

AUTO-SLEEPER OWNERS' CLUB



NEWSLETTER 69
JUNE 1994

Hello.

For those of you who may not have understood, the term "Caveat Emptor" that I used last month actually means "Let the Buyer Beware". There, that's saved you the job of looking it up, hasn't it?

(OK. I'm only joking! I know you understand Latin!)

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Sheila has asked me to remind you all **NOT** to tell any prospective members to send money to her when they want to join the Club. The more recent members will recall that the routine is that an enquiry is received and the "Enquiry Pack" sent out which contains the Application Form for Membership. On that form the amount to be paid is shown but, in some ways more importantly, the details of the prospective member are recorded together with their signed agreement that their details may be held on our computer database.

This is essential so that the Club does not offend against the Data Protection Act.

On a few occasions recently someone has obviously been told to send £10.00 to *Sheila Henthorne* and they will be enrolled. This only causes her more work because she then has to keep track to ensure that the signed form is returned in good time before the details can be entered. If there is a delay, it means that some of the paperwork is lying around - and we all know what could happen then.

So please, just ask any prospective member to write or telephone *Sheila* and ask for the details which she will be happy to send out. Alternatively, why don't YOU volunteer to be Membership Secretary and accept the hassle?

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A very reasonable and pertinent comment has been made which I will pass on to everyone. Many of the "travelogue" type items in the Newsletter refer to places abroad. Not everyone crosses the seas and many would like to see some more about trips around the British Isles. I'm sure that we shall get some reports from the Irish Rally but if anyone else is staying within the confines of the UK for their holidays this year, why not send me a write-up? I shall try to include one about wherever we happen to get to - the destination is "Glasgow and turn left" but you know how it is with motor-caravanners, we might as easily arrive in Devon, Dolgellau or Dover if the weather turns about on us!

#####

Talking of weather, we were away for the May Day Bank Holiday weekend and it has brought to my mind a problem that faces all of us.

Has anyone got a simple solution to avoid those kamikaze bugs that I find all over the front of the van after a journey? I have thought about driving backwards but it seems a bit hard for long journeys! I can dream up a Heath-Robinson contraption, maybe a fan on the front to blow them away or an extra plastic screen from the bumper to the roof but we don't think that would work. Perhaps some of the thin film stuff should be put in layers all over the front and when we arrive we could peel off the top layer with all the bugs. Should we ask the works to change the colour scheme of future vans to be 'Muck and Spotted' so that the travel problems would not be noticed? Ah! Well!! Back to the bucket of water and elbow grease, I suppose!

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Our new P.R.O., *Cliff Abbott* has advised that his telephone number has changed. It is now 051 608 0857. (And just as I had got page 20 organised, too!)

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1993 ACCOUNTS

A couple of questions were raised during the AGM and these have been considered by the Committee. The following answers are now given:

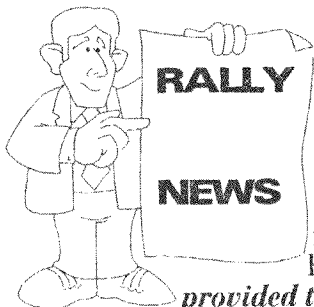
1. Whilst the Site Fees are approximately the same, the Sundries for 1993 include such items as Corporation Tax paid in arrear; charitable contributions, e.g. Special Care Baby Unit at Bristol; prizes for the photograph competition previously paid by Auto-Sleepers Ltd; subscriptions to Auto-Gas Installers and Retailers Association and Association of Camping and Caravanning Exempted Organisations.

2. The income from the sale of Regalia remained similar to that for 1992. Increased buying in 1993 should show an increase in income for the 1994 Accounts.

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RALLY NEWS

The Club and Company Rally



Very many thanks to all members who have offered to help with this rally in any way. Volunteers are still required for later marshalling duties and for stewarding the two halls. Neither task is particularly onerous *provided that sufficient members volunteer.* So come

along, please, offer to help **YOUR** Club by doing a little work for a short time. Bookings are due by 23rd June - if you have lost your booking form please contact *Sheila Henthorne*. If you have any other queries, please contact the booking officer whose name appears on your receipt or gate pass.

