

AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 94
JULY 1996**

Hello.

Just a small point. At this time of year many people are changing their vans. If you are one of them, please remember to let *Sheila Henthorne* know the details of your new purchase so that the Club's records can be kept up to date. And don't forget that if you take your windscreen badge off the old van (as I hope you do/did) and it won't stick onto the new van, you can get a new plastic badge from our celebrated Regalia Officer, *Ian Ross* whose telephone number appears on the back page. It won't break the bank to spend 50p on a new one, will it?

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I came across an item in *The Times* for May 21st which I thought might well be of general interest. It seems that the French have cut the alcohol limit for drivers. It is now 50 milligrams of alcohol per 100 millilitres of blood. This could mean that if you had two glasses of wine or two small bottles of French beer on the ferry across you could be over the limit. And the fine for those who test positive is up to £4,000.00 for alcohol levels between 50mg and 80mg. Higher levels carry a maximum penalty of two years in prison. Licences are confiscated and drivers would have to re-apply on their return to the UK. French police can breathalyse drivers at random.

This new limit of 50mg brings France into line with Belgium, Bulgaria, Greece, Holland, Norway, Portugal and Turkey. Britain, Austria, Denmark, Italy, Luxembourg and Spain all have an 80mg limit. Poland and Sweden restrict the maximum to 20mg while in Finland, Hungary and Romania the limit is zero!

So the safest bet is, as always, **DON'T DRINK** if you are driving. Remember, too, that even though you may have had a good night's sleep, you may still have a greater amount of alcohol in your bloodstream than you would ever imagine.

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NOTICE

Your Committee wishes to draw your attention to Item 16 in the Code of Conduct for the Organisation of Rallies. This states, under the section on Public Health, "There must be a clear differentiation between drinking water taps and water supplied for cleansing chemical closets. The two uses must never overlap"

It is not always possible to have a separate tap so it **ESSENTIAL** that you carry some form of separate water container so that your toilet does **NOT** come anywhere near the drinking water tap.

Club and Company Rally, 1996

The closing date for bookings has now passed so if you haven't already made the booking it is too late! You could come along as a Day Visitor ONLY on the Saturday and you will have to pay on entry. Please do NOT try to telephone Jackie Claxton as she is not available until the rally. After all, some work has to be done and although we try to keep it in the background as much as possible we must ask you to respect the fact. So, no last minute phone calls, please!

Also will you please make sure that you carry your membership card with you at all times. This is essential for security reasons.

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The Shoreham Airport Rally

31st August - 1st September

A correction to the information previously advised. The fee is £18.00 per van for two adults, plus the usual £1.50 rally fee. This covers entry to the camping field from Noon on the Friday until Noon on the Monday. Entry to and exit from the field on the Saturday and Sunday is virtually impossible unless it is done early or late before the air show traffic is moving in cars. High vehicles have only one available entrance. So please do NOT try to book for one day only, it is not really feasible. The £18.00 covers entrance to the show on the Saturday and Sunday. For children in the van there is a charge of £2.00 each per day and for extra adults it is £4.50 each per day. As stated, early booking is ESSENTIAL because the tickets are bought at a cheaper rate than on the day. Otherwise, bookings and details are as shown.

Tony Fowler

Knowing the A.27 a little bit, the traffic can be absolutely horrendous at weekends. So if you want to go, do go on Friday and leave on Monday if you can. Or at least leave very late on Sunday, but the charge is still the same!

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SOLAR PANELS? MAINS ELECTRIC?

I refer to the letter from *John Read* printed in a recent issue of the Newsletter relating to Solar Panels. I have been motor caravanning for over 20 years during which time my motor caravan has been my only vehicle. In that time I have owned a number of motor caravans all of which have been equipped with two batteries and internal electrics, apart from my first van, a 1972 VW Dormobile. I have never connected to any

mains electrics on any sites nor have I fitted any solar panels or other charging equipment during that time.

It puzzles me somewhat when I see people plug into mains electrics at camp sites, or those who use solar panels etc. Is there something wrong with the charging units fitted to their vehicles? we have never had any problem using our leisure battery for our needs. Apart from the normal electrical fittings (our present vehicle is a VW Clubman GL) we occasionally use a small black and white TV when away in this country.

If someone wishes to park their motor caravan on a site for a number of days without driving it from that site I can see their point in using mains electrics. But, apart from an extremely small minority, most people use their vehicles to tour thereby charging their leisure battery.

In his letter *John Read* says "we will be keeping a note of hook-up charges so that we can see what saving has been made to offset the cost of the solar panels and equipment." Why waste money? Why not just charge your leisure battery whilst driving thereby using the charging unit in your motor caravan for the purpose for which it was intended?

Barry Skillington

There are some folk who actually need mains electricity whenever they park up, often for medical reasons. We use mains electrics, particularly during the colder months, so that we can utilise a small fan heater to warm the van - particularly useful to our elderly cat! But if we cannot get electric hook-up for whatever reason we certainly don't worry. But we have noticed on some sites that the first thing is to hook-up and the next is to get out the TV aerial or the satellite dish!

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Washing Up

Some owners have complained that it is not possible for two people to do the washing up together in some vans as the draining board is between the sink and the rear door. After washing up some 180 times in our Rambler GL with the one drying making convoluted contortions to reach the draining board we found the solution. Use the draining board for washing, by putting the bowl on it instead of in the sink. Then use the sink for draining by using a small rack which is normally kept in the cupboard beneath the sink. Incidentally, having the bowl on the draining board gives me less back-ache than when it was in the sink.

Ray Whiley

Oops! There goes another excuse to dodge the washing up! But we have wondered if there is any good reason why the sink and drainer should be that way round. Why not install them in the opposite way. (No wisecracks about the taps being on the wrong side, please!)

