

AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 101
FEBRUARY 1997**

Hello.

Rather later than you might have thought *Sheila and I* would like to thank everyone who sent cards to us. From this you may guess that I am actually preparing this, the February Newsletter, before Christmas! But that's how it is - get things ready early to meet the deadlines.

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Thanks for Subs!

The Membership Secretary and the Treasurer have both asked me to pass on their thanks to the 563 members who had paid their 1997 subs by cheque in time for the whole lot to be delivered to the bank before 31st December last year. Another 123 didn't quite make it but their subs were into the bank by January 7th. *Sheila Henthorne* added that she also appreciated the influx of the dreaded pink forms from those who pay by standing order. The steady flow from the beginning of December really helps to get all the work completed. With a membership of just over 1400 vans (almost 2800 people) there is quite a bit of work involved. So well done to all concerned.

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MEMBERSHIP NUMBERS

We have been amused by the number (pardon the pun!) of members who have said on their renewal forms that they cannot remember these useful items. Every month, when you receive your Newsletter, you will see that number on the label on the envelope! We've said it before and will probably have to say it again! Also, there still seem to be a few people, not just new members either, who cannot understand that the membership number is for both parties. You receive two membership cards and both have the same number on them. The number tends to refer to the member and the partner shares that same, identical, unaltered, constant, invariable, unchanging number!

Incidentally, and this is **VERY IMPORTANT**, if you have not yet received your membership cards for 1997 please contact *Sheila Henthorne* as things have been known to get lost in the post. Of course, it may be that she has not received your subscription for the year, but in any event, please get in touch to sort the matter out.

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Annual Dinner and 8th AGM Rally.

The booking form for this rally, to be held over the weekend of 4th-6th April 1997 at Wicksteed Park, Kettering, is enclosed. After

completion it should be sent to *Jackie Claxton* the Rally Booking Officer as shown on the form.

The Rally will open at Noon on Friday, 4th April - NO ARRIVALS BEFORE THAT TIME, PLEASE! It will close at Noon on Sunday, 6th April but if you wish you can camp overnight on Sunday night for an additional cost. All ASOC vans must be clear of the Park by 5.00 pm on Monday, 7th April 1997.

On Friday afternoon the Club's Regalia Shop will be open from 2.00 pm until 5.00 pm. At 7.00 pm everyone will be formally welcomed to the Rally by the President and the Chairman. Hot and cold bar meals will be available to purchase from 7.00 pm until the bar closes at 11.00 pm.

The 8th Annual General Meeting will commence at 10.30 am on Saturday, 5th April 1997. It will be held in the Ballroom and will, of course, be open to ALL Club members. The Open Forum will be held after the AGM. In the afternoon the Club Shop will again be open. Following many requests the suppliers representatives will be available from 2.30 pm to 4.30 pm. They will talk about their various products and a question and answer session will follow.

The Club's Annual Dinner will be held in the Ballroom at 6.30 pm for 7.00 pm. The menus will comprise Minestrone Soup with Parmesan Cheese, served with a roll and butter. This will be followed by Roast Turkey with all the trimmings. There will be an alternative of Mushroom Stroganoff served with wild rice. Vegetables for both will include Roast Potatoes, Buttered Peas and Carrots, Cauliflower Cheese. The sweet will be home made apple pie and Wicksteed Ice Cream and this will be followed by coffee and mints.

During the meal the Dave Johnson Trio will play background music. From about 8.30 pm they will play for dancing for All members at the Rally. The raffle will be drawn during an interval later in the evening.

On Sunday at 10.30 am our usual inter-denominational Service will be led by the Kettering Citadel Band of the Salvation Army and a collection will be taken. After the service coffee or soft drinks and biscuits will be served to ALL at the rally before it closes at noon.

As an extra at this Rally Sunday lunch has been arranged for 1.00 pm. The menu will be Tomato Soup with roll and butter. The main course will be Roast Beef and Yorkshire pudding OR Vegetable Lasagne served with green salad. Both served with seasonal vegetables. A dessert will be available from the trolley and will be followed by coffee and mints. The cost of lunch will be £7.00 per head and it MUST be

pre-booked on the enclosed booking form for the rally. If you wish to stay over on Sunday night the cost will be £3.00 per van and you must pre-book this on the rally form too.

Electricity is **NOT** available. Extra fresh water points and waste emptying points have recently been installed. The park toilets will be open from 8.00 am until 8.00 pm each day of the rally. There has been considerable vandalism to the toilets and the Park's Trustees will not open the toilets at other times. The Park's Security Staff will cover the camping areas from 6.30 pm until 11.00 pm on both Friday night and Saturday night. It is essential that you carry your valid 1997 Membership Card at all times and are prepared to show it to the Security Staff on request.

Wicksteed Park is on A.6 and about 1 mile from junctions 9 and 10 of A.14. It has 147 acres of lake and park land with many attractions including amusement rides suitable for all ages. There are quite a number of childrens' rides which are free of charge.

Your early completion and return of the booking form will be of considerable help to *Jackie* and will make her job that much easier.

Looking forward to seeing you at the Rally.

Andrew Entwistle & Arthur Irving
Joint Chairmen, AGM Sub-Committee

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Visiting the Emerald Isle -What you Need to Know.

The first thing you need to know about visiting Ireland and the Irish people is that everybody, including Officials, has a very laid back approach to almost everything. This is very important to remember and you need to get yourself into that frame of mind to enable your holiday to go according to some kind of plan! I would advise that a holiday in the Emerald Isle is best taken in longer spells than the usual two week (three weekend) period unless you only intend to visit one area and stop there because travel is not quite like in this country. It is not a case of saying "Yes, we will drive for, say, 100 miles today which will only take a couple of hours". Those two hours will probably only get you about 40 or 50 miles. To explain, the roads in Ireland are sometimes excellent for about five miles. Then you can suddenly come to a stretch where it changes to potholes without warning. So it is better at all times to drive along at a very steady pace being very aware of possible dangers ahead. This means that your speed can vary between 40 and 15 m.p.h. so your average planned speed to anywhere should be estimated at around the 25 m.p.h. This will be even less if you intend to do as we did and follow

some of the minor country roads around the coast.

