Airflow NEWSLETTER

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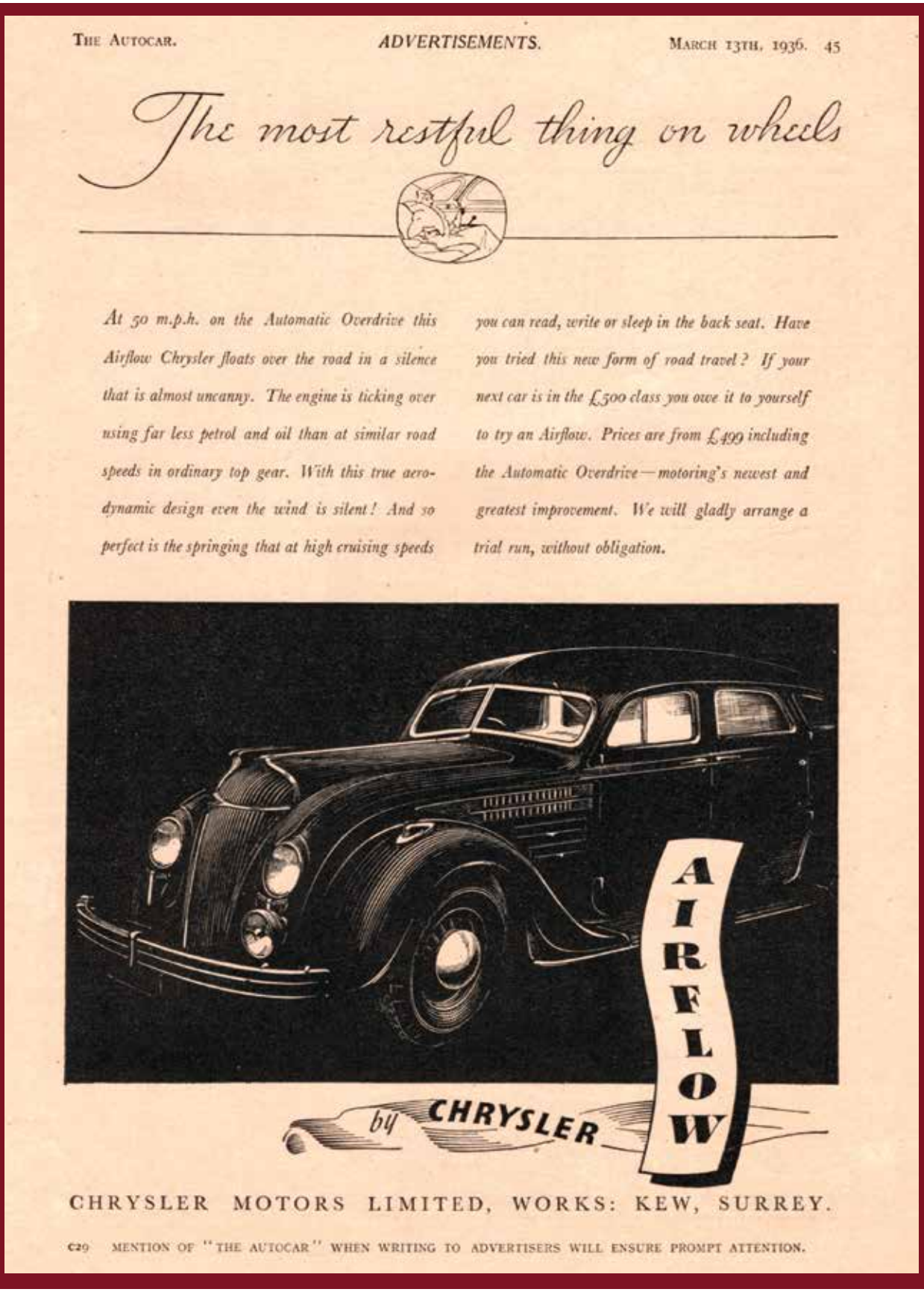

THE AUTOCAR. ADVERTISEMENTS. MARCH 13TH, 1936. 45

The most restful thing on wheels

At 50 m.p.h. on the Automatic Overdrive this Airflow Chrysler floats over the road in a silence that is almost uncanny. The engine is ticking over using far less petrol and oil than at similar road speeds in ordinary top gear. With this true aerodynamic design even the wind is silent! And so perfect is the springing that at high cruising speeds you can read, write or sleep in the back seat. Have you tried this new form of road travel? If your next car is in the £500 class you owe it to yourself to try an Airflow. Prices are from £499 including the Automatic Overdrive—motoring's newest and greatest improvement. We will gladly arrange a trial run, without obligation.

AIRFLOW by CHRYSLER

CHRYSLER MOTORS LIMITED, WORKS: KEW, SURREY.

C29 MENTION OF "THE AUTOCAR" WHEN WRITING TO ADVERTISERS WILL ENSURE PROMPT ATTENTION.

The Autocar claims to be the world's oldest car magazine, published in the UK since 1895 and now having several international editions. Notice anything different about this C9?

Dedicated to driving, maintaining, restoring, and using 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.

AIRFLOW CLUB WEBSITE
www.airflowclub.com
Members pass phrase: "Joe sent me"

AIRFLOW CLUB FORUM
airflowcars.groups.io

PRESIDENT'S MESSAGE

Greetings Airflowers

We are all experiencing a terrible pandemic, the worst in 100 years. Like everything else, Airflow Club activities have been affected. This past March our Board of Directors postponed the 2020 Independence, Missouri, national meet until 2021, if it's safe. In consultation with our Independence meet host Danny O'Neill and the ACA Regional Directors, our Board is committed to planning events that protect the safety of Airflow Club members.

