

# **AUTO-SLEEPER OWNERS' CLUB**

**A-S O. C. FERRIES - THE PRIDE OF WILLERSEY  
DUTY FREE SHOP**



**"This is a stick-up. Give me the Money!"**

**NEWSLETTER 95  
AUGUST 1996**

Hello.

Well, that's this year's fortnight finished! Where did it go? As usual it seemed to take a long, long time to appear but when we started out we found that the time disappeared almost without trace. But we were fortunate with the weather - we had around 20 minutes of rain in the whole time that we were away! And five of those were in the early hours, well before we got out of bed. As usual, on our return, many messages had been left on the answering machine and there was a great quantity of post for *Sheila* to deal with. There were a couple of one day postal strikes during our holiday period which, presumably, reduced the amount of mail which might otherwise have been received. (I've had a word with our postman to see if we can arrange something for our next holiday to prevent any post arriving!) *Sheila* settled down on Sunday night, would you believe, to try to catch up with the backlog. But inevitably, some bits and pieces had to be left over to Monday or Tuesday evening, after she had finished her day's work and come home to a meal. So if your enquiry/joining form/letter was one of these, sorry! Just one of those things. Maybe, if the Club ever grows to the size where we need to have paid, full-time staff, things will get done better but for the moment everyone who has a job in the Club is a volunteer and many of them are in full-time employment too.

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## **Club and Company Rally**

We had a very successful rally and we were, yet again, lucky with the weather at Malvern. True, there was a little drizzle but it only served to lay any dust and to keep the atmosphere fresh. Everyone to whom I spoke seemed to be enjoying themselves.

The Special General Meeting, which had been called by the requisite number of members to propose an amendment to the Club Constitution and Rules was well attended. Several members spoke for both sides of the argument which, when it was put to the vote, was defeated by a goodly number. Thus there will be no changes to the Constitution at this time.

On behalf of all members of the Club may I extend our warmest thanks to the Auto-Sleeper staff and families who came along and worked hard on our behalf. Every time I looked in to the marquee there was a queue for tea and coffee! And, of course, to the temporary occupants of the Wye Hall where A-S had their stores shop. It often

looked as though the gathering there would have been equally at home on a rugby field! So to Tony, Neville, Phil and all the rest of the very happy, helpful bunch our very best thanks!

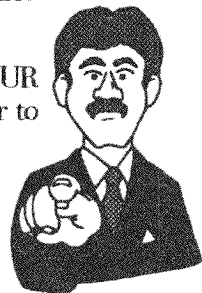
## NEWSLETTER PRODUCTION

The Club is looking for volunteers for this most central of the Club's activities. *Rita and Phil Daley*, who have been printing, collating, folding, envelope-stuffing, stamping and despatching the Newsletter since the inception of the Club are seriously considering giving it up. They have, of course, received help from members who live not too far from them, but the main part of the job has been in their hands.

We are now looking for someone, or some people who live in close proximity to each other, to take over the job. The Club owns the printing machinery and the franking machine which would be passed on.

If you would like to consider this task to help YOUR Club along, why not telephone the Daley's or your Editor to discuss the matter. You'll find the telephone numbers on the back of the Newsletter.

Don't forget that ALL the work for the Club is done on a voluntary basis which is why we have been able to keep the subs at the same level since we started in 1989. But time is never on our side, so we do need more helpers.



WHAT ABOUT YOU?

## Newsletter Despatch

We have been asked on a number of occasions whether the Newsletters are all posted at the same time. The answer is - Yes, they are. After printing, stapling, folding, enveloping and franking they are placed in bundles of 20 into Post Office bags (usually about 7 bags!) which the GPO then collect. They are taken to the local sorting office for Solihull and then follow the usual postal procedures until they reach your doormat. So much depends upon where you live as to when you get them. Parts of Western Devon I know, from personal experience, often take two or more days for first class postal deliveries. No doubt this applies to other far away places as well, sometimes even "round the

corner” The only exceptions are occasionally the Newsletters for the Committee members are sent separately and perhaps in advance when there is other paperwork which is important or urgent to be included with it.

*Rita Daley* asked for this note to be included in an attempt to set some anxieties at rest.

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## **Boxer Battery & Gearbox problems**

Having read the correspondence in the June and July issues on the subject of water draining onto/into the gearbox I decided to ask my local Peugeot dealer to fit the modification whilst my Executive was being serviced. When I collected the vehicle the garage informed me that they could not trace any technical bulletin on the subject. They subsequently telephoned Peugeot’s Technical Department who, allegedly, had no knowledge of the problem.

