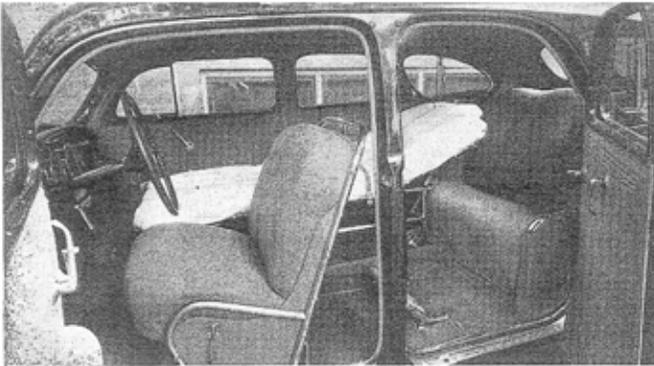


ACA NATIONAL MEET • June 5-9, 2019 • SEE INSERT FOR DETAILS

PHOTOGRAPHIC NEWS OF CHRYSLER ACTIVITIES



(Above)—Here is a neat job of conversion. A Chrysler Airflow Custom Sedan on a 137-inch wheelbase, sold by Arthur Dennis of the Dennis Auto Company, was made over into an invalid car by the Lamb Funeral Home of Ottawa, Kansas. The Airflow was selected because it rides so easily that invalids are able to overcome their natural aversion to riding when it means vibration and a sense of rapid motion.

(Upper right)—Red Boy, champion Pekinese, owned by Mrs. Isaac White, wife of the Chrysler-Plymouth dealer in Champaign, Ill., in one of the new "Skippy" Airflow Chrysler toy automobiles. This little car is proving tremendously popular. It comes in three styles, ranging from \$11.95 to \$22.50 at retail. Dealers can secure them through Skippy Racers, of Toledo, Ohio, the manufacturer.

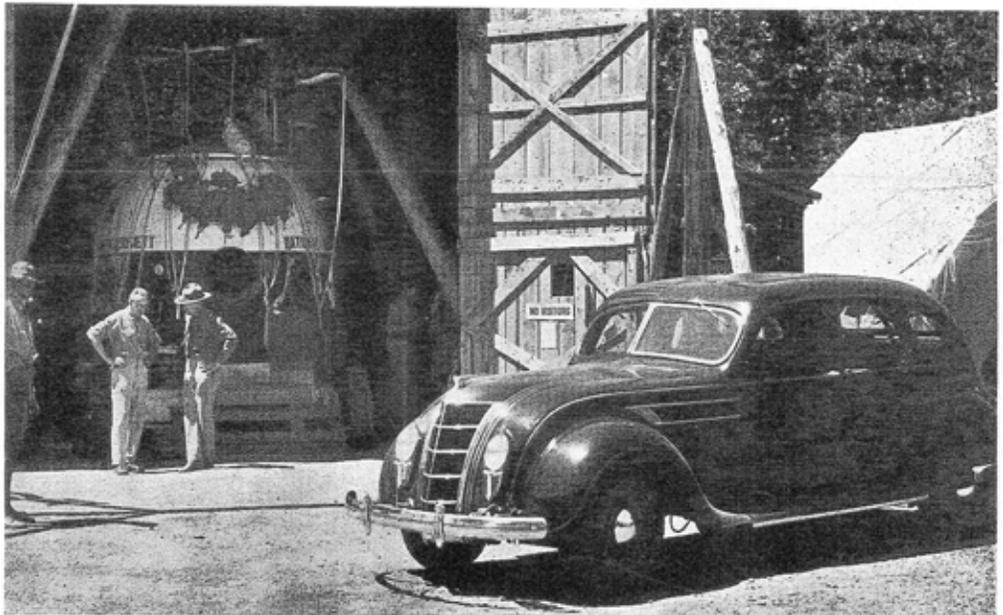
(Lower right)—A fleet of 24 Plymouth taxicabs recently purchased by the J. B. Nichols Company of Dallas, Texas, which now operates 73 Plymouths. This fine order was delivered by the Frankie Davis Motor Company, a dealer in Oak Cliff, a suburb of Dallas. It shows what enterprise will do in going after fleet business.



RIDING COMFORT



The charming old lady shown here, Mrs. N. A. Cartwright, after touring from Los Angeles to Detroit in an Airflow Chrysler, was so enthusiastic about the riding qualities of the car that she called up the factory to express her appreciation of its merits. Permission was readily given for the company to use her photograph and her enthusiastic praise in advertising, with the above result in magazine copy.



This picture was taken in front of the gondola shed in the stratosphere bowl near Rapid City, South Dakota, while Captain A. C. Stevens and Captain Orval A. Anderson of the United States Army Air Service were discussing final arrangements for their balloon trip into the upper air. The Airflow Chrysler belonging to Captain Anderson stands in front of the shed. Captain Stevens, also an Airflow fan, drives a DeSoto.