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Winter Rally, Almeria, Spain

The response has now been enough so that a booking has been made with the site at Mojacar. The rally will run from 1st - 28th February 1995. For further details please ring *Geoff Scholey* on 0756 752 303

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SELBY RALLY

This rally was proof of what a first-time rally marshal can do and could well be an incentive to a number of members who are 'thinking about it'. *Alan Guest* had thought about it for some time and was finally prevailed upon to have a go. The venue was the Burn Gliding Club with a nice grassy area adjacent to the club house whose facilities were available to us over the weekend. *Alan's* real stroke of good luck, whatever he may claim of divine intervention, was a weekend of glorious weather. Gliding took place each day and a number of members availed themselves of the opportunity to take a flight in the two seater machines, even being offered the handling of the dual controls. On Saturday night members of the local branch of the George Formby Appreciation Society gave a programme of his songs. This was the first time that they had worked together and a series of boobs and mishaps was hilarious. *Alan* was well supported by ready helpers to whom our thanks are due. Congratulations, *Alan*, and here's to the next time.

Cliff Abbott.

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Highlands End

I would like to thank everyone who came to my first rally at Highlands End, near Bridport, especially everyone who turned out for the coffee morning and raffle on the Sunday morning despite the cold wind. We had a total of 32 units and 62 people sat down for a delicious meal on Saturday night.

As my first attempt at running a rally, I found it a nerve-racking experience but well worth it as everyone seemed to enjoy it so much. I would like to say a special thank you to *Barbara and Tony Jones* who helped me get through the weekend without a mishap. I intend to go

through it all again next year and hope to see you all again (I must be mad!)

Maureen Torah

As I've often said before, it isn't too difficult to run a rally although the first one does try the nerves a bit worrying about what might go wrong. But from experience of our members - if anything does go wrong everyone will be working to sort it out and I've never yet heard of a spoiled weekend. Well done, *Maureen*.

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Chairman's Chat



With last month's Newsletter you will have received the Booking Form for this year's Club and Company rally. I would remind you that the closing date for bookings is **23 June 1994**.

One of our members, *Geoff Mackey*, is designing and engraving a piece of glass with a R.N.L.I. motif. For a 25p donation you will be asked to estimate the amount of time, in hours, minutes and seconds, that he spent designing and engraving the glass. All proceeds will go to the R.N.L.I., our Charity for this year, and the winner will receive the engraved glass on Saturday evening.

You will be able to see Geoff and other members demonstrating or displaying their hobbies in the Severn Hall between 2.00 and 5.00 pm on Friday and from 9.00 am to noon on Saturday. During these times there will be four Club stalls selling items also in the Severn Hall.

Bring and Buy Stall - *Carol Hooper* will be pleased to receive cakes, jams, preserves, confectionery etc. - edible items only, please.

Bric-a-brac Stall - *Margo Lumb* is looking for saleable items, please.

Books and Magazines Stall - *Monica and Bob Williams* will welcome your books and magazines to sell.

Bottle Stall - *Mary and Ray Pearson* hope you will provide plenty of bottled goodies, please.

The Raffle will be going on over the weekend and *Maureen Edden* will be running this most popular item.

The Club Office will be situated in the smaller room of Paul's Rooms, adjoining the Severn Hall, and in the larger room *Pru Osborne*, the Regalia Officer, will have plenty for you to look at and buy. The Club Shop will be open from 2.00-5.00 pm on Friday; from 9.00 am to noon on Saturday and from 9.00-10.30 am on Sunday.

Auto-Sleepers Limited will have their Stores Shop in the Terme Hall with their new vehicle display just outside. Various accessory dealers will be nearby and will be pleased to see you during the weekend.

Do please help *Jackie Claxton and Heather Tidbury*, the Bookings Officers, by sending your **form and cheque** to the one whose name appears on **your** booking form as soon as possible. They have had quite a number of bookings in already (I write this at the beginning of May) but they would like to avoid a last-minute rush.

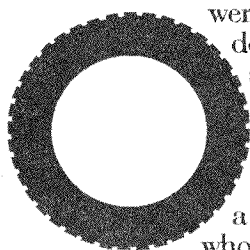
I look forward to seeing you at the Club and Company Rally, 1994.

Arthur Irving

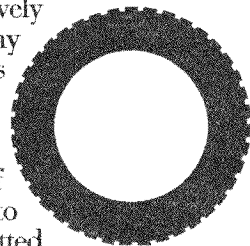
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TYRES

The endlessly wet winter certainly high-lighted the somewhat dodgy traction of the Talbot Express. I was actually stuck twice and had recourse to my Grip-Mats. On one of those occasions the mats



were spun through and the relatively desperate expedient of the army surplus entrenching tool was resorted to - I can't remember when I last used it.



