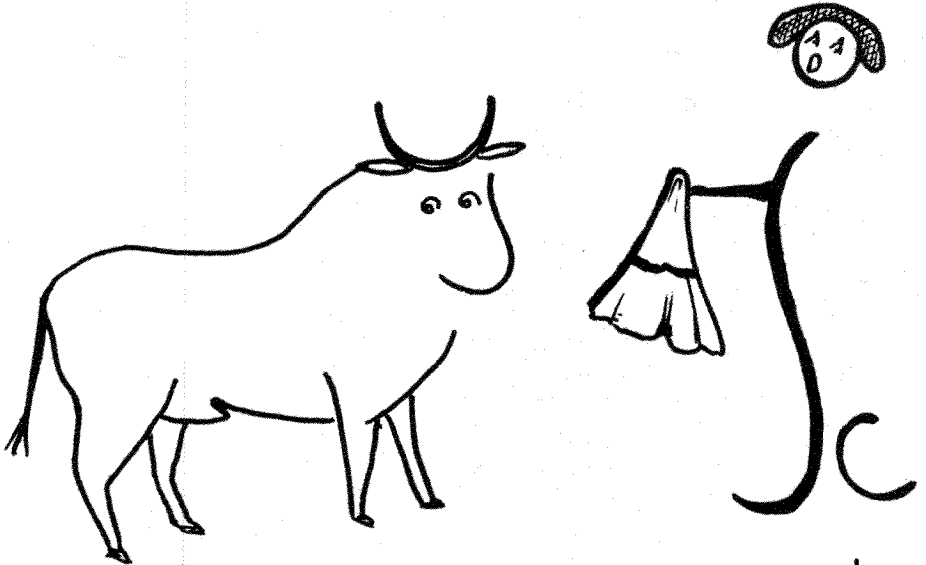


AUTO - SLEEPER  
OWNERS' CLUB



Carlos! Stop playing with your food....!

NEWSLETTER 33

JUNE 1991

Hello.

June is here already. Where does the time go? Never mind, another month, another Newsletter and more of interest (?) to read. A number of apologies first. I copied the questions from the A/S quiz sheet which was handed out at the National but I now learn that the first question contains an error! The "Motor Caravan of the Year" award is NOT judged at the Earls Court Show but at the Motor Caravan Fair. The competition at E.C. is organised by the NCC journal Caravan Business. Sorry about that, but I just included what was originally written. I hope that you all had a pint in your hand when trying to read last month's issue. The reason it sloped a bit was due to the change in printing arrangements. I didn't quite have enough time to re-organise my word processor so I had to 'cut-and-stick', and I stuck slightly wrong! Also when I inserted the details for the Detling Steam and Transport Spectacular Rally (16th-18th August) the actual fees seem to have slipped off the page. The fee for the weekend is £8.00 plus the usual £1.50 Rally Fee. This will cover the van, plus one other car if you wish, and up to FOUR adults per unit - children are free. The Rally field will be open from 12.00 noon on Friday - NOT EARLIER - and you may stay until noon on Monday. Bookings, as early as possible please, to me. On the subject of rallies, the entry forms for the Motor Caravan Fair, Stratford-upon-Avon, 7th-9th June and for the Motor Caravan Show at Shepton Mallet, 20th-22nd September will, of course, also be found in Motor Caravan World. And, hoping this is the last one, John Tidbury's telephone number had a '5' added to it which wasn't on the list from which I copied. It should read 0235 525730. I am sorry if anyone has been trying to ring John for Europ Assistance but please correct the number on your list now. I'll reprint a full list of committee members with telephone numbers at the end of this Newsletter.

-----ooo000ooo-----

### CHAIRMAN'S CHAT

I would have liked to have reported on proceedings at the first full meeting of your new Committee held at Upton Magna on 27th April but there was not enough time between the meeting on Saturday and the ferry on Monday. So I will rely on Harry to keep you up to date.

You will know that our membership records are kept on computer and we need your agreement to do this so that, under the terms of the Data Protection Act we, as a Recreational Club, are exempt from registration - an expensive business in relation to our income. If you are not in everyday contact with computers you may wonder why we want to keep the records that way, rather than on cards in a filing box. Well, at the National Rally we posted a list of members present, giving pitch numbers etc., and this was done alphabetically by surname. On Friday afternoon I was asked by *Sylvia Gale* if I could tell her, from Club records, the surname of a couple they had met so that she could check to see if they were at the rally. From the records I had with me I couldn't give her a quick answer.

