

Upcoming Events

February 2005

- 1 Mayflowers @ Hallie Ford Gallery
 3 Tech Committee Mtg.
 15 Board of Directors Mtg.
 Membership/Finance Mtg.
 22 Regular Membership Mtg.

March 2005

- 2 Mayflowers @ Chinese Garden
 3 Tech Committee Mtg.
 8 Board of Directors Mtg.
 Membership/Finance Mtg.
 22 Regular Membership Mtg.

April 2005

- ? Tech Committee Mtg.
 ? Board of Directors Mtg.
 Membership/Finance Mtg.
 ? Regular Membership Mtg.

Meetings are held on the
 4th Tuesday of each month at the
 Clackamas Community Club
 15711 SE 90th - Clackamas, OR
 6:30 PM Kick the Tires,
 7:00 PM General Meeting
 6:00 PM Finance/MembershipMtg.

Plymouth Parts/Cars for Sale/Wanted

FOR SALE:

1941 Plymouth Sedan. New engine, frame painted and powder coated. Ready for complete restoration. Asking \$10,500.00 (run ad for 3 mos.)
 Contact: **Doug Belgarde**
 503-320-5008 or 503-775-4562

Free!!!

1974 Plymouth Satellite
 Phone: 318-652-6932

PARTS WANTED:

1934 Plymouth 2 DR Sedan: Doors, hood, gas tank and cover, fenders, windshield assembly, front motor mount for six cylinder. Evenings: 541-567-9245
 Allen Piquet

FOR SALE:

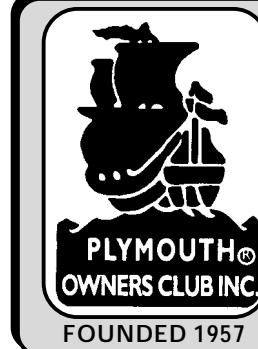
1948 Chevy Fleetmaster 4 dr. - Good Project car for Resotation or streetrod. Some rust, no hole in floors, trunk has a few holes, assorted dents. Also have some extra parts. does not run. \$825.00
 Call: Mike Bunch PH: 503-981-3450



Cascade Pacific
Plymouth® Club, Inc.

Affiliate of Plymouth® Owners Club, Inc.

P.O. Box 2988
 Clackamas, OR 97015



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 Affiliate of Plymouth® Owners Club, Inc.

*Dedicated to the
 Preservation and Restoration of
 Plymouths 25 years and older*

Volume Six, Issue Two

February 2005

The "Second Time Around", for Mel and Sue Nilsen's '47 Plymouth Coupe

The story for this months Plymouth Club member feature you might call "The Second Time around".

CPPC members Mel and Sue Nilsen's are the proud owners of a 1947 Plymouth Special Deluxe 2 door coupe.

The year was 1959 and Mel was a Junior in high school at Benson Polytechnic, in Portland, OR. Unfortunately for the story the '47 was not his first car, that would have made the story a little better.

Mel saw the '47 Plymouth "For Sale" at a local dealership who sold it to him for \$350.00. There wasn't anything to do to the '47 except a little upkeep and gasoline.

The '47 was in great shape and ready for the road, getting Mel to and from work, hauling his buddies around and it also made it's own impression on the ladies.

There were trips to the Oregon Coast to the Sea Lions Caves, Mt. Hood, Crater Lake over the years.

Mel was introduced to his wife Sue, through a friend of his. Mel hand been the best man in his friends wedding. Mel and Sue had a whirlwind romance and were married in 1968.

The '47 then became Sue's daily driver, including driving the kids to school. During these years the '47 was starting to develop a few mechanical problems. Sue frequently had to use her mechanical skills to keep the '47 running, particularly tinkering with the carburetor and occasionally waiting for the brakes to cool down when they would get hot.

The '47 began to fall into disrepair and the weather and elements over the years took there toll. Mel often took the once pristine '47 off-roading, if you can believe that. The license plate tags read 1981, that is about the time the '47 was decommissioned after about 97,000 miles

of service.

Since it was decommissioned the '47 has been stored inside various garages and carports to try to stay-off the ravages of time.

As happens, jobs, life and families take precedence over old car restoration.

Although Mel is not a mechanic by trade he is pretty handy when it comes to fixing and building things. He and Sue also had a 1917 Model-T that he keep running for countless activities with the Rose City Model-t Club, until he sold it in the early '90's.