Can any member provide a Reference Number for the Technical Bulletin so that I can go back to the garage and have the necessary modification made.

*Brian Crowe*

Alternatively, if you have had the modification done, have you a name at Peugeot to whom your garage referred? If you can help please let your Editor know in time for the next Newsletter.

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## **Weymouth Warning**

I have just returned from a holiday and Weymouth was one of the places I visited. As I am disabled, I always ask at the tourist offices about suitable parking. We arrived in Weymouth in the afternoon and found a parking area for the disabled on the sea front which we used because we wanted to go to the quay and see the Astrid boat. I parked at 3.00 pm and *John*, my husband, took me in my wheelchair. We returned at about 3.45 pm to find that we had been given a fixed penalty parking fine of £20.00. We could not understand why so my husband went to the local police station. Here he was told that there is no disabled parking on the sea front for Caravanettes. Of course, when we did read the notices there was a sign saying this. When we had asked about disabled parking at the tourist office we were not told this and there is nothing in their leaflets for the disabled.

I know that we should have read all the notices but Weymouth is

very busy with traffic. Having been told that we could park in a disabled area, once we found a spot we just thought there would not be any problem. I should like to warn other drivers with disabled badges of this problem because if, like me, they want to stop for a short time it can be costly. During our travels we have never found this restriction before.

*Jean Collins*

It does seem a shame that the various authorities cannot get their acts together. When I had an orange badge I too found that different areas viewed the thing differently. Many, but not all, car parking spots allow free parking. But on other occasions I found that the local traffic wardens were not very helpful. But I suppose that it takes all sorts .....

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### MOTORHOME MONTHLY

We have been advised that the magazine which was known as Motor Caravan World is now called as above. It is available, as always, from newsagents.

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### SAFETY MATTERS (???)

I wonder how many A-S owners, like me, have wondered how some items are actually fitted into our vans during production. Especially when we are trying to remove something for maintenance. I often suffer from the "They got it in, but how the hell do I get it out?" syndrome.

Thanks to *John Hunt* (June MMM, page 42) we MAY now have the answer. Could this be photographic proof of the latest 'High Tech' equipment used at Orchard Works? One wooden mallet!! (The old motor trade adage: If it won't fit, belt it one!)

I could, of course, be completely wrong. Another possible explanation could be that our President has finally suffered too much stress from being associated with our Club committee and the mallet is some form of protection! If this is the case, it is understandable that his brother wishes to leave rapidly, but he should be advised that he ought to be wearing a crash helmet AND NOT JUST WHEN ON A MOTOR-CYCLE!! Also one hopes that, with the existence of the Health and Safety at Work Acts, all A-S staff have now been issued with hard hats.

There is one other question. Is it safe to attend the Club and Company Rally? It certainly might be prudent not be heard making any adverse remarks about A-S products unless suitably attired with protective headgear!!!

*Alan Chennells*

As if our President could suffer from association with the very benevolent, understanding, kindly and gentle Club committee! And that's my crawl for this month!!

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## Honoured (and Honorary) Ex-Auditor

At the Club and Company Rally *Sheila and I* were advised that *Howard Duart*, who was the Club Auditor from the start until this year, had been taken ill with heart problems. We were very pleased to learn that he is making a steady recovery although he had to cancel his attendance at the rally. I am sure that I speak for everyone in the Club when we send our very best wishes to him for a full and speedy recovery. For those of you who are not fully aware of this gentleman, I hope he will forgive me for mentioning that he will be 91 this year and is still actively interested in everything that the Club does and stands for. He came along to our rally at Bentley this year, as always, and we were very pleased to see him.

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## Bed Comfort

In the June Newsletter, *Eileen and Michael O'Connell* asked about bed comfort. In our Legend, we used an overlay "Wizard Mattress" which has an 'egg-box' style nodular surface and is made of washable, high density, fire resistant foam. We use a double size, put into a duvet cover (which has been suitably modified in size) and find it extremely comfortable. It is, however, a little bulky to store but we roll it up, secure the roll with bungee rubbers and then place the roll into a large 'J&M' (Silver Screens) bag.

These mattresses are available in a range of sizes from Home Free, Euroway Business Park, Swindon, SN5 8SN. Their information line is 0179 354 2685. We did try the thin overlays favoured by tent campers but found them of little use.

*Irene and Alan Chennells*

PS. If you do use a "Wizard Mattress, remember to pack an alarm clock!!



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## Chairman's Chat.

I am prompted this month to use my slot to reply to *John Dimmer's* letter in June's Newsletter. (Please keep writing to *Harry*, it gives me inspiration and makes the writing of this



section easier!) With regard to using the overhead double bed, *Carol and I* use this constantly in our Talisman for very good reasons. I will explain....

