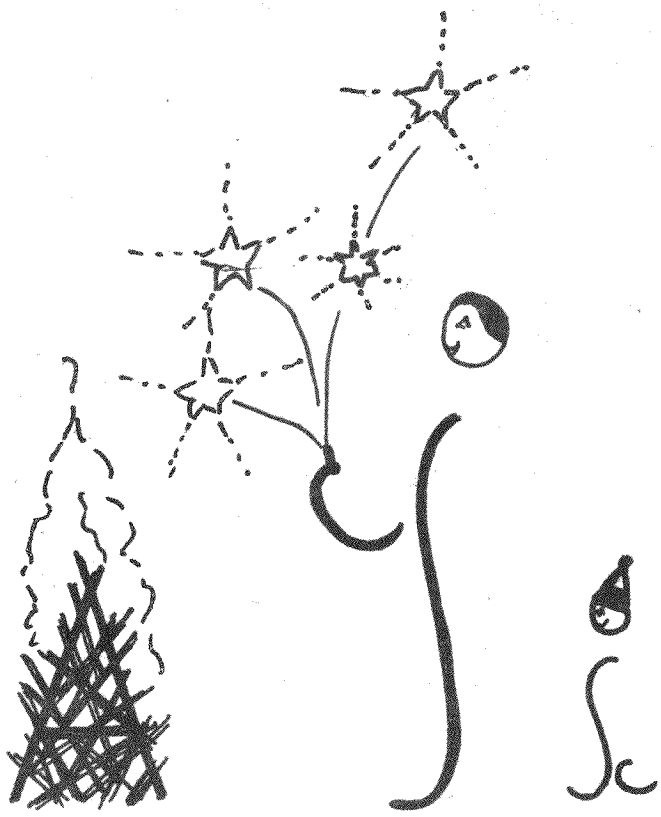


AUTO-SLEEPER
OWNERS' CLUB



NEWSLETTER 26

NOVEMBER 1990

AN APOLOGY

Your October Newsletter was very late in reaching you. This was due to problems at the printers with two of the printing thingys breaking down and the camera gadget which translates the original typed version to printing plates breaking down as well. And just to 'help' things along Jane's brother who was her partner in the business received an offer which he could not refuse and left. Sorry folks, we hope that it won't happen again!

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Greetings!

Well, I said I would be back in time to look after the November Newsletter and here I am. In the three months Harry gave us we have covered almost 10,000 miles (9,921 if you want to be exact!) on Continental touring. We have been to Belgium, Holland, Germany, Denmark, Sweden, Norway, Finland, France, Spain & Portugal. We spent many nights on camp sites, quite a few off them and, for the worriers among you, we never had an uneasy moment and suffered no damage (except what I carelessly inflicted on the van) at any time. So to those who say "Hope to" in answer to the Questionnaire item "Do you use the van to visit the Continent?" I say "What are you waiting for? If you haven't been you don't know what you're missing!"

Having read the last three Newsletters and the groundwork Harry has prepared for this one I realise that a lot is being written about foreign touring so I added my bit. Then I wondered if the subject was getting out of balance and thought I would check on the interest shown by you-all on this subject by looking at members replies as shown on the questionnaires. The database showed that, out of 640 members, 328 had stated an interest so perhaps we may be forgiven!

Perhaps I shouldn't say "we" because this is really Harry's Newsletter (again). It won't come as a great surprise to many members to learn that, by mutual agreement, I am standing down from the post as Editor and handing my badge of office over to Harry. I haven't fallen out with anyone, its just that I was finding more and more that the need to prepare a Newsletter every month was making it impossible to enjoy the one thing I valued above all else in retirement, freedom to come and go at will. It irked me to have a Talisman standing outside the house, all ready to go but with no time other than a few odd days. I shall be retiring from the Committee at the next AGM, having served my two years

(plus just a little bit!) but, being eligible, will stand for re-election and hope very much to be successful. There are quite a number of things I can do to help the organisation - for instance I can now get down to preparing the list of Members in various sections/areas which was asked for at Billing. Rita will continue, so long as inspiration flows, to design the front cover of the Newsletter and we will act as links between the Editor and the Printer - and post it too most months!

