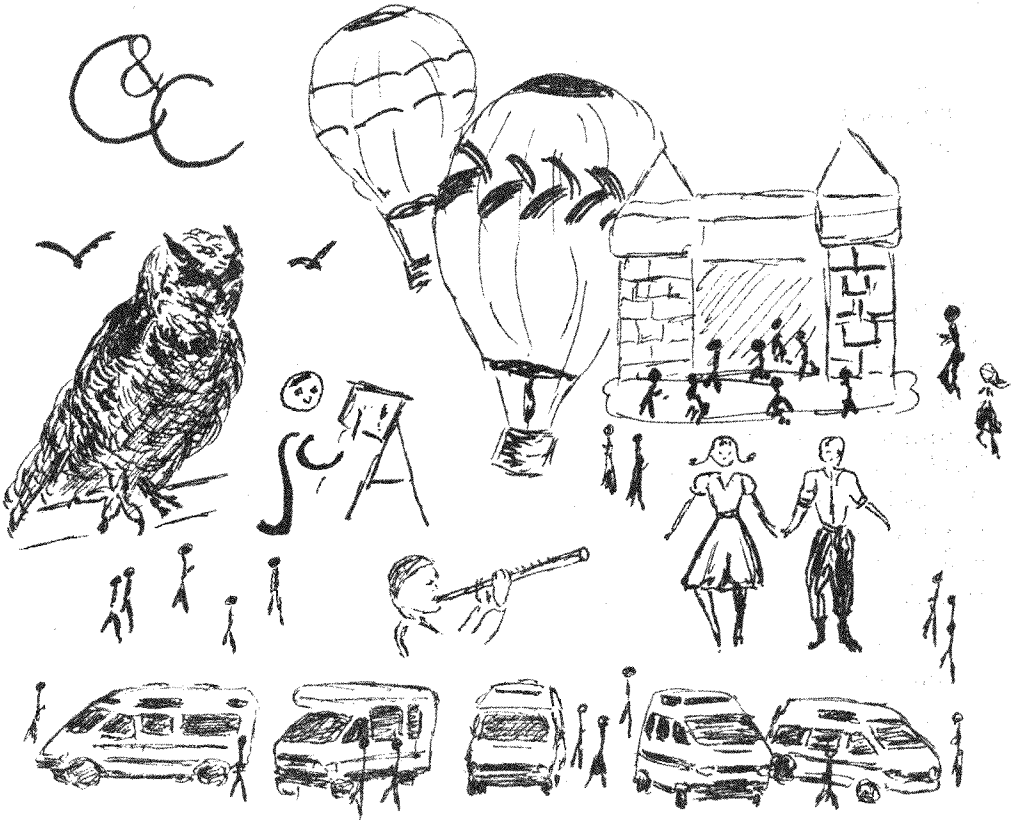


AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 82
JULY 1995**

Hello.

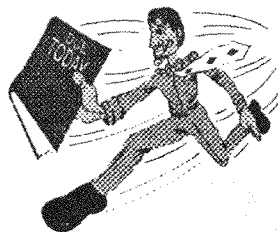
This issue is being 'put to bed' rather earlier than usual. *Sheila and I* can go away on holiday knowing that most of the Newsletter will be ready and only a limited amount will remain to be done when we return. At around the same time *Rita & Phil Daley* will also be enjoying a well-earned break, perhaps rather farther from home than us. It may just be that the July issue will be a little late in arriving at your door because we all will have to deal with things in a bit of a rush after our hols. So please forgive us if we are a little late. Remember that ALL your Committee are volunteers and are doing whatever job they have for "fun"! By the time this is in your hands our holidays will be a thing of the past but we shall, at least, have our memories. I wonder what the weather will be like this time!

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CUT-OFF DATES

May I re-iterate that the normal cut-off date for the receipt of items for inclusion in the Newsletter is the 16th of each month. The exceptions are in June and December when the closing date is the 10th. The reason for this is the holidays - summer and Christmas. In addition, please do NOT write and ask for anything to be included in the such-and-such issue. I cannot guarantee that anything will be included in any issue or at all. I

will try to get whatever you send, particularly advertisements, into the next **AVAILABLE** issue but there will be no assurance. So please do not send in something, after the closing date particularly, with the request or demand that it must be included in a given issue. It has happened in the past that someone has not thought the problems through but there is a bit of work which goes into the production of your Newsletter!



