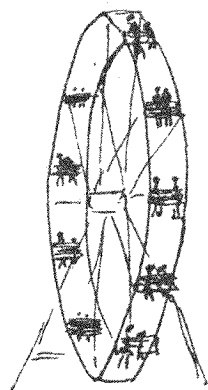
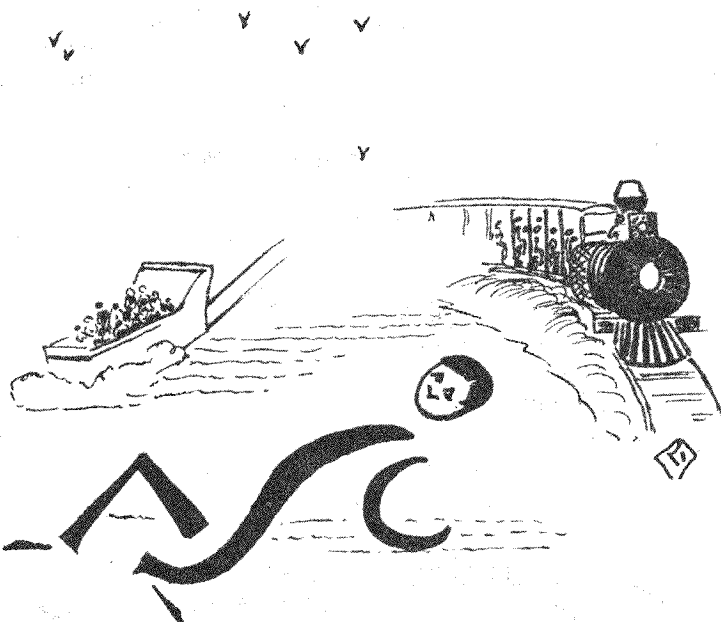


AUTO-SLEEPER OWNERS' CLUB



1995
AGM
KETTERING



NEWSLETTER 79 APRIL 1995

Hello

I had a very pleasant telephone call from Peter Cramp of the RAC in connection with the telephone numbers which were supplied by *Norma and Roy Freeman*. While he is very willing to assist any member in regard to the RAC support for VW vans, he suggests that members might be better advised to contact VW Customer Services on 0190 860 1611 or their Administration people on 0145 420 9813. There is also the Freephone number in case of breakdowns which is 0800 424 500. I expressed the Club's thanks for Peter's services in this matter and have sent him a complimentary copy of our Newsletter for his information. I shall have to send him a copy of this issue too, I think!

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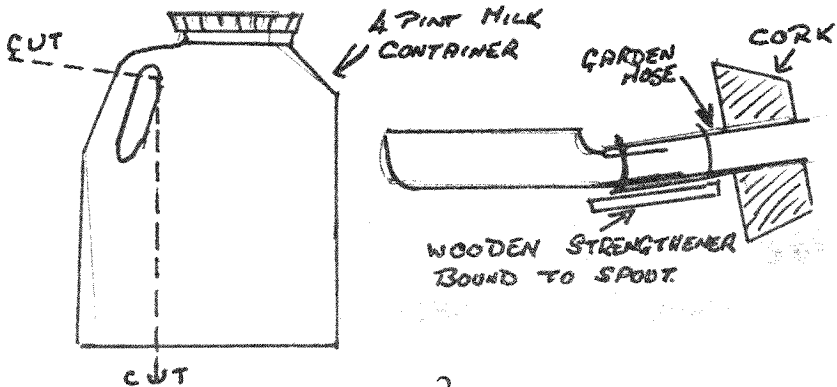
Thank you to those people who sent me letters for onward transmission to *John Sutton*. It is typical of our Club that you should have read the item and immediately sat down to write a few words which I am very sure will have been of great help to him.

====ooo000ooo=====

Water Fillers

I have always had great difficulty when filling up with water when I have to use a container rather than a hosepipe. (There are no taps/hoses in the remote areas where we like to stay in Scotland for instance.) The manufacturers don't allow for this with the side fill port (A-S is not alone!) So I have devised a horizontal funnel that may be helpful to others (see sketch below). At least I can now fill up with one pair of hands whereas before I had to employ several other pairs as well to hold the funnel etc. The cork was obtained from a home brew shop and it holds the funnel in place in the van's port. I hope that the sketch is sufficient and that the idea will help others.

Dave Morris



I am sure that this will be of help to some members. I seem to recall that our Chairman, *Arthur Irving*, has arranged a special funnel with a kink in the delivery spout and this seems to fit the inlet for water and stay in position. But these milk containers in plastic are extremely useful. We use a 6 pint container for drinking water in the van and we have another 2 pint version for filling the loo watercontainer and any other 'odd' water needs.

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SV100 Data Wanted - and a Gripe!

I am writing this in the hope that some of our members may be able to provide information to a potential member of the Club. I met Beryl and Dave Carthew recently at the CC Cornwall DA Annual Dinner Dance in Newquay. He was interested in my Talisman and we had quite an interesting discussion about his X reg. SV100 which is in excellent condition with only 16,000 miles on the clock.

He wants information about the caravan part of the van, i.e. water tank size etc., anything that is available. He has contacted The Orchard but they say that their records were all destroyed in the fire so I suggested that he might join our Club. In the meantime I said that I would write to you and if (and I am sure it will) the information is forthcoming, this will persuade him that it would be a good thing to do. As he is not yet a member I shall be grateful if any information could be communicated to me at 0175 236 5416 or to 110 Churchway, Weston Hill, Plymouth, Devon, PL5 1AH.

Now I have to get something of my chest. We, my good lady and I, belong to four Clubs, Camping and Caravanning Club, Caravan Club, Motor Caravanners Club and ASOC. We have tried rallying with the CC but stopped that when we found it such hard work to be accepted because it seemed we had a Motor home and we also did not like having to book in advance and sometimes finding that rallies were already fully booked even as we received the information about them. Membership is still kept up because of the excellent CLs and their Insurance system.

C&CC. No problem at all. Just turn up to any meet anywhere in the country whether it be tents, caravans or any unit. And a good selection of Club sites with "Over 60s" rates together with 5 van sites to be had.

