

Airflow NEWSLETTER



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AMELIA ISLAND 2017 CONCOURS D'ELEGANCE

SEE PAGE 5 FOR STORY



DEDICATED TO THE RESTORATION AND PRESERVATION OF CHRYSLER AND DESOTO AIRFLOW MODEL
AUTOMOBILES AND DODGE AIRFLOW TRUCKS - THEIR RELATED HISTORY AND LORE.
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PRESIDENT'S MESSAGE



Greetings, Fellow Airflowers!

As the cover story indicates, the "Car Show" season is starting in the warmer parts of the world, so I hope that everyone is dusting off their treasured Aerodynamic Mopar and getting ready to show the world what a real 1930's era automobile is all about.

I recently retrieved my original C-2 engine from Phil Putnam, who had the block repaired and remachined, and then rebuilt it for me. I can't wait to get the original back in the car, although it's running just fine with the spare motor which I transplanted into it last year. Some of you know that I started losing a small amount of water on my way back from the Dayton Meet, and determined that there was a small crack in the block from just above a casting plug into a the adjacent cylinder.

Upon disassembly, Phil's machine shop determined that the unmarked pistons were 0.100" over! I didn't even notice the benefit of the increased displacement! Phil had the engine stitched and the cylinders resleeved to 0.020" over, since Phil had found some NOS pistons and rings of that size. Everything else was in good order. Since the crack occurred at exactly the thinnest part of the block adjacent to one of the overbored cylinders, I'm guessing that the block was substantially weakened in that area, hence the crack. But she made the 2,200 mile trip home uneventfully, other than losing about a quart of water each day. Can't wait to put another 17,000 miles on the 'upgraded' motor!

John Boyd's letter (see inside) is an important warning to us all. I have heard of more cars of this era being damaged or destroyed by electrically induced fires than any other single cause. All of the cars of this era with which I am familiar are poorly fused, and if yours still has the original wiring, you really ought to check as much of the harness as you can see for damaged insulation. New harnesses are available for most, if not all, of the Airflows, and it is inexpensive 'insurance' to replace an original harness. Be careful of any upgrade which might draw more current than in the original car. With only ONE fuse covering everything (except the ignition circuit and cigar lighter, which aren't protected at all!), switches, wires and other components can get extremely hot before that fuse will blow.

Our Meet Hosts are working diligently to make sure that we all have a splendid time in Wisconsin and Minnesota in June. If you are considering attending and haven't registered yet – you're late! Please do so as soon as possible. The private collection which we'll be visiting is alone worth the trip, although meeting up with old friends and kicking tires (not Airflow tires!) is my favorite part of the event.

Congratulations to those Airflow owners who took home ribbons from the very prestigious Amelia Island Concours! When you show your Airflow, you not only experience the pride of sharing your treasure with the world, but you also do a great service for the Club. And an extra special tip-of-the-hat to Mark Becker for establishing an Airflow Class at this year's Amelia Island event. His persistent efforts were successful in bringing out a lot of very fine and special Airflows. Thanks, Mark!

Airflowingly, *Frank*

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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.

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Dennis Pitchford

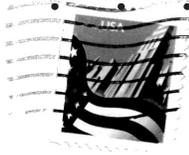
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Letters to the Editor



Hi Frank,

My name is Ann and I got your email from the Airflow Club of America website. This may seem like an odd request, but do you have any members (or advice) on where to find a '36 Airflow?

The motivation to my question is that my dad is turning 70 this year, and when I asked him what his "dream car" was, he quickly said, 1936 Chrysler Airflow. He is a retired body man, so he's restored many cars for other people, but I wanted to find his "dream" for himself.

I'm not familiar the classic cars resale market, so I've tried to look online. I figured that maybe I'd try to find someone willing to let go of their Airflow, or they could give me tips on where to find one.

If you have any tips, suggestions or names, any help is appreciated.

~ Sincerely, Ann Ling

Frank,

I've been driving the C17 just about every chance I get these days. Had it for a couple of months now, and I want it to be a car I can just get in and drive. It is, sort of.

Last evening Barbara and I drove it to the monthly meeting of the local AACA chapter. It was dusk; I turned on the lights. About a mile from our destination we got a faint whiff of wood smoke. This is in Mission Valley, right in San Diego. People don't burn leaves here. Could it be outdoors? There's hardly any wood in this car. ...