But my sincere thanks to Harry for doing such a great job when I left him to it and for agreeing so happily to take it on full time. I have promised him my full support and, with your help, I know the Newsletter will go from strength to strength. With my thanks to the many Members who made it possible for the Newsletter to grow from the original single A4 sheet to what it is today, I'll sign off.

your ex-Editor

Phil Daley

Hello! (Again)

Thank you, Phil, for saying nice things about me and for all your hard work to get this off the ground. Without that the Club would not have such a Newsletter which I am proud to take over. So enjoy your days, weeks and months at home and abroad in the Talisman. But perhaps you can do the odd month or so when Sheila and I need a break!

So there it is, people. You are stuck with me as your Editor now. Would some kind person out there in ASOCLAND please start thinking about taking over from me in due course? Go on, force yourself!

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CHAIRMAN'S CHAT

How quickly this year seems to be flying by - it is October already and Daphne and I are about to set off for a 3 week holiday in China. We are adding an extra five days in Hong Kong at the end so we are going to be away almost a month! I wonder whether we shall see any motor-caravans in China - probably not I would guess.

We have been able to get to two Club Rallies recently - Shepton Mallet and Kingswood. Unfortunately both were affected by rain-storms but this didn't really seem to

dampen the enthusiasm of those attending. An additional problem at Shepton Mallet was the size of the area available to us. We had asked for a space for 50 or so Auto-Sleepers but unfortunately the section allotted to us was not nearly large enough. This resulted in vans having to be parked very close together and indeed some members had to find pitches elsewhere. One of the highlights of the weekend was the attendance of our President, Charles Trevelyan, accompanied by his wife Angela and their five-month old son, Piers. Looking after a small baby in a VW High-top cannot have been easy, particularly in the bad weather, and we sincerely hope that the experience will not deter Angela and Piers from future rallies!

Frank Stinchcombe's "Green Field" Rally at Kingswood was a great success. I believe there were 50 Auto-Sleepers in attendance and everyone seemed to have a really good time. The main attraction of the weekend was the Saturday evening function in the really splendid Kingswood Parish Hall. At the start of the proceedings I was able to introduce the Chairman of the Parish Council, resplendent with his badge of office, and to thank him for allowing us to use the hall. Who is the Chairman of the Parish Council? Frank S. of course! After a very enjoyable cold supper prepared by John & Barbara Cox, assisted by Jim Vinton, Joe & Pat Payne, the evening continued with various activities including an excellent raffle and some noisy and not too expert games of skittles. On Sunday morning the rain decided to come down particularly hard just as we were all gathering for coffee and biscuits. Despite this everyone turned up with a host of umbrellas to thank Frank and Dilys for organizing such an enjoyable weekend.

By the time you read this it will be getting towards the middle of November as this issue is being despatched from the factory with the 1991 Auto-Sleeper Magazine. This won't give you much time to get your booking forms off to me for the Abbey Wood Rally from Friday, 30th November to Sunday, 2nd December so please fill them in and get them off to me AS SOON AS POSSIBLE - I must know numbers attending by Friday, 23rd November at the very latest. Please don't delay! The programme for the weekend will be much as last year with a get-together in the Abbey Wood Community Centre on Friday evening (7.00 - 9.30 pm. Take-away food available nearby.) Saturday is free for you to visit London, Greenwich, the Thames Barrier or whatever you wish. On Saturday evening we shall gather in the "Jolly Marshman" again - there is now a new landlord and he tells me that he can arrange some hot snacks at, say, 7.30 pm if he knows how many

will want them, so please indicate on your booking slip whether you would like to partake. Also please indicate whether you would like me to send you detailed instructions on how to find the Abbey Wood site. There are details in the Caravan Club handbook but they are not all that clear. It doesn't seem necessary for me to send these instructions to those who know the way but if you would like them please say so on your form. The site is only a few minutes walk from the railway station which has a good service to London. A One Day Travelcard, costing £2.60, provides unlimited travel on buses and underground as well as British Rail. The cost of the rally is £7.00 per night pitch fee plus £1.50 rally fee. I have already received Roland and Audrey Trulock's money and am looking forward to hearing from many more of you. The toilet blocks at Abbey Wood are now centrally heated so even if it is cold and damp outside you will be able to have a nice hot shower in comfort -- and don't forget your levelling blocks or wedges as most of the pitches are on a slight slope.