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WASTE WATER TANKS

Re the previous article on the waste water tank outlet pipe and tap. In the event of the metal clip breaking it was suggested that a strap be passed around the pipe and through a hole in the chassis. Being a keen cyclist I have used this "mod" in a slightly different form by using a "Quick Release" toe-clip strap. This is ideal for the purpose and is less fiddly than an ordinary strap. You can get these straps from any good cycle shop.

John Rogers

Having used such straps in my cycling days I can agree that this is a very effective change to the original suggestion. And having just dragged our main water tank outlet tap merrily along the ground (and had, of course, to replace it) I found a suitable cycle shop. I got two straps for £3.99. One, for the main water tank drain hose, I have fastened with a screw and washer to the board under the tank. I had to cut the end off this strap and seal it with a flame. The other strap, for the waste water outlet hose, was simpler. I passed it over the bracket for the back bumper and then round the hose. This will ensure that the tap cannot reach the ground even if it comes out of the terry clip.

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Hoses and things

Mary Atkinson telephoned with regard to *Harry Aubin's* letter last month. She went into Argos to buy a hose and it was only on driving away that it was noticed that the box was marked "Not for drinking water". There was an immediate return to the store and it was exchanged for the cheaper one which, apparently, is shown on the box as being suitable for drinking water. As it happens, this is the same one that *Sheila and I* use but I haven't got the box to check it. If you need such a hose, have a look at page 22 in the Argos catalogue for Spring/Summer 1996 at item number 1. The cost is £17.75 and the hose is flat canvas, on a reel.

While chatting *Mary* told me of a small problem that she has. She read about the Suzuki generator for sale on page 18 of the Newsletter but unfortunately that is in Gillingham, Kent. She lives at Clevedon, in

North Somerset which is rather distant for a quick pick-up. She has spoken to one of the commercial carries who have quoted a price of about £30.00 or so for collection and delivery. She wondered if there was any other way to get it transferred from one place to the other. My immediate suggestion was to bring it to the Club and Company rally at Malvern and arrange the swap there. Unfortunately, the vendor is not attending so that put the kybosh on that idea. If you have any bright suggestions, please telephone *Mary* on 0127 534 3266 and talk it over.

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Chairman's Chat.



It appears that the Newsletter Editor expects one of these every month, so here goes. When you receive this Newsletter you should have (hopefully) sent your coloured booking form (whatever colour you may have had!) off to *Jackie Claxton* for the Club & Company Rally. In my opinion, this is the highlight of the year for all Club members. The Malvern Showground is big enough for every member of the Club to attend if they wish. The event now normally runs smoothly thanks to the organisation of the sub-committee. I will not go on about the events both inside and outside that have been organised, they will have been included in your June newsletter. There may be one surprise happening known only to two of us but all I can say at the moment is watch the outside events on Saturday!!

I know that I go on about first timers at this particular rally but since I have been on the Committee we have tried all ways that we can think of to try and make first timers welcome. To date, all have ended up in a complaint of some description, from a few members. I know a famous president said "You can please some of the people all of the time.....etc". What I am asking you to do, if you are a first time rallier at this particular event, is to **INTRODUCE YOURSELF TO THE PEOPLE IN THE VAN IN FRONT OF YOU, BEHIND YOU, TO YOUR LEFT AND TO YOUR RIGHT.** They may be first time ralliers themselves and only too grateful that someone has broken the ice. If they are 'old timers' at this rally then they will only be too happy to pass on the benefit of their experience, and, if you are lucky, share a bottle of wine with you. I suggest that introductions be made either after all has been set up after arrival on Friday or before the Saturday evening entertainment, when friendships may be made and an invitation to join their table where other friends will be made.

The AGM and Annual Dinner is the more formal of the two big rallies of the year and even this we try to make as informal as possible. The Club & Company Rally is totally informal, it is designed/organised to be a fun week-end for the members and, despite some of the comments made in the months leading up to this event the committee seem to enjoy it as well.

I can honestly say that this is rally is the one I really look forward to in the rally year. Despite being a little shy at my first rally (the AGM at Edithmead that I mentioned last month) late in the evening when the band turned the music up loud, I made an awful lot of friends. Who were they??? The boys from Auto-Sleepers who, after working all day, finally had the chance to let their hair down. A thundering good time was had by all; despite the downpour the next morning.

I hope you all enjoy this rally and I look forward to meeting as many as you as possible over the week-end. If I cannot remember your name, please remember, as one famous chairman once said, "There is one of me and about four thousand of you. I will remember your name eventually." It was *Arthur Irving* actually who said that but I am beginning to appreciate the quote!!

Steve Bowler.

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THANKS

In mid-May my wife, *Barbara*, had an accident in Kings Lynn necessitating intensive care in the Queen Elizabeth Hospital suffering from two ribs and her skull fractured together with multiple bruising. Our close friends *Daisy & George Wane* were notified and as a result of their concern for our welfare *Barbara* has received masses of get well cards and letters from ASOC friends too numerous to list. May I therefore convey our heartfelt thanks to everyone involved for their kindly thoughts which have been of great comfort to both of us. *Barbara* is now out of hospital and under the care of a local GP and nursing staff but is still quite fragile. We are presently residing with our son and his family and hope to move into our bungalow, which has been structurally altered and redecorated, in early July. Shortly after that we hope to join you at the Club and Company Rally at Malvern.

Brian Harrison

I'm so pleased to learn that *Barbara* is on the mend and only sorry that more of us didn't know of the problem. We might have caused the postman to exercise his/her muscles even more.

