

Only nine of the 119 originally produced Airflow Custom Imperial CW cars are believed by the Airflow Club to still exist. Frank Daly's Custom Imperial CW sedan limousine, seen here driving onto the lawn at the 2017 Pebble Beach Concours d'Elegance, is the most recently restored.

Airflow Club of America

57TH NATIONAL MEETING

POSTPONED SEE PAGE 3

Independence, MO •

JUNE 17-21, 2020

Stoney Creek Hotel and Convention Center

Airflow CLUB of AMERICA



2020 Ballot for Club Officers

Election closes May 15! Get your ballot in now!

If you haven't already voted, please do so now!
Ballots, election materials, and instructions were included with the previous newsletter. Vote right now, while you are thinking about it!

Dedicated to driving, maintaining, restoring, and using Airflow automobiles and trucks, publicizing Airflow innovations and their contributions to the automotive industry, and promoting friendship among our members. The Airflow Newsletter is the official publication of the Airflow Club of America.

AIRFLOW CLUB WEBSITE

www.airflowclub.com

Members pass phrase: "Joe sent me"

AIRFLOW CLUB FORUM

airflowcars.groups.io

PRESIDENT'S MESSAGE

Greetings Airflowers

Certainly we are living in some troubled times! Right now the breadth and scope of the challenges facing public health, let alone social and economic well being seem overwhelming. Yet, as in the past, we as a nation will overcome this terrible situation. In a recent editorial from Old Cars Weekly, the editor made the following observation: "Although the world seems to be on pause, we can act to keep our hobby moving while also entertaining ourselves, all the while protecting our health. Indeed the cure for cabin fever may very well be under our own roofs." What a profound and truthful statement. All we have to do is go to our garage, and start some project that has been put on the back burner for way too long. Perhaps do that wash and polish job on your car that you have been putting off. The good weather is coming for many parts of the country so when you are ready to start attending some local events, assuming the COVID is behind us, your car will certainly be the one with the trophy based on the effort you have expended during these isolated times. We are fortunate that we engage in a hobby that will keep us occupied while meeting our isolation requirements. So make a list, and start getting ready for your first appearance when the time comes.

As you know, ACA elections for the board are now under way. If you have not voted yet, please do so. The final date to vote is May 15, 2020. This is our club so we need to be a part of it and help decide who will be the board members.

This will be my final message to all of you as president. After having been privileged to hold the positions of Western Region Director, Vice President and President, I now want to just enjoy my car and the great relationship I have built with you, the members.

I hope to see you at the next meet.

My best to each and everyone of you.

Tom

Airflow NEWSLETTER

CONTACTS/MEMBERSHIP INFO

The **Airflow Club of America Incorporated**, founded in June, 1962, is a non-profit organization dedicated to the preservation, restoration, exhibition and use of Chrysler and DeSoto Airflow cars and Dodge Airflow trucks; the collection, recording, and preservation of Airflow historical data; the dissemination to the public of the story of Airflow contributions to the automotive industry; and the promotion of good fellowship and cooperation among its members.

The **AIRFLOW NEWSLETTER** is published six times each year. The opinions expressed by contributors do not necessarily reflect the Airflow Club of America's official policy. All manuscripts, articles, letters and ads are subject to being edited.

COPYRIGHT 2020

SUBMIT ALL MATERIAL TO NEWSLETTER EDITOR:

John Boyd

1201 Vista Capitan Dr., El Cajon, CA 92020

858-997-7002 • drjohn96@me.com

AIRFLOW CLUB OFFICERS

President: Tom Prince, Walnut, CA	909-598-1086
Vice President: John Boyd, San Diego, CA	858-997-7002
Secretary: Doug Conran, Haines City, FL	863-421-9568
Treasurer: Dennis Pitchford, San Jose, CA	408-559-7977

NATIONAL DIRECTORS

John Wagner, Athens, GA (2020)	706-546-0336
John Librenjak, Riverside, CA (2022)	951-788-4678
Jon Clulow, Pasadena, MD (2024)	410-255-2676