Finally for this month, and perhaps most importantly, please note that next year's Annual Rally and A.G.M. will be at Home Farm, Edithmead, near Burnham-on-Sea, from Friday, April 5th to Sunday, April 7th, 1991. Clive Jenkins, our Vice-Chairman, will again be in charge of organizing the weekend and he tells me that this site meets all our requirements. It may not be as central as we would wish but its proximity to the M5 makes it very accessible. The A.G.M. will be in the afternoon of Saturday, April 6th.

John Normandale

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Our members travel far and wide for their leisure and we are always asking for reports of their travels. The following item was promised at the A.G.M. and received in mid-August. But it has taken until now to get into print!

"Our holiday started on 16th May by crossing to Ostend and the end of the day saw us at Bergen op Zoom. Next day, being near to Gouda, we decided to visit the cheese market only to find that it did not start until June. There was, however, an extensive general marked which we enjoyed.

That afternoon we drove on to Delft hoping to stay at the Municipal Camping on the sports ground but to our horror it had closed. Not a lot of luck so far!

Disappointed, we progressed to Leiden and camped for the night at Wassenaar (Maldrift).

An early start into Leiden (before some of the shops were open) also proved to be a disappointment, particularly as we had been quite impressed with the brochure. Entry to the Cathedral was prohibited as it was being used as an examination centre for all the senior pupils in the surrounding area.

Our luck changed however when we reached Haarlem particularly as we were able to park near to the Frans Hals Museum. Parking so far had not been a problem - it must be due to the Dutch coming second only to the Chinese in the use of the bicycle. A very interesting three hours was spent here culminating in a choral concert held in the church of St. Bravo.

Across the peninsula to Edam where we were sited by the water's edge. A nice site out of season but I would imagine possibly crowded in peak holiday time. No dogs allowed on this site but I was rather taken aback next morning to see a lady exercising two ferrets on dog leads. The town of Edam is within walking distance which is a good thing because parking the Talisman in town was just not on.

On to Enkhuisen and its wonderful open air museum to which a whole day may be devoted. Crossing the Great Dyke (19 miles long) we stopped a third of the way across and spent a pleasant break looking at the posters showing how it had been built. Then to Germany at Soltau which was delightful but pricey. Mary was able to wash all the dirty linen and dry it in the aerated attic. Everything had an air of Teutonic orderliness and cleanliness.

Travelling south through Bergen we felt it was wrong not to visit the infamous Belsen Concentration Camp. In the afternoon we walked round Celle, a charming town with architecture dating back to 1510. The town was never bombed during World War 2 by special request of George VI because of its connection with the House of Hanover. Late that afternoon we arrived at Helmstedt and met the rest of the International Caravan Association members with whom we were travelling through Poland.

And so along the corridor to West Berlin and our site at Hazelhorst, near Spandau. We had an extensive conducted tour of West and East Berlin and were more impressed by the sincerity of the Eastern guide than the suavity of the Western one. Two days later we went in

by underground and consolidated parts which had taken our interest during the coach tour, e.g. Check-point Charlie, Potsdammer Platz etc. We walked between the two walls and collected a bit as a souvenir. In West Berlin's pedestrian precinct stands an impressive sculpture; a broken chain link depicting the divided Germany. Through the sculpture one sees the remains of a bombed church now replaced by a modern building with a magnificent blue stained glass window. We were in the presence of history being made by the imminent reunification of Germany.

We had a 1½ hour wait at the Polish border before the van was admitted and arrived at Stettin and our pine clad first site in Poland at 5.00 pm. Next day to Borowo, a village near Gdansk and a lake-side site. Gdansk was impressive with the memorial to Solidarity and our guide's command of English. He was a lecturer in Chemistry at the University and "doing a bit of moonlighting" (his words!). Next on to Rydzewo where we saw two swans fighting. The parent, guarding the cygnets, grabbed the intruder round the neck with its beak and tried to drown it. I think our curiosity saved the intruding swan.

