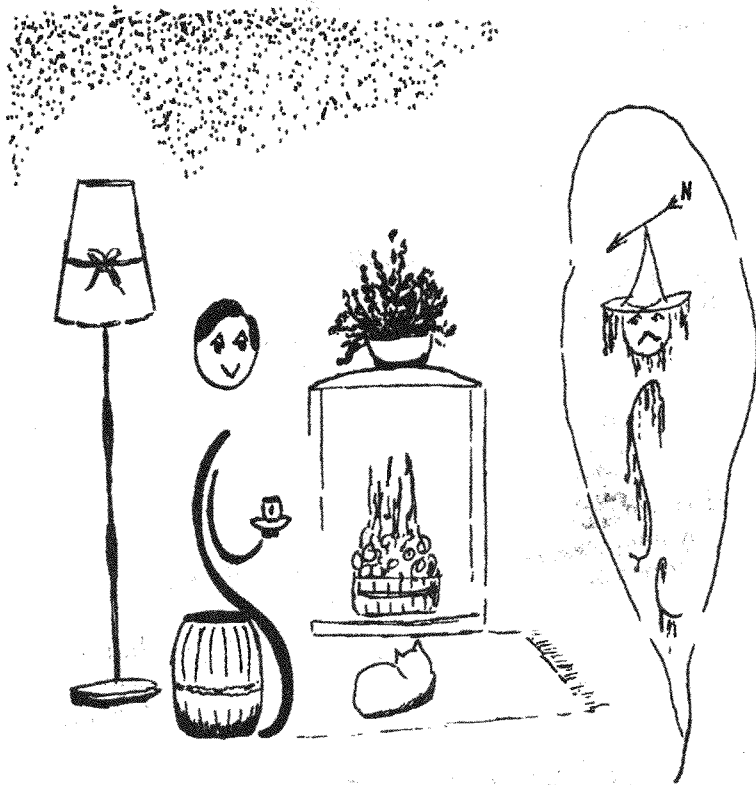


AUTO-SLEEPER OWNERS' CLUB



But.....have you drained your water tanks and puffed down the shower hose?

**NEWSLETTER 98
NOVEMBER 1996**

Hello,

May I start with an apology, please? In Newsletter 96 I inadvertently changed *John Read's* wife from *Sheila* to *Stella*. I'm sorry about that, it must have been the old eyes mis-reading what was written or alternatively myxamafingers! But I am pleased to make amends and put the record straight. I wouldn't want *Sheila* to get any wrong ideas about *John*!

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

INDEX

It is that time of the year once again. The index for issues 91 - 96 of your Newsletter is now ready and waiting. If you want a copy, the usual drill please. A stamped, self-addressed envelope of a size suitable to take a copy of the Newsletter sent to your Editor will bring one to your door forthwith.

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ENVELOPES

Talking of Newsletters, I hope that when your copy arrives you make sure that you take everything out of the envelope before you destroy the latter. From time to time, as in the October issue, an extra un-stapled sheet may be included. This occurs particularly with the December issue when the renewal form appears and again with the booking forms for the AGM and Annual Dinner or the Club and Company Rally. Several times we have heard the comment that "one wasn't included with my Newsletter" when in fact the individual had thrown the baby away with the bath-water! So make sure that you check the envelope before you throw it, won't you?

Incidentally, from time to time people tell us that they have forgotten their membership number. If you look at the address label on your Newsletter envelope you will find that number printed neatly for you to see.

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RENEWAL FORMS

With the **N E X T** (that is the **December**) issue of the Newsletter you will receive the usual pink renewal form. Will you please make sure that you take it out of the envelope, fill it in and return it to me? This applies whichever method of payment you use and also whether you intend to renew your subscription or not. **Every** renewal form completed and returned helps to keep the Club records in order. Several people seem to believe that because they have not moved, not changed their van

and are paying by Standing Order Mandate they do not need to fill in the form. **WRONG!** It is still needed for the sake of correctness and continuity.

Will you please note also that any change of address or van details should be notified to me at any time during the year. Change of van details should include, of course, the registration number as well as the other details. Yes, some people forget that little point!

Sheila Henthorne

Membership Secretary and Secretary.

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Photographic Competition

The closing date for the receipt of entries is 31st December 1996. There must be only ONE entry per person and it must be a print not exceeding six inches by four inches, i.e. one of the sizes that one usually has when a film is processed. The results will be judged by your Committee at a meeting early in 1997. Prizes will be awarded, as usual, for the three best prints. Don't forget that your photo must include an Auto-Sleeper van.

We are considering whether and how to display the entries to a wider audience, perhaps at one of the two major rallies (or both, even!) but this has still to be discussed in full. So sort out your holiday snaps and see what you can do. Entries to me, please, at 49 Arden Way, Market Harborough, Leics., LE16 7DB.