After returning home I decided to put the computer to the test. I put in a search for members, his name "Don", her name "Ann" (or "Anne") and Post Town "Bristol". In a little under 10 seconds it had searched 723 records and put the answer on the screen. How long it would have taken to search through 723 cards by hand, whatever the filing order, I hate to think because the membership number was 238 and the surname *Scaplehorn*. How nice it would have been to have had a portable computer with me so that I could have done that at Edithmead! You will be glad to know that Don and Anne made contact with Don and Sylvia on Saturday after my comment at the AGM. If you wish to contact another member and are unsure of address or phone number Sheila, Harry or I can probably help you (if we're at home, of course!).

Harking back to the National, or rather the Open Forum after the AGM, I was delighted at the response by members to my comments about the problems we had run into regarding the printing in general and the Newsletter in particular. At least five people came forward with offers of help and this was in addition to assistance already given by *Mike Cross* and *Norman Cutler*. Our thanks to you all; while we haven't really found a permanent answer we have arranged for the printing of the next few Newsletters at least!

One thing I discovered at Edithmead was the reason for the Club's existence. It was probably obvious to you from the time you thought about joining that its all about people enjoying

themselves. There are other benefits such as a discount of Europ Assistance tariffs and some ferry fares but they are really quite peripheral. I remember we spent quite a lot of time, towards the end of 1988, working out what we should set down as the aims of the Club - if ever we got it going - but "enjoying ourselves" didn't appear on the list. No doubt it was another case of being unable to see the wood for the trees but light certainly dawned on me at the 1991 National - not a long face to be seen, never a moan, just a lot of happy people enjoying what they were doing.

Long may it continue.

*Phil Daley."*

-----oooOOOooo-----

O.K., Phil, I'll try to remember what went on at the Committee Meeting. (These Chairpersons what go on holiday - again - Cor!) The Treasurer reported that the National Rally & AGM had shown a profit of £470; Regalia sales had amounted to £1,160 (but that wasn't all profit) and the raffle had netted £728. Our financial state is healthy with nearly £6,000 in the bank, of which only £1,050 is in the current account and the rest on deposit. On Membership Sheila reported that she had issued number 898 and we had 597 actual members. The others have dropped out over the two years. Since the last committee meeting there had been 64 enquiries and 27 new members. Our new Regalia Officer is following in Dilys's footsteps - a very hard act to follow but Wendy seems to be managing it. An order will be placed for some Club Coasters but this time they will be square instead of round. The Telephone Index has not been selling very well so the remainder will be offered at a discounted price of £1.50 each. She has discovered a source for printed headscarves for the ladies which will be investigated more fully and we shall give details later. Also being looked at is the idea of having "Rita's Little Man" emblazoned on the headscarves and on woollies instead of or in addition to the Club's name. There will be an artwork cost but after that the price of the woollies will be the same as at present. A suggestion had been received for Club pencils with erasers and these will be ordered.

The Secretary had little to report, "Thank You" letters had been sent to the Dealers and

others who had supported the National Rally and AGM, not forgetting the team from A/S and the Company itself. He was asked to write some more letters and I'll mention those next time - after the next meeting when they have been sent. You'll see why then! Ferry companies had been contacted regarding discounts but replies were awaited. [Now received - see note later.] A couple of complaints had been received about the National Rally. First time ralliers had been told that they would be contacted but had not received a visit. It was agreed that the wording should have been that every effort would be made to contact them. Also it had been suggested that instead of a number of marshals being at the gate some should have been positioned further into the field to direct arrivals to their pitches.

Our hard-working Rally Co-ordinator came next and said that he was getting a better response to his request for marshals - mainly because he talks to people at other rallies. The programme for 1992 is well under way now and 10 dates have been provisionally booked with another 12 proposed. He asked for committee help in checking suitability of sites and Terry Plant said he would cover the Midlands area. Arthur Irving asked about the 'First Timers' trip last year and whether it was to be repeated. [See item later in this Newsletter.]

My turn and I was pleased to say that the May issue of the Newsletter had been safely printed. We shall continue with this arrangement for the time being. There had been a request to include a special booking form (which has appeared in motor caravan magazines) for the Stratford-upon-Avon and Shepton Mallet shows with our June issue, but as there had been no discount on offer for our Members and it would have cost us something to print the forms it was agreed that it should not be included.