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Sheila & I have been rather amused and very pleased with the response to the earlier comments about change of vans. Our remarks in the Newsletter have brought in some letters giving details of the new vehicles - even a new address! But *Sheila* still discovers that a new member joins and gives details of a vehicle which, according to the Club records, is the proud possession of an established member. Don't forget that even if you do sell your van, once you have been a member of the

Club you can continue to receive the Newsletter if you keep up your subs. But you can't, of course, attend rallies or benefit from any other service which the Club may be able to provide. So if you have sold your van, please let *Sheila Henthorne* know so that the records can be kept fully up to date. Thank you!

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The Newsletter

At the Open Forum after the AGM *Harry*, our Newsletter Editor, asked (as usual) for us to keep sending in contributions.

It seems to me that "Hints and Tips" is one of the more valuable sections (vide Talbot Steering Recall) so here are some of the bits that I have either heard or have happened to me this year at Kettering. Many of us had trouble with dim fluorescent lights and have had the whole unit changed, sometimes without much improvement. One member I was talking to has found that the trouble is not so much with the unit but with the fitted tube. He recommended replacement with good English or German made tubes - the improvement, he said, is remarkable.

Then another member with a T4 Clubman was distressed to find, after the run from South Wales to Kettering, that his cabin lighting was so dim as to be near non-existent. Luck and inspiration led me to find a blown 30 amp fuse in the split charge circuit (on the nearside of the engine compartment bulk-head). As I was putting away my "detection equipment", a T4 Trophy arrived and shortly afterwards found that he had no leisure electrics. Experience led me to check his 30 amp fuse. It too was blown - replacement effected a cure. While this was being sorted out another T4 Trophy came in having been out to look for 30amp fuses to replace those borrowed whilst trying to get his leisure battery to charge. We were still talking around this when another member came by and said that this was a known problem. If the leisure battery had been allowed to get very low, the charging surge when the engine was next run was enough to blow the fuse. Fine - it's a consumer fault to run the battery flat - but if it is a known fault, why not a tip in the Newsletter - charge up the leisure battery via your hook-up at home or on site or something. Any advice about fluorescent tubes?

Come on, what have been YOUR problems? How have you met/overcome them? Let *Harry* know!

Jim Cresswell

OH, NO!



Thanks, *Jim*, for this advice. I still don't fully understand how anyone could run the leisure battery so flat - they must have had the TV, the microwave and heaven alone knows what else running whilst on a green field site with no electrics. But please, let me have your hints and tips to keep the Newsletter full.

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In The Same Vein

We were nonplussed when, after several outings and 2500 miles completed in our new Clubman, the van battery was found to be flat. Luckily, we were on a site and could charge it up from the hook-up. The (normally very helpful) instruction book suggested that a fuse may have blown in the charging circuit. Unfortunately, the book forgets to tell you where the fuse is!! I failed to find it. A visit to our supplier confirmed that the 30amp fuse had blown and suggested that some sort of "surge" from the alternator had blown it. He put a new fuse in which seemed to work.

Perhaps it did for a short while - then, to our horror, we found that the fuse had blown again and this time we were miles from any form of help on the north west coast of Scotland. However, the local garage had a packet of 30amp fuses which I snapped up. I replaced the burnt out fuse and all seemed well. In fact all is still well, after another 1000 miles.

The moral of this story is that there are so-called 30amp fuses as fitted by the manufacturer and 30amp fuses. The width of the strip that melts in the purchased fuses is double that of the original. Both are labelled "30amp" and both are of green plastic. I hope that this note may help others.

David Morris.

This is a fairly common difference in the various manufacturers of the components, in this case fuses. Each seems to have his own idea of the "correct" amount of whatever to put in to the component. But you still haven't told us where the fuse is!

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New Zealand

My wife and I recently returned from a trip "down under" where we spent 7 1/2 weeks touring New Zealand in a motor caravan. I know that members do not necessarily want to hear of these journeys so I won't

bore them with the details, despite it being one of the most fantastic trips we have ever made.

The point of this letter is that we used a British made motor caravan which came about by an exchange of vehicles. On the advice of the owners we joined the New Zealand Motor Caravan Association. This enabled us to meet like-minded people there and also to use the club's system of inexpensive overnight parkings.

I have since written to the N.Z.M.C.A. saying that I would be prepared to assist to see if there would be any interest in other people doing the same sort of thing. There are many things to be considered and it may well not be feasible for most people but, as a start, I thought of members of our Club. There was a recent request in the newsletter from *Nora and Ven Venables* for information on N.Z. and I have been in touch with them. Please let me know if there is a way forward.