We pulled into the parking garage and the smell was still there, maybe stronger. Stepped out of the car, and nothing. Has to be coming from inside? Not much odor under the hood. Check inside again — oh oh. There's a wisp of smoke coming from the drivers side defroster vent. (C17s have defrosters.) Inside the driver's side glove box door (the radio is out at the moment) I see a fluffy blanket of old insulation. Wonder if that stuff could burn?

There's more smoke now. I crawl under the dash, hanging by my heels. Can't see a thing. Try my cell phone flash light. Lots of wires, more of that insulation. I've rarely driven this car after dark, so this is easily our longest outing with the lights on. What the heck? What's the last thing I did? Where have I been changing things? What could I have done? Is there a short? Doesn't smell like one, and the ammeter reads zero.

The panel lights on this car are rather dim. There's a pull switch that seems to have three positions: off, dim, and useless. Checking around under the dash a few days ago, I could only find one bulb for each instrument assembly, and according to the manual, they are 1.5 cp bulbs. I found some 6 volt bulbs with larger globes and much brighter light, so I swapped those for the 1.5 cps. I don't know what these new ones are, but they are definitely brighter. Only after a little experimentation, the dim position of the panel lights now seems to be off. Never mind — I don't need that anyway. At least I can read the gauges now.

Back to firefighting. The smoke is getting worse now. There's quite a lot of it. Smells like a fireplace. With the light from my cell phone, I can see there's a good deal more of that fluffy insulation up near the dash, some stuck to the underside, some loose and hanging down. As I try to return to a head-on-top position from under the dash, I pull myself up by one hand on top of the dash. The top of the dash is warm, very warm. Really warm. I localize the heat to above the panel light switch. Wish I had put that fire extinguisher in the car! This could end very badly.

Connecting the dots: recent changes to the light bulbs, loose fluffy insulation, first lights-on driving, smoke, heat near the panel light switch, I realize the smoke has to be from smoldering or burning insulation. It's not wood, but it's probably organic. Back under the dash I go, madly yanking out all that stuff I can find. One piece is blackened, smoking, smoldering, and partially burned. There are sparks. I stamp on it and it's surprisingly resistant to extinguishing. Eventually I get it out. Meanwhile, Barbara seems relatively calm. No screaming! What a great woman!

The smoke clears, the fire is out. The dim position of the panel lights is the same as off. The bright position is really bright, nicely bright. Turn signals, parking lights, headlights, fog lights — they all work. What happened? Today I need to get back in there and figure it out. But I'm an engineer with mathematical training. I prefer to solve problems by reasoning. It's what we system engineers do. So overnight, I develop a theory. In 1965 I took Physics 4A at Humboldt State, and I learned that resistors reduce voltage. So if you had a 6 volt bulb that you wanted to be dimmer, you could put some resistor in series with it. The voltage you would get after the resistor would be reduced by Ohm's law, $V = I \times R$: current in amperes times the resistance in ohms gives the reduction in voltage. Give the bulbs 4 volts instead of 6 and they will be dimmer. That's probably how that panel light switch works.

I recall that resistors generate heat while they reduce voltage. It's called Joule heating, and I remember the formula for it is $\text{heat} = I \times I \times R$. So suppose this panel light circuit is designed for 1.5 cp bulbs, and I put in a bigger bulb, 6 cp maybe? That bright bulb is drawing more current, say, maybe 4 times as much? So with my new magic bulbs I can read the gauges, but four times as much current is going through that resistor that must be in the switch. The Joule heating is proportional to the square of the current, so it's going to be 16 times as much heat. That could be hot! Combine that with sagging, 80-year-old, flammable insulation, and you might have trouble. I'm ordering another fire extinguisher today.

I still need to confirm my theory, but I thought it worthwhile to share my experience in the hope it might save someone else the risk of fire in an Airflow. There aren't that many of these old cars left; let's not burn them up!

~ John Boyd

Big Three Swap Meet, San Diego

By Jim Lightfoot

The Western Region had another beautiful weekend at the Big Three Swap Meet held in the parking areas of the Qualcomm Stadium in San Diego from February 24-26. The Airflow Club has attended this event every year for a very long time. I remember pushing our daughter Corrine in her stroller at the event when she was only two years old. She is now over forty and a member of the Airflow Club in her own right. The meet opens at noon on Friday. However, due to a series of minor problems, (none of them were problems with the Airflow DeSoto) we did not arrive there until well after the noon deadline to park the Airflow coupe on our site. John Boyd did have his "new" C-17 Chrysler there on all three days so with John Larson and his license plate sales business, we were well represented. Club member Aspen Pittman has been trying for years to obtain the site next to ours and this year he was successful.

