

Airflower Takes Car Into House - Literally

See Article on Page 4



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SEE BACK COVER

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

AIRFLOW CLUB
FORUM

airflowcars.groups.io

PRESIDENT'S MESSAGE

Warmest Greetings Airflowers

Well, the holiday season is behind us now and it is time to start a new year and hopefully follow through with our New Year's resolutions. We had a great celebration at our house and I hope all of you did likewise. January is a month to plan for the upcoming year and reflect upon positive changes we can foster within ourselves and our loved ones. Looking back is always easy, and I try to revisit the past year to see how I can change to make a difference in myself and those around me. Sometimes it is hard to do, but I enjoy the challenge. The ACA is an example of a very successful group dedicated to the old car hobby and a fantastic car. This is so because of each of you who continue to contribute to our ongoing success. These contributions are in the form of submitting articles to the editor for our newsletter, attending club functions, interacting with other members with providing assistance or advice on issues that may arise with one of the cars or just getting together for some socializing. Keep up the good work.

2020 is an election year for the ACA. We have always been fortunate to have leadership that keeps our club viable. It takes some effort, certainly, but that effort always generates positive results. In this edition of the newsletter you will find an announcement regarding those positions on the board that will be open for a candidate who has an interest in becoming a member of the board and the manner in which you can apply. I invite anyone who wants to be a part of the governing board of the ACA to reach out and become involved. You will not regret it.

Regards,
Tom

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.

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

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2020 Airflow Club Elections

To all Airflow Club members:

2020 is a biannual election year in which all national officers holding two-year terms must be elected. How the Club elects its officers is determined by the By-laws, which can be found via a link on the Airflow Club website at <https://www.airflowclub.com/club-history>. In addition to the two-year-term officers, one of the three National Directors' terms expires. John Librenjak and Jon Clulow will continue as National Directors for another another two and four years, respectively. The ballots for 2020 will therefore ask you to vote for President, Vice President, Secretary, Treasurer, and one National Director. Some, but not all, of the members currently holding these offices have agreed to seek another term, and some have decided to step down. Per club by-laws, the Secretary chairs (and the three National Directors staff) the Nominating Committee (NC), which is now seeking candidates for these five offices.

If you are interested in seeking a national office, *please let one of the Nominating Committee members know as soon as possible*. Candidates will need to submit a resume to the NC for publication with the ballot by early February. The NC is charged with nominating all candidates for these national offices and members of the ACA Board. You, the ACA members, will determine who is elected by paper ballots, to be distributed March 1.

WELCOME NEW MEMBERS

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Western Region Annual Holiday Banquet

In keeping with our longstanding tradition, the Airflow Club Western Region gathered for our annual December holiday lunch on Sunday, December 8. Again this year, our venue was Clearman's North Woods Inn in San Gabriel, California. Connie Librenjak and club elves worked quickly setting out centerpieces and decorating. Back by popular demand was Darvey the musician, who set up his one-man audio system while the Prince family set out the centerpieces they custom-designed for the party. Barbara Boyd and Linda Wilson arranged the silent auction table, David Felderstein worked the room and sold 50/50 raffle tickets, and other early arrivers stood at the door to welcome guests. Jerry Allstott and others took photos and captured the fun of the day for sure. Nearly 40 folks attended, including club President Tom Prince, his wife Adele, their family, and several other guests of members. We enjoyed Darvey's soft baritone background of Christmas music throughout the party. The San Marino High School choral group arrived to sing acapella carols and displayed a unique talent for song selections and harmony with their group of twelve. The menu included red



and white cabbage salads, Southern California's largest baked potatoes, and a main dish of ground sirloin, fried chicken, or fried cod. And then the hot fudge sundaes appeared! Most guests requested take-home boxes. (Remember when these were called doggie bags?)

The 50/50 raffle and silent auction were a success, raising a combined total of \$915. The Wilson's won the raffle and donated the winnings back to the Western Region's treasury –thank you Steve and Linda. As the festivities drew to a close, an informal poll was taken as to the location of next year's party. A return to Clearman's North Woods was enthusiastically approved, and reservations have now been made for Sunday, December 6th 2020. A sincere THANK YOU to the Librenjaks and the entire committee of club elves!