I then followed the example of a previous correspondent (to whom many thanks) and fitted

Michelin 195 x 75 XCM Snow and Mud tyres. The weather didn't improve but I had no further trouble. One example - in a well grassed and apparently firm Kentish orchard we sank in at least an inch overnight. It was still raining when it was time to leave but the new tyres pulled us out without hesitation. The standard tyres would have had no chance.

Of course, Talbot have not exactly helped. I bought a new Rambler GL last November and found that during the three years I had my previous Rambler they had further lowered first gear, making it even more difficult to get enough power on to pull away or climb a slight slope with mud, wet grass, or even cowpats, without spinning the driving wheels. I have a friend with a new Camelot who this last winter has routinely fitted snow chains before venturing on to grass!

However, I certainly endorse the recommendation of the S & M tyres and have so far discerned no disadvantages.....except the price.....on the road they feel and sound no different to us, but ATS did say they might give marginally less mileage!

Dan Flunder

We bought a set of snow chains at last year's Club and Company rally and, touch wood, have not had recourse to them so far. But this does bear out the comment about the S & M tyres. (See also next item.)

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SURE-GO CHAINS.

I got my American Sure-Go chains at the Club and Company Rally last summer. I am a complete pessimist so I bought 2 sets, for £40, as I was doubtful if just two straps per tyre would be enough for the sort of mess I get into. In December I put the whole lot on, 4 straps per wheel, when I had to leave a very wet site. It had rained steadily all night long, on the soaked and clayey soil. The chains are reasonably easy to fit, although it is a tight fit at the 9 o'clock position, nearside, because of the brake calliper. Naturally the front wheels were on boards. I warmed the engine up for a few minutes, engaged first gear and we moved off without any trouble. I am quite sure, from past experience, that without the straps I would have had difficulty and a lot of wheel spin. I think next time I will only put on three chains per wheel. Looking at the nearside front wheel these would be at 7 o'clock, 11 o'clock and 3 o'clock. In this way I think I would avoid the difficult one going behind the brake calliper. It is important to pull the straps quite tight, and to make sure that the free end is properly in its clip.

May I take the opportunity of airing a pet point of mine? Many writers recommend that one should engage 2nd. or even 3rd. gear to get moving under slippery conditions. This seems to me to be plain daft. What is needed is to have the engine turning at a reasonable speed so that it will not stall. This usually means about 1500 rpm, on a well warmed up engine. At the same time one needs to turn the wheels as slowly as possible, this means the lowest gear that you have. Even then a bit of clutch slip is needed to get traction started. If a higher gear was better for getting started there would be no point in fitting Land Rovers with a transfer box to have a lower set of gears for muddy, slippery, conditions. I know from experience on the mud of salt marshes that the transfer gears are essential.

Nial Reynolds



TYRE PRESSURES - AGAIN!

Catching up on my reading of the November Newsletter [a bit late! Ed.] I see that *Chris Clayton* asked about the old favourite - tyre pressures - and quoted the figures in his Talbot handbook. May I suggest that he disregards these - they are for a vehicle used commercially and liable to be loaded to maximum weight. If I may give the figures for my Talbot, the maximum laden weight is 3,000 kg. The front axle may be loaded to 1,550 kg and the rear to 1,680 kg so these maximum axle loads enable a van to be loaded either front- or rear-heavy. The tyre pressures given in the handbook allow for these maximum axle loads and are quoted at 57 psi front and 70 psi rear.

I weighed my van when fully loaded with 2 people, holiday gear, fuel and water (including the loo) and the weights were 1,270 kg front and 1,520 kg rear. I sent these figures off to Michelin explaining that at the handbook pressures everything rattled, including my teeth! They replied 'the recommended pressures you possess are for the Express when used in its commercial form, i.e. a fully laden van. Obviously this pressure is far too high for your usage and with the given axle loads we would recommend pressures of 50 psi front and 55 psi rear which should give you a much more comfortable ride.' It did!

Subsequently I saw the thick technical manual which Michelin produce and the following figures were given for my tyres when used singly at the end of an axle:

Axle Loading kg	1200	1290	1380	1460	1540	1620	1700
P.S.I.	44	47	51	54	58	62	68

It will be seen that a modest reduction in weight can result in quite a reduction in psi. My advice is therefore to have the van weighed - my experience is that you are not likely to be charged if you don't want a ticket - and then see if your local Michelin has a copy of the manual to examine or write to their technical division with the axle weights and ask for their advice.