We had rain predicted for much of the weekend but Saturday could not have been nicer. It had clear blue skies and a light cool breeze, just perfect weather for a swap meet. In years past we could expect to find some parts for the Airflows but more recently these finds have been very few. It is still an excellent venue to meet old friends, answer the endless questions about the Airflow cars and still find some rare treasures. Our site is right in the center of the meet area and as a result we saw a continuing flow of friends and club members during the day. These included Nick Fintzelberg, David Felderstein, Jim and Paula Lightfoot, John Larson, John and Barbara Boyd, John and Connie Librenjak, Aspen Pittman, Gary and Sandy Grossich, Frank Daly, Tom Prince, Ken Crabill, Steve and Linda Wilson, Dan Davis, Jack Moore, Ken Beach, son Mike Beach, and grandson Nate Beach, who had just acquired a C-17. Chandler Smith, Tom Fanciullo, Jerry and Phyllis Allstott, Steve Enneking, Tony Burke and Norman Austin. I apologize if I have missed anyone.

As has been our practice for the past several years, our group of 27 members and friends gathered for an excellent dinner in Casa Guadalajara, a Mexican restaurant across the street from the hotel where most of us were staying in San Diego's Old Town. This provided an opportunity for introductions and a time for more visiting. Mark Rasmussen, John Boyd's son-in-law, demonstrated how he made new window crank knobs using a 3D printer.



New member Nathan Beach, John Librenjak & Paula Lightfoot.

Sunday is usually quiet at the swap meet but is still an opportunity to look for the one or two items we may have missed on Saturday. John was there with his Chrysler Airflow but several of us decided to head home and try to beat the incoming rains. We joined those in our DeSoto coupe. We didn't beat the storm but it was pretty light for the 200 miles north to Simi Valley. As most of you know, the windshield wipers in the Airflows are marginal at best even when they are working well. Ours don't work well but Rain-X on the glass helped immensely.

The only problem that we encountered with the car was that we lost the passenger side fender skirt on the trip down. We looked for it where we thought it came off but found no trace of it on the way home. I am now looking for a replacement skirt so if any of you have a 1935 or 1936 DeSoto skirt that you can part with, let me know.

With that one problem aside, we had a fine time enjoying this year's annual Airflow Club trek to San Diego for the Big Three Swap Meet.

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in Aspen Pittman's S-2)

Airflows at Amelia Island!

By John and Lynn Heimerl

The Amelia Island 22nd Concours d'Elegance 2017, scheduled for Sunday March 12th, featured the best of Speed and Streamlining, from race cars to Airflows. Al Unser, Sr. was the featured Honoree, along with an impressive selection of performance vehicles from his career as well as a wide selection of other record-breaking performance cars and drivers, and notables such as Peter Brock with his stable of SCCA racers. For streamlining, a significant class of outstanding cars was assembled; this may have been the first time Airflows were class-featured at a Concours event since 1998 at Meadowbrook near Detroit, which featured a full circle of Airflows.

Amelia Island Concours Vice-Chairman Mark Becker, an Airflow Club member and owner of two Airflows - a CY sedan and a C-9 coupe - envisioned an Airflow class for the first time at the Concours. Mark says, "The idea behind the Airflow class was to educate the public about the engineering significance of what turned out to be a market failure and how this car shaped both stylistically and mechanically the automotive industry. The purpose of the car selection for the class was to show the evolution of the design over its short life span."

As a result, some of the best Airflows from around the country were invited, creating an impressive class of nine cars, including the Airflow prototype "The Trifon Special" brought down specifically for the show by FCA (Fiat-Chrysler of America). Featured cars included the Knox Gelatin Custom Imperial CW 8-passenger sedan, previously owned by Frank Kleptz and Chuck Cochran, with restoration begun by the Heimerl's and then substantially finished by Phil Putnam, and now owned by the renowned Driehaus Collection in Chicago. Other rare airflows included Imperial coupes from 1934, 1935 and 1936, as well as a C17 coupe, and this may have been the first time 129" wheelbase coupes from each year of Chrysler Airflow production were together at one event. There were also two Desoto Airflow's on the field, including the Wagner's SG sedan and the McFadden's S2 coupe.

On Friday, Reliable Transport featured the "Eight Flags Road Tour" of Amelia Island and the Town of Fernandina Beach. A record 55 cars participated, with three Airflows making the trip, including our C2, Dave Helmer's CV and the CW. We found ourselves following a full-race-prepped Peter Brock Datsun 240Z with straight pipes. It was tough to hear our engine, and I had to watch the oil pressure gauge just to be sure it had started! But it was great fun visiting the Island's two impressive preservation sites, and then rolling into the Town of Fernandina Beach with spectators waving and cheering for several blocks. For lunch, we

were treated to a catered buffet featuring specialties from local restaurants.