Nial Reynolds.

P.R.O.

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Rallies

Rallies for early in 1997 are a bit thin on the ground at the moment. If you can run, or are thinking of running, one in the early part of the year please get in touch with *Bob Brindle* as soon as possible. As you will know, if you have been a member for a little while, we like to put out a list of rallies around December time to let everyone know where they will be - and when - so that ralliers can think about the arrangements they need to make. So if you have something in mind, let your Rally Co-ordinator know as soon as possible please.

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YORK SHOW

Just a quick report on the Club rally at the Northern Motorhome Show at York Racecourse in September. Because *Betty and I* stepped in at the last moment so that the Club would have an official presence there were a few hiccups. These were caused, fairly and squarely, by the lack of someone volunteering to marshal at an earlier stage - a very good example, I think, of the old phrase "Put up or shut up!"

This would be the appropriate moment to thank our President, *Charles Trevelyan*, for his help in talking to the show organisers and obtaining a little more room for us on the rally field. Thus we were able to fit all the pre-booked members into our Club area. I must also thank *Pauline & Neil Rogers* together with *Evelyn and Ben Mansfield* for all their good-natured help.

Sorry to all those who wanted to be with us but had to be refused as we had no room for members who had not booked with us. Next year we shall not be in such a position because *Betty & I* have agreed to marshal again next year - God willing. We feel that it was worth all the effort just to meet all the members and prospective members who arrived and spoke to us and gave us such cheerful encouragement. So thanks to one and all.

Andrew Entwistle

This shows up what your committee members have heard as a complaint on so many occasions. "Why don't you run more rallies in this or that part of the country?" **YOUR** Club can run rallies wherever you want them to - provided that **YOU** offer to marshal them. Without marshals - no rallies. That's just simple logic.

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First Impressions

At the end of May we took delivery of our first motor caravan after several years of towing. With our first couple of outings behind us and some minor faults rectified it was suggested that we apply for membership of ASOC. Our membership cards arrived on the Friday morning and we hesitantly decided to go along to a local rally.

On arrival we were greeted by *Sheila and Harry Henthorne* our rally hosts and to our delight, in a short time we had become 'part of the furniture'. We thoroughly enjoyed our weekend with our new friends and look forward to future rallies. Many thanks to *Sheila and Harry* for their hard work and the kindness shown to us. Also to *Derek [Sellen]*

and *Ken [Richards]* for their useful tips.

June & Ray Packham

Another couple of "first Timers" who joined in and didn't wait to have their hands held all the way. It was our pleasure to have them (and the rest) at the rally!

====ooo000ooo=====

Winter Woes

It's just a thought that as winter approaches and most of our vans will probably have to stand out in whatever weather is thrown at them (we can't all go to Spain!) that it is a good time to make sure that everything is water-tight. Many owners will already know that most of the windows in our vans are secured to the body with PLATED screws and on many vans these will have been replaced with the STAINLESS STEEL variety. For those who have not replaced these screws then now is the time to do so!

Plated screws, hidden away under plastic trim, rust away very quickly and then water leaks start to appear and that can sometimes be very costly to correct. I speak from experience!! Sadly, A-S seem to be one of the few manufacturers not using stainless steel screws in areas that come into contact with water. Perhaps we, as owners, should try to persuade "The Orchard" to use 'stainless' in production. Lets face it, our vans are not cheap!! Surely this is a case of "He who pays the piper calls the tune!!" Stainless steel self tapping/PK screws are available from most boat/yacht chandlers and some DIY stores.

Alan Chennells

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Tyres

We were travelling last June with our Talisman GL towards Exeter on the A.303 at about 60 mph when we felt and heard a rather loud bang from underneath the van. We stopped and looked to see whether any parts had fallen off or if we had gone over and object in the road. We discovered the loss of about three quarters of the tread from the rear offside tyre. The tyre was still inflated but wire from the tyre was protruding and the rest of the rubber was some 76 yards back along the road.

We changed to the spare and then called in to ATS Taunton where we had a new tyre fitted. As they had never experienced this before with Michelin, the old tyre was to be sent in for a report. We have never been

charged for the replacement (should not have mentioned this!) and no report has been received from Michelin. It was a frightening experience and the resulting damage to vehicle and occupants could have been horrendous.

My son took the Talisman to Scotland during August and he experienced the same with the offside rear but, being unaware of our previous problem, did not ask for a report. I have written to A-S giving this information and have received a reply saying that they had never experienced the problem. Both tyres were well within the legal limit and could probably have been 3 or 4 years old with many miles to go. I have now written to Michelin with a copy of the article from the Newsletter.

On a lighter note regarding the washing-up mentioned in July. There is no problem! *Audrey* stands in front of the sink washing up. I stand outside on the step drying. Mind you, I need to be dried if it rains or snows!!

