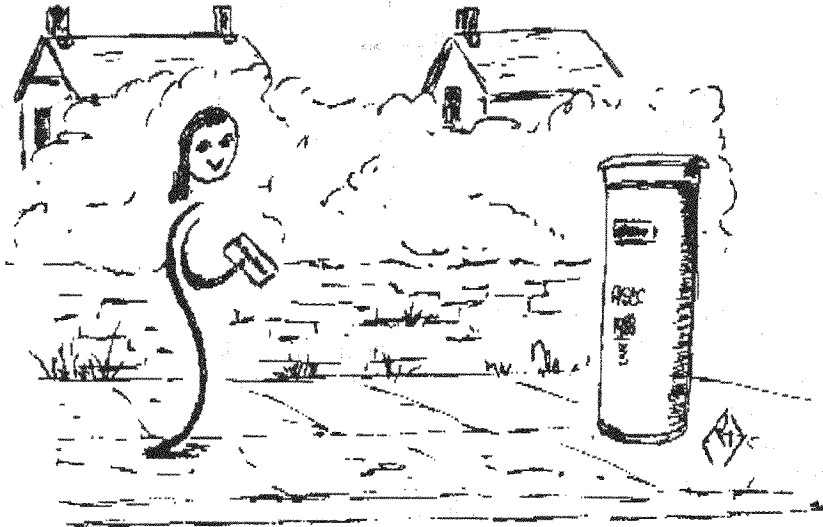


AUTO-SLEEPER OWNERS' CLUB

Do Not Forget to send your booking form



*for the Annual Dinner Dance and A.G.M. Weekend at
Wicksteed Park, Kettering, 4th - 6th April 1997*

It's a great week-end!

NEWSLETTER 102 MARCH 1997

Hello.

A few times recently I have been asked whether we have a fax machine available so that copy could be sent that way to me. Luckily (I think) we haven't got one. I say luckily because I have heard all sorts of horror stories about junk faxes being received at all sorts of odd times of day or night. Equally, I wouldn't want the fax facilities on the computer because of the bugs or viruses which could be inserted that way. The main reason is that we haven't anywhere, really, to put a fax machine. So I'm sorry but I shall still have to receive bits and pieces from you all via the old fashioned snail mail!

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Weights

Might I add a little to *Nial Reynolds'* letter in October and hopefully dispel any doubts that may arise concerning this somewhat complex subject! Several years ago A-S purchased a set of weigh pads and we randomly weigh completed vans as they come off the finishing line. Weights are not published in the Company Magazine because they change.

There are two reasons for change. The first relates to the base vehicle which manufacturers will modify in relation to impending legislation well before it becomes compulsory. Further, they will, as a result of customer comments, warranty claims and the development of new production processes and materials, improve the vehicles. All of this normally results in the weight of new vehicles increasing over a period of time. With this knowledge we are constantly reviewing the materials used in our conversions to reduce their weight and to improve the payloads. We have not yet gone so far as some Japanese manufacturers who use hollow fibre carpets in an attempt to save weight!

You may be aware that there is an EC. Directive known as the Masses and Dimension Directive which is still causing some confusion. This applies to defining the unladen weight etc. and includes special requirements for motor caravans. Also there are draft European standards for payloads for touring and motor caravans. These set the minimum payloads for such vehicles and it is still being hotly debated across Europe. When this is all finalised it may be that motor caravan manufacturers will publish payloads etc. in their brochures.

Meanwhile those of you who have recently taken delivery of a new

A-S van will see that in the back of the already very comprehensive handbook we now publish a comprehensive weight table. I do hope that this has dispelled any doubts on this subject.

Steven Riley - Technical Manager - A-S

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Many Thanks

I know that Christmas seems a long time ago now but having been away down South for a few weeks I have just returned home to find a pile of Christmas cards from all the friends in ASOC. I would like to thank you all for your good wishes. I wish you all the very best and happy rallying in 1997.

