before and after the meet, enabling attendees to extend their vacations in the area.

The Central Coast has become increasingly successful in recent years as a winemaking area. Nearby Paso Robles is now home to over 230 wineries, equaling Napa and Sonoma counties. The climate is similar to that of famous winegrowing regions of Italy. Historic El Camino Real passes through the area, with Spanish missions dating from the 18<sup>th</sup> century marking the road's path up the coast from San Diego to San Francisco. Cal Poly San Luis Obispo is 33 miles south. Scheduled air service is available on Alaska, American, and United Airlines.

The Western Region invites you to plan now to attend the 2023 National Meet. The area, and the hotel in particular, will make for an exceptionally memorable event! Put the dates on your calendar now, while you are thinking about it. And watch for further details in the coming *Airflow Newsletter* issues.



*Cambria Beach Walk (above)*



*Hearst Castle*

*Seal Rookery near San Simeon (below)*

