

AUTO-SLEEPER OWNERS' CLUB



Please ...

Help us ...

by posting your ...

C & C Rally Booking Form EARLY!

**NEWSLETTER 80
MAY 1995**

Hello.

By the time you read this the AGM will be a thing of the past. As a result, the Committee list on the back page of the Newsletter will probably be a bit outdated. But that is just one of those things which always happens at around this time of the year. I'm typing this on Easter Sunday and the weather has turned sufficiently colder for the central heating to go back on! But a quick look at the forward outlook for the weather seems to suggest that for next weekend it just might turn a little warmer again although the in-between bit doesn't seem too good. But we can but hope!

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Just a couple of reminders. If you have changed your van, have you let *Sheila Henthorne*, our Membership Secretary, know? You are asked to do this so that the Club records can be kept up to date. She noticed that one or two people at the Honeybourne rally were using vans which were not recorded in the records - one Amethyst in particular. So please advise the new details when you change your van.

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GAS



John Cox asked me to remind you all that your gas supply should be checked regularly. The hose coupling from the regulator to the vehicle piping should, for example, be changed every couple of years. How long is it since you checked yours? In *John's* case, he found that the hose, which is dated, was rather more than somewhat out of date. It is in your own safety (and everyone else's for that matter) that you should make sure that all is well.

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I've received a couple of letters regarding *Brian Aerts* request for information about the overcab cupboards which have been passed on to him. One, from *Mike Hutchings*, advised that he finally obtained a removable bulkhead from A-S after a number of enquiries. The other, from *Baz Wellard*, gave details of how to do-it-yourself using A-S cupboard doors bought at the Club & Company rally last year and supplied photo copies of photographs. There was a letter from *Maggie Ingram* offering measurements and photographs of their van which has been converted. She also offered *Brian* the opportunity to visit and view. The letters have all been sent on to *Brian*.

Rallies

I am moved to write this letter following two incidents reported in a recent Newsletter.

1. Regarding members who are not officially part of a rally who take advantage of rally functions. This problem might be overcome by the issue of raffle tickets.

2. The booking-up of rallies before the dates are announced in the Newsletter. I think that this problem is more serious and could work to the detriment of the Club. What this means is that we have small clubs (cliques) operating under the umbrella of the Club. The Constitution of the Club does not allow for this situation. However, it does have the means to prevent it. (Rule 4) I would like to add that these observations are mine, but they may be quoted!

Barry Smith

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I'm pleased that *Mary & Mike Fearnley* are enjoying their membership of ASOC and are availing themselves of the many and varied rallies. However I must take issue with them over their somewhat insensitive comments regarding one rally they attended. Such remarks as these cause rally marshals (ALL volunteers) to think twice about hosting future rallies. Quite a bit of time and effort go into getting a rally off the ground in the first instance. Any extras provided are discretionary and should not be "expected". Perhaps when *Mary and Mike* have run their first rally they might take a more reasoned view.

Bob Brindle

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Having returned from the Honeybourne rally we pounced on the April Newsletter which had just arrived. We became increasingly depressed and not a little angry and then rather concerned for the active members of our Club. Those who are the Doers and Givers, where would we be without you all? With regard to the Hidden Valley holiday rally we know and we saw the way that the marshals worked very hard indeed under difficult and trying circumstances, the weather being at its most adverse. *Jeff Worley* in particular did much running around on other peoples behalf, for their TV aerials and he unfailingly offered advice and information about the area. The site shop was well stocked with all the tourist freebies. Just what do people expect from rallies?

Perhaps our newer members should be made aware of how our Club came into being through the enthusiasm and hard work of our very early Club members and the continuing work and dedication of the successive committees.

Ruth & John Whitten

All new members receive a copy of the Club history. In the general term people attending rallies get out of them as much as they put in. But if anyone needs waiting on, hand and foot, perhaps a hotel would be a better option. As was said previously, it is just a few who cause such problems; the great majority of members is solidly behind the Committee and the Club.

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A Society Of Carers

"Dear Harry,

Whilst I did not expect to see my name in print again it has reminded me that a letter should have been sent telling members what has happened since you published the original letter regarding my bereavement.

Three wonderful long letters which you kindly passed on have been received with many thanks. All were from lady members who have found themselves in similar circumstances; why, I wonder, no letters from widowers - perhaps there are none in the Club. I have replied to all three and received further four-page replies from two. I have again just replied to the second letters. It's getting more like 84 Charing Cross Road every day!! (I trust that you remember the play or have read the book.)

I shall be attending my first rally of any club for over 40 years at Kettering. Two of the ladies will be there and, of course, I expect to meet you and your wife and many other members. On the advice of the ladies I have joined the Companions Club within the Camping and Caravanning Club and look forward to meeting them at other rallies. I must admit that the Camping and Caravanning Club looks a lot more interesting than the Caravan Club. I have been a member of the latter for over 30 years and have always enjoyed their wonderful club sites, but the caravan tuggers have not really yet accepted motor vanners. I always feel a little guilty turning up and parking next to a trailer caravan.