Margaret Harrison

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Information, please

Having recently joined the Club we have already found the information in the Newsletter helpful, especially concerning draughts in the Clubman. We would be grateful for information about obtaining cash in France. We are hoping to use our Visa card as the main source of cash either from cash dispensers or over the counter. From various sources we have read of travellers who have encountered problems. The bank which issues our card has not been able to give us the confidence we would like.

Janet & Jim Wright

We have heard of problems because the French version of Visa cards appears to have a "chip" in it with more information than is shown in the "stripe" on our cards. If anyone can help, please telephone our new friends on 0190 479 7421 or drop them a line at 35 Wetherby Road, York, YO2 5BU.

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Form E111

We recently received the Caravan Club's 1997 Travel Service brochure and the Red Pennant Travel Insurance booklet. At the foot of page 11 of the booklet it states "if you are travelling to EU countries you should get a Form E111 from your local Post Office and we recommend that you obtain a new form every year". As we needed to renew our 8 year old E111 for amendment to our address we had the latest "Health advice for travellers" booklet in our possession. In there, at the foot of page 32, it states "Your E111 remains valid indefinitely so long as you

remain ordinarily resident in the UK. You will only need to apply for another E111 if you use it to claim for treatment or if you mislay it."

We wrote to the Caravan Club pointing out their apparently wrong advice and we have now received a reply which says "I accept that the E111 should remain valid indefinitely but the reality is that many hospitals in parts of Europe will not accept the form if it is more than one year old. We have spoken to many people at home and abroad about this problem, including the DSS, and they know and accept that it exists." They say that they have gone as far as they can to encourage the necessary people to resolve this problem and have decided that until there is a satisfactory resolution they will continue to recommend that the form should be renewed annually.

So there we are! The International Driving Permit is recommended if we travel to Spain in spite of the European Pink Driving Licences being supposedly acceptable throughout Europe. The I.D.P. has to be renewed annually, now apparently we have to renew our E111. What's next?

Sheila and John Read

You shouldn't have asked that last question - the people in Brussels will think that you want some more! Incidentally, this letter was dated 11th January, i.e. one day after my closing date and carried the hope that there would be room in the February issue!! No chance!!!

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The Travelling Gourmets

The Delights of the Great North Road - Part 1

We have travelled by car up and down parts of the A.1 road regularly over the past twenty years and noted how busy this road has become. In Hertfordshire and "Up North" towards Newcastle it has already been converted to motorway status. Now parts in Cambridgeshire and North Yorkshire have been or are being made up to that standard. Generally this is a great improvement. However it is reducing the ability to rest on a long trip unless you are particularly keen on Somebody's Rest or MacThing. We now tend to make use of the bigger wayside sites for short stops only and use our 'travelling lounge' to relax in - much nicer and NO Muzak! (Incidentally, the number of fuel stops has been significantly reduced along the A.1 so keep a close eye on the fuel gauge. There can be gaps of 50 miles between service stations particularly on those stretches still shown as dotted lines on the maps.)

This year for our first long trek in Gloria, our lovely Legend, we decided to visit Northumbria. Not wanting to drive 400 miles in one go (to Berwick upon Tweed) we looked carefully for reasonable overnight stops. The Camping and Caravanning Club site at Boroughbridge is about two miles from a new piece of A.1(M) and within walking distance of the old town. We found one or two eateries in the town, and a very good bread and cake shop, but the site warden recommended a short walk to the little village of Roecliffe and the Crown Inn. The village is a charming backwater where new housing has been carefully fitted alongside the old but it manages to retain an air of rural tranquillity. The Crown Inn is a long, low whitewashed building set back from the road by the village green. After looking at the menu and prices outside we were not surprised to find the comfy bar was quite full even at 7.00 pm. However there is quite a large dining room at one end of the building which seemed able to cope with frequent carloads of hungry visitors.

The menu has "bar food" (what IS that?) plus a set dinner and a large a la carte selection. They also do theme meals once a month and we managed to pick the right day. The theme for that evening was a vast Hawaiian assortment. *Jane* had fish and chips (what a let down!) and I had braised lamb washed down with half a bottle of Macœn. The portions were huge. My lamb looked like half a leg! Both meals were served with fresh vegetables. Together with coffee our bill came to just over £22.00. We were impressed with the overall standard as well as the friendly service. To cap it all, the Crown offers a free trip back to the camp site. What more can you want? Be assured that the Crown is well worth a stop if your are travelling that way. It has accommodation as well, if you wish. You can reserve a table on 0142 332 2578.

