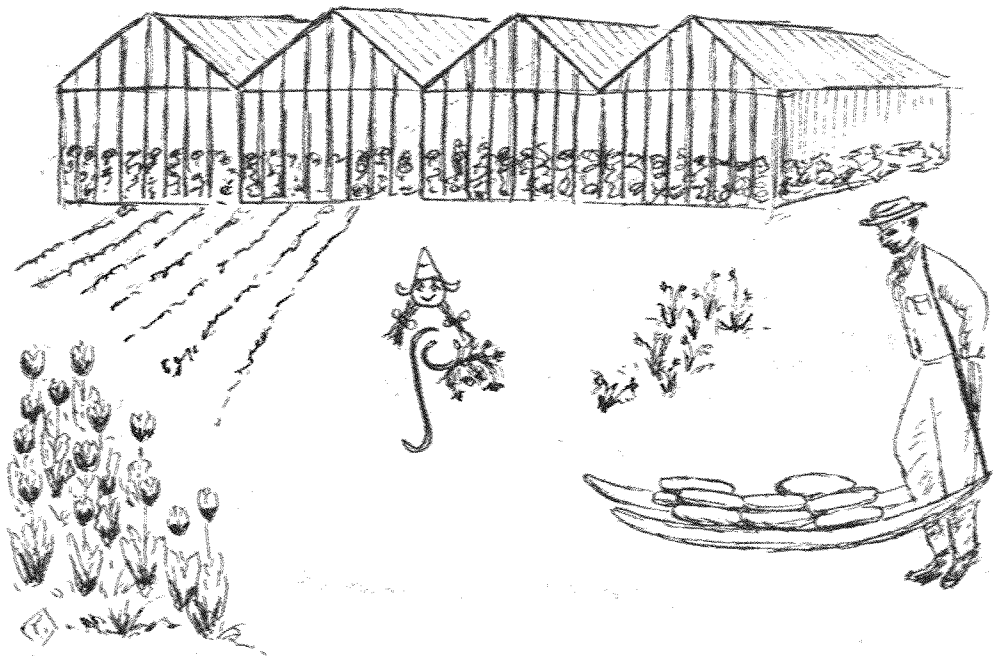


# **AUTO-SLEEPER OWNERS' CLUB**



Bulbfield Rally - Holland

**NEWSLETTER 92**  
**MAY 1996**

Hello.

You may recall that last month we sought a volunteer to run the Bric-a-Brac Stall at the Club and Company Rally this year. So far nobody has come forward so it looks as though we may not be able to offer this popular stall - unless YOU would like to lend a hand!

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The latest version of the Index, for issues 85 - 90, is now ready. The usual drill, please; a stamped, addressed envelope of a size to take a copy of the Newsletter sent to your Editor will bring a "hot-off-the-press" copy winging to your doorway - Post Office permitting!

#####

Just a gentle reminder. Have you changed your van, moved house or changed any other of your membership details lately? If you have, did you remember to notify *Sheila Henthorne* of the change(s)? The reason I ask is that a new member joined recently and, of course, gave the details of their van. On putting the entry onto the computer, *Sheila* found that the van was already in possession of another member! And from time to time a plaintive request is received because the Newsletter has "gone astray". It has been sent to the address which is held on the records and if you are no longer there and have not made forwarding arrangements....!

Don't forget that even if you have sold your van you may continue to receive the Newsletter. It will still turn up until the end of the year in any case but you may continue as a "Newsletter Only" member if you wish by filling in the renewal form and paying the due subs. But please remember to advise if you have stopped motor caravanning. That way it avoids any confusion in the membership details. Ta, ever so!

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## CARVER CASCADE

We have recently been advised by Carver that their instructions have been amended. Thus, once the Carver Cascade 20 has been drained of water the drain plug should not be re-inserted. It is replaced it is possible that the non-return valve retains a small amount of water. This, if it freezes, causes the nylon ball to be forced past the valve shoulders and thus effectively blocks off the hot water supply.

I appreciate, of course, that our current freezing conditions are almost over but it is worthwhile to advise all members that, contrary to what our instruction books state, they should NOT replace the drain plug.

*Charles Trevelyan*

The problem of the valve freezing was mentioned some time ago. It is wise to put a bit of insulating tape or similar across the top part of the drain plug hole to prevent some dust and muck getting in. But NOT across the bottom part, please, which would prevent any residual water from draining away!