The 1992 National Rally and AGM came next and a number of possibilities were mentioned. One or two of the first ideas were discounted for various reasons. Further investigations are to take place and the results will be put to the next meeting of the Committee when this will really be the only topic for discussion. That next meeting is at the Nottingham rally in the middle of May so the 'investigators' haven't got much time!

Melvyn Crapp has written again with photocopies of the appropriate pages from the handbook issued by A/S with his Legend in which it clearly states that the Appliances in the van can be operated either on butane or propane. It does NOT say that any other adjustment may be necessary nor does it mention the regulator, except that one is not supplied with the van.

-----0000000000-----

"I am a little puzzled by the comments in the Newsletter about propane gas. According to all the instructions received with my new Rhapsody all the apparatus using gas in the van will run on either propane or butane and the only requirement is that a different pressure valve [regulator - Ed] is fitted to the gas bottles. There is a 10lb red Calor propane bottle used mainly by plumbers etc., exactly the same size as the butane one and in fact it is possible to change type of bottle with no charge and that could be done every winter if one wanted to save cash and not buy another bottle.

Regarding the query at the AGM about the desirability to have a site with electric hook ups for the annual rally could I just point out that for years now the Camping & Caravanning Club have held their yearly "Feast of Lanterns" on various sites like Woburn, Wellington Park, racecourses and this year the East of England Showground with an attendance of about 4,000 units ranging from small mountain tents to large 'A' class motor caravans and some 10,000 participants. Everyone accepts that with a rally of that size electric points are not possible. There are, of course, water supplies and Elsan disposal points. After all, we spend a lot extra to have a vehicle that is fully equipped to be totally independent of any outside facilities and I have a feeling that very few members would wish to miss the annual rally. So I think that the committee should have no qualms about the lack of electric points for our rally.

To those members who hesitate about venturing overseas may I just tell about a friend, Jeff, who as a result of a car crash a few years ago is now a paraplegic. 2 years ago with an old Renault 4 he equipped as a motor caravan he set off on a tour of the Middle East and visited most of the countries there, even being invited to an evening with King Hussein and family. He had

difficulty getting visas for some countries and resorted to sitting in his wheelchair within sight of the frontier till the sympathetic guards got fed up seeing him there and let him cross! What a nerve! Last year, having changed to a converted London taxi (how do you fit a bed in one of those?), he ventured far into Russia but didn't have a good word to say about travelling there so diverted to Romania which, strangely, he thought was better off than Russia and much nicer, until someone ran into his vehicle though luckily the damage did not stop him driving home. If he can do it, well.....

You DID ask for something to fill your pages, so those are my few words.

*Ron Wallis."*

Thank you, Ron, that is just what any Editor needs. As you said it is something to fill the pages and each item is nicely short enough to form a separate subject if editing had been necessary.

On the subject of touring in Russia *Cyril & Mary Coombs* went there in 1987 and their journey was recorded in the Peugeot Talbot News in October of that year. They went with the International Caravan Association and apparently had a most enjoyable time. For *Bob Measom*, *Cyril's* final mpg figures were 27.125 which are said to be "extremely creditable given the variable road surfaces and questionable quality of some of the petrol". The Intourist routes could not be faulted but when they left those routes they found the poor surfaces. The "hard shoulder" is so soft that vehicles often become stuck and leave deep holes. And every 50 miles or so there are lay-bys with repair ramps. In the Soviet Union apparently motorists have to pass a mechanical test before they get a driving licence! The van is classed as a truck in Russia and is limited to 45 mph. All the caravan sites are attached to hotels. Two weeks after returning the *Coombs* set off again to Hungary!

-----ooo000ooo-----

"re: Talisman - Fridge Flame Problem

The louvre for ventilation of the fridge in the Talisman allows strong draughts into the van and in high winds constantly blows out the fridge

flame, as reported in last months N/L. I had a baffle fitted (by Three Counties Caravans) but this only partly resolved the problem.

My own (cheap but effective) solution - a piece of rigid garden fine mesh plastic cut to shape and held by nylon loops over the retaining studs of the louvre. This works and will eliminate the constant re-ignition in high winds. One of these days I'll get around to spraying it matt black!

Having just fitted an "Auto-Pilot" auto-cruise control I suggest that those thinking of doing it themselves would be well advised to talk with someone who has actually done the DIY job themselves. I found several snags in practice although I'm pleased to report it is all working well now.

