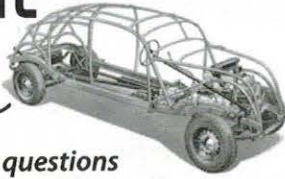


TECHNICAL Tips

cause we all have questions



After reading the newest newsletter I again read of someone losing a fender skirt. I believe that the problem can be solved by using 2 1/4 - 20 nut & bolts per skirt. I chose to use Allen cap screws as there is not much room between the skirt & the fender. It helps to use a Bondus (ball) Allen driver as it allows you to come in at an angle. If your skirt is already painted then use a KEP nut with its serrated washer built in. If it isn't painted yet, then the nut can be welded to the skirt. I know this isn't original but at least you won't lose the skirt. The nuts & bolts could be removed for judging.

~ Norman Mulloy



PRESIDENT'S MESSAGE continued

Mike and Renee DeLapp as they returned from the showgrounds in Stillwater to our hotel in Hudson. Mike chose a back route through some scenic residential areas, and following that gorgeous 1935 Chrysler couldn't help but put an impossible-to-remove smile on my face. I was zen-like transported to 1935, and the only thing better would have been to have been in the car with them! Thanks for the 20 minutes of pleasure, Mike!

It was a pleasure spending time with so many Airflow 'family' friends, and I'm looking forward to working with Linda on the Meet issue (Sept/Oct). It will bring back fond memories for those of us who were there, and perhaps inspire some to join us in Chico, CA in June of next year. See you then!

Airflowingly,

Frank

WELCOME NEW MEMBERS

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