MORE THANKS

To all those good Samaritans who answered our plea for help with a wheel trim for our Legend. Thank you for all your telephone calls and offers of help. The response was fantastic. A big thank you also to those of you who have telephoned and written to us regarding our proposed trip to Prague. *Lyn* has promised to keep a diary and we will tell you all about it when we return.

Lyn and Peter Jones

I shall look forward to receiving an article for the Newsletter about what would be a most interesting travel tale.

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Boxer Battery Filler Plugs

On the Boxer the main earth point is situated below the battery and fixed to the main body side member. I noticed a white deposit covering this earth. The battery mounting and a pipe clip showed signs of corrosion as well. Next question - Why? Battery acid contamination was indicated. Briefly, I found that five of the filler plugs were either cracked or separated round the top of the stem where it blends into the top of the plug. A sign of energetic tightening of a week, hard plastic. To look at the plugs the red cover has to be removed - NOT by lifting - but by sliding it forward gripped with thin pliers. Fingers protected or washed soon afterwards to avoid acid burns. My battery has SCAINI moulded into the casing top and the red cover has printed on it "90ah 400A 400 L5 B4 TREK". As you will note, its for a diesel vehicle. Obtaining new plugs will be a problem. Fixing with "Super Attak" unlikely as the plastic plugs and the glue bottle are a similar material. I have written to Peugeot in Coventry and await a reply. (Bostik All Purpose Clear Glue seems to be holding.)

Sorry to knock the Boxer again - we also have the water into the engine compartment problem. The drain pipe above the gearbox is the subject of a Peugeot Technical notice to dealers and garages. So if you go to your dealer they have a range of chassis numbers that need attention.

It appears that some water draining into the battery causes an overflow problem. The plugs need not be defective as the water can seep in. This causes rust on the cross member. On the opposite side to the battery is the water reservoir. The hose clip which is used to fix here is one provided by Peugeot and it is not always successful. My advice would be to replace it with a Jubilee clip.

John Coates

Credit Cards Abroad

On a recent tour through Spain down to the Algarve we asked each time before taking fuel whether the petrol station could take our MasterCard in payment. Sometimes, in Portugal, they insisted on cash. Where the card was accepted we signed the usual receipt but instead of receiving a copy we were handed a till receipt which showed the amount for which we had signed. Underneath this was an item of 100 Escudos shown as "Taxa Cliente" which we thought was part of the debited amount. This item was not usually obvious and was not noticed until we received our credit card monthly statement back in the UK.

Although only a matter of 45p, this flat rate charge was never mentioned and we would have chosen to pay in cash had we known of its existence. No charge was made for the use of a credit card by supermarkets in Portugal, nor by garages or supermarkets in Spain.

Douglas Robinson

Another of the annoying "incidental" expenses that one faces. It seems almost like the dear old lady running the shop in France where I bought a few trinkets. She 'accidentally' added in the cost of some other items which were conveniently on her pad. Luckily, being used to figures, I twigged what was happening and challenged her. My bill was reduced!

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Peugeot-Talbot Workshop Manual

Prior to buying our present Clubman we owned a Talbot Camelot and it was only after considerable correspondence (and nagging) with the local main agent and Peugeot's HQ that we obtained a workshop manual for the Express van. It required an outlay of £50.00 for an incomplete book, the completing sections costing another £50.00! When we changed our van in 1995 and joined ASOC we wanted to help those like-minded DIY Talbot owners by donating our manual to the Club. This has been done and the manual is presently held by *Rita and Phil Daley*. We hope that members will make good use of this if they need to.

Maurice and Beth Payne

This letter was apparently originally despatched just after the April issue of the Newsletter in response to an item from *Mike Winbow*. Unfortunately it was never received here, which is a problem which befell one or two other letters around that time. I know that occasionally the odd letter has been sent to 114 instead of the correct 144 Devonshire Hill

Lane but those usually get to us in the end. I can only assume that they may have been delivered elsewhere and thrown away. We have received one or two letters in the past addressed to 144 some other road in the general area.

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Rally Reports

Isle of Avalon

Having just returned from the Isle of Avalon rally at Glastonbury we would like to pass on our sincere thanks and congratulations to the marshals, *Ena & Roy (Coleman)* and their assistants, *Yvonne & Barry (Loveland)*, for a most enjoyable, event-packed week. Their unstinting hard work and organisation of the outing to Wells, the pub dinner and skittles evening plus the on-site buffet meals made for a memorable rally enjoyed, I'm sure, by everyone.



Ruby & Dennis Peel

Similar sentiments were sent in by *Marie & John Skinner* who also commented on the buffets at £2.00 and £1.50, the fish and chip deliveries and the non-stop coffee.

In turn we thank the *Skinners* for the used stamps which they sent to add to our collection for the Cats Protection League and the Guide Dogs.

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Still at Glastonbury



A big thank you to the organisers of the rally. It was our first rally, apart from a couple of AGM's and I really appreciated the warm welcome we received. Many thanks also to those who so willingly helped when we started to go home but found our battery flat! I have had a second one fitted now.

Perhaps members who own Flairs or similar vans can suggest a solution to the following problem. My van has two rear door which open from the outside. I travel with my mentally handicapped son as many members will know. He tends to go to bed earlier than I do and to sleep on somewhat in the mornings. The difficulty is that we have twin beds of course and I have to climb over him to get out! Or perform minor gymnastics to get out via the driver's door. Is it possible to arrange an exit from the middle of the van or would it mean expensively replacing the doors?

Eileen Langman

Forthcoming Rallies.

4th - 7th July; Bass Meadows, Meadow Road, Burton-on-Trent (Home of Brewing).

Your rally marshals: Tricia & Ted Pratt, Telephone (01283) 538818 with the help of John & Barbara Cox, Telephone (01283) 712394.