We are exploring appropriate ways to gather. For example, the Western Region Christmas Luncheon will be held in a covered outdoor restaurant area, weather permitting. The Western Region is also exploring well planned one-day drives, and possibly an overnight tour.

It's unfortunate but understandable if our members are not able to attend events outside the home right now. Hopefully the pandemic will abate soon. Until then, your Board will maintain the Club. As always, please let us know what you think. Feel free to phone, text or email Board members with your questions and suggestions. Be assured that we will do our best to plan events that keep everyone safe until better times.

My best wishes to you, your family and friends. Stay well and keep in touch.

~ 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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READER CORRESPONDENCE

John Spinks sent in an early Airflow CU road test report from the Sydney Herald from July 6, 1934. CU owners: Do you agree with the test driver's reports? Ed.

ROAD TEST: The "Airflow" Chrysler Eight.

At the present time public opinion is divided with regard to the new models of fully stream- lined cars which are now offered in Australia. Their general appearance is so unconventional that they cannot be compared with other standard models, but it must be emphasised that the purpose of the streamlined body construction employed is not merely to enhance speed and acceleration. In fact, it is admitted that at rates below about 45 mph the value of streamlining is academic rather than actual, and having regard to normal requirements, it might be suggested that, if all that had been accomplished was a betterment in the higher speed ranges, its practical usefulness would be questionable. To understand the sound claims made for this revolutionary style of coachwork it will be helpful to study the illustration of the Chrysler Royal Eight sedan which appears on this page. It will be observed that the bonnet is exceptionally broad and that the width of the passenger compartment is correspondingly ample. For example, there is liberal space for three adults in front, and without much crowding four persons could occupy the front seat, while the rear seat is also luxuriously comfortable and in both cases there is a surprising amount of leg and head room, despite the low-built appearance of the vehicle.

The construction of the chassis and body framework is unusual, in that the two are combined to form an integral, cantilever structure, which is peculiarly robust, the roof and sides of the body being of girder construction.

Another special feature is the fact that all passengers are seated within the wheelbase of the car; that is to say, the engine is mounted far forward, above the front axle, and, thanks to the additional space thus secured, the back seat is well in advance of the rear axle. It will be seen from the photograph that the side windows are not as deep as is customary, but it was found that the positions of the seats were such that there was no restriction of vision.

The model now available is known as the "CU," and has a wheelbase of 123 inches and a 33.8-h.p. eight-cylinder engine, which develops 122 b.h.p. at peak revolutions. Its price is £765 (sales tax extra). The distributors announce that another model, the "CV," will shortly be released. The wheelbase of the latter is 128-inches, its developed power 130 b.h.p., and an automatic over-drive, top gear is installed, providing an extra high ratio for cruising

The Chrysler "Airflow" Royal Eight Sedan

at fast speeds on favourable roads. The price of the "CV" is £955 (sales tax extra). In all cases, imported bodywork is supplied.

The "CU" "airflow" model which was tested was almost new and had been run for only a few hundred miles so that fair trials of maximum speed and acceleration could not be conducted, but instead the car was taken over a difficult and trying course in French's Forest in order to verify its riding qualities, power, and hill-climbing ability. The driving vision was found to be excellent, and the manner in which the car behaved on the worst roads was phenomenally good. No attempt was made to sustain fast speeds during the journey, but the average rate on even the roughest surfaces was consistently high.

The steep slope of Alfred street, North Sydney, was climbed from a modest starting speed in top gear, and the Chrysler took the climb in its stride, registering over 40 m.p.h. at the crest. With the free-wheel in use very fast coasting speeds were noted, and it was necessary to keep a watchful eye on the speedometer when approaching crossings and turnings, but the steering was most responsive. The additional load on the front wheels, due to the forward position of the engine, seemed to help materially when cornering, and the hydraulic brakes proved very efficient.

The sensation of riding in this "airflow" model is somewhat different from that experienced in other cars, for when rough patches are taken at speed there is the impression of being seated in a suspended compartment which swings slightly under the impact of severe road shocks, while the four wheels cling tenaciously to the surface.

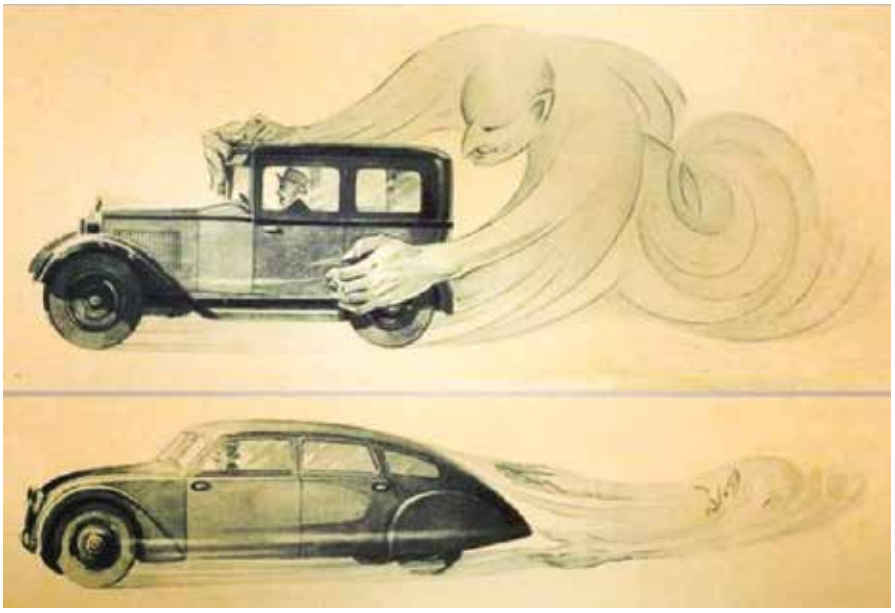
In French's Forest, a number of appalling side tracks were sought out so that a complete test of riding comfort could be made. The car travelled through heavy mud without skidding

