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Intrepid Murvi Picnickers on the cliffs at the recent Cornish meet



EDITORIAL

BY ADRIAN SUMPTION

Oh, the stress of being a editor! There was I starting to worry that I hadn't got enough material for our usual 8-page newsletter when – hey presto – you came up trumps (thankfully not Trumps) and a few more contributions arrived in my inbox at the last minute.

Thank you so much to all of you who have contributed to this edition. Once again it is a Pandora's box of delights – travelogues, meet reports, a couple of tips and various technical items. In fact, whereas the last edition was full of exciting journeys you had made, this time there's a rather more technical bias to the newsletter. Maybe the success of the technical forum at the AGM has got people donning their technical thinking caps!

The 2016 season is already in full swing with a number of meets already having taken place. There were of course one or two Club events at the tail end of last year which happened after the last newsletter – Roger Pepper's November meet at Narberth in Pembrokeshire (see page 3), and a couple of Murvi Christmas Lunches, one in Sussex and another in Devon. (Editor's note: Surely some of you folk north of Watford can get your act together to organise your own Christmas event this year!).

This year there has already been the AGM at Hope in Derbyshire which was followed by a small group of us heading down to Leek to spend a few nights in a pub car park thanks to Nick and Yvonne Mawby (see page 2). I think Nick's knowledge of his local pubs was crucial there. Then there was the Cornish meet, this year a two-part extravaganza with John Laidler's Portscatho meet, followed by Julia Wright's Heligan meet. Once again we were treated



to a sumptuous paella feast around the campfire at Portscatho courtesy of the Hidden Hut – followed by some rather dubious 'singing' around the campfire. And once again Steve Little has shown a few Murvi people around some of Manchester's industrial heritage.

There's lots more in the pipeline, so do make sure that you check out the club website to see what events are coming up. I personally am very excited at the prospect of our first meet abroad, a trip along the Mosel Valley in Germany which is coming up in June organised by Penny McCallig and Andrew Shewan.

Thanks to a suggestion from Pete Privett, the Club is going to have windscreen stickers with the Club logo made which will be available free to all members. Watch this space.....

It's probably worth a quick reminder that the Club committee has recommended that it is a good idea for members to put details of their next of kin (I would suggest you put your name(s), next of kin name and relationship, their telephone number and address) on a slip of paper behind the driver's sun visor in your van. This could be invaluable should you have an accident or emergency, especially if you are at a club event as people would know where to look.

Nick has asked me to mention the page on the Club website where any member can post details of festivals, shows or other events that they are attending. If you are doing something special and you think some of us may be interested in joining you then why not invite us via the Club website. Go to <http://murviclub.org.uk/w/events/> where you will see details of what to do if you want to post an event and also you will see details of a few events that people have already posted.

'Mary' was brought home to Cheltenham in wet, cold January – the result of my having been persuaded by Rex to pay a deposit in warm, sunny July. She has been pampered, polished and fitted out with bunting and bubble lights, lavished with lavender, 'topped up and hooked up' ready for our first Murvi outing to Staffordshire.

Yes, well, topped up and ready to go, but in the morning the toilet bowl had mysteriously filled up to the brim with water! Now I know I'm brand spanking new to all this 'murvi' stuff, but even I knew that something was ever so slightly amiss. I pondered what to do – even whether I could still go, but after releasing the water into the freshly emptied toilet cassette, I set off in trepidation for Stoke-on-Trent.

An easy journey, with fellow road users smiling at Mary's bunting! Arriving a little later than planned due to the toilet issue, I was greeted by Nick who appeared out of nowhere like a welcome genie. My first response, never having met him before was "oh Nick I'm so pleased to see you – I've got trouble with my toilet". His calm response of "don't worry, we've got a couple of plumbers on site", instantly put me at ease, and so it was for the whole four days. Everyone came out to meet me and introduce themselves, and very soon I felt as if I'd known them all for years; all so kind and helpful, any worries I'd had about a possible well established 'clique' were instantly dissolved. I was fully included from the word go.