Saturday morning promised to be busy as Jerry Seinfeld was leading cars and coffee at the same time Werks was sponsoring a 1000-car Porsche meet just down the road, and the Concours was moved up a day due to a Nor'easter predicted for Sunday. It turned out to be a good move, and Saturday March the 11th dawned as a perfect day for a car show and remained beautiful all day. The pace was fast but we did have time to visit with the Wagner's, the McFadden's, Phil Putnam and his daughter Mindi Mulholland, Ralph Marano, Jr., Dave and Lisa Helmer, and Stephen Murphy, curator of the Driehaus collection. AACA President Tom Cox stopped by, followed by Ken Gross, former Automobile Quarterly editor, multi-museum curator and Pebble Beach judge. Wayne Carini ("Chasing Classic Cars") shuttled back and forth at full speed as he was both judging and showing several cars near the Airflow class. His friend Ralph Marano was busy as well, including showing the nicely restored C2 coupe he purchased from Terry Brinson several years ago. Mark and Hilary Becker both took extra time out to welcome the class in person, which was very much appreciated. Our judges included Ralph V. Gilles, Head of Design, FCA (Fiat-Chrysler of America) who showed a keen interest in the Airflow technology and styling.

Cars in attendance by year, with owners and awards:

1932-3 Trifon Special, FCA

1934 CV coupe, Dave and Lisa Helmer, First Coast News Corporate Award: Most Advanced Styling

1935 C2 coupe, Ralph Marano, Amelia Award

1935 C2 coupe, John and Lynn Heimerl, Best in Class

1935 CW Custom LeBaron Imperial sedan, Richard H. Driehaus Collection, Amelia Award

1935 SG Sedan, John and Debbie Wagner

1936 S2 coupe, Red and Marilyn McFadden, Amelia Award

1936 C10 coupe, Henry Petronis

1937 C17 coupe, FCA

We were honored to receive a Blue Ribbon for the 1935 Imperial Coupe. All in all, five cars in the Airflow Class received awards, but all the Airflows were winners just to be invited. The time "flowed" by so quickly we were back in Virginia before we knew it!



BALTIMORE OR BUST 2016

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Part 2

by David Felderstein

July 3, 2016. Sunday. McHenry, Western Maryland

Before leaving Indianapolis, Chandler says he's going to torque his engine's head, as he's losing water. He thinks the water loss is due to the head gasket that might have been damaged when he overheated with the broken fan belt. If head bolts are to be tightened, I think this is a job for an expert (Phil), not shade tree mechanics (me and Chandler). Phil agrees, but we don't have the right tools. We top Chandler's C10 off with distilled water and leave Indianapolis.

Our destination for the day is the Deep Creek Lake resort area of Garrett County, Western Maryland. It's now July 4th holiday weekend, and we have non-refundable hotel reservations 490 miles away. We head east on I-70, now a caravan of 4 beautiful Airflows. We're driving fast, between 70 and 75. The plan is to drive east to Wheeling, WV, then south to Morgantown, and Maryland to our destination.

Phil decides, en route, we should put a treatment in Chandler's cooling system to keep him from blowing the head gasket. We find a NAPA, get the stuff, put it in and we're off.

Before approaching Columbus, we stop at a gas station in tiny West Jefferson to fill up. When done pumping, I see there's steam pouring from front of Don's coupe and an expanding puddle of green coolant. This can't be good. He's blown a freeze plug. On the bright side this happened at a gas station, it's not night, and it's not raining. And, let's not forget the more terrifying possibility that the freeze plug would have come out at highway speed and fried the whole engine. Don's car is also spewing raw gasoline from the tank area, and there's a growing puddle at the back. Yikes!

Phil starts emergency triage, trying right there to put the freeze plug back in. The rest of us are looking on in horror. Chandler is frantically trying to find a garage that's open for us to use a lift on the Saturday afternoon of July 2nd so Phil can try to fix Don's car. We are at mile 220 of a 490-mile day to Appalachia.

A woman at the gas station, a local, offers help. Bless her soul in Heaven, she somehow contacts "Doug's Garage" in nearby Quaker City, who agrees to let us use his lift. Phil gets the old freeze plug in somehow and off we go to Doug's, 15 miles away. As we get close, the freeze plug goes out again and Don's coupe stuck on a dirt road in the deep country. Miraculously, we find the freeze plug again. Phil goes ahead, gets Doug and his truck, and they towrope the coupe.

