

ASHLEY INVENTION CHARACTERIZED AS SOLVER OF FORD MAGNETO ILLS

**William G. Ashley Perfects Apparatus that
May Revolutionize Ford Service—Machine
De-Magnetizes, Cleans and Re-charges Mag-
neto Without Removal from Car**

An invention which is characterized in automotive circles as being a long sought for solution of the magneto problem pertaining to Ford cars has been perfected and placed in operation by William G. Ashley, proprietor of the Ashley Storage Battery Company, 1085 Purchase street. The machine, concerning which a patent is pending, is called the Ashley Magneto Charger. It has three functions, the first to de-magnetize the coils of the magneto, second, to clean off all foreign matter that may have been deposited on the coils or copper band of the magneto, and third, to re-charge the magnets when the process of cleaning has been completed. The important feature of the machine is that it performs its work while the magneto is in place in the car thus obviating any

er. The current passing through the transformer is sent through the two-way switches, which when thrown upward on the board in alternating current perform two operations at one time. The voltage sent into the magneto is so strong that all foreign matter such as pieces of wire, small particles of steel and iron, and other materials that may have been picked up from the crankcase and lodged upon the coils of the magneto, are immediately burned off from their positions on either the coils or the unprotected copper band circumventing the magneto. At the same time while this process of cleaning is going on, the current acts to de-magnetize the coils with the result that whatever foreign matter may have been held by magnetic attraction drops into the crank case and can be taken out when the oil is drained. Thus the cleaning process is completed without even wasting a minute's effort in attempting to remove the magneto from the car. The positive wire is attached to the magneto plug and the negative wire is grounded on the brake pedal.

Voltmeter Checks Process.

The magneto cleaned and de-magnetized, the next process of importance that is undertaken is that of re-charging the magnets. The apparatus is still attached to the magneto and the brake pedal and then the two-way switches are thrown downward on the panel and direct current from a three-quarter horsepower motor generator is shot into the coils of the magneto. The voltmeter is in use throughout these operations and by this instrument the condition of the coils is figured. There are 16 coils on the magneto, each one capable of developing two volts, thus 32 volts is the maximum capacity of magneto development. Consequently the voltage, measured shows clearly the amount of efficiency before the Ashley machine is attached. During the cleaning process, the voltmeter illustrates the effect of the current in ridding the coils of the foreign material. The completion of the process is registered by the full 32 volts appearing on the dial of the instrument. Again in the final process, that of re-charging, the full efficiency of the magneto is registered before the current is taken off.

The set of Ford lights that are used are for the measurement of the brilliancy attained by the magneto after it is re-charged. They also fulfill a double purpose in that they give the efficiency of the lights attached to the car. When the apparatus lights show 100 per cent efficiency and



William G. Ashley.

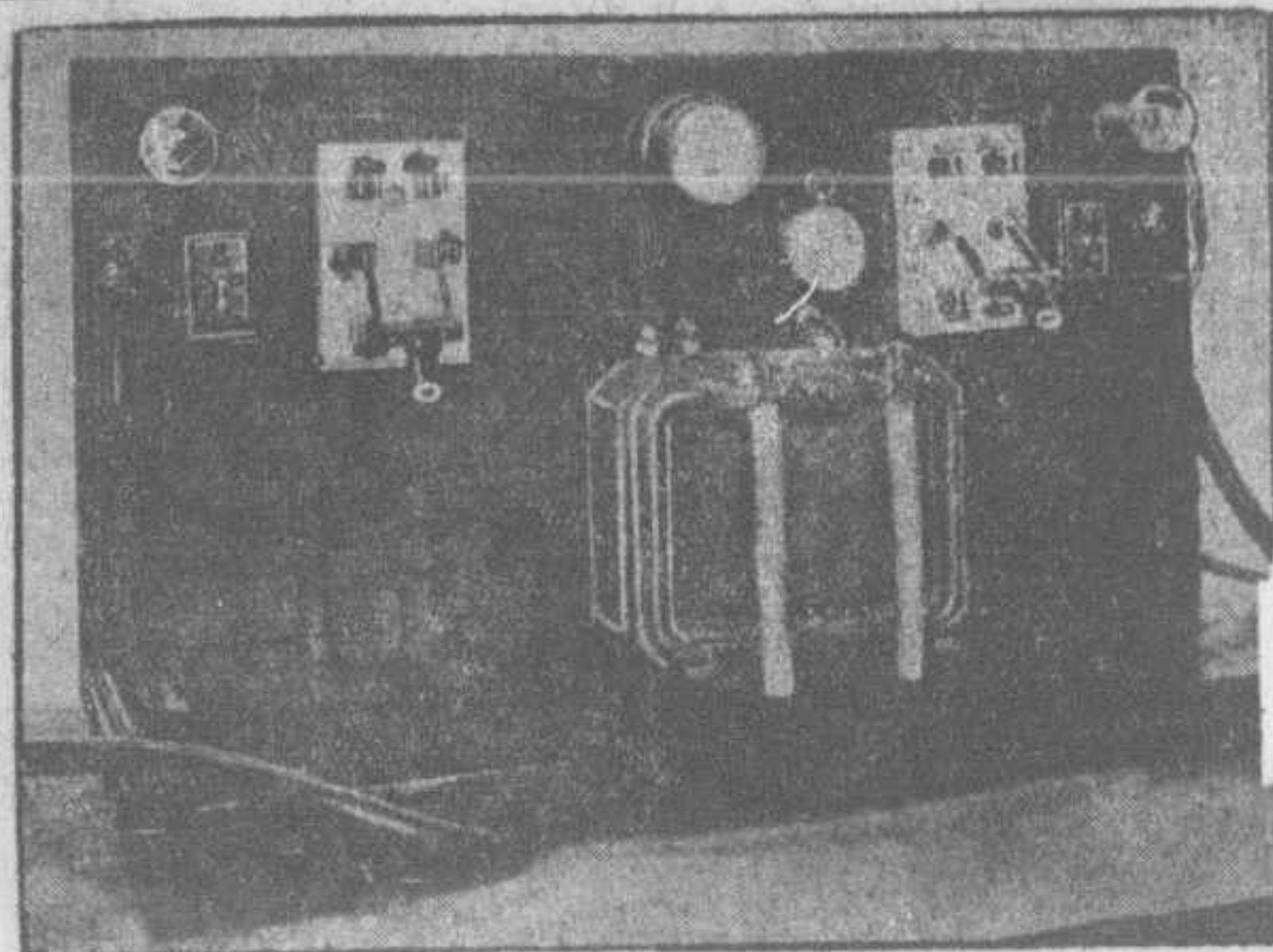
necessity to tear down the engine to get at the magneto as was formerly the case.