READER CORRESPONDENCE

Road Test continued

or "wandering," and was driven into deep ruts and pot-holes at high speed without promoting any unpleasant effects. The back seat was as comfortable as the front in such circumstances, and if the good performance referred to is attributable to the placing of both seats within the wheelbase of the car, the value of that policy was fully vindicated. All gear ratios are silent, and when a "stunt" hill with an extreme gradient of between 1 in 3 and 1 in 4 was climbed from 30 m.p.h. in second gear it would have been almost impossible to tell without looking at the gear lever that a lower ratio was in use. In second gear on the level a rate of 65 m.p.h. was registered without difficulty, although no attempt was made to drive the car "flat out" for any considerable distance. In short, the "airflow" Chrysler gave a remarkable demonstration, which was the more meritorious because of the newness and tightness of its engine.

Devil Wind



Jon Clulow provided this graphic illustration of what a lack of streamlining can do. The streamlined car shown is a Tatra, but it could be replaced by an Airflow! According to Ivan Margolius and John G. Henry's book *Tatra – The Legacy of Hans Ledwinka*, (Veloce Publishing, Nov, 2015), Paul Jaray, called by some the father of streamlining, had in 1923 set up a corporation called *Stromlinien-Karosserie-Gesellshaft* (literally, the *Streamlined Body Society*) to market streamlining design. His first European patents for streamlining cars were issued in 1927, and Tatra was one of the licensees. In 1932, he established the Jaray Streamline Corporation of America in New York City to market his 1927 US patents. He served Chrysler with papers claiming rights to the Airflow design in 1935, and eventually Chrysler agreed to pay him royalties amounting to $5000 plus a small royalty on Airflows sold in Europe.

Airflow CW Restoration

John Spinks sent in photos of an Airflow CW now under restoration in New Zealand. The Custom Imperial formerly belonged to Airflow Club member Irv Black. Looks like progress, and it's great to see another rare CW being saved!

TECHNICAL Tips

cause we all have questions

Reproducing Airflow Radio Knobs

By Ray Jackson

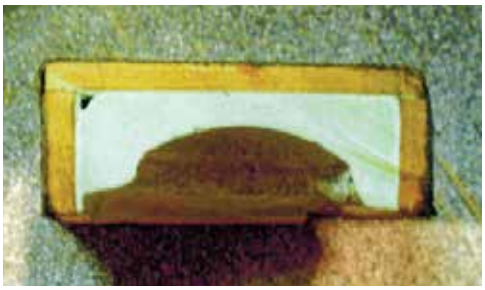
Once again, necessity is the mother of invention. Over the years, I have used a number of local chrome shops with varying degrees of success. But, about four years ago, I started using Star Chrome, also in Chicago. Star Chrome is owned by a man named George Need. He has done 90% of the chrome on my Chrysler C1 Airflow and seven or eight bumpers for Chuck Cochran's Airflows. Some were so badly rusted and twisted that I thought they should have been tossed in the trash can. But George didn't bat an eye. It took a while but he got them done. Chuck was happy with the work, and as most people know, Chuck has high standards when it comes to his cars. After doing business with George I found out that he was a wizard at repairing pot metal. Club Member Bob Orlando sent me the parking light grills for his C1 Chrysler. One was in three pieces and the other in four pieces. Took them to George and they are now on Bob's car and look great. You can't even tell where they were welded.

Well, now that I have built George up so much, I have to tell you that he is only human. I took a job to him and he lost my radio knobs. After three months of looking for them, I gave up that he would ever find them. I made many phone calls trying to replace them to no avail. After thinking about my problem for another three months, I figured out that with the right tooling, I might be able to reproduce the knobs out of aluminum. I called John Heimerl who in the past told me that he had two knobs, but he needed them for a radio. He said they were in good shape but needed to be chromed. So, I made a deal with John to borrow the knobs so that I could make a model of them and in return I would get them chromed for him.

Once I got the knobs from John, I needed help. Not being a machinist, and only being self-taught, I called my friend John Metler. John is a very accomplished machinist and kind of a hoarder. I can't think of one tool, attachment, or machine he does not have in his house, garage, or one of his three storage units. I told John what I wanted to do and what the knobs looked like. The hard part would be shaping the convex, rounded face of the knob. He said that he thought he had an attachment that would cut the convex face, didn't know where it was, but would look for it. About a week later, John called and told me he found the attachment and would drive down and show me how to use it. I have to tell you; John has always been there for me every time I have asked him for knowledge or help.