Doug and Michelle, the proprietors, are in the midst of preparing to have their family over for 4th of July weekend barbecue. Michelle brings out drinks and cheese and crackers. We push Don's car onto the lift, while Michelle calls her suppliers to find a 1 & 5/8" brass convex expansion freeze plug.

Meanwhile, Chandler goes off to various auto parts stores to seek the freeze plug. Don's car is on the lift and Phil finds that the electric fuel pump (tucked away in the wheel well) is leaking badly, as it's been struck by a rock so hard the neck of the pump is dented and the brass fitting to the fuel line is broken.

Off comes the pump, and luckily I find the proper fitting in "my stuff." Don has a new pump, so the fuel part of the problem is corrected. Eventually, Chandler returns, but the pieces he's brought don't work.

Phil decides he can re-use the original freeze plug if Doug has a hammer heavy enough to smash the thing into place properly. It's a brass plug, so Phil it on the cement floor and flattens it some with a couple hits of a flat hammer. Phil bangs the plug into the side of the engine, standing on the bumper and side of the hood (he 74, for cryin' out loud!). Don is holding a smaller ball peen hammer in the convex dip of the plug, with Phil smashing the head side of the smaller hammer with a full-arm swing. It worked!

The C17 coupe got new coolant, and we pull the cars in line for photos that they can add to their garage's website. As we go off their family members arrive for the barbecue, just like some movie.

It's a long slog on the remaining 270 miles. The sunset is spectacular, and the Appalachian hills gorgeous. Stopping for dinner is out of the question.

Don's freeze plug is holding, but Chandler's car is consuming lots of water and kicking out of overdrive, and mine is missing so badly I have to keep it flooded. Plus, my taillights are so dim that my dark maroon and black car is nearly invisible. We arrive at midnight.

The next morning (July 3rd), we do sightseeing and leave Chandler's car to be fixed later. The reason we've come to Western Maryland is to see Keith, a college friend of mine,

Airflow Caravan Cross Country Madness continued

who has arranged for our Airflows to be in tomorrow's July 4th Parade. This annual parade draws thousands to Accident, MD, population 330. The rumor of an exotic group of old cars has caused great excitement.

Before dinner, we're back in the hotel to address Chandler's coolant loss problem. A crowd gathers, including a local named Albert with his young son. Albert's a professional mechanic and only seen pictures of Airflows. He gets the entire "Airflow Introduction Sequence." Chandler starts the engine, and Albert puts his hand in and feeling around the water pump, finds a significant leak coming from where it's impossible to see. This is a new wrinkle. A 3/8" wrench comes out. With the group watching, Phil turns one of the four bolts holding the water pump and it's very loose! A loud "OOOOO" spontaneously goes up from the crowd. What a moment! I love this. These are my people. Car people!

Bolts tightened, it still leaks from the pump's weep hole, as the bearing is apparently bad. Chandler carries a spare rebuilt water pump. (If you don't, you should.)

July 4, 2016. Monday. McHenry, MD

The weather has finally caught up with us. Before the rain, by 7 AM, Phil had already replaced Chandler's leaking water pump with the rebuilt Chandler had brought with him, and the proper sealer from my traveling bag of goops. Chandler went to start the C10. No go. We push the thing in Reverse. No start. In desperation, Phil gets out a heavy-duty nylon towrope (we all NEED to carry one of those!!) and, with his C17's rear bumper to the C10's front bumper, tows the car out of sight. 30 seconds later the cars return under their own power, as Chandler's had severely flooded but is running perfectly now.

We all proceed to the parade's staging point. It's raining pretty hard, bumper. As the 11 AM start time approaches, the rain stops. This 1/2 mile parade is absolutely spectacular. My C2 follows a hopped-up, hiked-up Dodge pickup truck. Phil's C17 behind me, then Chandler's C10 and Don's C17 bringing up the rear of the Airflow Contingent. The people were awe-struck; it was fantastic! I yelled out the window "1935 Chrysler Airflow, DRIVEN from California, not trailered!" Lots of waves, smiles and photos. My local friend Keith's sister-in-law runs out from the crowd jumps in the rear seat, marveling at the foot rests.

After about 6 or 7 or 10 blocks, it was all over and the Airflows take up the primo parking spots in front of the Firehouse. Roasted chicken, hamburger or hot dog dinners were served for \$8. Huge long tables for hundreds to sit family style in the side bays where the fire engines normally stay. Deviled eggs! Donuts! Coffee! Iced tea!

