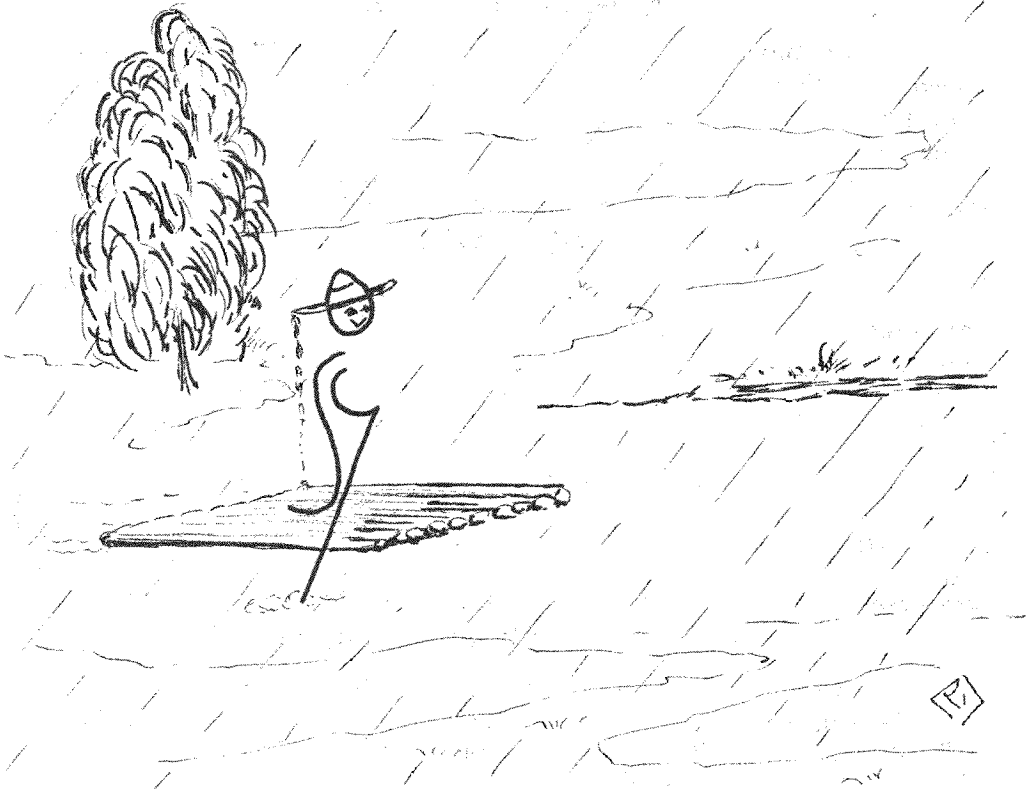


AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 89
FEBRUARY 1996**

Hello.

Just in passing, I received "Freeway", the magazine of the Motorcaravan Club of Ireland. One item inside made me think a bit. It appears that they "can still manage on the £25.00" (presumably twenty-five Irish Punts). Apparently 90% of their members paid on time which is why they are "still able to keep the Subs so low". This makes our subs look very healthy, doesn't it? To encourage early payment they are holding a raffle!

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MEMBERSHIP CARDS

If you haven't yet received your cards for 1996 please contact *Sheila Henthorne*. There have been some postal difficulties in the London area which happened, of course, just as she was dealing with the large volume of correspondence. So either your renewal form or the cards coming back to you may have got lost in the post.

NOTICE

A correction to the notice regarding the Seventh Annual General Meeting of the Club. Please note that the correct date for the receipt of nominations for membership of the committee and specific items for consideration at the A.G.M. must reach the Secretary, Mrs Sheila Henthorne, not less than 56 days before the Annual General Meeting

i.e. on or before Saturday, 24th February 1996.

This date corrects that shown in the notice sent with the January Newsletter.

What's in a name?

I always knew that the members were a diverse group. Among our membership I notice that on the religious front we are represented by a *Chaplin*, a *Nunn*, a *Bishop* and a couple of *Abbotts*. More regally we can find a *Noble*, *Knight*, *Lord*, *Prince* and half a dozen *Kings*. These people might turn up at a rally in a *Rowles* (!), *Ford*, *Bentley*, *Healey* or one of three *Austins*. They could come from *Appleby*, *Bolton*, *Blackburn*, *Burton*, *Maltby* or *Rippon* and could be *English*, *French* or from *Holland*. On the domestic front we can find *Butlers* and *Cooks* who can prepare and present *Bacon*, *Woodcock*, *Partridge*, *Place*, *Pollock* and *Roach*. Our

Painter might come up with a new colour scheme for the vans, choosing from *Golden, Gray, Green, Brown, Blew, Hazel* or *White*. Other trades include *Coopers, Bakers, Millers, Slaters, Skinners, Collier, Draper, Driver, Hunter, Packer, Piper, Seaman* and *Weaver*. Some names seem to pair off neatly, *Allcock* and *Brown, Magnal/Carter, Solomon* and *Wise*, even *Sweet* and *Savory*! Now that *Winter* is upon us we might like to put some more *Wood* on our *Braziers*. With some *Campbells* (who might be condensed!) we could keep ourselves warm for *Weeks* until the snows *Wane*. Then we can *Wisely* keep our *Witts* about us ready to plant a *Seed* for next year. But there is one mystery. How come we only have one *Twinn*?

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On the same theme

Shall we advance the name game a little? Here is some information on mine, *BRINDLE*. It is a name of local origin, being one of those that was descriptive of the place where the original bearer once lived or held land. The place name Brindle originally denoted "a clearing made by burning" (sounds like getting a good pitch sorted out to me!). This gave way to the village of Brindley near Chorley in Lancashire.