DEDICATED TO THE RESTORATION AND PRESERVATION OF
CHRYSLER AND DESOTO AIRFLOW MODEL AUTOMOBILES AND
DODGE AIRFLOW TRUCKS - THEIR RELATED HISTORY AND LORE.
OFFICIAL PUBLICATION OF THE AIRFLOW CLUB OF AMERICA,
A NONPROFIT ORGANIZATION FOUNDED JUNE 1962.

AIRFLOW CLUB
WEBSITE

www.airflowclub.com

AIRFLOW CLUB
FORUM

autos.groups.yahoo.com/groups/Airflow

PRESIDENT'S MESSAGE

Warmest Greeting Fellow Airflowers

The weather across the country this year has been extremely cold. For those in the mid-west and east coast, the snow and freezing temperatures have been more severe than in years past. As spring approaches with good weather, it is time to bring your cars out of storage and begin driving them. We are a driving club, so when permissible, get on the road. Attending local car shows and driving events is a great time to meet new people and solicit them to become members of our club. Once people see the car, interest peaks, and this offers a perfect time to ask them to join.

The Western Division attended the Big Three Swap Meet recently and enjoyed a dinner afterwards. It is always great to see other members and get caught up to date with them.

The time for the next meet in Charlottesville is fast approaching. Mark your calendars and make time to attend. This will be a fantastic meet as you will be able to visit some locations that the founding fathers of this county lived at or visited. See the insert in this newsletter for all the details and be sure to register early.

I hope all is well with each of you and look forward to seeing you in Charlottesville.

Best Regards,
Tom

CONTACTS/MEMBERSHIP INFO

The AIRFLOW CLUB OF AMERICA, INCORPORATED is a non-profit organization founded in June 1962. The Club is dedicated to the preservation, restoration, exhibition, and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks.

The AIRFLOW NEWSLETTER, published six times each year, is the official publication of the Airflow Club of America. 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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Secretary: Doug Conran, Benton Harbor MI (269) 925-1950
Treasurer: Dennis Pitchford, San Jose CA (408) 559-7977

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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:

Dennis Pitchford

14947 Leigh Ave. • San Jose, CA 95124-4524
Phone: (408) 559-7977

CHANGE OF ADDRESS: Please send information to:

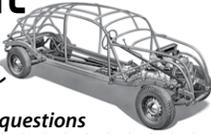
Mary Kathryn Eberly

207 West Main Street • Mount Joy, PA 17552-1213
Phone: (717) 653-1094 or email: mkeberly@pa.net

Unsolicited material will not be returned.

TECHNICAL Tips

cause we all have questions



Time Could Be Ticking Away

by Jon Clulow

This past year while at the Airflow Club Booth at the Hershey AACA Fall Flea Market, I had an interesting conversation with one of our members. We were discussing entering our garages and hearing that endearing whir and tic created by our Borg clocks. There is a certain calm in first hearing that sound, signifying that "all is well". Regardless of whether it is well or not, the idea that an eighty-plus year old clock can still tick is quite winsome.

After a time, your electric clock that was manufactured by the George W. Borg Company will need a good cleaning. The clock I am working on is from a 1936 C10 Chrysler; however, most all Borg clocks are nearly the same.

Some of the Borg clocks have a fuse built in but most do not. It is imperative that the electric winding part is fuse protected. If the clock stops while the points are in contact, the points and electromagnets could burn. If needed, Mac's Ford Parts sells this clock fuse wire for Mercury; you may have to modify one end to make it work.

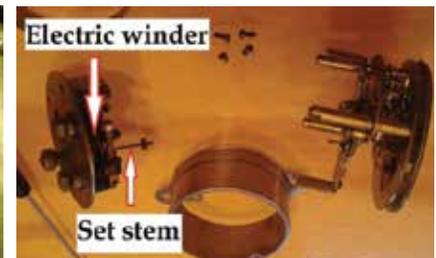
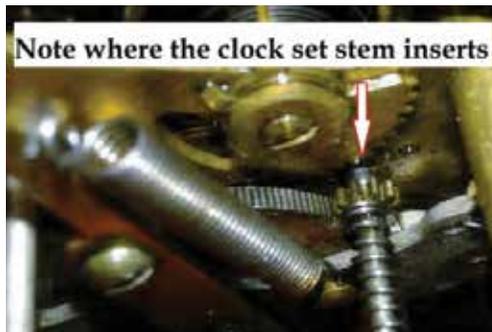
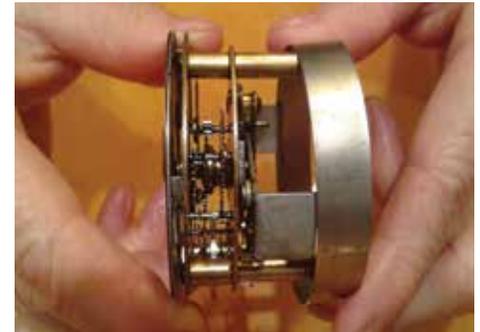
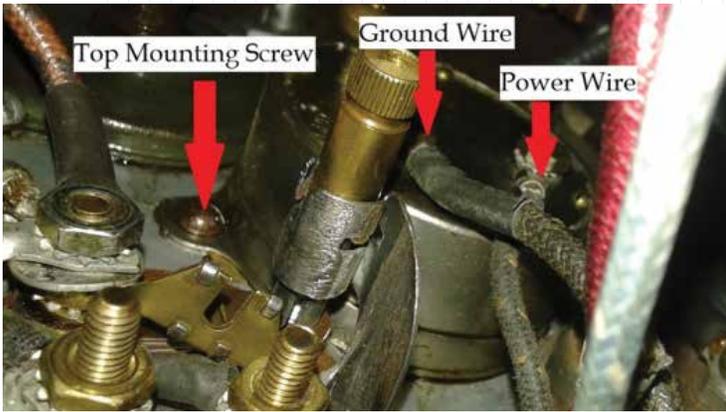