Airflow Club Member Not Only Takes Airflow Into His Heart But Into His House

By Ray Jackson

The first time I met Jay Leno, he told me a story about something that happened to him when he was about 10 years old that changed his life. Jay told me that in his neighborhood, there was a man that had a Jaguar XK 120. It was white and Jay thought it was the most beautiful car he had ever seen. Jay told me he would ride his bike past the man's house whenever he could. One day, the man stopped him and asked Jay if he wanted to sit in the Jaguar and that did it. Jay was so moved by the car he vowed that he would own one someday. As it turned out, years later he bought one. A white one. And he still has it.

I relate this because when I was about 10 years old, I had something happen to me that stayed with me all my life. I had an older brother that I just thought the world of. His name was Jack, and if Jack said it was so, then it must be so. I remember my Father drove Chryslers, and since Jack and I were very close to our Father we thought Chrysler must be the best car. Jack felt that way more than I did. One day Jack was looking through a magazine and came across an article about the Airflow. I remember Jack telling me that the Airflow was the coolest car that Chrysler built, and he wished he had one. Well, that stuck with me. If Jack said they were cool, then that must be. And I hoped I would have one someday and make my big brother proud of me.

Fast forward to 1967. I had just graduated from high school and was on my way to college. I had obtained a summer job on the B & O Railroad (which turned into a 42-year career after graduation from college) as a locomotive fireman and later as an engineer. My daily driver was a 1959 Plymouth with a 392 Chrysler Hemi in it. One day, one of the yardmasters that I had become friends with stopped me in the parking lot and asked me if I knew where he could get an automatic transmission for his 1960 Imperial. I told him that I had two of them and he was welcome to one of them. When I asked him what he would give me for one, I couldn't believe what he offered me. He told me that he had a 1935 Chrysler Airflow in his mother's garage that he had to get rid of that weekend or she was going to junk it. This was Monday! I couldn't believe my ears, but I could hear my brother's words ringing in my head. The yardmaster had said the car didn't run, had 4 flat tires and was rusted out badly. I didn't care. It was an Airflow!! The car was not very far away in east Chicago, Indiana. So, after work, he took me over to look at it. To most people, it was a wreck. But to me it was gorgeous. I could see potential in this rust bucket.

Fortunately, the tires held air, and it was unbelievable that after I got it running, it didn't overheat. But all this work took time and my friend's mother would not give me any more time. She reiterated that if the car was not gone by Friday, she was calling a tow truck

on Saturday. This left me no more time because it took me until Thursday to even get it running and the car still didn't have brakes. Well, I was not about to lose my dream car. I didn't have money to tow it home. What was I to do? Then I had an idea. My grandmother lived in Whiting, Indiana, about 8 miles right down Indianapolis Boulevard, and she had a garage and no car. So, I called her, and she said I could store the Airflow there. So, with

no brakes, I drove the car very carefully to her house. Let me tell you, I was scared to death. (Oh the foolish things we do when we are young!) The Airflow stayed at my grandmother's all the way through college and a few years after that. By then I was married with two children. But by 1973 I was able to buy a small house with a one-car garage, and I was able to bring the Airflow home. Boy, what plans I had! Over the next three years, I did manage to get some work done on the Airflow. I put in a new wood floor and rebuilt the engine and was able to run the engine on my homemade stand with the engine hooked up to a garden hose. I checked for leaks, made sure it had good oil pressure, and retorqued the head. I then went through the transmission and overdrive. I put the engine and transmission back into the car, covered it with a tarp and shoved the car into my back yard.

At that time, my wife and I decided to save for a new house with a garage to work in. On a recommendation from Chuck Cochran, one of the first cars I worked on to get money for the new house was Airflow Club member Rich Case's 1936 Chrysler Airflow.



Chuck and I had become good friends. I had worked on many of his cars. He said I was the only person he knew who worked on Airflows and made house calls.

Over the coming years, I would go down to Chuck's in Indianapolis on my days off from the railroad and work on his cars. After two days, I would get home in time to work on the railroad. By 1975, we had managed to save enough money to build a new house. We found a new subdivision not far from where we were currently living, put money down to start construction, and in November we moved in. As we were looking for the new house, I wanted a lot with enough space to build an unattached garage. I knew I couldn't work in an attached garage. Too much noise, dust, and fumes. The lot we found was the last corner lot in the neighborhood and it had what I needed; room to build. I put the Airflow in the existing garage and started to save money for the unattached garage.