-----ooOoo-----

## Communications

With reference to *George Wane's* excellent article in the March Newsletter, I have fairly recently had a card from the Radio Communications Agency giving changed addresses and telephone numbers. For the Amateur and Citizens Band Radio Unit the telephone number is 0171 211 0610 with an answering machine on 0171 211 0591. For licences the address is now Radio Licencing Centre, Subscription Services Ltd., PO Box 885, Bristol, BS99 5LG and their telephone number is 0117 925 8333.

Mind you, I do wonder if anyone actually has a CB licence judging by the conversations I hear over the airways - except, of course, us honest and law-abiding motor caravanners!

*Colin Plum*

I tend to agree with the final comment and have found that it also extends to the 2-metre band on the amateur airways. The language there can be fairly "fruity" too! And I was made aware, several years ago, that one trucking company was using a number of 2-metre sets but only one driver actually had a licence.

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## Chairman's Chat

In Newsletter 45 I wrote my first Chairman's Chat and now hopefully/regretfully (delete one or the other!) in Newsletter 92 I am writing my last Chat. Coincidentally, in the first Chat, I mentioned that *Winifred and I* were in Holland on the Bulb Fields Rally 1992 and when you read this we will soon be off to the Second dutch Bulb Fields Rally 1996. Another coincidence (?) is that the Editor is still a hard taskmaster as he phoned me last night asking where was my Chat for this Newsletter. I hope to enjoy the Bulb Fields Rally but if I was questioned about the other matter I would reply "No Comment!"



It has been a happy, but hectic, four years as Chairman and I am

still very honoured to have held this office during the time that the Club has grown both in numbers and strength. I am NOT claiming responsibility for these two items as the responsibility has been that of the Committee members, the Rally Marshals, Stewards and many others, all of whom have worked hard (as VOLUNTEERS) to help the Club in differing ways to give their fellow members considerable pleasure.

As a very new chairman of the Club I was helped by my predecessor, *Phil Daley*, in the ways of the Club and he has continued that help, being ready at all times to listen to my ideas and make his telling comments. I do thank him for all his help and I couple this with my thanks to *Rita (Daley)* for her continuing support too. *John Cox* has always been helpful and has had to put up with me regularly complaining that if it wasn't for him I wouldn't be writing Chairman's Chat. But seriously, all members of the Club are indebted to *John* for his enterprise in getting it started.

I thank *Charles Trevelyan* for his Presedential support which I very much appreciate and I know that he will continue that support to my successor and to the Club in general. There are many others I want to thanks but it would be invidious to mention names as I am sure that I would omit someone. But will all those who have helped me, in any way, please accept my sincere thanks. The Editor has had a lot to put up with in the last four years and I think he has coped reasonably well and will manage the Newsletter even better without my comments.

One last "thank you" is to *Winifred* who, too, has had to put up with so much during the past 4 years in allowing me to continue as Chairman and I do thank her for all her support.

The Club will continue to progress in the good hands of your Committee and I ask you to continue your support of them in their work, on your behalf, for the Club.

Very sincerely,  
*Arthur Irving*

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## **Attaching an Awning to a Coachbuilt van**

I purchased a Eurovent Coachman free standing awning from a fellow Club member some 12 months ago. I used it several times last year but always had a problem attaching the elasticised sleeve to the van. I previously had a Trooper with the Villa awning and used the rain channel with the appropriate attachment which worked very well, but of

course there is no rain channel on the Clubman.

When I was at Crufts I purchased a large suction pad called a LIMPET. It is designed to stick on a flat surface so that you can attach a dog lead to it. It is just the thing for temporary attachment of the awning to the Clubman and after use it can easily be removed without trace. It has proved strong enough for the awning. The item is available at a very reasonable cost from Jeannie Ltd, 42 Cyncoed Road, Cyncoed, Cardiff, CF2 6BH.

*Derek Simpson*

I always find that if I try to stick anything onto the outside surface of the van it seems to leave a small mark afterwards. Maybe it's just me!

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### *Trophy to Duetto*

We have recently "converted" from the remarkably economical 2.4 litre diesel VW Trophy which covered 1526 miles using 37.66 gallons, i.e. 40.3 mpg. I filled up at Safeways in Gibraltar with diesel at 29.6 pence per litre. We then visited Cadiz, Seville and the Donana National Park before crossing Spain and France to Cherbourg where I filled to the top.

For most of the journey I set the Econocruise control at 50 mph, occasionally using the accelerator to overtake or if I found vehicles behind wanting to pass but unable to do so because of the road. I reset to 50 once they had gone by. At this speed I was able to appreciate the countryside in a way that it is not possible to do when driving fast. Between two fills I returned 45.7 mpg but between two others only 30.93 when there were a number of short journeys in urban areas. The cruise control makes long distance driving much less tiring. I drove from the south of Spain with four night stops without feeling any exhaustion.