Once you have cleaned and lubricated your Borg you will be able to enjoy your antique clock for many years. I have never been concerned about draining a battery as these clocks barely use any charge to run.

First, disconnect the car battery. Then locate and disconnect the clock power and ground wire (1). To remove the clock you will need to locate the upper and lower mounting screws.

Obtain the following items: spray electronic cleaner, fine common screwdriver, 1cc needled syringe and model railroad lubrication oil.

Separate the side cover by removing the two back screws. Next remove the second floating side cover.

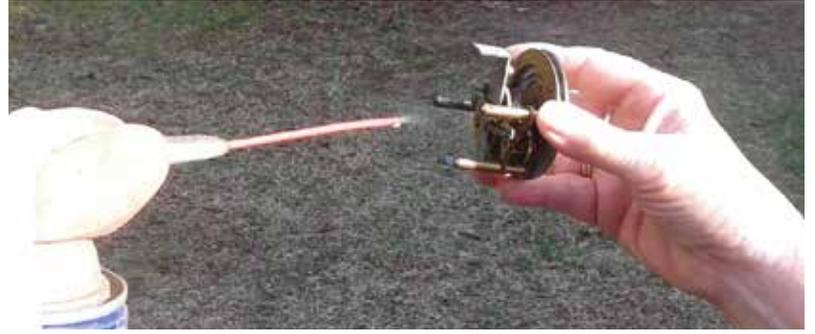


Remove the electric winding mechanism from the clock

Noting where the set stem was inserted, you will need to decipher its position during reassembly. Next take the clock mechanism outside and completely saturate it with the spray cleaner.

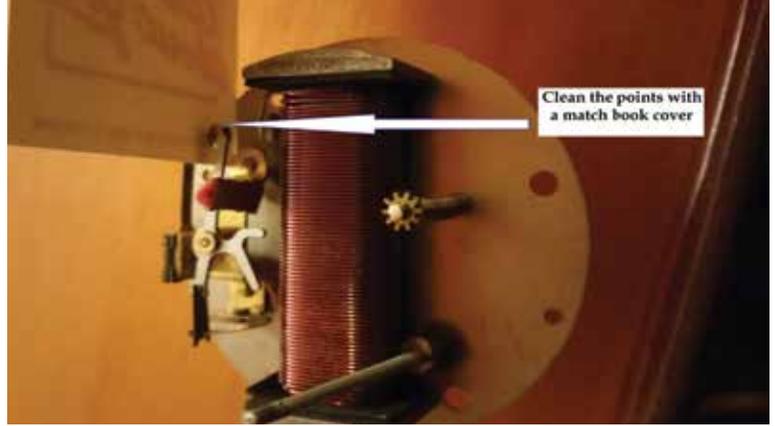
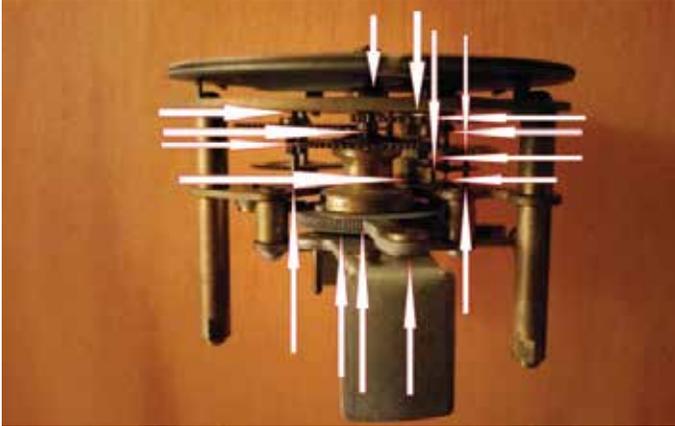
TECHNICAL Tips

cause we all have questions



The spray will clean the clock mechanism, but it will also dry out all of the parts that need lubrication. Add the lubrication to the small 1cc needled syringe and lubricate each of the joining parts with just one very small drop of oil.

If you use too much oil, the oil will flow out of the intended areas. Here are some of the areas to be lubricated.



Next, clean the contact points with a matchbook cover--it has just the right abrasiveness.

Reassemble the clock making sure the clock set stem is lined up correctly.

Use a thin coating of silicone on the mating edges of the case to help seal out moisture and dust. This technique will work well as long as the electromagnets are in good shape. The last cleaning and lubrication I did lasted about a decade. For a lot of us that is a lifetime guarantee!