The Airflows were outside the open bay doors of the Firehouse, where people could gather out of the now-heavy rain. It's amazing how many people know what Airflows are, but have never seen one except in pictures. Out back, the Garrett County Highlanders (bagpipes) are playing, and then the local community band. So American.

Look for Part 3 in the next newsletter.



A local mechanic Albert (2nd from left) diagnosis Chandler's leaking water pump.



July 4th Garrett County Parade in the rain, Accident, MD.



Chandler and Bertie enjoying the local cuisine in the firehouse at the July 4th celebration



Airflows parked in front of the Accident, MD, firehouse after the July 4th parade, in the rain.

Putting Cantankerous Betsy Back on the Road or “What’s Next?”

by Jerry Allstott

To those of you newer members to the club, Betsy is Phyllis’ and my ‘37 C-17 sedan. Over the last three years, I’ve been thinking of renaming her... “What’s Next?”

Next year Betsy will celebrate her 80th birthday (42 years of it in the Allstott garage). This cantankerous ol’ lady has only one place that she longs to be... and that’s resting her four casings on HER side of our garage in Ventura, CA. But in saying that, I refuse to let her be an invalid for the rest of her life. Fortunately, I think, it seems to be working (but only with crossed fingers!).

I purchased Betsy back in ‘76, when she was in poor shape. She needed lots of TLC. The exterior paint was half faded black — half bondo. I was living in Houston at the time, and the previous owner had recently overhauled the “smoking” engine. He was an engineer for Southern Pacific Railroad and very familiar with engine mechanics. He was starting to work on the interior when he lost interest in the car. He was a Model A man by his word. I came to terms with his price of \$1,900.00. This old ‘Flow didn’t look too hot. In fact, she was a mournful looking “driver”... but I drove her home under her own power. I think that Betsy has always had an “attitude” from years of disuse.

The last feud between Betsy and me started while getting her ready for the *ACA Bend, Oregon National Meet* back in 2015. My mechanic had moved back to Arkansas to assist with elderly parents in 2013. As I am “lightly mechanically gifted,” I determined to find some local mechanics who were experienced enough to work on a 30s model car.

Betsy’s carburetor had developed gasoline seepage around her gaskets over the last few years that I couldn’t tighten up securely. I visited *Pacific Carburetor* near our home in late 2014, and found that they were very familiar with pre’65 cars and Bill looked forward to working on Betsy. A few days in their shop put her carb back in first class condition. Bill said that Betsy’s distributor was really loose and the vacuum advance was shot, making it hard to adjust the dwell. He also suggested that the old electric fuel pump gauges, under the hood, weren’t providing an even distribution to the carb and suggested replacing the old unit. The price on his work seemed reasonable enough, so the distributor was fixed, electric fuel pump gauge changed out and new wiring replaced the wiring I installed back in ‘76.

I wanted to have the front grease seals lubricated, and Bill suggested that I see another Bill at *Associated Tire and Brake*, just across the parking lot. Bill (# 2) was a really neat

car guy with tattoos from head to ankles and a big smile to boot. I asked if he could work on a car of Betsy’s age and he said, “Bring it on!” After picking Betsy up from Pacific Carb, I drove her about 100 feet to *Associated Tire and Brake*. I think that this is where the “What’s Next?” began to take shape.

Bill pulled the drums and found that the seals were in good condition... he lubricated them anyway, which was just fine with me. He showed me that the front left wheel cylinder was leaking onto the brake lining. I hadn’t expecting that. I had extra wheel cylinders and lining at home, so I picked the parts up from home, returned to ATB and they were installed in a couple of days. It looked like Betsy, wife Phyllis and I were still good for driving to Bend. Here is where you ask, “What’s Next?”

On checking out his work with a short drive, Bill (#2) said, “What’s that little crackling sound?” On inspection he found a crack in the exhaust manifold. He said, “You should really get that fixed.” I wasn’t expecting this crack. By now it was January 2015, but I still had plenty of

time to get the engine work done. Luckily, I’m retired, so I pushed back all of my other projects and concentrated on the exhaust manifold. This is where the second “What’s Next?” came in.

Betsy was happy, for she was out of commission and in her warm spot in the garage. She would not be driveable for (what I thought would be) a short time.

On disassembly day, I took out some note paper. Dad always told me to make good disassembly notes and not trust your memory when it’s time to reassemble a project. It’s not a bad idea to take photos too.

Continuing: The manifold was a “real bear.” First, I took off the air cleaner electric choke, and carb and carb assembly and plugged up the gasoline lines.