This brings me to another very important point before you leave. I know that any sensible person makes sure the van is serviced before holidaying but in the case of Ireland, pay particular attention to the condition of your tyres. If in any doubt put on new ones especially on the front and make sure the spare is good. Another thing about the Irish roads is that it would seem that all the Road Rollers have been brought over to the UK. and the Irish Government use another type, namely you, the road user as their rollers. This means that the tar is laid, the chippings are spread and poor old Joe public sends them everywhere as well as flattening the roads! My Talisman suffered with a perforated radiator which happened in the back of beyond, but which, fortunately, I was able to repair temporarily. At the first large town I purchased some 6mm tinned wire mesh which was cut and fitted over the radiator using cable ties. This repair lasted me throughout the seven week tour and the mesh stopped any further problems until I fitted a new radiator at home. So the first lesson is - Prepare your vehicle well with good tyres, good front protection and good insurance cover.

One of the things we like about Ireland is that the people are so friendly and a casual request for directions can sometimes lead to an hour's conversation. This is another reason not to be in too much of a hurry to get anywhere. Their attitude to free camping is completely different with no problem at all staying on supermarket car parks, tourist car parks, beaches etc. We were told in a leaflet from the Irish Motor-caravanners Club that this was acceptable and that the only time the police would ask you to move, would be if you were a danger to the public or to yourselves. Do not get the impression that we wild camped all the time. I only say this because it is a joy to get completely away from people, on your own and using the van to its full potential as a self contained unit, together in some of the most beautiful surroundings it is possible to imagine. There are plenty of camp sites to be found but they tend to be a little more expensive than in this country with the average being about 8.00 punts per night, not including electric, and in very many cases you pay extra for showers, about 50p. For those of you who are used to finding small CL Sites I'm afraid they do not exist in the Republic and there are only a few in Northern Ireland. That is not to say that you cannot find cheaper places, e.g. you can try the many Hostel sites but you need to haggle for price on these as they normally charge per person which would include a bed and place to cook. We, of course, do not need those facilities with our vans. Water is generally good and topping up at garages or fishing quays is willingly allowed. We did find

that occasionally it was a little peaty and we always did what we call the "tea test" before filling. That is, make a cuppa with it first and if this passed then we fill the tank. Shopping is very much the same as in this country from supermarkets, which vary in size, to small village shops which sometimes even sell petrol and diesel at better prices than the garages and supermarkets. The cost of shopping seemed to be about 10% dearer than at home, in summer 1996. Diesel and Petrol also seem to be on a par with this country with the use of credit cards readily accepted at most garages. Gas. This is one item where I was completely misled when told that Calor Gas is readily available in the Republic. Yes it is, but it is Calor Kosengas which means they will not take your normal Calor bottles in exchange and there are different fittings with different regulators. There is also what is known as Bluegas, again using the same regulator as Kosengas. So be warned, unless you are only there for a short stay or can possibly carry enough in larger containers you may, like me, have to spend out £40 on a 7 kg bottle and regulator if there for a long stay. Camping Gaz is readily available almost anywhere but of course it is expensive and should only be used as your emergency standby.

Obtaining money from bank machines is quite easy using your PIN but it is better to check with your own bank before you leave as to which ones you can use. Some charge for use but others may not. Beer, Wines and Spirits. You will find that drinks are a little on the expensive side with no concessions in the supermarkets, although Guinness is about the same price as this country. The cheapest wines we could find were in the £5.00 bracket. Maps and Road Signs. You will find that by far the best maps to use are the Ordnance Survey Holiday Maps of Ireland which are available in the UK. They are the 1:250,000 series costing about £4.00 and there are four that cover the whole of Ireland. They are quite detailed and on the reverse list many interesting places to visit. They are a little on the flimsy side so require careful handling in use to avoid tearing at the creases. Road signs have been mentioned as you sometimes may be confused by them. They can be in Gaelic or English and do not always tie up with the maps. Generally, though, if it looks like a "New sign" it will be on the map and the distance will be in Kms. If it looks old the distance will probably be in miles. To mention the roads once more, there is a lot of work going on to improve them all the time and the Irish Government seem to have a way of getting more money from the European Union than most for this purpose. I have always used a compass in my van wherever we go and it is a good idea to fit one for this visit.

Booking the Ferry. Obviously the choice is yours as to whether you

go direct or through one of the Clubs. We found that by booking early, direct to Irish Ferries, we got a good deal, going out mid-May until early July at £143.00. That was from Pembroke to Rosslare. Incidentally, you can stay overnight at Rosslare in the car park for a £1.00. Long life cream and milk. These are two items we like to carry in the van and did not seem to be able to get over there so if you do use them, stock up in advance. Tar Remover or Paraffin. Take my word, you will need it. Talbot/Fiat type vehicles, fit some kind of radiator guard as mentioned. Insurance. I insure my van through the Caravan Club with UAP Provincial and have a Premier 35 Net Premium Policy. Comprehensive, it covers me fully for a trip to the Irish Republic and there is no requirement for a Green Card. I did however, take out Breakdown Insurance for the period. It would be advisable to contact your own Insurers. Medical Insurance. It is advisable to take copies of form E111 along together with your National Insurance Cards. We, thankfully, did not require any medical help but a friend of ours did require stitches in a leg cut and when they said that they were English, were told that there was no need for paperwork. However it is better to be sure.

Large Towns. Like all large towns and cities there is always that area where it is unsafe to leave your vehicle unattended for any length of time and we were advised that Ireland is no exception to this unfortunate targeting of tourist vehicles. Information can be obtained from (1) the Irish Tourist Board 150-151 New Bond Street, London. W1Y 0AQ. It is advisable to write to them as telephoning is a waste of time. (2) Motorcaravan Club of Ireland. Bill Lupton, Clonee, County Meath, Irish Republic. (3) Irish Motorcaravanners Club. PRO. Noel Ennis, Blackfort, Castlebar, County Mayo.

Finally do not be put off by what you may read as negative reasons for not visiting the Emerald Isle as this is only a guide to be prepared. You will be enchanted with the place and the lovely people and, like us, will want to return. No Problem is what you will hear all the time over there and I will leave you with this final quote which sums up the Irish People. "Do not rush. Think not about tomorrow but think about a week ago yesterday and you will find Ireland a very happy place."

Bob Measom

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Photographic Competition

1996 is now over and I, for one, am glad to see the back of it. 1997 promises to be a much better year. All the entries for the competition are now in. There are 24 envelopes which means around

30 entries. Some have put in an entry from both members of the team. Many have the name and address on the back of the picture. Some don't, so I shall have to be very careful to copy it from the letter on to the picture or chaos will ensue. Those pictures which have just been put into an ordinary envelope seem to have travelled just as well as those with elaborate cardboard packing. There seems to be no need for notices like "Please do not bend".