My wife never liked the Airflow. She said it was too rusted to save and it was in her way when she had to park her car next to it in the garage. I must admit, not many people saw what I saw in the car. As we all know, life gets in the way of our plans. After about 7 years my wife and I split up. In the divorce, we had joint custody of the children, but I had physical custody of them which meant they lived with me. My daughter was 13 and my son was 8 at the time. That really put a dent in my plans. All the money I had saved for the new garage went for attorney fees and to buy her out of her half of the house. So, the Airflow project got put off again.

Now I needed the unattached garage more than ever because I had to start saving for our children's college. In a few years, I was able to get enough money together to build the unattached garage. I had high school friends that were in the trades. All I had to do was buy the material and they would build it in exchange for paint jobs on their pick-up trucks. I had to go to the Village to get a building permit. They told me I had to see the Planning Commission to get their authorization. They wanted to know why I needed another garage when I already had one. Well, I must be a good actor because I told them that my wife (whom I was already divorced from) wanted to convert the attached garage to related living so they could care for her elderly mother. They voted 4 to 3 to give me the permit with one stipulation, I could not have two garage doors. I had to put in something permanent where the current garage door was like a brick wall with windows to match the living room or sliding doors. When they said this, I got an idea. I would brick up the front of the attached garage and put in windows. I would then build the new garage further back on the property so I could put showroom doors on the side of the old garage. They look like sliding glass doors but open like barn doors so I could still get a car in and out. The only catch was the Planning Commission said that all this work had to be done before I could start on the unattached garage. I had nowhere

to put the Airflow. I couldn't put it on the driveway because the neighbors would look at it as an eyesore. I had no alternative. I told my high school friend to just brick the car into the house and I would get it out later when the showroom doors went in. Again, hope springs eternal. I thought it wouldn't be too long, but the car ended up being



bricked into the house for over 8 years. Word started to get around that I had a car bricked into my house. It even made its way out of state. One day while I was cutting the grass, a beautiful red 1964 Buick Wildcat convertible pulled up in front of my house. The man got out and said he was at a car show in Iowa and a friend told him I had an Airflow bricked into my house. He told me that he vowed that the next time he was in Chicago he was going to check it out to see if it were true. Turned out he heard this from a friend of mine, who had a 1936 DeSoto Airflow that I had painted. The man in the Buick asked what I planned to do with the car, and I told him I was going to make a bar out of it. He just shook his head, got back in his car and drove away. Over the years, the car bricked into the house became rather popular. My daughter would come out of the house to go to work to find someone trying to peek in the windows to see what was going on. She often heard things like, Oh, you live in the house with the car bricked into it.

I wanted to turn the attached garage into a woodworking shop and get into cabinet making. Chuck Cochran said that if I ever needed to store the Airflow, he had space for it. I took Chuck up on his offer. I traded a custom make-over of a high school friend's van for the new showroom doors. We cut the brick out of the side of the attached garage and Chuck came and picked up the Airflow. Still trying to save money for college for my children, the Airflow sat. It stayed at Chuck's for over 15 years. After that, it was stored in a few other places around Illinois.

Finally, I retired in 2009 but I didn't get to restore my dream car that my brother told me about so many years ago right away. It wasn't until 2017 that I was able to get to it. Jack is gone now, and I sure do miss him but I think he would be proud of me and his dream car.

READER CORRESPONDENCE

The 2019 Pacific Coast Airflow Invitational Tour

By Linda Wilson

About a year ago, my husband Steve and I proposed a fall Airflow tour of the West Coast. We were thinking a week or maybe more, driving moderate distances each day, and staying a few days in each location as the tour evolved. We discussed the idea with a few friends, and John and Barbara Boyd were enthusiastic about it. Months later, we drove our Airflows to the Charlottesville Virginia 56th National Meet, spending about three weeks on the road altogether. For Boyds and Wilsons, the cross country caravan with fellow Californians Phil Putnam, David Felderstein, and Bruce Wallin, along with Indiana guest Patrick Huehls, satisfied some of our Airflow driving wishes. So when schedule constraints shortened our fall tour to a week or ten days, no one was greatly disappointed.