MCC. Just turn up at any meet anywhere in the country, although we do find that in the West country area it tends to get rather large and impersonal, especially in the high season.

ASOC. Don't get me wrong, I love the magazine and consider it well worth the money for that alone. I accept that at large rallies like the AGM and the Club and Company, booking must be made but I personally am put off rallies with this club by the business of having to book fully in advance (not even a deposit system) let alone the cost of some of the rallies. It seems that there is no negotiation with site owners in some cases for lower rates in the low season. My intention this year is to tour the UK casually and it would be lovely to be able to drop in at a Club meet on spec. as I can with the other clubs, even the CC. But it now seems to be unacceptable with our Club. As I have said before, I love the information that can be gleaned with the Club but rallies, on these terms, are not for us. We value our freedom of movement too much, especially now that we are in retirement.

I do hope that this personal grouse will not put off any member willing to help with info on the SV100.

Bob Measom

On receipt of this letter I rang *Bob* in the hopes that I could put his mind at rest. For the benefit of others who may believe the same things as he did let me state categorically that any member is welcome to attend any rally unless there is an absolute limit to the number of vans which are permitted at the venue for whatever reason. Even in such cases, if a member turns up and there is room, they will be welcome. Of course, the member will have to accept that if they turn up unannounced and our allocation of space is full they may have to be refused even if there is room on the site for private bookings. In such a case the Rally Marshal *may* invite them to join in with whatever may have been arranged but they cannot expect this. I know of one case at least where a rally was booked for a full week or so on the site and the owner was not at all keen on any member booking with the rally for less than the full period - even though his site was not completely full.

So if anyone wishes to arrive at a rally (other than the two big ones, of course) without prior booking and is ready and willing to be refused if there is no space available for the Club, then please do so.

Obviously, if you can book with the Marshal even by telephone by the Wednesday or Thursday of the week before the rally weekend it will help the arrangements. But you may not get a plaque if you book late because these have to be ordered

This Club has never wanted to get too irksome for its members. The general principle for all rallies is to come and go as you please,

within reasonable limits. So do, please, join in and "take a chance". You may well find that you are lucky!

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RALLIES

Looking down the list of rallies for the coming months we are saddened to see that there are very few in the Midlands. Please, folks, try to organise some locally so that us workers (those of us who are unlucky enough still to have to work for a living and cannot travel too far afield) can attend. We are doing our bit in June/July by running our first rally (maybe our last!! We'll see!) in Burton on Trent.

Tricia & Ted Pratt

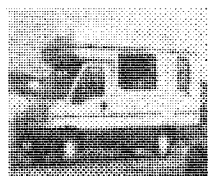
The answer is completely in the hands of the willing volunteers who run rallies. Obviously, they don't want to travel too far themselves so they arrange things wherever they live. It would seem that we could use some more volunteers in the Midlands area where we have many members. Any offers?

-----ooo000ooo-----

Tugger to Luggger - Our first twelve months

It was whilst tugging in Scotland during our first year of retirement in the summer of 1993 that we came to realise the hassle of the caravan. Gone were the days of pitching up for a week or two at a time close by a beach where the children could enjoy themselves. Now we want to explore and move on every other day or so.

The more we chatted to other Luggers during our Scottish tour, as well as the odd invite to their motor caravans, the more did we realise that this was to be the way of life in the future.



After much research through magazines (MMM in particular) and visits to shows and dealers we decided upon a new A-S Talisman. The exchange deal was concluded in November and the New Talisman duly arrived home with trade plates on 23rd December. The best Christmas present to ourselves, ever. We were tempted to have a drive but, of course, it was neither registered nor taxed until 1st January 1994. In the meantime we joined ASOC, received a Newsletter by return, followed later by an interesting list of rallies for 1994.

January 1st dawned - a beautiful day. We couldn't resist a day out and ventured about 60 miles towards Stowmarket, found an out of the way off-road parking place (without a height barrier) had our lunch and

christened the Talisman "TILLY" over a glass of champagne. It was a very memorable occasion. After several more runs, our first night out was at Trentham Gardens Camping and Caravan Park near Stoke on Trent during February together with two friends in their AMC motor caravan. It was the time when the temperature dropped to -10C, the coldest night of the winter. The site however was superb - electric hook ups, heated toilet block, hot showers and a restaurant where we attended a most enjoyable St Valentines Dance. The following day we returned home via one of the Potteries only to study the Rally List, 1994, again.

Our first rally was to Honeybourne. We were one of the 8 first-time ralliers and we were made most welcome by the marshals. Special thanks, also, to *Marion and Philip Longstaff* who took us under their wing and introduced us to several other members and generally showed us the ropes. Having got the bug we attended the Hamble rally, the Bentley Wildfowl and Motor Museum rally at Halland, the Irish rally, the Club and Company rally, the Hidden Valley rally and the Merley Court rally. We felt that some rallies were more enjoyable than others; a lot depended on the information packs, the marshals, the weather and the friendliness of other members. To pick out the best rally would be very difficult but perhaps we would both say the Irish rally. The worst, we would consider, was the Hidden Valley rally - we expected more than just the rally plaque in the marshals envelope for what was advertised as a 7 day holiday rally. Although we would hate to be organised, it is a very nice gesture to receive details of places of interest, walks, pubs, eating places plus a list of ralliers attending in the rally envelope provided.

Well, 6,400 miles later, many Club friends made, "TILLY" has seen us well in our first year of lugging and we both look forward very much to Auto-Sleeping in 1995. Keep up the good work in the Club, particularly with the Newsletter which always arrives promptly on the 1st or 2nd of each month - the only problem then is that there is always a scramble to see who gets to read it first!

Mary and Mike Fearnley

It is very difficult to criticise any of the marshals who may not have the facilities to provide everything that everyone wants. In our own case, it is easy enough to provide a list of attenders because we have (a) the computer to record and print the details and (b) ready access to photo-copying machines in the office to make the necessary numbers. But if a marshal has to write everything out by hand, and then might have to pay something like 4p or more for each copy - dear mother, is it

worth it? Similarly, not every marshal is completely familiar with the area around the rally site so cannot, necessarily, advise on the various amenities which may/may not be found around.