We bought our first motor caravan in 1988 after a particularly wet week in the Lake District when we used a three man tent. For three man read two adults and two German Shepherd dogs, all very soggy! After another extremely wet morning, *Carol and I* went for lunch in Coniston. In the car park a small (by American standards) Winnebago arrived and we looked at the occupants with envy. They were dry, comfortable and wearing normal casual clothes. I spoke to the driver about motor caravans and he was most helpful, suggesting we looked at lots until we found the one that suited us. But, he said, the most important item was a multi-directional television aerial.

I am afraid we have never bought the aerial but we took the rest of his advice and looked at lots of different vans. There were some horrific home conversions around for our original budget so we doubled it and purchased an old Bariban conversion on a Mercedes 206D. Such is life that we were too late to buy one 5 miles from home (someone from London had bought it) but we found one ... in London. We were pleased as punch with it and after a few short breaks (one with *Phil & Rita Daley* in their first A-S) we took it on a five day break to Germany and good-bye tent forever.

A lot of people in ASOC. know us as "them with t' two Alsatians". Our current two are youngsters (who've only know A-S vans) but they are all about the same size ..... BIG!!! Which leads me on to an unforgettable Autumn week-end away. We could not start out until late on Friday night so reached our destination CL. in Derbyshire at about midnight. Driving along the farm track of the site in I had to make a decision. Which side am I supposed to park? It was too late to ask the farmer so I jumped out and tested the ground on the right which seemed solid. To the right we turned ... and promptly sank. Nearside front wheel up to the axle in mud! After an hour of trying to get ourselves out in torrential rain and wind we gave up and got back in. Now the Bariban only had a double bed across the centre of the van which took up most of the floor space ..... have any of you tried to sleep in a bed with the front of the van pointed down about 20 degrees and the side of the van down about 15 degrees??? Add to that two (smelly, wet) German Shepherd dogs ... and gravity .... naturally we all ended up rolled into a cosy huddle just behind the drivers seat!!!! Suffice it to say it was not

the most comfortable night's sleep we have had. The farmer kindly towed us out the next morning. Apparently, had we turned left, the grass was growing through concrete grids but it wasn't obvious even in daylight!!.

Months later we visited *Phil & Rita* to find a new Talisman there. During a short christening ceremony we had a conducted tour of the van. My eyes drifted to the over cab space. "Are cupboards standard or do A-S put a bed up there" I casually asked. Well you all know the answer and we eventually found our first Talisman and enjoyed sleep (over the cab) without a dog joining us during the night. Tragically, dogs die and the two we had when we first had the Talisman have passed on. "Replacements" arrived and we continued our trips away. What a nasty shock one morning when suddenly our little(?) puppy jumped onto the seat and casually bashed Carol in the face with his paw, demanding attention! "Go back to sleep, it's the crack of dawn" was the sleepy response. The dogs reply?? He got onto the floor, measured the height and jumped onto the bed over the cab and settled down to sleep. He has now learned that we do not really want doggy company in bed but he has always got that look on his face that one day .....

*Steve Bowler*

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Radio, Beds etc.

I thought that the radio supplied was not very suitable for any vehicle as the two small selector buttons and tuning knobs were very difficult to operate when driving. Also, for a motor caravan, it is not reasonable to have to turn on the ignition in order to listen to the radio. As we like to listen to the radio in bed, we like to have a switch mid-way down the van. I also like to have a simple on/off switch by the radio in order to make switching on easier (volume at previous level) but more importantly to save wear and tear on the volume control/switch. So the first action was to substitute my own radio, which has push button selection of stations, for the one supplied and then wire up my own roof warning system. [More of this anon - Ed]

I wired up my new radio to a direct FUSED line from the main battery so that it was independent of the ignition switch. This was via an on/off switch fitted in the panel to the right of the radio. A second on/off switch was fixed to the frame just behind the side door so that we could reach it from bed. (The extra wiring was kindly supplied by A-S to special order via Bromley Motor Caravans when we selected the van.)

The two switches are in series, not in parallel. Now we must be careful not to leave the radio on unintentionally or else we might end up with a flat battery.

I had considered using two two-way switches but decided that it might be safe if both switches had to be 'on' before the radio would work. The only annoyance would be if before driving away one forgot to switch on the rear switch and then wanted the radio. One day I will fit extra speakers to the rear of the van as the front ones are muffled when the front seats are in the horizontal position for beds.