Having all the pictures about the same size will make the work of displaying them for judging much easier. The next step is to mount them all ready for the Committee meeting in February. The assembled wisdom of your elected members will be brought to bear to choose the winners and, in due course, the prize money will be sent out. Our President will then look the pictures over again and choose which he thinks will be most suitable for the A-S Magazine.

On a personal note, I see that many entrants have composed quite good pictures of their van parked on the roadside and looking towards an attractive scene. So far so good. They have then ruined the whole composition by having the driver's door open and their beloved standing in the doorway facing the camera. In any landscape scene a person facing the camera stops the eye dead in its tracks. If you include a figure then it must face the view and help to lead the eye into the scene. One can learn a lot by looking at the pictures used to illustrate travel articles in magazines.

I will try to persuade the Committee to have all the entries on show at Kettering, If I can think of a way to show them!

Nial Reynolds

I am reminded of the envelope which bore the printed wording "Photographs. Do not bend". But the postman added "Oh yes they do!"

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From the Factory

I know many of you have a long association with some of us at Willersey and when we get talking the subject usually gets around to "What's happening at the factory?" My stock answer is "Very busy" which, while being perfectly true, is not very informative. So I thought that I would take this opportunity, as it was my turn to write the Factory News article, to let you know in a few more words how things really are going.

On January 13th this year I clocked up 28 years service with Auto-Sleepers. At the time I pondered what it would be like to work for someone else. My mind went to a 9 to 5 job; being home in time to enjoy

those long summer evenings; time to do the gardening and the many jobs I have promised to do around the house; no caravan shows or deadlines to meet. In fact Utopia. Then I wondered what would I do without the Club and Company Rally every July. No friendly banter with *Coxie, Ben, Jim* and the gang. No life would be the same without an ASOC bash.

Yes, you can detect a note of sarcasm. Working at A-S can get to you and the grass always seems greener on the other side. The one thing I have found is that Auto-Sleepers is not such a bad place to work after all. During my 33 weeks at College last year I met several other "mature students" from other companies. All had good and bad things to say about their places of employment. To my surprise, I found that despite most of our Managers and Directors being self taught, we at A-S actually came out rather better than some of the so called "Blue Chip" companies.

There is always room for improvement. That can be said for most things. But I honestly believe that during the last year A-S have moved significantly forward. A new style of leadership has meant that Managers are becoming more effective. Us "oldies" of the company are being encouraged to bring on the new breed of "young doers" and things are generally looking very much on the up. Modern training methods are the key to our success. Everyone is now receiving some kind of training with teamwork the number one priority. Two years ago I would have led the chorus of derision should this have been suggested. Not now! I've even become a bit of a "training junkie!" So the next time someone asks me how things are going I shall be able to say "Extremely busy, but all under control, lots of new ideas and did you know.....etc.!"

Neville Jelfs - Works Manager

(at the age of 46 considered an old 'un!)

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TYRES

I refer to *Jane & Brian Nippress* experience with their tyres. They would have been well advised to stop and inspect their van carefully (with the help of a torch if dark) rather than simply slow down to 40 mph and, in effect, "hope for the best". After all, it might have been a wheel about to fall off!. Neither should they have driven once they knew the state of their tyres. They were putting their own lives, and those of other road users, at risk by doing so. The tyre dealer should have been called to them. If they are members of a motoring organisation there would not have been a call-out fee.

As I have previously written, a set of Tyron Bands for all 5 road wheels costs about £235.00. Whilst they will not prevent the problem

they will almost certainly keep the vehicle upright in the event of a puncture, thus avoiding potential disaster. They did when I had a trailer caravan tyre failure at 60 mph on a French motorway. I write as a retired Police motorway traffic patrol officer who would have loved to catch them driving on such defective tyres. They would have been in my book double quick and the driving licence and wallet would also have been at risk!! In fact, the possible fine could have been 4 times the cost of a set of Tyron bands!

Sean Hollands

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May I attempt to shed some light on the tyre failure problems that are beginning to appear quite regularly? In 1995, when returning home through France, I experienced an identical situation to *Jane & Brian Nippress*, i.e. vibration at all speeds and a couple of clunks under the van. The first indication of the cause was when a French car driver pulled alongside and pointing to my rear wheels used his hands to indicate a wobble. I discovered large areas of tread missing from my rear offside tyre and a continuous split round the tyre at the centre of the tread. The steel bracing was exposed and the tyre was ballooning. I shudder to think what might have happened.

On returning to the UK I called into Berkshire Motor Caravans where I had purchased it one month before. They, being their usual helpful selves, replaced the tyre whilst under no obligation to do so. My wife and I were unnerved by this experience and I decided to check if the recommended tyre pressures for the Peugeot/Talbot J5 van were satisfactory. The consensus from tyre fitters, A-S, Berkshire and the AA was that although 70 psi for the rear tyres seemed very high, legally I should follow the handbook.

I contacted Michelin Technical Department at Stoke-on-Trent and spoke to Mr A M Gibson. He stated that without the axle weights I intended to run at he could not give correct tyre pressures. He recommended that I get these weights from my local public weighbridge.

With simulated weight for a month's stay in France I weighed in at 1250 kg front axle and 1570 kg rear axle. On phoning this information to Mr Gibson I obtained the following tyre pressures for Michelin 185/75 R14C XCA TL tyres:- 50 psi front and 60 psi rear. This was confirmed to me by letter. I now feel more reassured and have a softer ride.

John Higham

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I was interested to note that other A-S owners have had problems with Michelin tyres. On our previous van, a Rambler, we had two

February, 1997 Rally Supplement.

NEW RALLY! First announcement:-

27th Feb - 2nd March; The Hollies Touring C.P., Little Budworth, Cheshire.

Rally marshals: Don & Brenda Sampson.

Site fee: £2.40 per night. Electricity: £2.00 (14 available). Special consideration given to anyone requiring hook-up for medical reasons provided completed application is returned A.S.A.P., otherwise first come, first served. Rally fee £2.00

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

Telephone:- 0151 722 9379. Cheques payable to: B M Sampson.

This rally was organised too late for January Newsletter. Please send booking slips as soon as possible.

Attractions: Small room available. Well stocked farm shop and garden centre on site. Pub meals and Herb garden 600/800 yards. Other pubs with meals within 2 miles. Site situated in beautiful Cheshire countryside. Chester 12 miles, Tarporley 4 miles. Little Budworth 2½ miles. Great Budworth & Winsford 5 miles. Within 1 hour's drive: Snowdonia, Derbyshire Dales, Shrewsbury, Manchester, N.W.Coast, Wirral Peninsular, Llandudno, Frodsham & Liverpool (Please note that the Jam Butty mine is closed due to the installation of central heating).