Audrey and John Sutton

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GAS PIPES

I read the item in the October Newsletter and would like to point out that all pipes are dated and should be renewed by the date stamped on it. Another point to remember, if you haven't already heard of it, is that the clips retaining the drain hoses from the grey water and fresh water emptying tanks don't last for ever. It is safer and cheaper to ensure that these hoses are additionally secured to prevent them contacting the roadway when travelling with subsequent cost of replacement.

Derek Braithwaite

I thought that the date on the gas pipe was the date of manufacture and the pipes should be replaced about two years later. The tip about securing the drain hoses has been mentioned before but is worth repeating.

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Vehicle Weights.

I have a Symphony on the 320 Peugeot Boxer chassis. The handbook quotes : "Max. Front axle - 1650 kgs. Max. Rear axle - 1720 kgs. Max. Gross weight - 3250 kgs. Tyre pressures 62 lbs Front - 65 lbs rear."

Being concerned about tyre pressures and the obvious hard ride I loaded the vehicle with all the necessary items for approx. 2 weeks

including full tanks of both diesel and fresh water, 2 gas bottles, food, clothing etc., etc. (the waste tank being empty) and drove straight to a public weighbridge. (Council operated are more strict on correct weights than private ones.) The figures shown are amazing. Front axle - 1320 kgs. Rear axle 1260 kgs. Gross weight 2580 kgs.

The next port of call was to a reputable tyre supplier who fed the information to Michelin. They in turn quoted tyre pressures of 44 lbs front and 40 lbs rear. Being a little sceptical I put in 45 lbs all round. The vehicle is now completely different with a more comfortable ride and far fewer rattles. Perhaps *Nial Reynolds* can help himself in this way.

John Heap

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Chairman's Chat.



I decided to leave out Chairman's Chat for the last couple of months as I thought that *Harry* would have enough correspondence from the Club and Company Rally to fill the Newsletter.

There was an article from *Phil and Rita Daley* explaining the printing of the Newsletter. I was going to write an article about this but I was beaten to the post! I will however join *Janet Sutterby* and give my appreciation to *Phil and Rita* for all their hard work both in creating the Newsletter in the first place (*Phil* was the first Editor) and for printing it almost without a break since the Club was formed. Having printed (and collated!) it myself on a couple of occasions, it is a thankless task. I am sure that you will join me in wishing *Phil and Rita* a long and happy 'retirement' so that they can now get out and use their van for more than three weeks a month.

At the committee meeting after the Club and Company Rally the question of the raffle money was raised. After a lively discussion the committee were of the opinion that we were perhaps not carrying out the wishes of the membership. It was then decided that the raffle money taken at the AGM will be used to subsidise our two major rallies and that taken at the Club and Company Rally will be donated to the nominated charity.

Going back to the Club and Company Rally, I tried to meet as many new members as possible during the week end but if I was not able to talk to you, I hope that you enjoyed the yourselves. I have said in the past and re-iterate now the rally has nothing to do with me, I just take the stick as this year's figure head. The rally was entirely due to the

sub-committee and their helpers. To everyone who helped over the week end, a very big thank you. The rally would not be as enjoyable as it was without such help.

One of the criticisms I received over the week-end was a lack of communication from the committee to the members. I will try to redress this issue through the Newsletter. If anyone wants information, perhaps they might send a letter to *Harry* for publication so the committee can discuss matters when they meet.

Steve Bowler.

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Heating and Cooling

Being another owner of a Duetto I read the letter from *Anne and Jack Taylor* with interest. I too had a non-functioning heater blower motor (only discovered on the journey home from the dealers) which was correctly diagnosed by the automotive electrician as a badly crimped connector at the back of the switch. This was corrected and the switch replaced because it had been broken by the first dealership to look at the problem. The mechanic involved admitted that he was not trained in Transit electrics and the switch was actually broken by the foreman. They had suggested stripping out the whole dashboard, not really necessary if the electrician is sensible and reasonably dextrous. No prizes for guessing which agency will be servicing my vehicle. Is this a common fault on many Duetto's and do all garages skimp on their P.D.I's?

Gordon Finlayson's problems with the Electrolux fridge are interesting and should not normally need such a drastic remedy as an additional fan. All fridges require a good flow of air over the cooling fins at the back of the unit. This can be restricted if the vents are covered by an open caravan door or the airflow is reduced by being enclosed in an awning. Electrolux can supply a metal enclosure to fit the back of the fridge which provides a clean cabinet to enhance the flow of air. This is rarely used by manufacturers due to cost or ease of fitting. Of course, if the temperature of the outside air is close to that produced by the fridge I guess that the fan is the only answer.