We like to convert the seating in our RV50 to a king sized bed so we requested A-S to supply an extra table top to fit between the front seats with the main table, which we seldom use other than for a bed base, between the rear seats. One has to make sure that the van is on level ground or well chocked as the handbrake has to be off when the small table is fitted between the front seats. We found the beds in the RV50 too firm (probably orthopaedically correct) for our liking. So we brought our two 2' 6" box lilos back into use and with the help of a 12v pump they are effortlessly inflated in less than a couple of minutes. They provide a very comfortable bed which we continue to use. When deflated, they conveniently fit behind the offside cushion, one on each side of the main table mounting boss.

*William Copsy*

This is part of a much longer letter, some more of which will be forthcoming later. Parts have been "on the spike" for some time now!

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## ***The Blackbird chooses the Best***

We had left home towards the end of April to visit friends in Surrey, Oxfordshire and East Anglia. Three weeks later, whilst in Wiltshire, we needed to call in at a Peugeot garage at Westbury. We opened the bonnet of our Boxer Executive and to our amazement there, on the right hand side on top of the hose, was a blackbird's nest! Beautiful - just perfect. No eggs and no birds, fortunately! We reckon that this nest must have been built in just over a day and a half (including two nights) when we were static at the Camping and Caravanning Club site at East Horsley. It must have been there for seven days. We shall be at Malvern and will bring the photo along.

*Mavis Holland*

Oi reckern it moight be one o' they daft Cornish blackbirds wot built that there nest woi! *Mavis* were still at 'ome. 'Ow did un get under the bonnet else?

## **Peugeot Battery Problems**

We were on the Irish Holiday Rally in our 16 month old Symphony when we had the misfortune of the main vehicle battery failing completely. After rolling starts and the loan of a battery charger from a fellow member we got home. A trip to the local Peugeot dealer confirmed a duff battery. I quoted them "Abnormal Warranty". After a bit of arguing and my refusal to accept a 60 amp hour battery instead of the 90 amp hour failure they rang Peugeot. Some while later came the good news. Peugeot have had problems with the diesel batteries fitted to the Boxer series. The final result is a new 90 amp hour battery, worth nearly £200.00, fitted absolutely free.

*Don Edis-Blewitt*

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## **Still about Batteries**

Received the latest Newsletter today and my name leaped out at me to remind me of the problem I had. First of all I need to thank the many people who rang me to offer assistance/advice about it. I took notice of everything and called out Hometune. The man soon found my problem, a couple of duff cells in my battery. This was the first suspect but it was reassuring to know for sure before parting with one's hard earned money that it was definitely the problem. Thank you also, Hometune.

We haven't attended any meeting or rallies yet. Time has been at a high premium for *Eileen* and me lately. However, we do hope to meet fellow enthusiasts, but in the meantime keep waving and flashing your lights to all motor caravanners, regardless of make. It makes the roads seem a much friendlier place to travel on.

*Mike Winbow*

I agree that a friendly wave or flash is great. On holiday recently we found that we had many friends, none of who we had met, but all of whom greeted us in passing. Perhaps we ought to re-phrase the famous quotation "Motor caravans (instead of Ships) that pass in the day (instead of night) and greet each other in passing".

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## **FRENCH NIGHT STOP**

While returning from France recently we were hot, tired and desperate to reach our site when we saw a sign at a place called **Chef-Boutonne** which is SE of Niort, SW of Poitiers and NW of Angouleme. It is a place we have been through on many occasions. The

site is now owned by an English couple who are making constant improvements. Several things appealed to us, it is flat, looks reliable and is all-year. The costs are in the medium range but vary according to season. The service block is small but very clean. There is a good disabled room with shower, toilet and washbasin. B&B is available for those holidaying with dependant relatives. A reasonably priced meal is offered in the restaurant and there is also a medium sized swimming pool and patio where drinks can be enjoyed. For ourselves, it makes a good second night stop. They have a flat rally field on which you can park at a reduced rate because there are no facilities - you have to fetch water and empty the loo at the services in the main area. I am told that it would make a good holiday centre for those who like exploring but do not want to travel far from the port. I have a few leaflets available if you are interested - SAE please to me at 46 Ulverley Green Road, Solihull, West Midlands, B92 8BQ.

*Rita Daley*

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## EXETER

A new member, *Charles Atkins*, told *Sheila* in a letter which covered his request for membership that he is, in his "spare" time, a City Guide for Exeter. He went on to say that he would be very happy to show members around "our beautiful city" and that there are some fine camp sites in the area. If you would like to take him up on his offer, I suggest that you telephone him on 0139 236 4545. But don't forget that he has an A-S and may not be at home when you try to ring him.

