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"It's not the proper way to do it!"

A few days ago I hoested Mr. Nickolas Falasca of Cleveland, a professional
Electronic Technican.   Nick popped in about 8 P.M., after I'd spent a long
afternoon trying to install turn signals on a '51 Hudson.   The car had only the
standard brake lights and parking lights, my daughter firmly insists that hand
signals are useless and refuses to use them ... so, to keep her from killing her-
self I'd decided to install the lights.

Some time ago I'd purchased a kit intended for a Willys Jepp, the gent at the
surplus store told me to follow the included instructions and just hook the turn
signal wires into the stop light.

So, I started out, I had to design and build the bracket to install the swite
ch, this wasn't bad I did it only half a day and then came the wiring! I read the
instructions carefully and followed them.   An hour later I had the intial wiring
finished and hooked into the right tail light ... and the right stop light went
out and stayed out!

Then Nick showed up and I had an inspiration!   After all Nick seemingly
spent half of his life in collige studying electrics and things.   He'd know just
what to do .... he readily agreed, we'd start on it first thing in the morning.

"First thing in the Morning" meant about 11 A.M., we'd spent the night with
George & Mary Young and then exchanging gossip at my place till the wee ones.
I gathered up an arm-full of wires, soldering irons, light bulbs, nuts and
bolts and out we went.

Nick reached for a handfull of wires and quickly soldered them together, we
still didn't have a stop light.   Nick then decided that the ground must be bad,
"We'll disassemble the tail light and start over, that way we'll find out where
the ground is bad and repair it first".

We removed the entire tail light fixture and while Nick held it in his hand,
(effectively removing any possability of grounding it) I reached in and turned on
the switch .... the light shown brightly!   "But, it can't do that, it isn't
grounded anywhere" Nick complained.

We stood there and scratched our heads, agreeing that no automotive light can
work unless it touches the metal of the car.   Nick got several sheets of paper
and started drawing wiring diagrams, "I'm practically an electronics engineer, I
can figure it out", he said.

I'm forced to confess that his diagrams looked authentic, although I think he
added some extra squiggles just to impress me, eventually he decided that the
current was entering the bulb through the stop light circuit, going through the
common brass base of the bulb and exiting through the parking light circuit.

"Let's see, now there must be some way to prove this", he said.   "Sure" I
agreed, "We'll cut the parking light circuit and see if it still works."   "NO, NO"
Nick protested, "That's not the right way to do it. I wish I had my test equipment
here".

"Look Nick," I said, "You say we're messed up because we've got a circuit, then if we break the circuit won't that prove it one way or the other?"

"Oh course it will", Nick agreed, "But, it's not the proper way to do it!" He waved his arms, "You're supposed to work all of these things out on paper and then when you hook them up they have to work"

I reached out with the wire cutters and chopped the wire, then turned the switch on again. The lights didn't light this time. We stood there and argued about the circuits, Nick still complaining that I wasn't following the rules of good electronics.

Eventually we hooked up both of the taillllights and installed the new front lights I'd bought. I reached inside and turned the switch once more. Nick smiled and said, "That's fine, the right tail light is on, but it's not blinking".

I walked around the car, "How come the left taillllight is on also then ? " We had another head scratching session

"Look Nick, let's hook up the front lights too, maybe the extra juice will make the relay open and close". That sounded logical to Nick so we soldered up the rest of the connections.

"OK, I think everything's ready", Nick said, "Turn the switch and let's see what happens". I turned the switch on, the extra drain did the job beautifully- now all four lights blinked! The moment the switch moved the car signaled that it was going to turn left and right!

Nick squatted down on the ground, he started drawing wiring diagrams in the dust. Finally he stood up, "Well, you see, it's really very elementary, you see I work for Addressograph-Multigraph and I'm a big man there. I work on these great big computers there! We don't work on little things like this, I've just got too much training for these small problems." Here, hand me that paper ggain and I'll show you how me make the electrons jump on and down on the counters of a gigantic accounting machine"

"Fine, Nick", I said, "I'll agree that you're a fine electronics man, but why DO ALL THE LIGHTS BLINK ?"

"Well, I'm not sure just why but I think maybe that double circuit in the tail lights have something to do with it." Nick grinned, "Have you got a couple more of the auxillary lights, we could test the circuits that way and then I'll show you how to re-wire the whole thing".

I dug up two more lights which were loosely mounted on the body above the old tail lights. Nick wired these into the circuit, disconnected the tail light circuit and we turned the switch again.

The lights blinked nicely in pairs, just like any other car.

Nick started designing the circuits, in the meantime I took the drill motor and bored two holes in the body. Nick looked up, "Hey, don't do that. I'm going to show you how to do it right".

"I don't want to do it right", I replied. I just want to bolt them down while they work. I now have two extra lights bolted to the rear fenders and they blink as they were intended to do. In all honesty I suspect I'd have spent a week and perhaps burnt the damn car if I hadn't had the services of a real live electronics expert.