Directions: From M56 junction 10 take A49 towards Whitchurch, continue past A556(Chester). The Hollies is on the left after 1½ miles.

20th - 23rd March (3 nights); Wyeside Caravan & Camping Park, Rhayader, Powys

Rally marshals: John & Pat Bridge.

Site fee: £4.50 per night. Elec: £1.00, only 19 hook-ups available. Rally fee: £1.50

Booking slips to: Mrs P. Bridge, "Arwyn", Bryn Hall, St.Harmon, Rhayader, Powys.LD6 5LH

Telephone: 01 597 870 234

Cheque payable to: P Bridge.

Attractions: A small, well appointed site on banks of the River Wye with first class showers & toilets. Approx. 200 yards from centre of Rhayader, a small town in the heart of the Welsh Mountains, boasting a Leisure Centre with swimming pool; the Royal Welsh Crystal Glass factory and the Red Kite feeding centre.

Directions: From Rhayader take A44 (A470) S.P. LLANGURIG. Site on left in approx. 200 yards.

Limited to 40 vans. (Skateboards NOT allowed!)

4th - 6th April; Annual Dinner Rally & A G M , Wicksteed Park, Kettering, Northants.

Full details and booking form enclosed with February Newsletter. Please refer to that.

11th - 13th April; The Deers Hut P.H. & C.P., Griggs Green, Near Liphook, Hants.

Rally marshals: Sylvia & Al Gatehouse.

Site fee: £5.00 per night. NO electricity Rally Fee: £1.50

Booking slip to: Sylvia Gatehouse, "Celestina", 21 Eashing Lane, Godalming, Surrey. GU7 2JZ

Telephone: 01 483 422 620

Cheques payable to: S. Gatehouse

Attractions: Hollycombe Steam Collection and Gardens nearby. Saturday evening take-away on offer, if sufficient response, i.e. Choice of Jacket Potatoes with Salad plus Apple Pie @ £5.00 per head to enjoy outdoors if weather suitably kind, or collectively in various vans, as - regrettably - no accommodation is available. Please book if interested. Rally limited to 25 vans maximum.

Directions: Take A3 Southbound through Hindhead, turning left to Griggs Green just past Liphook Services. Take A3 Northbound, past Petersfield and turn left at sign post Griggs Green. From either direction The Deers Hut Public House will be found in approximately ¼ mile on the right hand side.

11th - 13th. April; Hidden Valley, West Down, Ilfracombe, North Devon.

Your rally marshals: Bernie & Sandra Wisely.

Site fee: £6.00 per night which includes electricity and Saturday evening entertainment. Rally fee: £1.50

All pitches on hard standing and have TV points.

Booking slip to: Mrs & Mrs B Wisley, 12 The Laurels, Roundswell Village, Barnstaple, Devon. EX31 3QY

Telephone: 01271 464 00 Cheques payable to: S M Wisely

Meal in clubroom on Saturday evening, choice of Chicken, Beef or Vegetarian @ £5.50 per head, state choice when booking. Rally limited to 30 vans.

Directions: Take A361 signed Ilfracombe; West Down is about 5 miles before Ilfracombe. Follow signs.

25th - 27th April; National Motorhome & Tourer Show, Alwalton, near Peterborough.

Marshals: Audrey Crouch & Team.

Complete booking form in MMM, (closing date 28th March). Special Club rates are: 4 nights (Thurs - Sun incl) £21, 3 nights (any, Thurs - Sun incl) £19.00, 2 nights (any, Thurs - Sun incl) £17.00, 1 night (any, Thurs - Sun incl) £11.00. Mark the form clearly "A-S O C" and send to NMTS, The Maltings, West St., Bourne, Lincs PE10 9PH. Cheques payable to Warners Group Holdings Plc.

Complete one of our rally slips and post that with £1.00 rally fee to: Mrs A M Crouch, "Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops. SY13 2TB Cheque payable to: A M Crouch. Telephone: 01948 840894.

If you have difficulty obtaining a booking form send a stamped, self-addressed envelope with your £1.00 rally fee (& booking slip) to Audrey and she will send you a form (if you ask for one!). No arrivals before 2 pm Thursday, 24th April

1st - 5th May; Burn Gliding Club, Burn Village, Near Selby, N.Yorks.

Rally marshal: Alan Guest.

Site fee: £3.00 per night. NO electricity. Rally fee: £2.00

Booking slips to: Alan Guest, 27 Chiltern Drive, Ackworth, Pontefract, West Yorkshire, WF7 7DW. Telephone: 01 977 612 773, after 6.30pm Cheques payable to: A Guest

Attractions: Pie & Peas Saturday evening. Gliding lessons over the weekend (extra charge!)

Directions: From M62 junction 34 take A19 towards Selby. Gliding Club signposted in Burn village.

8th - 12th May (four nights); Little Cotton Caravan Park, Dartmouth, Devon.

Rally marshals: Terry & Pam Holtom.

Site fee: £4.50 per night. Electricity: £1.80 per night Rally fee: £2.00

Additional nights must be arranged with the site owner, Mr Paul White (01803 833675)

Booking slips to: Mr & Mrs T Holtom, 8 Courtland Road, Torquay. TQ2 6JR (01803 612669)

Attractions: Dartmouth, a naval port/harbour, ancient holiday resort with boat trips up the River Dart to Totnes. Nearby steam railway to Paignton. Also close at hand Slapton Sands, "D-Day" practise landing beach.

Totnes, old market town (Fridays), with castle and rampart walks. "Park & Ride" adjacent to site into

Dartmouth. Licensed Club premises available within walking distance. Dogs permitted but must be kept on lead at all times.

Location and travel instructions will be sent to members upon booking.

9th - 11th May; Longleat Estate, Nr Warminster, Wilts.

Rally marshals: Eric & Hazel Wilton.

Site fee: £3.50 per night No electricity. Rally Fee: £2.00

(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:

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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!

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Number of people in your van: Adults Children

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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!

Large, gently sloping green field site to be shared with Swift M C Club.

Booking slip to: Mr & Mrs E Wilton, 17 Rock Road, Keynsham, Bristol BS18 1BP

Telephone:- 01179 860942 Cheques payable to H Wilton

Attractions: Superb lakeside location adjacent to Longleat House & Safari Park and many other attractions for which generous concessionary tickets are available; grounds and gardens can be enjoyed free of charge.