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Overcab Cupboards

I am writing in the hope that you can help me. I am in the process of changing my Rambler for a Legend. It is the 1991 model and we just could not resist it. But it is the 4 berth version whilst we really only wanted a 2 berth with the cupboards over the cab etc. Having read the article by *John Hunt* in the August 1994 MMM it appears that it is possible that there was a conversion kit available to make the change. I have contacted A-S direct who say that they are unable to assist.

Which is why I am asking whether any member can advise if there is a supplier of such a kit to effect the conversion or who, at least, could supply doors of similar style to the others in use within the Legend. Or perhaps someone actually has a kit which is for sale.

Brian Aerts

Replies can be sent to your Editor for onward transmission.

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Chairman's Chat

Gone Away!



As *Arthur Irving* was given leave to have a break in Malta, there will be no 'Chat' this month.

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ABNORMAL TROPHY TROUBLE

Our new Trophy, with 3,200 miles on the clock, wouldn't start one day. The local garage has VW trained mechanics who found that the trouble was a micro-switch on the bottom of the automatic gearbox lever. "It doesn't normally happen - just needs an adjustment. Take it to the VW main dealer as it is still under warranty. To start the engine just wobble the gear lever in neutral when you turn the ignition key." It worked!

On taking the Trophy to the main dealer they confirmed that the trouble was a micro-switch and as it "doesn't normally happen" they didn't have one in stock. Would I come back next week? Some days later the receptionist at the VW MD phoned to say that they hadn't yet got a micro-switch - their usual supply source didn't have one because my trouble "didn't normally happen". She would give me a call in the next

day or two to fix a date. She did, but no date as yet because Milton Keynes, who usually have everything, didn't have this part because this trouble "didn't normally happen". However they were now arranging for a part to come from Germany. She would phone as soon as it arrived to make a date. she did, and all was fixed with many apologies all round because that kind of trouble "didn't normally happen"!!


I tell this tale so that should this "trouble" happen to any VW automatic diesel owners they should "just wobble the gear lever in neutral when you turn the key and the engine will start". It's a trouble that, normally, "doesn't happen"!

Robin Partington

So now, if it "doesn't happen" to you, you know what to do!

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After the Spanish Rally



The salinas - brackish lakes - at Roquetas de Mar; plenty of flamingos, but otherwise a disappointment for bird life; long discussion about where to go next; finally deciding to find one of the sites on the coast towards Malaga - good chance of sunshine there. Miserable road, slow; endless wall-to-wall plastic greenhouses for tomatoes, interspersed with drab little towns; exasperation setting in. Sudden view of a feasible-looking valley heading into the Sierra Nevada; quick consultation of map by the Navigator and almost immediately there's a turning off to a place called Berja; bother the coast if it means more of this road; let's try it!

The road to Berja, with no serious climbing to warn us, now hanging onto a steep, rocky hillside, with a drop of hundreds of feet to the valley; an adequately wide road, though, even with a crash barrier here and there to save the valley floor from damage by falling vans. Berja, an amazing collection of steep, narrow streets which we somehow find our way through. Roadside halt for further discussion; this is far better than the plastic greenhouses, but what do we do now? Signs for a camp site 30km further on, but that commits us to a high pass over the sierra next day; would Henrietta like it? Henrietta is our Rapport; but then, she has a marvellous first gear; let's see.

A winding road in rocky country, good surface, not very steep, third gear mostly; bit of traffic, mostly delivery vans and small trucks, so we can't be completely in the wilds; village coming up; no, it's not the

one with the camp site. Road getting steeper; narrower; bends sharper; no crash barrier now - and we're on the outside; second gear, and approaching its limit. Should we continue? Can't turn here anyway; Navigator uneasy; Driver hoping nothing coming down just here. What does that sign mean? Spanish isn't up to it; ah, yes, must be 'temporary surface'

What's that up the hillside? Looks like a stretch of good road, with crash barriers; we'll never get up there from this road though; whoops! Quite a well-made hairpin that ----- and another; more temporary surface, road widens, steep hill, workmen, road-making machinery to negotiate and there we are, on the good road way up the hillside. But how in heaven's name did they get all that machinery up here? Well, fairly good; third gear, even some straight bits and wide enough not to worry overmuch about being on the outside; superb views of mountains. Is that a picture of snow chains? Does it mean us? Now? After all, it's only February; no snow on the hill tops, though. Should be OK.

That's the turning to the camp site. No, let's go on while it's still clear; think how misty the hills were this morning. There's a sign to Guadix; the road must go right over, then, just as the map says. It does keep on going up, doesn't it? Still, there has been the occasional car coming down, so it really must be possible to cross the pass. It's easing off a bit; we're up to 25 mph. No, it isn't, couple of hairpins. We've reached the tree-line, but here it's the lower tree-line because it's so dry down below and now we're in a stretch of woodland.

Still climbing. Really is gentler now, and there's some sky low down in front. What's that sign? 'Puerto de la Ragua, 2000 metres.' That's 6,600 feet, top of the pass. Oh, good girl, Henrietta, well done! Couple of photos of her with the sign; what a good thing we pushed on after all. The barometer has gone down from 'fair' right round to 'fair' again, but one whole revolution round. Whee, look at that view; miles of plateau, in browns and yellows, and we've got to get down there. Road a bit narrower, but not bad; hairpin after hairpin; third gear to save the brakes and careful on the outside bends; look at that castle; real castle that, four-square, brown and solid; we're looking nearly straight down onto the courtyard; must be Lacalahorra. Still a long way to go. Ooh, see, we're nearly level with the castle; yes, almost down, fourth gear now.

That was better than all those tomatoes!

Colin Lumb

Information Sought

My wife and I are in our 70's and have decided to spend, perhaps, two months early next year in the South of Spain or Portugal and to seek some nice weather in our van. Could members recommend any good, security conscious camp sites near to the beach and within a short walking distance of an interesting fishing village. Preferably in a convenient centre for public transport so that we can visit towns or cities of interest to tourists.

We would aim to spend, say, one month somewhere in the Gibraltar area of Estepona Mabella and another either in the Portimao/Lagos area of Portugal or Almeria area of the Costa del Sol. Any information regarding suitable sites will be appreciated.