*Keith Leedham."*

I fully agree, Keith, some of the 'easy' jobs turn out to be less than that. I fitted one of the electronic ignition gadgets to a previous van - all seemed to go well until I was on the M.1 and guess what? The darned thing failed and I had to be towed to a service point. All they did was cut out the wiring and put me back to direct ignition again. And it wasn't the wiring which failed, either! The electronic ignition on the Clubman was fitted when the base was built.

-----oooOOooo-----

Now a plea which has rather surprised me:

"We have a Talbot Express CXL petrol camper high top and have been attempting to purchase a Workshop Manual for some time. I like to keep things up to scratch without the extortionate cost of garage servicing but up to now I have not had any success.

"Haynes" do not produce for Commercial Vehicles and my local dealer states that Talbot do not supply a manual. Has any Member had this problem or has anyone found a manual?

*Chas. Wise."*

The reason I'm surprised is because I've got a Haynes manual for the Bedford CF. Perhaps there

is some reason why they can't supply one for the Peugeot/Talbot. Any ideas, anyone?

-----ooo000ooo-----

"Whilst demounting my awning at the National Rally on the Sunday morning I was "accosted" by a stranger! It transpired that he was a 'failed' motor caravanner having previously owned a VW based conversion (not an A/S) but now a tugger.

He asked if I knew anyone who wanted to buy a good condition, pre-owned awning. Having drawn his attention to the rapidly emptying site I suggested that his timing could have been better but offered to forward to you the details if he would provide them in writing.

A little later he returned and I enclose the very note he gave me. Perhaps you could find a corner for it in the next Newsletter.

*John Austin".*

No problem, John. See first notice below!

-----ooo000ooo-----

### FOR SALE

Raleigh Motorvilla side awning, very good condition, £125.00. Dennis Botwright, 5, Ranelagh, Winkfield, Windsor, Berks. Tel: 0344 883925.

-----ooo000ooo-----

Two DAHON Three-speed Folding bikes. We have hardly used them. Would like to sell for £120 each (cost new in September '89 £203 each).

Jeff Bowen - Awnings International - EUROVERT Autochalet, rear fixing, 'drive away from' tent. Bought at Shepton Mallet 1989 for £199 - sell for £100.

Porta-Potti 265 - £50.

*Chris Schofield*, who lives at 1, St. Peter's Street, Bishop's Waltham, Southampton, SO3 1AD (Tel: 0489 896406) has these for sale. Having had a nasty accident in his Rambler last December he has graduated to another make so these were left over.

One Bickerton Folding Cycle, new, in carrying bag £180. Also set of chrome hub caps to fit Bedford C.F. £10.

*Michael Bowker* who lives at 17, Bramble Ridge, Bridgnorth, WV16 4SQ (tel: 074 676 4637) has these items if you want them.

-----ooo000ooo-----

Volkswagen Autosleeper VX50 (Trooper) 1985, but looks 1989. Only 18,000 miles. AUTOMATIC GEARBOX. Propex heater, fridge, swivel seats, two tables, water and waste tanks, stereo with quad. speakers. New exhaust, all in superb condition. £10,000.

*Margaret Spencer*, one of our newer members, has this van for sale having just bought another A/S. If you are interested please telephone on 036 66741 or if you don't get a reply there try 095 345 2066. She lives on the border of Norfolk/Cambridgeshire.

-----ooo000ooo-----

Elsan Visa Potti 238, brand new (and of course unused!) which I don't want and I would be very pleased to hand on to any Member for a very small consideration.

Also a pair of Rud-matic Snow chains to fit 185 R 14 tyres, almost unused and in perfect condition.

Telephone *Tony Harrison* on 0736 763342 for more information or write to him at Tresorvas, Higher Row, Ashton, Helston, Cornwall, TR13 9RY.

[See also Tony's request for help later on.]

-----ooo000ooo-----

## RECIPE CORNER

"Great minds think alike". So said some sage and before anyone has a go, yes, I do know the rest of the quotation but I won't go into that. The reason for the quote is because, at the Ebury Hill rally, *Rita Daley* and *Arthur Irving* both handed me notes of handy measures for use in the van. *Rita* says that she has discovered that the cup provided with the A/S vans holds just over 4oz flour, 6oz rice or 8 fl.oz liquid. [But NOT all at the same time!] And *Arthur's* contribution is based on the A/S supplied crockery too.