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## A Spirit Of Camaraderie

Three days after leaving the Burn Rally (I absolve *Alan Guest* and 'the gang' from all responsibility) I was whipped off into hospital. The coronary care unit took over from there on. I must place on record my thanks, very sincerely, to all those fellow members who sent cards and messages of goodwill for my 'get-well' progress.

Unfortunately I am debarred from driving for some time yet but I hope to get back into Club activities before too long. Many, many thanks.

*Cliff Abbott*

I'm sure that I speak for everyone when I send our very best wishes to *Cliff* for a complete and speedy recovery. As long as he doesn't try to do things before he is good and ready - or at least ready!

## THE OUTDOOR ALTERNATIVE, ANGLESEY

Dear *Helen, John and Ruth (Greenwood)*

We were surprised to find ourselves the third van to arrive. (We seem to be noted for arriving at 6.55 pm on Friday evenings just in time for coffee!) "Well, at least we're not last as usual" I said to *John [Hajok - Ed.]* optimistically. But alas, true to form, we were. We were greeted by *Eirwen and Ben Cox* with a cup of tea within minutes of our arrival. They gave us the news that unfortunately you would not be with us as our Marshals as you *John (G)* had injured your back. Soon we were chatting with *Marjorie (Wilson)* who told us that *Ron* would be deputising for you.

The field, which we had to ourselves, had been specially mown for us. Facilities were good and the site as quiet and peaceful as we had hoped. You had even arranged the weather for us. Rain held off and although quite (!!!) windy, the sun shone for most of the time. On Saturday we enjoyed walks on the cliff paths and in the evening the proprietor kindly allowed us to use her own conservatory for a get-together, a drink and a chat. She and her family joined us for an hour or so and told us a little about the area and its wildlife. As dusk closed in we headed for our vans because *Ben* said he had to be up at the crack of dawn (10.00 am).

The rally closed very informally on Sunday morning. We all (six of us) agreed that we had enjoyed this small, quiet and very relaxing rally very much indeed and were sorry that you were not with us to share it. Do you think it might hold the record for the smallest Club rally? *Marjorie* thinks that the plaques will become collectors' items. Thank you, *Helen and John*, for arranging for us what turned out to be a real outdoor alternative. We hope that you, *John*, will improve quickly and get back to rallying.

*Pauline and John Hajok.*

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### Green Field Sites

May I add my views about Green Field Sites discussed recently? *Stella and I* organised the recent rally at Clapper Farm. This is a pleasant location within walking distance of Flatford Mill. I think that everyone in the 35 vans which attended enjoyed themselves. If an on-site toilet had been a minimum requirement then this rally could not have taken place as there is no commercial site nearby.

There are a lot of people, like ourselves, who would choose a green field site in preference to one with more facilities. Over the past three years we have deliberately chosen such sites as venues for the rallies we

have run in preference to the more commercial sites. We prefer the peace and tranquillity of them. The numbers attending our rallies, many of whom ask for a repeat next year, proves that there is a place for rallies on such sites. Long may they continue.

*Ian Ross*

I tend to agree with *Ian*, it is rather nice when the most deafening noise is of the local crickets (insect-type) or the birds rather than the television or thump-thump-thump type radio!

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## *The Travelling Gourmets*

On our wanderings last year we happened upon the village of Lacock in Wiltshire. It is south of the M.4, some five miles or so from Chippenham and on the edge of the Downs. First impressions of the village suggest one of those sleepy pictures one sees on quiet cards which you send to your granny. No TV aerials nor a chain store or supermarket in sight. Why? Because the area and the 'big house' are the property of the National Trust. The house was once occupied by the photographer Fox-Talbot and there are many relics of his time.

Walking round the area really takes you back to a past long gone. You may have seen some parts of the village at various times in films or TV serials. A delight of the village are the various inns - definitely not pubs - we found at least five. We sampled the fare at an inn called 'At the Sign of the Angel'. Dinner was not cheap at £40.00 for two, however if you want to push the boat out at the end of a holiday, as we were doing, then I think you would find the time and the expense worthwhile. There are various eating options so you don't have to have a second mortgage! The service, by friendly and informed staff, and food as well as the atmosphere of a well-kept old building is a happy memory. At busy times it would be sensible to book (0124 973 0230). We stayed at the Piccadilly Caravan Site (0124 973 0260). Quite small but quiet and within walking distance of both the village and Lacock House.

*Mike Randall*

*Mike* said that this could be the start of an occasional series on nice places to eat, although he pointed out that times and managements do change. We shall look forward to further items. I do agree that managements change. I know what was a nice cafe in Settle, 'Ye Old Naked Man'. Don't ask me why it was so called, I don't know! But the old lady who ran it, in a nice, old-fashioned friendly way, gave up and it was 'modernised'. The result? Ugh!!