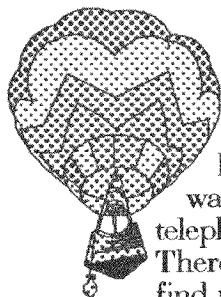
I have to admit that I do feel a little apprehensive turning up to my first ASOC rally, but then, on the other hand I have a date with two ladies! I will let you know how I felt.

Yours sincerely,
John Sutton."

The original comment was in the March Newsletter and I mentioned in April that I had sent on some letters to *John*. I am very proud to be a member of a Club such as ours where real, genuine, people can and do take time to try to help others.

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CLUB AND COMPANY RALLY



Will you please note that *Jackie and Arthur Claxton* will NOT be available to respond to queries about the rally during most of JUNE. Please do not telephone them before June 20th. But if you do telephone and get their answering machine, please at least have the courtesy to say who you are and what you wanted rather than just hang up, or leave your name and telephone number and you will be contacted when they can. There is nothing more annoying and/or frustrating than to find that the machine is full of "messages" which are blank because people are scared to talk to the things. Remember too that it is your money that you are wasting on an aborted telephone call!

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Carver Cascade - Winterisation

Arthur Rumsey told me that there had been a number of problems at the Fell End rally arising from the draining of the Cascade (and obviously the complete) water system. There is in the water circuit a non-return valve to prevent the hot water getting back into the cold system. This consists of a small spring loaded valve which having been left dry for a long period may stick in the closed position sufficiently to prevent any water passing through the Cascade. *Arthur* went to an expert to have the matter rectified to find that there is a simple, **TEMPORARY** and **POSSIBLY DANGEROUS** way of curing the fault. The correct procedure is to gain access to the valve either from within the van or by removing the Cascade completely. Then the valve can be replaced or freed. The temporary expedient which the expert used was to remove the drain plug and then insert a long piece of doweling into the aperture until it touched the head of the valve. Then very gently, he tapped the end of the dowel with his hand and thus freed it.

Please note: Neither the Club nor the Company recommend this procedure - you should always do it the correct way. If you should get stuck when the nearest available help is miles away, this might just help. **But if you do use this method, be very, VERY careful!**

Electrics can be ODD!

The van had been left out on the drive for a week or two when I went out one night to collect some maps and things which I'd left in it. Switching on the 12v and one of the fluorescent tubes produced a very gloomy illumination. I tried one of the spot lights, which was a little better, collected the bits I wanted and went back into the house, cursing the cold weather for the depressed voltages. The next night I wanted some more bits, went out to the Van, and Hey! Presto! full illumination: though if anything, the ambient was chillier. Puzzled, I went out the next day to try it again - no light would come on, nor would the water pump work. Fuses, I thought, and went to the Zig Unit where you switch things On and Off. Not one fuse was blown. Duff leisure battery (L.B.) I thought (with dread) and went for my home made voltmeter. Standing on my head, or something like that to get at the LB under the drivers seat, I got a reading of 12.5v. The Cigar lighter (main battery) gave 12.2v. But the socket on the Zig only made 1.5v! Back to the cigar lighter and LB - still 12.2v and 12.5v. Back to the Zig - this time 6.0v! !*@%@*! Try each side of the fuses - anything from 1.0v to 7.0v - even 4.0v fading down to 2.0v while you watched the needle. Does this mean - what? - HELP!!! In panic and desperation I rang The Orchard, asked for *Neville Jelfs* and told him my troubles. He suggested that I check the fuse on the DCU (where you switch the LB charger ON when you are on a hook-up) as it had been known to work loose over a period of time from vibration - so try tightening it. I did - about one-eighth of a turn did it. Believe me - full lights - pump running like mad - worries out of the window. So if your electrics play up like mine, have a dabble at the fuse on your DCU - you may get a surprise (shock?)

As an extra, it was recommended to me recently that once or twice a year you should run the leisure battery right down (leave the lights on all night) and then charge it fully through your Zig - keeps it in good order. Anybody any thoughts?

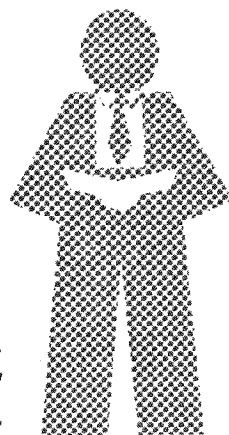
Jim Cresswell

I've heard of letting re-chargeable batteries run right down and then kick-starting them again with a full boost charge. This, I believe, is to prevent the battery getting a sort of "memory" about its capacity and gradually not being able to take a full charge. But I haven't heard it suggested for a vehicle or leisure battery before - but I'm not a qualified electrician and I'm sure that some members are.

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Chairman's Chat

Winifred and I spent a very pleasant holiday in Malta enjoying the sunshine and warmth, but I have been told quite a number of times "You missed the snow!!" and since coming home we have had snow a few times. But the weather, now, just before Easter, is most pleasant but it does make the grass grow (and the weeds, too!)