My son-in-law was recently in Morocco and saw a group of about 40 Netherlands and German vans travelling together over the Atlas mountains. I would not want to be in such a large group but there is much to be said for two or three vans to travel together in a country like Morocco. While in Spain we met a young couple who had been back-packing there and we asked if they had experienced any trouble or harassment. They said that they had had no trouble. Morocco has had a bad name which had badly affected tourism and the authorities had made a great effort to improve things and been very successful.

Anyone possibly interested in Morocco in the late Autumn?

*Raymond Gillibrand.*

*Ray's* address is 47 Powys House, All Saints Road, Sidmouth, Devon, EX10 8DE if you are interested.

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## **Trophy Mods**

I have a Trophy and would like to attach a box to the rear to carry my awning tent and poles. In view of the "novel" construction of the rear end I am somewhat chary of adding this extra weight. If any fellow Trophy owner has any useful experiences I should be most grateful to hear from them. I should also like to exchange views and experiences with the Trophy generally with any other owner.

Please telephone me on 0148 328 3885 or write to "Rondebosch", 7 Parkside Close, East Horsley, Surrey KT24 5BY. Thank you.

*Geoff Stonehouse*

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## **Still on the Trophy**

*John Johnson* wrote in to warn others about a problem he has faced on his Trophy. While he was cleaning it he noticed that the black plastic panel over the nearside window behind the kitchen unit was coming away from the bodywork. To put a slightly longer screw in seemed the answer so he tried one and met with some resistance and it would not seat.

Thinking that he had come against metal as he was some six inches away from the window glass he tried using a hand drill. The first bit broke and a slightly larger one was working when suddenly the window crazed with a terrific crack like a pistol shot. He is now faced with a hefty bill for the repair and wanted to let other people know that the glass actually extends rather further than you might think.

The original letter has been passed to *Charles Trevelyan* at A-S.

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## **Topaz Problems**

I have recently taken delivery of a Topaz and shall be pleased if anyone can help with a couple of problems. The first concerns a bicycle rack. The supplying dealer fitted a Fiamma T4D but due to the roof overhang, the rear door will not open. It was suggested that I cut the tops of the brackets and rack - but this will clearly not provide adequate clearance. The solution would seem to be longer and re-styled brackets. I am sure that I am not the first Topaz owner to meet this problem and

before I start on my own design I would be pleased to know if such brackets already exist.

The second concerns the shower controls. These are a pain! There is considerable waste of water whilst adjusting the separate hot and cold taps and when adjusted they do not retain their settings. My previous van - a Hymer - had a single mixer tap which worked well. Can anyone suggest such a tap which might be fitted in the place of the present pair?

My telephone number is 0182 973 3523 and my address is Fountainhead Cottage, Brassey Green, Tarporley, Cheshire, CW6 9UG  
*Bryan Weston*

A hand-written note on this letter asked if "any of your ingenious correspondents" had any suggestions. So come along, in-ge-ni-uses, answer the questions, please.

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## SOLAR PANELS

In Newsletter 87 (December 95) you printed my request for information of a fitting service for battery charging from a solar panel. *Brian Abrams* telephoned me with some helpful information and recommended Alan Bee of "Sporti Leisure" near Wimborne. This name was also on the list of suppliers sent to me by MMM so I duly contacted him and arranged to meet when we were staying in the area.

Early in April we had a "Uni-Solar UPM 880" fitted across the roof rack of our Talisman GL and this was wired into the rear of the Zig Panel. In addition, a small controller and a "Fox-Di" battery display unit were wired in. We can now see at the push of a button what current is being supplied by the panel and also the voltage in the leisure battery.

It has been interesting to see that on a sunny day such as Easter Day the panel was producing between 0.2 and 0.5 amps in the early morning which rose to 1.4 amps between mid-day and 2.00 pm. On Easter Monday, in heavy cloud, there was still a charge of 0.5 amps being supplied.

We chose only a 22 watt panel because we do not have a TV in the van so the water pump and lights are the main power users. We shall soon be off through France and Northern Spain so we do not intend using any electric hook-ups during that time. We shall be keeping a note of the hook-up charges so that we can see what saving has been made to

offset the cost of the solar panel and equipment.