Finally has anyone else had a problem with the heat deflector over the hob which will stay at an angle when using the hob burners but droops when the grill or oven are used? If so, what is the cure?

Joyce and Gordon Pearce

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Boxers Battery and Gearbox Problems

I have read with increasing concern letters in the Newsletter over recent months concerning the problems that owners of Boxer based vans have had. These are as a result of the inadequacies of the drainage scuttle under the windscreen with the water draining onto gearbox and/or battery. I am probably fortunate in that our van is garaged and therefore has had limited exposure to rain. From my experience I can add to *Brian Smith's* letter in the October issue.

1) The drain pipe, if in position, may well be wrongly fitted. Ours was "pushed up" and left an undrained reservoir of one and a half inches of water sloshing about.

2) It was positioned to drain onto the gearbox.

3) There is still water getting onto the battery from the gaps around the top of the wing/windscreen scuttle. The plastic battery tray was cracked and its drain missing. The spilt acid has affected all the metal parts in this area and a lot of paint has already gone. This is on an Executive that was delivered in January 1996.

Owners should check these areas. I believe there may be other secondary problems resulting from this and would welcome a call from anyone with these problems. I think shared information (as via the Newsletter) is essential and a co-ordinated approach to the manufacturers may be the only way to obtain a satisfactory solution. My telephone number is 0127 359 4220.

Paul Duggan

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Duetto Problems

I should like to thank *Tony Cadby* and *Gordon Finlayson* for their interesting comments on my water heater problem. This is a great aspect of the Club; the "real" feedback that you get. A mild word of warning to Duetto owners. Beneath the filler cap is a very short piece of trim. Due, I presume, to diesel spillage when filling, the adhesive tape lost its grip and this piece of trim fell off. Fortunately it fell off in a car park and my wife happened to notice it lying on the ground.

Another question if I may. After a few months the Duetto started making what I can only describe as a "chinking" noise. I searched high and low thinking it might be bottles or tools and in desperation took it back to the Ford dealer. Straight away they found that it was the middle joint on the prop shaft. There then followed two new prop shafts and still the noise persists. The Ford dealer has even had the same problem on

their own van. I wrote to Fords who replied that it was a matter under investigation by their engineers. So far nothing more has come from them. I wonder if any other Duetto owning members have experienced this and whether their own dealers have managed to find a cure. My own dealer "assures" me that nothing nasty will happen.

I find the Peugeot situation quite horrifying. Does anyone know if these problems have been cured on the latest models or do I stop looking at them as a prospective base for a new motor caravan? The battery problem is interesting. Our first van was an air cooled VW and this developed the same problem. Rain used to blow in through the large rear air vents and sit on the battery, thus causing it to overfill. VW's cure was to provide a plastic top cover like an inverted tray. This worked fine except that the VW dealer had a habit of leaving it off, loose, in the engine compartment.

John Dinning

The trouble with rain is that it gets in the wrong places!

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Reversed Mains

July 14th is already a long way off and the dark evenings will soon be upon us again. Never mind, we'll be able to remember this summer's pleasant travels and plan for next year. We greatly enjoyed the Club and Company rally, newly found friends and the extra days we spent in the Tewkesbury area. What wonderful countryside and what a host of things to see and do. Did anyone else from the rally find the Fleece Inn in Bretforton near Evesham? What a gem! Mainlanders tend to give a sigh of envy when we say we come from the Channel Islands but, take it from *Maureen* and me, the UK does not need to play second fiddle to anywhere else that we've seen since our travels started in 1962 and that includes these islands. We'll be back over there with the van in the near future.

Our younger son recently visited seven camp sites in Brittany and Normandy and found every one with reversed mains supplies when compared with the UK and our systems. There have been some comments about this problem in various articles and it causes some concern. However it is something that is not too difficult to rectify. Many years ago (about 30!) I made a small device which is still used to check 13 amp sockets if any of the family moves house. It works equally well on camp site mains supplies. I made another for my son before his recent trip, hence his experience. The device can easily be made with few components if anyone has an interest in things electric or electronic.

Auto-Sleeper Owners' Club.

Rally Supplement.

Brave the north-east in January!

8th - 12th January (4 nights). White Water Caravan Club Site, Stockton-on-Tees.

Rally Marshals: Pauline & Neil Rogers.

Site fee: £5.00 per night. Electricity: £2.00 per night. Rally fee: £1.50

Booking slip to: Mr & Mrs N.C. Rogers, 3 Appleby Close, Aldborough St. John, Richmond, North Yorks. DL11 7TT Telephone: 01325 374540

Cheques payable to N.C. & P. Rogers.