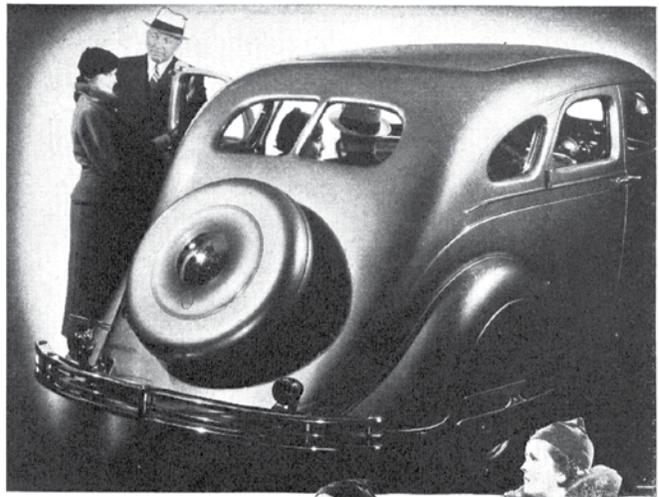
New Items Available from Airflow Club Store

The division window bars common to all Airflow coupes and also to the long wheelbase (Imperial) Chryslers have been reproduced in limited quantity and donated to the Club Store. From the picture, you can see that they have been produced as they were originally, i.e. folded metal. Unlike the originals, these have been fabricated from stainless steel and professionally polished, so they will not rust. It is unlikely that they will be reproduced again, so if you need them, buy them now! \$150.00 plus \$15.00 shipping per pair.

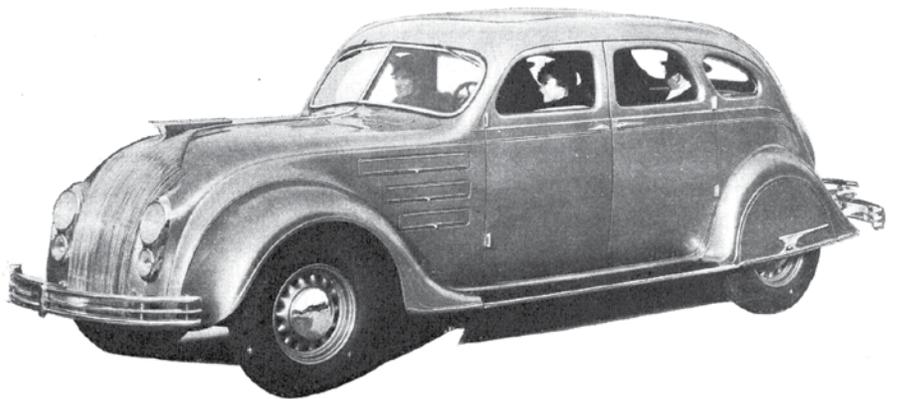


Also, the small springs which are a part of the overdrive have been reproduced and donated. There are four per overdrive assembly. These also will likely not be reproduced in the future.

\$25.00 for the set plus \$2.50 shipping..



“Airflow” Bodies



Chrysler Airflow bodies are 10 inches wider and therefore three passengers may be comfortably accommodated on both front and rear seats. Passengers sit 20 inches further forward. The streamlined rear provides a large luggage compartment which is reached by swinging up the rear seat back. On some models the tire is also carried in the tail. In this case a rear door is fitted

which completely eliminates the partial vacuum caused by previous designs which held back the car, retarding its speed and eating up fuel.

“So perfectly is the air stream carried around and back of the car that dirt never gathers on the rear panels (as it does on conventional cars because of eddy currents). At high speed, rain drops on the windshield actually run up hill. Finally, the Airflow design makes perfect ventilation possible without annoying wind roar.

“There are no customary ‘valleys’ between hood and fenders. The body and hood are much wider. Headlamps and parking lamps are integral with the hood. With the exception of the door handles there are no protruding appendages to offer wind resistance.

“The entire structure of the Airflow bodies is one complete unit of steel from nose to tail. It is therefore possible to incorporate girders into the structure which run from the front of the car to the rear. Girders are built up into the sides of the car, starting from the front end, running up over the front springs, through the top of the body and down to the rear. Then, vertical and diagonal girders are used to join the lower and upper longitudinal girders, giving one complete bridge-like framework upon which to place the steel body panels. This type of body structure makes it unnecessary to depend upon a car frame for rigidity and solidity. In fact, the body is the frame, and the frame itself is mainly retained to carry the units down the assembly line. Frame depth is only about half what it was formerly.

(Continued on page 225)

Chrysler Has Airflow Bodies . . . continued from page 127

For still greater strength and safety, the sides of the body are built higher than usual, so that the window moulding is just about shoulder high for the average person. Thus, without decreasing vision in any way, more 'armor-plate' protection is provided for the occupants of the car.

"Still another major advantage of Airflow bodies lies in the fact that the bumpers are attached to the ends of the body girders instead of to the ends of the frame. Tests have proved that in the event of front or rear shock less damage is done to this type of construction.