Alan Wheeler

Thanks, *Alan*, for some useful information on this subject. *Alan* also has some goodies for sale - see the appropriate place later in the Newsletter.

TALBOTS

I will try to answer some of the points made under the item "Still on Talbots" in the April Newsletter. I have a 1985 Sportsman on a petrol Talbot Express which I have owned for 7 years. The present mileage is 64,000 and the oil consumption is nil but I change the engine oil twice a year.

1. The Talbot does NOT accelerate like a slug, but you cannot expect to overtake cars on the level, never mind inclines on motorways. Modern cars are much lighter than motor caravans and in most cases have a more powerful engine. My petrol consumption has been regularly 26-27 mpg on an average of short and long journeys over this time but you must have a velvet foot on the accelerator!

2. As the cooling system has been pressure tested I cannot comment, but make sure that all hose connections are tight and free from leaks. Keep a regular check always.

3. I have had no leak but suggest that it may originate from the windscreen rubber surround either at the top or sides. This can be sealed in most cases with Hermetite Window Seal which can be obtained from most motor shops.

4. Obtain some cardboard cartons that will slide in and out like drawers. These will hold all small items and foods such as jam, marmalade, salad cream, etc.

5. I made a thick cardboard panel just the right size to stay in position with a push fit. I use this cupboard for my bucket.

6. I cannot see any problem with this except that I have fitted separate warning lights which come on with the pump and the fridge switches. I have a portable catalytic gas fire which is kept in the cupboard under the fridge. I do not use this very much as I prefer an electric blower heater (500/1000 watt) which can be kept on all night with safety.

8. I have a company manual which I obtained a few years ago but it seems to be no longer available.

7 & 9. I have no comments on these points.

I hope that some of these answers will be useful.

Geoffrey Mabey

They certainly are of use, *Geoffrey*, but I will take issue slightly with point 1. Modern cars do not necessarily have more powerful engines - they usually have a greater power to weight ratio, which is what I think you meant. But I thoroughly agree that motor caravans were not meant for fast sprints along motorways although I have managed to surprise some of the boy racers with the speed at which we leave traffic lights! *Barry Crawshaw* also wrote to suggest the possibility of a leak around

the windscreen. He said that the water can certainly find its way down on to the top of the wheel arch and to soak the carpet. He adds that although it is possible to apply sealant to the screen, experts like Auto-Glass would more likely remove the screen to do the sealing. He has found them to be both quick and effective.

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TALISMANS - OR ANY TALBOT EXPRESS BASED VAN.

You might like to pass on to all Club members who have a Talisman, or any van based on the Talbot Express, the following disturbing story.

Our Talisman had achieved 17,500 miles when a distinct knocking sound came from the engine when it was warm and idling. It wasn't the tic tic of a tappet but more of a toc toc from something else. Being concerned, I took it into the garage for a service and check over. They changed the oil and all the usual things and said they couldn't hear the noise I complained of. **BUT** they did find that a screw head on the air filter was merrily chewing through the main brake pipe and brake fluid was starting to weep out. A few more miles would have seen us without any means of stopping the van and I wouldn't be reporting this incident!

Whatever they did during the service has removed the worrying noise, but what a mercy the noise appeared at all to make me take the van in. I've spent many hours clipping up loose leads, cable and hoses with which the Talbot is festooned but it never occurred to me that a copper pipe near to the air cleaner would be in contact when the engine was vibrating on idle.

A very relieved
Pat Johnson

This certainly is a worrying story - I can only hope that it is a rarity and not the normal for all Talbots. If you have one, please check your main brake pipe to make absolutely certain that this doesn't happen to you.

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FOUR-WHEEL DRIVE

We have had a Talisman GL on a 4WD turbo-diesel Express since late 1991. Taking the questions in reverse order (cos that's the order I thought of the replies!):

We get 26-29 mpg, depending on how much of a hurry I'm in and how much use I can



make of the cruise control. (Incidentally, fitting the speed sensor magnets for the cruise control is dead easy on the 4WD because the viscous coupling is fixed to the chassis so the input and output shafts don't move much.) This compares with the 22-25 mpg we got from our previous 2WD Talisman (also with cruise control).