Tea cup	=	0.2	litres	8 fl.oz.
Glass				
To middle rim	=	0.1	litres	4 fl.oz
To top	=	0.2	litres	8 fl.oz
Jug	=	0.275	litres	19 fl.oz
				or 1/2 pint

-----oooOOOooo-----

"Never mind Toast and Baps, how about real cooking? We have a base menu from which all sorts of other simple meals are created. It is necessary to have fresh ingredients but these are flexible and generally available in the shops (much better for you than tins, too!).

I suppose it is loosely termed Mediterranean food since the base mix has tomatoes. It can be adjusted to suit most diets: with meat and curry powder (sultanas & apple too is nice) it can be turned into a curry; with mince and kidney beans into "chilli gone barmy"; with courgettes or aubergines into Ratafouille; with chunky vegetables and extra fluid it makes a good soup; with soya chunks its vegetarian! All from the same base and, better still, ONE messy saucepan only!!

#### The Base - Tomato "stuff"

Olive oil (or other oil if preferred).  
 Onion (cooking or spanish).  
 Garlic (very good for you - but not essential!).  
 Herbs, e.g. Marjoram & Oregano or any suitable favourites.  
 Tomatoes (skinned, or a tin of!).  
 Salt and black pepper to taste.  
 Stock (made from cubes etc.) to make it into a suitable texture.

#### The bits which make the difference:

All the following are chopped as necessary:  
 Mushrooms, green/red/yellow peppers, carrots, sweetcorn, courgettes, cooked/tinned beans (red kidney, haricot, etc.), lentils, apple, sultanas, etc. For a bit of meat chopped/minced meat will do or soya substitute.

A little chilli sauce (SMALL amount only, unless you need your mouth anaesthetised!) will pep (and hot) it up a bit, curry powder makes it curry-ish. Boiled rice/spaghetti or potatoes can accompany it.

### Method:

Put a little oil in a saucepan. Heat the onion, garlic and herbs until the onion is gently browned. "Throw" the rest in (meat, if used, first until browned) and simmer until it is thoroughly cooked (but not a mushy mess - if this happens call it soup and serve with bread).

The time taken depends on quantity but we can usually have the meal ready well within three-quarters of an hour from stopping. This gives time for sampling the wine of the country when abroad or more mundane things such as putting the awning up, etc."

Thanks to *Carol Bowler* for this recipe. If it tastes as good as it reads we could be in for a gourmet (gorblimey?) meal!

-----oooOOOooo-----

Carol also sent a letter and this seems to be a fine place to include it:

"We enjoyed the AGM weekend very much despite the weather. This was our first rally since purchasing the van last May (very remiss of us!) and we were pleased to find such a friendly atmosphere. It is fascinating to see the modifications which people have thought up for their vehicles in "real life" rather than just in the Newsletter - I noticed a lot of people viewing the campsite as well as the official display vehicles! Perhaps it would be useful for the Club to have photos of the common modifications (bike racks spring to mind) and how they actually look when fitted to each model of van? These photos could always be turned into outline sketches for reproduction in a leaflet too.

One hobby which Steve is interested in resurrecting is CB/Amateur Radio use and we noticed quite a few vans had aerials attached to them. This has given him several options for applying the aerial to our van - does anyone have any views on the best location on the Talisman II (without drilling)? The choice, from the rally, seemed to be ladder, roofrack or drill. We would be happy to compile the info on these if you need volunteers!

*Carol & Steve Bowler.*"

I mentioned CB radio in issue 30, page 16 (the wonders of the index!) but so far I haven't had any replies. I know that there are a number of CB users in the Club and there are some amateur radio users too. Steve & I can't be the only ones, can we? So come out of the woodwork, please, and let's have your views. I met a couple of radio people at Ebury Hill but we would like to find all of the members with this interest. Who knows, we could start our own 2 metre network! (via repeaters, of course!)

-----oooOOOooo-----

## RALLY NEWS

An idea has been put forward for something like a 5-day Continental Rally. This might appeal to some more Members who have not taken their vans abroad before. Suggestions include springtime to the bulb fields and September to a wine festival in the Rhine/Mosel (or Moselle if you prefer it) area. In any event the basic rally would be a gentle trip, not too far, and with something to see/do/drink when you arrive. This would be marshalled by somebody who has done such a trip before but you would NOT be expected to travel in convoy. A route would be suggested, you could team up with one or two others to give you confidence, or you could just as easily make your own way to the booked site and join the rest of the gang there.

I know that there is some interest in such a "Wagon Train" idea - the first one that the Club organised was successful. Please let me know of your wishes and the Committee will see what can be arranged.