"Both front and rear seats have the spaciousness of divans, the seats being 10 inches wider so that they carry three people without crowding. The greater body width makes possible a windshield as big as a bay window. The rear window is really a window instead of a peekhole. There is ample leg room. In spite of the fact that the cars are lower than usual, headroom is greater because the floor is closer to the road since the frame depth has been cut in half.

"The interior is fitted and appointed in a mode as modern and distinctive as is the exterior. The interior roof treatment has the simplicity of the cabin of a racing yacht."

THE FRONT seat is carried in a chromium-plated tubular frame which adds smartness to the interior. The space between front seat cushion and floor is open. This feature not only provides extra leg room for rear seat passengers but assists in ventilation.

The ventilating system for the front windows has been improved. The rear section may be lowered without disturbing the front section, or the whole window (both sections) may be lowered as a unit, or the front section may be swung open while the rear section remains closed.

Except for the new bodies and the new weight distribution on the Eights, and the independently sprung wheels on the Six, these new cars mainly follow previously established Chrysler engineering practice including such features as vacuum-operated clutch, floating power, hydraulic brakes, three-speed transmission with silent helical gears throughout, and free-wheel.

At time of going to press no detailed information was available concerning the Custom Imperial Eight, but compared to last year the other Chrysler cars are larger. The new six has $\frac{1}{8}$ inch more bore, its dimensions now being $3\frac{3}{8}$ by $4\frac{1}{2}$. The Chrysler Eight has $\frac{3}{8}$ inch longer stroke and the wheelbase has been increased from 120 to 123 inches. The Imperial Eight has $\frac{3}{8}$ inch longer stroke and a wheelbase of 128 instead of 126 inches. This model has an aluminum cylinder head with a 6.5 compression ratio.

The Chrysler Eight has a $1\frac{1}{2}$ -inch single downdraft Stromberg carburetor and the Imperial Eight is fitted with a $1\frac{1}{4}$ -inch dual downdraft Stromberg. The Imperial has a Bendix B-K vacuum brake power unit.

Features possessed by both the Chrysler and the Imperial include a cross-flow radiator, fan combined with vibration dampener and driven from crankshaft, a thermostatic by-pass for water temperature control, automatic choke, automatic manifold heat control, coincidental starting by depressing the accelerator pedal, voltage limit control on generator, centrifuse brake drums, worm and roller steering gear with taper rollers on worm, and needle bearings on cross-shaft, cross drag link, tubular front axle, two-way Delco-Lovejoy shock absorbers, oilite inserts and spring covers, hand brake on transmission, dual horns, triplebeam headlamps and steel-spoke wheels. Tires are 7.00 by 17 on the Chrysler Eight and 7.50 by 16 on the Imperial Eight.

The Chrysler Eight has three body types, six-passenger sedan, and town sedan, and five-passenger coupe. The Imperial Eight is also supplied in the types mentioned and there is a brougham.

Oil Distributors May Sell Equipment

AT THE time of going to press it seemed likely that the NRA and the code authority of the petroleum industry would approve an amendment to the petroleum code which would permit wholesalers of petroleum products to sell service and sales equipment used in connection with such products provided they maintained the resale prices fixed by the manufacturers. The code as originally approved prohibited refiners and/or distributors of oil from selling, leasing, lending or in any way furnishing equipment to retailers, the object of the clause being to enable the oil refiners and distributors to rescue themselves from commercial bribery extensively employed in going after new accounts. Later it developed that automotive jobbers who distributed oil would be unable to sell such equipment as grease guns, lifts, oil compressors and other apparatus used in retailing petroleum products. The amendment, if approved, will permit oil companies to go back into the equipment business but not on the price cutting basis on which many of them worked in the past. Equipment jobbers will be able to sell oil. The Motor and Equipment Manufacturers Association was active in sponsoring the amendment.

Thanks to David Felderstein for this contribution from the January 1934 Edition of MOTOR

WELCOME NEW MEMBERS

Duke & Chris Casaleiz

917 Stelle Avenue
Plainfield, NJ 07063
908-754-0663, cell: 732-221-1093
jmcasaleiz@gmail.com
No Car

Eric & Jenny Duncan

131 Cole Drive
 Mooresville, NC 28115
cell: 704-200-4790
ezizracer@gmail.com
1937 Chrysler C-17 4-door, 7020842

Neil Elliott

22424 Adelaide Road
Mount Brydges, Ontario, Canada N0L 1W0
elliottmadill@hotmail.com
1934 Chrysler CU Coupe, 1934 Chrysler 4-door

Tim Metz

Rippl-Ronai 18, 1/2
Budapest, Pest 1068 Hungary
858-736-9311, cell: +36 31 317 4658
timmetz@gmail.com
1937 Chrysler C-17 4-door, 7022144, C17-3635