When you read this, the Club's Annual General Meeting will be over and a new Committee will have been elected. It would be remiss of me not to thank, on your behalf, those who have left the Committee for one reason or another. *John Edden, Pru Osborne and Bob Williams* have all been mentioned in previous Newsletters and are not, now, members of the Club. They all gave sterling service during their time on the Committee. *Tony Jones*, after 4 years on the Committee, decided that he wanted a rest. He has been an excellent Rally Co-ordinator and, during his term in that office, has seen a great increase in the number of rallies held each year. Thank you, *Tony*, and thank you also to *Barbara*, his wife, for all her support. *Cliff Abbott* has written to me to say that he feels unable to continue on the Committee. I thank *Cliff* for his contribution to the work of the Committee and for ensuring that the Club has had maximum publicity in his role as P.R.O. We shall miss all these 5 members. With such a large turn-over of Committee members and after discussion with the President, the remaining Committee members and, not least, with *Winifred*, I have agreed to be nominated to continue on the Committee to help ensure the continuity of the Club's forward progression.

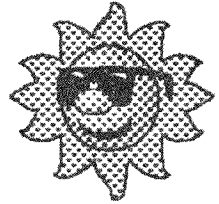
During the past year I have received such good support from members in many and varied ways and I do thank them all for this support. It is very gratifying to know that there is such goodwill in the Auto-Sleeper Owners' Club of which I am so pleased to be a member. Thank you all.

Arthur Irving

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Spanish Winter Rally - 1995

I would like to thank *Betty & Geoff Scholey* for organising such a wonderful rally. The weather was beautiful, the camp was excellent and the owners were English.



We set off from Yorkshire with snow on the ground and snow on the vans. We arrived in Dover for the 10.30 p.m. ferry which arrived in Calais at 11.15 p.m. English time or 12.15 am French time. Next morning we went down through France, which took us two days, and on into Spain. After a total of four days we arrived at Camping Los Gallerdos on the Monday night.

The rally, proper, started on Wednesday, 1st February, with coffee at the marshals' van. The next day we had a coach trip to Velez Rubio, Velez Blanco, Puerto Lumbreras and the Indalo Cave. This was very interesting climbing up the hillside to the cave where there were drawings done 5,000 years ago. The Friday and Saturday we were free to go around. On Fridays Garrucha has a street market and at five o'clock the fishing fleet returns. The fish is auctioned and includes bright red prawns.



There are many villages to tour round Mojacar. Old Moorish villages, Bredar is a typical Spanish white village with very narrow roads. Mojacar Playa is a long spread out sea front with a large selection of bars, restaurants and shops. On Sunday we had a traditional roast beef and Yorkshire pudding dinner at the camp. On the Monday we enjoyed paella and music at the pool side. Tuesday was St Valentine's Day and we began a two day trip to Granada to see the Alhambra Palace, the Cathedral, the old Arab quarter. This trip took us past a mini Hollywood and also the cave houses. Another trip was planned to the Aguilo Carnival with reserved seats at the carnival on February 26th which unfortunately I had to miss because I had to get back home to return to work!

There were plenty of walks for people of all ages around the site with oranges growing on the trees and dried up river beds to walk down. It did not rain at the camp site all the time I was in Spain, in fact the sun shone all day for just about every day. I came back sun tanned and

feeling that I had had a very good holiday.

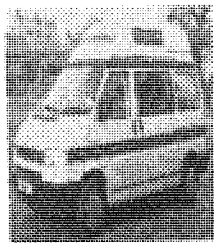
Incidentally, during the holiday *Jack de Sadeleer* had his beard shaved off and by doing so raised £70.00 for the Harrogate Boy Scouts. He said that he had promised *Beryl* (his wife) that he would do this a few years ago. Thank you everybody who went on this rally for making it a laugh a minute!

Alan Guest

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As far as I know, the rally at Los Gallardo was the first one of ASOC's to last as long as a month, and in foreign parts at that. It was also the first one that *Betty and Geoff Scholey* had run. Now, if this sounds like the old joke - "You've never ridden before? Well, this is just the horse for you, he's never been ridden before!" - rest assured, it was a very relaxed and successful affair, with hardly a hitch. We arrived at the end of the first week, after dark, and were given a choice of pitches, help into one of them and shown round generally not only by *Geoff* but by half the ralliers too.

Now when the sun shines every day, such that sun-cream comes to mind by nine in the morning, it isn't difficult to feel relaxed - that was the whole idea. And certainly my main recollection of *Geoff* was in shorts and T-shirt - even, with Pennine toughness, in the cool of the morning when most of us were in pullovers - and with a cup of tea in his hand, either seated by his van chatting with a group of ralliers similarly provided or standing by someone else's van, still with a cup of tea, chatting and sorting out some problem or other. For they did get sorted out. The only real hitch we encountered was - well, *Marie & John Skinner* had wisely gone away for a couple of days just minutes before a smelly greenish liquid started bubbling up in a corner of their pitch. In no time at all we, their next door neighbours, had been found a new pitch and - tricky one this - a route was found for the hook-up. I can't maintain that *Geoff* laid fifty yards of sewer pipe single-handed; that was done by a local plumber with a remarkable command of English who turned out to be from Manchester.