Site fee: £2.50 per night. No electricity. Rally Fee: £2.00

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

Cheque payable to: P M Pratt.

Attractions: Meal Saturday evening £2.50 pay with booking slip. (bring your own glass!!).

Walkable distance to Bass Museum (reduced entrance), Town Centre, Super Bowl, Leisure Centre, many local attractions including many PUBS!!!

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

You may arrive Thursday after 12 noon.

12th - 14th July; Club & Company Rally, Three Counties Show Ground, Malvern.

Different this year - Bigger, Better, Cheaper!

Booking form sent with May Newsletter. Spare copies from: Mrs J Claxton, Flat 13 Albany Mansions, Upper Maze Hill, St Leonards-on-Sea, East Sussex. TN38 0YD

19th/21st July; Abbey Gate College, Saughton Grange, Saughton, Chester.

Rally Marshals: Duncan & Jean Ellis.

Site fees: £4.00 per night. NO Electricity. Rally fee: £1.50

Booking slip to: Mr & Mrs D Ellis, 6 Tudor Close, Shotton, Deeside, Flintshire. CH5 1NY

Tel: 01244 812761 Cheque payable to: D Ellis

Saturday evening meal can be arranged, approx. £3 per head, if there is sufficient interest.

Directions: *From the North:* M6, M56, M53, signposted Whitchurch, take A41. In approx. 2½ miles, after entering Waverton, turn right for Saughton. Beware humpback bridge. Carry on through village, right then left hand bends, down hill. Gates on left.

From the South: A41 Whitchurch to Chester. After entering Waverton turn left at Black Dog; at T-junction left over bridge, then as above.

On entering College grounds, over cattle grid, please observe speed limit of 5 mph.

Limited to 35 vans

25th - 28th July; Square & Compass P.H., Normanton-on-Trent, Notts

Your rally marshals: June & Brian Metcalf.

Site fee: £2.00 per night. NO Electricity. Rally fee: £1.50

Booking slip to: Mr & Mrs Metcalf, 76 Chippenham Road, Bestwood Park, Nottingham NG5 5SS

Telephone: 01159 264112. Cheque payable to B Metcalf

Attractions: Water & Elsan point, Toilets during licensed opening hours only. Nice Pub, serving good food and real ale. Coach trip on Saturday to Brownhills then on to Newark (Market Day), approx. cost £1.00 per head - please indicate number of places when booking.

Directions: From North on A1 exit approx. 1 mile South of Markham Moor roundabout, S.P. Sutton-on-Trent/ Normanton-on-Trent and fork immediately Right.

(continued on page ii)

In 1 1/2 miles turn Left by farm and small red post box (A-S O C signs), cross level crossing and proceed to village. Site is on left about 200 yards past the Church. From South on A1 exit at Tuxford, signposted Lincoln and Ollerton. At road junction turn Right, under A1 then immediately Right for Sutton/Normanton-on-Trent, then as above.

Limited to 25 vans

1st - 4th August; Normans Farm, Hardwick, West Yorkshire.

Rally marshals: Evelyn & Ben Mansfield & Alan Guest.

Site fees £3.00 per night. NO electricity. Rally fee: £1.50

Booking slips to: Mr A Guest, 27 Chilern Drive, Ackworth, PONTEFRACT, West Yorkshire. WF7 7DW.

Telephone 01977 612773 Cheque payable to A Guest

Attractions: The Royal Armories at Leeds. Fish & Chip Supper & Parkin on site.

Directions: Pontefract to Doncaster road, A639. East Hardwick two miles from Pontefract. From North turn Left in East Hardwick. From South turn Right in East Hardwick. Site four hundred metres on Left. Site limited to 50 vans.

2nd - 4th August; Bilsby, Alford, Lincs.

Your rally marshal: Janet Sutterby.

Site fee: £5.00 for the weekend. Electricity: NO Rally fee: £1.50

Booking slip to: Miss Janet Sutterby, 3, Bilsby Road, Alford, Lincs. LN13 9EW.

Telephone: 01507 462449 Cheque payable to: Janet Sutterby

Site details: Green field site at an old rectory; use of two community rooms and one toilet

Evening meal, if desired, Saturday evening: £3.50 each. Please notify of any special dietary needs.

Attractions: Sea (6 miles). Bird sanctuary & National Trust properties (14 miles). Walks nearby.

Directions: A16 from Louth or Boston.. A1104 to Alford. A1111 towards Sutton-on-Sea. In 1 mile at Bilsby, look for church on the right, site on left.

Limited to 14 vans.

7th - 11th August; Southwell Leisure Centre, Southwell, Notts.

Rally marshals Mick & Pam Robinson.

Site fee: £3.75 per night. Rally fee: £1.50

Booking slip to: Mr & Mrs M G Robinson, 16 Maid Marian Avenue, Bilsthorpe, Newark, Notts. NG22 8SR.

Phone: 01623 870635 The number given last month was wrong - sorry! ^{Pha}

All facilities. Coach trip to Nottingham Friday, £2.50 per person, closing date for coach trip July 6th.

Directions: From Newark A617 then A612 SOUTHWELL. From A1 Southbound take A614 junction A617 to

KIRKLINGTON turn Right for SOUTHWELL. Site on A619 Nottingham Road. Entrance Park Row.

BRAMLEY APPLE TO BE SHOWN ON ENTRANCE.

23rd - 26th August; Argoed High School, Bryn-Y-Baal, Mold, Clwyd.

Rally marshals: John & Helen Greenwood

Site fee: £4 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs J Greenwood, 55 Park Avenue, Mynydd Isa, Mold, Clwyd. CH7 6XR

Telephone/ Facsimile: 01244 548882 Cheque payable to: J Greenwood.