Meal available on Sat. evening (bring own wine, etc!) in Cellar Café under Longleat House. Other attractions in area include Cheddar Caves, Stonehenge, Bath, Bradford on Avon & Stourhead Gardens. A van selling papers, etc. will call at site. Licences for fishing may be available.

Directions: Just off A362 between Warminster & Frome. Follow signs to Longleat House, not Safari Park.

9th - 16th May; "The Isle of Avalon" Touring Caravan Park, Glastonbury, Somerset

Rally marshals: Ena & Roy Coleman, assisted by Marie & John Skinner.

Site fee: £5.60 per night. Electricity: £1.60 per night. Rally fee: £2.00

Booking slip to: Mr & Mrs R Coleman, 30 Kent Avenue, Minster-on-Sea, Sheerness, Kent. ME12 2DZ

Telephone: 01795 873526. Cheques payable to Mrs E Coleman

Attractions: Five minutes from town centre. Wells 15 minutes by car. Plenty to see in the area. Fish & Chips Saturday. Meal + Beer & Skittles mid-week. "For Sale" Board.

Directions:- A39 Glastonbury by pass. At the Godney roundabout Camp signed.

ANOTHER NEW RALLY!

16th - 18th May; Somers Wood Caravan & Camping Park, Meriden, Warwicks.

Your rally marshals: Pete & Wendy Fisher.

Site fees: £5.00 per night. Electricity: £2.00 per night (21 hook ups only). Rally fee: £1.50

Booking slip to: Peter & Wendy Fisher, 27 Sunnyside, Walsall Wood, Walsall, West Midlands. WS9 9LD

Telephone: 01543 377777. Cheques payable to: P R Fisher

Attractions: A recently opened level site with showers, in a woodland setting, adjacent to Stonebridge golf course with its 21 bay floodlit driving range. Meals are available at the golf course clubhouse. Meriden is the geographical centre of England. The site is close to the National Exhibition Centre & The National Motorcycle Museum and is about half way between Birmingham and Coventry. Warwick and Stratford-upon-Avon are also within easy reach.

Directions: From the junction of the A45 and the A452 at Stonebridge Roundabout (between Birmingham & Coventry) take the A452 towards Balsall Common and Kenilworth. After about a mile take the first exit from the roundabout towards Meriden. The site is in Somers Road about 4 - 500 yards from the roundabout, on the left.

23rd- 25th May: Bentley Wildfowl & Motor Museum, Halland, East Sussex.

Your rally marshals: Harry & Sheila Henthorne.

Site fee: Confirmation next month. 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: The price of admission to Bentley will be discounted on production of your Club membership card. Walk through Glyndebourne woods (bluebell time). A simple meal (limited number) on Saturday evening. Bluebell Railway and South Coast nearby.

Directions: From London on A22 look for right turn (s.p. Bentley Wildfowl) just after end of Uckfield by-pass. From Eastbourne on A22 look for left turn just after Halland (same s.p.). From Brighton/Newhaven/Lewes look for right turn (s.p. Bentley Wildfowl) just before reaching A22. All Bentley Wildfowl signs are brown.

AND YET ANOTHER NEW RALLY!

23rd - 26th May, Friday 6pm to Monday Noon; Theatr Clwyd, Mold, Flintshire.

Rally Marshals: Helen & John Greenwood 01352 754 794

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

Booking slip to: Mr & Mrs J Greenwood, 5 Ellesmere Road, Mynydd Isa, Mold, Flintshire. CH7 6UJ

Tel/Fax: 01352 754794 Cheque payable to J Greenwood.

Attractions: Outstanding views. The site is the County Hall Car Park. Hard Standing. Water is available if you have a container to carry it. Toilets on site at theatre.

Programme, Theatr Clwyd - Saturday Night:- 1. The Importance of Being Earnest..... Oscar Wilde. 2. Cavalcaders by Billy Roache. 3. Clwyd Room 'In a Sense' Dance & Music workshop!!! An A-S O C challenge! 4. Also 2 films! 5. Sunday ALL DAY Antiques Fair. And all just outside your van!! The town of Mold is within easy walking distance, Saturday morning street market. Restaurant and bar at the theatre all weekend!

Directions:- Approach Mold from the East via the A494, from the South from Wrexham A541 and from the West Ruthin A494. On the outskirts of Mold pick up the BROWN direction signs for Theatr Clwyd, follow A-SOC signs from approach road.

Please NOTE: NO arrivals BEFORE 6 pm on Friday 23rd May.... Plenty of car parking in Mold.

30th - 1st June; St. Pierre Caravan Park, Portskewett, Chepstow.

Rally marshals:- Dorothy & David Ellis

Site fee: £7.00 per night including electricity. Rally fee: £1.50

Booking slip to: Mr & Mrs D Ellis, 25 Thornhill Road, Upper Cwmbran, Gwent. NP44 5TF

Telephone: 01633 862558 Cheques payable to: D Ellis

Attractions: Pleasant site. Views over both Severn bridge crossings. Pleasant walks. Close to St Pierre Championship Golf Course.

Directions: Use OLD Severn Bridge, now M49 and S.P. Wales/ Chepstow. Leave at Junction 22. At roundabout turn left onto A48 (Newport). At next roundabout turn left S.P. Portskewett and international Caravan sign.

Site is on left. Indicate if meal wanted on Saturday night.

Ten Day Winingen Weinfest Rally, Germany

29th August - 7th September 1997

Rally Marshals: Sandy & Bill Burnett, 5 Peel Yard, Martlesham Heath, Ipswich IP5 7UL

Rally administration fee: £12.00. Site fee: Dm 27 per night inclusive of electricity. Numbers limited to 21 and all applications for the full 10 days, received before 30th April, will stand an equal chance if a ballot is needed. This is NOT a "drop in" rally.

Fuller information is available but is held over to next month due to lack of space. In the meantime application forms will be available shortly from Bob Brindle, 43 Welham Grove, Retford, Notts. DN22 0TZ
Please send an SAE.

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 424049	(Yeovil, Somerset)

Rally supplement prepared by: Phil Daley, 46 Ulverley Green Road, Solihull, West Midlands. B92 8BQ (0121 706 1816)

failures but on the front axle. We also replaced a third tyre as a precaution. I won't bore you with the whole saga, which culminated in a visit by a Michelin technical representative, but if anyone wants to compare notes he or she is welcome to phone us on 0118 977 4972.

John Hobson

This last item is from a member who has only just joined the Club.