Roy Williams

Although *Roy* told me when they hope to go abroad I have not included the dates for obvious reasons. If you have any information, please write direct to "Tylagwyn", 35 Broadway, Llanblethian, Cowbridge, South Glamorgan, CF7 7ER or telephone 0144 677 2427. I hope I got those Spanish names right!

====oooOOOooo====

Information obtained!

SVO (Specialised Vehicle Options), the people who have fitted power assisted steering to several members's vehicles, have moved to new premises. They are now at Redman Road, Porte Marsh Industrial Estate, Calne, Wiltshire, SN11 9PR and their telephone number is 0124 981 5141. Their letter adds that "Should the addition of power steering be of interest to any of your members we are able to offer a £50 discount off our standard price list." Please contact their manager, Mr. M. Holland-Smith, for further details.

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The Caravan Club's Economy Run

Let me say right from the start that nobody was more surprised than I when I received a letter from one of our Vice-Presidents, *Rita Daley*, asking me to write a short article on our winning this run in the 4 C's rally in our 2.4 diesel Trophy. Firstly I must tell you that from my experience of having entered twice and winning twice (the first time in a Citroen C15D Romahome) the satisfaction is not only in beating the



Rallies for April and May.

7th - 9th April; The Rural Life Museum, Old Kilm, Tilford, Farnham, Surrey.

Your rally marshals: Sylvia & Al Gatehouse.

Site fee: £3.50 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mrs S Gatehouse, "Celestina", 21 Eashing Lane, Godalming, Surrey.

GU7 2JZ Telephone: 01483 422620

Cheque payable to: Mrs S Gatehouse

Attractions: The Museum itself; Frensham Ponds; Garden Centre with Tea Room - possible Cream Teas - please state if interested.

Directions: Take A287 out of Farnham (s.p. Frensham/Hindhead) turning left opposite "The Mariners" P.H. From South: A3 to Hindhead; turn left at cross roads traffic lights onto A287 (s.p. Frensham/Farnham) turning right opposite "The Mariners" P.H. From London: down A3 to Hindhead turning right at traffic lights then as above. Site approx 1½ miles from "The Mariners" on left just past Garden Centre.

Limited to 20 vans

21st - 23rd April: Annual Dinner and A G M, Wickstead Park, Kettering,

For full details see special notices sent with Club Newsletter.

28th - 30th April; National Motor Home & Tourer Show,

East of England Show Ground, Peterborough, Cambs.

Our rally marshals: Audrey Crouch and Team.

Complete booking form in MMM, marking it clearly "A-S O C" and send to NMTS, The Maltings, West St., Bourne, Lincs PE10 9PH (note closing date). Complete one of our rally slips and post it with £1.50 rally fee to:

Mrs A M Crouch, "Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops. SY13 2TB

Cheque payable to: A M Crouch. Telephone: 01948 840894

No arrivals before 3pm Thursday.

5th - 8th May; Burn Gliding Club, Burn, Selby, North Yorkshire.

Your rally marshal: Alan Guest.

Site fee: £3 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mr A Guest, 27 Chiltern Drive, Ackworth, Pontefract, West Yorkshire. WF7 7DW.

Telephone: 01977 612773

Cheque payable to: A Guest

Attractions: Pie & Peas Saturday evening. Gliding lessons over the weekend (£20)

Directions: From M62 junction 34 take A19 towards Selby. Gliding Club signposted in Burn village.

Limited to 20 vans

5th - 8th May; Long Hazel Dairy Caravan Site, Sparkford, Somerset.

Your rally marshals: Barbara & Jeff Worley.

Site fee: £3.25 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mrs & Mrs B J Worley, 26 Houndstone Park, Gunners Lane,
Brympton, Yeovil, Somerset. BA22 8SQ Telephone: 01935 24049

Cheque payable to: B Worley

Attractions: Modern toilet block & showers. Fleet Air Museum in vicinity and other
places of interest. A meal may be arranged in Sparkford Inn.

Directions: From A303 roundabout follow signs into Sparkford. Site on left just before
Sparkford Inn.

**5th - 8th May; Marsh Farm Country Park, South Woodham Ferrers, Chelmsford,
Essex.**

Your rally marshals: Ian & Stella Ross.

Site fee: £3.00 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs I Ross, 33 Grosvenor Gardens, Upminster, Essex RM14
1DL. Telephone: 01708 228 075.

Cheque payable to: I Ross

Attractions: Green field site; Fee for weekend entry to farm; Bank Holiday weekend;
20 minutes walk to town; Riverside walks; Carnival weekend; Farm events.

Directions: 10 miles S.E of Chelmsford; follow Brown signs from South Woodham
Ferrers.

11th - 14th May; Laneside Caravan Park, Hope, Castleton, Derbys.

Your rally marshals: Vic & Barbara Kaye.

Site fee: £4.50 per night Electricity: £1 per night Rally fee:
£1.50

Booking slip to: Mr & Mrs V Kaye, 14 Firthwood Road, Coal Aston, Sheffield, South
Yorkshire. S18 6BW Telephone: 01246 412679

Cheque payable to: V Kaye

Attractions: Excellent site in Peak District National Park. Meal arranged for Saturday
night in Pub half-mile from site.

Directions: Site off A625, Chapel-en-le-Frith/Sheffield road, near Hope village. Please
note A625 closed at Castleton so from North-west approach by A6 to Buxton then
B6049 to Tideswell and Bradwell then left onto A625.

Limited to 42 vans

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code.

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name. Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code.

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name. Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code.

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name. Phone:

Please complete both sides of the form!

Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT

✂-----

Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal, if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT

✂-----

Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal, if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code.

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name. Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code.

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name. Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code.

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name. Phone:

Please complete both sides of the form!

Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT



Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal, if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT



Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal, if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT

12th - 19th May; Isle of Avalon, Glastonbury, Somerset.

Your rally marshals: Dennis & Edna Lucas.