REGIONAL DIRECTORS

Eastern: Norm Mulloy, Paris, Ontario, Canada	519-442-3622
Central: Chandler Smith, Fort Worth, TX	817-889-2335
Western: David Felderstein, Sacramento, CA	916-451-2597

CLUB STAFF

Editor: John Boyd, El Cajon, CA	858-997-7002
Mail Records: John Boyd, El Cajon, CA	858-997-7002
Storekeeper: John Librenjak, Riverside, CA	951-788-4678
Newsletter Designer: Linda L. Eberly, Mount Joy, PA	717-653-5444

MEMBERSHIP INFORMATION

Annual dues are \$40.00 US per year, \$45.00 US funds outside of North America. **MEMBERSHIP FORM AVAILABLE ON THE [ACA WEBSITE](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:

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

CHANGE OF ADDRESS: Please send information to:
John Boyd 1201 Vista Capitan Dr., El Cajon, CA 92020
858-997-7002 • drjohn96@me.com

Unsolicited material will not be returned.

ACA Board Meeting Minutes

The Board met by teleconference March 24, 2020.

Attendees were: Tom Prince, John Boyd, John Wagner, John Librenjak, Jon Clulow, Ron Robbel, Norm Mulloy, Chandler Smith, David Felderstein, Danny O'Neil

Danny O'Neil and Ron Robbel were invited as the main agenda topic was to be 2020 national meet postponement. Several invitees had difficulty in getting through, and Dennis Pitchford and Doug Conran were unable to join the call.

John Librenjak moved that "the Independence meet be postponed from 2020 to 2021 at date and place to be determined". John Boyd seconded. The motion carried without objection.

Discussion: Eastern Region has put down a \$1000 deposit for the 2021 London Ontario hotel. If it cannot be refunded, the 2021 meet might be held in Canada, with the Central Region meet in 2022, and following meets all be slipped a year. If it can be refunded, 2021 will likely be in Independence, Missouri, with Canada in 2022. Regional meet location rotation would then continue with Western in 2023.

Club Store business: Reordering pedal/shift boot sets and quarter window H moldings was discussed. John L was advised to pursue pedal set options. H molding orders should await an indication of interest from a survey in the newsletter and the airflowcars forum. The H moldings will require a substantial investment.

Minutes recorded by John Boyd, acting for Secretary Doug Conran

2020 Airflow Club National Meet POSTPONED

Notice: the 2020 national meet announced in the March-April newsletter has had to be postponed, owing to the disruption in travel and uncertain duration of state quarantines expected to continue into the summer months. As discussed in the ACA Board meeting on March 24 (see minutes on this page), the 2020 national meet in Independence, Missouri, was postponed to 2021. Members who have reserved hotel rooms should cancel them. Any funds sent to register for the meet will be refunded. The new national meet schedule is: 2021 Independence, Missouri, with program and venue to be much as planned for 2020; 2022 Western Region, with date and location to be determined; 2023 Second International Meet, as previously planned for next year. This meet will be held in or near London, Ontario, Canada, where Regional Director Norm and Jean Mulloy live.



Char Cochran Memorial

The Airflow Club notes with sadness the passing of Charlotte "Char" Ann Cochran on Wednesday, April 15, 2020. Char was well known to many members of the club. She and her husband Chuck Cochran attended national meets and other events from the founding of the club. We extend our sympathy to Chuck, to her friends, and to her surviving family. Friends may share a memory or condolence at <http://www.freemanfamilyfuneralhomes.com/>.

Mary Kathryn Eberly Memorial

by Linda L. Eberly

I am saddened to let you all know that my mother, Mary Kathryn Eberly, passed away on Monday, April 13, 2020. She was active in the club, serving as membership secretary for many years. She and Jay (who passed in July, 2019) loved the friends they met at the many national meets they attended together. They also organized the Eastern Region Fall Banquet each year during the Hershey Region AACA October event. I would like to extend, on behalf of myself and my sister, our heartfelt thanks for the absolutely beautiful planter we received from the Airflow Club. Mother had a very full life up until 2 years ago when she became debilitated with physical pain from severe back and neck issues. You may view her full obituary at <http://www.buchfuneral.com/obituaries/Mary-Kathryn-Eberly?obId=12707555#/celebrationWall>