The 2019 Pacific Coast Airflow Invitational Tour (PCAIT), as we named it, began September 17 in Oxnard, and ended September 23, in Sanger, near Fresno. John and Barbara Boyd after some deliberation decided to drive their 1937 Chrysler C-17. Steve and I drove our 1936 DeSoto S2...no deliberating here. In preparation for the PCAIT John decided to upgrade the steering and shock absorbers based on experience driving to Virginia. This was nearly all completed, except the new front shock links did not arrive in time.

Upon return from Charlottesville Steve discovered fluid in the Desoto's right rear wheel. Was it hydraulic fluid or axle gear oil? Further examination and removal of the wheel and drum determined it wasn't brake fluid. After consulting the manual and John Librenjak Steve drained the gear oil, and then changed the inner and outer seals on the axle and replaced the gear oil. In order to accomplish this, he adapted a slide hammer to pull the axle. He adjusted the DeSoto brakes, tightened the cylinder head nuts and changed the engine oil and filter. All fluids were checked and replaced as needed. The tires were rotated and the DeSoto was ready.

Steve and I left Sanger on September 17 at 9:00 a.m. The driving time to Oxnard would be about equal distance for each party (the Boyds departing from El Cajon, near San Diego). Steve guided the DeSoto onto Freeway 99 South. As usual, there was heavy traffic, predominantly tractor / trailer trucks. Lunching on Subway sandwiches prior to climbing the I-5 Grapevine my cellphone pinged. The text was from John stating that he

had bumped a pickup truck on the 405. Everyone was fine, no injuries, but a tow truck was needed. Waiting for the tow, and hauling the Chrysler back home took most of the afternoon. They decided to spend the night there and join us the next day. The crash was minor, by most standards, but all Airflow crashes are sad. The pickup involved sustained almost no damage; the Cadillac dealership that owned it elected not to pursue an insurance claim. The Boyd's C-17 took the brunt of the 5 mph crash on the grill and right front. Besides providing the 104-mile tow home, Hagerty had the damage estimated and a check to repair the car to John in less than two weeks. Unfortunately, they don't find replacement parts and, at this writing, John is still looking for a restorable C17 grille.

Meanwhile, the DeSoto climbed the Grapevine (heading south) in third gear overdrive. No downshifts needed! Steve was very pleased. The climbing speed was 50-55 mph. Steve and I arrived at our Airbnb and our host, Tony, immediately walked across the street to greet us. Once we were acquainted with the ins and outs of the house Steve and I headed for the beach. Both



Our first BnB, a lovely cottage within steps of the beach

of us were raised in Southern California but neither of us had ever visited Oxnard. The beach is clean and the water clear. Pods of playful dolphins were swimming close to shore.

Port Hueneme is just southeast of Oxnard, really adjacent to it. Naval Base Ventura County is located in Port Hueneme, and it was so close that each morning at 8:00 a.m. we were privileged to hear the morning bugled attention to colors and the Star Spangled Banner. It was a lovely, patriotic way to begin one's day. Port Hueneme is the only deep water port between the Port of Los Angeles and the Port of San Francisco. The harbor is a shipping and receiving point for automobiles, pineapples and bananas. Most products find their way to Los Angeles. Primarily agricultural products are exported. Surfers consider Port Hueneme a premier surfing location.

Left to our own devices, as John and Barbara would arrive the following day, Steve and I wandered to Pepe's Mexican Food. Pepe's is one of those fine dining eateries where one orders at the window and then finds a bench to enjoy one's (in our case) fish tacos. Tasty fish tacos they were.

September 18 the Boyds arrived around noon in their modern car. After they were fed and watered the four of us were off to the US Seabee Museum in Port Hueneme. According to the museum their mission is "to select, collect, preserve and display historic material relating to the history of the Naval Construction Force better known as the Seabees."

The name Seabee is derived from Construction Battalion. On display was equipment (jeeps, tractors and earth movers), uniforms, and photos of unimaginable Seabee accomplishments. The Seabees have been deployed globally constructing roads, airfields, bridges and bases. Underwater equipment was also displayed as the Seabees work was not always on dry land. "The difficult we do now; the impossible takes a little longer." The Seabee motto. A walk to the Quincy Restaurant and a dinner of ribs finished the day nicely.