Attractions: Possible use of Super Pitches, Sky TV hook-up £1.00 per night. Room available. Beefeater Restaurant just outside site (25% off main menu items. Special Emerald card required, details from marshals a.s.a.p.) Tees Barrage, Bird Watching, 14-screen cinema, bowling alley plus 50,000 sq. ft. of retail and fast food outlets closeby. Stockton Saturday Market. Bus stop nearby. Many local attractions with a possibility of a coach trip to Hartlepool Historic Quay & Jackson's Landing. Factory Outlet Shopping. Will arrange if sufficient numbers. Please indicate on form if interested.

Directions. From South on A1(M). Turn off at Junction 57 signed to Darlington & Teesside. Follow A66 for 16 miles. About ¾ mile past A1045 junction, turn off Left via slip road at signpost Teesside Park. In 200 yards at end of slip road turn Left at traffic lights. In ¼ mile at roundabout continue over Barrage Bridge. Follow caravan site signs.

Rally Co-ordinator:-	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

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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?

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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**:

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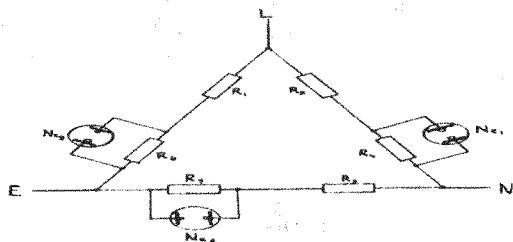
POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!

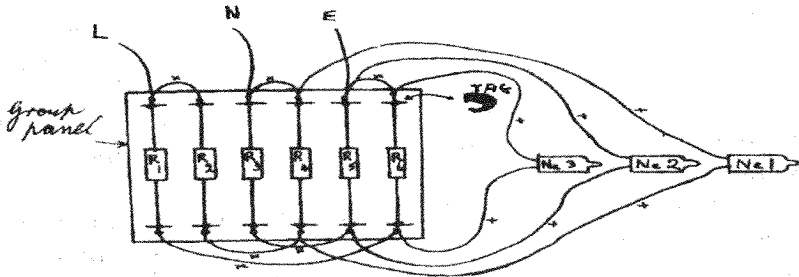
It consists of six resistors, three neons, a small piece of tag strip, a small plastic box and a UK 13 amp plug. A few short piece of insulated flexible wire and a piece of connector block are also required. I have included a circuit diagram and other sketches for those interested. Complete insulation between the components in the box and the user's hand is essential.

I have made a very short extra site link-up cable to be used in conjunction with the usual long cable and will always carry it in the van when on the Continent together with my home made box of tricks which is ever so easy to use. Just a few seconds and then there's no need for concern. The problem with reversed mains is that when one thinks that all electrical appliances are fully switched off they really are not because the switch is effectively in the return wire and not the live. This is neither a safe nor a good idea. It is possible to buy a similar device from a Joy and King catalogue but I suspect that the price is about £10.00 - £12.00. Anyone with bits and pieces at home should be able to make one much more cheaply. I used a Fuji plastic slide box for the latest version but the original was fixed into a very small black plastic Shure stylus box. The tools required are minimal but a soldering iron is essential. As I cannot inspect any item made by others I cannot accept any responsibility but let me add that I have used mine for many years and am quite happy to let my son use the one made for him. It is only necessary to use one for under 10 seconds on each site. If anyone wants more details our telephone number is 0153 485 1475. RS catalogue numbers have been quoted in the diagrams for reference. However, RS tend to supply larger quantities for the electronics trades but there are other retailers who advertise in electronics and wireless magazine.

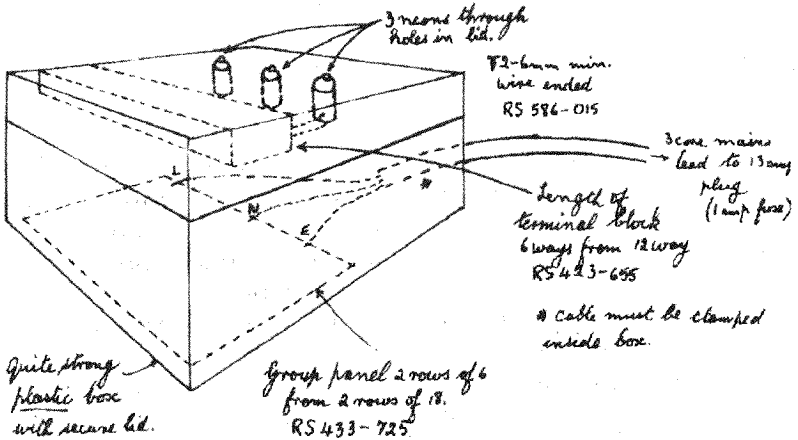
One thing I would like to do before next season is to fit a Shurflo 181.205 (Joy & King) Accumulator Tank to our van in order to produce a smoother flow in our taps which often spit and splash all over the place. They're difficult to control. Has anyone done this and what additional components are required for an easy job? Our van is a VW Trooper.