READER CORRESPONDENCE

Another Restoration of an Airflow Coupe

From Terry Brinson

Sometime in December of 2018 Terry Brinson and Phil Putnam were “ratchet jawing” about Airflows and Phil said “let’s do a project together”. Phil said he thought he might know where a 1937 Chrysler Airflow Eight coupe was located. Phil did a little research and located the car in Yuba City, CA. The car belonged to club member Barrie Beymer. The car was originally sold by Hanly Motor Co. located in Baker



City, OR. Barrie had owned the car for the past 35 years and had started some restoration work but the project had stalled. In January of 2019 Terry and Phil acquired the car and began a body off restoration. Phil did most of the physical work of the restoration and Terry served as the “gopher”, so Phil could attend to the restoration full time.

One of the snags in the restoration project was finding the correct interior cloth material; which is nonexistent. With the help of club members, it was determined that these cars could be ordered with leather interior. The car identification tag showed the paint to be polo green poly, so a tan leather was chosen and installed in the car. The two colors seem to really compliment the car.

By December of 2019 the restoration was complete and ready for shipment to the new owner, ACA member Peter Prescott of Gardiner, Maine.

Terry and Phil said the goal was to preserve another fairly rare car by restoring the car and getting it the hands of an appreciative owner.



Work Continues on 1936 Chrysler C9 Coupe

From John Spinks



C9 Coupe RRear body detail '34 mods



Rusted beaver tail reveals '34, '35, and '36 relationships



C9 Coupe beaver tail pre-restoration

Hi guys, I hope that you and your family are keeping well in this very trying time. So far we are dodging bullets and hope to keep doing so throughout. Our family are fine and finding new ways (or should I say old ways) to amuse each other.

I thought that you might appreciate the

attached photos. They clearly show that the '36 coupe bodies were derived from left over '34 bodies. What you see was hidden under a lot of lead, and you can see where the '34 body extensions were for the bumper bar mounts and the place where the fuel filler actually passed through the body. The two

heavy indented swage lines were obviously pounded in to either strengthen the lower body panel or to take up surplus metal. The photos taken on the underside show where the original fuel tank fill tube passed through the body.

Cheers, John Spinks

READER CORRESPONDENCE



Doug Milbrand sends in this 1979 photo of his grandfather and long-time Airflow'r, Bob Milbrand, in front of the boyhood home of Walter P.

Chrysler in Ellis, Kansas. Bob had stopped by on his way to the ACA meet in Claremont, California. Doug is currently restoring the car shown, a 1935 Chrysler C2 sedan, originally equipped (unusually) with leather interior. He included this brief birthday memoriam to Chrysler from <https://automotivehistory.org>, "This day in automotive history," April 2, 2020.

April 2, 1875 - Walter Chrysler is born

After a long stint as a mechanic and machinist who worked his way up in rank in the railroad industry, Walter Chrysler, born on this day in 1875, caught the eye of General Motors executive James J. Storrow in 1911. Following a meeting with Buick president Charles Nash, Chrysler resigned from the railroad industry and was hired as the works manager at Buick in Flint, Michigan. His primary objective was to reduce the cost of production.

In 1916, when William Durant retook over General Motors, which he founded eight years prior, Chrysler put in his resignation as a show of camaraderie with the bankers



Above: An original Chrysler ad

who lost control of the company. Durant visited Chrysler in person and asked him to remain as the head of Buick. When Chrysler refused, Durant offered him an incredible salary of US \$10,000 (\$250,000 adjusted for inflation) a month for three years, with a \$500,000 stock bonus at the end of each of those years. In shock, Chrysler had Durant repeat the offer. When Durant finished the sentence, Chrysler accepted the job.

When the three-year contract was up, Chrysler resigned. He was paid an incredible \$10 million for his stock, which means he started at Buick making \$6,000 per year and left one of the richest men in America. He used his capital to acquire Maxwell Motor Company, which he used as a launching pad for his highly engineered and revolutionary Chrysler-branded automobiles, which debuted in January of 1924. He reorganized Maxwell into the Chrysler Corporation on June 6, 1925. He died on August 8, 1940.