There was a certain civic pride involved in registering one's native town as one's family name, especially if one had migrated to another area. Records of my surname exist in Chester (1608), Walton-le-Dale (1620) and in 1662 one Robert Brindle (No rude comments, please!) was mentioned in the Preston Guild Rolls.

A notable bearer of a variant of the surname was James Brindley (1716 - 1772), the English canal builder and engineer. The family motto appears to be *Sine Macula* which means, when translated, "Without Stain" (Not if you've seen my ties).

Do you have a surname with an interesting history? Do you have any famous/infamous antecedents? How far back does your family history go? Why not write in and let us all share your knowledge?

Robert (Bob) Brindle

There is a little controversy over the surname *Henthorne*. One school suggests that it is locative, (that means based on a place) and stems from Horethorn or Hawthorn and was originally found in Durham. It was corrupted to *Henthorne* (or even *Henthorn*!) in Lancashire, Yorkshire and Derbyshire. Another suggestion is that it stems from the hawthorn, probably because the original bearer lived near to a significant hawthorn bush or tree. And there is still another

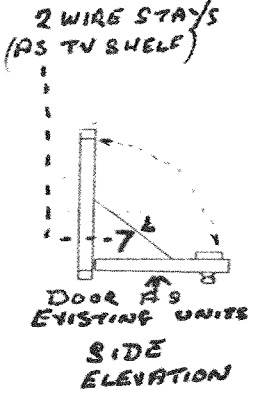
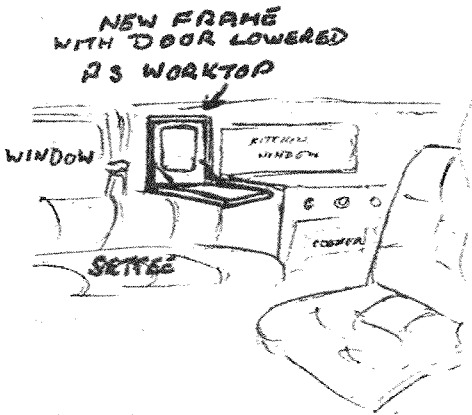
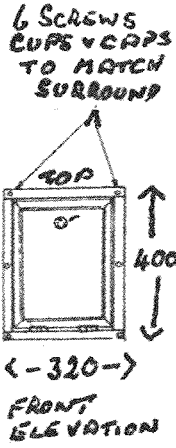
idea that the "Hen" part is the (very) old English word for "old" so perhaps a forebear lived by an old thorn bush. But the family motto appears to be "Stabo" which translates as "I shall stand". (I think I'll sit down, instead!)

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Duetto Locker

The Duetto lacks a small worktop to the left side of the cooker/hob and by fixing a door made up as shown in the diagram I now have a closed-in cubby hole plus a small worktop. This is useful for the teapot, milk etc. I fixed it by using fixing blocks and not by the screws as shown. The blocks fit on the inside and make the whole thing look very professional. It looks a though it belongs there. The price of the door from A-S was quite expensive at £63.54 but it was worth it to have it matching the rest of the vehicle. Excellent service from A-S and a worth while addition.

John Nielsen



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Rallies

I am writing this letter really against my better judgement but I do feel rather strongly about this matter. My wife and I are regular rally goers and have nothing but respect and admiration for all the hard work the marshals put into organising a rally. Unfortunately I am not in a position yet to be able to run one but I am looking forward to being able to do so in a couple of years time.

The point of this letter is that we, and two other couples, had been

looking forward to another rally in Ireland being organised. Upon receipt of the December Newsletter with the item about such a rally I wrote of immediately for details, as did the other couples. We received a reply about two weeks later stating that the rally was already fully booked. One of the other couples phoned us today to say that they also had had a "rally full" note.

I know that the organisers have to have some idea in advance if people are interested as arrangements have to be made. But for a rally to be fully booked upon entry into the Newsletter it makes me think of the dreaded words "Clubs within Clubs". I would be very interested to know how many members go on this rally who went on the last one.

Barry Maynard

A couple of similar comments have also been received by *Sheila* on the backs of renewal forms. *Barbara Cox* has told me that in the first couple of days after the issue of the Newsletter she was deluged with enquiries. Even though the wrong telephone number was printed they still received a lot of phone calls - many of which had been redirected by the kind people on the number originally shown. As a result she had more than enough requests to fill the rally and start a waiting list, to such an extent that she has **doubled** the number originally planned. I believe that the statement that the rally was fully booked upon entry to the Newsletter is erroneous. And the number of people going on this rally who went on the last Irish rally is less than you might expect. I am advised that it is about half-a-dozen out of the 40 vans going and that includes the marshals! But whatever we do we shall never be able to please everybody.

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German Rally

Bob Brindle, our intrepid Rally Co-ordinator, has advised that there has been so much interest in the proposed German Rally in September that it is provisionally fully booked. Of course, at this stage it is "interest only" bookings, nothing firm has been arranged as yet. But please do not think that you will be able to get on to this rally later in the year. The marshal has a list of names of interested parties which exceeds the number of places which can be obtained so when the final arrangements are made the ralliers will be from that list.

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What it's all about

We would just like to thank all the Committee members and the Rally Marshals for the hard work that they have done over the past year. Joan now uses a powered wheelchair and is able to whizz around to see all her friends at the rallies without me having to push her. It was seeing and talking to other people with powered chairs at rallies that gave her the confidence to try one out.

We have just returned from the New Year Rally. What a way to start 1996 with a most enjoyable and successful few days meeting old friends and (more importantly) meeting new ones and making new members welcome.