Attractions: A meal will be arranged for Sunday evening at a local pub. Indoor room on site with all facilities available.

(continued on page iii)

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:-

.....
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:-

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

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

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!



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!



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!

Directions: From the North [M6, M56, A5117, A550, A55, A494 direction Mold]. At Alltami traffic lights, (by the Tavern pub) TURN LEFT * into unclassified road. After about quarter of a mile take the next road on the right, Argoed High School is ½ mile on the LEFT.

From the South.. From Wrexham, A541 towards Mold, at large roundabout with Esso garage, take A494 (Direction Queensferry) and at Alltami lights TURN RIGHT.. * (as above).

NO LIMIT TO NUMBER OF VANS.

30th August - 6th September; Moreton Glade Holiday Rally, Moreton, Dorchester, Dorset
Marshals: Barbara & Jeff Worley.

Your rally marshals: Barbara & Jeff Worley.

1995 fees were: Site fee:£4.25 per night Electricity: £1.60 per night Rally fee:£2.00

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

Cheque payable to: B Worley.

Attractions: A well-equipped site; our sixth year here. Extra days at same rates. Trains to Poole and to Weymouth (via Dorchester). Lulworth Cove, Poole Harbour, Studland and other attractions nearby.

Directions: Site on B3390 next to Framton Arms pub by Moreton station (B R).

31st August - 1st Sept. Shoreham Airport Rally, Shoreham, Sussex.

Rally marshals: Evelyn & Barry Loveland.

No site fee. Air Show charges, in advance: Adults £4.50 each per day, Children £2.00 each per day.

Rally fee: £1.50. No electricity, no showers.

Booking slip to: Mr & Mrs A Fowler, 130 The Gardens, Southwick, Sussex. BN42 4AQ

Telephone: 01273 594479 EARLY BOOKING ESSENTIAL.

Cheques payable to: A N Fowler.

Attractions: Two-day Air Show, with ground entertainment. Event run in aid of Royal Air Force Association to which all proceeds will go.

Directions: On A27 between Worthing and Brighton. Leave A27 at Shoreham Airport (opposite Sussex Pad Hotel) at traffic lights, proceed onto airport. This is the only entrance for motor caravans.

5th - 8th September; Bainland Country Park, Horncastle Road, Woodhall Spa, Lincs.

Your rally marshals: Ray & Joan Young.

Site fee: £6.00 per night includes electricity. Rally fee: £2.00

Booking slip to: Mr R J Young, Sharnbrook Cottage, Main Road, Langton, Horncastle, Lincs. LN9 5JT

Telephone: 01507 523467 Cheque payable to: R J Young

Meal Saturday night in the restaurant, main course, sweet and coffee, £7.50. Please indicate on booking slip if required.

Attractions: Heated swimming pool, tennis courts, sauna, badminton, golf, restaurant and bar open all day and heated toilets and showers, facilities for disabled, plus many other attractons in this historic town.

Directions: From the North to Lincoln. Take the A158 Skegness road. At Horncastle traffic lights turn right onto B1191. Signposted Thornton & Woodhall Spa. After 6 miles site on left before the town. From the South A1 to Grantham. Then A153 to Sleaford. 15 miles after Sleaford, just after Tattershall, turn left onto B1192 signposted Woodhall Spa. At Woodhall Spa mini-roundabout turn right through town. After 1½ miles site on the right.

6th - 8th September; Highland End Farm, Eype, Bridport, Dorset.

Marshal: Maureen Torah

Site fee for 1996 awaiting confirmation. 1995 fees were £6.00 per unit per night. Electricity: £1 per night. Rally fee: £1.50

Booking slip to: Mr & Mrs M Torah, 14 Compton Road, New Milton, Hants. BH25 6EQ

Telephone: 01425 618320 Cheque payable to: M Torah

Attractions: Meal on site Saturday evening. South West Coast Path passes site. Views over Lyme Bay, West Dorset Heritage Coast.

Directions: Off A35 Bridport by-pass, follow signs to Eype.

6th - 8th September; The South of England Rare Breeds Centre, Highlands Farm, Woodchurch, Ashford, Kent.

Your rally marshals: Sheila & Harry Henthorne.

Site fee: £4.50 per night. NO electricity 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: This is a working farm which is home to 55 rare British breeds, over 500 animals.

Woodland walks, a children's barn and gift shop are available. You are invited to get close to the animals - most of them don't bite! There is a licensed restaurant on site and a meal has been arranged for Saturday evening. The work on the farm and in the restaurant is carried out by

mentally disabled people because it is home and workplace for the residents of the Canterbury Oast Trust, a charity to help give disabled people an equal place in society. Tenterden is nearby, for the Kent & East Sussex Railway, and there are numerous other attractions in the locality.

Directions: From M20, junction 10, or Ashford follow A2070 to Hamstreet then B2067 and follow brown Rare Breeds Centre signs. From Maidstone (A274), Hastings (A28) or Tunbridge Wells (A262) to Tenterden then B2067.

6th Sept - 8th; Northern Motor Caravan Show, York Racecourse, York;

Marshals being negotiated.

13th Sept - 15th Sept; Motor Caravan Show, West of England Showground, Shepton Mallet, Somerset

Marshals wanted, please.

20th - 22nd September; Chichester Camping, Southbourne, Chichester, West Sussex

Your rally marshals: Arthur & Jackie Claxton.

Site fee: £5.60 per night Electricity: £1.65 per night. Rally fee: £1.50

Booking slip to: Mr & Mrs A Claxton, Flat 13 Albany Mansions, Upper Maze Hill, St Leonards on Sea,

East Sussex. TN38 0YD Telephone: 01424 714915 (Alternatively: John & Daphne Normandale, 01424 772765) Cheques payable to: A Claxton.