Usually you buy a old fixer upper and then you get to enjoy the fruits of your labor. With Sue and Mel's '47 they have enjoyed it over the years and now the work begins on the "second time around"

When I asked Mel how far he was going to go in fixing up the '47, he replied that he is going to bring it back as close to stock as possible.

To look at the '47 there is a lot of work to do. Two years ago, Mel began to get more serious about restoring the '47. He has a rebuilt differential, the original straight 6 cylinder

engine was rebuilt, he has the '47 up on blocks so he can work on the brakes and suspension.

Mel has the rear fenders straightened and primed, he will have someone else do the painting, the same color as the dash, I think is a nice shade of blue.

Sue has volunteered to do the upholstery and is confident she can do the job.

Along the way maybe we will see the '47 at a Tech Committee Meeting to give Mel a hand, if needed and the '47 will join the other CPPC members on tours and other club activities.

Good luck Sue and Mel.



The interior of the '47 is still in great shape



Mel and Sue Nilsen, lots of work ahead on their 1947 Plymouth Special Delx 2 Door Coupe

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Officers 2005

President Duanne Luckow
PH:503-761-9411 Portland, OR
Vice President ... Rich VonAllmen
PH:503-762-7857 Portland, OR
Secretary Vicki Williams
PH:503-266-4287 Canby, OR
Treasurer Dolores Call
PH:503-698-2301 Portland, OR
Member at Large ... Dave Benfield
PH:503-829-3435 Mulino, OR

Standing Committees

Activities Jerry Klinger
PH:503-665-8330 Gresham, OR
Co-Membership Bill Call
PH:503-698-2301 Clackamas, OR
Co-Membership ... John Sweeney
PH:503-281-5159 Portland, OR
Newsletter Mike Bade
PH:503-653-8102 Milwaukie, OR
Refreshments ... Dennis Mowery
PH:503-760-3184 Portland, OR
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email/mail articles to:

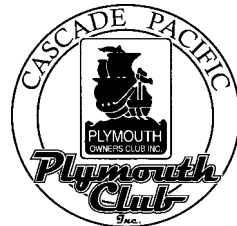
Mike Bade mdsbade@msn.com
P.O. Box 2988- Clackamas, OR 97015

Membership:

Cascade Pacific Plymouth Club, Inc.
Membership dues are \$20.00 per calendar year and must hold a current membership to the National Plymouth Club.
Membership runs Jan. 1 thru Dec 31.

Advertising Rates:

Advertising is free to current Cascade Pacific Plymouth Club Members.
Advertising Rate for Non- members is:
\$10.00 per newsletter.
one column by one inch.
Photos accompanying classified ads are \$10.00 per newsletter
1 inch buy 1 column (Black and White Only)
Discount Rates:
Available to long term advertisements.
Advertisements should be kept to Plymouth related services.



CPPC January Regular Meeting Highlights

There were 67 at the January member meeting. That is our new all time high!

New rules for the long distance award we put in place for this year and it is now required that you must drive over 100 miles to the meeting to receive the award. Also, you can only win the award once each year. Gary and Arlene Petersen won the January award for driving down from Sumner, Washington. It was great to see Arlene as she has been undergoing chemotherapy. She says she feels great and she and Gary were leaving for Aspen, Colorado for a skiing vacation.

A new fund raiser for the club was implemented at this meeting. Tickets were sold for a 50/50 drawing with half the money collected going to the Club's treasury and half going to the winner. \$146 dollars was collected with Bill Call winning \$73.00 (the winning ticket was drawn by Dolores Call). Bill generously donated his winnings back to the club.

A donation can for refreshments was also displayed by the refreshments and those proceeds donated to the club also.

Dolores Call gave a Treasurer's report and indicated that at the end of December the balance was \$4,899.76.

Eleven ads had been sold for the newsletter at \$40.00 each for the year resulting in \$440. Members were asked to try and use the services of those advertisers.

Dolores announced that 56 members had still not paid their dues. The January newsletter would be the last one for those members not paying dues.

Mike Bade asked members to please submit articles about their cars for the newsletter. He would like as much help as he can get in putting the newsletter together.

Jerry Klinger has agreed to head the Activities Committee again this year. He asked for members to sign up for tours for this year. So far he had four people sign up.