Rex was right – all his customers are lovely!

We were parked at a nice pub right by the canal, in a quiet and picturesque location, not far from Leek. It offered a decent vegetarian menu and after a raucous meal by a roaring fire, where I've never laughed so much in my life, 'Mary' provided an excellent night's sleep.



The Murvi Group at the pub near Leek

Next morn, those of us that had booked set off for Middleport Pottery, a short drive away. Here we had an extremely interesting tour with a jolly good guide, who filled us in on all things 'Burleigh'. So interesting – the Victorian pottery was almost lost having fallen into ruin, but was rescued by the Prince's Regeneration Trust, and lottery, and renovated as far as possible, back to it's old self. I can now appreciate why this pottery (they also make 'Poole') is so expensive, since every piece is truly made by hand, with each item passing through about 24 pairs of hands.

My 'pottery' learning curve rocketed as we learnt about 'slip-casting', 'under-glaze transfers', and 'sagger-makers-

bottom-knockers'! Sadly there is only one of the old bottle kilns left remaining (out of 7), and as we entered it, it was easy to imagine the horrendous working conditions experienced here back in Victorian times.



Pots going into the kiln



The last remaining bottle kiln

I could write pages, but suffice it to say, it's well worth a visit, and the £7 "old git's rate" was fair value for money. Incidentally, this is the pottery where the TV programme – 'The Throw Down' – was filmed, and (inside information!), there is to be another, slightly longer series.

Over the next few days there followed walks, cycle rides, visit to Leek on market day (Wed), coffees, tea and cake at the 'Mawby' residence, fun meals and real ale in the pub; 'stairway to heaven' – I'll leave you to work that one out! – and all superbly organised by Nick and Yvonne. Many thanks for that, and thanks to all for making me feel so welcome.



Walking on the Roaches

Regarding the toilet problem. I managed to eke out my wee so that the cassette didn't fill up too quickly, and when Andrew joined me on the last night, he had strict instructions not to drink too much real ale!

I gather that most 'Murvi' talk involves either toilets or heating systems ... or was it fridges?. Anyway, I hope after Rex has fixed my problem, that the conversation might change; ... although I'm not entirely ... sure ...

As a 'newby' to the world of 'Murvi', I picked up so many helpful tips in my first few days – I can't wait for the next event... see you in Heligan

We were half way across Wales when Robert said "Did you pack the memory stick?" Of course I hadn't! It was still in the side of the computer at home. That's what happens when you leave everything to the last moment and end up selecting one's favourite photos at 'Way Past Bedtime'. We needed a break- that much was obvious.

It was dark when we pulled into the campsite, but we soon spotted the friendly lights of a collection of Murvis. (Note to Editor Idea for competition What is the collective term for Murvis - an Ivybridge?) There was Roger's smiling face coming to guide us to our spot. Soon settled, tea made and eaten, we made our way to the clubhouse where the bartender was waiting for us. Soon the place was heaving with friends old and new. Plans for the weekend were made, unmade,



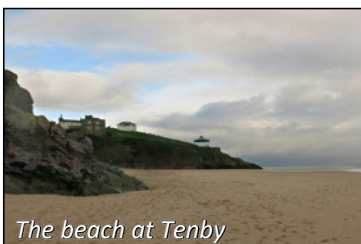
The Narberth site

remade. Our treasurer Alan showed remarkable patience as the numbers booked for the Friday walk requiring transport grew and grew. But in Murvi fashion, offers of lifts were soon forthcoming and everyone sorted.

A wet and windy Friday morning found a small group of us who had opted out of the coast walk standing at the bus stop bound for Tenby. A fascinating walled town with much to see, we dodged rain showers in the museum, the coffee shop, various outdoor clothing retailers, a proper independent department store, and the lifeboat station. Later on we did manage a brisk walk around the sea front admiring the views and breathing in the clean fresh air.