Attractions: Seashore walks, flat biking country, bus & train service to Chichester, Portsmouth & beyond. A communal get together on Saturday evening, weather permitting — bring your own BBQ & food.

Directions: Site is on the A259, Chichester to Havant road, on the outskirts of Southbourne village.

Limited to 30 vans

Rally Coordinator:-	Bob Brindle	01777 711588	(Retford, Notts)
Local assistants:	Jerry Haxton	01483 223476	(Woking, Surrey)
	Stella Ross	01708 228075	(Upminster, Essex)
	Jeff Worley	01935 24049	(Yeovil, Somerset)

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

Bentley Wildfowl & Motor Museum

We would like to thank everyone who came along to this rally for their forbearance and understanding about the weather. It was a bit of a pity that 7.30 pm Friday didn't actually occur until 10.00 am Saturday but everyone joined in and made fun of Friday's rain. Some intrepid wanderers went around the various attractions in the rain on Friday and still considered it a pleasure. Saturday was a glorious day, bright sunshine all the way and a very pleasant meal in the evening. The atmosphere in the restaurant was aglow with conversation in all directions. We did hear the comment that there was so much steak and kidney in the pie that there was hardly room for the mushroom and gravy!



First time ralliers were taken into the swing of the rally and became really a part of everything in very quick time. Sunday morning unfortunately saw the return of the rain but we did manage to get the coffee morning and raffle completed in the dry. Thanks to those who contributed additional prizes for the raffle. We had to leave during the early afternoon due to other commitments but half-a-dozen vans were staying on until Monday.

The manageress of the restaurant told us that she and her staff had enjoyed our visit because "your members took everything, even the breakdown of the microwave, with laughter and tolerance". The parting words from the lady in the shop when we paid up for the rally were "Cheerio, see you next year!"

So thank you all for making such a success of what might have turned out a complete disaster!

Sheila and Harry Henthorne

As a post script, we have had a number of thanks from those attending all of which were very much appreciated.

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Bentley (again) and Beds

Thank you for a very good rally at Bentley. Although the weather was a little bit disappointing, it didn't stop us from enjoying ourselves. It was such a friendly rally and what was so nice was the fact that we weren't the only ones to have to go to work on the Tuesday. In fact some had to



go as early as Monday! We look forward to seeing many of the people at the C&C rally at Malvern.

Whilst reading the Newsletter today, the problem of bed comfort was mentioned. *John and I* use a "Lilo" partly inflated and this makes our bed very comfy. Our friends do the same in their Sportsman but use two as they use the single beds.

Angie Dimmer

#####

The Anglesey Rally

First of all apologies to all our friends whom we have not yet met this year. A belated Happy New Year to you all. Secondly a big thank you to *Marjorie and Ron Wilson* for taking over the rally at the beginning of June. The reason for all this has been due to an unfortunate affliction of a slipped disc which has been troubling me since March. On the first day of the rally I was actually in hospital receiving treatment. Hopefully I am now on the mend again. I certainly feel much better than I did a month ago. The Argoed rally will definitely go ahead as planned.

John Greenwood (and family)

Our best wishes go to *John* and we hope the disc now stays permanently in place. Has he tried Superglue, I wonder?

#####

Still on Anglesey

Ron Wilson rang to tell me that although they only had one more van on the Thursday night plus another on the Friday it turned out to be a very good rally. The site is small but is very well positioned for walks and is on the cliff top. The lady in charge will not, apparently, take trailer vans because "they would be left there all day" whereas motor vans move out. Perhaps a repeat next year when *John* is fit again.

#####

Green Field Sites

We both look forward to the start of the rally season to meet old friends and, hopefully, to make new ones. When the rally list was published in March, we made plans for which rallies we would hopefully attend and, in some cases, booked holidays from work to coincide with these. Therefore I am sure you can imagine our disappointment, when the details were published, to find that many of this year's rallies are on "green field" sites. There were 5 in the May Newsletter alone, 3 of which we had planned to attend.

Not having a toilet fitted in our 'elderly' van, and not wishing to carry a separate toilet tent, we are finding that we cannot go to some of the rallies we planned to attend. Can we please appeal to all rally marshals that a toilet should be the minimum facility. We can make do without washing basins, showers and dish washing facilities but not without a toilet!

Linda and Trevor Hargreaves

There is a problem here which is hardly capable of resolution. Most people who do not have a toilet fitted carry a toilet tent. It can be very difficult to find a green field site which has got some sort of toilet, they are few and far between. All too often some of the sites have put in a block which contains all the conveniences but they have put their prices up accordingly. But perhaps if anyone is planning a rally they might bear this in mind, please.

#####

I passed a copy of that letter to *Bob Brindle*, our Rally Co-ordinator, for any comments. He says: Indeed there are 5 green field sites on the rally calendar for this year but out of a total of 50 rallies notified so far. Perhaps unfortunate that they all appear in the same edition of the Newsletter but they are essentially summer sites. I think that they offer us some variety, get us away from the regulation of commercial sites and all at reasonable prices too.

I'm sure that *Linda and Trevor* wouldn't want us to cancel these and spoil the enjoyment of several hundred ralliers just because they don't have or won't carry a toilet. I believe I see an easier solution here. As much as I disliked the Porta Potti in the Trident, and as found in so many of the smaller conversions, I wouldn't have been without it. Freedom is the word - go anywhere, anytime, including green field sites and, dare I mention, wild camping!