WELCOME NEW MEMBERS

David Shaw

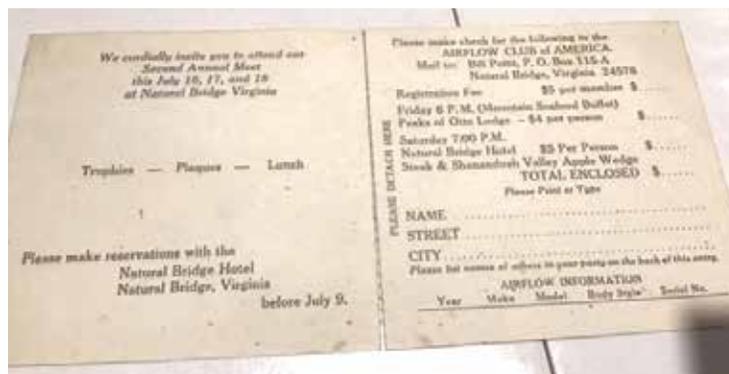
PO Box 252 Spring City UT 84662
435-851-1526
shwaman57@gmail.com
Chrysler 1935 4 dr parts car

Glenda and Brian Wilburn

106 S. 273rd East Ave Catoosa OK 74015
918-805-4795
gwilburn57@att.net
Desoto 1935 SG 4 dr 5082379, S2-5596

Surviving invitation and registration card to the Second National Meet of the Airflow Club, held in Natural Bridge Virginia.

A few members who were there still read this newsletter! The prices have gone up in the past 55 years, but they are still a lot of fun.



2021 – Independence Missouri!

Saving an Airflow Custom Imperial

By Jon Clulow and John Boyd

In midsummer 2019, Mike Anderson and Khoi Bui, Australian members of the Airflow club with a 1936 C11 Chrysler Custom Imperial limousine, wanted to know if the car was the only surviving example. John checked the club registry data base he is now maintaining and found three records for C11 cars. One was the Australian car, 7803894, which the registry showed had belonged to James Weston in San Francisco from 1968 to 2001. A second one was 7803920, reportedly sold by Ken Curtis to Ray Harmuth in Pennsylvania in about 1992, and a third, 7803900, was also last reported belonging to James Weston in 1968. Old correspondence has been discovered indicating that “a C11, not a limo”, had been broadsided at high speed and then dismantled for parts. It’s possible that this crashed car was 7803900, but that’s not completely clear from the records. The same correspondence reported that the crashed C11 provided a replacement rear end for the Anderson-Bui car 7803894. In order to answer their question of 7803894’s uniqueness, it was necessary to determine whether 7803920 was a sedan or a limousine and, indeed, whether it survived. The difference between the two body types is that limousines had a fixed partition with a roll-down window between front and rear seats, while sedans did not.

Jon undertook to find the car. A listing for a Ray Harmuth was located near Pittsburgh, and Jon spoke with him on the phone. Ray said 7803920 had been purchased by his father, Ray Harmuth Sr, who had left the car to Ray Jr. when he passed years earlier. Ray Jr. wasn’t sure whether the car was a sedan or a limousine. His father had stripped the car and sent it to a classic car restorer in Alliance, Ohio, for rust repair and body work. According to Ray Jr, it had remained there for several years but had since been in a barn on the family farm for many more years. The C11 project was intended to be a father-son project with Ray Sr. and Ray Jr, and later for Ray Jr. and his sons Ray III and Don. But it never seemed to work out.

Sadly, Ray Harmuth Jr. passed away just a few days after Jon spoke with him. We, the authors, decided to drive up to the Pittsburgh area during the October 2019 Hershey swap meet to look at the car and possibly help his widow find a buyer. We found that Ray Sr. had acquired two C10 Airflows and a C17 Airflow, all sedans, for parts cars and that all four had been parked in a shed, open to weather and wildlife, apparently for at least 20 years.

