

“Buzzer” Tech Session – Friday, January 26, 2024

For the past several years I have been guilty of driving down the highway in my 1973 MGB oblivious to the fact my turn signal stays on for miles due to a lane change. Can't see the turn signal indicators very well because they are blocked by the steering wheel and can't hear the “clicker” when the top is down, (or up). Mentioned it to fellow club member, Barry Erickson who has a great looking 1971 MGB/GT and he had the same problem. Barry being an Electrical Engineer in his past life made a fix that works like a charm in his car.

I said I must have it and since I'm president of the club and allowed some perks for my efforts, I set up a tech session for the process to be done to my car!

Barry sent me a list of items to get, and I went down to my local NAPA supply store and got \$99 worth of bits and parts for the job. Money well spent I figured!

On the day of the session, Barry showed up with his tools and three other members of the club arrived at 10:00 am: Rob Duarte in his Hot Rod, Barry Jones and Bill Thatcher in their regular cars.

Barry gave us a demonstration on his car on how the buzzer works. The buzzer goes off when the turn signal is on loud enough to hear and when one is at an intersection waiting to make a turn, the buzzer is turned off by deploying the brake. Genius!

So, we proceeded (pretty much Barry) to set up the buzzer under the dash, make wires the right length that were needed and their connections. Speaking of connections, Barry does his the way they supposed to be done. Soldered and with heat shrink tubing. The first wire we set up was a black ground. A couple of things to remember: Always place the heat shrink tup on the wire before attaching the connection and use a vise for soldering the bits. Two 60 plus men holding wire and soldering gun have too much shaking going on to get a good connection. In addition, get all your wires and connections all completed before placing in the car, as you don't want to be soldering bent over in the engine bay or under the dash.

During this time, Barry Jones, Bill and Rob were very helpful in the support of the project and offered very good support and suggestions on placement of the parts. They must have been very good supervisors before retirement.

Once the system was hooked up, it worked great. Took a group picture and off we went to complete chores for the day. I tried the system after everyone had left and it didn't work as I thought I left the key in the on position during the day and battery got drained. So, I put a trickle charger on it to juice it back up. Later that night, we had a dinner party at the house with some friends and the system worked then. I was a happy camper.

The following morning was Cars and Coffee at the Baja Cantina and I wanted to show off the work amongst other car enthusiasts. Got all bundled up for the drive, hopped in the car and

there wasn't even a click. Deader than a doornail. Bummer, so I took the TF, hoping to see Barry and possibly figuring out what the problem may be.

Barry wasn't there so I went home and called him. He was a bit stumped but offered to come all the way from Salinas to take a look. What a nice guy! He came over and between the two of us, we could not figure out what was going on. Barry had his trusty Fluke tools and was almost beginning to question their being right.

I told him of a story I had driving back in the B from Eureka where it just crapped out on the 101 freeway in Rohnert Park. I had it flat bedded to my mechanic friend's house in Walnut Creek. (thank you, AAA, premium) and looked at the car the following morning. After just "touching" wires the car started back up miraculously. ERRGGHH! But I got home OK. Gremlins? British Electronics? Son of Darkness Lucas? Who knew, hence why I always drive in the right lane on the freeways for quick emergency exits if the B craps out ever again.

Getting back to the buzzer job, Barry determined that the 5-pin relay that was installed wasn't working right and that we'd have to get a new one at Napa. I thought to myself that I could get it and install it myself incase Napa didn't have one on that day. However, Barry being the consummate British Car guy and always being prepared had an extra one in his car for me to use.

Huzzah! We hooked that up and it ran like a champ. Yeah!

The following day, Sunday, I wanted to try it on the road as I had a few chores to run, and the weather was glorious for a top-down drive. I'm happy to say the buzzer worked just like it was. Supposed to.

Below are some pictures from the event.



5 pin relay before it is mounted and grounded.



Barry and I with Barry doing the heavy lifting.
The Tech session attendees