Jerry is also now the National Club's Tech Advisor for the 1962 B-Body. Jerry encouraged all members to take advantage of the Tech Advisors for their particular year of car.

Jimmie Fox announced that Tony Gemma has agreed to co-chair the Technical Committee with Dave Williams and replace Jimmie who anticipates traveling a lot this year.

The February Technical Committee was held at Tony's garage in Oregon City.

Lorraine Griffey reported that the Mayflower tour in December to the Mulino House Bed and Breakfast was very successful except for her falling down and breaking her arm!

She passed around a sign up sheet for upcoming tours, the next one being in Salem on February 1st and the Chinese Garden on March 2nd.

There was no speaker at this meeting but February's speaker will be Neil Riddle from Shoreline, Washington. Neil is a CPPC member and will talk about parts and restoration.

The raffle prizes were won by Jeanette Dimick, Ray Dunn, Marlys Sanford and Dennis Markovich. There will normally be two raffle prizes at each meeting this year supplied by the club. Additional prizes can be donated by members.

The \$10.00 Red Robin gift certificates were very popular. Thanks again to Chuck and Stephanie Willis for coordinating the raffle prizes.

Bill Call presented a plaque to Scott Farnsworth acknowledging his two year service as President.

President Duanne Luckow asked the membership to think seriously about serving on a committee. We have a lot of new members and it is the desire of the club to have involvement by a large group rather than the same small group of members every year.

Duanne announced that our Club had been accepted by the Northwest Car Collectors. That means that we will have duty requirements for the October 2005 Swap Meet. The club stands to earn \$800 for duty and another \$200 if they put on a display.

The Club will also have two booths at the Portland Swap Meet in April. There will be a sign up sheet at the February meeting to man the parts booth and the club information booth. Also, members are asked to start cleaning out their garages and donating parts to sell at the April 1-3 meet.

Vicki Williams challenged all members to find sponsors for the car show the club intends to sponsor this year. She asked members to ask businesses they frequent to donate \$20.00 toward a plaque or goods or services for prizes.

A letter will be drafted to give to potential sponsors once the date and location of the show is determined.

Ken Rose, man of many talents, very much a Plymouth car restorer

A visit to CPPC Ken Rose's home in North Portland, it is clear there is a lot of restoration activity. Ken has 3 different projects cars that he is working on, a '49 Plymouth 4 door, a '35 Plymouth and a '37 Dodge.

Ken, a native of the Portland area, was a graduate of Franklin High School.

He got his first experience with working on old cars, when his dad gave him the family car a 1948 Dodge.

He didn't have anyone to show him the ropes when it came to mechanicing, so he taught himself. Ken's next car was a 1955 Plymouth Savoy, that needed a new transmission. With the help of his friends, Ken had the '55 running. Ever since Ken says he has been a Mopar Man.

Over the years Ken has restored many vehicles, including, Plymouth Barracudas, a Dodge truck, and a Plymouth Valiant Convertible to mention a few.

Ken is a former Marine, who served his duty in Vietnam and in the Philippines. While in the Philippines, Ken made some acquaintances that he has kept over the years. On a visit back to the Philippines to help a friend paint a boat in 1995, Ken met his wife to be, Melodina. They were married and moved back to make their new home in North Portland.

Ken's most recent car restorations are a 1947 Plymouth 4 door sedan, that he found on a chicken farm in Beaver Creek, Oregon.

The '47 didn't have a motor. Ken found a guy who was making a street rod out of another '47 and bought the engine and installed it.

He had the '47 painted, worked on the suspension, etc to get the '47 mechanically sound.



1947 Plymouth restored by Ken Rose, now owned by new CPPC member Dan Miller.



Ken Rose displays door panels which he made for his '47 Plymouth

Ken has taught himself to do interior work. He installed the headliner, with a sewing machine he bought made new door panels and has replaced some of the other interior parts to finish off the inside of the '47.

Recently Ken has sold the '47 to a friend of his, Dan Miller. Ken and Dan have known each other for over 20 years, when Ken and Dan worked with the Homeless Vietnam Veterans.

One day Ken met CPPC member Bill Call on tour of his shop in Milwaukie, OR. Since their meeting, Ken developed a great respect for Bill, who is also a former Marine Veteran.