I've enclosed a few used stamps for your collection for the Cat's Protection League. We have a cat who is now over 18 years old - too old to go to rallies!

Joan and Brian Tidy

Now you can see why we way there are no "disabled" people in the Club - they get around faster than us who have to walk. But it is great to know that this sort of encouragement is always at hand for all members. Incidentally, you should bring your cat along sometime to meet our Ginger - who will be 19 in April! (He's just been to the vet for his annual MOT, grease up and change oil! The vet says he's doing fine)

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Chairman's Chat



Last month *Steve Bowler*, the now redundant Ferry Bookings Officer, sent out a note with the Newsletter advising members that Stena Line were not offering discounted ferry fares direct to ASOC members; indeed they are not offering them to most of the other caravan clubs. During the past few years *Steve*, ably assisted by *Carol*, has made many discounted ferry bookings with Stena Sealink - about 85-90 per year to the benefit of Club members. On their behalf I thank both *Carol* and *Steve* for all the work involved in saving money for those members.

I have had a nostalgic look back at Newsletter Number 4 for January 1989. The Editor at the time, *Phil Daley*, then wrote "for the record, on 31st December 1988, 120 members had signed and paid up". He later raised the point "do we go on recruiting members for ever or do we set a limit on the numbers?" On 31st December 1995, 1,290 members had signed and paid up. A "member", in ASOC parlance, is

a van including, usually, 2 or more people. The tremendous increase in membership, with still the same rate of subscription as in 1988, has placed a heavy burden on all those involved in running the Club. For example, *Sheila Henthorne*, in her capacity as Membership Secretary, received 793 different pieces of paper, all relating to Club Membership, during December 1995 and almost 200 more pieces in the first week in January 1996. After processing this input she has replied, in differing ways, sending out almost 1,000 items of post. No doubt by the time you read this she will have dealt with considerably more pieces of paper because the Standing Order members will have come through.

I do congratulate all present, and past, Committee members who have provided such pleasure to so many A-S owners in many and varying ways and have made the Club into the largest one make motor caravan club in the country and all those other members who have helped the Club in different ways as Rally Marshals, Stewards, running stalls and raffles, etcetera, etcetera, for their part in the success of the Club.

Arthur Irving

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SECURITY LOCKS

Some while ago a report was published regarding Safeways Security locks, which no doubt are a good product and enhance door security. However I would warn members against attempting to self-fit such replacement locks to current models based on the Ford Transit. I endeavoured to fit a lock-set to my Duetto but found that there is a steel lock shield fitted at the factory as an integral part of the front doors and riveted into place. After drilling out more than 8 rivets each shield can only be removed with great difficulty.

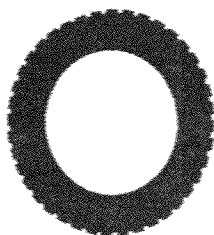


Actually fitting the lock is relatively simple, but re-fitting and re-riveting the shield is quite impractical. My son, who is a qualified panel beater, later advised that the time spent in this task quite outweighs the value of the security aspect. Fords have fitted the shield as a theft deterrent and I have to hope it will be successful. Likewise the Tibbe locks that Ford provide.

As a sequel to this the driver's door (original) lock has failed and I understand that Fords will only supply replacement locks in sets for all four doors! Ah, well, I'm off to the DIY store to buy a large Bolt and Padlock!

Reg Whinney

Tyron Safety Band



Ken Critchlow asks about this in the January Newsletter. I last heard from this firm in 1993 but as far as I know they are still around and the safety band, which is added to the existing wheel, can be fitted at any one of the 300 or so depots of Tyreservices - see MMM Directory of Services and Supplies, January 1996, Page 145. The nearest branch of Tyreservices can be found by telephoning (free) 0800 474 474.

I have seen demonstrations and can confirm that a suddenly burst tyre will stay on the wheel and allow the driver to come to a halt with the vehicle under full control. It might even be possible to drive on the flat tyre to the nearest lay-by or garage, though presumably risking ruining the tyre completely if it cannot be changed fairly soon after the blow-out.

John Hunt

Many thanks for this information, *John*, and for your kind comments regarding the Newsletter.

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Tyron Safety Bands have either been an option or, latterly, a standard fitting to the wheel rims of Vanroyce (trailer) Caravans. They were advertised as Tyron Bands by Vulcan when fitted to my caravan in 1991. The wheels and bands were supplied by Tyreline Original Equipment Ltd, Cedar House, 5 High March, Long March Industrial Estate, Daventry, Northants, NN11 4HB (Telephone 0132 779 155). I last corresponded with them in June 1994 and expect that they could provide details and advice if required. The bands are fitted internally of the tyre around the central area of the rim, being clamped with a special elongated Allen Key necessary during the fitting of the tyres.

The band prevents the fitting of an inner tube and I have no knowledge of the bands being fitted other than to trailer vehicles. Many motor vehicle wheel rims have a profile designed to retain the tyre in the event of a puncture and would render the fitting of a Tyron Band superfluous.

As to tyre deterioration, I have had a lot of information recently from Avon Tyres and from the British Rubber Manufacturers' Association about trailer tyres. Tyre life is expected to be about 5 years but can be prolonged by shielding from direct sunlight and jacking the weight off the tyres during prolonged periods of non use. They

recommend that tyres are regularly inspected for cracking both in the side walls and at the root of the tread. Signs of carcass deformation should also be looked for and if in any doubt have them checked by a tyre specialist.