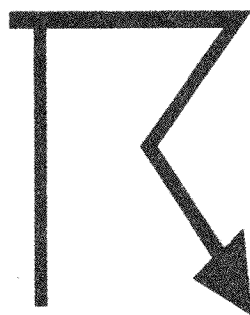
“Sporti Leisure” certainly made a neat job of the installation so we are very happy in that respect. It just remains to be seen during this summer whether it has been a worth-while exercise. I will send a further report later after our trip. We plan to be at the Club and Company Rally so if any members want to have a chat and see the installation, look for M 987 SYA.

*John Read*

We shall look forward to the next report to see if the savings make a difference to the costs.

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## Road Signs



Recently, in France, *Philip and I* encountered a problem which has irritated us many times, namely road signs. We use a Michelin map of France in book form, a large enough scale to read ‘white’ roads when meandering but not suitable for finding places at a great distance. When map reading I try to find a village on the route and the largest village or town some distance away plus a few places off to the sides. The next road sign to come along mentions none of these and does not even have a number, but Paris and Bordeaux are mentioned over 100 km away! Back to the map, frantically turning pages to find that our destination is indeed, at this point, on the road to Bordeaux and that one of the places on the sign just passed was a small village with three houses, a farm and a church. There are recognisable places mentioned on the next sign. Good! We’ll watch out for them. But they never appear again and a new set does!

We have also missed a number of turnings because the sign was just round a corner and this also applies to finding the site. You have found the village and have found a sign pointing down a side road. You follow this but see no more signs. After a while you get fed-up and turn back - and there is the sign, but on the wall noticeable from every other direction except the one in which you were travelling. We are used to the signs at corners pointing left and intending you to go straight on but these are child’s play.

And then again, there are the international camping signs all over Europe which lead you from place to place until, at last, you arrive at the

site to find it closed and with leaves piled round the gate or a big notice "Open in May". I do wish that there could be a date on the signs, for instance "5 - 10" (May to October). It would soon become well known to the regular travellers and save a lot of irritation at the end of the day. Oh, well! I've had my moan!

*Rita Daley (Somewhere in France)*

I like the "Somewhere in France" bit - wasn't there a sign to say where?

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## **SIERRA NEVADA**

Having just returned from Spain and Portugal and catching up on the Newsletters, we can offer two more sites to *Jack Dawson*. We used them in the Sierra Nevada in early March. Puenta Colgante (2\*) at Fondon - 23 km east of Ugijar (a lovely little town) on the C.332. This site has level hard-standing, a beautifully clean shower block with free hot water, bar/restaurant on site with the village a few minutes walk away and is set amidst the mountains.

The other site we used was El Balcon de Pitres, a terraced site with magnificent views on the southern side of the Sierras. Again we had free hot showers and washing facilities. The shower block was being refurbished but we were able to use them. This site is also a few minutes walk from the village where there are supermarkets, bars and restaurants. Pitres is roughly 55 km west of Ugijar. Both sites are open all the year round. The area of Las Alpujarras is a delight to visit - wonderful villages and scenery. We had a very friendly welcome from the wardens of both sites.

We would be pleased to give details of all the sites we used if *Jack Dawson* (or anyone else) would care to ring us on 0142 350 2848.

*Beryl and Jack De Sadeleer*

I'm getting more and more sure that our members deliberately travel to strange sounding places just to see if I can actually read and type the names!

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## ***Another Spanish/Portuguese Saga***

Last winter we planned our first van journey to the Algarve having had a package tour to the area. Some friends were planning to travel to Naples in their Legend at about the same time so we got together to synchronise our dates and route. As we had plenty of time, it was

proposed that we should travel together as far as Monte Carlo. I hadn't driven on the continent before so John was to lead at the start. I had prepared the routes, camp sites etc. We thought we had ample insurance, medical, green card, comprehensive and recovery for the vehicle, household for odds and ends and, of course, the bail bond for Spain.

At the end of March we were camping in Portsmouth docks awaiting the early morning ferry to Le Havre. Our friends joined us later in the night, using the CB to advise us where they were. Everything went like clockwork and we got to the first site at Evreux with time to spare. We couldn't hold the ladies back from the local Hypermarket. We wild-camped twice and picking a spot was easy using the CB; it was more like a private telephone. Our intention was to keep away from motorways but Lyon proved to us that this was wrong. We took over an hour to get clear because every time we saw a sign to the motorway we avoided it. Presently we realised that it was the only way through the cities - and those sections are free!! We learned - the hard way!!