Handling on the road is completely different from the 2WD Express. So much so that when carrying fellow Talisman owners as passengers, they pass comment within a very few minutes of how sure-footed and stable the van feels. From the driver's point of view the handling in long sweeping corners, of which there are many in the Cambridgeshire fens, is transformed. There is an initial hint of understeer which gives way to neutral and, if you keep the right foot down, even a hint of oversteer as you exit the bend. This allows more comfortable cornering because the attitude of the van doesn't get upset by mid-corner lift off of the throttle. The stiffer suspension settings probably play their part as well (ask Alan Major how much less a 4WD chassis drops when the body is fitted!).

Traction - well I have to admit that I have had no problems on-site (yet!). On our way to the Seaford rally last year (a great rally thanks to the efforts of *Margaret and Gerald Coggins*) we spent a night at the Caravan Club site at Slinfold. The ground was very soft in places and the only pitch we liked was one of those places! The warden was not happy about letting us on the pitch until I explained that we had 4WD, when he relented. Happily, when we pulled off next morning I left only 4 small depressions where the wheels had stood. Unlike our previous 2WD Talisman which would spin a front wheels easily on greasy roads, I have yet to suffer from wheel spin on-road. The standard Michelin Mud & Snow tyres (Michelin XCM+S4) probably help here as well.

David Perry

I must confess that I have always liked the idea of 4WD, particularly for some of the odd places in which we motor caravanners find ourselves! But I still have to be convinced about the overall effectiveness of the cruise controls. Perhaps a simple hand throttle would do most of what they do but without the additional electrical-type problems.

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GAS (LPG not Petrol!) TANKS

We had a tank fitted on an American camper. This was very easy to fill and use both in the UK and France. But Spain in those days (5 years ago) was a nightmare as campers are blamed for an accident which caused several fatalities. The fact that the tanker lorry was going

so fast that it overturned into an official camp site was neither here nor there. The PROBLEM was that of the innocent campers - if they hadn't camped then they wouldn't have been there and no-one would have died. Nowadays, when we cannot understand things in Spain, we use this sad occurrence as a "model" for how the Spanish Authorities appear to think!

Sue & Sefton Sandford

I can understand that people in foreign climes do think (and act) differently from us Brits. I have just been reading about the transport of animals across the EC - and I shudder whenever I think of their plight.

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CHILD SAFETY - AND COMFORT!

I hope you don't think it too presumptuous of us to send a comment together with our first subscription but we were particularly interested to read the letter from *Celia & David Matthews* in the April Newsletter. They wrote about the Romer Vario child restraint (in some of the packaging it is referred to as the Britax Romer Vario) and we had also adopted it as a solution for our four year old *Ailsa* in the rear of our Rapport which has only lap restraints.

Like *Celia & David* we bought the Vario from In-Car Safety Centre in Milton Keynes. The staff there provided informed and helpful advice over the phone and an immediate mail-order service.

The Vario is quite difficult to describe but is essentially a large piece of polystyrene which is shaped to go over *Ailsa's* legs and then covers her trunk to chest height and this gives it its one drawback. Obviously, in order to work, the child has to be kept quite firmly in place, but the design does now allow *Ailsa* even to cross her legs and since it covers most of her trunk with what is essentially an energy absorbing material that is also an insulator, she gets very hot.

Ailsa has only been using the Vario since Christmas and Scotland has not been in the record books for heat waves so far this year but still after about an hour she is starting to squirm. This is not really a problem as we simply stop and let her (and her 2 year old sister) have a run about, but it does effectively limit our daily range and would make it very difficult for us to get to the Channel ports in less than three days.

Yours aye
Marj & Mark Partridge

I never consider it presumptuous of any member, however new, to write to me, especially when they have a very pertinent view to air. Have any of our members managed to overcome this problem? I was rather amused to read that the material used is "energy absorbing" - perhaps it cannot absorb all of a four-year-old's almost boundless energy!

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BATTERY CHARGING

Doreen & David Palmer asked (Newsletter 68) if it is possible for both batteries to be charged via the Zig unit. The answer is "Yes" - but NOT at the same time. My method of charging the main battery from the Zig unit is as follows:

1. Turn off the Zig unit.
2. Remove the fuse in the lead from the positive of the main battery to the split charger relay.
3. Remove the positive leads from the auxiliary battery. (The lead from the main battery and the lead back to the Zig unit are clamped together.) Make sure the battery clamp does not touch earth - I tuck it into a shoe since I store shoes alongside the battery.
4. Disconnect the two thick red leads from the split-charger relay and join them together with a small oblong of metal which slides into the two female tags.
5. Replace the fuse in 2 above.
6. Switch on the Zig unit and the main battery will be on charge.