Tenby Harbour



The beach at Tenby

That evening we had the slide show of 10 best photos, fortunately, there were plenty of slides and our contribution

wasn't missed. There was much inspiration on offer here for future trips. And we are still talking about some of the ideas we got on where to go this year. The list just gets longer.

On Saturday most of us invaded Narberth. A pleasant market town with a castle, a museum, a selection of eateries, independent shops (good shoe shop) and a very interesting craft fair. These kept us busy until it was time to return to the van for a restorative cuppa and 40 winks before the coach arrived to whisk us off to the ball (or dinner) at the sister campsite somewhere in the dark of Pembrokeshire. They did a grand job and catered beautifully for such a large group. We enjoyed our meal and the excellent company; meeting new people and sharing Murvi experiences.

Sunday we joined the guided walk (led very capably as always by Adrian) The route was interestingly varied but the weather had left the fields and lanes extremely muddy. It was with some relief we found ourselves back outside the HQ of the Antediluvian Order of Buffalo!! Once the tail enders had been counted in --- and we only lost one boot sole, it was a short hop to the hot showers and our warm vans. There only remained another pleasant evening socialising in the bar.



Picnic lunch at the mill



Back at the Antediluvian order of Buffalos!

Roger's November meets have had an excellent reputation for good weather. Sometime last year he must have fallen foul of the rain gods. But even without sunshine it was a great weekend and we are looking forward to another one next November. Thanks to Roger and all involved in planning organising and delivering and to everyone for the excellent company.

CRUMBLE CHEAT

By Peter Lloyd

A Simple Idea for a Treat

We enjoy traditional dishes when we are away but do not have an conventional oven on our Morello. Before we go away we make up a crumble mixture as normal but spread it on a baking tray and cook it in the oven at home just as it is. When it is cold we break it up and put it into a storage jar. When we are away and fancy a fruit crumble we just have to stew the fruit and add the crumble cold at the time of serving.

EIRE & DOGS

By Brian Death

A Cautionary Tale

Experience last autumn when travelling with our Jack Russell in Eire proved to be a bit of a downer. No establishment supplying food welcomes dogs into the interior. Apparently it is against their licensing rules. Consequently a lot of the time we were eating outdoors in windy situations. Further restrictions apply to dogs on public transport. We got round this by travelling with the dog in a stout canvas shopping bag on the return trip from Blarney to Cork on the top of a double-decker. If anyone asked, this was our baby!!!

Inspired by an article in the November 2015 edition of MMM I decided to upgrade the fluorescent tubes in the large rooflight over the lounge in our Morello. We had long thought that the lighting was rather dim and could be better.

While the MMM article illustrated the basics of removing the tubes and replacing them with self adhesive LED flexible strips it did not give any detail on the specifics of what LED's to use. After some Googling I found Aten Lighting who offered two types of LED flexible strip both billed as high brightness. I was not sure which to choose as while seeking to improve the light output I did not want it to be too bright. In the end I decided to choose the brighter LED flexible tape billed as double fluorescent tube replacement in cool white to match the Murvi fitted under locker LED strips and also a remote dimmer so as to be able to match the brightness to the ambience required.

The job was easily completed and the result very satisfactory. The dimmer unit being very small is easily incorporated in the wiring to the LEDs and sits within the Heki frame. Although the dimmer might be thought a little excessive it has proved

to be useful as the light output is very much better but it is nice to have the option to reduce it at times. Also, as a bonus the power demands have been reduced by 40% from 16w (1.33 amps) to 9.6w (0.8 amps).

The pictures show one of the LED flexible tapes installed (the other side is a mirror image) and the dimmer (the white unit) in place within the Heki frame. The parts used are listed below.

Parts list:

| | |
|---|-----|
| LED Flexible Strip - 3528 - Cool White - 25cm | x 2 |
| LED Slim Remote Controlled Dimmer | x 1 |



SIMPLE AND CONVENIENT STOWAGE OF OUTDOOR CHAIRS

By Steve Butler

Our previous van was a VW T5 conversion (a Bilbo's Nexa) so, when we ordered our MURVI Pimento, we looked forward to having much more space and we treated ourselves to some more comfortable, high-backed, folding chairs for outdoor use. However, when we collected the Pimento we could not find a convenient place to put the chairs when travelling. The only simple possibility seemed to be in the shower room, but this made the toilet difficult to access when travelling!