Travelling to Warsaw on Sunday we saw the locals going to church - by horse & cart, tractor & trailer, tractors alone with people hanging from every conceivable spot. We passed near Treblinka and visited the infamous spot in this remote area of the forest. It was quite eerie walking up the "Black Road" from the railway siding to where the gas chambers were once sited. Two days were spent in Warsaw the first on a guided coach tour the second on our own. The following day took us to Lublin arriving at lunch-time and we were whisked off on a coach tour in the afternoon. A quarter of a mile out of town was the concentration camp of Maldanck, left just as it was in 1945 apart from some obvious clearing up. This was not on the itinerary and was a revealing and unforgettable surprise. The town was very attractive particularly the square and the old quarter.

To Krakow, the gem of the tour for me. We arrived on a feast day and there were scores of processions all dressed in their best clothes and heading for the church. The service was relayed outside for those who could not get in. This is a magnificent city and a photographers dream, especially the old square. We had two more coach trips, one to Auschwitz which was only partly taken up and the other to the Salt Mines now non-working but with fantastic figures carved from the salt, usually with a Biblical theme. We bought our presents in the Cloth Hall where prices were extremely cheap,

e.g. a carved chess set for £3.50. Lunch for two in a good restaurant with 3 courses and coffee only cost £7.50 and included 2 beers. After four wonderful days we had to leave and, unfortunately, travel through about the most polluted area I have ever experienced. After we had cleared the worst part we could still taste the sulphur.

Wroclaw was our destination but we were not impressed. The site was good, the loos were not, the town seemed grubby, the temperature reached 104°F which did not help. Our group's farewell dinner was good but unfortunately they caught us all on the price of the wine. Next day to Gorlitz by midday and by mid-afternoon we were well on our way to Hof. Just before we arrived there was a sign "End of Motorway". I asked Mary where it had started because the surface was diabolical - bad enough for us to lose a wheel-disc somewhere.

Our observations after three weeks in Poland. Take a kit-bag for your Zlotys which were 15,000 to the pound. The people seem reluctant to grab the potential - after 40 years of communist rule I suppose it is difficult. We were not sorry to leave as we felt we could do little to help. We like the petrol price at 0.72p per gallon. We wonder who will pull them out of their complacency but they will tell you that they are happy because they are free!

Cyril Coombs."

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RALLY REPORTS

"As newcomers to the A.S.O.C. my husband and I were looking forward to joining other members in the Club field at the Bath and West Show. We had booked in advance advising Ivan Newton that we would be late on Friday evening. We duly checked in with Frank Stinchcombe and sited our Flair in the dark.

We both work during the week, so on Sunday morning, having heard the rain, turned over and went back to sleep, waking up at the lovely hour of ten o'clock. Barrie offered to make me an early morning cup of tea in bed so we could try out our newly acquired gadget bought from Zoe Marketing, Hereford, the previous day. Namely a multi-purpose tray that sits easily on your knees because it has a bean bag attached on the under-side. So there I was sitting comfortably slurping tea when someone passed by ringing a school bell and shouting

something that sounded like "Wakey Wakey". I was not sure whether to rush out in my nighty in case this was a fire drill but of course I did not have a dressing gown or even a long coat and my track suit was in the locker under the bed. What was everyone else doing? I peeped through the curtains. Someone passed with a kettle, someone with chairs, another with two beakers and someone else with a Jaguar broly. We hastily got ourselves dressed, tidied up the van and drew back the curtains only to discover that it was, by now, all over and everyone was dispersing. And then we saw the notice that said "Coffee Morning Sunday 10.30".

My thanks to Bill Dyson for his help regarding Silver Screens (we did succumb!). A thoroughly enjoyable weekend. Until next time.

Suzanne and Barrie Steddy"

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"Don Amott's Weekend

We arrived on Friday evening and were greeted by Barbara Cox who told us what Mr. Amott had planned for our weekend. We parked the van and quickly joined the other members in the showroom for the cheese and wine and for a chat.

On Saturday many of us wandered into Hilton to the boot sale - just for the walk - or took in other local sights. In the evening Mr. Amott had laid on a trip to the Theatre Royal in Nottingham for us to attend the Victorian Music Hall. Everyone I spoke to said that they had thoroughly enjoyed themselves.