Site fee: £5.50 per night Electricity: £1.60 per night Rally fee: £1.50

Booking slip to: Mr & Mrs D E Lucas, Hollinghurst Court, 256 Sedlescombe Road North, St Leonards on Sea, East Sussex. TN37 7JL Telephone: 01424 753631

Cheque payable to: D E Lucas

Attractions: Glastonbury Tor and Abbey within easy walking distance as is town centre, from where there are buses to many places of interest.

Saturday, 13th., evening meal, set menu of Roast Beef & Yorkshire (Vegetarian alternatives Lasagne/Quiche) followed by Fruit Pie or Ice Cream. Cost including transport (53 seater coach) £7.00per head. Book & pay with rally slip, please.

Directions: As relief road may not be completed make for the A39 at Glastonbury onto B3151, s.p. Meare, Westhay and Wedmore. At signpost for Godney turn Right, site on left in 100 yards.

15th - 19th May (Noon Monday to Noon Friday); Riverside Caravan & Camping Park, Betws-y-Coed, Gwynedd.

Your rally marshals: Jock & Doreen Hammond.

Site fee: £4.00 per person per night. Electricity: £2 per night Rally fee:£1.50

Booking slip to: Mr & Mrs F C Hammond, 5 Bracken Wood, off Skip Lane, Walsall, West Midlands. WS5 3LH Telephone: 0121 358 6823

Cheque payable to: F C Hammond

Attractions: Bodnant Gardens (NT); Day outing by BR & Ffestiniog Light Railway to Porthmadog; Beddgelert Copper mine; Llechwedd Slate Caverns; Port Merion Village; Llangollen Wharf for narrow boat trips.

Directions: Site off A5 in town - behind railway station. **Limit 25 vans**

19th - 21st May: Bentley Wildfowl & Motor Museum , Halland, East Sussex.

Your rally marshals: Harry & Sheila Henthorne.

Site fee: £2.10 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs H Henthorne, 144 Devonshire Hill Lane, London N17 7NH. Telephone: 0181 808 9112

Cheque payable to: H Henthorne

Attractions: The price of admission to Bentley will be discounted on production of your Club membership card. Walk through Glyndebourne woods (bluebell time). A simple meal (limited number) on Saturday evening. Bluebell Railway and South Coast nearby.

Directions: From London on A22 look for right turn (s.p. Bentley Wildfowl) just after end of Uckfield by-pass. From Eastbourne on A22 look for left turn just after Halland (same s.p.). From Brighton/Newhaven/Lewes look for right turn (s.p. Bentley Wildfowl) just before reaching A22. All Bentley Wildfowl signs are brown.

19th - 21st May; Chesildene Caravan Park, Bournemouth, Dorset.

Your rally marshals: Mike & Veronica Baxendine.

Site fee: £3.50 per night Electricity: £1.50 per night Rally fee: £1.50

Booking slip to: Mr & Mrs M Baxendine, 7 Brook Close, Kinson, Bournemouth,
Dorset BH10 5JP Telephone: 01202 575429

Cheque payable to: M Baxendine

Attractions: Easy reach of Bournemouth town centre and New Forest.

Directions: From Ringwood take A338 southbound for approx 6 miles, bear left at
S.P. Bournemouth General Hospital. At roundabout take A3060 S.P. Wimborne
(Castle Lane West). At roundabout follow caravan site signs.

**25th - 28th May; Ripon R U F C, Mallorie Park, Mallorie Park Road, Ripon, North
Yorkshire.**

Your rally marshals: Brian & Vera McLean.

Site fee: £3 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs B McLean, 47 Westlands Road, Sproatly, Hull, North
Humberside. HU11 4XG Telephone: 01482 813791

Cheque payable to: B McLean

Attractions: Saturday evening meal in room on site, £3.50 per head, cash with slips,
please. Toilets & Showers.

Directions: From A1 North & South turn onto B6265 signed RIPON
/BOROUGHBRIDGE, past racecourse into Ripon. Keep on B6265 signed PATELEY
BRIDGE. R.U.F.C. site on right ½ mile past mini-roundabout in Mallorie Road.

2nd - 4th June; Woburn Abbey, Woburn, Beds.

Your rally marshals: John & Janet Higgins.

Site fee: £5 per night Electricity: NO, greenfield site Rally fee: £1.50

Booking slip to: Mr & Mrs J Higgins, 92 Lowther Road, Dunstable, Beds. LU6 3LQ
Telephone: 01582 607796

Cheque payable to: J Higgins.

Attractions: Site in parkland with lakes, deer and rhododendrons. Historic house.
Antiques centre & Safari Park. Walks, views, village ½ mile. Open Sunday Milton
Keynes shopping 7 miles approx.

Directions: Junction 13 off M1 follow signs to Woburn turn left to Woburn Village
then left to Abbey, pass church after 1½ miles, directly over cattle grid turn right
follow A-S O C and 'Tony Wild Camping' signs, one way system, left onto field. OR,
From South right on A4012 in Hockliffe. From A5 North left at Little Brickhill.

opposition, because in fact it is almost non-existent, but in how much you can coax from your engine. I like to think of it as forward thinking driving and holding a constant position on the accelerator once you have reached a cruising speed necessary to get round the course in the time allowed. Plus, of course, having a navigator who can work under the stress of a pilot who is always right (me!). My navigator is my wife, Joan.

For the uninitiated, the 4 C's rally is an annual event run by the Caravan Club and for the past couple of years the venue has been High Ercall near Shrewsbury in Shropshire. Apart from the economy run there are numerous events for caravanners to show their skills in manoeuvring and believe me, if you have ever owned a caravan you will marvel at the expertise shown by the contestant. They have to drive a car and caravan provided by the organisers over courses that I would find difficult on a bicycle. Unfortunately the rally clashes with other motor caravan rallies and the entry for motor caravans is, to say the least, disappointing.

The event starts more or less as you leave the nearest garage to your home where there is an attendant either to assist you or to supervise your fuel tank being filled ABSOLUTELY brim full. Having filled up, the mileage checked and a document signed by the attendant, a seal is put on the fuel filler cap and you are off on your 'Arrival Economy Run'. There is a minimum mileage to qualify for this run and time limits also. Close to the destination there is a check point for the purpose of speedometer calibration. After this check point you must follow a specified route to a filling station where your mileage is checked and your fuel tank is again filled to the brim under the watchful eyes of stewards. The beauty of this point is that you don't pay a penny for the fuel. You next continue to High Ercall where your vehicle is weighed (minus crew) and then onto the scrutiny bay where final checks are made on fuel and mileage. On this run I obtained just over 40 mpg but my run was mainly on motorways.

