

Odds 'N' Ends

The 86 year old man was very ill and was lying in his hospital bed with his wife holding his hand. He said to her, "Mary, I've been thinking, you have stayed with me through thick and thin all our married life. I remember when the Depression came and I lost my job, you were with me. When the war came and I had to join the army, you became a nurse, and when I was wounded. You took care of me. I think of the many problems we have had throughout the years, and that you have always been there. You know something, Mary? I've been thinking. "You're bad luck!"

Think of the word, "Ladder" in communications

L – Look at the person speaking to you.

A – Ask questions.

D – Don't interrupt.

D – Don't change the subject.

E – Empathize.

R – Respond verbally and non verbally.

Shop Talk By Jon Meyer

Should you need a starter solenoid for either 1956 or newer Hawks or Larks, you can use one off a Ford as it is the same. The Ford part is #B6AZ-11450-A While on the subject, let me tell you how they work.

There are 4 terminals on each one. Two of these terminals are large and two are small. The two large (5/16) are from the battery on one side to the starter on the other side. The two small ones are marked with a "S" or an "I" and are the ones that may get mixed up while changing the unit. If they get mixed up, you can't hurt anything, so just change them the other way around. When you turn the key to start the car, you supply 12 volts down a wire to the "S" terminal on the solenoid. This, in turn makes the solenoid pull shut on the inside, causing the 12 volts to flow through from the battery side to the starter side and down to the starter. Also, at the same time, the "I" Terminal gets

12 volts out of the solenoid. It is sent down the wire hooked to the "I" terminal to the coil so you get a 12 volt shot to the ignition system on the start up.

All 12 volt cars don't run on 12 volts. They use only 8.7 volts to the ignition system while running, so to make them start a little easier, we opt to by-pass for a 12 volt shot to the ignition on the start up. If you are out under the hood and want to turn the engine over, jump from the battery side of the solenoid to the "S" terminal of the solenoid, but make sure that the brake is on or the wheels are blocked and the is not in gear. When you get 12 volts to the "S" terminal, and it pulls in the solenoid, it also will supply 12 volts to the coil so the car may start up for jus a second. If you wan to prevent this, just take the wire off the terminal or pull the coil wire out of the distributor cap. Bumping the engine over this way comes in very handy when putting points in.

Thanks to Jon Meyer and "Wheels and Deals," Orange County Chapter, SDC.

- We learn that good judgment comes from experience, and experience comes from bad judgment.

Anonymous

- We acknowledge that the world is full of willing people, . . . Some are willing to work and others are willing to let them.

- Some mistakes are too much fun to only make once.

- A truly happy person is one who can enjoy the scenery on a detour.

- Have an awesome day and know that someone has thought about you today . . .

Did You Know?

- On the average, 12 newborns will be given to the wrong parents?

- Chocolate affects a dog's heart and nervous system. A few ounces can kill a small size dog.

- Ketchup was sold in the 1830's as medicine.

- If you want your children to turn out well, spend twice as much time with them, and half as much money.

Abigail Van Buren