

From the Glove Box



Question from Donna Onat about her 1954 210

Question: The horn on my '54 210 Powerglide has been working intermittently, and lately it is not working at all. When you press on the ring, you do hear the relay click and the horn makes a quiet "punk" sound, but does not blow. So there seems to be no problem in the horn ring. Here's what I know from some checks Larry has done:

- When the horn rim is pressed with the horns connected, the ammeter goes completely negative.
- When the horns are disconnected, the relay makes its noise, and shows only a slight draw.
- Direct connection from the battery to the terminal on the horn produces the same "punk" sound as happens when power is provided through the relay.

It appears that there may be a dead short in the horns. Is this a possibility? Or, could there be a problem on the load side of the horn relay? Any other ideas?

Also, I was driving my Chevy last week and dropped an earring (metal one) on the floor beneath my feet. (The carpet has been taken out so we could assess the water leak problems.) When I later picked it up it was noticeably hot. I put my hand down on the metal floorpan to find I couldn't even touch it, it was so hot. Is this normal?

Who can help Donna and Larry out with some ideas on how to fix this horn? Catch Donna at the September meeting and we will publish the solutions next month.

New questions or questions & answers are always welcome. You can email me at farrismej@aol.com. Thanks.

Jim Farris—Custodian of the Glove Box

Message From Roger Orness

Hi All,

I had a great time at the Federal Way Parade today. Thanks to Ana for setting it up, and the preferred parking was nice. On the way home I stopped and looked at a 1928 Chevy Coupe for sale. Not running but looked 85% complete. Wood needs replacing, but sheet metal was good with only a few rust outs. Asking price is \$3500. The car is in Milton and if anyone is interested in taking a look, I have the number.

Roger Orness
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