When Bill Call started to thin out his collection of cars, Ken answered an advertisement of Bills to sell his 1935 PJ4 4 door sedan.

Ken has big plans for the '35. He had some of the interior upholstery made by a connection he has in the Philippines.

He is planning on painting the body tan and fenders red. Ken doesn't do his own finish body work, so he will have to send the body work out to someone else.

Fellow CPPC member Tim Winchell will get a call from Ken, when it comes time to do the re-wiring.

The gauges will stay original according to Ken, he is going for an original as possible for the '35.

None of Ken's cars are real "show cars", he says he wants them to be drivers.

Ken next project is a 1949 Plymouth 4 door. It was formerly owned by CPPC member Charles and Joan Hendricks. Charles had started a frame off restoration of the '49 and had the car very much disassembled.

Charles passed away, suddenly last year. Not knowing what to do with the '49 his wife Joan, donated the car to any member of the Plymouth Club who wanted it. Ken ended up with the chassis and the body.

With the help of other CPPC member, Jimmie Fox and another Plymouth enthusiast, Mr. Stromberg, Ken has already put the chassis back together. The engine is almost ready to fire again.

The body interior has been cleaned up and looking great, but there is still allot of work to do for the car to be complete.

Ken's long range plans are to paint the '49 yellow and put a Taxi Sign on the top, as a tribute to the late Charles Hendricks.

Ken is probably one of the busiest members of the CPPC that I know. With all his projects and things that he has going it may take him a while but I am sure we will be seeing his next finished project at meeting and tours of the CPPC.



Ken Rose and his 1935 Plymouth PJ4 4 Door Sedan restoration project.

Wanted:

Member stories, articles and photos needed for the CPPC Newsletter. Look for Plymouths "Out and About". Write up an interesting thing you have done while restoring or working on your Plymouth. Thanks. Mike Bade

"Plymouths, Out and about", recent Plymouth sightings

A monthly feature to the CPPC club newsletter is called "Plymouths, Out and About". Sightings of Plymouths, and general location, and when they were seen.



1933 Plymouth Coupe
Owners live in Gladstone, OR



1937 Plymouth Coupe
Owners live in, Gresham, OR

This month was the Annual Portland Roadster show, at the Portland Exposition Center Feb. 18-20.

It was a pleasure to see a few Plymouths amongst the many other beautiful cars and trucks at the Roadster Show.

If you didn't make it this year, you missed out. There were many show stoppers at the show. It is hard to imagine the price tag for some of the custom cars displayed.

If you are a fan of the Overhaul'n Television Show, they had a nice display off cars that were "Made Over" on the show.

Let's get to work this upcoming year and see if you can get more Plymouths in the Roadster Show.



1947 Plymouth Business Coupe
Owners live in, Vancouver, WA

2004 CPPC President recognized for Service to Club

CPPC member Bill Call, has been busy having Plaques made that would be presented to the outgoing Presidents of the CPPC. The Plaques that Bill has had made-up, will become an annual tradition for outgoing CPPC Presidents.

At the January membership meeting Outgoing 2004 CPPC President Scott Farnsworth was again recognized for his two years of service to the club and presented the first plaque.



Bill Call presents plaque to outgoing CPPC President Scott Farnsworth, also pictured is 2005 CPPC President Duanne Luckow.



2004 CPPC President Scott Farnsworth, displays plaque of appreciation, for his service to the club during his two years as CPPC President.

Member Care

Cari Catlow has returned to Los Angeles and is back at work and in a new apartment after her long recovery from two broken ankles.

Lorraine Griffey is still mending her broken arm and helped Cari with her move in Los Angeles.

Vicki Shepherd has moved to the Rehabilitation Institute of Oregon and is anticipating moving back home soon.

Our sympathy goes to Dolores Call and Mel Nilsen who both recently lost their mothers.

Welcome New Members

Please add the following new members to your current roster:

Jack Redding & Brooklyn White
14693 SE Woodland Way
Milwaukie, OR 97267
503-513-5526
1951 Business Coupe; 1946 4D

John and Barbara Crocker (former members)
Information in current roster

Charles & Sherry Reifschneider
2289 23rd St.
Springfield, OR 97477
541-747-0114
1950 Club Coupe
(formerly Scott Farnsworth's)

Toni & Jerry Well
2437 NE 161st St.
Portland, OR 97230
503-257-8145;
GMWELL8145@MSN.COM
1964 Sport Fury

Bill & Mary Marble
37231 SE Loudon Rd.
Corbett, OR 97019
503-695-5531
1935 PJ Business Coupe

Ladies lets go Shopping

Attention: Ladies whose husbands are going to be at the April Portland Swap Meet April 1, 2 and 3. Lets go shopping instead!