All the vehicle accessories will, of course, be operating off the main battery so don't have too many items on otherwise all the current will go to them and the battery will get nothing.

Reverse the above steps to put matters back to normal.

Finally, if you are not sure what you are doing - DONT DO IT!

Alan Wheeler

This sounds a bit complicated to me - simple soul that I am - but I do most heartily endorse the final comment. If in doubt, DONT! This applies to so many things. But electricity can do all sorts of nasty things, particularly when there is gas about too, that is essential to have the job done properly.

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UTTOXETER - THE AGM RALLY

I take pleasure in writing to thank you and your colleagues for giving me the opportunity to meet you all and spend such a happy evening in your company. One I shall remember for a long time. I

was very touched by your reception and the bouquet of flowers.

The generosity of your contribution towards my 'Mayoral Charity' overwhelms me - the amount collected being £103.78. Knowing you are already supporting the Lifeboat association this year makes me feel very humble. Please accept and pass on a very big thank you to all concerned.

Despite the poor weather, I hope you enjoyed your visit to Uttoxeter and found some interest in our town. Maybe we shall meet again! For the time being, let me wish your organisation all the best and many, many happy Rallies in the years to come.

Yours sincerely,
(Sgd) Betty Wilks
Councillor Mrs B.I. Wilks
Town Mayor
Uttoxeter.

Bob Williams, who was Chairman of the AGM sub-committee responsible for the arrangements, received this letter which I am happy to publish in full.

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RALLY BOOKING

Dear Friends,

At the AGM I spoke about booking Rallies before they were advertised in the Newsletter. Certain rallies appear to be booked up well before any mention is made in the Newsletter.

We have a super lot of people running the rallies and they are being pressured more and more to book people in and this is not fair to them. If this pressure does not stop we will soon have no one to run rallies - who needs the hassle? I have been told of abuse that some have had on the telephone.

Within ten minutes of the end of the AGM someone went and asked if they could book in for March 1995 - need I say more?

Winifred Hopkinson

I asked *Winifred* to write in because she rightly brought up an issue which has been mentioned before in the Newsletter. Certain rallies, which are restricted in numbers, have proved very popular. Unfortunately, some people think that it is their right to attend such rallies to the exclusion of others if necessary. As a result they make a booking even at the previous year's rally. Your Committee fully understands that some events, such as the New Year Rally for 1995,

have to be booked in advance because of the arrangements which need to be made. But please, *please*, **PLEASE** do NOT embarrass or abuse any marshal by demanding that your booking be taken before the rally is mentioned in the Newsletter Rally Supplement, or in the Newsletter itself. I can only hope that whoever it was who tried to book for next year had their tongue very firmly in their cheek and did not mean to be taken seriously!

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The Old People's Auto-Zleeper

Dear **Topaz**, you're darned nearly perfect
And just what we've been waiting for,
But another eight weeks for delivery?
Are you sure you can't get here before?
(A word with the midwife?....)

We've measured your cupboards and lockers.
You'll certainly carry much less.
And the number of tins of stewed steak will
Just have to be cut down, I guess.
(And the Corned Beef...)

I'm afraid the gas tank just won't fit, dear,
Not under nor inside the box.
'Without the loo...' *Philip* tells me....
But I'm not ducking down behind rocks!
(I got stung once...)

Now, why is the Talisman going?
It's too wide for those small country lanes.
We've encountered some very tight corners
And wheels far too close to the drains.
(And met a Tractor...)

As a car with a Life Support System
We reckon the **Topaz** will do
For the lanes and those Norwegian ferries
And provide enough comfort for two!
Rita Daley

What a pleasure it is that our *Rita*
Who prepares all our covers so neat
Is not only adept with a pencil
But with words that can give us a treat!
(And prints them too!)

ADVICE WANTED

We are new to the Club and haven't rallied yet - but we will! Meantime, we would be grateful for any advice or comments from members about Bilbao - Seville/Cadiz. We plan a holiday from the end of August to Mid-September and are feeling a bit apprehensive about an anticipated lack of sites in the greater part of the country away from the Costas. We have enjoyed holidays on sites in France, we would like three star facilities and wonder if this is too much to expect for our journey. Any advice will be gratefully received at 21 Orchard Close, Hughenden Valley, High Wycombe, Bucks, HP14 4PR or you can telephone us on 0494 562 154. Many thanks in advance.