There were more conventional rallying activities too. *Betty & Geoff* had chosen well and the site provided a steady stream of functions, classical guitar with paella one lunch time, a variety of musical and stage

performances in the bar, contact with a group that ran walks in the area, and even Spanish lessons once a week - not compulsory! For those who were having serious trouble with home sickness there were British sausages in the site shop! Especially for the ladies there was a long row of wash-basins, well filled for most of the day, and one only had to pick up an odd bit of washing to enjoy an hour or two of non-stop conversation. A coach trip to Granada for a couple of days was particularly welcome, because many of us were a bit doubtful about the logistics of sight-seeing in towns with our vans; the tour of the Alhambra was a delight with two lady guides with quite a sense of humour. There was also a coach to one of the local carnivals but we had to leave before that took place.

One feature was that there were TWO sets of ruby wedding celebrations - motor-caravanners aren't all youngsters - one a gathering round the vans, the other a dinner in the site restaurant. And so the rally went on, warm sun, some activity and a lot of inactivity. There was a change in the weather; early on the days were sunny and the nights frosty, then suddenly the nights became only coolish, but still with sunshine nearly every day. Pity every rally can't be like that.

Margo and Colin Lumb

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We returned from our 9 week tour of Spain (including 10 days at the ASOC rally) at very nearly the end of March. Amongst all our post were the February and March Newsletters and we have just received the April issue. I thought that there might have been some mini report on the Spanish Rally in that as we knew that some people had returned home from Bilbao on 9th March. Maybe they didn't get back in time to meet the cut-off date!

We greatly enjoyed our stay at Los Gallardos, especially the organised coach tour into the hills to Velez Blanco. The almond blossom was a real picture; the paella lunch by the site's pool with the recital of classical guitar music and the trip to the Spanish restaurant at Mojacar Playa in the evening of Thursday, 9th February. We moved on after that week but returned for the farewell coffee on 28th to join up again with our friends to thank *Betty & Geoff Scholey* for all the work they had put in to make the rally so enjoyable. Thanks were also warmly given to Shirley and Anthony Jackson, the site owners, who had gone out of their way to help make it the success it was.

Forthcoming Rallies.

5th - 8th May; Burn Gliding Club, Burn, Selby, North Yorkshire. Limited to 20 vans

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.

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: 01706 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

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) £7.00 per 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.

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:-

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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:-

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

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT

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.

4th - 11th June; 7 - DAY HOLIDAY Rally, Oban Divers Caravan Park, Glenshallach Road, OBAN, Argyll. (MUST book for whole week).

Your rally marshals: John & Beryl De Sadeleer.

Site fee: £40 Electricity: Included Rally fee: £1.50

Booking slip to: Mr & Mrs J De Sadeleer, "Woodlands", 15 Laverton Gardens, Harrogate, North Yorkshire. HG3 2XR Telephone: 01423 502848

Cheque payable to: B De Sadeleer.

Attractions: Highly rated site. excellent amenities, wonderful area, Highland Games (10th). Golf.

Directions: From North: A85 through town to traffic island, follow camp/car & ferry signs past police station on left then first left, first right and first left again following signs to Glenshallach Camping & Caravan Park. From the South: Through town to traffic island then as above.

One week rally, maximum twenty vans. NO DOGS.

16th - 25th June; Holiday Rally, Buckle, Seaford, East Sussex. (No need to book for whole rally)

Your rally marshal: Margaret Coggins. (Telephone: 01323 895901)

Site fee: £2.25 per person per night, children 3 - 14 years £1.00 Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs G Finlayson, 2 Berwick Close, Seaford, East Sussex. BN25 2NU

Telephone:- 01323 896 390

Cheque payable to: M Coggins

Attractions: Free hot showers and washing up facs. Close to sea front, next to sailing club. Busses and trains closeby and day trips to France from Newhaven (Passports required). Skittles & supper evening on Thursday (22nd) - advise when booking if interested. A Take-away on Saturday 24th evening.

Directions: Turn off A259 Newhaven to Seaford road at Abbots Lodge Motor Inn, site 300 yards on right. Numbers may be restricted for 1st weekend due to another rally ending.

23rd -25th June; Coombe Nurseries, The Race Plain, Salisbury, Wilts

Your rally marshals: Maureen & Michael Torah.

Site fee: £5 per night Electricity: £1 per night Rally fee: £1.50

Booking slip to: Mr & Mrs M Torah, 74 Compton Road, New Milton, Hants. BH25 6EQ

Telephone: 01425 618320

Cheque payable to: M Torah.

Directions: From A36 follow Racecourse signs. Site behind main stand.

30th June - 2nd July; Audley End, Saffron Walden, Essex.

Your rally marshals: Mike & Mary Fearnley.

Site fee: £3.00 per night

Electricity: NO

Rally fee: £1.50

Booking slip to: Mr & Mrs M Fearnley, 55 Little Walden Road, Saffron Walden, Essex CB10 2DL

Telephone: 01799 521616

Cheque payable to: M Fearnley.