The formula to produce the winners is based on weight against fuel and distance so there is no point in travelling too light although being overweight can bring disqualification. This was not always so. On our first rally I was sited next to a well known motoring correspondent with a huge caravan and a large 4-wheel drive all terrain towing vehicle. I was amazed, on the morning of the run, to see him loading this vehicle with bags of sand and great lumps of kerbstone to bring it to the maximum carrying weight. The criteria now is for you to be carrying no more than

is necessary for a weeks holiday. While I am on about weight, we motor caravanners must remember that a fair amount of payload of the basic vehicles is taken up with the fixtures and fittings and adaptations to the bodywork.

Back to the rally. After scrutiny you are escorted to your pitch and if you have arrived on time there is time to look around and get your bearings. Later on the Friday evening there is a briefing for the main Economy run of 200 miles. You can practically hear the silent prayers that you will not be one of the very early starters. At this stage you still have no idea where the course is. All you are given is a start time and you are told to collect your route not more than 15 minutes before that time.

A hearty full English breakfast is provided free of charge for driver and navigator plus, in the case of caravans, an independent observer. Our departure time was 7.00 am and a quick glance at the map showed that Wales was the main area of the check points. So as not to make it too easy, the organisers do not use the names of the well known towns near to where the check points are! For instance, did you know that Penrhyndeudraeth was near Porthmadog? And Betws-y-Rhos was near Colwyn Bay? No, neither did we! We opted for Lake Celyn, Llandega and Betws-y-Rhos, having to visit three of the four points. All went well until after Llandega check point and I decided that, as we were on the nice new A.55 dual carriageway road, I would let *Joan* drive. No being regular ralliers we only have our AA Road Atlas and on checking I could not decide on just which part of the B.5381 the check point would be. So I decided to travel the full length of it from Conway. Immediately as we left the A.55, the road went almost vertical and coming down towards us was the inevitable tractor. The road was very narrow and I told *Joan* to pull well over to the left and carry on slowly. She stopped, applied the hand brake, and got out of the driver's seat. I resumed my pilot's job! The road went uphill and down dale, junctions without signs, oncoming cars, high hedges, the lot! It wasn't until after we had crossed over the A.548 coming out of Colwyn Bay that we found the check point and realised how easily we could have made the third and final check.

Convinced that we had blown it, if not on consumption then on time and over the maximum mileage, we set off back via Ruthin and Wrexham, Shrewsbury seemed an age away. We brightened up a bit on reaching the filling station to find plenty of contestants there. After filling up, again free of charge, it was back to the scrutiny bay. Sited up, a good meal and a good bottle soon sets you right. After the prize giving

at noon on the Sunday a buffet (free) is laid on but unless you are staying over Sunday night, try not to succumb to the red and white wines.

My method of driving in these competitions, and in fact for most of the time, is to get into fifth gear as soon as conditions and speed allow then to build up the speed slowly to around 50 - 55 mph. Then on the open road, to hold my foot steady regardless of the terrain. I have found that except on the steepest of climbs I can stay in fifth gear, or at least fourth, and although you slow down somewhat you make it up when descending. I also try to avoid the brake. I find it is no use speeding up to roundabouts and traffic lights and then have to brake hard on the last few yards. But I am not one of those people who stop a few cars length from the lights and then creep forward waiting for them to change. In fact people who do that get my back up!

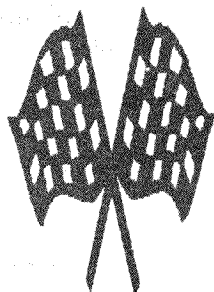
I would like some opposition at this year's rally so those of you who are members of the Caravan Club might like to come along and try your luck. I shall be pleased to meet you.

Joan and John Johnson

This sounds as if it could be good fun. I wonder what the regulations are concerning the use of Cruise Controls? Perhaps one or two other members will get interested and for the next rally we shall see ASOC well represented - and high on the honours list too.

---===ooo000ooo===---

Obituaries



We have just learned that *Betty Bailey* of Ingatestone died recently. We send our sincere sympathy to *Jim*.

#####

Tony Martin from Hull has written to resign from the Club because he recently lost his wife, *Margaret*, and has sold his van. We offer our condolences and sympathy to *Tony*.

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SYMPHONY-FIAMMA

TOILET & WASTE TANK EMPTYING

I was very interested to read in the March Newsletter that *Nial Reynolds* has 'retro-fitted' a Thetford Cassette Toilet to his Rambler. I shall very much look forward to reading more details of this. [See next

item - Ed.] Prior to reading that particular note, I had already been doing a feasibility study into the possibility of fitting the new swivelling bowl model C-200 CW into my Symphony (Talbot Express flavour) and concluded that it was viable. Much depended on the amount of work (and disruption to existing fittings) involved in removing the current Fiamma unit which has been the subject of much previous verbal abuse. I will keep you informed if this project comes to fruition but for the immediate record the fitting of the Thetford model in question would not involve cutting a door aperture in the nearside of the van panel since I am planning to service the toilet from the central passageway as at present. A new door would be required to replace the present one. Another advantage of using this (new) model is that the rather pleasant Aqua Rinse flushing solution can be utilised and also the toilet is available for use at all times irrespective of whether or not the main water storage tank is filled (a useful consideration in the winter months when a toilet facility would always be 'on tap').

On the subject of tips, I have found problems with draining the waste tank using the supplied drum tap fitted to the end of the drain hose and clipped to the offside under-chassis. The problem relates to a restriction in flow created by the design of the tap and aggravated by the presence of any small particles, sludge, etc. that then get trapped in this restriction. My solution was to remove the tap and throw it away, replacing it with one of those stoppers which you can buy in supermarkets for closing bottles of wine after you have removed the cork. I refer to the type where a metal or plastic lever on the top is folded down to compress a rubber sleeve which provides the seal. This fits and seals nicely inside the bore of the waste pipe. When the waste pipe is not being used for draining it clips up in the usual place but when draining the pipe is unclipped in the usual way and the stopper removed. By doing this carefully there is no need of spillage and the flow of waste liquid is dramatically improved to the point where any small particles are swept away and are unable to accumulate. Perhaps this will help someone with a 'blocked' waste tank.