Leo Soble

If anyone would like to consider this idea and would be willing to exchange their van in this country for the use of another in N.Z., why not get in touch with *Leo* by telephone or fax on 0145 270 0526 or write to him at Windmill Cottage, Blackwells End, Hartpury, Gloucester, GL19 3DB

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Odds & Ends

1. We have rarely used the Trumatic 3000 heater in our '91 Talisman for fear of our dogs hurting themselves on the hot casing. We recently measured the casing temperatures using a digital contact thermometer. The results serve to act as a caution because they may be much higher than perhaps are generally realised. The table below shows the peak surface temperature at the three fan speeds:

Fan Speed	Casing Temperature Degrees C
OFF	134
SLOW	107
FAST	78

Accidentally touching the casing at 78 degC is likely to cause discomfort and perhaps some skin redness if contact is more than brief. At the higher temperatures there is a real possibility of skin burn and blistering. Obviously it is a powerful heater and is bound to get hot; but please be extra careful if you have dogs or children in your van because they may not recognise the danger.

2. Members may like to know that the First Alert Carbon Monoxide detector (£30-£40 from B&Q stores) is NOT suitable for caravans, boats and other non-residential places. This information is in the leaflet which is found in the box after you have spent your money! Their customer helpline couldn't shed any light on the matter but the instructions have all kinds of warnings about exposing it to heat, cold, humidity, cleaning materials etc. etc. If anyone has any information about a suitable CO detector then we'd like to hear from you.

3. Many thanks to *Eric Stow* for his tip about putting metal shields behind the Express door handles to improve security (Newsletter No. 60; September '93). We followed his example and found that the chance of breaking the trim clips is much reduced if you lever between the door metal and the plastic to avoid pulling the clip through the board of the trim panel. Double Dutch? Give us a call if you need more detail!

4. Further to our difficulties with holding the Talisman on the hand brake we have had the lever extended by 4". Initial trials seem promising but perhaps the hazard now is from strong-armed mechanics straining the cable! (We should perhaps explain that *Louise* is a 5ft 2in, 7 stone weakling.)

5. Our Old Irish Setter, Ruth, has been put to sleep but her substitute, called Tigger (7 months), will be very pleased to meet you all at the C&C Rally. We might even give her away if she continues to chew everything. Look for the van with the dog picture on the back.

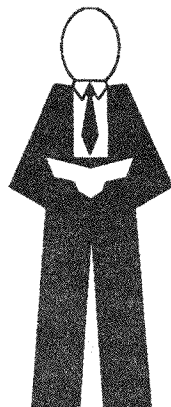
Louise Story & Jim Botterill

So far as the problem of the casing temperature is concerned, this really applies to any and every type of heater in use today. Even a fan heater can cause problems if you stay too near it for too long. If there is any danger to children or animals, it might be sensible to organise some form of guard around it. Their telephone number, if you want to discuss item 2 or any other point, is 0194 877 0335.

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Chairman's Chat

Please **don't** arrive in the area of the Three Counties Showground before the opening time, at noon, of the Club and Company Rally on Friday, 21st July 1995, and avoid congestion on the roads around the Showground. There is limited parking off the B.4208 and when that is full there is no other available space. Your co-operation is particularly requested by not turning up early. The setting-up of the rally will still be in progress on the Friday morning and if the volunteers involved have to be diverted to deal with congestion outside the Showground, the opening may have to be delayed until the work is fully completed. So please help us to help you.



On Saturday evening, at the **Barn Dance**, the Caller will be choosing the **three most suitably dressed couples** who will each receive a small prize. There is still time for you to select your wardrobe for the Barn Dance when you are getting ready for the rally itself!

A very limited amount of bottled gas (LPG.) will be available at the Blackmore Caravan Club Site at Hanley Swan, about two miles away from the Showground. The Warden of that site has very kindly arranged for his suppliers to leave him extra bottles, **BUT** there is a **very strict limit** on the number of bottles that he can store on the site.

The members of the Annual Dinner and A G M Rally Organising Sub-Committee have been very active prior to and after this year's event. They have visited quite a number of places in various parts of the country which might have been suitable for the Club for 1996 but all those places visited were found to be unsuitable. There was not enough camping space, the Hall was not large enough, we would not have had exclusive use of the Hall or there were insufficient catering facilities. One site might have been suitable but it was felt that the meal prices would have been considered far too expensive and another site, used previously, will still not allow dogs onto the site despite rumours to the contrary. The sub-committee have telephoned other places with similar results and in order to make progress they, with the approval of the full Committee, have booked Wicksteed Park, Kettering as the venue for 1996 **BUT** they are now looking for a suitable venue for 1997.