Peter Todd
Publications Officer, ACCEO and
Editor, Vanroyce Caravan Owners' Club
Thanks to Peter for this further information

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And thanks to Don Amott (or more correctly to Neil Malpass, the Sales Manager there) who tells me that this product is sold on a regular basis to the touring caravanner at a cost of £50.00 per wheel. The leaflet sent with it says that the Tyron is guaranteed to lock the tyre to the rim after deflation; it helps prevent wheel rim damage; the insurance underwriters to the Camping and Caravanning Club apparently give a 10% discount when fitted; there is a free puncture repair service through Tyreservices GB. It is said to be suitable for 13" to 22.5" caravan, car, truck and bus wheels.

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CLUTCH ODDITY

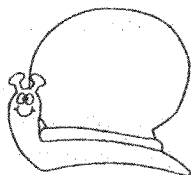
I drove my Talbot Executive from Yeovil to Doncaster. On arrival on site I found that the clutch pedal had lifted about two inches above the normal position although the clutch still worked as normal. The garage thought the trouble was a fractured clutch plate. They stripped down, found nothing wrong and reassembled everything only to find that the pedal had returned to the normal position. The mechanic had no idea how it happened. Has anyone else had this trouble or any idea of the cause? If so please telephone me on 0193 586 2895 or write to Holly Bank, Gooseacre Lane, West Coker, Yeovil, Somerset, BA22 9BA.

Eric Purchase

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AWNINGS

We recently purchased our first van, an 18 month old Trophy, and we are thrilled to bits with it. We are eagerly looking forward to our first rally in March. As complete novices we are wondering if any more experi-



enced members could recommend an awning, preferably free-standing, to suit our van. Perhaps they could telephone us on 0152 279 4465 or write to us at 14 The Park, Potterhanworth, Lincoln, LN4 2EB

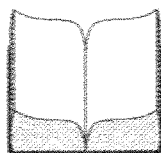
Shirley and Phil Blakey

I'm sure that someone will have the right idea for this requirement - even if it is only a pattern to make one!

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Manuals

A very comprehensive manual for the Renault Traffic can be obtained from Peter Russek Publications, High Street, Marlow, Bucks whose telephone number is 0149 444 0829

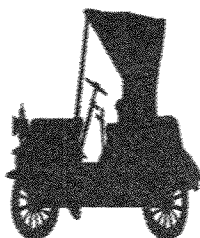


George Davis

Unfortunately, *George* did not include the current price of the manual but no doubt if you need one you could find out from the suppliers.

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POWER STEERING



We were very interested to read the recent correspondence on this subject as we are beginning to appreciate the problems, particularly when parking or otherwise manoeuvring at low speeds. After looking with envy at the new models which have power steering fitted we reluctantly came to the conclusion that such a purchase would make too large a hole in our limited savings.

The alternative would be to convert our present vehicle which is a 1991 Rambler on the face-lifted Talbot Express. We have, however, been somewhat put off by dire warnings from more than one source that while easing the parking problem we would run a considerable risk of losing directional stability at speed with all the obvious attendant dangers.

Does anyone have any experience of this particular conversion on a Talbot? Or can anyone give any information which might assuage or confirm our fears before we take the plunge?

Joyce and John Yearby

We've got P.A.S. fitted as standard to the VW Clubman GL but this was from new and not retrospective. We have never had the slightest problem with directional stability at any speed and certainly appreciate

Forthcoming Rallies.

15th - 18th February; Valentine's Rally, Grouse & Claret Public House & C. P., Rowsley, Matlock, Derbys.

Your rally marshals: John & Irene Maltby

Site fee: £5.00 per night (including electricity) Rally fee: £1.50

Booking slip to: Mr J F Maltby, 28 Lansdowne Avenue, Newbold, Chesterfield, Derbys. S41 8PL

Telephone: 01246 558 224

Cheque payable to: J F Maltby

Attractions: Chatsworth Hall & Gardens, Matlock Spa, Bakewell. Private room for exclusive Club use.

Directions: From Junction 28 of M1 follow signs to Matlock then North on A6 towards Bakewell. Site approx. 6 miles at Rowsley, on right after sharp bend and signs for Chatsworth.

22nd - 25th February; Grouse & Claret Public House & C. P., Rowsley, Matlock, Derbys.

Your rally marshals: Don & Brenda Sampson

Site fee: £5.00 per night (including electricity) Rally fee: £1.50

Booking slip to: Mr & Mrs D Sampson, 5 Churston Road, Childwall, Liverpool, Merseyside L16 9JS

Telephone: 0151 722 9379

Cheque payable to: B M Sampson

Attractions: Chatsworth Hall & Gardens, Matlock Spa, Bakewell. Private room for exclusive Club use.

Directions: From Junction 28 of M1 follow signs to Matlock then North on A6 towards Bakewell. Site approx. 6 miles at Rowsley, on right after sharp bend and signs for Chatsworth.

YOU MAY NOT BOOK THIS RALLY IF YOU ATTENDED THE VALENTINE'S RALLY

1st - 3rd March; St. David's Day Rally, Tredegar House & Country Park, Newport, Gwent.

Your rally marshals: Brenda & Malcolm Edwards

Site fee: £6.00 per night including electricity. Rally fee: £1.50

Booking slip to: Mr & Mrs M J Edwards, 31 Pine Grove, Lighthouse Road, Newport, Gwent. NP1 9TA

Telephone: 01633 817 328

Cheque payable to: M J Edwards.

Directions: Follow Tourist signs (White on brown) from Junction 28 of M4. The entrance to touring site is through the car park.

Limited to 28 units.

7th - 10 March; Eastham Hall C.P., Lytham, Lancs.

Your rally marshals: Kath & Norman Benyon.