So what’s a C11 Custom Imperial? Chrysler Airflows were

built in three plus one model series in 1934 through 1936. They were designated

Airflow 8, Airflow Imperial, and Airflow Custom Imperial, plus CW Airflow Custom Imperial. They were distinguished by wheelbase: The Airflow 8 (123" wheelbase) was dimensionally similar to the DeSoto Airflows from the firewall back. Airflow Imperials (128" wheelbase) had a larger passenger compartment, with the extra 5" mostly in the back-seat area. Of the two Custom Imperial models: the smaller, wheelbase 137", was designated CX, C3, or C11 in 1934-1936, respectively. All years of the larger, 146.5" wheelbase, models were called CWs. Interestingly, the smaller Custom Imperials were a 10" stretch of the Airflow Imperials. The extra length is visible in the front doors, which are three-hinge doors as used on all Chrysler Airflow coupes. All Custom Imperials were built as sedans or as partitioned limousines.

According to the Standard Catalog of Chrysler, 1924-1990, Custom Imperial production was very limited. In the table shown, town sedan

sedans and limousines offered in 1934 are included. The CW sedans and limousines are combined.

A few weeks after Hershey 2019, we figured out a way to partner in a “save the C11” project and we purchased it. Careful examination of the body and the supplied parts indicated it was indeed a sedan: we were able to confirm that the Australian C11 limousine is the only surviving example the Airflow club knows about. And this car is the only known sedan.

After John had returned home to California, Jon assembled a family team to go fetch the cars, one at a time. The C11 is now in Maryland at his home, as is one of the C10 parts cars. The C17 has gone to Bill Strom in Georgia, and the second C10 parts car awaits relaxation of the COVID-19 quarantine and warmer, drier weather for its move to Maryland. As of this writing, we are about 500 hours into it.

Among the stored parts at the Harmuth farm was a Chrysler 323.5 engine stamped with C11- 3920 on the serial number



Figure 1: 1936 C11 Custom Imperial limousine

	Sedan 137"	Limousine 137"	CWs 147"
1934 CX	26	80	67
1935 C3	70	55	32
1936 C11	38	37	10

Saving an Airflow Custom Imperial continued



Figure 2: The Harmuth's C11 arrives at Clulow's for restoration



Figure 4: Rebuilt C11 EE-22 carburetor

boss. The head was standing nearby, and the engine would not turn over. It is currently being overhauled by a Washington suburban machine shop who has previously successfully rebuilt an Airflow engine. We located main bearings on eBay, ordering .030 under to be safe. The crankshaft (and cylinder bores!) were found to need only a .010" cleanup, so we exchanged the .030 bearings for the proper size. The carburetor (unique to C11) was just returned from the Daytona rebuilding shop many club members

have used. The rest of the needed replacement engine parts are now in hand from various classic car parts suppliers.

Jon has cleaned up and painted the engine compartment, inside the firewall, under the dash, headlight doors, and many other parts. Brakes (lines, master and wheel cylinders, shoes if needed) are in work now. Jon's talented daughter Cortney has restored gauge faces and odometer dials. We have a set of new rear axles to install, and will replace bearings and seals as needed. The wiring harness is mostly in place.

What color to paint it? We are leaning toward a metallic gray. Winchester Gunmetal was a factory color in 1936, although



Figure 5: Refinished gas gauge and instrument panel



Figure 3: Cleaned and machined C11 engine ready for reassembly

many Custom Imperials, built as they were by Lebaron, are thought to have been treated to special order paint, in our case, "green". Winchester Gunmetal was one of only a few 1936 factory colors offered with black fenders, and we considered this two-toned paint scheme for the C11. John inspected the official Ellis Claar "offset" color Dark Titanium at local Ford and Lincoln car dealerships and also saw an attractive, slightly lighter metallic gray called Luxe. John obtained sprayouts of both grays along with Tuxedo Black, and Jon's son Nick dummied up some photos in the proposed colors, with and without black fenders. The vote was unanimous among the partners and our immediate families: we like Luxe better than Dark Titanium, and single color better than black fenders. So tentatively, the plan is Luxe.