Dorothy & George Chatfield.

I was asked to publish this in the hopes that someone might be able to help - but I was also asked not to include any spelling mistakes! I hope that I've carried out the latter wish!

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TODDLER POUND!

Charlotte Osborne has volunteered to organise an area so that young children (the under 7's) can be looked after for a couple of hours on the Saturday morning of the Club and Company Rally. The Committee has approved this idea but subject to the following conditions:

1. **ADULT** volunteers must be present to assist *Charlotte*.
2. A suitable disclaimer **MUST** be signed by the parents or grandparents who leave their children in the creche.

Provided that there are sufficient volunteer helpers the time and place will be announced at the rally.

Charlotte is just completing a City and Guilds course in Family and Community Care and has taken a special interest in the younger family members. There will be **NO CHARGE** for this service which may enable parents/grandparents to view the stalls without encumbrances!

Volunteers are asked to telephone *Charlotte* as soon as possible so that arrangements can be made. Also telephone if you feel you would like to use the service, with the ages of the children. Her telephone number is 0980 620 646. We must stress that volunteers must be **ADULTS**, i.e. over 18 years old. This is necessary under present regulations.

FOUND

One caravan stool - left behind at Uttoxeter by a Talisman (?) - parked behind the main stand and backing on to the railway. Will bring it to Malvern if requested. Telephone *Dave Foulkes* on 0205 365 407 to arrange matters.



FOR SALE

Chantal roof-lights. I have 4 used but complete plus 1 new unused strap if anyone wants some spares. I also have the complete gear for towing a Renault 5 behind a motor-caravan, including the towbar for the front of the car, brake cable, A-frame and trailer triangles. £75 the lot. Reason for sale - I've sold the car.

Telephone Alan Wheeler on 0892 525 807 or write to him at 36 Bounds Oak Way, Southborough, Tunbridge Wells, Kent, TN4 0TN.

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Complete roof vent to suit old style Rambler. Could be brought to Club and Company Rally. Any offer considered by Nial Reynolds of 49 Arden Way, Market Harborough, Leics. LE16 7DB or telephone him on 0858 432 811 to arrange

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Safari Room for Omnistor Awning 2.6 metres. Unwanted part of purchase of Legend and believed to be unused. Price £150.00. Please contact Mr Tony Cheetham of Tansfield Ltd., 125 Chamber Road, Oldham, OL8 1AA or telephone him on 061 633 4872 as he is storing it on behalf of our member E.P. Brook (sorry, I don't know a first name!).

#####

Ford Frisky, 1989, 2 litre unleaded petrol. 21,500 miles, two owners. Standard specification. Sleeps 2 + 2. In-fill cushions and base for double bed. Complete with free standing awning 11' x 8'. Very good condition. £10,500 ono. Telephone Albert Rushton on 0323 843 898 or write to him at 5 Milland Road, Hailsham, East Sussex, BN27 1TG.

[*Pat* and '*Rusty*' are going on an extended holiday to Australia via India and don't want the van to stand idle for long periods, hence the sale. They also sent a donation, for which many thanks.]

Talbot Talisman 1986 2 litre petrol. MOT to March 1995. Very good condition. 40,000 miles. Usual specification. Extras - Bike rack, Fiamma Awning, Second battery. £11,000.00 ono. (We have our sights set on a later model.) Contact Anita & David Shepherd on 0225 764 671 or write to them at 1 College Gardens, North Bradley, Trowbridge, Wiltshire, BA14 0SL. [Thanks for the donation.]

#####

I have the following items for sale which I intend to take to the Club and Company Rally in July.

1. New 16 inch (Turbo Diesel) Automate Challenger II bolt on wheel trims (MRP£40.00) - £35.00.

2. Used 14 inch (Very good condition) wheel trims ---as above--- (MRP£35.00) - £25.00.

3. Used once (Excellent condition) Top Box (RECO HI-PAKA 1000) (MRP£150.00 - Actual cost £225.00) - £95.00.

4. Used once (Exceptional condition) Kawasaki GA 1000 A Generator (MRP £749.00 - Discounted to £599.00) - £425.00.

For further details please contact Tony Gibbs on 081 651 3458 or write to him at 73 Upper Selsdon Road, Sanderstead, Surrey, CR2 0DP.