After leaving Lyon we picked up the Mistral wind which helped our mpg by 3 or 4 miles. We spent a couple of nights at a campsite in the mountains at Sospel near the Italian border. After the first 24 hours the height affected my breathing so we decided to part company. Our friends went on into Italy and we went along the French coast into Spain. Gone was my shortness of breath and gone was the CB chatter. We were on our own. By now we were about 12 days into our holiday and were surprised how easy it all was. I have a fairly good knowledge of both French and Spanish which is a big help. We kept going to Playa D'Aro and booked in for a couple of nights. We had decided to have a rest before going to Gibraltar and the Sardine fishing in Portugal. I had a special top box made to fit the front luggage carrier over the cab of which I am very proud. It matches the van perfectly and I store my fishing gear as well as two Gaz bottles in their special fixings.

We spent the afternoon lazing and the evening watching TV (using a tape). Next day we went into town to get Gaz and parked in the municipal car park. *Brenda* said "This is the start of our holiday." We found out where to get the gas and returned to the van for the empty. As we crossed the car park *Brenda* asked if I had closed the curtains. I said "No" - but they were closed. We noticed that the rear door was partly open and found that the window over the cooker had been forced and the mosquito net slashed.

Inside was devastation. Every cupboard had been emptied and all our clothes were strewn down the floor topped with the contents of the fridge. All our maps and routes had been tipped out and the case no doubt had been used to carry off the video player. The TV was gone, as was my wife's camera and my spare spectacles. Fortunately I had taken our video camera with me. But the thieves didn't find our steel safe so our valuables and money were secure.

The damage to the vehicle was a broken window catch, slashed mosquito screen and a damaged rear door lock. Feeling so vulnerable and insecure I said "That's it! I'm going home. The Spanish can keep their country!" I found a couple of policemen who radioed in and sent us to the Station. We listed the damage and theft and handed it to the duty policeman. He copied it out then handed back the form I had completed together with a copy of his copy. He then said "That's it".

We returned to the camp site, tidied up, cut a piece of wood to wedge the sliding window and did a temporary repair to the rear door lock. We removed the fly screen and kept it safe. That evening we went into town to buy our Duty Free, looking out of the door every couple of minutes to make sure the van was safe. Next day we set off for home across to Bordeaux and up the West coast, taking five or six days to Cherbourg. P&O were very good and gave us passage home early next morning. Checking our money we found we still had 500 francs so went back to the Supermarket. Taking our trolley back to the van *Brenda* said that we had only spent 300 francs so I stayed to watch the van while she went back to the supermarket. Then she asked for the remaining francs. A search revealed we had no money at all. "I gave the girl all the notes I had, I must have given her 500 francs", I said. Back to the London Wine Company. They couldn't tell whether we had overpaid until the end of the day. We left our names, address and phone number for them to contact us if they found a mistake.

This was just about the last straw. Arriving home next day saw the tiresome business of contacting insurance companies. The only thing which had not been covered was *Brenda's* camera, which surprised us all. A week later my wife received a phone call from Cherbourg. "Yes, we were £25.00 over, our London Office will send it to you." Needless to say a very complimentary letter was sent saying how *Brenda's* faith in humanity had been restore.

We've fully recovered from the ordeal now and are going to France

this year to see it properly. All the van doors now have dead locks. The sliding window frames have been drilled and tapped with removable bolts screwed in. I wonder if there are any sardines off the Gironde??

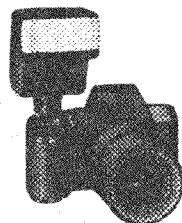
*Brenda & Wally King*

*Wally* said in his accompanying letter that they can now laugh at the problems but it wasn't funny at the time. He added that their experiences might show others that the times, they are a-changing!

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## The Photo Competition

A little more detail than was given last month. There were about 40 entries, mainly prints but a few slides. The standard was uniformly high and, as was said, only one point separated the two runners up from the winner. The winning entry was a very effective evening study taken at Emsworth Harbour.



About the only rule for the competition is that pictures must include an A-S van. It seemed to me that it is easier to compare prints with prints and perhaps they therefore stand a better chance than slides. Perhaps we should also consider the idea that only one picture should be entered by any member. If more are entered it does make up the number but can give the judges (your committee) the task of comparing several almost identical prints. Is it not up to the photographer to decide which is his/her best shot? What do you think? I enjoyed running the competition and look forward to this year's crop of entries.

*Nial Reynolds*

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## 1997 A-S COMPANY MAGAZINE

For the past three years we have, in our Company Magazine, had a travel article - 1994 *Joyce & Tom Conway*, 1995 *Val & Peter Fullick* and 1996 *Cynthia & Chris Fookes*. The difficulty is always to find suitable owners, both with a tale to tell and with suitable photographs.