As to extracting the manifolds, I think that most of the hex nuts had to have been screwed on by a contortionist previously. Most of the spaces that you could fit wrenches into only allowed for really short tweeks. I guess that I was very lucky in the fact that 4 nuts unscrewed easily. 11 other hex nuts (with the aid of extra doses of **PB Blaster**) came off with quite a bit more exertion. One nut felt like it was coming off smoothly but broke off on the stud... ORGH!! Lucky for me, around 1/2” of the stud still poked out of the



Top: My first view of Betsy
Bottom: Betsy today

Be sure and drain the water jacket BEFORE removing a broken block stud or water will dispatch from the hole. That's a Murphy's law.



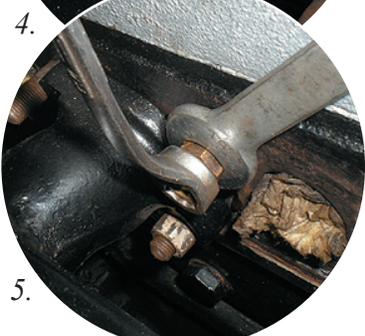
block...it hadn't broken off at the block. This fun work took a little more than a day and a half.

While I was working on the last nut, my neighbor, Elias Corral, poked his nose into the garage to see what was going on. What great timing.

The hex nuts were now off (except for the broken one). I was ready to take off the manifolds. The exhaust manifold is bolted onto the intake manifold. We found the best way to take these manifolds off was to unbolt them from each other. Compared to the nuts that held the manifold to the block this was a piece of cake. The intake manifold pried loose pretty easily. It took a little pounding



Steps in replacing a stud in the block



1. Clean stud hole and place wadded paper towels into manifold inlets in block to keep trash out of inlets.
2. Afix NAPA Aviation Form-A-Gasket to stud.
3. Put stud into place.
4. Screw stud into place w/hand.
5. Tighten with wrenches (using two hex nuts for extra torque).

Left: A broken exhaust manifold is a nasty sight

with a rubber mallet to loosen the exhaust manifold. But once there was a little crease, Elias was able to pry off the exhaust manifold with a small crowbar while I made sure the manifold didn't fall down off the studs.

To my surprise, the exhaust manifold had broken in two just above the "box" that the intake manifold is attached to. We were able to remove the top of the exhaust manifold after we took off the intake manifold. The bottom of the exhaust manifold was still attached to the exhaust pipe. Two bolts holding the exhaust manifold to the exhaust pipe were unscrewed and everything was apart. All this work took a lot of time. Thank goodness, Elias and I are both retired.

With a lot more PB Blaster and a plumbing wrench...the broken stud moved! What a victory! But I learned a lesson. I didn't realize that the studs fit into the water jacket. Water poured out of the hole when this last stud was pulled out of the block. Next time this happens (I hope not) I'll drain the radiator before taking out any studs. Elias stayed to help finish up the project that second day.

On the next day, I replaced the broken stud. I prepped the new stud with NAPA Aviation Form-A-Gasket and tightened it into place. If you don't use Form-a-Gasket, your jacket will leak water after reassembly...and that would be a mess. Next, I rethreaded all the studs that hold the manifolds into the block. I purchased 16 new brass nuts at NAPA. The price for the new 3/8" brass hex nuts is more reasonable than trusting old used ones.

Now the fun part...getting the exhaust manifold patched back together. I have a close friend who is a top notch welder and had him come over and take a look at the two broken exhaust manifold pieces. Jeff laughed. That wasn't a good sign. He took a screwdriver and punched at places where the manifold had cracked and the iron just disintegrated. He said, "You need to find another part...this one is a goner." My heart sank...but I thought I would still look around the county for another opinion. Two stops at welding shops brought the same conclusion.

I tried the internet and found an exhaust manifold for sale on eBay for \$1,800.00. It was a used unit with a poor black paint job, judging by the photos, and had a four bolt bottom attachment for the exhaust pipe. My exhaust manifold used a two bolt system. I contacted Phil Putnam, who said that if I couldn't find a two bolt exhaust manifold, he also had a four bolt unit that he would sell me for a better price than the one on eBay.

Around that time, I got a call from Frank Daly about an insertion he needed for the Airflow Newsletter. I told Frank about my problem.

"What's Next?" continues next in the upcoming ACA Newsletter...

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,
14947 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 CD This is a complete record on every technical subject regarding each model of Airflow from 1934 to 1937. All items on the CD are indexed. Produced by Jon Clulow. \$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 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.