The Mullin Automotive Museum is a privately owned automobile museum in Oxnard. Peter Mullin made his fortune in the insurance industry. Mr. Mullin has spent a tidy sum collecting automobiles primarily from the 1920's and 30's. His primary interest is French Art Deco cars. The museum has a large collection of Bugattis, but not one Airflow. Nevertheless, the decision was made to give the place a chance. Fortunately, a docent-led tour was on the agenda for that particular Thursday. A knowledgeable docent, not to mention the beautifully restored cars, made the visit complete. Red, sleek and screaming Art Deco, a 1939 Delahaye stole the show. Outdoor dining at Mediterranean food walk-up closed another day of PCAIT.



This Art Deco beauty stole the show for us. Barbara, me and Steve (with cap) with our docent.

Time to head to Pismo Beach, CA. However, no PCAIT is complete without visiting an Airflow collector with a car for sale. Betty Drive in Santa Barbara was home to Roy Lassen and his 1935 Chrysler Airflow Coupe, painted many years ago in root-beer float colors. Steve and John gave his car a careful inspection while Barbara and I visited with Roy's daughter, who had dropped by. 94 year-old Roy specializes in accessories for cars dating back to the 1930s. His house is full (literally, full) of new-old stock spotlights, mirrors, badges, etc., for classics, all boxed and labeled.

Once Roy's Airflow was observed from every angle, Brophy Bros. at the Santa Barbara harbor was our lunch destination. Seated outdoors with a view of the harbor and perfect weather we enjoyed a leisurely lunch.



Steve and his new friend on Stearn's Wharf, Santa Barbara.

After lunch, we continued on to our next Airbnb, this one in Pismo Beach. It was another nicely appointed lodging, just steps from the beach, and much roomier than the Oxnard beach cottage. A short walk across the parking lot led to Del's Pizza. Del's was much more than pizza. An al fresco meal of pizza and antipasto was enjoyed by all.

The following day Barbara and John headed to Edna Valley for wine tasting. Edna Valley is a wine growing region in the central coast area of California, just east of San Luis Obispo. This valley has the longest growing season with rich soil, moderate sunshine, and cool breezes from the Pacific ocean. Sextant and Edna Valley were the chosen wineries for the Boyds' outing. No sobriety tests were needed or administered upon their return. However, Barbara and John did return with a lovely bottle of rosé to share. During the wine tasting tour Steve and I hit the beach. I snuggled into a folding chair to read. Steve braved the surf and earned a nap on the beach.

Late Sunday morning Avila Beach was our destination. John's cousin, Bev Henry and her husband Gary are residents of Avila Beach. It's one of the smaller coastal communities, with tourism as the main industry. Point San Luis breaks the northwesterly winds, so often Avila Beach weather is warmer than its coastal neighbors. Ocean Grill was the setting for a friendly luncheon. After lunch Gary and Bev treated us to ice cream. Back to Pismo Beach for a final day of relaxation. Prior evenings, strolling

through Pismo Beach, we had seen several groups waiting to dine at Giuseppe's Cucina Italiana. The crowds had thinned by Sunday and we were able to walk in and be seated. Giuseppe's features fare from the Apulia region of Italy, the southern region of Italy along the Mediterranean coastline. It was fitting that we dined at Giuseppe's to continue our coastal theme. All meals were excellent and the Italian beer did not disappoint.

The Pismo Beach residence had to be vacated the following day so a meeting was convened to determine whether the PCAIT would continue on to Carmel and Monterey. We decided to check out a couple of central coast small towns as possible locations for the 2022 ACA National Meet and then head home to Sanger. John and I visited Surfside Donuts on departure day. What an array of donuts, the cases were waist height, no bending to look at the wares on the bottom shelf. John and I returned with more donuts than necessary but they were yummy!

After walking the grounds at the Morro Bay Inn, we traveled in tandem to Sanger, CA. Boyds contemplated spending the night in Sanger but yearning for the familiarity of their bed decided to push on to El Cajon.