Unfortunately Wendy and I had to leave early on Sunday morning (8.00 am!) but I have learned that the coffee morning was well up to the standard of the rest of the weekend and the whole was topped off with lovely weather throughout.

Thanks must go to Barbara and John Cox for organising the rally from the Club side and an especially large 'Thank you' to Mr. & Mrs. Amott and their staff for looking after us all so well.

Peter Fisher"

(I've had other comments praising Mr. Amott for his very generous hospitality for the weekend so the thanks of the Club are due to him, his wife and staff. Ed.)

Report on Kingswood Rally

50 vans attended plus one day visitor on Saturday. The early arrivals (on Thursday) were greeted by bright and warm sunshine and were invited to light refreshment at the home of the rally marshals (Dilys & Frank) in the evening. Friday was again very bright and sunny. The village hall had been booked for coffee in the evening - it lasted about three hours with everybody having a good chat and perhaps the odd pint at the bar.

Saturday dawned very overcast and soon developed into a wet day. Arrangements had been made to hold games on the field in the afternoon but these had to be cancelled. The evening was still wet but the village hall was again in full use and everybody enjoyed themselves tremendously. The Chairman of the Parish Council welcomed our members and he then took part in our activities. A very special mention must be made here. Barbara Cox and her team of helpers laid on a Ploughman's supper - with a difference. It was excellent - Well done Barbara.

Sunday was again very stormy. The morning began with a Hot Air Balloon crashing into the field we were in luckily missing the vans but by a very narrow margin. Not many members witnessed this as it was at 8.20 am - a bit early after our hectic night! Some photos were taken so we have evidence if you missed it. Coffee was delayed until 11.45 so that some members could attend the Harvest Festival in the local church. It was still raining so cheerios were said from under umbrellas.

Seven vans stayed on until Monday morning and were invited to join Dilys & Frank for a little throat moistener to round off the weekend.

We should like to thank Barbara & Dave Clark as well as Barbara Cox for their able assistance throughout the weekend. And special thanks to all members who turned up - without them there wouldn't have been a rally.

Good News. The field and the hall have been booked for the same weekend next year. Please put it in your diary - 27th - 29th September 1991.

Frank & Dilys"

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WAGON TRAIN TO FRANCE

This was organised and led by Reg Rogers who put in a lot of hard work to get us there and without whom many of us would not have taken our vehicles abroad. We are also grateful to John Normandale for his assistance in connection with our trip.

On a glorious summer day 32 people in 16 motor-caravans from all over the country gathered at Ashurst in the New Forest where we camped overnight. The next morning all the vehicles lined up - a very impressive sight - and the group photograph was taken. Wagons rolled two minutes before schedule all proudly displaying our patriotic identification marker of red, white and blue ribbon fluttering in the breeze at the rear of each vehicle. Down in the forest something sure did stir as other campers came out of their caravans and tents to witness this unusual sight. We went in convoy to Portsmouth and boarded the P & O ferry to Cherbourg where we had our first camp abroad. Early next morning we said farewell to John Normandale and the five-day group and twelve vans began the journey south. Now came the first test - how would we manage driving on the "wrong" side of the road? We were now travelling in groups of three vans with a driver experienced in continental driving leading each group. The next stop was Nantes where we established the practice of an evening "Rally style" get-together for a drink and chat when the topics varied from technical aspects of vehicles to an amusing demonstration on how to cope with a French loo! The next day we travelled on to La Tranche where we camped for two nights on a site adjacent to a large sandy beach. Finally on to our destination of La Rochelle. This is a beautiful place with marinas containing hundreds of yachts and waterways where shipping of every description could be seen. The town has many interesting shops and cafes and numerous buildings of architectural interest. There is a sandy beach and several museums. All this was within walking distance of the camp site and to top it all the weather was superb. The return journey to Le Havre was made in separate groups, one staying at La Rochelle for two nights, one staying three and another five, all travelling via the Loire valley. We had a good crossing and eleven vans arrived safely and unscathed back in Portsmouth. The twelfth van remaining on the continent for an extended holiday. Everyone had enjoyed their time in France and the 'first-timers' now felt confident enough to go again on their own. Everywhere we went people stopped and stared so we hope that in some small way we have promoted the name of Auto-Sleepers and also that we have been forgiven - in the words of that famous

panel game - our hesitation, deviation and sometimes repetition when finding our way to our destination!