The Editor, in Newsletter 81 (June), listed the various require-

ments for a normal Club Rally. However, for the Annual Dinner and AGM Rally we must have sufficient, suitable camping space for at least 175 vans; a hall, for our exclusive use, capable of holding an Annual General Meeting involving 250 - 300 people as well as having suitable catering facilities for such a number. There are many places which meet one or two of the listed criteria but very, very few that meet them all. And of course, pets must be welcome too. Please help the Sub-Committee by sending their Chairman, *Ron Wilson*, full information on any sites which meet all the listed criteria and where the charges will be reasonable to our members.

The Club's two major Rallies for 1996 have, therefore, now been booked and you can enter the dates in your diaries. The Annual Dinner and A G M Rally will be held at Wicksteed Park, Kettering, 19th-21st April 1996. The Club and Company Rally will be held at the Three Counties Showground, Malvern, 12th - 14th July 1996.

At the last Committee meeting *Steve Bowler and Sheila Henthorne* were elected as Vice Chairmen of the Club. *Nial Reynolds* was elected to undertake the P R O duties. I thank them all for accepting these offices. Please give *Sheila and Steve* your support at the Club and Company Rally when they cover for me whilst I am off on holiday.

You will have noticed that Newsletter 81 was stapled and this follows from the Club putting the work of collating and folding out to contract. Previously, *Rita and Phil Daley*, after printing some 1,400 copies of each page have, with the help of other members who live nearby, collated and folded all the pages to form separate Newsletters. As you will appreciate, this has taken a considerable time each month. The *Daleys* will continue to print the Newsletter as usual but the collating and folding will now be done by the contractor at, obviously, some additional expense to the Club. On behalf of all members I offer thanks to *Rita and Phil* for all their work and for continuing to do the printing. Our thanks are also due to all those members who have helped in the collating, folding, and envelope filling which has been done quietly to the advantage of us all.

Arthur Irving.

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Obituaries

We have been advised that *David Foulkes* of Boston died in hospital on May 30th after a short illness. Our condolences and sympathy are

extended to his wife, *Dorothy*, and the family.

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We have also learned that *Brian Burr*, of New Milton in Hampshire, passed away on May 3rd. He had been ill with cancer for about six months but we understand that he did not suffer pain for too long. Our sympathies go out to his family.

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Rallies

Bob Brindle tells me that a new "A - Z for new Rally Marshals" is being printed by *Rita and Phil Daley* and it will be ready shortly. "Copies may be had" by contacting *Bob* on 0177 771 1588, by writing to him at 43 Welham Grove, Retford, Notts., DN22 6TZ or by seeing him at the Club and Company Rally.

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A Rally with a Difference!

John Greenwood has come across a VERY small site on Anglesey and is wondering whether there might be any interest if he should run a rally there. He tells me that the site is rather remote and for the last three miles it constitutes a driving and navigation test! It is generally very quiet and is suitable if you like hiking, walking, bird watching or general outdoor pursuits. There is a fairly deserted beach where small boats and canoes can be launched into a safe bay. The **MAXIMUM** number of vans which could be accommodated is 6 - 8 and there is no possibility of exceeding that number.

If you would be interested, on a date yet to be arranged, why not give *John* a call on 0124 454 8882?

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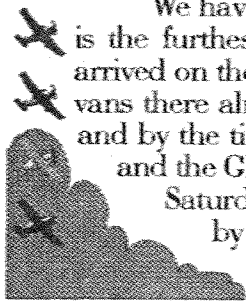
NEW YEAR'S RALLY

Hidden Valley, Ilfracombe

Barbara & Jeff Worley are again organising this popular rally. All the details, apart from who will be attending, are now finalised. If you would like the full details, please telephone *Barbara* on 0193 524 049 or send a stamped, self-addressed envelope to her at 26 Hondstone Park, Gunners lane, Brympton, Yeovil, Somerset, BA22 8SQ. You may be able to make contact at the Club and Company Rally too.

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BURN GLIDING CLUB RALLY



We have just returned from our first rally in the North. This is the furthest we have travelled to attend a rally. We actually arrived on the day before the rally started (Tut. Tut.) to find a few vans there already. *Dennis* and company made us very welcome and by the time the rally started we were well settled in. The bar and the Gliding Club facilities were available for our use and on Saturday evening we had our pie and mushy peas followed by entertainment provided by the George Formby Appreciation Society who were just great. On Sunday there was a chance to go up in a glider. *Clive Benton and John Skinner* enjoyed it so much that they went back for more.

On Sunday evening we had a get together in the club with music and dress of the war years - most people seemed to have a joke to tell. Monday and a coffee morning gave us our first taste of "Parkin" (looking forward to our second taste!) There was sunshine all the weekend - specially ordered by *Alan*. We would like to thank *Alan* and company for a really great weekend.