Brian Abrams

I think that I shall have to look at the supermarket shelves next time we go shopping because this could be a valuable tip. I have now received the follow-up letter giving some details of the changeover which *Brian* has now carried out. I'll hold it over until next month because you don't want too much about loos in one issue, do you?

====00000000====

THE THETFORD ROTATABLE CASSETTE TOILET.

Fitting the new Thetford Cassette Toilet C-200 CW in a Rambler is officially impossible, but not particularly difficult. We went to C.A.K. of Kenilworth, where Jonathon Frost was extremely helpful. We soon found that a position across the back was a non-starter because it would involve cutting a piece out of a vertical rib of the van and so weakening the basic structure. However it did go fore and aft in the toilet compartment. In this position it is only a question of fastening the toilet to the floor and cutting a hole in the rear wall. The C-200 CW comes with very full instructions and a good set of templates, so there is really no problem in fitting it. In fact I could stop here, but the interesting part is still to come.

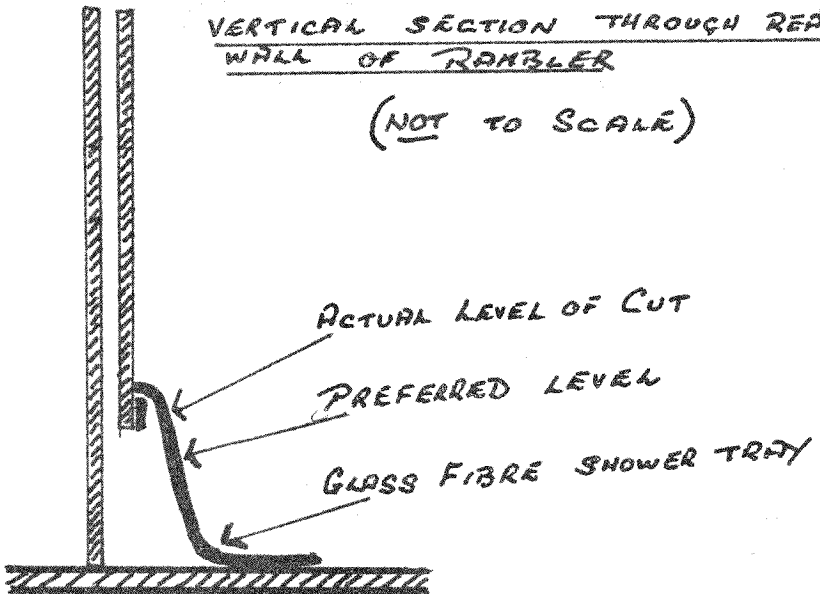
An understanding of the construction of the shower compartment would have helped me. The outside back wall is a simple sheet of plywood from top to bottom. On the inside there is also a sheet which comes down to about an inch below the top of the shower tray and has a wooden reinforcing piece there. The tray is very close to the outer skin at the top but there is a space of about 2" between them at the bottom, which makes cutting through them both at the same time very difficult. A further complication is that the top of the hole needed for the door for withdrawing the cassette is at the same level as the junction of the shower tray with plywood wall. However the hole as indicated by the template is very generous. I would recommend that the top of the hole should be 3" lower than that indicated by the template and also that the bottom of the hole should be 1 1/2" above the base of the back wall. This will still leave an adequate depth for the cassette. In any case you can enlarge it if necessary. The width of the hole, as indicated, is about right.

Try this, put the C-200 CW into the toilet compartment and make sure that the cassette can be withdrawn easily, if so the whole thing can be screwed to the floor. I did all the cutting from the outside of the van. On further reflection I could have drilled holes through the fibre glass shower tray at the corners of the big hole to be made, and then marked it on the inside, and cut from the inside. It might have been possible to get at it with a power jigsaw, which would have been much easier. As this back wall is covered by the back door of the van it is not really necessary to make a separate door, but it is reasonably easy to do, using the instructions as a general guide.

Nial Reynolds

VERTICAL SECTION THROUGH REAR
WALL OF RAMBLER

(NOT TO SCALE)



Don't some people make things sound so very easy? But perhaps it is simple, when you know how!

Nial also tells me that they 'continue to enjoy the Newsletter and marvel at the punctuality of its arrival. We now know that we get ours at the same time as members in Fife, because we are buying a Safari Room for our Omnistor awning from a member in Fife'. I can't take any credit for the punctual dispatch which is entirely due to the efforts of *Rita and Phil Daley* for the printing together with their band of helpers who work in the background and collate, fold, envelope and despatch something like 1300-1400 copies each month. The rest of the delivery service is down to the Post Office who often suffer brickbats but in our case seem generally to get stuff through in good time.

====ooo000ooo=====

The A-S CONVERSION of Miranda

Miranda croons her mermaid tune and combs her tresses long
in DUETTO with her sister, a SYMPHONY of song.

Soon TRIDENT waving Neptune, that RAMBLER of the sea
heard the glorious music from a rock near RIMINI.

A dedicated CLUBMAN, he could not resist the sound
And drove towards it recklessly, but soon he ran aground.

His EXECUTIVE chariot is beached upon the sand
But through the surf a TOPAZ gleams, he grasps it with his hand.
Such a valued TROPHY, just the prize he needed
To woo his fair Miranda, he's sure she now will heed him.

Miranda and her sister are real TROOPERS of the sea,
Their RAPPORT with the elements helps them sing in HARMONY.
A floating Lilo comes along, with Charles on board, no less,
His Lilo drifted out too far and now he's in a mess.
He'd parked his Auto-Sleeper on a stretch of golden sand
But soon the tide had taken him out of sight of land.
He told Miranda of the fun that Motor-vanning brings.
Miranda listened avidly to these new and wondrous things.
She told Charles not to worry, the tide would turn at four.
Charles looked at his OMEGA watch, he'd soon be back on shore.

