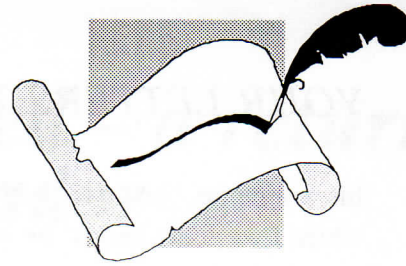


# THE EDITOR YOUR LETTERS TO THE EDITOR



Dear Freda,

## An embarrassing moment (and a warning)

After being blessed with a truly tropical weekend for the Lakes 2000 Birthday Run, it was perhaps not surprising that the weather for the next Northern event, the Holly Bank run turned out to be particularly foul. The ambient gloom had made prudent the use of side lights on occasion, and we were glad to eventually make landfall at the aptly named Tempest Inn for a spot of tissue restoring and a touch of the cup that cheers.

During the usual chit chat and bonhomie which invariably accompany such gatherings, it was pointed out to me from several quarters that all was not well on the illumination front as far as "Eighty Nine" was concerned. The deficit in question seemed to concern the rear off side tail lamp which was not doing its bit, and, like some of our political masters concerned with transport matters, was definitely on the dim side!

Later in the week, having washed the honest Yorkshire soil and some of the not so honest agricultural residues from the car, I turned my attention to the rear lights. Sure enough the near side shone like a beacon whilst the off side was definitely slacking.

On the basis of checking the simplest

likely cause first, a method learned from bitter experience, I changed the bulbs over. Still the problem persisted. The dim side remained dim whilst the previously challenged filament excelled itself.

At this stage I deduced that the connection to the faulty lamp must be only tenuous to say the least, and so set out to dismantle the whole things. All the wires appeared to be well connected, and no amount of fiddling made any difference to their brightness, or should I say lack of same.

Back to the drawing board. Consultation with the handbook wiring diagram and the workshop manual failed to throw any light (no pun intended) on the probable cause. I climbed back under the car and traced the wires back from the offending lamp to the chassis, where a triple connector joins the lighting wires to the main wiring loom. Ha! I thought, the terminal in one of the connectors seemed definitely on the slack side. This was bound to be the cause. Un-plugging the offending wire, I wrapped the terminal in Bacofoil and rammed it back into place, making a good tight joint. On with the lights. Not a jot of difference.

At this point I lost heart and rang the Auto Electrician, "Bring it down" he said.

Half and hour later I pulled up outside

## YOUR LETTERS TO THE EDITOR YOUR LETTERS

his workshop. "Just park it in the yard whilst I wash my hands" he instructed.

By the time he re-emerged, I was standing behind the car with the side lights on "That's the dim one" I announced, pointing out the slacker. He paused for thought, scratched his chin, and with a very professional sucking of the teeth, said "I don't think so, that ones O.K. it's the other one that is too bright!"

Rather like a magician producing the proverbial white rabbit, a screw driver appeared in his hand, and the near side lamp was unscrewed. He removed the bright bulb with another suck of his

teeth (this one no doubt prompted by the heat of the things), held it up to the light, then re-inserted it. The two lights were now of an equal intensity. He screwed back the cover trying not to smirk. "It was upside down he announced".

Most multifunction bulbs are designed so that they can only be fitted the correct way. The TF rear lights are not so warned. If you have to change a rear light make sure it goes in the right way up or, like me you may have a brake light showing instead of a dimmer tail light!

*Jim*

---

*Dear Freda,*

### ***Problems and a personal view of the Lakes Run 5th -7th May***

This was to be our first long journey in 47/38.(Now nick named "The Black Bomber") We planned to go to relatives in Malton, North Yorks. on the Tuesday and over to the Lakes on the Friday returning home via Malton. What do we do to prepare for the trip? BB had been kept running all winter including a wonderful run on New Year's Day, top down of course. Cleared the head fine. What tools to take, spares, maps and numerous misc. items. It is an expedition

after all. Took me back to my early days of motoring!

Thursday morning first change the oil and filter, But it had only been 1250 miles since the last change a year ago. Yes, but keep it up to date. While up on the ramp it was noticed that the exhaust had a hole in the back box. I am at my friendly village garage (the same one that gave an M.O.T. 3 weeks before) to use their ramp. No problem it can be welded.., Good.

Next into Chippenham to A.T.S. for a tracking check. Front offside tyre wearing on the inside, up onto the ramp,