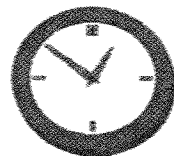
Ena & Roy Coleman

P.S. We were given the key to open the toilets and showers in the morning. Was it really because we were first up - or because we come from the South?!!

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WAS THIS A RECORD?

I would like to thank *Alan Guest* for giving us such a great time at the Selby Rally. It also enabled me to have what is probably a **FIRST!** As visitors we were offered the opportunity to try to glide under the considerate and careful guidance of the Burns Gliding Club. Due to the varying weather conditions, some had a longer time airborne than others.



I took my turn with great fear and trepidation as I hate heights and any unstable environment. Up we soared - winched to 1,200 feet - lovely! Only on release we encountered some turbulence. I was offered a bird's eye view of Selby but declined, politely I hope, and asked to be returned to my supporters awaiting in the 'Bus'. This was achieved by

sweeping silently, gently and smoothly without a quiver. It was truly wonderful up there, if only it could always have remained steady. With handshakes and shaking, I walked back to base.

I discovered that my flight time was possibly the fastest turn about (possible or recorded) being just FOUR minutes!

Joan Williams

And I thought that the four minute warning meant something completely different!

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Isle of Avalon

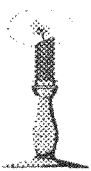
As new members we attended our first rally at Glastonbury run by *Edna and Dennis Lucas*. We must congratulate them on a superb rally and say a big thank you to all the people who made us feel so welcome. By the time we left for home on the Friday morning, we felt as if we had known some of you for many years and we really look forward to meeting you all again.

Yvonne & Barry Loveland.

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The Annual Dinner & AGM Rally

I know that we are late in writing but we would like to say how much we enjoyed Kettering. The hall was everything you could ask for, spacious and tastefully decorated, the meal was perfection and the surrounding delightful and immaculately kept. We enjoyed every minute, in spite of finding that we had a flat secondary battery so we had no power. While at the dinner we found two other vans in the same position and none of us knew why. We would like to express our thanks to *Jim Cresswell* who gave up his leisure time to sort out the problem, then supply and fit the fuses in all three vans. Also our thanks to *Maureen* for being so understanding about losing her dancing partner.



As it was late we could not run the engine to charge the battery for power but the restaurant manager kindly lent us the table lanterns with which to retire (two for each van). When we were leaving we dropped a letter of thanks into reception and stated how much we had enjoyed everything. We then wended our way to Peterborough.

What a surprise when we arrived home to find a letter from Wicksteed Park saying that they were delighted with our letter and would be putting a copy in each department. We did wonder if this would happen so we only put our address as Newport, Gwent. What trouble did they go to to find the rest of it?

Doris & Reg Gillham.

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THE OTHER SIDE OF THE COIN

We have read with interest the letters regarding members' experiences of rallies and the comments which would appear to absolve the rally marshals from all blame. You may be interested to hear of our experiences.

We are experienced caravanners, having owned a motor caravan for some nine years and having tugged for many years before that. We have been life members of the Caravan Club for 18 years and are also members of the Camping and Caravanning Club. We have rallied with the Caravan Club for 18 years so we know what to expect on a rally field and we do not need special treatment or wet-nursing as is implied in some of the criticism. We joined ASOC to be able to meet like minded van owners but, living in Scotland, we found that most of the rallies were too far away for a week-end trip. We were, therefore, overjoyed to see that one was being held in the Lake District about 18 months ago.

We arrived on site on a dark, cold, wet and windy evening while members were standing around under awnings clutching mugs. Our name was called to a figure in the darkness and we heard the words "New Ralliers". We were shown to our pitch - at the far end of the line, as far away from the centre of things as possible, despite the fact that the line opposite was not nearly full. These spots were, we later discovered, being kept for more well known people. We were urged to pay the treasurer for our evening meal as soon as possible so, having stopped only to don wellies and waterproofs, we went back to the rally office only to find that the gentleman in question was not there and that the tea-drinkers had gone, leaving just two or three couples in the awning. We were told to wait until the treasurer returned.

We obviously became invisible, because conversations continued around us and no one bothered to enquire who we were or even to introduce themselves. We did try to make conversation (we are usually quite good at that) but to no avail. Eventually another couple appeared

and were greeted warmly and were told that the kettle would not take long to boil for their cup of tea. We were asked to leave our name and money and go. No offer of tea! We had just put on the kettle in our own van when someone knocked on the door asking for our money for the Saturday meal!