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## A Duetto Question

I thought that I would just like to help *Jack Taylor* make up his mind. I own a Duetto, once a straight diesel which, if you wished to take it easy but still do the 70 mph limit on motorways (apart from hills and headwinds) then the naturally aspirated diesel is OK in the Ford. I've had mine since August last year and have always intended getting it "turbo-ed" at some stage in the future. I have just had it done (at 5,000 miles and about 11 months into the Ford warranty) by TB Turbos in Lancaster. I can highly recommend this company, both for their professionalism and their customer relations - a "Quality" company in every sense. With their warranty of 12 months I do not feel the need to extend my Ford one, but that is a matter of choice anyway.

The transformation in the performance of the Duetto is amazing (25% increase in power). The top speed remains the same or thereabouts but it will maintain it for longer. Hills can always be taken, if not in 5th, then in a gear higher than previously used and the safety aspect of being able to pull out more sharply and overtake more quickly is worth it in itself. Driving is now far more relaxed. I have not had it done long enough to assess the effect on fuel consumption but if the extra power is not used fully at all times it should be marginally more economical because with the turbo the engine is burning fuel more efficiently.

My advice is that if *Jack* is looking for a more car-like performance then he should go for it as it is money well spent. One other bonus is that the engine is also quieter once warmed up and at motorway speeds (less revs than previously). The radio can be listened to at least three levels lower down on the face.

*John Nielsen*

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## The Alternative View

In March 1996, after over 6 months of research, we purchased our first motor home - a Duetto. During the research period any doubts about the "comph" factor of the normally aspirated 2.5 litre diesel engine were dispelled after having spoken to several commercial operators who have relied upon this unit for many years. This uncomplicated, readily maintained and economical engine had powered their workhorses, some of which had over 200,000 miles to their credit, into every corner of the UK without an "comph" problem worthy of note. Regular maintenance, as always, the prime requirement.

During May this year we toured from Congleton in Cheshire to the

Kyle of Lochalsh via Musselburgh, Blair Atholl and Glencoe. From Motorways to single track mountain roads were on our new Duetto's menu for ten days. In the vast majority of instances extra "oomph" would have made little, if any, difference to our objectives.

Significantly, our direct return journey from Glencoe to Congleton (331.4 miles) took 6 hours 12 minutes ACTUAL driving time. The same route, which we have completed on seven occasions previously, took on average 5 hours 56 minutes driving time. The vehicle then was my 'occupational' Range Rover. This latter vehicle gave me 16 minutes worth of "oomph" on this journey and now proves to have been a costly exercise. The fuel costs for the Duetto were £23.19 and for the Range Rover £56.65. Out of a total of 41 hours travelling time the "oomph" credential was really quite unnecessary and the economy a bonus.

*Michael Morris*

There you have it. Two opposing answers to the question. I suppose that it mostly depends upon what you want to do - and how much more you want to pay!

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## Another, in defence of the Duetto

In reply to *Jack Taylor* (June Newsletter) Sorry that this is belated but we have just returned from a six week trip around the highlands of Scotland in our now 14 month old 2.5 litre diesel Duetto. Whilst it does not have the performance of a Porsche it copes, in our opinion, perfectly well be it on motorways, country lanes or the mountains of Scotland and Wales. Next year it will take us to Europe and we are confident that it will perform well. We hope that *Jack* will be as pleased with his choice of motor home as we are.

*Sue & Alan Logan*

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## *Songs and Duet(to)s*

I must express disappointment that you do not consider that my song will be a great success. I was planning on this being the central hit number, in a musical love story, about a young man who falls madly in love with a beautiful girl whilst helping to retrieve her toilet cassette cap which had fallen into the Elsan tip. Only to discover that she was already betrothed to a cad who did not own an Auto-sleeper. True love finds a way when the cad's bed slats collapse in the middle of the night and she is left to walk the site in the dark. She then sings that famous solo "Don't cry for me, Auto-Sleeper" until she finally falls asleep in a toilet tent.

Fortunately, due to the amount of beer that the young man has consumed to console himself, a night time call of nature happens and they meet again. As they embrace, the final curtain descends with them singing the final Duet(to)!