As with the first of anything one has to assess what went well and what didn't work. The dates chosen for PCAIT worked well. However, departure could've been earlier in September. We wanted our departure to be after children returned to school and during good weather. September and October are generally months of gorgeous coastal weather in California. There had been hope for more spontaneity; if pleased with a particular place, then staying on a day or two. Traveling farther up the coast road past Big Sur to Carmel would have been fun, But all-in-all, with other fall events scheduled, we decided to save that for another time. We agreed that the informal Airflow tour was well worth doing again. I think next year's PCAIT will be a stunning success!

READER CORRESPONDENCE

Frank Daly Sent an Email Reminder About Airflow Thermostats

Frank Daly writes a reminder about Airflow cooling systems that's definitely worth noting.

I don't wish to add to the ever-growing Airflow Forum thread regarding thermostats, pumps and pulleys, but I do have a comment for you guys to use as you wish. And I am sure that this is news to no one.

John Heimerl, you are the one who taught me, many years ago, how to block the bypass using a plug constructed of two quarters bolted together with a nut between them as a spacer so that coolant will always fully flow through the radiator. John Boyd, you wrote an article with illustrations about this subject (blocking the bypass) a couple of years ago, if my memory serves me correctly. John Spinks, you and I have discussed this numerous times.

It's worth mentioning that if you do perform this blockage, you can end the search for an original-type thermostat and instead use one of modern type. I've had a modern thermostat in my C2 for over ten years. I did drill a small bleed hole in the thermostat to prevent a possible air bubble, although I'm not sure that this is necessary. This substitution is possible because when the original thermostat is closed (engine cool) the internal mechanism of the thermostat allows coolant to flow to the bypass elbow. When the engine heats up, the bellows expands and blocks off access to the bypass elbow. If the bypass is permanently blocked, there's no need for this sophistication.

The main effects of blocking the bypass hose are two: it might take slightly longer for the engine to reach operating temperature (this is negligible except in very cold weather) and when the engine is warm, all hot coolant is directed to the radiator, improving cooling system efficiency.

From New Member Jim Torrelli

Hello. Thank you for accepting me in to your club! A little about me. When I was 12 years old, I got my first car. It was in bad shape. It's a 47 Desoto coupe. It became a father son project. It was road ready when I was 18. I worked very hard returning soda and beer cans to make money to buy parts.

This March I will have it 30 years and it is still driven every summer. Now, I'm 41 and I have 6 DeSotos: a 1929 coupe, a 1935 airflow, a 39 sedan, a 47 coupe, and 58 and 61 hardtops. I got the Airflow a couple months ago from Indiana, having found it for sale on Facebook. I had it shipped to me in upstate NY, and I'm currently scouting for parts. I'll be checking out the club web site for help. This car is super solid and will run. Been sitting in a barn since 1959. I always wanted one. I still can't believe I found a good one! Jim

Editor's note: Welcome to the Airflow Club Jim. You are joining a significant number of Desoto fans. Besides the club web site at <https://airflowclub.com>, you should check out and join the Airflow forum. That's at <https://airflowcars.groups.io>. You'll find lots of Airflow expertise (and help finding parts) there, usually with a fast turnaround.

TECHNICAL

Tips

cause we all have questions



Chrysler Hi-Beam Indicator

by John Boyd

Many Chrysler Airflows were equipped with a hi-beam indicator in the headlight switch knob. Special wiring from the dimmer switch back to the light switch illuminated a small bulb in the switch that could be seen in a small lens in the center of the switch knob through the knob's hollow shaft. Most of the Chryslers I've seen, including my own 1937 C17, have lost the lens. Without the lens, it becomes impractical to view the hi-beam lamp: you need to lean over and look right down the hollow shaft to see it.

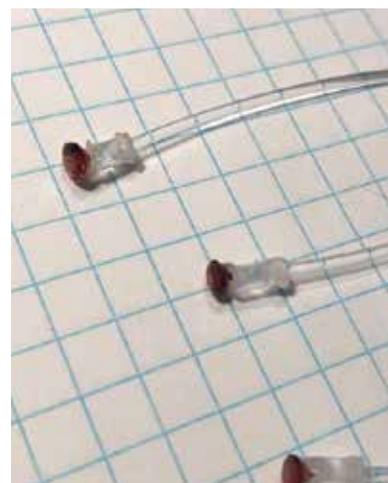
In a discussion on the Airflow Tech Forum, airflowcars.groups.io, one reader reported using optical fiber (FO) through the hollow switch shaft to transmit light from the indicator bulb up to the hole in the knob where it can be seen. Poking around on the Internet, I couldn't find any small enough lenses, but I did locate a supplier in India who sold 4 mm red garnet jewels. With the help of these jewels, some 1.5 mm FO, a bit of acrylic filament for a 3D printer (2.88 mm diameter), and a tube of cyanoacrylate (fast-setting super glue), I was able to assemble a replacement lens with attached optical fiber. Besides gluing the pieces together, I placed a drop of glue on the optical fiber before sliding it through the hole in the knob to keep the assembly in place. The bit of glue that wiped the hole itself helped cement the lens to the knob.