Doris & George Mitchell

A diary of the 14 day Wagon Train has been written which expands of the details above. If you would like a copy I'm sure that you could get one if you talk nicely to Rita!

And on the subject of touring abroad Phil received a letter in August and passed it to me. I've had to hold it over due to lack of space. But here it is:

'As a new member of the Club I must say I am very impressed by the Newsletter and the amount of information which I have received to date.

I should like to ask if there are any members who would be interested in forming a group for a trip to the "Continent" in late May/early June 1991. If so I would possibly be interested in joining it.

Perhaps someone has some ideas in this direction.

M.J.Potter"

(Sorry, I couldn't quite make out the first name - perhaps Mervyn or Melvyn - looks like Meyn. Ed.)

Perhaps another Wagon Train is required? What about it?

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Not a report (yet) but a reminder of the extra rally being run by Wendy & Peter Fisher - see Rally Supplement for details.

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Do you remember that in issue no. 22, page 8 there was a request from Auto-Sleepers for an article with pictures for inclusion in their magazine? I don't suppose you do because there have been absolutely NO entries received by Rita and Phil. What is it, our members can't write? (I know that's wrong!) Can't take photos? (Don't believe it!) Too busy caravanning? (More likely.) Don't need the prize money? (??) Whatever the reason the Daleys have managed to prepare something for A-S to include. Think about it, please. Perhaps, if there is a similar offer next year, we might be able to offer a little more to the Company.

Don't forget also that Dilys collects pictures for the Club archives. I know that we have only been going for two years but it could be valuable in years to come. We don't tend to think in terms of 'tomorrow' so much in the ordinary way. But it is surprising how valuable records can be to future generations. In the course of business I've been researching back to 1625 and it is quite amazing to discover hand-written records of the time. Perhaps your photos could help a researcher in three hundred years or so.

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"The Continuing Saga of the Disappearing Wheel-trims."

"Just a quick note on vanishing wheel-trims which may help. Trims which use those spring-clip retainers with teeth to resist removal can often be set incorrectly to give excessive spring pressure. Whilst this may seem to make for added security, what actually happens is that under the influence of hot brakes and hot weather the plastic trims become permanently distorted. Grip vanishes - as do the trims. Never bend these clips outwards...it just will not work. Rather relax the gripping force to the minimum necessary to retain the trim (quite a light load is necessary). This provides a stable security, removes any tendency to distortion and, an added bonus, causes minimal damage to the wheel.

Aubrey Wagstaffe."

Thank you, Aubrey, now all I have to do is either find the missing trims or buy some new ones.

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FOR SALE

"We have sold our lovely Tally after 18 months and 18,000 miles as we need something larger for our continental touring. Surplus to our requirements we have a pair of Captains seats - almost brand new and covered in Trenton colour with blow-up lumbar support and arm rests. Should any member like these we would be pleased to sell at a very favourable price.

Neville Allcoat."

Neville can be found at 31, Gamekeepers Road, Kinnesswood, Kinross, Scotland, KY13 7JR - Telephone 059 284 604.

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SAFETY FIRST

Have you drained your water tank yet? Yes, I know I'm carrying on about it. The last couple of winters have been pretty mild and there has been no real cause for alarm because there hasn't been much in the way of frost. This year could be different! And will be, if the berries on my holly bush are anything to go by. There is an old saying that if there are lots of berries it will be a hard winter - and there are lots and lots of berries! So drain it out now - you can always refill it if you need to - and it is better than having to replace it because it burst.

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"OUR TALISMAN

We used to have a Flair with a rear-fitting awning to house our three dogs at night, but it didn't work out. Because of the dogs the rear door had to be open all night and in any case they used to sneak in when we were asleep. The awning seemed to be all poles, hundreds of them, and putting it up at 90°F in the shade made me more aged than I am. Also backing the van onto the awning after a trip demanded the skill of an airline pilot. To add to the misery, the Ford had a noisy gearbox which nobody seemed interested in sorting out, so we chopped it in and ordered a new Talisman.