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TYRE PRESSURES

In reply to *Rosemary & Mike Hill* (January Newsletter), firstly they state a 2.5 litre Legend which I think will be a turbo-diesel and secondly the tyre size should read 225/70R 15C (PR6) not as shown. [Editorial mis-read or mis-type - Ed.] The maximum weight allowed for the vehicle is 3300 kg and of that no more than 1600 kg should be on the front axle and no more than 2000 kg on the rear axle. Although these two weights add to more than the maximum permitted it allows variation to loading.

Our vehicle, as all our others have been, is fitted with Michelin tyres. In April we took it to a weighbridge fully loaded with fuel and water tanks full together with everything else we carry for the two of us and the dog. We registered 1480 kg front axle, 1740 kg rear axle and 3220 kg total which is 80 kg within the maximum. I telephone the Michelin Technical Centre in Stoke-on-Trent with these figures. The Ford handbook does not list the chassis which is an LCY 150. The closest to it is FT150 chassis/cab for which they give 41 (lbf/in²) front and 53 rear. Michelin recommended 40 for the front and 50 for the rear in my case and these are the pressures I use with no problems and certainly a less bumpy ride than before.

A point made to me by Michelin on many occasions is that their tyres are a slightly different construction from other radial tyres and are designed to run at lower pressures than most others. Apparently most users of these tyres tend to run them at higher pressures than those intended. In some cases this could make the vehicle more unstable and certainly more uncomfortable. I hope that this will help other members but if anyone wants to discuss this, my telephone number is 0178 262 3236 and the address is 388 Liverpool Road, Cross Heath, Newcastle, Staffs., ST5 9DY.

Howard Waters

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WINDOW SCREWS

I noted with interest the letter from *Doreen and David Palmer* about replacing the plated screws in their Legend. I had the same problem on our Legend regarding the various lengths of screws required. I was also unable to obtain 2" 'stainless' although I understand that the ARE available but only in QUANTITY! So if and when Orchard works decide to do the decent thing and use Stainless Steel screws in production (as do other motor caravan manufacturers and boat builders!) THEY should have no problem in obtaining supplies.

Another point of interest to owners of coachbuilt models with double glazed sliding side windows is to make sure that the vertical draught excluder is not too long! We had this problem on one side of our Legend. The end of the excluder, with the slight movement of the window when on the move, wore a neat 'U' shaped hole through the bottom of the window frame causing a major water leak. The only answer was to replace the complete frame, the wet timber and the carpet trim. At this point it was noticed that a section of the window was screwed directly into the GRP as there was no timber frame behind it. Perhaps ours was a 'Friday Night model' For shortening the excluder, it can be removed and refitted by GENTLY tapping it off/on with a hammer and a WIDE piece of wood. TAKE GREAT CARE not to bend it in the process.

Alan Chennells

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Towbars

I would be grateful if any member who owns the 89-93 version of the Legend and who has had a towbar fitted could advise me of the manufacturer and the model. NOT the Hope Safe-T Bar. Alternatively how they have overcome the problem that the top of the ball hitch needs to be 15" from ground level. Or if anyone wants to sell such a towbar I would be very interested. I can be contacted on 0153 163 3646.

Neil Ward

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Lenses and Water

In December *Ann May* asked for information on rear view lenses. I would advise anyone buying a lens to ensure that it is made of optical grade PVC. Such lenses are manufactured by the (American) company Fresnel Optics Inc. and are available under the trade names of

'Mega-View' and 'Vanguard'. If there is any difficulty in finding a local supplier the lenses can be obtained by post from Berm Optical Products, 20 Kathryn Avenue, Monk's Cross, Huntingdon, Yorkshire, YO3 9JS (telephone 0190 464 7606). Recent prices were about £23.00 for a 10" x 8" and about £17.00 for a 6" x 8" lens inclusive of post and packing. Cheaper lenses, made I believe in the Far East, are available but they are not made of such good quality PVC and tend to become cloudy fairly quickly as I have discovered to my cost.

On the subject of water problems in October, *Tony Cadby* stated that the water in the hot system expanded by approximately 20% of its volume when heated to thermostat temperature. Is he not out by a factor of 10? Going back to Schools Certificate (the good old days!) physics, the density of water at 70°C (normal thermostat temperature) is about 0.978 gm per ml. This gives a specific volume (reciprocal of density) of 1.023 ml per gm. Thus water expands by about 2.3% of its volume when heated from 4°C (maximum density) to thermostat temperature. If we assume that the tank is normally filled at around 15°C the expansion is slightly less, about 2.2% - not a difference of any significance. It is rather unfortunate that *John Hunt* published the 20% figure in the Interchange section of December's MMM.

Jack Dawson.

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The prices for the rear view lenses are confirmed by *Barry Crawshaw* who also tells me that there is an 11" x 14" size at £30.87. However he pointed out that the middle size, 10" x 8" is currently out of stock from Berm's but they are negotiating a further supply with an anticipated price of around £22.00. His own opinion on the choice of size is "the bigger the better" and he says that there was a full review of the Berm lenses in MMM January 1996 on page 135.

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Boxer Executive

Following the extensive publicity given recently to Load Carrying capacities I was stung into action when loading up for the Scottish rally. We were staying for three weeks. I loaded up with half a tank of petrol, half a tank of water, golf clubs, awning and poles, 12 litres lemonade and 12 bottles wines & spirits. The side drawer was full of tinned food, pans, microwave oven, chairs, clothes shoes etc. There is also a scooter on a carrying rack. Off to the weighbridge and what would I find?

Total 3320 kg (Max. 3200 kg); front wheels 1430 kg (max. 1650 kg); rear wheels 1900 kg (max. 1750 kg). I was surprised to find that

allowing for the 5% over, which I am assured we are allowed, only the rear wheels weight was over. Not surprising with the scooter on board. Food for thought? But it seems that this model is fairly OK for most users.

Geoff Scholey

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More Weights

How lucky we oldies are to own "D" reg. Tridents; "C" reg. Talbot Express; Pre Sportsman A-S vans and the Company with its fire in 1991. How are the German and Austrian authorities ever going to accuse us of being overloaded if all the records have been destroyed? They must realise by now that it is no good ringing A-S and you can bet your boots that they are not going to say "Drive on" when they can say "That'll be £300.00 fine on the spot and if you let out all your fresh water, throw out your spare wheel, give us that box of groceries and put your wife on the bus you may continue". Before they weigh they will open the bonnet and look at the compulsory plate riveted to the body. Of course the manufacturers like to fool the likes of us and often may not specifically say "Gross Vehicle Weight".