I am really writing to ask if any Duetto owners can advise on a water heater problem that occurs in my van. I noticed that water was dripping from the outside vent and on removing the cover found that it was coming from the pressure relief valve. I obtained and fitted a replacement but the same problem happened. I was advised by Carver that the problem would be due to the pump over-pressurising the system but on contacting the pump manufacturers they didn't think that this was the problem. I then found the carpet wet inside the left hand offside floor cupboard but this was found to be simply a loose pipe which was re-tightened. The next happening was that water dripped from the drain plug. I called in a caravan service man and he said that if the pump pressure was reduced it could cause hunting of the pump. That is how it stands at the moment. Has anyone got any advice, please?

Another small question. What is the wrapped up wiring which is on the floor underneath the front passenger seat? Is it in case the seat is heated?

*John Dinning*

I didn't say I didn't like your song, *John*, I only suggested that Andrew L-W had no need to worry - yet!

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

## **Ford Legend**

Although we have caravanned for many years we have just bought our first motor van - a 1989 Legend GL. Having just joined the Club we are very much enjoying the Newsletter with members comments and helpful tips. We are delighted with our 'new' van having had a very successful 'shake down' first night a couple of weeks ago - and the weather was kind to us, too!

However, we wonder if members might be able to help with a query we have on road holding with the van. We find she handles very well on normal roads and is great to drive but on poor country roads she does tend to pitch fore and aft rather. Although this is not severe (there is no body roll) we wonder if this is normal with this van and whether it can be improved. One question might be the condition of the shock absorbers but as the van has only done 21,000 miles from new we can probably discount this. Has anyone else experienced this and if anyone has fitted spring assisters to the rear axle - are they any good and do they

improve matters? If so, which type is recommended? Before we go out and buy a 'kit' any advice would be most welcome..

*Dorothy & Simon Elkins*

Possibly *John Hunt, Johnny Cobbett* and others who also have Legends, may be able to help with this.

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## Water Hoses

Just a short follow-up to express our thanks for help in aiming us in the right direction to obtain a cassette hose. *Maureen and I* were pleased with the quick response of those kind members who wrote or telephoned to give us details of what is available in the UK. Though we have not made a purchase to date we will be doing so in the Argos store in Worcester after we have attended the Club and Company rally. There are very few of the mainland stores like Argos or Comet in the islands but telephone calls to Argos head office and in Worcester seems to have fixed us up.

Yes, we will make it to the rally and we are quite excited by the prospect. We have to call in to Electrolux on Friday morning to get the fridge serviced. It gave out during our second fortnight in Germany. It was explained to us by a couple of experienced travellers that we should turn the fridge upside down! Having since written to A-S we have been advised that this is not a good idea - hence the visit to Electrolux. This makes me wonder if any Club member has ever tried this.

During one telephone call from a member it was remarked to me that we are members of an excellent Club and I certainly agree with this. Those who kindly wrote to us will have received a letter of thanks but a "Thank you" through the Newsletter would also be in order.

*Harry Aubin*

That is what the Club is really all about

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## Wanted

Mr B Abbott of 1 Higher Ream, Abbey Manor, Yeovil, Somerset, BA21 3SH wrote to *Sheila* asking whether anyone has a Legend or Talisman about 3 - 5 years old for sale. His telephone number is 0193 571 706 so if you want to sell ..... over to you!

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## FOR SALE

An odd one to start with. Elizabeth Grimsley has a brother who wants to dispose of a van of another make. The vehicle, a

1982 "Westfalia" conversion of a VW, is left hand drive and is at present in Germany so there is no tax nor MOT for it. The price asked is around £3,400.00. It would be driven to this country if a buyer is found. If you know anyone who might be interested, tell them to contact Elizabeth for full details on 0116 269 2220.

#####

3 Michelin 195-75-16C XCA Tyres (Talbot Turbo-diesel). 6 mm tread. £50.00 the three. Telephone Jean and Alan Godbold on 0173 326 1438 or write to them at 81 Ringwood, South Bretton, Peterborough, PE3 9SR.

#####

Ford Legend GL, June 91 (H), 2 litre petrol. 16,000 miles. 4 berth. Many extras including radio, awning, passenger "Captains" seat, Silver Screen, Luton partition/door, gas bottles, electric hook-up. Full MOT. Newly re-shod. No pets, non-smokers. Immaculate. Ready for the road. £15,000.00 ono. Phone Jack Byers on 0120 289 5450 or write to him at 5 Arnold Road, West Moors, Ferndown, Dorset, BH22 0JX.

Thanks for the donation.

#####

1995 Boxer Harmony. Petrol. 3,800 miles only. As new. Taxed to end of May 1997. £22,500.00 ono. Also new front rubber mats to fit VW T4. £10.00. New Silver Screens £30.00. A large pack of Fiamma levelling blocks (Lego type) - offers? Contact Stuart Cornes at Dungarvan, Oak Road, Denstone, Uttoxeter, Staffs, ST14 5HT or telephone 0188 959 1326.

