

Design for Safety

Self-cancelling Indicators. You mention "self-cancelling" indicators as a device which "fails safe" (8 January). The present-day steering-cancelling was excellent when first introduced about 1935, for then it was customary to signal only for right-angle turns, and there was the certainty that enough steering angle would be put on to operate the ratchet. It is now customary to signal lane-changes, and the wheel movement is so small that the signal is not always switched off on straightening out, but must be switched off by hand. Cannot manufacturers be persuaded to replace steering-cancelling by a time switch, as was fitted to the steering-wheel centre of the Y-type M.G.?

Of course the arrangement which cannot give false signals is the push-button control which was fitted to the 1935 M.G., but this has the disadvantage (which it shares with hand-flapping) that a hand must be taken off the wheel when it is most needed.

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