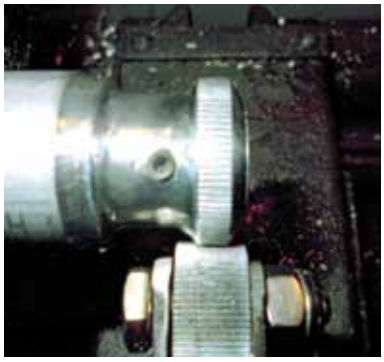
First, I bought a three-foot piece of 6061-TG aluminum round stock from McMaster-Carr, one inch in diameter. The knobs I got from John Heimerl miked out at 0.920 diameter, about 0.016 under 15/16 inch. Metler said I should cut my blanks at two and one-half inches so I would have plenty to chuck up safely in the lathe. Then each blank had to be cut down to the diameter of the stock knob, 0.920. He then showed me how to mount and use the attachment for making the convex surface on the front of the knob. The tool had a cutter in the middle, and moving it out toward the blank made the cut convex face more pointed. Moving it back made it more rounded. It took trial and error to get it right, but I finally got there. To save time in shaping the face, I made a mold from the stock knob to serve as a pattern. I filled a small box with polyester body putty that sets up in three to four minutes. I then put a piece of wax paper over the stock knob and pressed it into the putty until it hardened. Then, after removing the knob, I cut the box in half to give me the exact shape I needed to shoot for. It took about four

Convex face-cutting tool



Home-made profile pattern

Finished cutting and shaping



Knurling

adjustments of the cutter to get it right. After I cut all the blanks to the proper convex shape I went to my buffer and polished the convex face to a mirror finish.

Now I had to figure out how deep to drill the hole in the blank so that the knob would go into the shaft far enough to almost reach the dash. Measuring the stock knob, I found I had to leave 0.140 at the front of the knob. The radio shaft is 3/8 diameter. So, I was able to leave 0.140 by using a 3/8" drill bit, finishing with a 3/8" end mill to get a flat-bottomed hole. I then had John show me how to shape a cutter to the profile to match the stock knob behind the knurled part of the knob. After I had the cut for the rear of the knob, all I had to do was plunge cut to the right depth and move forward leaving a raised flat, 0.200 wide, for the knurling. After I polished the back side of the knob, I drilled and tapped the side of the knob for an #8-32 set screw. Then I used a 32-teeth per inch knurling tool. The last step was to cut off the knob from the blank at the right length.

Finished DeSoto (left) and Chrysler radio knobs

I only started this project because I needed two knobs for my car, but I ended up making seven sets. Three for Chuck Cochran, one set for me, and three sets for John Heimerl. Two of the sets for John were for his Chrysler and one was for his Desoto. The Desoto knob is the same as the Chrysler knob except it has an 11/16" white pearl insert. I was able to do that for John, but that is a whole other story.

READER CORRESPONDENCE

Paul Stern CW

Ed: Jon Clulow asked Doug Milbrand to check with his grandfather Bob, long time member of the Airflow Club, about Paul Stern. Doug's C2 once belonged to Stern. So did my C17, the Boyd-Clulow C11 project car, and 9 other Airflows listed in the ACA Airflow Registry. Doug writes:

"I asked him about Paul Stern. Paul was married to Grace and started out as a school teacher. He then owned a Dodge/Chrysler dealership and started the Manheim Auto Auction. He was also involved in the White Rose Flea Market in some capacity. Paul asked Grampa Bob to drive his CW out west to a meet but Bob was already preoccupied with the C-2 to oblige. He doesn't remember who ended up driving it, perhaps Paul. I've attached a newspaper clipping out of Bob's memorabilia from 1972 showing Paul and his CW in Boulder, CO."

IT'S A WINNER — Paul Stern of Manheim, Penn. drove his 1934 Chrysler CW Airflow 1,641 miles to attend the National Airflow Club of America convention held in Boulder this weekend and took first place honors in the 1934 division competition. Stern bought the car in 1970 from the Estate of Carl Breer who designed the Airflows which were manufactured from 1934 through 1937 by the Chrysler Corporation. See other photo, story page 26.
(Daily Camera Photo by Bill Hobbs)

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TECHNICAL Tips

cause we all have questions

Trunk Handle and Lock Repair

By Mark Becker

If your trunk handle/lock is like mine was, it will open and close the trunk lid but will not lock. The key will spin in the lock cylinder with no effect on locking or unlocking the trunk. First, it should be noted that the trunk lock works in a counterintuitive way. When "unlocked" the handle and the squared end of the lock shaft are locked together so that when you twist the handle the squared end turns inside the latch mechanism to open the trunk. When "locked" the handle and the lock shaft move independently from one another such that the squared end of the lock shaft stays engaged in the latch while the handle spins around the stationary lock shaft. In fact, the handle can be spun 360 degrees.

With the handle out of the car, put the squared end in a vice so that you can work with both hands. There should have been a small #6-32 screw and washer on the backside of the handle in the trunk in between the fiberboard cover and the squared end of the lock shaft. This is your anti-theft system. Without that screw and washer, someone could unscrew the handle from outside, remove it and then engage the latch mechanism with a screwdriver to gain access to the trunk. Additionally, the small screw and washer apply tension to the lock shaft which helps the locking/unlocking function work smoothly.

Refer to Figure 1 to identify all of the lock parts. You will need a key to your lock, as the lock cylinder (#2) must be removed to start investigating why the lock mechanism is not working. If you don't have a key a good locksmith should be able to make one. If after having a key made you can lock and unlock your trunk then you were just too lazy to have a key made and I can't help you fix that. If the key just spins in the lock cylinder then we must investigate.