The following day we fared little better. Being keen walkers and being well able to amuse ourselves, we set off for a day walk, looking forward to the evening get-together. Had it not been for a couple who asked us to join them when they saw us sitting alone at a table at the start of the meal, we would have had a rather lonely time. At the end of the meal we returned to our van. Sunday was not much better and we left for home.

Surely the rally marshals should introduce themselves and perhaps some of their friends to new ralliers and try to pitch them in a central position. Apart from the couple at the meal we certainly did not experience any of the friendliness which is supposed to abound in the Club. Had we not been self-sufficient, our week-end would have been a disaster. To make matters worse, we had donated a bottle of whisky as a raffle prize for which we were barely thanked.

Not wishing to condemn the Club on one unfortunate experience, we decided to join another rally as soon as there was one near enough. We did try to book but were told on the telephone that it was full and that there was a waiting list so there was very little chance of obtaining a place. It is now a toss-up whether we try again or whether we terminate our membership. After all, how do we 'get-in-the-know' if we cannot get on to rallies?

Mima & Roy Magna.

I am delighted to be able to include this letter because it does rather prove a couple of points which have been made in the past. One, some of the more northern rallies appear to be run only for the benefit of selected members - which is against what this Club is meant to stand for. Two, it does depend entirely on the rally marshals as to the success of any rally, whether in the eyes of a first timer or an old hand. Three, I don't believe that our Treasurer was present at the rally to take any money for anything - I suggest that the Rally Marshal was intended. I'm sorry that *Mima & Roy* had such an unfortunate experience but must assure them that this is NOT the norm for rallies throughout the Club. We sincerely hope that they will continue as members and will be more successful

when they can get to another rally. And please, may we re-iterate the request to those running any rally, particularly in the popular areas, do NOT reserve places for your friends however much they try to bully you and do remember that the newer members are the very life blood of the Club and we do not want to discourage them.

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NORTHERN MOTOR CARAVAN SHOW

This will be held at the York Racecourse from 8th - 10th September. If you want to attend you **MUST** fill in the booking form which you will find in MMM and mark it **CLEARLY** "Auto-Sleeper Owners' Club". Then **deduct £2.00 per night** from the official fee and send it with the necessary cheque to the address shown on the form. This gives you the benefit of the Club discount for the show.

Next complete an ASOC rally slip and post it with the £1.50 rally fee to *Arthur Dewhurst* at 32 Dugg Hill, Heversham, Milnthorpe, Cumbria, LA7 7EF. Make your cheque payable to Mr A Dewhurst.

Joan & Arthur Dewhurst will be our marshals for the rally, ably assisted by *Daisy & George Wane* and *Betty and Geoff Scholey*.

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The Spanish Rally

Somewhat belatedly I am writing to say how much we enjoyed this rally. *Betty & Geoff Scholey* did a wonderful job and we cannot thank them enough. Many of us enjoyed the meeting and the place so much that we hope to return in February next year.

I wish I had the ability to organise that sort of a meeting but if I manage to record the correct video programme it is a miracle to me and amazement to *Joan!* However, if some knowledgeable and efficient person would undertake the task for the same site next February I would be willing to act as assistant marshal. In a way, this would be making a contribution for the pleasure that we enjoyed and that we hope to enjoy in the future.

Joan & Doug Williams.

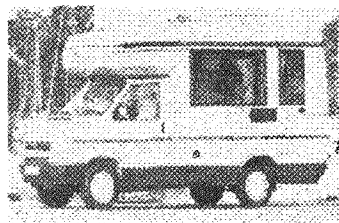
This letter turned up too late for the May issue so it had to be held

over. Unfortunately, there wasn't enough room in the June copy so here it finally is. Who is willing to run the Spanish, and very much appreciated rally, in 1996? Here are some helpers!!

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CLUBMAN CATCH

I was surprised to find my name in print but you may be interested in how the broken locking mechanism on the nearside bunk of our Clubman GL has been resolved. Advice from A-S and a bit of help from me did the trick. In order to get the mattress off it is necessary to undo the zip at the back and to remove two screws which hold the cover down. The mattress will then hinge forward to reveal five more screws along the leading edge. Remove these and the whole mattress is free. The next bit is easier, if you are a contortionist! The arms attached to the to of the legs are each fixed to the telescopic arms by two nutless bolts about 6 inches apart. The telescopic arms work rather like those that hold the drawers in a filing cabinet. Having established where they are with the aid of a mirror, I had to undo them largely by feel. Once achieved, the lid lifts up but is still restrained by the centre arm. I could not find a way to free this but by extending the lid out fully it was possible to lift the rear edge up and see the locking mechanism.