Site fee: £7.50 per night including electricity. Rally fee: £1.50

Booking slip to: Mr R Brindle, 43 Welham Grove, Retford, Notts. DN22 6TZ

Telephone: 01777 711 588

Attractions: Saturday: Pre-booked theatre trip to see "Phantom of the Opera on Ice"

at the Grand Theatre, Blackpool. Coach provided. Theatre tickets £16 each, MUST be booked and paid for by 31st January.

Cheques payable to: R Brindle.

Directions: A584 to Lytham - on entering Lytham, at first mini-roundabout turn right over railway bridge to next roundabout. Turn right again, s.p. KIRKHAM. Site ½ mile down the road on the right.

Limited to 50 vans

15th - 17th March; Fell End Caravan Park, Hale, Milnthorpe, Cumbria.

Your rally marshals: Andrew & Betty Entwistle.

Site fee: £8.64 per night (van & two persons) including electricity. Extra adults £1.59 per night, children (over 7, under 15) £1.18 per night

Rally fee: £2.50 (Includes charge for heat in hall)

(continued overleaf)

Booking slip to: Mr & Mrs A Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Yorkshire. HX7 6DP
Telephone: 01422 843057

Closing date 28th February

Cheque payable to: A Entwistle

Attractions: Excellent site in Lake District National Park. Pie & Peas on Friday evening (6.30 - 7 pm) charged at cost - order when booking, pay on arrival. Satellite television hook-up available @ 75 pence per night.

Directions: From Junction 35 of M6 take A6 northwards; just after Esso filling station on left, turn left and follow signs to Fell End Caravan Park. **Restricted by site to 45 vans.**

21st - 26th March; Hidden Vally, West Down, Ilfracombe, North Devon.

Your rally marshals: Barbara & Jeff Worley.

Site fee: £3.00 + £1.50 for electricity. All pitches hard standing with electricity & TV point. Rally fee: £1.50

Booking slip to: Mrs & Mrs B Worley, 26 Houndstone Park, Gunners Lane, Brympton, YE0VIL, Somerset.

BA22 8SQ Telephone: 01935 24049

Cheques payable to B Worley.

Meal in clubroom on Saturday evening. This is a "stretched" weekend rally, members may book for the whole period or the weekend.

12th - 14th April; The Ranch Caravan Park, Honeybourne, Nr Evesham, Hereford & Worcester.

Sorry, Felicity is unable to accept bookings until March! Full info next month.

19th - 21st April; Annual Dinner & A G M Rally Wicksteed Park, Kettering, Northants.

The special booking form will be enclosed with the February Newsletter. Please book as soon as possible - this makes Jackie's job a lot easier. Spare forms from Mrs J Claxton, Flat 13, Albany Mansions, Upper Maze Hill, St. Leonards on Sea, East Sussex. TN38 0YD Telephone: 01424 714915

25th - 30th April; National Motor Home & Tourer Show, East of England Show Ground, Peterborough.

Our rally marshals: Audrey Crouch and Team.

Complete booking form in MMM. (closing date Friday 5th April). Special Club rates are: 4 nights (Thurs - Sun incl) £19.00, 3 nights (any Thurs - Sun incl) £17.00, 2 nights (any Thurs - Sun incl) £15.00, 1 night (any Thurs - Sun incl) £10.00. Mark the form clearly "A-S O C" and send to NMTS, The Maltings, West St., Bourne, Lincs PE10 9PH

Cheques payable to Warners Group Holdings Plc

Complete one of our rally slips and post that with £1.00 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.

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The Club's Rally Team, any of whom who may be contacted for help, guidance or general support regarding rallies and the running thereof.:-

RALLY COORDINATOR	BOB BRINDLE	01777 711588	(Retford)
Area Representatives:-			
SOUTH	JERRY HAXTON	01483 223476	(Woking)
SOUTH WEST	JEFF WORLEY	01935 24049	(Yeovil)
SOUTH EAST	STELLA ROSS	01708 228075	(Upminster)

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The Rally Supplement is prepared by Phil Daley, 46 Ulverley Green Road, Solihull, West Midlands. B92 8BQ. Telephone: 0121 706 1816

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, IF POSSIBLE - PLEASE!

X-----

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:-

Payment MUST accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!

the low speed asset. I suppose that there could be a problem if the engine stopped while running at speed because the power assistance would disappear and make things very heavy! But over to the readers for more - and better - information.

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The Conquest of the Carver Cascade

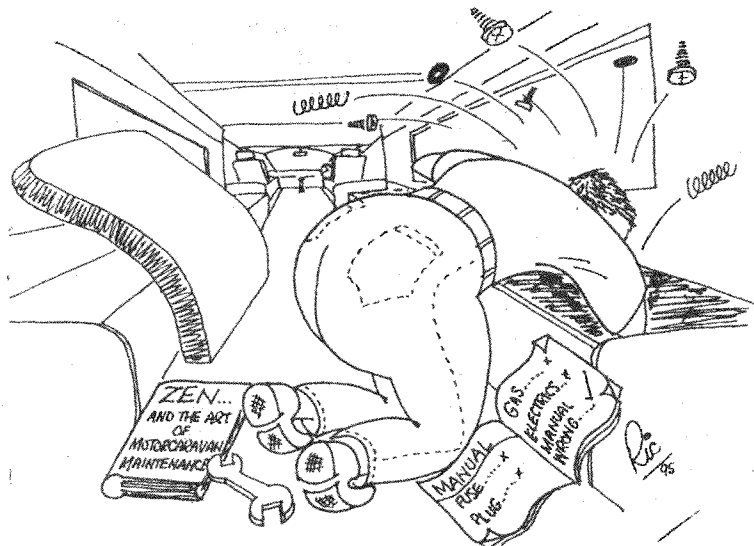
I looked at the instruction manual again. It read "a continuous green light indicates that the heater is working satisfactorily!". I could not believe my eyes. An A-S manual not telling the truth, unbelievable! But there it was, telling me that all was well after I had nearly frozen to death trying to have a hot shower! Water was coming through the hot tap okay, but hot it certainly was not.