If you're from out of town - call Jeanette Dimick at 360-885-1113. I'll arrange to pick you up and we can decide together where to go. I, of course have some great suggestions!

If you live in the area and want to join the group, we'll pick a mutual meeting place.

Please call before March 31st.

The Steering Column, A Message from the President

Here it is already the middle of February. I attended the Rod and Custom show at the Expo Center to find Plymouth members Dave Williams and Larry Davidson looking at non Plymouth custom cars, just like me. Just goes to show you the Plymouths have plenty of style.

This month we have a great speaker and member for the February meeting. Neil Riddle will give you his insights, so bring your wanted parts lists, because he is an excellent resource for finding Mopars parts.

Our meeting this month will concentrate on a couple key issues. We need to form a committee for our summer fundraiser cruise in. Members will be politely asked for their ideas and assist in this endeavor. The Portland Swap Meet will need a few folks

to help in our booth for parts as well as for membership.

I look forward in seeing you at the meeting and telling you about all the good things the CPC has for future meetings and events. Bring your Plymouth to the meeting. We are having beautiful weather this time of year? Amazing. If anyone has any ideas or concerns, please see me or one of my board members.

Duanne Luckow

503-761-9411
daluckow@aol.com



Member Challenge, help needed for Car Show

One of the main fund raising ideas for CPPC this year is to put on a car show.

This type of event will require the help from a lot of members. A few members helped out with the North Clackamas Christian High School Show last September.

Although a severe rain storm put a damper on that show the school still earned about \$1,000 with only about 50 registered cars.

CPPC is hoping for good weather and our goal would be closer to 100 cars.

The date and location are currently being decided and will be announced soon. The challenge to all members is to help with getting

sponsors for the show.

A letter will be prepared to be given to all potential sponsors. We will be asking for a \$20.00 donation toward an award plaque or a donation of goods or services for prizes.

All sponsors will be recognized at the show. Sponsors need not be car related businesses. So if you frequent a certain business regularly (parts store, restaurant, beauty shop, etc.) ask them if they would like to be a sponsor for our car show.

Each member meeting we will recognize everyone who has obtained a sponsor for the show. So be thinking about who you could ask. We will have the letters available soon with all the details.

Time for the Annual Portland Swap Meet

The Annual Portland Swap meet is fast approaching this April 1, 2, & 3 at the Portland Exposition Center.

The Cascade Pacific Plymouth Club will be sponsoring booths. One booth will provide information about our club to prospective members, and the other booth will be our club parts sales booth.

The information regarding to booth numbers has not yet been determined. Preliminary indications are that the location will be different from last year, but that we will be in Hall "E".

Once again we are asking if CPPC members have car parts they would like to donate to the club to sell in the parts booth, they would be appreciated. The Swap meet parts sales is a fund-raiser for the club.

This is also an opportunity for you to clean out your garage and help out the club at the same time.

Contact members of the Technical Committee to coordinate pick/delivery and storage of your donations.

We will also need volunteers to work the information and parts booths. There are passes the club has purchased so that members who work in the booths will not have to pay admission to the Swap Meet.

Times for the Swap meet are as follows: Friday 7:00am - 6:00pm
Saturday 7:00am - 6:00pm
Sunday 8:00am - 1:00pm

If you have not been involved before, you are missing out. See you at the swap meet.

Cascade Plymouth Club Tours 2005:

March

No Activity Scheduled To Date.

April 1/2/3

Portland Swap Meet
Portland Exposition Center

May - 21st

Hubbard, OR - Garage Tour
Host: Hank and Angela Bakers

June 25th

Clark County Washington Potluck
Host: Jim Thorkildson

July 17th

Clark County & Grist Mill Tour
Hosts: Bob and Jeanette Dimick

August 20th

Overnight Tour to Astoria, OR.
Host: Vicki & Dave Williams

September

No Activity Scheduled To Date.