Figure 6: Advice was taken on these paint color studies, with the third photo, Luxe, being recommended.

The way ahead

John is pleased with the work (and the prices) of the San Diego body shop that painted his Chrysler C17 Airflow, seen at the 2019 Charlottesville national meet, and his DeSoto S2 Airflow, seen partially completed at the Chico meet in 2018. He is also pleased with the upholstery craftsman who created the original-looking interior on his DeSoto from photographs, and our plan is to move the C11 to southern California for body, paint, glass, and interior work. Originally, we envisioned the hand-off happening at the 2020 national meet in Independence, Missouri. With the recent postponement of the 2020 meet, that plan will need to be revised, but we hope and expect to move

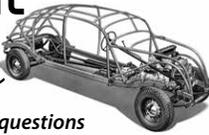
Saving an Airflow Custom Imperial continued

the car this summer. Reassembly and completion locations are to be determined. Our intention is to finish the project as soon as practical. Classic car part suppliers and service businesses are disappearing as craftsmen age out of the business. And who knows how long the partners will last? Now is the time!

Saving this Custom Imperial, the only known surviving 1936 C11 sedan, has so far been an interesting and fulfilling project.

TECHNICAL Tips

cause we all have questions



How I Fixed My Chrysler Shock Absorbers

Adventures of a Shade Tree Mechanic

By John Boyd

Editor's note: Most of our readers won't learn much from this article, but you might be able to identify with some of the events, actions taken, and results.

Driving back to California from the 2019 Airflow National Meet in Charlottesville, Virginia, the Boyds were cruising in front of the Wilsons by a couple of hundred yards when we hit some kind of a pothole right at the entrance to a bridge. The '37 Chrysler issued a loud WHUMP! and began rocking wildly from side to side, what they call "rolling" in the Navy. Driving, it occurred to me for a split



second that the car might actually flip over on its side. Barbara expressed similar concern as I gripped the steering wheel hoping to keep the car in the lane. I thought very briefly of that Airflow

"Safety With a Thrill" promotional video in which a stunt driver tries to roll a Chrysler and fails in his first attempt. This helped me to relax a little. To my surprise, the car didn't try to turn left or right (what they call "yawing" in the Navy), but kept going, mostly in a straight line. Being a Christian and an engineer and all, I silently thanked God we were still on the road and immediately began to puzzle about why the car had responded the way that it had. It was a bad bump. Apparently, the pothole was much larger than it had appeared. But I was surprised it caused the extreme rolling motion. At our next stop, Steve Wilson said he had seen that thrashing a few miles back and he thought the car might actually roll over.

Our goal is for it to be reliable, drivable, and as close to original configuration as we can make it. And to have fun solving problems along the way. I need to get going on wheel bearing grease seals this week! And ship a set of re-sleeved rear brake cylinders to Maryland. Jon needs to send the interior fittings to John for replating in satin chrome. There's a shop in LA that says they can do it.

A few weeks later I began addressing some of the imperfections the 6000-mile trip had revealed. I had the front end professionally aligned and the steering play checked. Our local alignment and suspension shop said all the steering joints were loose and should be replaced, and the top left king pin bushing was marginal. And oh, by the way, your shock links are all junk (not his actual word). I started researching shock links. I had replaced one rear link on my '36 DeSoto Airflow during its restoration with a used one Gary Grossich had. But now I needed all four of them.

I first hit my regular parts guys, Bernbaum, Roberts, AMS Obsolete, even Vintage American. No one had them. Tried eBay – nothing. Nearing desperation, I called on the local spring/suspension/off-road modification shop that had re-arched my springs. He had the equipment to build anything I wanted, including CNC lathes and milling machines, but for a set of 4 links, the engineering, programming and setup charges were prohibitive. I checked with Rare Parts, and their online catalog showed nothing for '37 Chryslers. I did find rear links for the '34 Chrysler, and they looked about



like what was on my C17. Nothing for the front though. The front links are about a foot and a half long and have a couple of bends in them to go around the suspension and steering components and compensate for a misalignment between the shock lever and the axle attaching point. Rare Parts' catalog showed a picture of some links that looked a lot like what I needed, but they were called '34 sway bar links. The sway bar links on my '37 are shorter, lighter, and straight, not like these. I don't know what sway bar links look like for '34s. So, hoping these were mislabeled in the online catalog,

Adventures of a Shade Tree Mechanic (continued)

and given assurance I could send them back if they weren't right, I ordered both them and the rears, feeling maybe just a tiny bit smug. "This is going to work!" But they didn't work. Two inches too short and the bends in the links were wrong. The rear links looked right.