To assemble the kit, my technical assistant and son-in-law Dr. Mark Rasmussen used a small soldering pencil to melt a depression into both ends of the 10 mm-long piece of 3D printer acrylic to provide more contact area for the conical-backed jewel, easing the gluing. We added that short piece of acrylic as an adapter because we believed the FO was too skinny for direct gluing to the lens. For the first prototype, which went into my C17, we drilled the FO end of the adapter with a 1.5 mm drill Mark had. This made a snug slip fit, but it was difficult to keep the drill in the center of the fiber. We glued the next one.

The FO light pipe needs to be trimmed to not protrude from the hollow knob shaft. Unless you have a spare knob with shaft, you will need to remove yours from the switch. The knob shaft is held in place by means of a semi-flexible, vertical tab in the switch that engages a square cut vertical notch in the knob shaft. To remove it, in theory, you can turn the knob 1/4 turn in either direction. This will cause the shaft notch to lift the tab and reposition it to a rounded portion of the shaft free of the notch, and the shaft should slide right out.

After installing and trimming the lens assembly into the shaft, reinstall it. On the switch end of the shaft, two parallel flats are ground at right angles to the retaining notch. To install the knob, therefore, (assuming your switch is installed right side up, that is, with the lamp socket on the bottom) rotate the knob a quarter turn to the right or left so that the "HEAD" marking on the knob is at 3 or 9 o'clock, and the flats on the end of the shaft are vertical. Slide the shaft into the switch. The flats on the end of the shaft (now vertical) should slide past the retaining tab and then stop when the tab encounters the shoulder. Now rotate the knob a quarter turn so that HEAD is at the top. The flats on the end of the shaft should lift the retaining tab in the switch so the knob and shaft can be slid home where the retaining tab snaps into the notch.

I say "in theory", because on mine, the retaining tab was sticky, and the described removal method didn't work with the limited torque I was willing to apply to the knob. I had to reach up the back of the dash to the switch and move the tab toward the right side of the car to get it to release. Similarly, it did not snap by itself into the retaining notch in the shaft. But a light touch caused it to engage securely. I'm posting the parts and supplier details I used on the website (airflowclub.com/blog) in case you would like to do this repair yourself.



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:

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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. \$150 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. \$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 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 \$1,800; Chrysler head \$2,000; both plus shipping and insurance. Contact **John Librenjak** for questions or orders at 951-788-4678(home) or 951-880-8985(mobile)



FOR SALE: 1936 DeSoto Airflow 4dr. parts. 1 Tail Light, complete with all lenses and wiring in very good condition. 1 Tail Light housing, inside mounting bracket and license plate stand in rough but fixable condition. Email **mondrian8@gmail.com** for photos.



WANTED for DeSoto SG preservation: Rear license plate holder for round license lamp; Windshield frames; Oil filter engine mount; Oil filter lines and restrictor elbow; DeSoto-style gear shift boot (special DeS pattern); Bumperettes; Radio head (have radio); Flying Lady hood ornament, in good to excellent condition; DPCD 4-door deluxe or 2-door standard heater (in any reasonable, restorable condition, please; paying cash or trade for other rare parts) **John Heimerl** 757-621-6361 or email: ntenna@icloud.com

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: 1935 Chrysler Airflow C-1 Sedan. Re-built engine, Overdrive, & Carburetor, NOS Ring & Pinon, replaced brake lines & master cylinder, Seal bearings in water pump, Re-Cored Radiator, complete new wiring harness, replaced all windows with Safety glass, 5 new wide white wall tires & tubes, replaced exhaust manifold, new vinyl top insert, complete interior re-done, re-chromed all chrome, 5 new seat belts, includes car cover & Manual. \$35,000. Contact **John Mangan** at 603-490-4033 johnmangan23@gmail.com