FOR SALE: I am downsizing my collection! I have collected many more Mopar items from 1934 to 1985+ There are thousands more of all makes. I am a 50 year Hershey literature vendor, but now TIME is taking its toll—aching bones means that Hershey week is not as much fun anymore.

1. "Airflow Chrysler Eight Instruction Book" 40 pages 5½ X 8½ inches first edition January 1935. MINT condition.
2. "The First Three Thousand" A listing by state of all new Airflow buyer with numerous photographs of owners with their new Airflows. MINT condition.
3. "New Worlds in Engineering" 94 pages 8½. X 11. Photos of all factories, colorful graphs showing history of materials used in production from 1925-1939. Photos of various production shops. MINT condition.
4. "The First Motor Car Since the Invention of the Automobile" 1934 features artists drawings of means of transportation and photos of all 1934 models. 20 X 26 inches. MINT condition.
5. "Chrysler Royal—Imperial—Airflow" 1937 18 pages 9½ X 8 Cover—blue on black. MINT condition.
6. "Chrysler Airflow" 1934 12 X 8½ with multicolored overlays. 39 pages Cover blue over black with gold print. Almost MINT condition.
7. "Airflow Chryslers" 1935 13 X 9 red cover 30 pages. EXCELLENT condition.
8. "Chrysler Airflow" spiral bound brown cover 1937 10 X 9½ MINT condition.
9. "Life of an American Workman" by Walter P. Chrysler published by Saturday Evening Post on August 27, 1927 13½ X 10½ 44 pages Fair condition.
10. "Ditzler Master Color Service" 1937 colors 873 paint samples showing Mopars including Auburn/Cord, Ford, Graham Paige, Hudson/ Essex, Hutmobil, Lincoln, Nash/ Lafayette, Oldsmobile, Packard, Pierce Arrow, Pontiac, Reo, Studebaker, Willys/ Overland.

If interested, please make an offer. **Bill Maurer**, 724-929-2444, 412-352-7389, Billmaurer0213@gmail.com (05/17)

FOR SALE: 1935 Desoto SG. The car needs a complete restoration and is not running, but is very complete, all the way to the bent keys. I have too many projects with not enough time to start on this one. Asking \$13,500. Please have all inquires contact me by e-mail at hotroddad55@yahoo.com. The car has really good bones and has not been disassembled. It located in Mission Viejo Ca. **Mike Rockwood.** (05/17)

FREE: Chrysler 8 cyl engine parts. Crankshaft, camshaft, pan, flywheel, clutch, belhousing and bucket of misc. parts, none have been restored. Free – you haul. **Paul Fischer** (Valley Park, MO) 636-517-1002 (05/17)

FOR SALE: Vintage 1935 Airflow pedal car (like the one shown). The car will be painted the color of your car or any other color you provide; comes with new wheels, tires, hubcaps, windshield, headlights, bumper, custom manufactured padded seat in the correct airflow material with correct number of pleats, custom pin stripping and air brushing for the grill and pin stripping for the side of the car and wheels. \$3,750. Call **Terry Brinson**, 530-865-4380, with questions and more pictures. (05/17)



WANTED: Hallo, I have problems with the brakes in my C17–37. So I need a **booster brake assembly** if somebody have it for sale. **Sten-Gunnar Nyman**, Sweden n061116008@gmail.com. (03/17)

FOR SALE: 1936 S-2 4-door Sedan, older body off frame restoration being sold by widow of former club member. Pictures available by calling **Phyllis Welch** at 317-445-1096. Asking \$40,000 or best offer. Car located in Indianapolis Indiana area. (03/17)

WANTED: Automatic Clutch Assembly to fit a 1934 Desoto Airflow. Contact **Lynn Sherman** 419-466-2276 or email Lshermanr@ietcorp.com OR **Mike Ames** 817-614-5259 or amesarlington@gmail.com. (03/17)

FOR SALE: 1936 DeSoto Airflow S2 Water Distribution Tube; Part #650,212. If you are rebuilding your S 2 engine you will want to replace the old one to help avoid overheating problems. I had six more made at a slightly lower cost than the ones I got from Canada a couple of years ago. Now \$75 plus \$10 estimated shipping.

1936 DeSoto Airflow S2 Thermostat Housing; Part #655,400. If yours is badly corroded it will contribute to the overheating issues. Exact reproduction in either aluminum or silicone bronze. \$225 plus \$15 estimated shipping. **Ron Robbel**, PO Box 7109, Bend, OR 97708-7109. 541-788-8172 or 541-389-7329. (03/17)

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Airflow*



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