My next step was to look at the fault-finding guide. The manual indicated that a fuse in the wall control unit had blown. Full of confidence I replace the 1 amp fuse...only to find that the manual was still a little economical with the truth. I became dejected, what was I to do? Then I had a brilliant idea! Look at the Cascade installation instructions, surely their fault-finding guide would accord with the facts. Yes, there it was - "when switching on from cold, green light only comes on and stays on" - exactly the symptoms I was experiencing. Quick, what's the cause? "Multi-pin plug disconnected at wall switch or on heater!". In my elation little did I realise that this was only the beginning of the saga.

The plug at the wall switch was okay. Now, how do I check the one on the heater? The answer is - with great difficulty. Off-side upholstery removed, six base screws out, base removed, small cupboard dividing wall unscrewed and moved, hand under the heater body (with consequent removal of two layers of skin) and, eureka, there was the plug. Unfortunately, it was connected. After several remarks such as "oh dear" and "what a nuisance" everything was replaced. At this point I was beginning to think irrationally but a friend in the van next to me suggested that I hooked up to his generator to check that it was working on 240 volts. It was. At least I was able to have a comfortable shower, this time without the screams which had accompanied my earlier ablution attempts.

Refreshed and back to the drawing board, I decided to look inside the outer cowl. By this time I was brave (or desperate) enough to remove the aluminium plate which was exposed. There, in front of me, were the

burners which didn't! They were very blackened so the least I could do was to blow over them as hard as I could. Now I had to admit defeat. I was not prepared to contact my local Carver Main Dealer as the instructions advised because a couple of months previously a friend with a Harmony had received a rebuff when asking for warranty assistance simply because it was a motor van, not a trailer. It sounded suspiciously like a 'them and us' situation. However, as I was at the time in the area of the Cotswolds I decided to throw myself on the mercy of A-S.



There I met Martin Rock who amazingly, with no hesitation, diagnosed the fault to be the 'black box' underneath the main water heater unit. I had to admit to a bitter/sweet feeling. Sweet because at last the problem was solved. Bitter because I thought that the work would entail disconnecting the gas joint underneath the off-side seating and then removing the complete unit from outside. My mind started to go numb at the thought of the rapidly escalating costs but then I faintly heard Martin say "...five minutes!" What? Did I hear right? I immediately recovered from my shock and turned to find that he had removed the cowl and the plate and was in process of taking out the two small screws holding what appeared to be a small solenoid unit with two wires on it. He then pulled out the whole of the burner unit which included the multi-pin plug and the triangular sectioned 'black box' which had been hidden under the heater. He carefully put a replacement unit back in, taking care to re-seat the gas seal correctly (this

is behind the solenoid), put the covers back on and that was that. The heater was working at last.

So what are the morals of this story?

1. Manuals cannot always be trusted. (I now know that the green light can be on even if there is no gas.)
2. Should the problem arise again I shall know how to fix it.
3. A-S are a great firm who always help out where they can.
4. Up to four years ago I was more than happy to have my hot water from a kettle. I now realise that I have become a little softer - and older!!

Rick Lockyer

I am reminded of the motto of computer programmers - if all else fails, read the manual! Moral number 2 is normal and is the way we learn. No 3 we knew anyway, didn't we? No comment on number 4.

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Also on the Cascade

I was reading in the January edition of MMM that when draining down the Carver Water Heater it is not enough just to remove the plug and let gravity take over. It seems that there is a non-return valve inside. This keeps back about a pint of water and if this freezes you could have some trouble. At the time of reading there was ice on the drive and the pond had been stiff for days. So we waited anxiously to find out whether our heater still worked. When we did check, with *Philip* blowing down the shower hose as instructed, they were right. There was about a pint of water still inside the system. We were fortunate and it had done no harm, but....

Rita Daley

Excuse me a moment while I dash outside and check our heater!

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Fridge problems

Yes, I had considered a thermostatic switch as he has done but could not find anything suitable. So I put in a manual switch. I had also re-insulated the flue, which included making a galvanised outer sleeve filled with fibreglass, but not until the fan was fitted. This cured the

problem. I should also like to stress that the addition of the thermometer is the only true way of telling what the inside temperature is, so a lot of fridges are probably not working properly without their owners realising it. It amazes me that the manufacturers do not fit them as standard, or at least offer them as an optional extra.

Referring to *Brian Abrams* letter and his remarks about the solar panel. It is important to fit a good regulator with these panels and although I fitted the panel and regulator myself, they were supplied by Steve Beeney of Beeny Bits. The early regulators were quite bulky because they required a fairly substation heat sink. But the one I have fitted, the Solarstate RSRX612, is actually fitted into the panel and you can then forget it as it is solid state technology and virtually indestructible. The cost was about £40.00. There is, I understand, another version out now for fitting within the van which is cheaper at about £28.00. It has a tricolour LED to indicate the battery state but I have fitted and prefer the Fox DI battery display which has a LCD readout of the battery voltage and a charge/discharge current display. This is also available from Beeny Bits. I expect *Brian* already knows these facts but they may be of interest to others who are not so technically minded. If members want, they can have them fitted by Steve and his partner Paul. Incidentally, I have no connection with Beeny Bits except that I know that they are both excellent engineers who can do almost anything you want at their place. And they include camping on the spot while the work is in progress. You can find the address in the Motor Caravan Press, but if you need it now they are at Ponderosa, Tolgus Mount, Redruth, Cornwall and the telephone number is 0120 921 3785.