Bob Brindle

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Peterborough Rally

I would like to reply to the letter from *Lois & Noel Ward*. The unfortunate isolated incident involved our German Shepherd Dog, Sophie. I would like to clarify certain points. "The dog was in the van" was the reply given by *Jean (Allen)* but this was accompanied by her admitting to full responsibility, a profuse apology and an offer to pay veterinary bills if necessary. She asked *Mr Ward* if his dog was hurt and he replied that she was not.

I think that what has been omitted by *Mr Ward* is that he was carrying a metal hammer which he had been using to secure his silver screen guy lines. This implement hit *Jean* on the head during the resulting melee, purely accidentally of course. Proving the point that accidents do happen when one's attention is diverted.

This injury caused *Jean* considerably distress and pain, especially in view of the lack of an apology from *Mr Ward* whose concern, understandably, was for his dog. Perhaps he should consider himself lucky that he is not facing expensive medical bills as a result of a momentary lack of attention.

Stephanie Johnson-Mansley

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Turbo Conversions et. al.

I should like to reply to the enquiry from *Jack Taylor*, in Newsletter 93, concerning a TB Turbo conversion on his Duetto. I would certainly recommend having this conversion carried out as the difference in the vehicle's performance is quite remarkable.

It is, I think, possible that people are getting slightly confused between speed and power and worry about this. The TB Turbo gives an impressive increase across the power range so that, for instance, overtaking and hill climbing are much more easily achieved and in fact makes for a safer vehicle. It is the "oomph" across the whole range that is dramatically improved, not the top speed.

There is a long climb on the M.27 to the west of Portsmouth where many vehicles can be seen flagging. Our Duetto, with TB conversion, easily towed a 15ft caravan up this in 5th gear. It is a year now since the conversion was fitted and the TB people kindly offered that if I was in their area they would check out the turbocharger. I recently had the opportunity to take advantage of this offer and on test it was found that the vehicle had achieved a further 3 h.p. in the year. I must say that I have no commercial connection whatsoever with TB but if you deal with them you will find all the staff to be most welcoming and hospitable.

I was also interested in the letter from *Bryan Orchard* regarding the open ended heading duct in his Clubman. I had just read a road test by *John Hunt* in the June MMM (which also contained an excellent article by a bloke called *John Dinning!!!*) where he was testing an Excelsior. In this he comments that the makers of the gas fire require at least one of the air

vents to be permanently open.

I really enjoyed the article by *Tony Johnson* of Auto-Sleepers on exhibitions and the setting up at Earls Court. Having worked at a number of exhibitions (not motor caravans unfortunately) I can appreciate the long hours and hard work that he and Steve must put in to setting up the stand so that when we roll in through the doors at 10.00 am all looks shipshape.

Finally, do you remember the TV ad for Cornetto ice cream? I've been trying to adapt the song to the Duetto. Best I've come up with so far (to be sung in an operatic Italian voice):

Just wanna Duetto
Its home to me
In wanna Duetto
I long to be
We've often travelled
In rain or sun
In our Duetto
We've had some fun.

John Dinning

John commented that the final 'song' had been added because I said I was short of things 'on the spike'. I don't think that Sir Andrew Lloyd Webber has any cause for worry, do you?

#####

And More

In response to *Jack Taylor's* request for advice on "Turbo-ing" his forthcoming Duetto I would agree with TB Turbos - see how it goes for the first year. *Jack* may find that the normally aspirated engine does all he wants (in my case I would do nothing to jeopardise the manufacturer's warranty!)

As he gets into motor caravanning, he may find that the more leisurely type of travel is to his liking. In which case the standard Duetto is ideal. However if he is like me, he will find the superb handling, the silky smooth gear change and the excellent driving position conducive to more positive driving; more akin to the car than the delivery van. Also if he is like me he will want to keep up with the flow of traffic, not so much on the motorway but on the ordinary roads where overtaking is difficult.

In standard form the Duetto is superb. With TB conversion it is fantastic.

It is smoother, gear changes are made earlier (into 5th at 35 mph), minor slopes go unnoticed, steeper slopes result in the speedo dropping back a few mph, hills need a change down one gear instead of two, traffic free roundabouts are taken in 4th. An altogether greater driving experience. I am sure that foot down acceleration would increase fuel consumption but, in my case, smooth driving over 1000 miles has resulted in the same average as before. The conversion cannot be justified financially but in terms of driving pleasure it is well worth it. I am sure fellow TB Duetists will agree. N.B. Is not the Duetto now available in Turbo Diesel form at less extra cost than the conversion?

Still on the subject of the Duetto, do other 1994/5 owners agree with me that the drop down basin unit and its taps do not match up to the otherwise superb quality? I have replaced the plastic toy mixer (of the type long discontinued in all but the most basic of trailer vans) with one of the same type and manufacture as the shower mixer. I have reinforced the very thin, vacuum formed, top mounting area with glass fibre and resin on the reverse.

Harry Roberts

I ran the spell checking routine, as usual, and my computer wanted to change "Duetists" into "Duellists"! No further comment!!

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The Duetto, Friendship and Hoses!

As relatively new members of the Club *Jan and I* now feel it is time to contribute to the well presented Newsletter. [Flattery will get you everywhere! - Ed] There are a few points we would like to make.

(1) Our Duetto, which took us months to decide upon, we find has nothing about it that we dislike albeit that we are not 100% satisfied with the quality of the Ford paintwork. Owners beware because to our horror, when cleaning, we discovered red flaking rust around the rear doors under the weather strip. We are presently awaiting a decision from Ford.

(2) Thanks for the friendship at the rallies we have attended and in particular to *Winifred and Arthur (Irving)* for organising the Dutch Bulb Fields rally and pairing us up with *Mary & Gerald Cross* with whom we have become friendly and will be travelling abroad together later this year. Those who have not yet rallied with the Club, try it. They are a friendly bunch.

