



Tom Hannaford, Jr. has been a member of the ACA since 1985. Tom owns and operates ANTIQUE PARTS CELLAR, P.O.Box 3, South Weymouth, MA 02190. (617)335-1579. Tom can provide numerous parts for your Airflow. His service of revulcanizing a motor mount on an "exchange" basis can be a priceless service to the restorer. Tom is always looking for properly identified "cores" in the form of donations in order to better serve his customers. The best way to get your correct engine mount, is to mail it in to Tom so he can be sure that he returns the correct mount. Revulcanizing is time-consuming and takes from 2-6 weeks. Longer if the mould breaks or the press blows up. (Both have happened to Tom!) The following listings are as correct as can be managed from master parts books from Chrysler & DeSoto. Contact Tom directly for prices and availability. Send S.A.S.E.

The practice of setting initial ignition timing with a timing light is often a fooler, particularly with old cars. On some engines it is possible for the vibration damper assembly to move on the damper assembly which will cause the timing mark on the vibration damper to give an erroneous reading. A faulty vacuum advance diaphragm or an inoperative or worn centrifugal governor weights can also cause erroneous ignition timing.

Take your vacuum gauge (if you don't have one, go buy one) and learn that it is your best possible tool for timing an engine - bar none! It reveals and takes care of the looseness of parts in the engine.

**STEP #1** Idle your engine up to 1,000 rpm. Hook the vacuum gauge to any number of places on the intake manifold such as the fitting for the windshield wiper hose.

**STEP #2** Loosen the distributor so you can turn it. It should not turn too easily - just enough so that it will stay in place after you move it.

**Step #3** Rev up the engine by increasing the idle screw to a steady 1,000 rpm. If you have a tach gauge it would be good to have it hooked up too. Now, turn the distributor until you get the highest vacuum reading on the gauge - usually 20" or more depending on the condition of the engine's rings. After reaching the highest reading on the vacuum gauge, back it down a little - about 1 1/2" on the gauge reading. The engine should then purr like a kitten!

If the engine's speed drops more than 50 rpm after turning back the distributor, then one or more of the following conditions exists... A loose distributor shaft (worn bushing or bearing)... Improper cam angle of the ignition points... A faulty advance system (not working)... or poor ignition point contact caused usually by a burned or pitted surface causing poor electrical contact.

When this ignition timing procedure is followed the possibility of detonation will be eliminated, and the power settings of the timing curve will be up to standard. Much more so than by using a timing light.

Last, but not least, take a good compression test of the engine. Run the car until its warmed up and remove all the spark plugs. This makes the engine easier to spin since there is no compression. Spin the engine, using the starter, at least 5 rpms and record your findings for each cylinder. If you find a variation of compression of more than 5 to 10 lbs., you have a problem. It could be burned valves or worn rings. On my 1937 Packard, I have variations that range from 73 lbs. to 78 lbs. That's good. These numbers are a little low, but old cars never were high in compression. In later cars, high compression upwards of 160 lbs. is "normal". If your cylinder readings are all about the same, whatever those readings are, you have an old healthy engine!

**EDITOR'S NOTE** - The above information was penned by ACA member Charles V. Fabian of Chicago, Illinois. The article is reprinted, with permission, from the January/February 1990 newsletter of the "Frankfort Car Club" of Frankfort, Illinois. Charles is editor.

- 381903 Muffler & Tail pipe support... All Airflows
- 382993 Front motor mount... CU,CV,CX,C1,C2
- 384225 " " " ... CW
- 382998 " " " ... SE
- 621692 Steady Rest Pad... CU,CV,CX,SE
- 623465 Fan/Crank Hub Insulator... all except CW
- 625513-19 Front motor mount... SE
- 626170 Engine thrust cushion...CU,CV,SE,SG
- 626419 Steady Rest Pad... CU,CV,CY,CX,late SE
- 626962 Steady Rest Pad... CW
- 627098 Front Susp. Stab. Ins... CU,CV,CY,C1,C2,SE,SG
- 628377 Overdrive Support Ins... CU,CV,CX,SE
- 627441 See 651996
- 632492 Front Motor Mount... CW
- 632510 Fan/Crank Hub Insulator... CW
- 632602 Rear Mount right & left... CW
- 636037 Overdrive Support Insulator... CW
- 636268 " " " " ... C1,C2,C9,C10,C17
- 636369 Steady Rest Pad... C1,C2
- 637451 Front Motor Mount... SG
- 651996 Rear Motor Mount... CU,CV,CX,C1,C2,SE,SG
- 657870 " " " " ... C9,C10,C17,S2
- 658287 Front Motor Mount... C9,C10,C17,S2

**'36 Chrysler C-10 Enters "Great American Race" in '91**

We, as recent Club members, would like to enlighten the Club on some pretty exciting things going on here in Boise, Idaho and other places in our country.

In June 1990, we rescued an Airflow from Club member Ed Hegarty's "Deal Auto Wrecking" in North Richmond, California. We are restoring the C-10 back to the world or runables. BIG DEAL! Everyone rescues old cars every day of the year. But wait, this is a very special car with a very special function to perform toward mid-1991. Enough for the moment.

The car is a '36 Chrysler Imperial Airflow C-10. At this time (January '91) it has been restored to about 80%. Final work is being done on the frame. The body will be replaced after being dismantled in June 1990.

Most people can realize the great amount of work in a frame-up reconstruction and we in particular have had an awful lot of help in finding parts and useful information from a lot of Club members. Of particular help: Ted Holden and Joe Klim of Florida; Chuck Cochran of Indiana; O.P. Higbee of Oklahoma; Ed Hegarty and Bill Short of California. Many others across our country helped. If it wasn't for David Askey, our President and "NL" Editor, I would not know where to get started. Enough kudos - back to the good news!

The Airflow has been accepted into THE GREAT AMERICAN RACE for 1991. Ms. Liz Sutter of Hobe Sound, Florida will drive the C-10 with Ms. Leilani Ketlinski of Burbank, California as navigator.

I plan to give the Club and update shortly before the Race with photos, etc.

**JACK KETLINSKI**  
Boise, Idaho



**1991 National Meet in Las Vegas**

National Director, Bill Gordon, has arranged for the 1991 Airflow Club of America to hold our National Meet at the Las Vegas Imperial Palace on June 25-26-27. The Imperial Palace is located at 3535 Las Vegas Blvd., South, Las Vegas, Nevada 89109. You may make your room arrangements now by phoning (800)351-7400 or (702)731-3311. Fifty rooms are being held at this time. The basic rate is \$35.00 net + 7% tax, daily. Contact the Hotel directly for more details. Plan your vacation and come to the Meet!