There was also a suitable looking space behind the driver and passenger seats but I could not at first see how to secure the chairs in place. Then I noticed that low down at the back of each seat there is an open-ended metal tube that runs across the seat width, and I had an idea which required just a length of rope and two ordinary bungee chords with hooks on the ends (about 80cm long).

First I tied a loop in one end of the rope (which happened to be colour-coordinated with the seat material!). Then I threaded the other end of the rope through the tube on the back of the seat and tied a loop on the other end. I subsequently discovered that the loop could be pulled back into the tube and could not be easily retrieved. To prevent this, I made a hole about the same diameter as the rope in the middle of two plastic bottle tops and added these to the rope between the loops and the tube – as shown in the first photo.

Both ends of one of the bungee chords were hooked around the height-adjusting pillars of the head rest, giving a loop that hangs down the back of the seat. I leave this permanently in place.

To secure the folding chairs when travelling, place them upright behind the seat and behind the bungee loop. Hook one end of the other bungee chord into one of the rope loops, then pass it up through the hanging bungee loop and back down to hook onto the rope loop on the other side. JOB DONE!



From WA64 CKY –
“Wacky Van”

One omission from the previous newsletter was any mention of the Murvi Meet in the Yorkshire Dales – our fault of course: not that of our beloved editor. So, hopefully, I am addressing that omission, rather belatedly, but more to inform members of the trials and tribulations, as well as the rewards, of organising a meet.

It all started at Roger Pepper's 2014 November Meet in the Hidden Valley. 'Well do you think you could organise a meet?' That was the challenge from a small group of 'high ranking officials' of our club! It was addressed to me (Vince) along with Christine, Ingrid and Billy. There were several reasons we felt obliged to meet this challenge. As you know we all jump at every suggestion of our 'high ranking officials', (don't we?!); also we are always happy to attend meets organised by others; but most importantly it would bring shame onto 'God's own County' if we had to admit that four stalwarts, Yorkshire born and bred, could not rise to this challenge.

Yorkshire has two National Parks. We opted to explore the possibility of a Yorkshire Dales Meet rather than the North Yorks Moors. (Watch this space for that one!)

As there were four organisers we planned to split an eight day meet across two sites. That was the easy decision: finding suitable sites was the difficult bit. We liked Hawes as a venue: lots of walks including plenty of easy ones, opportunities for wet weather (though it never rains in our County!) and the famous Ribbleshead Viaduct, for a day visit, right on our doorstep. But the local club site was for members only and the two other private sites could only take five vans. We had almost abandoned Hawes when we were directed to the Auction Market, the home of one of the largest sheep auctions in the country. Yes they could fit us in between auctions and there was a large area of their car park (very clean before your imagination takes hold!) with a lovely view across Hawes and Upper Wensleydale. A bonus was that we could hire their tea room for get-togethers.



So with a good choice of pubs and restaurants for eating and socialising, plenty of outdoor activities, (and the odd indoor mystery one – I will never live that down) the first four days were sorted.

The second venue was equally problematical: excessive site fees for non members or sites too small to accommodate our numbers. We eventually located a suitable venue at Appletreewick, lower Wharfedale, which again seemed ideal. The local pub would provide an evening meal for us in their Cruck Barn which we could also use for meetings should the

need arise. The site facilities were good and they would reserve a large area so that we could arrange ourselves in a large circle, 'Wild West' style. Unusually, they also allowed camp fires. Communications were a difficulty as the site was closed all Winter and when we eventually established regular contact we were met with the embarrassing requirement of an £800 surety. Armed with Roger's assurances that, if the need arose, the club would keep the 'Yorkshire born and bred' organisers in hand, we managed to avoid that!