Don't forget the Club's "First Timers" booklet which is full of useful tips. You can get a copy from Rita Daley at 46 Ulverley Green Road, Solihull, West Midlands, B92 8BQ if you send her a S.A.E. (of a size to take a Newsletter) together with 50p. If you have any tips, hints or ideas which could be included in that booklet please send them to her for inclusion in a revised edition (perhaps!)

-----oooOOOooo-----

"Just a note in case nobody writes to you about the Truro Rally.

Noelle and Alan Johns organised the first Holiday Rally on a very good site at Leverton Place. This site has first class amenities, most of the toilet blocks containing a shower, basins and toilets. Noelle & Alan arranged the usual coffee meetings and also an excellent barbecue where we had steak or chicken cooked by the site staff. This was followed by a choice of sweets and, of course, drinks from the bar. All this took place on the patio on the edge of the swimming pool but it was far too cold for a dip!! The weather was a little unkind but all those who attended were grateful for the hard work put in by our marshals before and during the rally.

*George [Wane]."*

-----oooOOOooo-----

"We could only stay at the Truro rally for two nights so it is not for us to write a report. We would, however, like to thank Noelle and Alan [Johns], the marshals, for their welcome and to congratulate them on what promised to be a very good rally on a first class site.

We would also like to let our friends know that we made our 300 miles journey home without further incident and to thank especially those who pushed us for the first 100 yards. They will be pleased to know that we are now fitting a second battery.

*Sheila & David Smart."*

-----oooOOOooo-----

I can report on the Ebury Hill rally. Our two lady rally marshals did a first class job for us including the weather. It was a bit of a misnomer to call it a "Ladies Rally" - there was a fair number of gentlemen there too. Audrey Crouch and Margaret Harrison arranged (a) the Saturday night supper, (b) a prize for the Member who had travelled the furthest to the rally, (c) a fancy hat competition and (d) a quiz, the original of which had been set to Girl Guides. Needless to say none of our more senior Members managed to get the 20 questions, or even 19 or 18 of them. So the prize went to a Brownie who was present! (I'm sure that tells us something - even if it is only that our marshals should have issued the Girl Guides too!) The site is very well placed with views across Shropshire and I

believe that you can see the Wrekin from there. We didn't really have time to look because of the meeting (sounds of "Hearts & Flowers", pianissimo, off-stage) but I know many other members enjoyed walks in the locality, trips into Shrewsbury etc. In all 28 vans arrived, a very good turnout. On Sunday there was a raffle with quite a lot of prizes - and again I managed to win one.

One thing which did impress me, perhaps more than anything else, was the passage of people to and from other vans. There seemed to be a constant traffic from one van to another (perm any 2 from 28) and people moving in all directions. On top of that I'm sure that nobody managed to make the journey from one van to another without talking to somebody else on the way. And that's how it should be - its what the Club is all about!

Thank you, *Audrey and Margaret*, for all the hard work you put in for our enjoyment. But you made it look so easy too!

-----oooOOoooo-----

EUROP ASSISTANCE  
Foreign Holiday Insurance

The Club acts as an agent for E.A. and therefore can pass on the full 15% discount on premiums to members.

There are three insurance schemes:

Premier - covering motoring holidays abroad with optional personal and health cover.

Voyager - covering long term holidays up to 18 months.

Personal or Business - covering personal and medical needs only.

If you would like a form and further details please send a S.A.E., preferably the 9" x 4" size, to John Tidbury, 26, Ferny Close, Radley, Abingdon, OX14 3AN. If you only want information you could telephone him on 0235 525730.

PLEASE NOTE: As with ALL insurance forms you are strongly advised to read ALL the "small print", especially the sections concerned with

medical exclusions, and to compare prices. Asking for details and/or an application form places you under NO obligation whatsoever.

-----oooOOOooo-----

### NEW MEMBERS

From time to time we hear that some of our newer Members would like to find out things about the Club, their vans, rallies, journeying abroad. etc., etc., but don't know where or whom to ask. On behalf of all the Committee Members may I say that they (or you) should telephone (or send a letter) to ANY of the committee. Perhaps the one nearest to you, perhaps the one whose name you like or whoever. In the Membership Pack you will find a list of the committee members with addresses and telephone numbers so you can call us at any reasonable time. Having served on the committee for some time now I can assure you that the newly elected members are of the same type as those whom they replaced, only too willing to help where they can. So let us hear from you if you need help or advice - the only thing we can't help with really is money!

