

Hints of Value to Auto Workers

Automatic Adjustment of Generator

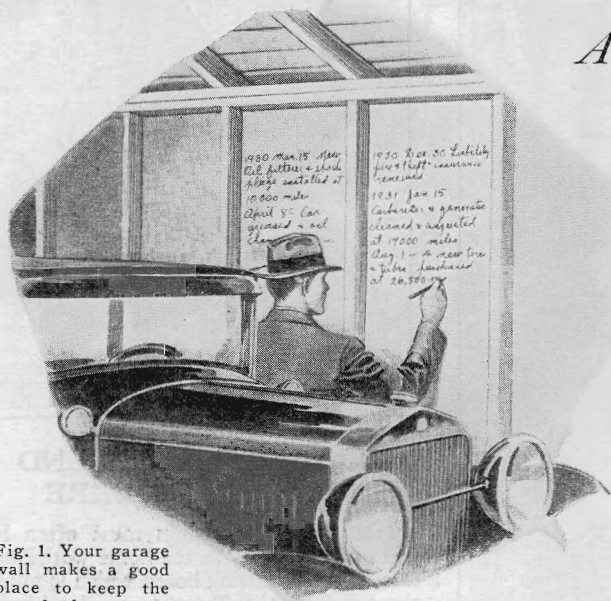


Fig. 1. Your garage wall makes a good place to keep the record of your car.

KEEPING a record of the various service and repair jobs that have been done on your automobile is, in theory, a relatively simple job. All you need is a small notebook in which to enter the various items. In practice, however, it doesn't work out that way. Being out of sight, the notebook is forgotten and the record is neglected until it is useless. What you need is a record that will be constantly in sight to act as a reminder to make entries when the jobs have been done and also to indicate when additional service operations are needed. If you keep your car in your own private garage, the walls of the garage form an ideal place for the car's service record. Or you can pin up large sheets of paper.

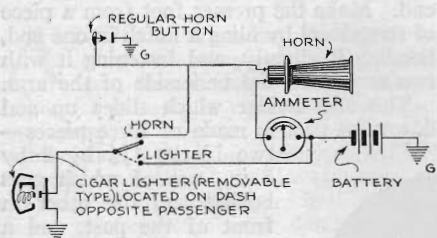


Fig. 2. Manner of connecting cigar lighter to switch to head off thieves.

THE removable type cigar lighter is a convenience, but the fact that it is easily removed may result in its loss, especially in public garages.

If the lighter is wired as shown in Fig. 2, no one will steal it. Instead of connecting the wire from the cigar lighter to the battery cable back of the ammeter, the wire is attached to the movable contact terminal of a two-way switch as shown. One of the remaining switch terminals is connected to the battery cable back of the meter and the other terminal is connected to the wire leading to the horn button at any convenient point. When the switch is thrown to the horn button side, a pressure on the cigar lighter will blow the horn and the heating element in the lighter will not glow.

WHEN a car is run far in daylight several days in succession it is common practice to reduce the generator charging rate. However, when such use is alternated with night trips, no single setting of the generator charging rate gives the proper results. Figure 3, below, shows a way out of the difficulty. By the use of an extra generator cut-out, wired as indicated, the charging rate is automatically cut down in the daytime and automatically put back to full charge at night. Only the fine winding on the generator cut-out is used and the fixed resistance should be set to allow about five amperes to flow when the generator is set for ten or twelve amperes, the usual charging rate.

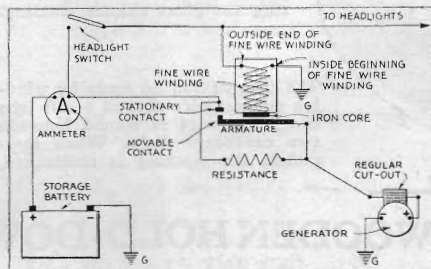


Fig. 3. By use of an extra generator cut-out charging rate is automatically changed.

AN excellent way to work out an electrical method of signaling left and right turns is shown in Fig. 4. The idea is to mount two lights, one on each mudguard, in such position that they can be seen from both front and rear. Each light is wired to its own steering wheel button. Red arrows against a black background could be used instead of lettering.

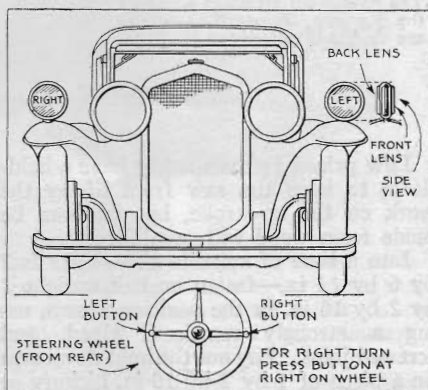


Fig. 4. Lights on each mudguard, wired to button on steering wheel, signal turns.

WIN A \$10 PRIZE

Each month we award \$10 for the best idea sent in for motorists. This month's prize goes to Emil J. Novak, Omaha, Nebr. (Figure 3). Contributions are requested from all automobile mechanics and if published will be paid for at regular space rates.

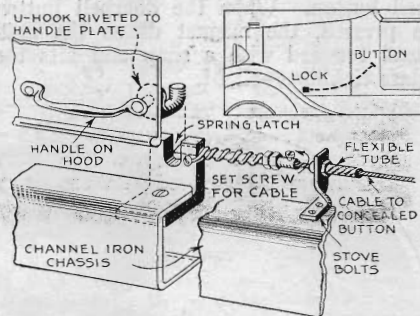


Fig. 5. By this method hood latches can be put on your car with operating buttons concealed under cowl but within reach.

IT IS often desirable, when the car is put in a public garage, to fix things so that no one can lift the hood and monkey with the engine. Figure 5, above, shows a simple way to add hood latches which can be operated by concealed buttons located under the cowl, one for each side of the hood.

The latch blocks are made from $\frac{3}{8}$ by 2 inch bar iron bent to a right angle, slotted for the hooks and drilled for the latches as shown.

They are bolted to the frame of the car. The U-shaped hooks are bent from bolts and are held by the bolts that are used to attach the handles to the hood. The latches are made of $\frac{1}{4}$ -inch stock beveled so that the hook will snap into place when the hood is lowered into position. The release buttons can be mounted either underneath the dash or on the dash.

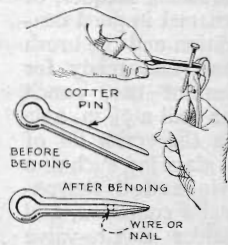


Fig. 6. Cotter pins can't slip out if nail is put between the split points.

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AN EASY way to fix cotter pins so they may be slipped into tight holes is shown in Fig. 6. Place a nail or small piece of wire between the split points and squeeze the tips together with a pair of pliers as shown. This method is especially useful when the cotter has to be pushed into a hole hard to get at.