

REGISTRAR'S NOTES *Continued*

127 Welcome too, Karyl Harris, yet another lady owner...we shall soon need a "Coupe des Dames" ! Karyl now owns 127, previously owned by Bob Collins.

Associate Member. Welcome to Diana Smith, Herefordshire, who joined us at the Classic Car Show.

A PROJECTED PROJECT or "Flashing down the Straight"
BY MIKE MORLEY

QUESTION Do you find that your indicators sometimes remain flashing when you think they have cancelled ?

REASON The flasher self cancelling mechanism is activated by the steering wheel being rotated against a contact release cam which presses in the indicator switch at the top of the steering column.

To avoid the indicators cancelling too quickly there is a "dead" angle where rotation of the steering wheel does not activate the indicator switch.

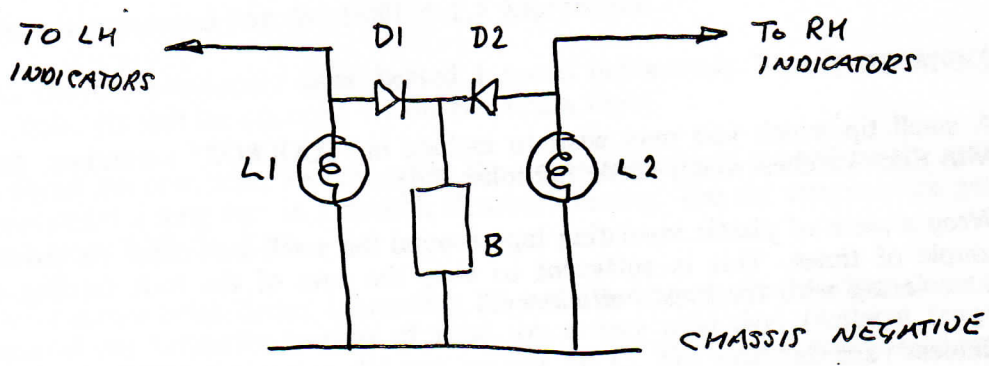
Therefore it's possible to set the indicator, make a turn and continue in the new direction without turning the steering wheel beyond the dead area.....the indicators continue to flash.

In a saloon car the indicator repeater lights provide a visual reminder that the flashers are still operating. In an open car this does not always work because the sun is shining on the instrument panel.

SOLUTION fit a buzzer so that the instrument panel indicator repeater lamps are accompanied by a buzz each time they operate.

Following the successful installation of a prototype in my own car, Ken Fletcher was brave enough to offer his car as a test bed for a production version at the start of last season. He reports that it has completely eliminated the embarrassment of leaving his indicators operating when he is driving in a straight line.

The following diagram is the circuit used:-



- D1 & D2 DIODES
- L1 & L2 DASHBOARD INDICATOR LIGHTS
- B BUZZER