Simplicity Is Keynote.

The apparatus consists of a set of electrical instruments mounted on a wooden shelf-like arrangement and includes a transformer, voltmeter, compass for locating the positive contact on the magneto, a set of double pole two-way switches, a pair of ordinary Ford lights for measuring the brilliancy of magneto effect controlled by individual cut-out switches.

Alternating current of 110 volts is used in the operation of the machine and, of course, is stepped down to practical use within the scope of the apparatus by means of the transform-

A BOON TO FORD OWNERS



Ashley Magneto Charger

William G. Ashley, well known in the electrical trade, has probably solved all Ford magneto problems by his invention of a machine that will enable 100 per cent. efficiency at all times.

the contrast of the car lights is below then trouble is demonstrated on the auto lighting system and this is regulated at the same time.

Big Service Aid.

To those dispensing Ford service, the advent of the Ashley machine upon the market is hailed as a big time-saver, while at the same time it provides the shop with a method of cleaning and re-charging magnetos in Fords that will prove economical to the auto owner. Under the old way of handling the problem of magneto trouble it was necessary to haul down the entire Ford engine to get at the magneto while the process of cleaning and re-charging was but simple in itself.

The machine has been in operation at the Ashley shop for the last week and the results that it has accomplished are proving very satisfactory to both the inventor and the Ford owners who have been bothered with magneto trouble.

TEM

Death

Simone P. Ashley.

Simone P. Ashley, 72, 725 Washington street, Fairhaven, a draftsman and also employed as a builder and carpenter, died at St. Luke's Hospital here about one yesterday afternoon, death being due to a combination of troubles induced by old age and kidney trouble. He is survived by a son, Emory Ashley, a machinist, of Providence, by his first wife, and also by a widow, his second wife, Imo G. Ashley, and a daughter three years of age. He was a brother of the late Captain Wallace Ashley, who formerly commanded whaling vessels sailing out of this port and San Francisco.

Mr. Ashley was born on Mechanics lane, and had made his home in this city for nearly all of his life, removing to Fairhaven only a short time ago. He had been a foreman carpenter on many large building jobs and had also done considerable work as an individual builder. He had recently worked as a carpenter for Isaac L. Ashley. In connection with this work Mr. Ashley also did considerable work in drafting plans for houses of medium cost.

Philip A. Taber.

April 29th 1920

**The
World**

"Circulation Books Open to All"

6-DAILY.

Copyright, 1920, by The Press Publishing Co. (The New York World).

U. S. IS TOO RICH FOR PANIC; HALF WORLD'S GOLD IS HERE

(Special to The World.)

CHICAGO, April 28.—John Fletcher, Vice President of the Fort Dearborn Bank, handed a few figures on panics to Chicago's big business men at the meeting of the Association of Commerce to-day:

There are people foolish enough to talk about the possibilities of panic. With but 5 per cent. of the earth's population, we have 24 per cent. of its agricultural production, 40 per cent. of the mineral production, and we manufacture 35 per cent. of its goods. Our natural wealth is above \$225,000,000,000, while that of our nearest competitor, England, is but \$80,000,000,000. With this, it is impossible for things to go wrong.

THIS REAL TROUBLE IN THIS COUNTRY TO-DAY IS THAT THERE IS A PREMIUM ON IDLENESS.

Our trade balance to-day is \$5,000,000,000. We have repurchased our foreign placed securities to the value of about \$3,000,000,000. We have loaned our allies \$4,000,000,000 or \$10,000,000,000. Half of the gold in the world is in the United States, and the deposits in the banks of this country are billions more than the total in all the other banks of the world.