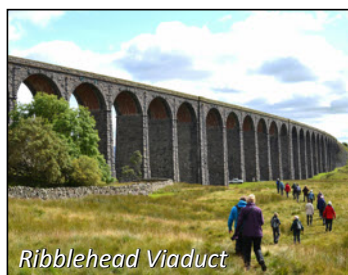


So with venues established, once again help was readily available from our club information, and from Nick Mawby, towards getting a circular out to members. We were delighted, within days, to have over twenty commitments, mostly staying with us for all eight nights.

So how did things go? If the truth be told the four organisers were a little nervous. Would we have eight days of rain? Would everything go to plan or would we host a series of disasters! Well I am pleased to report that, although several members went to the sheep auction, no one coughed at an inopportune moment and needed to leave Hawes in a Murvi bursting with a flock of woolly animals. I am also pleased to report that unlike other groups that we have organised, Murvi Lovers are a reliable and a cooperative lot: when they book they are committed and when asked to pay they cough up: in fact when you don't ask them to pay they protest! Above all, as I am sure you are all aware, they are always very appreciative of the efforts that others make on their behalf. I am sure these are some of the reasons our Club has become such a successful community.

And the rain - well of course, this is God's Own County, and someone held back the storm clouds for as long as possible. I think eight days of rain arrived as we all said our goodbyes under umbrellas on the final morning!

So the four organisers heaved a sigh of relief, we felt we had 'done our County proud'!



So could YOU organise a meet?!

Continued overleaf

A Footnote from Vince

Club Members are welcome to drop in, between auctions, and stay overnight at the Hawes Auction Market. Telephone to check on 01969 667207 – ask for Linda and mention the Murvi Meet, September 2015. Then just drop John a fiver when he calls in the evening. See also Hawes Auction Market website.

THE MYSTERIES OF THE GAS FRIDGE (3 WAY FRIDGE)

By Tony Gumbrill

Following on from the technical evening at the 2016 AGM where there were several questions and comments regarding the workings of the gas side of the fridge, so I thought the following may be of use to some members. This article is, to the best of my knowledge, correct and is intended for information purposes only, as you are probably aware only Gas Safe engineers trained in LPG should undertake this type of work. (C.O.R.G.I. is no longer the governing body for gas installers).

This information is based on an Electrolux RM4213 (which we have in our Murvi)

When switching on the orange illuminated switch, which then starts to flash and make a ticking sound you have powered the spark generator, this causes the electrode above where the flame will be, to produce a series of sparks from the end of the electrode to the metal frame (earth) this will continue until a flame is established which will conduct the electrical current through the flame (combustion, “burning gas” is a chemical reaction which produces electrically charged particles which will allow an electric current to flow through a flame) making a circuit and stopping the spark generator from sparking, if the flame goes out for any reason the circuit will be broken and the generator should start sparking again.



When holding in the gas fridge control knob you are manually holding open a gas valve (thermo-electric valve) to enable gas to flow to the burner, when the flame is lit via the spark generator the flame heats the end of a thermocouple, this produces a low voltage current (millivolts) which creates an electrical circuit up to the valve you are holding open which acts like a solenoid (electric tap) which holds the valve open for you enabling you to let go of the gas tap, if the flame goes out, the tip of the thermocouple will cool, no longer producing an electric current and the gas tap (fridge on-off control) will close shutting off the gas supply to the fridge.

The thermo-electric, thermocouple arrangement is also used on the gas hob, if the end of the thermocouple is corroded or

damaged then it will not work ie produce any current when heated.