To remove the lock cylinder: There is a small hole in the lock handle (#1) at about the 11 o'clock position. You will need a small pick or probe that fits into that hole. The lock cylinder has a spring-loaded pin (#2) that must be depressed (physically as opposed to emotionally) to get the lock cylinder out. Insert your key as normal at the 6 o'clock position. Then turn it until the bottom edge of the key is at about the 1:00 o'clock position and depress the pin through the hole in the handle. Shine a light in there as the pin may not be aligned perfectly with the hole. If the pin does not depress just turn the key a little farther in either direction until the pin depresses. Then pull the cylinder towards you using the key as a handle. For many, this alone will be very satisfying. Allow the moment to wash over you.

With the lock cylinder out of the handle, the key should spin freely without any grittiness or resistance. Lubricate until it works smoothly. There is, or should be, a little metal tab (#2) that sticks out the back, parallel to the cylinder, and spins with the key. If when you pull out the cylinder you find pieces of that tab not attached to the cylinder, then you have likely found your problem as that tab grabs the slot in the brass "smiley face" (#5) you see at the bottom of the shaft where the lock cylinder came out. That smiley face is actually a cam which unlocks the handle as there is an offset pin on the back side. If that tab is no longer intact you either need a new lock cylinder or a new tab. The tab has two legs that slide in and out of the back of the lock cylinder under tension like a snap ring. The internal handle lock mechanism parts were not sold separately so you must either find a new cylinder or another tab off the back of a bad cylinder. If the legs are broken off in your cylinder, they can be tapped out gently with a small hammer and a tiny drift or very small slotted screwdriver. If the tab is missing it may have fallen into the lock mechanism. Without the tab there is nothing to engage the locking mechanism.

To disassemble and troubleshoot the rest of the lock mechanism, you will need forceps, a small needle-nosed pliers, or tweezers, and perhaps a stiff pick with a 90-degree bend at the end. First peer in with a light and marvel at what has not seen the light of day in eighty plus years. At the twelve o'clock position is a brass arch (#7) that occupies the space from about 11 o'clock to 1 o'clock. It has an interference fit and it holds in everything behind it. It pulls straight out towards you using the forceps or needle nose pliers or tweezers. If you use a pick to get behind it, do so carefully so as not to damage the soft brass "smiley face" behind it. Wiggle on the arch a little and it will come loose. Notice that the underside of the arch has a circular groove machined into it. There is a top and bottom to this piece, and it and must go back in the same orientation it came out. Now reach in with your pointy tool of choice and pluck out the "smiley face". The orientation of each piece is important, so note such during disassembly.

Next take the handle out of the vice and turn it over with the squared end of the lock shaft (#3) facing up. BEFORE you do anything else, be certain that a hole has not been drilled through the lock handle body and the squared shaft for a roll pin. It was not an uncommon workaround to a broken lock mechanism to drill a hole and knock in a roll pin to lock the two pieces together so that the trunk could be opened but not locked. If there is a roll pin, remove it. If not, just tap lightly on the squared end of the lock stem and it should drop out

through the open lock cylinder cavity. This will also be very satisfying. Allow the moment to wash over you.

In the head of the lock shaft is a tensioning spring (#4) loading a pawl (#6). The pawl is caged into the head of the lock shaft. The metal at the top of the cage is VERY thin and fragile. In one handle with lock I disassembled, the top of the cage had broken away. I see no way to repair this other than finding a replacement lock shaft. The pawl should slide back and forth smoothly in the head of the lock shaft. On several locks I took apart this was not operating properly as the pawl had become gummed up and would not slide. Carefully remove the pawl by sliding it one way or the other. You can then pluck it out of the opening once the tensioning spring disengages. The tensioning spring fits into an off-center slot in the bottom of the pawl. Study the orientation, as it must go back together the same way. Consider photographing. Pluck out the spring with your needle nose. Now clean everything including the barrel of the handle.

I used a small file to clean up the edges of the pawl and the groove it fits into and then tested to be certain that the pawl slid freely in the groove. You may need to carefully bend the top of the cage so that the pawl slides back and forth without restriction. The flat tensioning spring wants to force the pawl out one end of the slot. If you look down the barrel of your now empty handle you will see a slot (Figure 2). When the handle and the lock shaft align the little spring pushes the pawl into the slot in the handle locking the two together so that they turn as one. This is the unlocked position. When you turn the key it spins the "smiley face" cam which pushes the opposite side of the pawl, drawing the pawl inwards and unlocking the handle from the lock shaft. This is the locked position which allows the handle to spin all the way around.

If any of your parts are broken or don't look like the accompanying pictures then you need to find good pieces or another handle that you can cannibalize. If you find another handle with damage and there is no key and you don't want to spend the money on a locksmith you can use a Dremel tool with a cutting disc to cut a notch out of the handle at the opening for the lock cylinder pin to slide the lock cylinder out. Then disassemble as outlined above. If you have old damaged handles that you would like to donate to the cause, I am disassembling them for spare parts.