It is a little difficult to describe but consists of a flat length of metal 13 cms wide bent like the starting handle of a car (for those who can remember that far back!). This is pivoted onto another piece of metal which is rectangular in shape which is screwed to the woodwork. There is a spring fixed between the two which causes the lever to return to the locking position once it has been released. The pivot consists of a pop rivet. If this is steel then all is well but if it is aluminium, as in my case, the rotational force will cause it to sheer. I understand that mine isn't the only one to have failed and I'm sure it will happen again. I used a small stainless steel bolt with a lock nut to effect the repair.

Peter Bishop.

We know the contortions which have to be undergone to get at the underside of the seats having once had to take a drawer out to recover something which had gone over the back.

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That Little Puff of Smoke!

You have switched on the ignition, waited for the ambient heater timer to heat the plugs and the dash light to go out and then start. ?? It starts, but you notice in your offside mirror a little puff of smoke from the exhaust pipe and it did seem that there was some hesitation of the firing, not like it used to start. We are talking in this case about a 1986 normally aspirated 2.5 litre diesel on the Talbot Express. Now this vehicle is fitted with a Citroen engine and the problem is invariably the heater plugs. In the case I have stated it is probably only one plug that has packed up but if you get two burnt out the firing from cold gets worse and with three gone (especially in winter) it will take a lot of cranking to start her up.

Now let me explain first how these things work. There is a timer unit on the offside of the engine bay just above the battery which has, underneath it, a fairly heavy pink coloured cable which enters a green coloured sleeve. This runs along the bulkhead until it is connected to No 1 heater plug. This in turn is connected in series to each of the other heater plugs by black jumper leads all held on by 8mm (spanner size) nuts and washers. When the ignition is first switched on, full battery voltage is applied to all the heater plugs at the same time which heats up each cylinder ready for firing.

When you do suspect that there is a problem and need to test the plugs it is necessary to remove the nuts and separate each plug from its neighbour. Not as easy as it sounds on this particular engine because they are at the back and it takes a lot of patience and nimble fingers to do this. You can, of course, remove the injector pipes to make access easier. That is just as much hassle and you will also have to bleed the fuel system afterwards. Whichever way you do this it is then possible to do a continuity test on each plug from the connector thread to earth. Obviously no continuity means that the plug is duff. You then have to remove the offending plug(s) with a 12mm spanner - again quite a fiddly job! Over the past eight years I have had to do this job three times. The first time with three plugs gone (I put that down to an inexperienced mechanic on a warranty job in the garage trying to start the engine without knowing that he had to wait for the heaters and then trying a 24v garage jump starter on it.) I did get some money back for the replacement plugs. The second time whilst in the wilds of Scotland when two had gone although I had bought four at £8.00 each and just recently I have found one gone.

Now the reason for this article is that I have modified the supply system to the plugs. Not to stop it happening but to make it much easier to check for the fault. The first thing was to remove the heater cable from the timer unit to the plug. This gave me a surprise. I thought that the cable seemed excessively thick in the green sleeving and to my amazement I found that it was trebled up on itself and was, in fact, 5 metres long! Completely un-necessary as there is only a need for about 1.5 metres. (I suspect that it is a standard loom and this one would normally, on a different vehicle, be possible be the rear heated window cable.) I cut off the excess and with the remainder made up four separate cables with connectors to reach a point on the rear bulkhead. I then made a bulkhead mounted heavy duty 5 terminal block with a brass plate and mounted on insulated material and gave it a waterproof cover. All the cables are connected to this block and now it is quite a simple job to disconnect at the block and test each heater plug in turn.

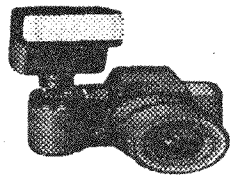
Bob Measom.

It does seem odd when all we hear about is for people "cutting corners and expenses" to find that a cable is coiled up in such a way. I wonder what other dangers, such as from the magnetic field caused, this might have brought about,

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Photographic Competition

You may have seen in MMM two of the photographs which won the Club's Photographic Competition. For the benefit of newer members, this is a fairly laid-back competition with prizes of £30.00, £20.00 and £10.00. The photograph **MUST** have an Auto-Sleeper in it somewhere. It should be 'crisp' and be an interpretation of the spirit of motor-caravanning - leisure - sport - travel - countryside - whatever appeals to you. Please put your name and membership number on the back. A label is best. Also place a piece of paper between photographs if the ink is likely to spoil your entry. This year please send your entries to *Nial Reynolds, 49 Arden Way, Market Harborough, Leics., LE16 7DB*. The final date for entries will be sometime in December but more of that later. The winning photographs will be offered to the Motor Caravanning magazines for inclusion in their Club pages. The entries will be returned after selection of the winner. Please do **NOT** send any photos to me this year.