I would be most grateful if I might ask, through the Newsletter, whether any member feels that he/she might fit the bill. The copy deadline for the Magazine is mid August so we would need, through a ghost writer, to have an article written and photographs prepared by this date at the latest.

*Charles Trevelyan*  
Director.

If anyone feels that they could supply the requisite material, please get in touch with *Charles* direct at the factory. You know the address and telephone number, don't you? NO?? Well it's Auto-Sleepers Limited, Orchard Works, Willersey, Nr Broadway, Worcestershire, WR12 7QF and the telephone number is 0138 685 3338.

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## *From the Factory*

### **TRAINING AT A-S: NEW LEVELS OF ACHIEVEMENT**

TRAIN. v: bring to desired standard of efficiency, obedience, etc., by instruction and practice.

Well, that's what the dictionary says! I don't know about 'obedience' - somewhat of a doubtful concept in this modern world, but efficiency - I like the sound of that! Ask anyone in any average company, and the same goes for Auto-Sleepers, if they have been 'trained'. The answer is more likely to be "no" than "yes". I think that this is a peculiarly UK trait - we like to feel 'hard done by'.

Training at A-S has taken many forms over the years. Gas and electrical courses at the local college have been prevalent of course for legal reasons. But many other forms of training have been undertaken from on-site dealer workshop staff training to external supervisory courses for key people. Considerable emphasis has been and still is placed on "on the job" training. This is true but it is so undervalued - all those people who say they have not been trained, well, how do they know what to do? No, it's not divine intervention. When they joined the company someone took time and trouble to show them. This is ongoing all the time as employees learn additional jobs. What should happen, of course, is that all the training should be properly recorded and recognised on paper in the form of "job descriptions" and "training matrices" rather than kept in the heads of section foremen and managers. This has been achieved in part and is shortly to begin again with a vengeance.

Currently A-S is investing heavily in rather more than on-the-job training. For instance we currently have 10 foremen and would-be foremen on the Institute of Supervisory Management Certificate course funded by the Company. This is a college based course covering basic supervisory skills using lectures, role playing and project work. The value of a course such as this is not necessarily what is learned in lectures - some 5 or 10 percent of the content possibly being retained long term.

It is in the training of the mind. Getting our young people to step back and think about the workplace in a critical way is a huge gain. They come back telling us all that we've got it wrong - but they may be right! I welcome their interest. The other most obvious step forward by the ISM students is that of increased personal confidence. Having to role-play, make presentations and meetings may have been daunting for them but not so daunting as in the workplace. The personal gain for them by doing the courses has been clear to see.

Management training is not confined to our younger employees though. Those of you who know *Phil Bennett* will be interested to hear that he is undertaking 5 years of training to qualify as a Member of the Institute of Purchasing and Supply. And the sight of *Neville Jelfs* and *Alan Major* disappearing on a Tuesday afternoon to pursue a National Vocational Qualification, level 4 (NVQ4), in Management is one to behold!

Behavioural training is an area in which I am particularly interested - how we inter-act with one another. Two items of note have taken place recently. As part of the ISM course our 10 students spent a weekend at an 'Outward Bound' type centre where the focus was on team building through tackling various daunting assignments in small groups. They came back to work fairly bubbling with excitement and enthusiasm! Not wishing to be outdone by all of this activity, the senior management team here at A-S, including both directors, spent an evening and a day off-site exploring how we inter-act with each other and breaking down barriers to success - with the help of a consultant friend of mine. The outcome was a contract between us which will help us work together in the future.

But what does the future hold for training at A-S? That's easy! There is likely to be a follow-on course to the ISM certificate for those who wish to pursue it plus further candidates for next year's certificate course. More management skills training at all levels will be actively pursued and I am already investigating the opportunity of taking the whole company management team from foremen to directors on a weekend of "Team Building", having put our toes in the water with this type of activity. Plus, of course, the huge area of 'on-the-job' training will become less hidden through proper recording and recognition. Training never ends - it should be always ongoing - keeping us all active in mind and well as in body.

Duncan Burtoft - Manufacturing Manager

I am reminded of a similar exercise in a motor company where I worked many years ago when an embryo foreman was asked "Have you a GCE?" His answer was "No, the missus prefers her gas fridge!"

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## Ideas

I find that simple ideas can be the most helpful - and often start me thinking. For instance .... after reading *Barbara Cox's* suggestion for storing plastic carrier bags in the centre core of a roll of kitchen paper towelling, I began thinking about legs - the tubular metal kind which support the tables in our vans. They are rather like very large, metal centre cores - and we carry four in our Rambler GL, filled with nothing but air. (Why four? There are the two supplied by A-S, each 28" long; a shorter one, 23", which we use for eating outdoors and a "mini" just 12" long for our coffee table top.) This adds up to 285 cubic inches of unused storage space!