With everything clean, make sure the lock shaft spins freely in the lock handle body. I wrapped some 1500 grit sandpaper around a round drift and spun it inside the handle body to tidy up any burrs. Then flush well and lubricate the cavity with light machine oil. I would not recommend grease as over time it can congeal (this may be why your clock does not work but that would be another article). Reinstall the flat steel spring into the hole in the top of the lock stem and carefully work the slot in the pawl over the long end of the spring. Make sure the pawl slides freely within its cage. Lubricate this as well. Now slide this assembly back into the handle cavity, making certain that the spring-loaded pawl lines up with the groove in the handle (Figure 2). Put the handle back in the vice being held by the squared end. You can now use a small screwdriver to retract the pawl and lock the handle (it will spin around). When the handle and the lock stem line up again the pawl will snap into place (this is the unlocked position). This is one of those caveman and fire moments. Let it also wash over you.

With your tweezers put the smiley face back in with the smiley part at 6 o'clock and with the pin on the backside facing down. This orientation is important. There is a little stepped spot on the lower lip of the face. You want that stepped spot at 6 o'clock. That raised spot stops the face when it turns 45 degrees to the left and right where it bumps into and stops at the legs of the brass arch you are about to reinstall. There is a circular slot machined into the back side of the arch so that the "smiley face" can rotate freely underneath it. I lightly tapped on the bottom side of the arch where the ears fit into the handle to very slightly mushroom the edges to enhance the interference fit. Don't go wild here. Brass is soft. Be gentle. Then use the tweezers to put the arch in place and lightly tap it into place with a drift and small hammer. Make sure it is seated. Manipulate the smiley face with a small implement to be certain that it moves freely and that the little stepped area stops at the legs of the arch and does not spin underneath it. If it does spin underneath, the arch is not seated. Get the little stepped area on the smiley face back to 6 o'clock and tap the arch until it seats. Retest the smiley face/arch interface.

You should now be able to reach in with a screwdriver and rotate the smiley face 45 degrees to where the stepped spot on the lower lip contacts the edge of the arch. Try moving your handle. Now manipulate the face in the other direction until the stepped spot on the lower lip contacts the edge of the arch on the other side. One way locks the handle and the other way unlocks it. You may have to put tension (pull up) on the handle while doing this to replicate the tension applied by the #6 screw and washer on the inside of the trunk. It is now that you will hear the angel choir and rays of sunlight will beam down from the heavens. Let this moment also wash over you. You may also wish to wash the moment down with something yeasty and carbonated. This is very much a personal choice.

Reinsert the lock cylinder noting that it has a slot in the side that corresponds with a raised boss in the handle (Figure 3). It can only go in one way. Once the locking pin bottoms on the lip of the handle, make sure the key is in the proper position, depress the pin and slide the cylinder back in until the pin pops back out locking the cylinder in place. Marvel at how your handle locks and unlocks with the key.

Finishing a 1934 Chrysler Airflow Eight Sedan Part Two

By Phil Putnam (the worker) and Terry Brinson (the go-fer)

In the July/ August Airflow newsletter, Jay Eberly's 1934 Chrysler Airflow Eight CU sedan was at the upholstery shop. Earlier, Phil Putnam had taken all of the original interior to the shop to be used as patterns. The upholstery work goes slow because of the intricate design of the 1934 Airflow cars, which includes the "cardboard" headliner that is covered with material. We were very fortunate that the original headliner along with interconnecting pieces even existed. The headliner is in many pieces and to save some money, Phil took on the chore of installing the restored headliner in the car. Additional time was required to fabricate some rotted wood in the front seat.

When the upholstery work was complete the car was trailered back to Phil's shop, where the time-consuming work of finishing the many details to complete the car began. Many small challenges were encountered. The most interesting challenge was installing the headlight doors. We acquired four headlight doors from Jay; two were chromed and two were unchromed. As it turned out, the two chromed were both for the driver's side. We suspect that Jay took the two best headlight doors to the chrome shop and was not aware that the car's passenger side was different than the driver's side.

All told we found about a dozen small items missing. Some of them may have been missing when Jay purchased the car. With Linda Eberly's help and a parts car that Phil just happened to have, plus some help from fellow club members, all needed parts were eventually found.

On July 3, 2020, the car was assembled sufficiently that Phil could take it out for its maiden voyage. It performed well, but a couple of problems that needed to be addressed became apparent. When Phil took the car on its second test drive, he found that the car had sat so long that the entire fuel system had to be refurbished. We are sure Jay had rebuilt the entire fuel system, but time took its toll.

Work proceeded during this final period much slower than anticipated because of the long wait time for the many small parts to be chromed. The chrome shop was so backlogged that the wait time was more than eight weeks.

Since the project was on hold while we waited for chrome, Phil thought that he would register the car in California. Linda Eberly had begun to process the title before we bought the car, and she had sent all the needed documents to for California registeration. Phil found out the hard way that California has its own rules. Specifically, a car from out of state cannot be registered in California with a death certificate attached. Just another setback that must be corrected. We sent all the paper work back to Linda. She registered the car in her name in Pennsylvania and then signed the new title and send it back to Phil. It's never as easy as you think it will be when DMVs are involved!

The car is now finished, and we think that Jay would be proud to see how all his hard work turned out. It's very beautiful indeed. Our original goal was to finish the restoration that Jay started and for all to see the project completed.

Many thanks to all who helped with finding all the many parts needed to complete this restoration.

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:

LINDA WILSON, TREASURER, ACA,
PO Box 935, Sanger, CA 93657

STANDARDS OF CORRECTNESS MANUAL Restore your airflow to factory correct condition. Extremely useful to the airflow restorer. $15.

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.