George & Mary Slankard

P.O. Box 211
Sesser, IL 62884
618-625-6929
1936 Chrysler C-10 Coupe

Joe & Adele Velba

43 Clover Hill Lane
Colts Neck, NJ 07722
908-770-6241
midway1652@gmail.com
1936 Chrysler C-10 4-door, 7018632, C10-4881

Mel Wiener & Family

1626 N. Wilcox Avenue
Los Angeles, CA 90028
323-466-3526, cell: 424-200-0085
mel@melcoproperties.com
1934 Chrysler CU Coupe, 6597953
1935 Chrysler C-1 Coupe, 6602390, C1-3227

NEW ADDRESS

Thomas & C.S. Fanciullo

8380 Fm-314 N, Brownsboro, TX 75756
903-752-0298, cell: 916-204-3771

CHRYSLER CORPORATION

Detroit 31, Michigan

ENGINEERING DIVISION
P.O. Box 1118

February 21, 1962

Mr. P. T. Criswell, Jr.
938 River Road
North Apollo, Pennsylvania

Dear Mr. Criswell:

Your plans to form a club of Chrysler and De Soto Airflow owners is ambitious and commendable. Regardless of the pros and cons that surrounded its design concepts during the '30's, the Airflow has cut a notch in automobile history, and certainly deserves a share of attention from enthusiasts today.

We seem to recall that such a group was formed several years ago on the West Coast. However, you may already have investigated the possible existence of other Chrysler or Airflow clubs. It might be wise to contact other old-car enthusiast organizations for information as to the legal aspects and membership procedures.

Enclosed are several photocopies of advertisements on the Airflow, along with brief specifications covering all Chrysler Corporation cars, 1934-1937. The booklet, The Story of an American Company, also may be of interest to you. The enclosed chart lists production quantities for all Airflow models--Chrysler and De Soto.

Sincerely yours,

CHRYSLER CORPORATION
Engineering Division


V. W. Oswalt
Technical Data Department

VWO/jv
Enc.

6

1934 Lowest price F.O.B.--4-door Sedan

Chrysler 6	\$850.00
Airflow 8	1245.00
Imperial 8	1495.00
Imperial Custom 8	5000.00

1935

C 6 Airstream 6	975.00
C 2 8	1245.00
C 1 Airflow	1475.00
C 2 " Imperial	2345.00
C 3 " 2.C8	5000.00

1936

Chrysler 6	875.00
DeLuxe 8	1045.00
Airflow 8	1345.00
Airflow Imperial 8	1475.00

1937

Chrysler Royal C 16	920.00
Imperial C 14	1100.00
Custom Imperial C 15	2060.00
Airflow C 17	1610.00

1934

DeSoto 6	995.00
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1935

S. F. Airstream	735.00
S. G. Airflow	1015.00

1936

Airstream 6	810.00
Airflow	1095.00

NOTE: These data apply to 4-door sedans only.	PLYMOUTH		DODGE	DESO TO		CHRYSLER					
	Deluxe	Business Six		Deluxe Custom	Airflow	Six	Deluxe Eight	Airflow	Airflow Imperial	Airflow Cus. Imp.	
	P-1	P-2	D-2	S-1	S-2	C-7	C-8	C-9	C-10	C-11 (a)	
Wheelbase, Actual, in.	113		116	118	115-1/2	118	121	122-13/16	128	137-1/2	
Overall Length, Actual, in.	189-5/8		194	196-1/2	200	196-13/16	199-13/16	209-3/8	215-7/8	225-3/8	
Engine	Number of Cylinders	6				8					
	Bore	3-1/8"		3-1/4"		3-3/8"		3-1/4"			
	Stroke	4-3/8"				4-1/2"		4-1/8"		4-7/8"	
	Piston Disp, cu in.	201.34		217.77		241.54		273.77		323.54	
	Compression Ratio	6.7 C.I.		6.5 C.I.		6.0 C.I.		6.2 C.I.		6.2 A1.	
	Maximum hp. Adv.	82 @ 36		87 @ 36		90 @ 34		93 @ 34		105 @ 34	
	Maximum Torque	145 @ 12		155 @ 12		180 @ 12		185 @ 12		180 @ 12	
Clutch Diameter	9-1/4"		10"				11"				
Transmission	3-Speed	Standard				N.A.					
	3-Speed + OD	N.A.		Extra				Standard			
Rear Axle Ratio	3-Speed	4.125		4.1 (c)				N.A.			
	3-Speed + OD	N.A.		4.3							
Brakes	Drum Diameter	10"			11"			13"			
	Total Lining Area	158.5			177.25			198.8			
	Vacuum Booster	No				Yes					
Tires	Size	5.25 x 17	6.00 x 16	6.25 x 16	6.50x16	6.25x16	6.50x16	7.50 x 16			
	Pressure, lb	32	28								
Capacity	Fuel Tank, gal	15			16	15		21			
	Radiator, qt	15			19		22		17		
Road Weight	2950	3060	3157	3395 (b)	3796	3415	3640	4340	4470	4670	

NOTES: (a) 7-Passenger Limousine only.
 (b) This weight is for the S-1 custom; Road weight for S-1 Deluxe is 3280 lb.
 (c) Rear axle ratio for the S-1 Deluxe is 4.125.