Clearly, it would be unwise to stuff anything directly into the legs - with the longer ones in particular, some items might suck and be lost forever. But to take *Barbara's* idea one stage further - why not pack not only plastic bags, but tea-cloths, J-cloths, handkerchiefs etc. into kitchen towelling cores and slip them into the tubes when they are not in use? After all, when one is being used, the packed cores could be left wherever the legs are usually stored, in our case in the high level troughs.

*Ray Whiley*

Two points spring to my mind. One, why not carry some sort of ramrod to poke things out of the legs if they are likely to get stuck? Two, in our Clubman GL the legs are carried on clips in the wardrobe. It might be a bit difficult to leave the tubes there when the legs are in use. But the idea is certainly a sound way of using otherwise air-filled space.

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Some time ago I received some odds and ends for "the Spike" which I haven't been able to use up to now due to lack of space. But stand by - here comes one of them now!

## Rambler Mods

Although A-S kindly provided a complete set of crockery in our Rambler GL, they did not include glasses - which surely most motor caravanners need from time to time - nor anywhere to store them! I used plywood to make a two-tier rack which fits in the lower deck of the

cocktail cabinet. The lower part of the rack holds two tumblers, two wine-glasses (in bags inside the tumblers) and two cups (from the spaces in the crockery locker which are now occupied by two matching mugs). The upper part, which lifts off for access to the lower, holds a matching jug and two more tumblers in which we keep our table napkins and rings.

Cutting the holes in the plywood for the glasses and cups to fit was not easy and became more difficult when my jigsaw fell to pieces before the job was finished. (And I'd only had it for about 30 years.....) Only two wine glasses? No, there are two more in bags inside the mugs in the crockery locker! Our wine glasses are miniature tumblers, not the sort with stems.

Since writing the above, we have replaced the Spring Bouquet mugs with some with our names printed on which we bought at the Beamish Museum during the Club rally there. These are easier to read than our Club name badges. Similar mugs might be of help to new ralliers.

*Ray Whaley*

I know the problems of cutting holes, slots and things in plywood for holding cups etc. Years ago I made a rack for inclusion in an earlier van to hold the cups, saucers (yes, saucers!) and plates from a set we had bought. It looked reasonably easy, particularly as I had a hole saw to do the main bit for the cups. But my jig-saw was one that fitted on to a drill and that is not the most handy thing to operate. It finally worked out but I still wonder how many of the spaces were burned out of the plywood from the vociferous remarks I was making (reasonably quietly) at the time!

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## **Stolen Vehicles Register**

We would like to confirm that the Club did indeed "help the Lincolnshire Police with their enquiries". *Sheila Henthorne* passed on the details of stolen vehicles listed by the Club. The information given enabled me to identify "my" Legend which had been stolen last April (95). Unfortunately the van had been stripped of all useful items of furniture and equipment and was reduced to a mere shell. It is now the property of the insurers and not really my concern but it proves the value of the register. Such a register can lead to more successful recovery of stolen vehicles. Many thanks to *Sheila* for her assistance.

*Joan and Albert Wright.*

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## **▲ HOLIDAY TO PRAGUE**

My wife and I are considering a summer holiday visit to Prague in our Legend. This will be our most ambitious trip to date although we have toured and towed a van in France in the past. We are anxious to contact any member who may have done this trip for advice on possible sites en route and any problems they may have encountered. Also if there are any problems with parking the van en route in lay-by's etc. Any information can be telephoned to us on 0179 240 4136 or they can write to 15 Belle Vue Road, West Cross, Swansea, SA3 5QA. Many thanks.

*Lyn & Peter Jones*

This is a bit outside the usual tracks, but no doubt someone has done something along these lines!

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## **Motor Caravan World**

Bob Griffiths has written to remind members that they can subscribe to this magazine for just £16.00 delivered postage paid to their door. If you are interested, please write to MCW at Andrew House, 2a Granville Road, Sidcup, Kent, DA14 4BN and arrange it directly.

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## **Early Warning**

A rally is being planned in conjunction with the Shoreham Air Show which runs from August 31st - September 1st. It will be a green field site with no facilities so you would need to ensure that you are fully equipped. Details will be found later in the rally supplement but you may wish to keep that weekend free if you are interested in aeroplanes.