-----oooOOOooo-----

### "A CAUTIONARY TALE

Having been the proud owner of two other A/S vans, in January we acquired a Talisman with Turbo Diesel motor. Once again the "Broadway" team have come up trumps with a superbly laid out and extremely well finished Motor Home.

BUT, no reflection on A/S, the Peugeot side has slipped up under the bonnet! We were wending our way to a "Kart" meeting at Clay Pigeon on A.37 between Yeovil and Dorchester when at 11.30 pm at a roundabout near Sparkford on A.303 the Talisman faltered and then came to a complete stop. Engine dead.

We hopefully opened the bonnet to see if there was anything obviously at fault when along came a fellow A/S owner in his Rambler who very kindly took me a mile or so to a garage to telephone the AA. When we returned I forgot to get his name or his registration number - was he a member of our Club? He had with him his wife and daughter (complete with her violin).

Anyway, after I had thanked him and he had gone on his way, I found that my son and his friend (mechanic) had pressed a primer pump and seen diesel fuel coming out at the main fuel pipe. The round water expansion chamber which should be clipped to the bulkhead had slipped out and had quietly been sawing through the main pipe. So they cut off the offending piece, put some ties on the chamber and I was able to cancel the AA call and proceed. BUT other Members with the Peugeot Diesel may not have such useful passengers (with karting tools). I have since taken it in to my local Peugeot dealer and the foreman agreed that it was a very poor design as all diesels are, of course, prone to a lot of vibration. He will report it "up the line" to Head Office.

I have also fitted Fiat mudflaps to the Talisman and they not only look right but are proving to be very effective in operation as I now get no mud etc., thrown up onto the body behind the front doors.

Finally, in answer to *Bob Meason*, after 3,000 miles I am currently getting some 27 mpg (for the first 1,500 miles it was 25.2 mpg) and even towing my Kart trailer, equivalent weight to a small caravan, I still get a comfortable 22 mpg.

*Derek Pettit.*"

I'm sure that other owners of the turbo diesel will now look very carefully under their own bonnets to check whether the main fuel pipe is safe or not. Thanks for the warning, Derek.

-----ooo000ooo-----

"Dear Editor,

I wonder if any Member could give me some advice. I have a VW Trident and when compared to other vans I have had I consider that the provision of fresh air, particularly at night and when it is raining, leaves a lot to be desired. I have managed to rig up a fairly successful modification to the two opening top windows for when it is raining (as long as the wind is not too strong) but I would like to fit a louvred window on the sliding door side. A/S say they cannot help and Plymouth Motor Caravans tell me that they can no longer buy the old VW louvred window. Has anyone any suggestions, please?

*Tony Harrison.*

*Peter Fisher*, our Secretary, tells me that the Club is now on the mailing list for Department of Transport Press Notices. From time to time these contain snippets of information which will be of interest to Members and they will be included in your Newsletter.

At present there are two items which will directly affect us and no doubt they will give rise to some discussion!

First, the wearing of rear seat belts, where fitted, will become mandatory from 1st July 1991. The responsibility for complying with the law will rest with individual passengers BUT IF THE PASSENGERS ARE UNDER 14 THE RESPONSIBILITY RESTS WITH THE DRIVER. Upon conviction the penalty would be a fine not exceeding £100, as is the case with front seat belts.

Second, we are one of the few countries in the world whose driving licences do not feature a photograph of the holder. This can lead to misuse of licences. Quoting from the press notice "developing technology will enable the DVLA in Swansea to attach a photograph easily and securely at a modest additional cost. All of these factors have led the Government to conclude that the aim should be to include a photograph on driving licences at the earliest suitable opportunity".

-----oooOOoooo-----

#### FERRY DISCOUNTS

Sally Line have offered the Club 10% off all crossings; Sealink offer 10% for Dover-Calais and Folkestone-Boulogne but 9% off other routes. Bookings are, of course, subject to availability and MUST be made on a form which you can get from *Peter Fisher*. Send him a S.A.E (9" x 4" please) and tell him your name, membership number, which company and route you want to book, your vehicle registration number and type of vehicle (e.g. Legend, Flair, Rambler - NOT motor caravan!). Your booking form, when completed, must be sent to the Administration Department of the company concerned.

The way things are going I'm going to have to look through the Newsletters so far and produce a list or booklet even of the offers we now have!

An item from "En Route". People have been having trouble with their double glazing which gets misty between the layers. Apparently the acrylic plastic is slightly porous and allows moisture to penetrate. The best solution appears to be to remove the plugs and use a hair dryer but the problem is likely to continue until a more suitable material is invented.