My plate is like this:-

2800 kgs
4200 kgs
1 - 1550 kgs
2 - 1680 kgs

Reading from the top this shows Gross Vehicle Weight, Train Weight, Max. Front axle weight and Max. Rear axle weight. 2800 kgs is the maximum weight the vehicle is allowed to be driving along including the passengers. 4200 kgs is the maximum weight of the vehicle and any attached trailer, including passengers and cargo. 1550 kgs is the maximum weight allowed on the front axle alone and 1680 kgs is the maximum for the rear axle. I would point out that on one trip to Spain my front axle was well within the limits but it was heavier than the rear axle. The police informed me that this was not illegal but I might find my steering heavy.

The Gross Vehicle Weight is determined by the manufacturer according to the size of the axles, suspension, brake drums, wheels and tyres etc. To determine how much "Load" you could carry take out all the unnecessary equipment, have about 1/2 tank of fuel and weigh the vehicle. This is classed, more or less, as your unladen weight. You will be unlikely to find this figure quoted anywhere. Subtract this figure from your GVW and you have the equivalent of your safe load capacity.

When a manufacturer produces a vehicle it is for a particular purpose. A van, for instance, may be a 15 cwt. The brakes etc. are designed to that size. If a motor caravan converter decides to take off ½ cwt of roof and add a new one as well as a cooker, sink, cupboards, wardrobe and a water tank weighing perhaps 7 cwt in all, it means you can only carry another 7 cwt. Two people can be 3 cwt plus 1 cwt for a tank of water and another 1 cwt for fuel. This leaves you with 2 cwt for your telly, crockery, clothes etc. bearing in mind you already have the kitchen sink! I hope this is of use to you, *John Rice* (January Newsletter).

Wally King

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TECHNICAL INFORMATION GROUP

This is a new group which has been formed to assist members. The aims are (1) to collect information from members, (2) to categorise such information into a Databank on a computer and (3) distribute the information to members. The general idea is that the information to be collected includes alterations/improvements and corrective changes to vans; technical data on water systems, heating systems etc.; performance data related to base vehicles and, arising from (bitter?) experience, security matters and durability data. No doubt there will be other avenues to follow as things progress. So far the group members include *Brian Smith, Barry Loveland, Paul Duggan and Bob Measom*.

I have seen some early information sheets which have been prepared and they look very good indeed. So far the sheets cover the Clubman GL and include (1) Draughts; (2) Hot Drinks Cabinet - how to cure!, (3) Water systems - frost protection and (4) Refrigerator winter cover for early models. There is a nominal charge of 50p in stamps for each of the information sheets to cover the expenses of production and postage.

So if you have any ideas, suggestions or information, or would like an information sheet, please get in contact with the initiator of the group who is *Maurice Payne*. His address is 3 Chermiston Road North, Edinburgh, EH4 7BL and you can reach him on the telephone on 0131 336 3385.

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TV Problems

In answer to the query of *Doreen & David Palmer* re the channel changing TV. We had the same problem first in our Bedford Clubman and now in our Fiat Talisman. No, it is not the clapper valve mixed up

with the central fugal force but simply the little sensor on the TV that is in line with the light. Simply put a piece of card of paper in front of the red light sensor on the set. This stops the resistor in the light from connecting and operating the set.

A Happy New Year to one and all.

Chris Jago

I also received from *Chris* a slightly different version of the twelve days of Christmas but as this is now February I will hold it on the spike until the end of the year.

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Discount Points Schemes

Members may be interested to know that before Barclaycard withdrew the Ford Transit from its Points Scheme I wrote to them and got confirmation that a motor caravan based on this chassis was eligible. I promptly ordered a Legend and duly received my £1,800.00. I am certainly glad that I managed to collect before the Transit was withdrawn from the scheme. The money will pay for my next two months in Spain and Portugal!

Malcolm Payne

It's good to know that someone got some benefit - but how much had to be spent to get the number of points?

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Level

How level is 'level'? The fridge in our Trident is 'inclined' not to work on the slightest of slopes - particularly fore and aft. Admittedly the instruction book does say 'ensure the van is level' but is it really that sensitive or do we have a fault? Before calling in Electrolux, is there anyone out there with experience of a similar problem or practical advice to offer?

Lionel LeVie

A lot depends on whether you are using electricity or gas. The fridge works by heating the cooling liquid (I know that sounds wrong but it does). On electricity the heating element is in close contact with the tube containing the liquid. Using gas, however, a tilt might cause the small flame to miss the tube entirely. I don't know what the level of tilt has to be but this might be the cause.

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Chairman's Chat

When you read this Chat it will be some three weeks after the first Club Rally of 1997 and I am sure that many members will have enjoyed themselves. Members are probably now looking at their maps to check on the whereabouts of various campsites, both in the United Kingdom and abroad, to get ideas of where they will be taking their Auto-Sleeper this year. They will be looking at the location of Club Rallies to see if they can arrange to visit during their holidays. Those who are contemplating travels abroad are poring over brochures from the various ferry operators and wondering which services will still be in operation. Will the sailings be as advertised? Will it be cheaper to go a few days earlier than first planned to take advantage of fares in another band? Will the P&O European Ferries and Stena Line merger take place?

The first, provisional, Rally Supplement for 1997 which was in the December Newsletter makes most interesting reading with many rallies already arranged, even up to one in 1998! Many thanks to *Bob Brindle* our Rally Co-ordinator and his local assistants; to *Phil Daley* for his compilation and, particularly, to the Rally Marshals and their assistants for all their work on your behalf. Thanks are also due to intending Rally Marshals and I do look forward to seeing the rally list increase in the next few months.

Your Committee is well advanced in the preparations for the Annual Dinner and 8th Annual General Meeting Rally to be held in April at Wicksteed Park, Kettering. We are confident that the additional items, i.e. Sunday lunch and to be able to stay over on Sunday night will be popular. In addition, we expect that the representatives of the manufacturers of the electrical component used in A-S vans will help members with their van maintenance in many ways. If you would like similar items to be put on at future Annual Dinner and AGM rallies we would be pleased to hear from you.

Arthur Irving

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DIFFERING THREADS

In December *Bob Measom* mentioned the problem of wheel studs having different threads from those described in his handbook. We do not have a handbook but, as *Dorothy* pointed out, is the problem due to the fact that the continental nearside is opposite to ours (thanks to Napoleon)?