Attractions: Green field site. Levelling blocks an advantage. Site adjacent to Audley End House with fine gardens. (Bring A-S-O-C membership cards for concessionary rate). Within 15 minutes walk through parkland to old market town of Saffron Walden with Museum, 13C church, unique old brick maze on common, many eating places, gift and antique shops. 10 $\frac{1}{4}$ " gauge railway close to site with steam engine on Sunday. Bring your own BBQ & Food for communal get together Saturday evening. Directions: 10 miles South of Cambridge. Approach via B1338 (or B1052 to avoid 3 T weight limit). Follow signs to Audley End House

30th June - 2nd July; Bass Meadows, Meadow Road, Burton-on-Trent (Home of Brewing).

Your rally marshals: Tricia & Ted Pratt (alias 'Robin Hood'), Tel (01283) 538818 with the help of John & Barbara Cox, Tel (01283) 712394. Any enquiries between June 9/24th contact Barbara Cox please.

Site fee: £2.50 per night. No electricity. Rally Fee: £2.00 You may arrive Thursday after 4pm.

Booking slip to: P M Pratt, 3 Grafton Road, Stapenhill, Burton-upon-Trent, Staffs. DE15 9DN

Attractions: Meal Saturday evening £2.50 pay with booking slip. (bring your own glass)!! 'For Sale' board provided to sell unwanted van bits. Walkable distance to Bass Museum (reduced entry) & Town Centre, many local attractions. Anyone interested in booking guided tour of Bass Brewery on Friday 1.30 pm @ £4.65, please ring Tricia a.s.a.p. - minimum 15 persons

Directions:- Site situated down Meadow Road, which is on the Trent Bridge in Burton, on Leicester to Uttoxeter Road (A50). The turning off the bridge into Meadow Road is a tight concealed entrance by Hotel sign.

Limited 50 vans

Additional rallies - not in original programme:-

7th - 9th July; Black Bull Caravan Park, Pickering, North Yorkshire.

Your rally marshals:- Ben Mansfield & Ken Stone.

Site fee: £3.50 per night

Electricity: NO

Rally fee: £1.50

Booking slip to: Mr K Stone, 24 Bampton Crescent, Bridlington, East Yorkshire. YO16 5HF

Telephone: 01262 609133

Cheque payable to: K Stone

Attractions: Eden Camp, North Yorks Steam Railway. Pub meals available on site, Showers/toilets.

Directions: From York A64 towards Malton. Take left turn at A169 for Pickering. Site on left.

14th/16th July; The Old Barn Farm, Hewshott, Nr. Liphook, Hants. Details next month.

Your rally Marshals: Sylvia & Al Gatehouse.

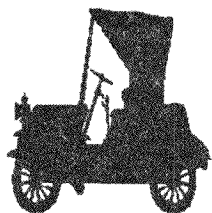
4th - 6th August; Bilsby, Alford, Lincs.

Your rally marshal: Janet Sutterby.

29th Sept/1st Oct; The Rural Life Museum, Old Kiln, Tilford, Farnham, Surrey.

Your rally marshals: Sylvia & Al Gatehouse.

We created our own tour of "Classical Spain" when we finally left the coast on March 10th, spending days viewing the sights at Granada, Toledo, El Escorial and Avila before reaching the little English owned site at Sonio near Santander. Here we relaxed for a couple of days before making the 50 mile run to Bilbao and a super cruise back to Portsmouth.



Our new diesel Talisman only had 1700 miles on the clock when we left home in January so we were still "running in" on this trip. But after the 2800 miles we covered we calculated that we had averaged 32.5 mpg which surely isn't bad? The vehicle had looked after us well and several Dutch campers whom we had met at other sites in Spain spoke highly of our attractive van - well done Auto-Sleepers! We shall soon have a coach tour of Italy and then we shall return to France for 5 weeks somewhere round the end of August so it looks as if it may be well into the Autumn before we can make it to any ASOC rally.

Sheila and John Read

These reports, and others I've received, seem to show that this was a most enjoyable rally. But I wonder what there was about the carnival which seems to have made people leave beforehand? Or is it that they were just so eager to return to that terrible four-letter word W*k?

-----ooOoo-----

Owners' Personal Reports

I prefer "Recipients Results" rather than the advertising hype about various items for motor caravans. I wrote a couple of paragraphs last year praising Douglas Sinton and General Grabber Tyres - ouch! - and can confirm that I am as happy with them now as I was then. Now I am wondering whether I might obtain some feedback from members who have had a two litre petrol engined Harmony "Lartonised". I consider that it will be money well spent if Llamedos II hoists up her skirts and gets a wiggle on, provided that nobody has discovered any snags. Incidentally, Llamedos II is a 'face-lifted' Peugeot/Talbot animal with 15K miles on the clock. Also, will a Peugeot 504 cylinder head fit? Looking at it, it seems probable, but even P/T say they can't tell me.....