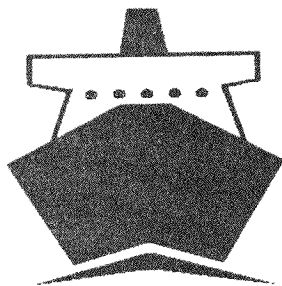
The tide re-floated Neptune, with his jewel TALISMAN
And he eagerly presents it, but her mind is on a van.
Miranda graciously accepts it, she didn't want a "set to",
But soon she trades her jewel in and buys herself a RECRO.

Rosemary Perrins

This is the last of the poems which were submitted to the competition at last year's Club and Company Rally. I hope that you have enjoyed them all.

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FERRY BOOKINGS - FERRY BOOKINGS
FERRY BOOKINGS

Steve Bowler, Ferry Bookings Officer, expects to be moving house at the end of March. Letters should be sent as usual because the Royal Mail will redirect them. The new telephone number is not known at the time of going to press. Any urgent enquiries, during **APRIL ONLY**, should be made to *Phil Daley* on 0121 706 1816. He will either give you the new number or get in touch with *Steve* for you. When the full new details are known they will be given in the Newsletter.



====ooo000ooo====

Wanted!

Waste Water tank and fittings for Symphony. Please telephone Alan Moore on 0170 834 9177 or write to 25 Elliott Gardens, Romford, Essex, RM3 7BH with details.



====ooo000oo====
Flair, full standard spec. plus head changed to use unleaded petrol. Hideaway Porta-Potti, stand alone awning. All instruction books. 'E' reg. 32,000 miles. £9,250.00. Please ring Dorothy or George Chatfield on 0149 456 2154 or write to them at 21 Orchard Close, Hughenden Valley, High Wycombe, Bucks. HP14 4PR.

Thank you for the donation.

#####

Driver's seat and Passenger seat complete together with rear seat and back cushions - the complete upholstery set in "Beaulie Wells" design - all clean condition. The lot £60.00 (including Halogen head lamp and map reading light to be given away with seats.)

Porta Potti 22 - £10.00. Rooflight Sonabat Chantal - £15.00. Door step in rigid plastic, brown top and oatmeal base - £10.00. Complete Vaillant Water Heater - £25.00. Falks Universal Travel Iron in box with European, U.S.A., Canada, Australia and South American adaptors - £15.00. Auto-Sleeper upper bed boards, laminated lids for rear seat bases - Offers?

Please telephone Allen Wakeling on 0127 585 6076 or write to 31 The Perrings, Nailsea, Avon, BS19 2YQ.

#####

Trophy, 1994. diesel, Automatic, Power-assisted steering. 5,500 miles only. Cost £24,875.00. Still under warranty. Fiamma awning and surround. Bereavement forces sale. £20,500.00. Please telephone Jim Bailey on 0127 735 2017 or write to him at 11 Fairfields, Ingatestone, Essex, CM4 9ER.

Set of stainless steel wheel trims for turbo-diesel Talbot Express (not new model) as new. £20.00. Contact Charles Todd on 0128 356 3181 or write to 7 Mill Hill Drive, Winshill, Burton on Trent, Staffs., DE15 0BD

#####

Silver Screens to fit face-lift Talbot or similar, £50.00; VW T4 front, unused, £45.00 and rear, unused, £15.00. New Autovilla De-luxe free-standing awning, cost £386.00, never used, £195.00. Wheel trims to fit Ford, £10.00 and VW T4, new, £20.00. Please telephone Rita & Stuart Cornes on 0188 959 1326 or write to them at Dungarvan, Oak Road, Denstone, Uttoxeter, Staffs., ST14 5HT.

Thanks for the donation.

#####

1994 Harmony, 'M' reg. 2.5 diesel, PAS. 804 miles only. All usual refinements - shower, central heating, swivel seats etc. Full unused crockery set. Extras include brand new Raleigh de luxe free-standing awning, Fiamma bike rack, almost new seat covers and Silver Screens (interior). Still under Peugeot and AA warranties. £19,950.00 ono. Please telephone Mrs Toni Berry on 0169 182 8576 or write to her at The Compass, Porthywren, Oswestry, Shropshire, SY10 8LY.

#####

Set of M.A.D. spring assisters for Talbot chassis. Nearly New. £40.00. Also Porta Potti 365. As new. £30.00. Please telephone Alan Moore on 0170 834 9177 or write to him at 25 Elliott Gardens, Romford, Essex, RM3 7BH.

#####

Talisman GL. 2.5 diesel, 1990. Full service history. 41,000 miles. 25 mpg minimum. 4 berth, stainless steel bumper, double glazing, Air Ride rear suspension, gas tank, cycle rack, Silver Screen and other extras. One owner only, non smokers. Very good condition. £16,950.00 ono. Please telephone Wendy & Peter Fisher on 0154 337 7777 or write to them at 27 Sunnyside, Walsall Wood, Walsall, West Midlands, WS9 9LD.

I have, yet again, proved the value of "shopping around". My insurers sent in their renewal notice, the premium seemed a bit high and so I found an alternative source which has saved me a lot of cash and given a better cover. So, naturally, I have changed agencies. I'm now with Comfort Insurance (underwritten by Norwich Union) and the people who run it are themselves motor caravanners. I think that is what makes the difference! Is it time that you looked at your insurance cover and costs?

Your Editor
 Harry Henthorne
 144 Devonshire Hill Lane
 London, N17 7NH
 Tel: 0181 808 9112

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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:

Cliff Abbott	Public Relations Officer	0151 608 0857
Steve Bowler	Ferry Booking Officer	0121 745 8369
John Cox	Vice-President	0128 371 2394
Rita Daley	Vice-President	0121 706 1816
Philip Daley	Vice-President	0121 706 1816
Sheila Henthorne	Club Secretary and Membership Secretary	0181 808 9112
Harry Henthorne	Newsletter Editor	0181 808 9112
Arthur Irving	Chairman	0114 236 5698
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Janet Sutterby	Minutes Secretary	0150 746 2449
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