Issued: 11-18-49
 Revised:
 ENGINEERING DATA BOOK - VOL. I - CHASSIS
 OBSOLETE MODELS - GENERAL INFORMATION
 Page 1501-7
 Year 1936

NOTE: These data apply to 4-Door Sedans only.	PLYMOUTH		DODGE	DESO TO	CHRYSLER				
	Business Six	Deluxe			Royal	Imperial	Airflow	Custom Imperial	
	P-3	P-4	D-5	S-3	C-16	C-14	C-17	C-15 (a)	
Wheelbase, Actual, in.	112		115	116	121	128	140		
Overall Length, in.	180 - 3/16		184-3/16	186-11/16	189-11/16	192-3/16	200-1/2	211-3/16	
Engine	Number of Cylinders	6				8			
	Bore	3-1/8"		3-1/4"		3-3/8"		3-1/4"	
	Stroke	4-3/8"				4-1/4"		4-7/8"	
	Piston Displ, cu in.	201.34		217.77		228.13		273.77	
	Compression Ratio	6.7 C.I.		6.5 C.I.		6.7 A1.		6.5 A1.	
	Maximum hp. Adv.	82 @ 36		87 @ 36		93 @ 36		110 @ 36	
	Maximum Torque	145 @ 12		155 @ 12		168 @ 12		212 @ 16	
Clutch Diameter	9-1/4"		10"				11"		
Transmission	3-Speed	Standard				Not Available			
	3-Speed + OD	Not Available				Extra		Standard	
Rear Axle Gear Ratio	3-Speed	3.9		4.1			Not Available		
	3-Speed + OD	Not Available				4.3			4.55
Brakes	Drum Diameter	10"			11"		13"		
	Total Lining Area, cu in.	148.48			177.25		198.8		
	Vacuum Booster	No				Yes			
Tires	Size	5.50 x 16	6.00 x 16		6.25 x 16	6.50 x 16	7.50 x 16		
	Pressure, Front and Rear	32 lb		28 lb					
Capacity	Fuel Tank, gal	15			16	20		21	20
	Radiator, qt	15		16		20		21	
Road Weights	2975	3040	3125	3209	3305	3665	4485	4640	

Notes: (a) 7-Passenger Sedan only.

Issued: 11-18-49
 Revised:
 ENGINEERING DATA BOOK - VOL. I - CHASSIS
 OBSOLETE MODELS - GENERAL INFORMATION
 Page 1501-8
 Year 1937

ORDERING INFORMATION

Items guaranteed. **Postage: 10 percent of total order for items shipped to US locations. International member's orders must be paid in USA dollar funds with added money for postage.** Checks must be drawn on a USA bank. Prices are always subject to change. Continuing stock of items not assured. Clearly print your order on plain paper and mail with check or money order, made to "The Airflow Club" to:

DENNIS PITCHFORD, TREASURER, ACA,
1947 LEIGH AVENUE • SAN JOSE, CA 95124-4524

STANDARDS OF CORRECTNESS MANUAL Restore your airflow to factory correct condition. Extremely useful to the airflow restorer. \$15.00

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.

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

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

NAME BUTTON A must for all ACA gatherings. Features Club's logo and your name. Furnish name as you want it on the finished button. \$5.

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

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

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

HEADLIGHT MOUNTING PADS Fits all Chrysler Airflow models. \$32 pair.

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

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

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

PEDAL PADS Reproductions. Specify black or brown. For clutch and brake pedals. \$20 pair.

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

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

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

FRONT DOOR VENT RUBBER SEALS Fits all 1935 to 1937 Airflows. Can modify to fit 1934. \$125 pair.

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

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

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

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

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

"ANTI-RATTLE" WINDOW SNUBBERS \$2.00 each

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

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

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

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

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

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



TAKING ORDER: 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. Price for DeSoto head is \$1,800; Chrysler head is \$2,000 – both plus shipping and insurance. Contact **John Librenjak** for questions or orders at 951.788.4678(home) or 951.880-8985(mobile)



WANTED: Usable parts for 1934 Chrysler CU 4dr. Need not be show or restored as car is a preservation project. Lower front fender and running board trim, grill or pieces of drivers side, front and rear bumper and front bumper brackets, interior dome lights, one taillight lens. Call or text **Britt Estes** 850-933-5148 (1/19)

FOR SALE: 1933 Plymouth 4 door Sedan Model PC. AACA National First Place, 16 Preservation Awards. Older Restoration. Asking \$20,000. Runs well. Car lives in Pennsylvania. Call **Jay Eberly** 717-653-1094. (1/19)



WANTED: for 1934 DeSoto SE Airflow Coupe; Complete fenderskirts; dashboard emblem for “overdrive” to replace dashboard emblem “free-wheeling;” correct runningboard rubber; rear window quarter rubber; right and left rear light stanctions; temperature gauge. (working, with pipe/cable and sensor) and front windshield window frames in decent/restorable condition. Contact **Stein Riisnæs**, Sandbakkveien 61, 2020 Skedsmokorset Norway. Email: stein.riisnes@bouvnet.no Phone: +4790139244 (11/18)