Mike Randall

Mike tells me that his Legend's name springs from "Sic transit gloria mundi" - do I take it that he took delivery on a Mundi?

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Fuel Filling

We have now had our 2.5 diesel Duetto for about four months and have done around 4,000 miles. We find that we can only fill up right to the top (past full on the gauge) at Safeways. At other filling stations when no more will go in it only registers between $\frac{3}{4}$ and full on the gauge. Has anyone else come across this problem or can offer any solution? We are doing 27 mpg local and 30 mpg on a run. Should we be doing any better?

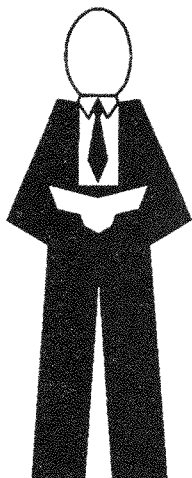
Pat & Jim Allen

My immediate reaction is to question whether all the filling station

forecourts are truly level and whether the nozzles of the pump hoses have any differing cut-off points. Any other thoughts?

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Chairman's Chat



At the Committee meeting in early February 1997, the Membership Secretary reported that she had not received Renewal Forms from a number of members. Accordingly she has not sent out Membership Cards to those members and they will not receive further Newsletters; not, at least, until they return those forms.

Sheila (Henthorne), as Membership Secretary, receives in excess of 1,200 Renewal Forms and compares the details given with her record of members, making amendments as needed. The up-to-date records are essential to the smooth running of the Club in many ways. The late return of these forms does cause *Sheila* a degree of inconvenience that could be avoided by their early return. To those members who have returned the forms quickly I, on behalf of *Sheila*, say "Thank you". Her post-boy (and husband) *Harry* has, on some days, taken over 150 envelopes containing the new membership cards to the post box. When forms are returned promptly *Sheila* is able to up-date her records and complete the transactions in a comparatively short time and with a steady flow.

I do remind **ALL** members that they must carry their valid, current, Membership Cards at all Club rallies. This is particularly necessary at the Annual Dinner and Annual General Meeting rally from their arrival at Wicksteed Park until they leave either on Sunday or Monday. They may be asked for their cards by the Park's Security Staff and they will need them for any voting at the Annual General Meeting.

As shown on the cover of this month's Newsletter, please return your booking form to *Jackie Claxton* as soon as possible so that she is able to deal with the bookings quickly. The forms were printed on yellow paper and included with the February 1997 Newsletter. If you have already sent your Booking form to *Jackie*, my thanks for your prompt reply.

Arthur Irving

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Parking

We have just moved to Burgess Hill in West Sussex. We now find that because of space considerations we cannot park our Rambler GL on our present drive so therefore require all the year round storage. Does anyone know any storage place within, say, 2 - 3 miles from Burgess Hill (with reasonable fees!)? At present the van is on a commercial site about 15 miles away but we will have to move before the season starts at Easter. Please telephone us on 0144 425 8398 if you can help.

Margaret & Ken Williams

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13 amp Socket Tester

In the November 1996 Newsletter my article was published on how to make an appliance to test campsite mains, particularly in France. (You may recall my comments that seven out of seven sites in Normandy and Brittany were found to have reversed mains last summer.) We have recently seen a similar appliance manufactured in the UK and stocked by the local B & Q. It is sold under the name 'Rapitest' and costs, here in the Channel Islands, £10.99. The UK price would probably be just under £13.50 due to VAT. I enclose a cutting showing the gadget which I took from a fairly old copy of "Which?"

Harry Aubin

Sorry, I could not reproduce the cutting but the item is in the form of a three pin plug with a larger flat cover on it. The cover contains three L.E.D'S and beneath them is the diagram which shows what the various combinations of lights means.