October - 15 & 16

Northwest Car Collector Show
Portland Exposition Center

November - 22

Annual Membership Potluck

Call if you have an activity you would like to organize, there is still time. Call Jerry Klinger, Activities Comm. Chair

Those Plymouth Club members who are from out of town can get involved too. Give one of the CPPC Officers a call to get involved.

If you are in town from the Swap Meet we could really use your help at the swap meet.

SEE you there.

P.S. Jeanette Dimick is offering an alternative to the Swap Meet for the CPPC Ladies See Article later in the Ads Section.

Mayflower outing to Salem Historical Sites and Photography Studio

On February 1st ten of us met at the Hallie Ford Museum of art in Salem, which is a very modern building featuring Charles E. Heaney, as well as having a broad assortment of art throughout the museum. From there we went to Phillip Augustine's photography studio where the owner was working on a collage picture he was preparing for one of the upcoming Salem events.

Phillip took us into his darkroom and explained the developing process which was very interesting. Barbara Rice met the group at the Wild Pear Deli for lunch and then we went to the Elsinore Theater for a tour.

The Elsinore Theater was originally designed and built by George Guthrie, an entrepreneur and lover of the arts to resemble the castle in hamlet, Shakespeare's greatest drama, and become recognized as the finest theater between Portland and San Francisco.

The theater opened in 1926 with promising new performers and vaudeville. In 1929 the Elsinore was leased to Fox Theaters and was converted to accommodate talking movies. The theater was used as a movie

house until 1980, but after years of abuse it was then used only for limited community use.

In 1992 the STAGE-Salem Theatre Auditorium Group was formed and in 1993 they received a \$400,000 grant from the Meyer Foundation, which enabled them to buy the theatre and provides \$100,000 for renovation.

Through the years of fund-raising and persis-



CPPC members visit Phillip Augustine's photography studio: L-R: Janette Dimick, Marlys Sanford, Jerry Skinner, Peggt Skinner, Virginia Dunn, Lorraine Griffey, John Sanford, Karen Ryan, and Mindy Benfield.

tence the theater was renovated and expanded and just last summer 2004 reopened for theatre productions, film series, and rental for public use. This beautiful theatre is filled with paintings, stained glass windows, and a magnificent organ which is worth seeing. Many thanks to Virginia Dunn for arranging and leading this event.

By Lorraine Griffey



Photo taken on tour of Elsinore Theatre

Mayflower Calendar of Events

- March 2, 2005** Portland Chinese Garden, followed by lunch at the Golden Horse.
- April 20, 2005** Woodland Lilac Gardens and Richland Wildlife Refuge, lunch at Oak Tree.
- May 11, 2005** Lake Oswego Sculpture Garden, Bishop's Close Garden and lunch.
- June 1, 2005** Japanese Garden, Rose Garden, Portland Farmer's Market and lunch.

Be sure to mark these events on your calendar. If you're not at the preceding club meeting to sign up, be sure to call Lorraine Griffey at 503-666-2222 to be included.

Happy Belated Birthday

Happy February birthdays to the following members:

- Linda Farnsworth - 1st
- Gerry Citra - 12th
- Patty Brost - 12th
- Dave Williams - 12th
- Mel Nilsen - 18th
- Jerry Skinner - 24th

And any others who have not reported their birthdate!



Members of the Technical Committee Jimmie Fox and Tony Gemma work on Tony's Distributor, while Bill Marble and Loren Bennett offer their assistance.

February Tech Committee Meeting

Gentlemen, start your engines! Well, it was more like Jimmie Fox saying "Tony turn the key and see if it will start". The February Tech meeting went off without a hitch.

The guys showed up and we met new member Bill Marble from Corbett. He has a 35 Business Coupe he wants to get back on the road.

After some tire kicking and coffee and snacks the group worked on Tony Gemma's 50 Coupe. They pulled the distributor and put it in a vise and proceeded to change the points and condenser. When taking the parts out one of the little screws that hold a vital part shot off like a 22 caliber slug.

New member Bill Marble found it on the floor. Tony says there's a lot of other stuff on the floor Bill could find for him.

John Sweeney, Loren Bennett, Bill Marble, Jimmie Fox and Tony Gemma all assisted in the tune up. After some personal conversation by Jimmie with the distributor it was all back together and Tony's coupe now runs great!