Things to bear in mind

As well as the vents in the door with the removable panels for warm weather, at the bottom of the fridge in the floor of the van there are vents. These are important as LPG is heavier than air, in the event of a gas leak these will allow the gas to drop out and not build up, an air supply is also important for gas to burn safely. If you own a Murvi with gas bottles installed inside the van and connected with hoses, these hoses should be date stamped and it is recommended that they are changed every five years. Washing up liquid should not be used to check for gas leaks as it can be corrosive if not washed off, cans of leak detecting spray are available at plumber's merchants as are small cans of compressed air which can be useful to blow in around the burner to dislodge any unwanted deposits. Flames should be steady and blue, if there is yellow in the flame and or it is unsteady the appliance should not be used until this is rectified. No doubt you will all hopefully have a working carbon monoxide detector in your van!

I have included a picture of the fridge burner for information purposes, showing the components and a nice blue flame.

Regarding the 12/230v operation of the fridge both of these have an element fitted next to the heat exchanger to provide the heat.

If you wish to know how heat makes the fridge cold please click on or copy and paste the link below.

http://www.campertrailers.org/3-way_fridge.htm

not sure about this one but it might be of interest.

<http://caravanchannel.proboards.com/thread/4306/fridge-working-turn-upside>

Stay safe!

It is dangerous to claim a first but I think I am on safe ground when I say that mine was probably the first Murvi to set its wheels onto Canarian roads.

Given the chance to escape the British winter I didn't hesitate for long. Once I had dealt with the guilt caused by missing the Murvi Club AGM and with the blessing of the Committee, I signed up for a GB Motorhomes three-month tour of the Canary Islands. We left in January and returned in early April.

It didn't take me long to appreciate the great escape and to realise why so many motorhomers head south every winter. The great thing about our tour was that we moved on regularly, visiting four of the seven Canary Islands.

What was good about the Canary Islands? Primarily it has to be the climate. It was a little warmer than usual, as indeed was December in the UK. There had been little rain and, almost unheard of, there was no snow on Mount Teide in Tenerife. That was rectified in February when, during a storm, they had the biggest snowfall for 30 years! The same storm washed away the road we were planning to use in Gran Canaria, causing a change of plan. Nature always puts the balance right eventually. Thankfully we were in La Palma at the time and escaped the bad weather.

While we were there, the weather was like the best of an English summer. It was warm and sunny (most of the time) but cool at night so sleeping was easier than it can be when it is really hot.



A walk through the Anaga Mountains



Up above the clouds in Teide National Park

I had never been to the Canaries, so I had no idea of what to expect, although my mental image was of beaches and resorts. How wrong I was. Some of the statistics speak for themselves. Mount Teide on Tenerife is the highest mountain in Spain, standing about three times as high as Ben Nevis! The island of La Palma is one of most mountainous in the world, given its area and height. Despite the small size of the islands, they have numerous national parks and reserves and, the most pleasant surprise of all, well waymarked paths, both short, medium and long distance. Needless to say, given the volcanic terrain, the walks can be challenging.

I found the bigger islands, Tenerife and Gran Canaria, a bit brash and busy for my taste. However, they grew on me, Tenerife in particular. In the resorts there are wall-to-wall Brits, as well as baby-boomer Germans, Dutch and Scandinavians. As with so many places, it is easy to escape the tourists by heading north or into the more mountainous areas where the scenery becomes more spectacular. The

downside is that the weather is often cloudy there.

I fell in love with was La Palma, one of the smaller islands with much less tourism. That was closely followed by La Gomera, smaller still but with stunning scenery. Not that you can take your eye off the road for long, especially as many of the National cycling teams use the Canaries for their winter training!

Inevitably there are downsides. It takes a long time to get there (48 hours on a ferry from Cadiz). There is a serious lack of campsites although wild-camping is tolerated and widely practised by the Canarians, who are keen motorhomers. There are no campsites at all on Lanzarote, Fuerteventura and La Gomera.

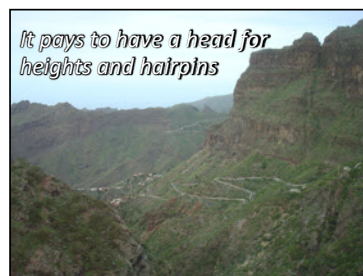
At weekends and Bank Holidays the few campsites get busy and noisy. The Spanish share the British love of dogs, particularly those that bark a lot. They also share the British capacity to drop litter everywhere. However, I found the Canarians very friendly, although not many of them speak English, so a working knowledge of Spanish would have been a big advantage.