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TIGGERS

Well, that's what I call the Technical Information Group!! They have just produced Auto-Sleeper Ideas Sheet No. 5 regarding the Boxer Gearbox and Battery problems. If you would like a copy of this informative fact sheet please get in contact with the *Maurice Payne*. His address is 3 Chermiston Road North, Edinburgh, EH4 7BL and you can reach him on the telephone on 0131 336 3385. As previously stated, there is a nominal 50p charge to cover the costs of postage and packing.

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More Tips

The back rest of the single rear seat on our Trophy tends to assume

a near vertical position when in use. We solved the problem by storing a spare paper towel roll behind the base of the back rest.

For £4.50 we bought a couple of rubber open diamond mesh external door mats, size 23" x 13" x 5/8". Apart from their obvious use on a damp site outside the van door we found them invaluable for preventing wheel spin when extricating the van on a wet muddy pitch. They are far superior to the flimsy plastic Grip Mats which we also carry.

When touring, a convenient way of pre-washing small items of clothing is to place them in a small lidded bucket with washing powder and water. The motion of the vehicle agitates the contents and on arrival at the site all that is required is a simple rise through. Well, that's what *Pam* tells me! It works even better if the bucket handle is suspended by a rubber bungee.

This tip I found many years ago after reading John Steinbeck's "Travels with Charlie", a book which I am sure many members would enjoy. In common with many conversions our Trophy needs just a little more work top space. A detachable worktop adjacent to the top next to the gas hob would be ideal. From A-S I bought a 19" x 16" matching melamine work top with lipping on the two outside edges. Glue and screw two wood blocks, 2½" x 5/8" x 5/8", to the edge of the underside. To these screw two 'L' shaped brackets. On the side of the existing worktop I screwed a varnished oak batten 14" x ½" x 1/8" just under and flush with the lipping. On this screw two corresponding brackets into which the 'L' shaped brackets locate.

A supporting bracket for the extension is made from a piece of oak faced ¾" ply size 14" x 11" which is piano hinged to the underside of the front edge behind the lipping. The rear edge of the ply bracket butts against the side of the cabinet. This modification more than doubles the worktop space to a useful 33" x 16". To remove the worktop just lift off, fold the supporting bracket flat to the underside and stow it behind the rear single seat back rest for travelling. If you want any clarification telephone me on 0190 378 2810.

Derek Hockley

Three small comments. (1) It looks as though *Derek* would be a worthy member of the Tiggers. (2) Be careful not to over-fill a bucket and, preferably, have a close fitting or screw on lid. (3) There is a commercial version of the bucket specifically made for this purpose which can be stored fairly easily in most vans.

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Amateur Radio

I am an amateur radio operator (G 3 MSQ) and am thinking of installing a 2 metre rig in my Harmony. My experience is of the HF bands only and I wonder if any other 'ham' member could advise me? What would be a suitable transceiver; would the leisure battery be adequate; would the lights cause interference and what about the aerial? I would hope to operate in both Britain and France. In the Harmony we are completely self-contained with water, food, heating, lighting, radio reception, etc., etc., except for communication with the outside world. I suppose that many members have mobile phones or use CB. If anyone can offer advice I can be contacted on 0194 672 5306 or they could drop a line to 82 Meadowfield, Gosforth, Seascale, Cumbria, CA20 1HU.

Harry Warren

This is a relatively new member who hasn't yet twigged that if there is a leisure interest of any sort we probably have other members who enjoy it - and the interest too! I know there are several enthusiastic amateur radio users about so perhaps some help can be given.

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Door Security

Having owned my Clubman for two years I decided it was time to improve the security as far as the door locks are concerned. Other members may find the following information interesting. I investigated the different types of locks on the market and concluded that my requirements were suited by "Safeway" locks number D120 which are fitted with the Radial Pin Tumbler type of key which is more difficult to force with a screwdriver. I spoke to Phil Abraham at Safeway who was extremely helpful. He supplied three locks all using the same keys and an extra longer locking bolt in case the gap between van door and pillar was wide. In fact I used the standard bolts which retracted flush with the door. The lock is a bolt which is turned with the tubular key. To get in a thief would have to drill the locks. He could break a window but would then be unable to open the doors to get out. They would not deter a determined thief but would make the opportunist go elsewhere. The locks cost about £12.95 each delivered - a local locksmith charges about £19.00.