Maurice Wright

This letter also contained greetings to Ginger (our cat) from Member Number 1527 1/2, The Empress, known to her friends as Empie (Maurice's Owner and a dog). These are cordially reciprocated.

Information sought

I've had my VW T4 2.4 litre diesel Trident since August 1994. A fault persists which my VW main dealer is unable to cure. On moving off from rest the front of the vehicle and the dashboard assembly vibrate quite violently however carefully the clutch is engaged. This seems to happen rather more first time of moving. The VW head office at Milton Keynes have had a representative road test the vehicle and they state that the fault is a characteristic of the model and is not harmful. The mileage to date is 4,500.

Has any member with a similar vehicle found this fault, and if so how have they dealt with it? I can't imagine that they are still marketing the model with the same fault and are expecting the sales people to keep quiet about it. Suggestions will be welcomed.

Ivor Hills

We have the T4 in the Clubman version but have not discovered this problem. Any letters sent to the Editor will be forwarded.

====ooo000ooo====

CLIM-AIR DRAUGHT EXCLUDERS

Further to my letter in the February issue about the breaking of the side windows in my VW T4. Volkswagen UK and Clim-Air both say that they have no previous reports of this happening. At the moment, therefore, I am £100.00 out of pocket and have a set of draught excluders that I am afraid of using.

Another quirk of the T4 that has come to light may help other owners. On Mothers' Day my wife returned at lunch time saying that she was having difficulty selecting gears. I went out to take a look and, sure enough, there was a problem. The gear stick seemed to have "sunk" into the gearbox. It could be moved up and down vertically. The gears could only be selected by lifting the gear stick. The next day we were due to go to Newark to exchange our Trident for a Topaz so, after a quick panic, I called a mechanic friend. He lifted the rubber gaiter on the stick and found that about half way down there is a spring fastened to a square block which is, in turn, fastened to the lever with an Allen screw. Yes, the screw was loose. It was promptly tightened and all was like new.

Pat & Jim Allen (and Dinky)

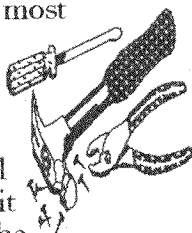
Another very useful item of information to be stored in the back of the brainbox - just in case!

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BACK TO THE LOO!

I can now report that the transplant of the Thetford Cassette Porta Potti into my Symphony in place of the much criticised Fiamma unit has been carried out successfully after a few hours of hard labour!

Removing the Fiamma was not as difficult as I first imagined but it need care and some forethought to ensure that no damage was done to furnishings which would be left in place. Probably the most difficult bit was removing the remains of the silicone rubber mastic used to bed the Fiamma shell to the shower tray which was found to be continuous underneath and on to which the shell was bedded. The Thetford unit chosen was the new, swivel bowl, model C-200W with its own integral flush water tank. This unit fitted like a glove into the space available and allows for the bowl to be turned out of the way when not in use, so freeing valuable space in a fairly cramped area. It was fitted without creating an access hole in the exterior of the van by using the internal partition panel (as with the Fiamma) to provide the necessary service point. A larger hole, and therefore a new door to close it, had to be engineered and a smaller rectangular hole cut in the partition to accommodate the water filler cover.



There is plenty of room to remove the waste tank in the central passageway and in the case of this model the cassette is shorter but deeper than the Fiamma and should, consequently, hold a greater effective volume although the figures quote 17 litres for the Thetford against 18 litres for the Fiamma. Other bonus points are that the new unit does not require the main caravan fresh water tank to be filled for the toilet to be available (a useful consideration when the van is used for a day trip in winter) and also the more pleasant Aqua Rinse solution can be utilised. A 'tank full' warning light is provided on the console powered from a pair of AA batteries. The only minus mark is that this Thetford is only available in white and has to sit against the cream decor of the rest of the toilet - a small price to pay for the gains involved.

I should like to express my thanks to the A-S people who provided much valuable guidance when I mentioned what I was proposing to do and to say that if anyone else with a Rambler GL or Symphony of Talbot

Express flavour wishes to contemplate a similar exercise I shall be happy to provide any appropriate guidance if they care to phone me on 0186 588 0229 after 7.00 p.m. any day.

Brian Abrams

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Clubman GL

We have just collected our new Clubman and there are so many features which we like about it. There are one or two items which are not to our taste. We asked to have swivelling front seats fitted so that they could be used in the reclining position as part of the single beds and as part of the sitting area during the day. Unfortunately, nobody told us that part of the seat boxes is in fact metal left behind after cutting away the original back of the cab and it had to be left there for strength. This has rather stymied our 'good idea' but we still think that it is better than the original set-up. We have encountered one or two other problems. The catch under the nearside bunk seems to have given up the ghost and doesn't restrain the seat in any way. I should think that the mechanism just wants re-aligning but how to get at it defeats me. I reckon that they have done a Houdini job in reverse. If only I could get the cushion base off....

And then, how does one change a faulty striplight tube if it should fail? I can't see how to get the plastic cover off. Finally, where does one put the waste bin so that it is conveniently at hand but not always in the way?