Mosquitoes were a problem in South Tenerife, where there was also a plague of flies (generally not biting thank goodness). Midges were a problem in the rain forest in La Palma, which reminded me of West Scotland!

The prices are another attraction. Despite being part of Spain the tax system is different. Fuel was 70 cents a litre, food was reasonably priced, particularly in the local markets and eating out didn't dent the purse. There are plenty of supermarkets, including the ubiquitous Lidl. A big bonus for me was the availability of papaya and Canarian bananas (which taste like bananas used to because that is where we used to get them). Avocados don't have to be left for days or weeks to ripen as they are picked at the right time. It was possible to visit a hairdresser for about 10 euros.



The view from my favourite pitch in La Palma



It pays to have a head for heights and hairpins

The ultimate test is would I visit again? I would certainly consider it, perhaps on the next tour in 2018.

Once again we made our annual jaunt south through France, quickly as cold, to the sunny delights of southern Spain and Portugal.

Here are a few bits of our three months.

We discovered a new area for us, the Valle de Guadelest in the hills above Benidorm. Excellent walking area and has two overnight stops courtesy of Espana discovery. One of these stops worth a visit is the vintage motorbike museum, which also has a shop selling local products and a restaurant. When we asked if we could park overnight we were told stay as long as you like!

One of the more interesting sights was near Donana national park. We encountered a John Deere tractor pulling an enormous shepherd's hut. Swiss number plates and a little family.



The Swiss caravan

They were again seen on the west coast of Portugal.

We visited Jerez de la Frontera, new for us, and visited the Pedro Domecq bodega, for 9 euros a bargain. We also took a trip to the Andalusia riding school for Carthusian horses, seeing a wonderful dressage display.

We mainly wild camped in both countries particularly Portugal the attached photo shows one of the more unusual water stops.



An Indian Scout at the motorbike museum



Water - Iberian style

For information there is now a commercial Aire just outside Carbonares, near Mojacer. It's called El Rancho and is signed from the town, clean, tidy and reasonably priced.

Happy days!

FILLING THE WATER TANK – HEOS FILLER CAP

By John Laidler

Filling the fresh water tank with a hose is often a two person job, especially when the water pressure is high. There is also a good chance the one holding the hose to the inlet is going to get wet!



The filler cap in place

An alternative is to fit a special filler cap when filling which has a Hozelock type adaptor.

Here is the one I bought fitted:

The problem is it didn't fit when it arrived which didn't come as a great surprise as the website I bought it from didn't give a lot of information or show photographs of the sorts of filler inlets it fitted. However, with a bit of sawing and drilling it was soon made to fit. The first stage is to shorten the bayonet tongues or "sticky out things" so the cap will fit the inlet.

You can see by the picture above right (Cutting to fit), which was taken just before I cut all the way through, that each bayonet tongue was shortened by about 4mm. This is the amount I had to take off but yours may be different so check before cutting and it is better to take too little off than too much. You can always carve a little more off with a craft knife.

Having shortened the bayonet tongues the cap should now fit onto the inlet but it will probably, like mine did, clamp itself hard against the flat inner surface which would prevent air

escaping as the tank was filled but more importantly it gives no way out for any water blowing back when the tank is full. I suspect water pressure would force the cap off, with the bayonet tongues bending or perhaps snapping but it could also damage the water tank with over-pressure. The answer is to drill some 5mm relief holes all around the cap as shown in the picture below right.



Cutting to fit



Relief holes drilled

I bought the cap from here:

http://www.campervanstuff.com/shop_stuff/index.php?mod=product&id_prd=1343

They also do another design but I don't think this will fit as it uses a different sort of external bayonet fitting but if anyone finds it does without modification or finds another suitable model please let us know. The cap I used fits well after a bit of DIY modification.