To make sure they were, I decided to pull all the old links off the car. The front links weren't too bad. A year ago, or so, I got one of those Costco QuickJack hydraulic lifts that raise up 18 inches or so, 12 inches to contact the car and then about 6 inches to lift the car. It's kind of like a real car lift, but it doesn't raise the car as high. Not nearly as high. I got the car up on the hoist, lowered it enough so the tires wouldn't turn, and found I couldn't budge the wheel lug bolts. Any of them. I used to be able to change tires. I worked at a recap shop when I was in college. I even tried my impact wrench operating on my toy 90 psi compressor. So, take the car back down, drive down to the front-end guys who worked on it last, and have them loosen the lug bolts. No problem with a truck-sized impact wrench running on 200 psi. Back home, car up, front wheels off. Next job is to remove the front shock links. They have tapered pins with threads on the end to fit the shock levers and the spring brackets.

The nuts came off the link bolts no problem, but the tapers were stuck tight. This is normal. Some say you just tap on the ring around the tapered hole and that will jar the bolts loose. That didn't **work** for me. Others say you might have to heat them with a torch. I don't have one, and there's a lot of flammable stuff near there. I do have a pair of ball joint forks, some call them pickle forks, that I last used in about 1970, I think. And a pretty big hammer. Eventually I was able to get both ends of both shock links loose and they came right out.

Confirming the front links would not interchange with the Rare Parts '34 sway bar links, I boxed those up and waited a couple hours for an emailed returned merchandise label from them. I have to admit, they are very responsive. I returned the sway bar links and enclosed my old front shock links for them to reproduce. They say they can do it, but it may take a few weeks.

I've heard of Airflow hydraulic shocks needing service. I reasoned, what good are new links if the shocks themselves don't work? They are filled with oil, of course, and one expert told me there isn't much you can do with them but refill the oil. But we talked about Airflow shocks at the National Meet Tech Forum in Charlottesville, and a company, Apple (not the computer company), was named that could rebuild them. I decided to clean up the front shocks, clamp their mounting lugs in a vice and see how they worked before and after filling with oil. O'Reilly had hydraulic jack oil with nonfoaming agents, which seemed to be the right stuff.

Wasn't too hard to get the front shocks off. I put one in the vice and noted that it had lots of resistance in some portions of its travel and almost none in others.



Compound wrench

The other shock had very little resistance in either direction. At this point I realized, this could be at least part of the cause of that violent rolling we experienced back in Tennessee or Oklahoma somewhere. Well-functioning shock absorbers should sharply dampen that kind of motion. And mine clearly weren't well-functioning. Next, I added oil and worked out the air bubbles. Very strong resistance from both shocks now throughout their range of travel. I believe shocks like this (with good links, of course) would have prevented that scary rolling motion. Before I put them back on the car, I set them out in the sunshine to make sure they didn't leak. In one hour, there was a puddle of oil under both of them.

Gotta send them in for new seals at least, and I might as well do all 4. So, starting at the left rear, I loosened the tapered link stud nut at the axle end. Rather, I tried to loosen it. A $\frac{3}{4}$ " box end fit perfectly, but with the car only a few inches off the floor I couldn't put any serious force on it. The axle itself blocks access from the rear and the bracket from the bottom. I tried a compound wrench trick I had seen somewhere (see photo) but it wasn't enough. So after trying four of my local shops, Ky, Tony, Brian, and Richard all declined to take it on without an appointment at some time many days into the future. Richard, however, recommended a tire shop I'd never been to as a good place. He sends them work himself. I reasoned that tire shops usually have cars for an hour or two, not a week or two while waiting for transmission rebuilds or what not. When I arrived at Eddie's, he asked how I was, and I confessed I am old and weak. I explained what I needed, and Eddie said he could pull the rear shocks off while I waited. And he did. Well, his most junior guy did. And Eddie didn't charge me!