Harry Aubin





== Soldered joint
 x= insulated loop
 += to neons via terminal block



Mains Polarity Tester Conditions

Connect the van to the mains supply and try the RCD trip test. If this is working, reset the trip switch. Plug the polarity tester into the van 13 amp mains socket inside the van. Switch on the 13 amp socket MCB circuit breaker near the trip test. If neon 2 on the tester lights the polarity is reversed. The following are the full set of tests:

CORRECT POLARITY

- 13 amp socket switch off: all Neons off.
- 13 amp socket switch on: Neon 1 and Neon 3 on.

REVERSED POLARITY

13 amp socket switch off: Neon 2 on.

13 amp socket switch on: Neon 1 and Neon 2 on.

Poor 13 amp plug pin connections inside the socket: any neon may flicker.

Resistors are all half-watt types: 1, 2 & 3 are 56k ohms; 4, 5 & 6 are 33k ohms

If the mains supply is reversed it is possible to correct it using a very short modified extra link-up cable in conjunction with the usual long cable. The short cable must have the live and neutral wires reversed at one end only. This can be plugged into the van outside socket and the usual long cable connected to this and the site supply. This obviates the continual need for fiddling with the plug on the long cable.

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INSURANCE

With all these problems we have timely news that Drewe Insurance have put together a motor caravan scheme which they say is very competitive. If anyone wants a quotation and states that they are a member of ASOC they will receive a £5.00 discount. This is in addition to the various other insurance schemes, such as Comfort Insurance and Safeguard, which have been mentioned from time to time. You can contact Drewe Insurance at 14 Load Street, Bewdley, Worcs., DY12 2AE or by phone on 0129 940 1663.

But please remember, the Club does NOT (repeat NOT) recommend any specific insurance scheme, broker or agent. It is entirely your own responsibility.

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Czech Republic and Slovakia

We are prompted to reply to *Gloria and David Orton's* comments and unfortunate experiences in the Czech Republic. We have Slovakian friends who live in Bratislava and stayed for 5 days with them 5 years ago - an enjoyable and memorable visit to a country (then still Czechoslovakia) that had just ousted communism.

We have a Rambler and have much experience of European camping, so this summer we travelled through France, Belgium and Germany to cross the border into Czech at Weider. We had arranged to meet our friends in Prague for a few days and had a day in hand so

needed a camp site. Camping seemed somewhat difficult to find (one had shut down completely). We eventually found one near Plzer but unfortunately it was already full. The proprietor was extremely sorry but also very helpful and, using my 'school' German, he successfully directed us to the next site. This was also 'besetzt' (full), however the proprietor literally squeezed our Rambler into a very small space for which we were very grateful - he could easily have sent us on our way again!

During the rest of our holiday (5 days in Prague and 3 days in Bratislava) before we returned via Germany and France we always found both Czechs and Slovaks friendly, generous and helpful people. Prague is the most wonderful city that we have ever visited.

As for having money, passports etc. stolen: any tourist area, whether it be Prague or anywhere else, requires care and vigilance on the part of the visitor. Keeping money in a breast pocket as the Dutch woman did is perhaps asking for trouble as is using a rear trouser pocket. We always use a rucksack, but not in the conventional back position. The drawstring of the main compartment plus the extra top flap safely secured means that the whole bag must be taken by a thief. If used over the right shoulder only and held around the front of you with the right arm stealing the bag and valuables is extremely difficult.

We never leave valuables in the van anywhere abroad. If we both leave the van, either for sightseeing or to use the camp site facilities, we take ALL our valuables with us (money, passports, E.III, travellers' cheques, credit cards, insurances etc.). We were sorry to hear of *Gloria and David's* experiences but this does not mean that these two countries should be avoided until they have more time to get used to tourists. They are both well worth visiting and the people are sound in heart but poor in body. They need our tourism and want to get to know us more - please give them a chance. If we can be of help to anyone wanting to visit these countries, please do not hesitate to contact us through the Club.

Anne and John Maplesden

This, as usual, shows the other side of the coin. I suppose it just depends on how vigilant or how lucky you are.

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Thanks

Dorothy & Simon Ekins sent a postcard to say thank you to all who helped with advice regarding their Legend, especially to *Alan Chennells*. The card came from Tewkesbury and they were enjoying a week away in the van.

Shepton Mallet

We have just returned from this rally. It was only the third one we have attended but the best by far. Everyone was very friendly (except our dog!). Special thanks to *Mary & Rick Lockyer* the rally marshals for their hard work.

Pat & Jim Allen

It was *Mary & Rick's* first attempt at marshalling so I am glad that all went well.