#####

Loose carpets, shaped and bound. To fit Peugeot Talbot Symphony 1993. In blue fleck, very good condition. Also two plain blue cushions, as new. £20.00 the lot. Telephone Pauline Lepper on 0148 348 0413 or write to her at 9 Brunswick Drive, Pirbright, Surrey, GU24 0NR.

#####

Harrison Enclosure (side and front awning panels) to fit Omnistor 4000 3.0 metre awning. Suitable for Talisman type coachbuilt. Height 7' 10", Width 9' 10", depth 7' 5". Beige and dark brown. As new. Urgent sale therefore open to offers. Telephone Enid or Geoff Mackey on 0132 531 3087 or write to them at 17 Beechers Grove, Woodham Village, Newton Aycliffe, Co. Durham, DL5 4TE.

#####

Fiamma 2 bike rack for VW T4 (e.g. latest Trident). Only used

once. Set up, ready to fit. Almost brand new. £95.00. (Changed our van). Telephone John Nielsen on 0187 256 0111 or write to him at Sunnyside Cottage, Greenbottom, Truro, Cornwall, TR4 8QN.

#####

VW Trident, 1994, 2.4 litre diesel. Usual specification plus radio, Propex heating, captain's seats, Van Bitz alarm/immobiliser, double cycle carrier, Omnistor blind and Safari room. Blue upholstery. VW serviced. Garaged for first 18 months life. 35 mpg. £18,950.00 or possible part-exchange for Clubman GL. Please telephone Pat & Rod Hills on 0124 367 3627 or write to them at 11 Ella Close, West Wittering, West Sussex, PO20 8EZ.

Thanks for the donation.

#####

Fiamma Ultrapack 1 top box (max. load 75 kg). £100.00. Silver Screen to fit Clubman GL (T4). £35 .00. Exide "Portapower" 75 Ah leisure battery (unused). £15.00. Telephone David Atkinson on 0126 267 9779 or write to him at 21 Fifth Avenue, Bridlington, East Yorkshire, YO15 2LJ.

#####

Duetto, 2.5 litre diesel. 'M' reg (April 1995). 11,000 miles. 2 berth, blue upholstery, central heating, 4 gas bottles. Alarm fitted. All usual Duetto fittings. £20,995.00. Telephone Ron Dobson on 0125 372 4690 or write to him at 84 North Promenade, Lytham St. Annes, Lancs., FY8 2RW

#####

VW Topaz. 1995 'M' Reg. Diesel, 2.4 litre. P.A.S. 5,000 miles. fully equipped. Immaculate condition with all usual A-S refinements. Serviced by VW agent. Careful lady owners with genuine reason for sale. £19,750.00. Please contact Marjorie Nixon on 0124 656 6608 or write to her at 60 New Road, Holymoorside, Chesterfield, Derbyshire, S42 7EN.

Thanks for the donation.

#####

Silver Screen to fit Talbot Express Harmony - pre-Boxer but with drop front window. As new. £40.00. Also extensions to attach to existing headrests and neck infills for gap between headrests and seat back. Made by Unique Furnishings in "Anthony Blue" to match upholstery. Cost £60.00 - will accept £30.00 ono. Telephone Yvonne Rowlands on 0145 488 5526 or write to her at 9 Swallow Park, Thornbury, Bristol, BS12 1LR.

#####

A holiday, one weekend at home, the Club and Company Rally, a committee meeting the weekend following and the Newsletter to get out. It's all go! Don't forget that the closing date for most months is the **SIXTEENTH**. Except for June and December when it is the Tenth. Anything which is received after that date cannot be put into the next Newsletter, unless there are exceptional circumstances. There is no guarantee that anything will be included anyway! It all depends on space and, of course, the postal people.

See you next month

Your Editor  
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\*\*\*\*\*

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Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman, C&C Sub-Cttee	0123 576 4782
Arthur Irving	Vice-Chairman & Joint Chairman, AGM Sub-Cttee	0114 236 5698
Ben Mansfield	Chief Marshal	0172 236 9769
Nial Reynolds	Public Relations Officer	0185 843 2811
Ian Ross	Regalia Officer	0170 822 8075
Janet Sutterby	Minutes Secretary	0150 746 2449
John Tidbury	Treasurer	0123 552 5730
Charles Trevelyan	President	0138 685 3338
John Cox	Vice-President	0128 371 2394
Rita Daley	Vice-President	0121 706 1816
Philip Daley	Vice-President	0121 706 1816