FOR SALE: I have **leftover parts** from working on a **1935 Airflow**: 1) pair of head light assemblies (1935 -37) 2) head light buckets with sealed beam, adapters and mouldings, also the original bulb reflectors and lenses, 3) hood and grill, slightly dented, 4) starter / generator, 5) pair of sedan rear seat vent windows, 6) one front vent window. I need the inner engine compartment vent panels. I will trade any and all of my parts for those vent panels. I can send you pictures. **Roy Lassen** 805-569 -7160.

FOR SALE: Reproduction lower hood guides for 1935 and 1936 Airflows. Polished stainless steel, available in long (DeSoto) and short(Chrysler). $150 + $10 shipping per pair inside US. drjohn96@mac.com

FOR SALE: 1934 SE DeSoto. The car overheated so will need to be rebuilt. Engine turns over. Extra radiator, hood and running boards. New battery. Missing, license plate lens, floor plate on the drivers side front, straps that open the windshields. Have the windows. Asking 5000.00. Contact **Bob Letzinger** at 541-659-2257.

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 door sill scuff plates for all Airflows. We've enjoyed dressing up Chrysler and DeSoto Airflows with these accurate sill plate reproductions since 1987. Made to order. Let us know what you need. Current price for sedans is US$450; coupes are US$250; all plus shipping. *Prices in effect as long as our supply of blanks lasts.* **Jim Hazlewood**, 141 Stanley St N, Thamesford, Ontario, Canada N0M 2M0. 519 285-2279; hazlewood@globalserve.net

FOR SALE: Fender pads (under-fender rock guards) made of self-sticking neoprene, including installation instructions with photos. Fits all Airflow models. $125 per set of four including postage and handling. Call **Chandler Smith** for more info: 817-889-2335.

FOR SALE: 1936 Chrysler Airflow C9 sedan. $4950.00. Purchased in Montana in 2002 - Located in Kansas City, MO. 324 inline 8 cylinder with 3- speed transmission with overdrive. We had it running when we parked it. It has always been in a shed. Needs restoration. Comes with two parts cars. Call Brian 816-520-5212 or email briankringle@yahoo.com

FOR SALE: 1936 C10 Chrysler parts car. I sold my Airflow, and I now have a parts car to sell. Like to see it go to good use. Open to offers; can help with delivery within reason. Car is in Niagara Falls, NY. **Bob Naughton**, 716 298-1955 8am to 9pm EDT

FOR SALE: 1935 C3 LeBaron Custom Imperial Limousine We bought this car from my wife's grandfather over 30 years ago and are the 3rd owners. 137-inch wheelbase limousine with divider partition. Runs good. We know it is an extremely rare car and are asking $45,000. We will consider any serious offers. Call for more photos. Contact **Rick and Carol Bloom**; 509-366-0425. We live in Washington state.

FOR SALE: Miscellaneous Airflow parts, mostly for 1934s. I can ship. Call **Rick Gray** (BC, Canada) 604-941-6426.

Advertisements will run for TWO issues (four months)

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.

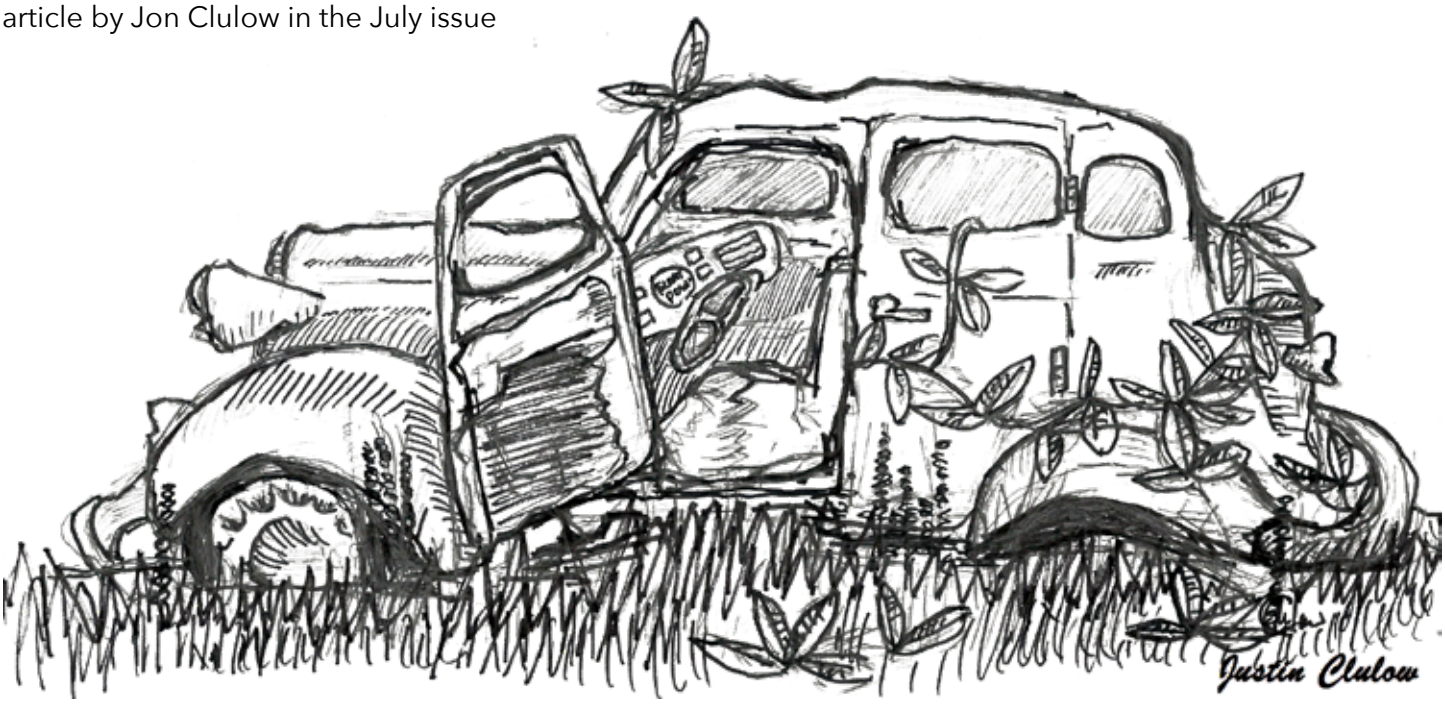
Submit all advertisements IN WRITING via mail or email to the Newsletter Editor, address on page two of each Newsletter.