Then March Tech meeting will be at Dave Williams' garage on Thursday, March 3rd at 7:00pm. Everyone is invited.

by Tony Gemma

February Tech Tips

OVERDRIVE WILL "NOT" DISENGAGE

This condition is produced by causes just the reverse of those which prevent the unit from shifting into overdrive. In other words, instead of the control or solenoid circuits not being completed, they are not being broken when they should. Therefore, the solenoid remains energized and holds the pawl in the control plate.

1. DETERMINE WHETHER ELECTRICAL or MECHANICAL: A simple test to determine whether this is caused by an electrical or a mechanical condition is to push the control handle "IN" and turn the ignition key "ON". If a click is heard, the control circuit is grounded.

2. ELECTRICAL CIRCUITS: Pull the control handle out and turn the key "ON" again. If a click is still heard in the relay, the ground is between the relay and the horn relay and rail lock-out switch. If no click is heard in the relay with the control handle out, but a click is heard with the control handle "IN", the ground is between the rail lockout switch and the governor, or in either of those two units.

3. MECHANICAL: If no click is heard in the overdrive relay with the control handle "IN" and the ignition key "ON" the electrical circuit is probably OK, and there is some mechanical difficulty preventing the pawl from being pulled out of the control plate, this could be a broken return spring in the solenoid, or the solenoid pawl rod may not be connected to the pawl.

4. RELAY POINTS: With the ignition key "OFF" connect a test lamp between the solenoid terminal "SOL" of the overdrive relay, then ground it. If the test lamp lights, it indicates that the relay points are stuck closed and the relay must be replaced.

5. GOVERNOR: With the ignition "ON", check out the control circuit to find the ground by starting at the rail lock-out switch. Disconnect the wire between the lockout switch and the governor. If a click is heard in the relay, the ground is either in the governor itself or in the wire just disconnected.

6. LOCKOUT SWITCH: If no click is heard when the wire is disconnected, disconnect the wire at the lockout switch, which leads to the kickdown switch. If a click is then heard, the ground is in the lockout switch. Disconnect both wires from the lockout switch and touch them together. If the relay does not click, the ground is in the lockout switch and it must be replaced.

7. CIRCUIT WIRES: Continue the same test at the kickdown switch if the ground has not been located up to this

point. When a wire is disconnected and a click is heard in the relay, the ground is between that point and the last point checked.

OVERDRIVE WILL NOT KICK DOWN

This indicates an open circuit in the ignition interruption circuit, and could be caused by lack of contact at the "B" terminals of the kickdown switch. If this switch is slightly out of position, the plunger will not be moved into the switch far enough to bridge the "B" contacts. The position of the kickdown switch may be checked with the aid of a test lamp.

1. CHECKING THE KICKDOWN SWITCH: Connect the test lamp between one of the "B" terminals of the kickdown switch and the battery. Ground the other "B" terminal. The test lamp may come on before the accelerator pedal is depressed (if the distributor points are closed) depending upon which "B" terminal is connected. If the test lamp lights, move the connection to the other "B" terminal.

2. ADJUSTING THE KICKDOWN SWITCH: If the test lamp does not light when the pedal is depressed, adjust the lock nuts on the switch to position the switch correctly. Further adjustment may be made by loosening the mounting bracket nut and rotating the bracket until it is flat against the cylinder head. Then make a final adjustment.

ENGINE STALLS DURING KICKDOWN

If the engine stalls during the kickdown operation, it means that the ignition current is not being restored to the engine following ignition interruption. This could be due to the ignition ground points sticking and not opening when the solenoid is de-energized. Another possibility, although remote, is that the fiber block on the underside of the contact point spring is missing to the ignition circuit remains grounded even though the ground points are open. Another condition which would prevent re-establishing the ignition circuit, would be a ground at the "B" terminal of the kickdown switch that leads to the solenoid. If the terminal is grounded, the ignition circuit would be grounded as long as the "B" contacts are bridged, but would be restored as soon as the kickdown switch plunger moves away from the "B" contacts. If the ignition ground points are sticking, and cleaning them does not correct the condition, replace the solenoid. If the fiber block on the underside of the contact point spring is missing, replace the solenoid. If there is a ground at one of the "B" terminals of the kickdown switch, the switch will have to be replaced.

By Jimmie Fox