



CARCOON: HOME & DRY

by James Jones - October 1998

Unfortunately my car doesn't live at home, I wish it did. I haven't got a garage so I rent one to keep my Turbo 2 in. Regular readers of Stage Times will remember my problems with rented lock up garages and keeping vehicles within them dry. It is very disconcerting arriving at your garage and finding your pride and joy covered in moisture when two days earlier you put it away completely dry! Beware the concrete floor, three brick walls, asbestos roof panels and the metal up and over door!

At someone's suggestion, I was recommended to look at a product called the Carcoon, I investigated it. The idea of enclosing your car in a plastic bag and plugging it in to the mains had me puzzled. After meeting the owners of Carcoon at the factory in Manchester and listening to how the product evolved I decided to buy one. Anything that could prevent condensation had to be worth looking at.

I've used the Carcoon now for over two years, both hooked to the mains and running one off car batteries when no power was available. It is, in my opinion, the best three hundred pounds or so I've spent on the car because I'm convinced it's saved me at least double that in putting things right. My car has a couple of rust - spots, which I've kept an eye on and they have not worsened or spread since the vehicle has been "carcooned". The car remains bone dry

within the carcoon, even in 98% humidity! In fact once I took the Turbo 2 out of the carcoon on a summers day but the car had been in the garage and therefore cooler than the outside temperature.

Standing outside within two minutes it was covered in condensation. It proved to me how invaluable my Carcoon was and still is. More remarkable to me is how the car behaves when it comes out of the Carcoon after standing idle for a while.

Every time I have taken the Turbo 2 out of the Carcoon, recently after a lengthy six months, the car has started first turn of the key. If you have had any experience of Turbo 2's standing around for long period of times, that is remarkable! I have it on good authority that Paddy Hopkirk's Ex-works Mini Cooper refused to start until it began living in a Carcoon. On a final note don't be fooled by cheaper imitations! I've been shown the secret of why the Carcoon works so well and I'm sworn to secrecy, but needless to say, it's a bit more complicated than strapping a fan to a plastic bag!

If you would like more information on Carcoon products ring 0161-737-9690 and if you decide to buy one quote your membership number and you will receive -15% discount.



END OF AN ERA

by Alan Eisner - October 1998

After owning 6969R my Renault 5 Turbo 2, from new, some 15.5 years, I decided to part company. I just felt I wanted something a little more useful and less of a toy. Especially having spent a great deal of money, time and effort on the car it had reached a peak and had almost become a museum piece, too good to use. One thing I can say about all my years with the Renault, it had only broken down once when a petrol lift pump gave up in Oxfordshire at midnight, can't really complain. I am very pleased to say that the new owner will become a member of our club, he also owns a Subaru and has just put in an order for the new Clio Sport V6. (Along with another couple of members it looks like we will have a few owners of them in the club shortly) This car is of course the big brother to the Turbo 2, good move I say.

I have been looking around for an interesting sensible replacement for the T2 and my first choice

was a Honda Civic type R, this would have to of been specially imported from Japan. As the Yen started to take a hike upwards and the little Civic was priced at over 20 K, I felt that was too much for a small hatch, no matter how good it was. My next thought was to look for a second hand Mitsubishi

Evo 4, there are very few of these available for under 20K though and I already own a Gt1R. Therefore I felt these were far too similar. On scouring the "Top Marques" I came across a dealer's advertisement, actually someone I used to know when I raced. He was advertising a Mercedes 190 Evo 11. I had always admired these cars and felt it was worth a visit. Immediately on seeing it I decided that this is for me. It was immaculate and had only covered 30,000 miles from new, the ex Patrick collection car. It drove like a dream, let us see if this can be a 15 year long affair again. Anyway welcome to Russel Martin the new owner of my famous 5.