FOR SALE: Tool pouches - copied from an original tool roll found in a '36 Chrysler C9 sedan. \$40.00 + shipping (\$US) Keep your special Airflow tools in their proper place! **Jim Hazlewood**, 141 Stanley St N, Thamesford, Ontario, Canada N0M 2M0; 519-285-2279, hazlewood@globalserve.net (9/18)

FOR SALE: Reproduction parts for DeSoto Airflows, cast in dyed urethane resin. • Butterscotch colored S2 door panel escutcheon trim rings - \$75.00 for set of four, \$125.00 for set of eight. For 1936 Airstream S1 and Airflow S2. Might fit other cars. Custom colors possible. • “Beehive” style tail lamp lenses for 1936 DeSoto Airstream S1 and Airflow S2. Height 1.2”. \$120.00 per pair. Does not include center reflector unit. • Round “DeSoto” lettered tail lamp lenses for 1935 DeSoto. \$120.00 per pair. • Need other glass or plastic parts reproduced? Contact the seller with your requirements. In most cases, loan of a good original part will be required for use as a pattern. \$5.00 shipping per order. Contact Owen Billingsley at owen@scott-clark.com or 530 569-0159 (9/18)

FOR SALE: 1936 Chrysler Airflow C-10 Imperial Four Door Sedan. \$25,000 Firm. Original condition unrestored, 69,999,



vehicle is garage kept and driven on a limited basis. Exterior displays some age related wear, running boards good, no outstanding damage to fender or body. Interior front seat, headliner good. Back seat and doors panels shows age related wear. Heater works, radio hum at speaker when on, all dash instruments function except the clock. New brakes, new tires. Engine runs fine, complete engine rebuild in 1968 by previous owner. After which car was in storage 32 yrs. until I bought it in 2000. 3 speed with overdrive. New 6 volt Optima Battery. Black - Original. Car location Southern Oregon. Contact **Robert Farris** 541-733-7677 or pioneerbob365@gmail.com for photos & info. (9/18)

FOR SALE: Doorsill scuff plates for all Airflows. Made to order. We have decided to order another batch of blanks to keep this project alive. We’ve enjoyed dressing up Chrysler and De Soto Airflows with accurate doorsill scuff plate reproductions since 1987. Let us know what you need. We have a limited quantity of the unique 1936 De Soto doorsill scuff plates left and may not reorder those blanks. We will try to hold the price at \$450.00 for Sedans; \$225.00 for coupes + shipping (\$US), unless the cost of materials goes way up. **Jim Hazlewood**, 141 Stanley St N, Thamesford Ontario Canada N0M 2M0 519-285-2279 hazlewood@globalserve.net (9/18)

Advertisements will run for TWO issues (four months).

Please submit your ads or ad renewals thirty 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.

TELEPHONE SUBMITTALS WILL NOT BE ACCEPTED.

Evolution of the Clutch

1903



2 CYLINDERS
8 HORSEPOWER
675 REV. PER MIN.
20 MILES PER HOUR

1935

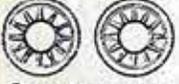


8 CYLINDERS
122 HORSEPOWER
3400 REV. PER MIN.
100 MILES PER HOUR

The man-behind-the-wheel is
BOSS!

MR. PUBLIC SAYS
I want speed!

SOLID TIRES



2 WHEEL BRAKES
EXTERNAL BANDS

BALLOON TIRES



4 WHEEL BRAKES
INTERNAL EXPANDING SHOES

AREA OF BRAKE LINING IN FULL CONTACT

OLD



125 Sq. inches

NEW



396 Sq. inches

Fig. 1

**When the LIGHT FLASHES GREEN
-WE WANT TO BE FIRST!**



Slow GET-AWAY



MULTIPLE DISC CLUTCH

Fast GET-AWAY



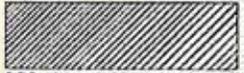
SINGLE PLATE CLUTCH

Fig. 2

MULTIPLE DISC vs. SINGLE PLATE CLUTCHES



MULTIPLE DISC CLUTCHES
ONLY HAD TO TRANSMIT-
35 to 45 HORSEPOWER



350 SQ. IN. FACING AREA



400 LBS. SPRING PRESSURE
EXERTED BY COIL SPRING



SINGLE PLATE CLUTCHES
HAVE TO TRANSMIT-
80 to 120 HORSEPOWER



45 SQ. IN. FACING AREA

2500 LBS. SPRING PRESSURE
EXERTED BY
12 PRESSURE SPRINGS



Fig. 3

CLUTCH SPECIALIST



GENERAL AUTO REPAIRS



**NO PROFITS!
ON THIS ROAD FOR
JOBBER OR REPAIR SHOP**

**SINGLE PLATE HIGHWAY IS A
SHORT FAST ROAD
TO WORTHWHILE PROFITS FOR ALERT REPAIR-
MEN and PARTS JOBBERS**

10,000 MILES

50,000 MILES



MULTIPLE DISC CLUTCHES

CLUTCH MAINTENANCE IS ONE OF THE FASTEST GROWING SERVICES IN THE REPLACEMENT INDUSTRY



SINGLE PLATE CLUTCHES

Fig. 4