[I wonder if those silica gel crystals which are said to attract moisture would help? These are often found in little sachets in electrical items. But I believe you can buy them loose - Ed.]

-----oooOOOooo-----

Contributions are requested for the Auto-Sleeper Owners' Club page in the A/S Company Magazine for 1992. There will be a first prize of £40 and 5 runners-up prizes each of £10. "I seek particularly quality photographs of Club activities, in colour, which will add impact and interest to the Owners' Club article" writes Charles Trevelyan. "Both colour prints and transparencies are acceptable, but the emphasis must be on variety, interest and, of course, showing the versatility to which Auto-Sleepers may be used. Please submit your entries to Mrs. Rita Daley, (address on page 13) to arrive with her NOT LATER THAN 24th July 1991. She will act as the Club contact with A/S for this competition.

The emphasis is on quality and variety, please. As a sort of yardstick (metrecane?) remember the quality of *Bob Measom's* model of the Talisman. Now see if your photos can better that! So come on, snappers all - and photographers too - let us see some impressive results.

-----oooOOOooo-----

Trevor & Doreen Wheatcroft are keen cyclists and members of the Cyclists' Touring Club too. (Just like I used to be when I was young and energetic - you know the year before last!) When they finally remembered to renew their subs to our Club they also sent a note for the York Cycle Rally and Cycle Show run by the CTC on June 22nd-23rd at Knavesmire, York. Admission is FREE and there will be all sorts of things going on.

Refreshments are available and there is a camp for 2000 tents.

=====

As a Club we are bound to lose Members from time to time. If you learn of the passing of a Member please let me know so that I can tell others - it might help.

=====

When I started this issue I thought I might be short of items but... Finished again, see you next time!

Your Editor

Harry Henthorne

69, Bingham Road, Addiscombe, Surrey, CRO 7EG.

Tel: 081 654 4216

\*\*\*\*\*

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.

\*\*\*\*\*

Committee Members' Telephone Numbers:

Phil and Rita Daley,	Tel: 021 706 1816.
Peter and Wendy Fisher,	Tel: 0543 377777.
Sheila Hammell,	Tel: 081 808 9112.
Ken Honeyborne,	Tel: 0827 896871
Arthur Irving,	Tel: 0742 365698.
Tony Jones,	Tel: 0793 763032
Terry Plant,	Tel: 0676 32513
John Tidbury,	Tel: 0235 525730.
Charles Trevelyan.	Tel: 0386 853338
Ron Wilson,	Tel: 0933 55658
Jeff Worley,	Tel: 0953 24049
John Cox,	Tel: 0283 712394

12th-14th July. Midland Railway Trust, Butterley Park, RIPLEY, Derbyshire. GREEN FIELD site. Fees £1.40 per night. Rally fee £1.50.

Marshals: Sheila Hammell & Harry Henthorne. Bookings to Harry, please, at 69, Bingham Road, Addiscombe, Surrey, CR0 7EG.

Directions: IGNORE ANY SIGNS TO MIDLAND RAILWAY CENTRE, A.610 to Codnor Clock Tower. Follow classified road to Riddings and Somercotes for about 1 mile passing Codnor Gate Estate on left. At bottom of steep hill turn left into Coach Road. (If you pass Newlands Inn you have gone too far!) BEWARE OF TWO SPEED RAMPS in Coach Road. A few yards beyond second ramp fork right. Turn right in front of the workshops and proceed through gate.

This rally will be of interest to those interested in steam railways. Licenced buffet can be made available on Friday and/or Saturday evening. Possibility of organising a wine and dine train if sufficient interest - also lunch on the train on Sunday if required. Please advise if you are interested in either train trip when you make your booking

---

19th-21st July. Lydiard Country Park, SWINDON. GREEN FIELD site. Fees £3.50 per night. Rally fee £1.50.

Marshals: Molly & Ken Coombes, 43, New Site, Meadowlands, Weybridge Road, Addlestone, Surrey, KT15 2RG

Directions: Leave M.4 at Junction 16. Take A.420 towards West Swindon. Follow Lydiard Country Park signs turning left into Whitehill Way and left again into Hook Road. Site is on right.

There is plenty to see and do in the park. In addition Rita Daley has suggested this might be a good venue for a 'Painters Rally'. Any painters would be very welcome, from Picassos to first time triers! Rita says she is no painter but enjoys trying!

---