Rita Daley.



Fiamma Top Box No.2. 120cm x 91cm x 42cm. £150.00. Please telephone John Baker on 0150 852 0141 or write to him at 42 Cannell Road, Loddon, Norfolk, NR14 6DW.

#####

Interior quilted Silver Screens (Isovolet) for facelift Talbot. £55.00.

4 x 14 inch new Turbo Universal wheel trims. Still in wrapping. £18.00.

Both items for sale due to change of van to a Boxer Executive. Please telephone Doreen or John Perry on 0152 275 4585 or write to them at 'Hafod', Southern Lane, Sudbrooke, Lincoln, LN2 2QJ.

#####

'K' reg Clubman GL. 6,000 miles only. Excellent condition. Extras include awning, loose covers (made by the same people who made the curtains so that they match the van), TV aerial, extra electric socket, 12v socket and closed in shelf all fitted by A-S, towing bracket (not used), Bull bar, remote security alarm, Tracker system installed. Otherwise equipped as bought with no alterations or attachments other than those stated. £22,500.00. Please telephone George & Eileen Rossiter on 0127 722 2329 or write to them at 51 Western Avenue, Brentwood, Essex, CM14 4XR.

Many thanks for the donation.

#####

Trident (high top) 2100cc 112 hp petrol injection, immaculate, 20,074 miles, one owner, first registered May 89. Full VW service history, twelve months tax and MOT. Swivelling Captains seats, opening front quarter lights, second (auxiliary) battery, Propex blown air heating, Elsan potti, Witter towbar with demountable cycle/motor cycle carrier, Omnimax TV aerial and 12v signal booster, stereo radio/cassette, front and rear silver screens, Harrison free standing annex tent and heavyweight groundsheet, other miscellaneous extras. £10,995.00 ono. Telephone Eric Freeland on 0124 252 8371 or write to him at 10 Treelands Drive, Leckhampton, Cheltenham, Glos., GL53 0DB. Sickness forces sale.

#####

Set of Silver Screens to fit inside cab of pre face lift Talbot Express. Also pads to fit rear and side windows of CXL/Rambler etc. Complete with carrying bags. £30.00 each set or both sets for £55.00. "Parapeg" for use with sun umbrella complete with adaptor for table leg. £10.00 ono. telephone Brenda & Geoffrey Pratt on 0193 588 1532 or write to them at 14 Rickhay Rise, West Chinnock, Crewkerne, Somerset, TA18 7QJ



#####

N.R (Raleigh) Motor Chalet de luxe free standing awning. Tunnel extended by N.R. Used only twice. Bargain - £180.00. Phone Doug Vaughan on 0149 522 3325 or write to him at 8 Parklands, Blackwood, Gwent, NP2 1HU

#####

April 93 'K' reg Renault Recro. 1700cc, 5 speed. Excellent condition. Non-smokers. Full A-S spec with Silver Screens, 3 gas bottles, 2nd battery and charger, Fiamma 3 bike cycle rack. Full Renault service history. 12,000 miles. £12,500.00. Please phone Judy Fousert on 0178 554 186 or write to her at 85 Ampleforth Drive, The Meadows, Stafford, ST17 4TE.

#####

Omnistor 'Safari Room' front and side walls to fit Omnistor or Fiamma wind-out awning. Size 2.4 metres. Makes wind-out awning into a full awning. Suitable for VW van conversion or similar size vehicle. As new - purchased May 94 at a cost of £400.00. Would accept £200.00. Change of vehicle causes sale. Please phone Brian Underdown on 0193 581 4772 for further details or write to him at 56 Quarr Lane Park, Sherborne, Dorset, DT9 4JB.

#####

Silver Screen for a mark 2 Talbot. £30.00. Bulldog wheel clamp, also for the Talbot. £45.00. G.R.De-Luxe side annex, low line. £95.00

Please contact Liz and Jim Clark on 0132 384 0327 or write to them at Meadow View, 1 Farmland Way, Hailsham, East Sussex, BN27 1SP.

Many thanks for the donation.

A Word of Warning!

Have you checked your water pipes recently? We found, whilst on holiday, that the strap which supports the hose above the exhaust pipe had come away. Hot exhaust pipes and plastic water pipes don't mix! At least, not without a water leak!! A temporary repair with insulating tape kept us going till we reached Todd's Leisure Centre where Keith did a proper job for us. But it is worth checking your pipes NOW! Particularly the 'P' clip which holds the support.

Your Editor
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