#####

We returned from a most enjoyable weekend with the Club at the Shepton Mallet show only to discover that *Doris* had lost a gold chain with a Scorpion Medallion attached which was of sentimental value. Having regard to the location and the crowds present, it would appear to be a case of looking for "a pin in a haystack" but I thought that as it's the subject of an insurance claim it might be worth a mention.

I would also like to take this opportunity to say "well done" to the rally marshals.

Jack Michael

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Club & Company Rally

It was nice of *John Wilson* to offer his thanks in the September Newsletter. It was my son, *Carl*, who found the wallet whilst we were looking at the A-S display of vans. He told his mum that there was a wallet on the ground. We picked it up and saw that there were credit cards inside so immediately handed it in. We thought that *John* must have been very worried. We only go to the C & C Rally as we are normally busy raising our two boys.

Janet & Michael Harrison

Well done, *Carl*, for being eagle eyed and honest.

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The Rounders Match

We went to the rally at Southwell. We'd never been there before. The site at the leisure centre had sports, there were choices galore. On Saturday the sun was beating down and people were lying about. "Come on, let's go an play rounders" we heard somebody shout. The teams were formed, the lines were drawn, oh! what a motley crew.

For nobody knew the rules of the game - I've never seen such a to-do. The men went first. *Ben* hit the ball. Everyone was in limbo.

He ran to first, poor *Nora* fell, her arms and legs akimbo.
Bryan stepped up and wellied the ball, he was clad in shorts and a
cap,
The ball went for miles - well feet at least - and he swiftly completed a
lap.

Another man came up to bat and gave the ball a thwack.
He galloped round, hit *Marion*, who landed on her back.
But up she got with a smile on her face and in time we got them all
out.

We women went next. Now come on *Pam*, give that ball a clout.
Or *Evelyn*, love, that was really great, getting to second like that
There's just one thing. When you start to run you're supposed to
leave the bat.

June belted it hard, the men cried out "Did you see where that ball did
land?"

She scored a round 'cos no one saw that *Jean* had it in her hand!
After an hour or so a truce was called and everyone went for tea.

There was no doubt we'd all had fun for that was plain to see.

It isn't only youngsters who know the fun things to do.

We oldies, when we want to, can show them a thing or two!

Jean Burdin-Sellers

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Obituaries

Madge Cadby tells us that her husband, *Tony*, had passed away peacefully on 23rd September after losing a long battle against cancer. She and her family would like to thank all who have sent good wishes and condolences over the last two years of trouble. Special thanks go to *Ena and Roy Coleman* who have been a tower of strength during this time. She looks forward to the Newsletter each month and hopes that all friends will keep in touch and that the *Abbott* family who bought the *ex-Cadby* van will enjoy it, the Club and activities as much as she and *Tony* did. Our sympathy and condolences are extended to *Madge* and her family.

#####

Pauline Sterritt also telephoned to advise that her husband, *Rick (Richard)*, had passed away. Again our sympathy and condolences are extended to *Pauline* and her family.

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WANTED

Is anyone selling, or thinking of selling in the near future, a 1984 Bedford Clubman (Talisman Layout)? If so please advise Jean & Alan Godbold on 1078 326 1438 or write to them at 81 Ringwood, South Bretton, Peterborough, PE3 9SR.

They want one for their parents - do you think it is as a swap?

#####

2 bike carrier for Ford Omega. Please telephone Ann Lecke on 0154 556 0111 or write to her at 8 Park Street, New Quay, Ceredigion, SA45 9QG.

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FOR SALE

Two only Prototype top boxes designed especially for a Trident. Made in cream coloured glass fibre. Fittings to attach the box to the bars on top of the van to be supplied by the purchaser. £200.00 ono. Omnistor 'Carry-All' back box luggage carrier. Can be mounted on a bicycle rack 4'8" long x 1'9" deep x 2'2" high. Used once. Sale due to change of van. Cost £285.00 - accept £150.00. Contact Den Elkins on 0120 282 4863 Evenings only. Den asked that his address be not included in the advertisement - but he will tell you that it is in the Bournemouth area.



#####

Silver Screen to fit VW T4. £50.00 ono. Telephone Jim & Pat Allen on 0178 254 1901 or write to them at 13 Wallis Way, Baddeley Green, Stoke on Trent, ST2 7JC

#####

Large bed extension for Harmony. Only used twice. £30.00 ono. Awning - free-standing Auto Villa high top. Suitable for side entry motor van. Awning size approx. 10' x 6'. £125.00 ono. Ring Ken Harris on 0138 437 1327 or write to him at 20 Greenfinch Road, Pedmore, Stourbridge, West Midlands, DY9 7HY.

#####

MMM magazines August 1991 to December 1995 complete. £10.00 the lot. Will deliver within 75 miles or meet part way by arrangement. Phone Jack Briggs on 0127 186 0857 or write to him at The Coach House, Anstey Way, Instow, Bideford, EX39 4JF.