Peter Bishop

I can answer the question about the fluorescent tube! If you remove the complete unit from the vehicle you will be able to access the tube from the back. You will also find a warning about the size of tube to be used as a replacement - and 8 watt tube in fact. The problem of the waste bin is an ever present one for all users of any type of van. Some of our members have made a neat fitting in the rear door of the van, some have a pram bag holder or hooks fitted to hold a plastic carrier bag, others have some sort of bin or bag which they keep outside. You have to make your own arrangements. In our case, also in the Clubman, we have a small round plastic bin which is usually kept in front of the fridge door but can be moved around at will.

So far as the seats are concerned, we have easily come to terms with

the present arrangement of the sliding seats - mainly because we use the bed as a double rather than as two singles. We have had a small cushion made to slot in between the two seat extensions so that there is a little less of a draught coming up when we are in bed. We have found that the catch on the seat, which appears to be properly anchored, sometimes misses but it doesn't seem to matter too much. When the bed is made we need it at full stretch and when sitting or travelling the seat cushion seems to stay in place without effort. But I agree that it would be convenient to be able to get at the inside of the seat boxes from the top. We have made the point to the works because, on one occasion, I overfilled "my" drawer and lost a pair of socks over the back. We had to take out the drawer (NOT an easy nor recommended job!) so that *Sheila* could wriggle in to recover them from behind the other drawer!

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Breakdown Cover

Remember the item from *Norma and Roy Freeman* on this subject in the March Newsletter? It was on page 13 if you want to look back at it. *John Fisher* of Spalding had invested something like £90.00 in the National Breakdown Mayday service through the Caravan Club. He took the matter up with VW and with the Dealer from whom he obtained the van. He supported the statement that the RAC people had been most helpful but has had a protracted correspondence with VW and the Dealer. The final result is that the VW dealer (not the A-S dealer) who carried out the PDI on the van have agreed to refund the payment made for the National Breakdown cover. It seems that between VW, their dealers and the A-S dealers there is some confusion over who does what and who should have advised the new owner of the arrangements with the RAC. But all is well that ends well.

It appears, from a copy letter enclosed by *John*, that the responsibilities are as follow:

1. The base vehicle arrives from Germany with a grey plastic wallet containing the Vehicle Instruction Manual, Vehicle Service Schedule and the list of European service outlets.
2. The VAG dealer who carries out the PDI should remove the contents from the grey wallet and insert them in the black leather-look wallet which also holds other data. He should also include the UK dealer list and the Sony instructions.

3. The specialist Motor Caravan dealer should check that the BLACK wallet is present and that everything which should be in it is in fact inside.

4. The specialist Motor Caravan dealer should ensure that the customer is familiar with the contents of the wallet and should assist them to complete the Van Centre Rescue registration documents.

I only received the grey wallet when we got our Clubman GL three years ago and no mention was made of the rest of these items, nor was I really shown what was in the wallet. Maybe this was before the black wallet came into existence. I did register for the Van Centre Rescue but it seems that it was only for one year and I found this out when I went to our local VAG agent for a service. But I didn't curtain our membership of the RAC because it was only for one year.

John also mentioned the "Abnormal Trophy Trouble" and says that it isn't because he has had the problem too. He went to the local VW dealer who fitted a new switch but it still gave trouble. He was advised to take it to the main VW dealer who checked it out and said that nothing was wrong. But *John* found that they had cleaned whatever is under the cover and he has had no further trouble. Maybe the item should have been headed "Not so Abnormal Trouble" or even "Usual Trouble!"

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Cycle Rack - or Not?

Readers may remember my recent letter regarding a well-known cycle rack which had been professionally fitted onto our T4 Trident and which caused damage to the top of the tailgate by the brackets. I am delighted to report that the matter has been very satisfactorily resolved. After painstaking investigation by the fitters, Broadview Blinds of Poole, Dorset, it transpired that the European producers had sent the wrong brackets with the rack (for the T2 instead of the T4). Once the correct brackets were fitted all was well.

We were most impressed with the excellent service we received from Broadview Blinds. They made good the damage done and continued to pursue our complaint vigorously to its successful resolution. Our thanks to those readers who sent us helpful advice.

Simon Harrop

I'm always glad to be able to print any comments about good service.

Information Seekers

From issue to issue of the Newsletter I observe members seeking information about routes, snags, sites etc. for prospective overseas trips. May I suggest that attention is drawn to MMM which publishes a list of experienced caravanners who are willing to provide such information on request. Knowing most of the persons concerned I can assure you that any information would not only be up to date but accurate. Similarly the March issue of MMM provides a most extensive coverage of 14 ferry company routes, special offers etc. Sufficient to cover the requirements of all travellers wishing to compare costs, times of journeys etc. A further review is anticipated in the April issue, which will be on sale on the 4th Thursday of March. Back numbers are available from MMM by telephoning 0177 839 3653 and asking for Alison Mason

Neville March

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Wanted!

Silver Screen for VW T4 Trident. Please contact Simon Harrop on 0198 384 0201 or write to him at Godshill P O and Store, High Street, Godshill, Isle of Wight, PO38 3HH.