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Talbot 1987 Elevating roof. 43,000 miles. Service history. C.h. radio-cassette, toilet. 3 owners. £7,650.00. telephone Roland Potter on 0326 317 686 or write to Flat 6, Mulberry Court, Falmouth, Cornwall, TR11 3HB.

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Talbot Harmony, J reg. 2 litre petrol engine. 3,200 miles. Used few weekends only and in immaculate condition. Extras include auxiliary battery and fitted waste tank. Taxed to end August. Parking space must give way to builders and therefore price reduced by £1,000.00 to £14,500.00 ono. Please telephone Lee Evans on 0531 640 824 or write to him at Penbre, Castle Frome, Nr.Ledbury, Herefordshire, HR8 1HN.

#####

Silver Screen to fit Talisman GL with Truck type mirrors. Excellent condition. Selling because we have changed our van. £45.00. Beryl & Bernard Fletcher, 26 Croft Green, Attleborough, Norfolk, NR17 2JS or telephone them on 0953 454 853.

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CLUB & COMPANY RALLY 19 9 4

Just a brief note about some of the important aspects of this great occasion which may not be immediately apparent to you.

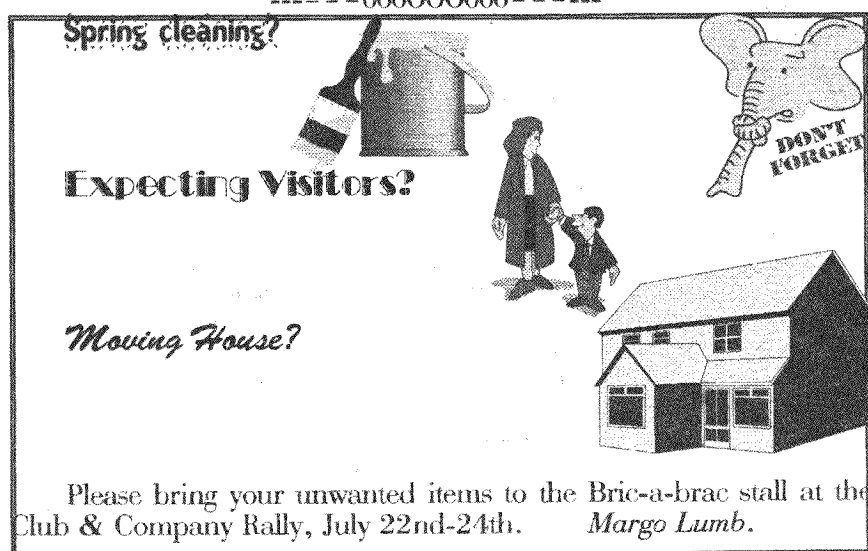
1. **STEWARDS.** More volunteers are required for Steward duties in the two halls. Don't be misled by the booking form, we won't ask you to work for four hours - just **ONE** hour is needed. But if we don't have enough stewards we may have to cancel the rally.

2. **MARSHALS.** More marshals are required for the later shifts. Again, only **ONE** hour of your time is required. Many have offered to marshal early on but we need more volunteers.

3. Please remember that the last day for booking for this rally is **Thursday, 23rd June 1994**. That means that your booking form and cheque must arrive with either *Jackie Claxton* or *Heather Tidbury* on that day and **NO LATER**.

4. **NO PASS - NO ENTRY TO THE RALLY.** The Security staff will be briefed to ensure that **NOBODY** without a proper pass will be allowed into the Showground. Make sure that your pass is on view in your windscreen.

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Spring cleaning?

Expecting Visitors?

Moving House?

Please bring your unwanted items to the Bric-a-brac stall at the Club & Company Rally, July 22nd-24th. *Margo Lumb.*

And that just about finishes it for another month. Now I can start on the July issue which I need to have nearly completed before the Ripley rally - after that we're on holiday. Shall we see you at Ripley? Or must we wait until the Club & Company?

In any case, look after yourselves, drive safely and enjoy your motor caravanning.

Your Editor

Harry Henthorne
144, Devonshire Hill Lane
London, N17 7NH
Tel: 081 808 9112

Any item appearing in this Newsletter may be freely used by other publications. Please acknowledge both Author and Source.

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.

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