Now, all four shocks are in the mail to Five Points for rebuilding, maybe "a couple of weeks." We'll see. And the last steering joint, the one with left-hand threads, arrived from Rare Parts today. Soon I'll be good to go. Well, when the custom fabricated front shock links arrive.

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.

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: 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

WANTED: two glass taillight lenses for an SG DeSoto. Round style with "DeSoto" text. Thank you for any leads. Also, many Airflow parts available, NOS/used. **John Heimerl** 757-621-6361,



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: 1934 Chrysler CU coupe. New Sultana Sand paint, dual tail lights, clock in rear view mirror, new upholstery, heater. Rebuilt motor. New YnZ wiring harness. Wide white wall tires. Price is negotiable on site. The car is in Grants Pass, OR. Interested parties can fly into Medford, OR (MFR), where I can pick you up and return you to the airport. **Dick Traugh** 541-476-0678



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 top awards from the Airflow Club (Chrysler Trophy and Breer Trophy), 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. Asking \$115,000.00 for this body off restoration of a rare body style. Contact **Dennis Pitchford** 408-559-7977, weluvmopars@juno.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. 12, Montpelier Ohio, 43543. Asking \$26,000 OBO. 419-551-0458



FOR SALE: 1936 Chrysler Airflow C9 sedan. \$4950.00. Purchased in Montanain2002- Located in Kansas City, MO. 324 inline 8 cylinder with 3- speed transmission with overdrive. We had it running when we parked it. It has always been in a shed. Needs restoration. Comes with two parts cars. Call Brian 816-520-5212 or email briankringle@yahoo.com



Advertisements will run for TWO issues
(four months)

TELEPHONE SUBMITTALS WILL NOT BE ACCEPTED.
Please submit your ads or ad renewals 30 days before the first issue in which you wish the ad to appear.

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

Old Cars

Golden Quill Awards



Airflow Newsletter Wins Again!

Old Cars Weekly has announced their 2019 Golden Quill awards, and the Airflow Newsletter has been selected in the National Compact category for the fifth consecutive year! The awards consider such things as cordial reading, official listing of club leaders, table of contents, personal messages from officials, calendar of events, input by webmasters, in memoriam, tours, lists of event attendees (people and cars) and delightfully designed photographic studies. We try to hit most of these.

Oldcarsweekly.com



CHRYSLER SALES CORPORATION

Division of Chrysler Corporation

SERVICE BULLETIN

December 12, 1934

No. 577-CH

TO ALL CHRYSLER DISTRIBUTORS AND DEALERS:

The front spring seats on the tubular front axles of 1934 Airflow Chrysler cars (Codes CU, CV, CX and CW) are tack welded in place merely as a convenience in factory assembly. The spring seats are actually secured in position by the front spring to axle U-bolts and the flat surfaces on the spring seats and axle tube.

If the front spring seats should become loose at the tack welds, a loosened condition of the front spring to axle U-bolts is indicated. Under these circumstances, the U-bolts and spring seats should be removed. The flat faces on the axle tube against which the spring seats bear as well as the corresponding faces on the spring seats should be carefully dressed with a cold chisel and file to remove any burrs or roughness left by the break in the welds, so as to insure a close fit of the parts when reassembled. The spring seats should then be placed in their proper locations and the U-bolts installed. Tightening of the U-bolt nuts will draw the front spring seats firmly against the flat surfaces on the axle tube and hold them securely in position. No attempt should be made to re-weld the front spring seats to the front axle as such welding is unnecessary and might result in weakening of the axle tube.

For future reference enter this bulletin number and subject in the Chrysler Maintenance Manual under "Front Axle" group 2, page 1.

D. J. Hillman
Service Manager

Chrysler Cares

Late 1934 Service Bulletin discussing front axle spring perch welds and repairs.