Came the great day and we proudly drove the Talisman home. Twenty minutes into the journey the alternator packed up requiring three days to get a replacement! During the first night drive we found that some of the rear lights were not operating requiring another trip back to Bowers to have that sorted. The worst problem was that something rattled loudly from underneath the van at 30 mph in 3rd and 20 mph in 2nd. Scrabbling under the van to investigate resulted in ten days in bed with back trouble. Bowers found that it came from the front silencer box and arranged a replacement. More trips to garages and Bowers, BUT, we now seem to have a superb vehicle which is living up to all its promise. We are happy, the dogs are happy sleeping in the kitchen area and we have made several enjoyable trips.

We have carried out a few modifications. The toilet door has been reversed to hinge at the rear, making it easier to get in over all the animals. After backing over an invisible oil drum at a picnic spot we visited the factory at Willersey and had a rear bumper fitted. They were very nice to us and they sorted out a window blind that refused to roll up. We also obtained a small

quantity of the dark grey paint used on the skirt - just in case. The just in case occurred sooner than expected. Beryl asked me to stop on the bend in Willersey to post a letter. I misjudged the bend and ploughed up the grassy bank, shattering one side of the front spoiler. I didn't have the nerve to go back to the factory and in any case we couldn't afford the time. However on return home I found it no problem to repair using a glass fibre kit, a rough file and wet and dry sandpaper with, of course, the little pot of grey paint - good as new.

Television aerials. I find no comment in the Newsletter but nearly everyone we meet moans about this subject. Perhaps ASOC members do not watch television or perhaps they smugly know something I don't! We had a Omnistor fitted. It looked untidy and was useless. The dealer sold us an Italian Weekend Gold aerial with an AL12 control box at great expense. That didn't work either. But I have since found three un-soldered co-ax plugs in the circuit and it now works well at home. I bet it doesn't work on site.

Questions. Why does the sink take so long to drain away? How do you undo the oil filler cap assembly on the Talbot without wrecking it? Seems to be held together by vacuum because once parted it is easy to undo - until the next time. Why is the petrol filler cap such a beast to undo and replace? Is everybody happy with the single beds that slope down at the end because the front seats are lower than the settee bit?

By the way, we have fitted a pair of Italian wind horns and nobody is left in doubt that the horn has been sounded. We have also fitted a very good alarm system that has a nasty habit of arming itself during the night and wakes up the whole site when you open the door. Don't worry, if we meet you at any time, we shall remain anonymous.

Quick tip - our Talisman has speakers fitted in the front doors. If yours has the same don't use the radio at night because the sound is as loud outside as inside and the neighbours on site are likely to complain.

Pat and Beryl Johnson

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Now a note from our Rally Co-ordinator.

"May I first of all thank all those who are helping to prepare next year's Rally Programme. There is still

plenty to do but things are beginning to take shape. While I was in Scotland I was most impressed to find that the Caravan Club and the Camping & Caravanning Club both regularly hold rallies in the grounds of Erskine Hospital. This is a hospital run by a charity for disabled ex-servicemen. The site fees go to help with the good work being done for this worthy cause.

If any member knows of a similar place in England where we could hold a rally and our site fees would help others less fortunate than ourselves please let me know. I shall then try to fit such a rally into the programme.

Jeff Worley"

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And there, once again, you have it. I'm sorry that this issue is a little shorter than has been the case but the time element has crept in and the hand-over has taken quite a slice out of the month. Especially when added to the earlier print problems. Please keep the odds and ends coming in. Recipes have only just about started - Jeff Worley has sent in a few and I shall try to include some next month.

So until then, look after yourselves.

Your Editor

Harry Henthorne

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DISCLAIMER

All contributions from Members which appear in the Newsletter are published in good faith in the hope that they will prove useful or interesting. All reasonable care has been taken to ensure accuracy but none of the modifications has been tested by us therefore neither the Editor, the Club nor the Company will accept any responsibility for the consequences if you try them out.