#####

Has anyone a wiring diagram for a Bedford SV100 or similar van please? If you have, will you please contact Stuart Campbell on 0179 342 1526 or write to him at 2 Longthorpe Close, Toothill, Swindon, Wiltshire, SN5 8AD.

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VW Trident 'M' reg. August 1994. 1.9 litre petrol. Under 4,000 miles. As new condition. One non-smoking owner. Usual A-S spec. plus cycle rack (3) and immobiliser. Genuine reason for sale. £19,950.00. Please telephone Clifford Tye on 0185 846 5579 or you can write to 41 The Ridgeway, Market Harborough, Leicestershire, LE16 7AG.



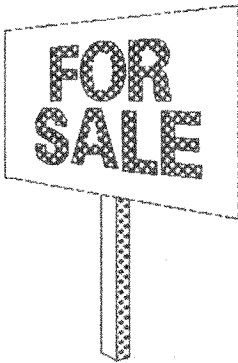
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VW Clubman GL. 2 litre petrol. June 1994. 4,500 miles. Tracker option. Cost new £28,000.00. Accept £25,000.00 or will part exchange for new Amethyst. Please telephone Tony Freeman on 0138 487 7397 at any reasonable time or write to him at Kynbar Cottage, Dunsley Drive, Kinver, West Midlands, DY7 6NB.

Many thanks for the donation.

#####

Complete set of unlined Ascot blue curtains, as supplied in our Harmony which was bought new in 1992. If any member wants these as spares they can have them for the cost of the postage, approx. £5.00. Please telephone Sheila & John Read on 0127 188 3064 or write to them at 3 Dan-y-Graig, , Sunnyside, Combe Martin, Ilfracombe, Devon, EX34 0JL.



Many thanks for the donation received with this advert last year. Unfortunately the advert "dropped off" the end of the Newsletter at the time.

#####

1 pair of wind/rain deflectors to fit a Talbot/Fiat windows (Face-lifted model 1991-95) £30.00

1 Motorcycle rack to fit Talisman chassis, designed to carry the Yamaha Biwizz (See April MMM) £50.00. Please telephone John Edden on 0182 765 850 or write to him at 4 Nursery Lane,

Hopwas, Tamworth, Staffs., B78 3AS.

#####

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.

#####

Fly-screen for top air vent for Legend, Talisman or Executive. Token offer accepted.

New, single sliding (left or right) double glazed large side window for Legend, Talisman or Executive. £35.00. Almost new front bumper

for T4 Volkswagen. £95.00 Please telephone Reg Rogers on 0178 445 4400 or write to him at 11 Broomfield, Octavia Way, Staines, Middlesex, TW18 2QD.



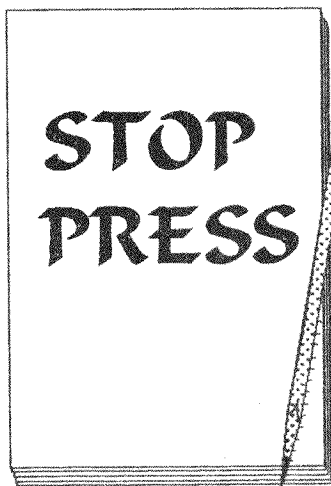
Awning, NR Raleigh Motor Chalet Deluxe. Burgundy and grey with Issabella ground sheet, approx. 12ft x 7ft. Vgc. £175.00. Yamaha QT50 moped 1987 'E' reg. Front basket, rear carrier, weighs approx 50 kg. Taxed and MOT tested. Immaculate. £230.00 ono. Please telephone Geoff Watson on 0145 529 1801 or write to him at 1 Ferrers Croft, Barlestone, Nuneaton, Warwickshire, CV13 0JL.

#####

Eurovent rear awning. 2 years old. £200.00. (We've changed the van!) Please call Pat or Andy Andrews on 0193 234 5640 or write to (or call at!) 112a High Road, Byfleet, Surrey, KT14 7QT.

Many thanks for the donation received with this advert.

#####



Maxview Omnimax mobile TV aerial plus 12/24 volt variable signal booster. complete with suction pads or screws and gasket for permanent fitting. Boxed, little used and in good condition. £50.00. Please telephone Mary or Rick Lockyer on 0189 523 9430 or write to them at 12 Sylvana Close, Hillingdon, Middlesex, UB10 0BH

#####

Flair. Full standard spec with head changed to use unleaded petrol. 'E' reg. 33,000 miles. Extras include stand-alone awning, Porta-Potti, Silver Screens, plus, plus. £8,250.00. Please telephone 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 (allegedly) smaller donation!

The Index for Newsletters 73 - 78 is now ready, or at least it will be by the time you read this. The usual routine, please, send your Editor (that's me!) a stamped, self-addressed envelope of a size similar to the one in which you received this Newsletter and a copy will be despatched post haste. Hopefully, not like one copy of the April Newsletter which was properly addressed but seems to have been shuttled between its origin and destination post offices for about 10 days. Now to get ready for the A.G.M! See you!!

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

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