FOR SALE: 1935 DeSoto Airflow Business Coupe Only 70 DeSoto Airflow Business Coupes were built and this car is verified by Chrysler Historical. It is the only Business Coupe listed in the Airflow Club of America Roster. It has won both of the top awards from the Airflow Club (Chrysler Trophy and Breer Trophy) while scoring 400 out of 400 points. It has also won an AACA Junior Award. It has the optional Business Coupe Rear Seat Package verified by the build sheet from Chrysler; also radio, spotlight and clock in the rear view mirror. \$115,000 includes a 24 foot Haulmark enclosed car trailer. Contact **Dennis Pitchford** 408-559-7977, [weluvmopars.com](http://www.weluvmopars.com). NDC 1679



FOR SALE: Jay Eberly's Airflow Toy Car Collection. More than 50 early sheetmetal, diecast and push toys, plus 35 tankers. Sold as a collection. \$2,000 plus shipping. Contact **Linda Eberly** for more photos. email: artistdada@comcast.net or call 717-653-5444.



FOR SALE: 1934 Chrysler Airflow CU 4dr. sedan. This is a project car that Jay Eberly was not able to finish. All the hard work has been done, body and paint, engine and transmission rebuilt, new glass, wiring harness, chrome, tires, and much more. The glass, chrome and upholstery has to be installed. Asking \$39,500. The family will listen to offers. John Librenjak is handling the sale. The car is located in Mount Joy, PA. Contact **John Librenjak** for information and photos. 951-880-8985 or email librenjak@sbcglobal.net



WANTED TO BORROW: I want to commission reproduction of authentic DeSoto floor area rubber: pedal pads, accelerator and gear shift boot. I need to borrow a **good condition boot** to serve as a pattern. Do you have one you can loan me? **John Heimerl** 757-621-6361 or email ntenna@icloud.com



FOR SALE: Airflow Overdrive-professionally rebuilt \$1100 plus shipping. Contact **John Larson** jlaron@social.rr.com; 626-590-0523

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: 1935 DeSoto SG. Sympathetically restored. Paint is original and still shines nicely but shows wear. Running boards are still in very nice condition. The interior was completely redone in 2013 with new floorboards. Engine (2013), clutch, brakes rebuilt; bumpers re-chromed, wheels powder coated, new white-wall tires. New hubcap skins and door sill plates. Very nice driver, many spare parts. The original owner signed the trunk with date and dealer name and verified with Chrysler historical documents. \$32,000 OBO, Camarillo, CA, Contact me for full video link: tcrest@roadrunner.com



FOR SALE: 1937 Chrysler C17 sedan. Restored in the late 80s, always stored inside heated garage. Runs and drives well. Driven every summer to my son's, 360 miles round trip. Contact **Richard Will**: 14859 Co. Rd., Montpelier Ohio, 43543 Tel. 419 441-0248



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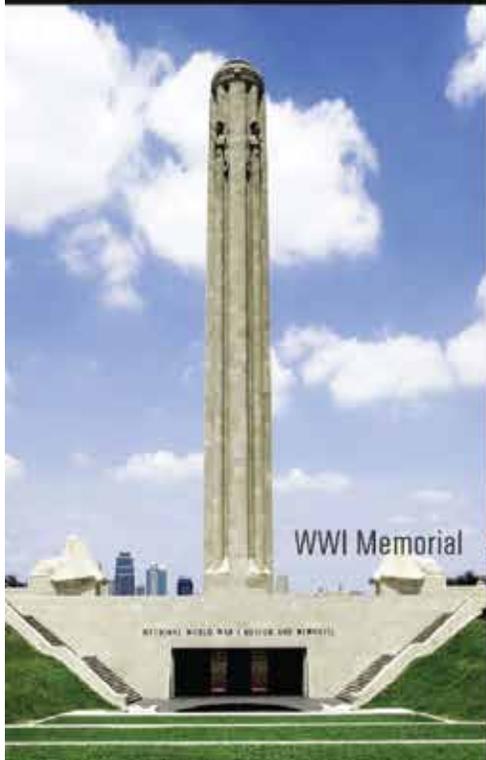
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