Bob Measom

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Solar Panels and Fuses

Following the useful information on Solar Panels, can someone tell me, please, about those small panels offered for "topping up" car batteries? If I plug the panel into the control (Zig) unit instead of the cigarette lighter, will it charge the leisure battery? I have looked at the circuit diagrams - but they don't mean much to me! I realise that the output from such a panel will be very small but something is better than nothing.

Regarding the blowing of fuses in the leisure battery circuit in the Clubman I am assured by the factory that they have the matter in hand and hopefully will sort it out for us in due course. Meanwhile I find that if one keeps the revs down for the first ten minutes from starting (i.e. not

more than 30 mph in 4th or 35 mph in 5th) the fuses is less likely to blow. After than, full revs can be used.

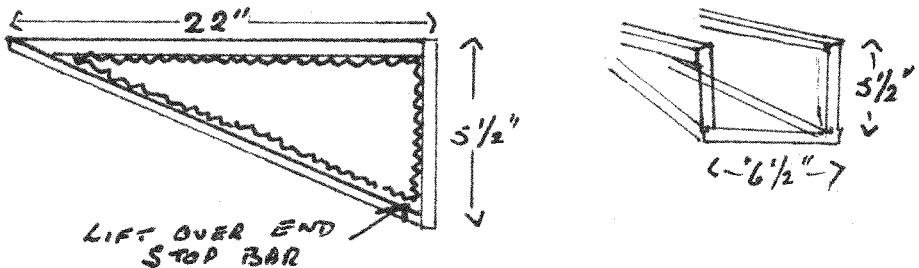
Dave Morris

There is something to be said for living in town, after all. There is no way that I could exceed 30mph within the first ten minutes or so of leaving home even if I didn't mind breaking the speed limit!

-----ooo000ooo-----

LEVELLING RAMPS.

These are always a bit of a nuisance in the van - particularly if you have driven off them in a muddy field. So I was interested to receive a note from *Tony Fowler* regarding a storage method for them. He has made a pair of triangles from 1" lightweight aluminium angle which is pop riveted together. Each triangle is then screwed to the underfloor of the van allowing enough room to remove the wedges easily. The sizes shown in the sketch below are suitable for those black corrugated fillable wedges but they can easily be adjusted to fit other types of wedge - even home-made ones! Have a look at the two sketches and you will see just how easy it is. *Tony* has fitted his around the centre of the vehicle so that the wedges can be pulled out towards the sliding door.



Thank you, *Tony*. As usual, the simple ideas are the ones that we don't think of but wait for someone like you to find for us! *Tony* also tells me that he is thinking about fitting the Carver Fanmaster system under the fridge in his Symphony. If this comes off there should be a further letter and sketch coming along for others to copy. We shall look forward to them.

-----ooo000ooo-----

Discount Offer

Princethorpe Caravan Supplies of Rugby Road, Princethorpe in Warwickshire offer a discount on products which are not already discounted when you show them a current membership card. They also offer overnight parking facilities if anyone needs to travel to use their repair facilities. So if you are anywhere around, it might be an idea to look in. Their phone number is 0192 663 3494.

====ooo000ooo====

Van Plaques

Having seen in the January Newsletter the request from *Dorothy & Baz Wellard* for these, in no time at all the computer had produced a cross stitch idea for the very thing. Full details can be made available if anyone wants them.

We are planning ahead and hope that *Betty* will demonstrate cross stitch at the next Club & Company Rally and we will have some new designs to offer. We will also bring along a computer which will make it possible to show members how the designs are built up on the computer screen.

Betty & Joe Jacobs

It sounds as though *Betty* is now much further along the road to recovery and that is good news indeed. The *Jacobses* send along a printed version of their own van plaque which they printed on their nice new colour printer wot Farver Crismus brought! That gentleman must have been busy this year because he brought me one as well - albeit a little before Christmas. We shall look forward with interest to the new designs which may be available but I can still provide copies of the older cross stitch patterns for various vans as previously specified.

====ooo000ooo====

Obituary

We have just been advised that *Peggy Guest* died recently. Our condolences go to *Marjorie Nixon* who told us and to *Peggy's* family.

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Wanted

Brompton Folding Bicycle, 5 speed preferred. Ann Bowes, telephone 0117 973 5844 or write to her at 21 Canowie Road, Bristol, BS6 7HR.

A private buyer requires SV100/Clubman 2 berth on a Bedford chassis, 84-85. Low mileage, one owner, five speed gearbox, full service history preferred. Petrol or Diesel. Please telephone Jim Huxtable on 0138 725 5549 or write to him at 8 Hellwood Road, Dumfries, Scotland, DG1 4HF.

This is a request from a non-member who might become a member if his quest is successful.

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Talbot Talisman II 'E' reg. MOT to December 1996. 36,500 miles. Many extras, Larton converter, burglar alarm, awning, cycle rack, Silver Screen etc. Full service history. £11,750.00. Telephone Basil Little on 0179 376 5028 or write to him at 68 The Willows, Highworth, Swindon, SN6 7PH.

Thanks for the donation.

#####

Peugeot-Talbot Rambler GL, March 1993. 2 litre petrol. 17,000 miles. One owner from new, excellent condition, non-smokers, no pets. Full service history. £15,300.00. Phone Roger Francis on 0195 260 4493 or write to him at 20 Limekiln Lane, Lilleshall, Newport, Shropshire, TF10 9EZ. (Changing van.)