AACA FALL MEET – HERSHEY CANCELLED

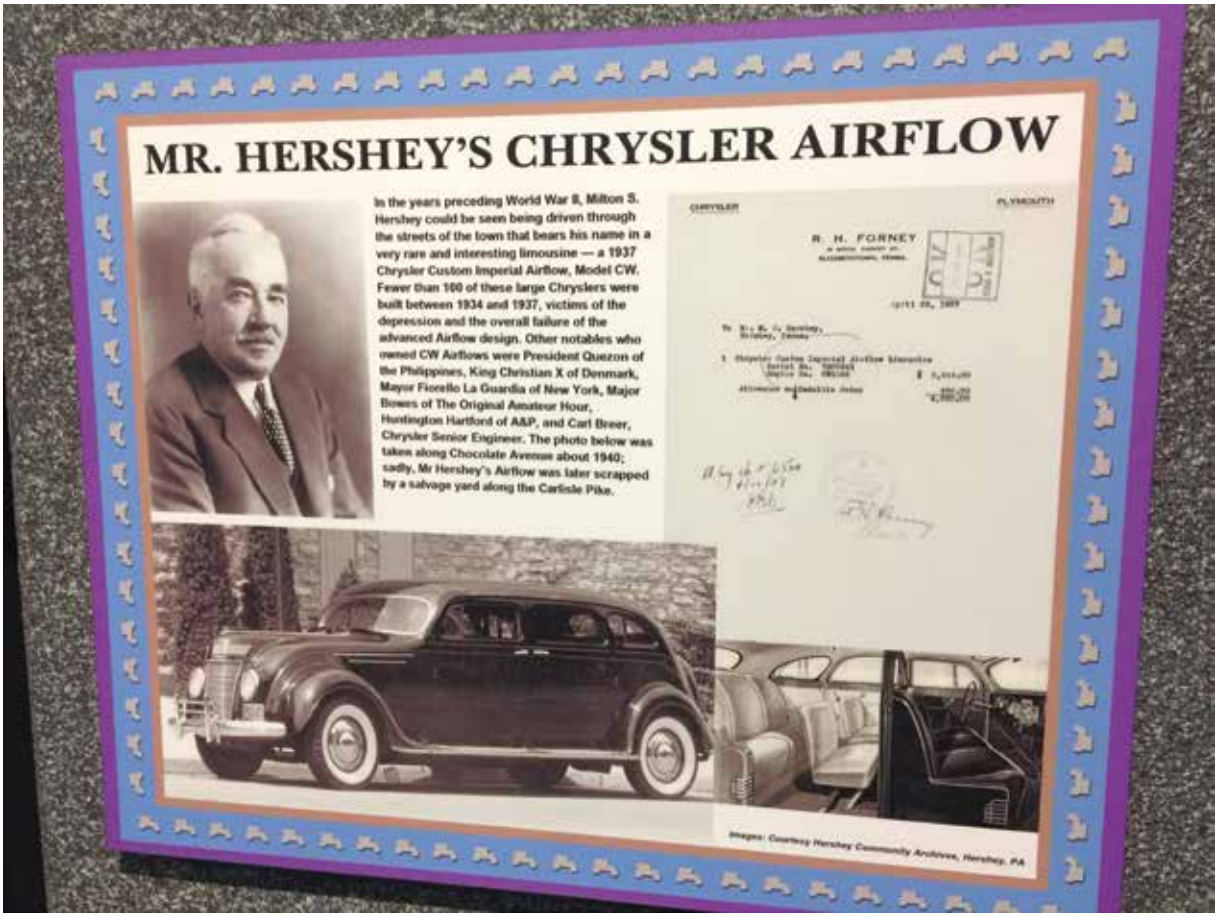
This is from the AACA website: **At this time the Hershey Fall Meet has BEEN CANCELLED–NO FLEA MARKET OR CAR CORRAL. WE WILL HAVE THE CAR SHOW ON SATURDAY.**

Miscellany

Two photographs were omitted for lack of space from the *Airflows that Weren't* article by Jon Clulow in the July issue



An abandoned 1936 Dodge, turned out to not be an Airflow. Sketch by Justin Clulow



A photo and poster of Milton Hershey and his 1937 Airflow CW. Sign on display in the AACA Museum, Hershey, Pennsylvania. The car was eventually sold and was seen for years in a junkyard, then eventually sold ro scrap.