1991 'H' reg 2.5 turbo diesel Talbot Harmony. Taxed and MOT to March 1997. Serviced regularly. Excellent condition. 38,000 miles. Many extras:- Fiamma sun canopy, bike rack, back box, TV aerial, 2nd battery, awning, fully alarmed. £14,500.00 ono. Telephone Edwin Waterfield on 0117 950 6751 or write to him at 5 Meadowland Road, Howbury, Bristol, BS10 7PL.

Thanks for the donation.

#####

Talbot Talisman GL. 1994 'L' reg. Pristine condition. 2.5 diesel, P.A.S. 5,896 miles only. Taxed to May 97. Awning (unused), bike rack with Raleigh bikes, Stereo and C.B. radios, Television, Silver Screen, optional Luton cupboards. £24,000.00 ono. Bereavement forces sale. Contact Pauline Sterritt on 0152 482 3154 or write to her at 10 The Shore, Bolton-le-Sands, Carnforth, Lancs., LA5 8JR.

Thanks for the donation.

#####

Fiamma Ultra Top Box No. 1. 108 cm x 75 cm. Complete with fixings. As new. £120.00. Telephone Geoff Senior on 0142 386 9062 or write to him at 8A York Lane, Knaresborough, North Yorks hire, HG5 0AJ.

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Harmony cab floor mat with blue and red embroidered Auto-Sleeper logo. Nearly new. £20.00. Brand new white hub cap, bought as an extra for 'M' reg Harmony. Design: White Taurus. £5.00. 2 metres of "Blue Chartres" curtain fabric (the blue paisley/bell on a cream background pattern) used in many A-S vans. Bought with the full intention of making a pair of cushions to match the curtains of the Harmony. £16.00. Silver Screens for Harmony. £50.00. All articles now for sale due to purchase of a Clubman. Telephone Jenny and Alan Stacey on 0158 276 3114 or write to them at 3 Ox Lane, Harpenden, Herts., AL5 4HH.

#####

Omnistor medium top box to fit Talisman GL etc. Large Fiamma wedges. Portapath. Waste water tank on wheels. Large seat cushions. Low wattage large kettle. Please make offers to Madge Cadby on 0132 966 5940 or write to her at 44 Old Farm Lane, Stubbington, Fareham, Hants., PO14 2BY.

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. Central table leg 29.5". New. £5.00. Telephone Pauline Lepper on 0148 348 0413 or write to her at 9 Brunswick Drive, Pirbright, Surrey, GU24 0NR.

#####

VW Clubman GL. 'M' reg (June 1995), Diesel, 2.4 litre. 7,500 miles. Pull-out overcab bed, Omnistor awning, 2 rear seat belts, TV shelf, Status aerial, Van Bitz alarm with pager plus other extras. Non-smokers, no pets. Ill health requires move to smaller house with no parking, hence sale. Immaculate showroom condition. Cost today £33,000.00 plus. Absolute bargain at £25,500.00. Phone Gordon Nichols on 0175 289 7000 or write to him at 2 Badgers Close, Ivybridge, Devon, PL21 9TN.

Thanks for the donation.

#####

Silver Screen to fit VW T4 - summer weight £25.00, winter weight £40.00. Silver Screen Hacienda awning used with Trophy. £75.00. Offers considered on all three items. Please contact Colin Willet on 0125 628 755 (evenings only, please) or write to 91 Consiton Road, Kempshott, Basingstoke, Hants, RG22 5HU.

#####

Silver Screen for 1993 Peugeot/Talbot. Little used. £40.00. Works manual - diesel/petrol models including full electrical diagrams. Unused. £30.00. Leros Ladder guard. £8.00. Contact Pan & Ian Hall on 0164 248 8057 or write to them at 10 Delamere Drive, Marske by Sea, Redcar, Cleveland, TS11 6DZ.

#####

Fiamma double cycle carrier to fit VW T4 rear door. £85.00. Omnistor Light 2.5m Safari room, colour beige/brown. Little used. £195.00. Wooden box with hinged lid. 500mm wide x 420mm high x 370mm, covered with A-S grey trim. Additional seat plus storage. £35.00. 'Jumbo' size toilet tent. £10.00. Contact Rod Hills on 0124 367 3627 or write to him at 11 Ella Close, West Wittering, West Sussex, PO20 8EZ.

Thanks for the donation.

Sorry if you tried to contact us in mid-October but we were enjoying a break. We went down to Devon and Cornwall for ten days and during daytime at least had the benefit of sunshine. We did have a storm while at Sennen and rain at other times overnight. What rain fell during the day was mainly when we were staying with friends. So my reputation for good weather on holiday has been untarnished!

Enjoy yourselves, winterise your vans, see you next month.

Your Editor
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