When fitting to the caravan door it can more or less go where you want it. In the case of the van doors the locks have to go below the level of the window **when it is wound down**. In the case of the VW T4 the door trim comes off very easily. There are two fixings at the top. The one at the windscreen end is removed with a screwdriver. The one at the

other end needs an Allen key, The handle is removed after removing the plastic cover and the last things to remove are three screws under the door pull after unclipping the cover. Then you simply lift the cover off. Do not try to pull it off as on some cars. You do not have to unclip the handle which opens the door. Access is then very easy.

First of all check that the corresponding hole in the door pillar will be in a suitable place and then drill the hole for the bolt in the edge of the door. Next get into the van, shut the door, push a pencil through the hole and make a circle on the door pillar. This is where you will have to drill a hole for the bolt to go through. Next drill a hole in the front of the door for the lock to go into. This depends on where the bolt hole is. Because of the curve of the door I drilled mine slightly below because it meant that the spline of the lock pointed upwards. You then merely turn the bolt slightly to line it up with the spline. Now drill the small holes which hold the bolt in place. Finally drill the hole in the door pillar for the bolt to enter. Having made your pencil mark this should line up.

These are just my suggestions for installation. Full instructions are given with the locks and I am told that Dave Cassidy of Safeway will be pleased to answer any queries. I installed the locks 10" from the bottom of the driver's door, 11" from the bottom of the passenger door and 29" from the bottom of the van door. I made the driver's door position lower to avoid VW labels on the pillar. The hole in the pillar on the passenger side is in line with the diesel filler pipe. There is no problem with this as long as you don't go mad with a drill which is longer than necessary. Finally, having drilled the hole in the door pillars I decided to make devices to stop any water getting in. The copper tubing and caps are available from any plumbing supplier. I soldered them together using plumber's solder and it proved to be quite strong enough.

Also, I did the obvious things like painting the bare metal, greasing the locks and squirting Waxoil inside the pillars and door. Safeway's address is Safeway Ltd, 10 Grange Mount, Birkenhead, L43 4XW and the telephone number is 0151 653 3414. For those in the north of England who would rather have the locks professionally fitted I believe that AC Lock & Safe Co, 123 Park Road, Hartlepool, Cleveland, TS26 9HS - telephone 0142 922 2100 (Terry Park) have installed these in a Clubman. The sketches below, NOT to any scale, may give some further help.

Tony Smith

March, 1997 Rally Supplement

20th - 23rd March (3 nights); Wyeseid 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, "Ardwyn", 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 were enclosed with February Newsletter. Please refer to that.

Bookings for meals and site close close 8th March. Late enquiries to: Mrs J Claxton, Flat 13 Albany Mansions, Upper Maze Hill, St. Leonards-on-Sea, East Sussex. TN38 0YD. (01424) 714915 evenings only.

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 Fashing 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. Toilet facilities & Showers on site. 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 Sat. evening entertainment. Rally fee: £1.50

Al 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, East of England Show Ground, 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 Shelby, 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 Seiby, 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

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. Fishing:- Rivers license required, day permit £5.00.

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

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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.

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: £2.50 per night. No Electricity Rally fee: £2.00 (not £1.50, sorry!)

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.

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. Cavalcadors 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.

2nd - 9th June Scottish Holiday Rally, Oban, Argyle

5th - 8th June. Cartmel Racecourse, Cumbria.

Rally marshals: John Crowther and Irene Boydell

Site fee: £4.00 per night. Electricity: £2.00 per night. Rally fee: £2.00 (£1.50 singles)

Booking slip to: J Crowther, 12 Buryfield Lane, Darwen, Lancs. BB3 2QQ

Telephone: 01254 705125 Cheques payable to: J Crowther

Attractions: Priory, Village with good food. Coach trip, if interested please indicate on booking slip.

Treasure Hunt and lovely Walking & Touring with the Lakes on your doorstep.