Baz Wellard

Insulation

We took delivery of our Legend last August and are highly delighted with it. I enquired of A-S whether there was a kit to insulate the water tank as we intended using the van all the year round. I was told that they exported vans to Austria and Switzerland and had not received any complaints. We decided to spend Christmas away and guess what? Yes, the tank froze and it was some 6 to 8 hours before it thawed out. Luckily it does not appear to have caused any damage. We now realise that it is not possible to use the van in the depths of winter.

I should like to ask if anyone can offer a solution to the problem or suggest any way in which we can solve the problem of the water tank freezing up. If it can be solved it will mean that we can use our "Pride and Joy" throughout the year.

Heather Whitehead

Technical Information Group - step forward!

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WANTED

Rear fitting awning to fit Bedford CF Utopian. Please ring Adam Popplewell on 0126 874 5643 or write to 55 Bull Lane, Rayleigh, Essex, SS6 8JE

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FOR SALE

Talbot Talisman GL 1994 'L' reg. 15,677 miles. 2.5 turbo-diesel. P.A.S. Air-ride suspension, bike rack, awning, stereo (4 speakers), Fan-tastic fan, optional Luton cupboard, up stands, extra electric sockets (factory fitted), alarmed, engine isolator. Taxed. Non-smokers. Available after New Year. £24,000.00. Telephone Sandra and Bernie Wisely on 0127 146 400 or write to 12 The Laurels, Roundswell Village, Barnstaple, North Devon, EX31 3QY.

[Received too late for January, hence the reference to the New Year! - Ed.]

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Talisman GL 'H' reg. Sept. 90. Fiat 2.5 diesel. 25,000 miles. Excellent condition. Top Box, bike rack, 2 new tyres, undersealed, Silver Screen. Non-smokers, no animals. Bargain at £17,500.00. Telephone Sue & David Hardbattle on 0116 260 5981 or write to them at 5 Fletchers Way, East Goscote, Leicester, LE7 3ZH.

Thanks for the donation.

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2 Captains Chairs (Buckingham by Unique in pink "Scilly" material) with headrest and pneumatic lumbar supports. Good condition. £150.00 the pair. Also Air-Ride suspension for Talbot Express Talisman (Ferodo units) approx. 3

years old. Good condition. £200.00. Reason for sale - change of van. Telephone Harry Bowker on 0170 684 5735 or write to him at 11 Kings Road, Shaw, Oldham, OL2 7BJ.

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Satellite TV. Acorn Sweetly portable dish. As new. £50.00. Telephone Rennie Jamieson on 0124 257 1042 or write to 5 Lancaster Court, Well Place, Cheltenham, Glos. GL50 2PJ.

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Internal Silver Screens to fit post-facelift Talbot Express (1993 onwards). £40.00. Telephone Brian Ramsden on 0125 670 3198 or write to 8 Waverley Close, Odiham, Hook, Hampshire, RG29 1AT.

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Hope Safe-T bar, white, with towing facility and integral telescopic corner steadies. Less than 1 year old. Suitable for Clubman or similar. Excluding mounting brackets. £200.00. Phone Alan Stadden on 0148 865 8124 or write to 5 Forge Close, Kintbury, Berkshire, RE17 9XX.

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Newton Folding Invalid SK Chair. Exceptionally well made, will go between the seats of most A-S coachbuilt vans. As used by airlines for narrow gangways. Also a pair of strengthened aluminium telescopic ramps suitable for vans. Sale due to change of van. Cost £750.00, offers around £475.00 invited. Telephone Max Sayles on 0124 656 6866 or write to 76 Yew Tree Drive, Chesterfield, Derbyshire, S40 3NB

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Ford Legend, 2.5 turbo-diesel, P.A.S. 1st registered 28th August 1996. Mileage to 1st January 1997 - 1677. Extras include Thatcham alarm, awning, TV aerial, 2-bike rack, 3-speed vent over cooker area. £28,000.00. Also Vehicle registration number "9 XVO" - £1,200.00 ono. Contact John Denton at Journeys End, Quennevais Road, St. Brelade, Jersey, JE3 8FP or telephone 0153 444 458.

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Omnistor Safari Room, type 4000 XL. Grey Horizontal. 3,500 mm long, 2,130 mm height. New - still in bag. £175.00. Mercedes diesel locking fuel cap. 6 months use. £7.00. Tip up basin and waste trough complete, as fitted in Amethyst. Used for 3 weekends. £10.00. Tip up basin with mirrored sliding door top cupboard. Height 760 mm width 500 mm. Beige. New - still in box. £20.00. Please contact Peter Williams on 0120 269 7721 or write to him at 3 Upton Way, Broadstone, Dorset, BH18 9LT.

Thanks for the donation.

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Internal insulating screen pads (i.e. for windscreen and cab door windows) for VW T4. As new. £50.00 ono. Please call Kris and Terry Plant on 0167 653 2513 or write to them at Foxfield, Waste Lane, Balsall Common, Coventry, CV1 7GF.

Thanks for the donation.

You have probably noticed that I have had to cram in quite a lot of stuff this month so, inevitably, a few things have had to be carried over. That is why the advertisements have been printed in a slightly smaller size and why there are no little pictures.

I would remind you that the closing date of the TENTH of the month is the day when I must receive items for possible inclusion. But there is still no guarantee things will be included!

Now to start on the March issue. See you at the A.G.M.

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

Any item appearing in this Newsletter may be freely used by other publications. Please acknowledge both Author and Source.

All contributions from Members which appear in the Newsletter are published in good faith in the hope that they will prove useful or interesting. All reasonable care has been taken to ensure accuracy but none of the modifications has been tested by us therefore neither the Editor, the Club nor the Company will accept any responsibility for the consequences if you try them out.

Committee Members:

Steve Bowler		0129 568 0279
Bob Brindle	Rally Co-ordinator	0177 771 1588
Andrew Entwistle	Vice-Chairman & Joint Chairman, AGM Sub-Cttee	0142 284 3057
Sheila Henthorne	Club Secretary and Membership Secretary	0181 808 9112
Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman, C&C Sub-Cttee	0123 576 4782
Arthur Irving	Chairman & Joint Chairman, AGM Sub-Cttee	0114 236 5698
Ben Mansfield	Chief Marshal	0172 336 9769
Nial Reynolds	Public Relations Officer	0185 843 2811
Ian Ross	Regalia Officer	0170 822 8075
Janet Sutterby	Minutes Secretary	0150 746 2449
John Tidbury	Treasurer	0123 552 5730
Charles Trevelyan	President	0138 685 3338