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## **Rallies**

We would just like to say how much we enjoyed the well organised rally at Hidden Valley in March. This was our first rally with the Club and although the weather was cold the welcome was warm and friendly, especially from *Joan and Brian (Tidy)* who made us feel rally at home. Looking forward to the next one at Isle of Avalon.

*Gladys & Geoff Baker*

Similar comments were received from *Rosanna and Alistair Gray* thanking *Barbara & Jeff Worley* and all the others for their efforts.

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## Thanks

*Tony Cadby* telephoned and asked if his thanks to all those who enquired about him and wished him well during his recent serious bout of illness could be included in the Newsletter. I am, as ever, very pleased to include such thanks and to extend some more from those of us who knew nothing about the problems. Carry on, *Tony*, and stay well!

#####

I would like to thank all our friends in the Club who contacted us following my wife, *Josephine's*, recent illness. She finds it very supportive and comforting to know that you are thinking of her at this time. She is making steady progress but we have had to cancel our April rallies and the trip to Ireland. At the moment she says she is suffering from "rally withdrawal symptoms"! But we do hope to get to one or two rallies in our area in May for a few days.

*John Barrett*

Again, this is the first I've heard of *Josephine's* problem so I send very best wishes from all the rest of the Club.

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## Obituary

We have been told that *Christopher Whiting*, from Bolton, died on 12th March 1996. Our condolences and sympathy go to his wife, *Judith*, who also tells us that *Chris* had not been well enough to use their new Duetto but that she intends to keep it and use it. They had not attended any rallies but she says that she may give it a try when she has found her feet.

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## Wanted

We are looking for a Talisman, 1989-93 low mileage, tidy vehicle either petrol or diesel. Please contact Mr & Mrs H & E Hayhurst, Ivy House, Lea Lane, Bartle, Preston, Lancs., PR4 1HB.

Sorry, no telephone number was included. These people have recently sold a trailer van and would like to join the Club if they can find the Tally.

#####

I am proposing buying a new Peugeot Symphony 320M Diesel but before spending around £30,000.00 I would like to find out the view of

other owners. Would anyone like to tell me how they find this particular model, please. My telephone number is 0184 421 6091 and my address is 6A North Street, Thame, Oxon, OX9 3BH.

(Mr) J L Taylor.

This is an appeal from someone who is considering joining the Club so if you have any views please contact him direct.

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## For Sale

Awning, drive-away/free-standing. Cabanon "Apache" complete with curtains etc. Suit VW T4 or Hightop. Used twice only. Excellent condition. £200.00 ono. Telephone Dennis Peel on 0190 324 2132 or write to him at 15 Parklands Avenue, Goring-by-Sea, Worthing, West Sussex, BN12 4NG.

#####

Awning. 2.6 metre Omnistor. Light. Hardly used. £185.00. Sale due to van change. Please ring June Robinson on 0172 337 3263 or write to her at 38 Sea View Crescent, Scarborough, North Yorkshire, YO11 3JE.

#####

VW Topaz 1995 'M' reg. Diesel 2.4 litre, P.A.S. 9,000 miles. Fully equipped - toilet, shower, cooker, fridge, water heater, fly screens, blower (hot & cold). Fitted with immobiliser. Pristine condition. One careful owner. £21,000.00. Please ring Mary Palmer on 0175 770 5969 or write to her at 6 Moss Green Lane, Brayton, Selby, North Yorkshire, YO8 9EN

Thanks for the donation.

#####

Dahon folding bicycle, blue. Little used. £100.00 ono or would consider exchange for full size man's bike. Telephone John Bates on 0129 581 1106 or write to him at The Cedars, The Green, Adderbury, Nr. Banbury, Oxon, OX17 3ND.

#####

By the time that you read this the Committee list below will be out of date because we are just getting ready to head for the AGM at Kettering. So I will apologise now and hope that I can get it right for next month - unless I am voted out of office. (Look out for those flying pigs!!) Sorry - I am renowned for bad jokes!

As ever, *Sheila and I* are both looking forward to the Annual Dinner which is always a good evening. We may even try a dance too!

See you next month.

Your Editor  
 Harry Henthorne  
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 London, N17 7NH  
 Tel: 0181 808 9112

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Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman, C&C Sub-Ctee	0123 576 4782
Arthur Irving	Chairman	0114 236 5698
Ben Mansfield	Chief Marshal	0172 336 9769
Nial Reynolds	Public Relations Officer	0185 843 2811
Ian Ross	Regalia Officer	0170 822 8075
Janet Sutterby	Minutes Secretary	0150 746 2449
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