Thanks for the donation. Due to the Christmas post, this advert arrived too late for inclusion in the January Newsletter.

#####

Insulated Silver Screens for Talbot Express. Little used. £35.00. Seat Swivel also for Talbot. £35.00. Telephone Eric Wardman on 0142 236 2225 or write to at 96 Prospect Avenue, Pye Nest, Halifax, HX2 7HP

#####

Rambler, 2 litre, petrol, January 1991. Genuine 10,000 miles. 2 berth (possible 4). Full service records. No children, animals or smokers. Hot air heating, H & C water, oven, awning, radio/cassette, auxiliary battery. £12,950.00. Telephone Mrs J P Ross on 0127 347 2287 or write to her at Sunnybank, Kingston Road, Lewes, East Sussex, BN7 3ND.

Thanks for the donation. Sorry for the formality but we have no forename recorded!

#####

Omnistor 5000, 3 metre awning. Virtually as new, used on previous van for only one year and only opened a few times. £100.00. 'V'-shape cycle rack for tow-ball fitting. Holds two bicycles. Hardly used. £20.00. Telephone Bobbie and Roger Price on 0123 576 8590 or write to them at 1 The Pound, Charlton Village Road, Wantage, Oxon, OX12 7HN.

#####

'Taylor-Made' screen covers for Volkswagen T4 Interior fitting, blue/silver, quilted. Never used. Sale due to change of van. £45.00. Please telephone Bill Stringer on 0146 281 6004 or write to him at 20 Clifton Park, New Road, Clifton, Shefford, Beds. SG17 5SJ.

#####

Trumatic-S 3000 Heater. As fitted to 1991 Talisman. Hardly used and complete with 12v fan and flue pipe. £50.00. Telephone Jim Botterill on 0194 877 0335 or write to him at Topwood Cottage, Sandy Lane, Threepwood, Malpas, Cheshire, SY14 7AU.

#####

Fiamma Safari Room for 2.5 metre size awning. Used twice. Cost new £290.00. Sell for £130.00. Contact Ann Bowes on 0117 973 5844 or write to her at 21 Canowie Road, Bristol, BS6 7HR.

#####

Generator. Honda EX 650. Used once (1/2 hour). £400.00. Outside waterproof cover on metal frame for above generator. £15.00. Telephone Eric Purchase on 0193 586 2895 or write to him at Holly Bank, Gooseacre Lane, West Coker, Yeovil, Somerset, BA22 9BA.

Thanks for the donation.

#####

FREE! Accelerator and clutch cables for 1980 VW air-cooled van. If you have a use for these, contact John Greenwood on 0124 454 8882 or write to him at 55 Park Avenue, Mynydd Isa, Mold, Clwyd, CH7 6XR. You can then make arrangements on how to collect or otherwise receive them.

#####

Harmony 1990 'G' reg. 28,000 miles. 2.0 litre petrol. Full service history. 4 berth. Shower/basin/toilet. One owner from new. Upholstery as new. Non-smokers, no pets. £12,500.00 ono. Includes over £1,000.00 worth of extras. Changing vehicle for later model. Telephone Freda and Stojan Ognjenovic on 0122 249 3633 or write to them at 24 Waterloo Road, Pen-y-lan, Cardiff, CF2 5AE.

Thanks for the donation.

#####

MMM 1984 - 1989. 50p per copy. Contains many road tests no longer available from publisher. Telephone (evenings only, please) Roy Raeburn on 0181 886 0941 or write to him at 8 The Close, Southgate, London, N14 6DN

Tow Bar with ball, electric socket and step to rear door. To fit both old and updated Talbot Express. £70.00 ono. Silver Screens, front and rear to fit updated Talbot Express. £35.00 Spare wheel cover for Talbot Express. £7.00. Telephone Barry Loveland on 0190 377 2128 or write to him at 5 Burmill Court, Angmering Way, Rustington, West Sussex, BN16 3RD.

#####

Talbot Harmony, 1991, 'D' reg. 2 litre petrol. 33,000 miles. Excellent condition, shower unused, cooker used only to boil kettle. Philips alarm, drive-away awning, hook-up cable included. £13,000.00 ono. Telephone Sue & Richard Refoy on 0190 374 5922 or write to them at 39 Hormare Crewcent, Storrington, West Sussex, RH20 4QX.

Thanks for the donation.

#####

Genuine VW parts. 4 diesel injectors and sealing washers for VW 1600 - part no 068.130.201.EX and 4 Glow plugs - part no N019.100.1. Available (for half the normal price) £108.00 - due to change of vehicle. Telephone Albert Brown on 0181 300 6207 or write to him at 139 Bexley Land, Sidcup, Kent, DA14 4JJ.

#####

Talbot Rambler, 1989 'G' reg. 2 litre unleaded petrol. One owner from new. 26,000 miles only. Standard specification plus Grundig radio. MOT to September 1996. No known faults. £9,500.00. Telephone Tony Weston on 0133 284 0591 or 0133 284 1149 or you can write to him at 67 Park Road, Duffield, Derby, DE56 4CR.

Thanks for the donation.

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Please take time to read the insert in this month's Newsletter. The Club used to enjoy certain discounts from Stena-Sealink but as that company has changed these no longer apply. So do read all about the latest ferry offers.

Keep the items coming in, please so that **YOUR** Newsletter can carry on. So many people have said they enjoy it, so **YOU** must be sending in the right stuff. Thanks a lot and keep it up!

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

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Steve Bowler	Vice-Chairman	0129 568 0279
Bob Brindle	Rally Co-ordinator	0177 771 1588
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
Brian Hooton	Chairman, C&C Sub-Committee	0123 576 4782
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