(3) A reply to *Harry Aubin* from Jersey. We have used a cassette type hose for many years. It was supplied by a friend who bought them in from the USA. The TORO Compact 200 is housed in a cassette. Constructed from blue woven nylon with a plastic lining and it rolls flat. If *Harry* is interested and cares to contact me I will try to locate one for him, but it may not be new.

Jan & John Geeson

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A Trophy Tip

This tip may be helpful to other members. This is a repair to the tip-up wash basin fitted to the Trophy and it may also apply to other vans.

The left hand plastic pivot sheared flush with the side of the basin. A phone call to the manufacturers, Cirencester Plastics (0128 565 5995) resulted in helpful information. Replacement of the right hand pivot is no problem as the plastic screw can be removed from the outside of the basin. But the left hand pivot screw - well that is inserted from the inside before the two halves of the basin are super-glued together using an 'H' section plastic trim. So it looked like a new basin for £22.69 (including £8.00 for carriage!)

However, I decided to remove the five plastic capped screws which secure the basin assembly to the wall to see if a repair was at all possible. Leaving all the pipework in situ, I was able to unscrew the right hand pivot screw (about one and a half inches long) and remove the basin from the rest of the assembly.

I found that the two halves of the basin could be prised apart at the rear, with great care, to about an inch or so. This allowed a long screwdriver to reach the slot of the sheared screw pivot. If the screw is too tight, drill a one-eighth inch hole from the outside down the shank of the sheared screw and try unscrewing as before. Both of these pivot screws engage in metal threaded inserts fixed to the basin.

I replaced the broken plastic pivot with a plated steel hexagon headed screw with the same thread. This was the most awkward part of the repair. I used three interlocked box spanners - it worked for me, maybe I was lucky.

While dis-assembled, I took the opportunity of cleaning the back of the basin (i.e. where the waste water disappears) with liquid Ajax - more Brownie points! Re-assembly of the unit is straightforward.

I shall have a couple more Trophy mods for later on, but they are still undergoing trials by our R & D group!

Derek Hockley

That's the sort of useful information that our members enjoy reading. We shall look forward to the other mods in due course.

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Obituary

We have just been advised that *Des Rawlings* of Dorchester passed away in January this year. Our condolences and sympathies go out to *Elsie* and his family.

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FOR SALE



First of all an apology to Jim Allen. Last month he had an advert for a Eurovent tent but the gremlins got into the works. The telephone number given was wrong, it was in fact the number for Bilstons, the people who make the chinaware used in the vans. The correct number for Jim is 0178 254 1901. If you rang the other number, I've no doubt that they hadn't a clue what you were talking about. Sorry about that.

#####

J & M Silver Screen. Suitable for Peugeot-Talbot Executive, pre-Boxer type. Very good condition. £40.00. Telephone Sandy Tough on 0160 343 4966 or write to him at 19a Harvey Lane, Norwich, Norfolk, NR7 0BZ.

#####

Executive, 'M' reg. Peugeot Boxer 2.4 diesel. 7000 miles. Power steering, Omnistor 5000 awning. Taxed to March 1997. One owner. Sale by negotiation. Contact Bill Dakin on 0163 681 2673 or write to him at Trehowel, Halam Road, Southwell, Notts., NG25 0AD.

Thanks for the donation.

#####

VW Holdsworth Villa III. 1.9 litre petrol, 'B' reg (20.11.84). FX roof. 53,000 miles, FSH, used mostly as 2nd day vehicle. Non-smokers, no pets. Radio/cassette, alarm, 2nd battery, 3-way fridge,

twin burner & grill, gas heater, Aqua-roll, toilet, tow-bar. Drive away awning with ground sheet & curtains. £5,500.00.

Vintage Roamaway tent trailer. Used for 3 weeks in total only - kept for sentimental reasons, always garaged. Twin burner, sink, cupboards. Renewed unused mattresses, new tyres, vinyl cover. £750.00.

Both in excellent condition. Would separate but they make a superb family outfit. Selling now because we have a Clubman GL. Phone (or fax) Ken Critchlow on 0120 248 3658 or write to him at 3 The Courtyard, Russell Drive, Christchurch, Dorset, BH23 3TN.

Thanks for the promised donation.

#####

Trophy 1994. 2.4 litre diesel, P.A.S. 13,000 miles. Immaculate condition. Non-smokers, no pets. All usual A-S refinements, shower, oven etc. Fitted Foxguard alarm, Hope Safe-T bar. To include free-standing NR Motor Chalet awning. Serviced by VW agent, FSH. Reluctant sale due to job changes. £22,750.00 ono. Please contact Shirley and Phil Blakey on 0152 279 445 or write to them at 14 The Park, Potterhanworth, Lincoln, LN4 2EB.

Thanks for the donation.

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ADVERTISEMENTS

For Sale, Wanted, etc.

The Club makes no charge for adverts in the Newsletter. We do NOT accept adverts from non-members except the occasional inquiry from someone who wants an A-S and wants to join the Club. We do NOT accept traders adverts at all.

There is **NO CHARGE** to members for adverts but if you wish to make a donation to Club funds, please remember to make your cheque payable to "Auto-Sleeper Owners' Club" in full. Don't use any abbreviation, the bank doesn't like them!

Thanks.

Now for a holiday which will be over by the time you read this. Shall we see you at the Club and Company Rally? Don't forget to bring along anything you can for the books, bottle or bric-a-brac stalls. All contributions will be gratefully received by the stall operators and, as you will know, what you call "rubbish" is what someone else has been looking for! All the income from the stalls goes to the charity so the more the better.

We shall look forward to seeing you; come and introduce yourself. If you have a name badge, please wear it because I know what my memory is like!

Your Editor
 Harry Henthorne
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