Directions: M6 Junc. 36 take the A590 sp Barrow-in-Furness. Approx 15 miles, top of long hill take sp Cartmel & follow further signs.

20th - 29th June; *Holiday Rally*, The Buckle C.P., Seaford, East Sussex (No need to book all 9 days).

Your rally marshals: Margaret Coggins & Colin Gill

Site fee: £2.50 per person per night. No Electricity. Rally fee: £2.50

Booking slip to: Mrs M Coggins, "Walda", Chyngton Road, Seaford, East Sussex. BN25 4HB

Telephone: 01323 895901 Cheque payable to: M Coggins

Attractions: Toilets, free showers & wash-up facilities. Adjacent to sea front, pleasant level walk or cycle to town. Beachy Head, Eastbourne, trains to Lewes & Brighton close to site, France from Newhaven (Passports). Skittles & Supper Evening mid-week — advise when booking if interested.

Take-away supper on Saturday 28th evening. Please note site fee is £2.50 per person per night.

Directions: Turn off A259 Newhaven to Seaford road at Abbots Lodge Motor Inn, under railway bridge, bridge, site on right in 50 yards (watch bend). Come for a seaside holiday on the cheap!

11th - 15th June. Farm Meadow Caravan Park, Banham, Norfolk

Rally marshals: Barbara & Ray Whiley

Site fee: £4.00 per night. Rally fee: £2.00. NO ELECTRICITY but charging facilities on rally field for wheelchair batteries.

Booking slip to: Mr & Mrs R E Whiley, 23 Elcar Rise, Eaton, Norwich NR4 6HR

Telephone: 01603 452593 Cheques payable to: R E & B Whiley

Attractions: Rally field with own toilets. Showers, laundry and RADAR toilet on main site (60 yards). 25 acre Zoo (endangered species). Cidery, pub, restaurants. Shops include licensed supermarket/news agents and bakery. Large Sunday market/car boot sale. 19 miles South of Norwich ("bus or Park & Ride) CLOSING DATE: 27th MAY. Please state number of nights on rally slip.

Directions: Map ref. 144:058875. Site on B1113 (Norwich to Bury St. Edmonds) road half mile South of village. Follow brown tourist signs for Banham Zoo.

Saturday 14th June: COUNTRY AND WESTERN evening for all on site, with OLLIE AUSTIN, supported by Angie Stygall. Adults £3.50, Children £1.50. (If interested please enclose SAE with rally slip for booking form.

13th - 15th June; Morecambe Bay Traction Engine Club, St. Michael's, Preston, Lancs
Details later.

19th - 22nd June; Camping & Caravan Club Site, Cambridge
Details later.

20th - 22nd June. Carrington C.P., Milford-on-Sea, Lymington, Hants.

Rally marshal: Maureen Torah

Site fee: £3.45 per night. NO electricity. Rally Fee: £1.50 Own sanitation essential.

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

Telephone: 01425 618320 Cheques payable to: M Torah

Attractions: Level greenfield site with views of Isle of Wight and Solent, footpath to beach and village shops. Bus service to Lymington/Christchurch and beyond. Bring your barbecue (and food) for get together on Saturday evening.

Directions: Turn off A337 Lymington/New Milton road to Milford-on-Sea. Turn by village green and take road towards Keyhaven. Turn right 100 yards past Elf garage into New Lane. Rally field is on right past main gate to caravan park.

Rally booking slips.

Since it is obviously unlikely that any member will book for more than four rallies in any one month it is wasteful to print six slips. In future only three will appear each month and any shortfall could be made up by using "spare" slips from previous Newsletters. Alternatively, in case of dire emergency, a hand written slip might prove acceptable to the marshal concerned. May I suggest to the very keenest rally-goers that a small collection of slips could be accumulated over the months when rallies are a bit thin on the ground? As my old granny always said, "Waste not, want not!"

29th August - 7th September: Ten Day Wunningen Weinfest Rally, Germany

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

Rally administration fee: £12.00. Site fee: Dm27 per night including electricity. Numbers limited to 21. Booking essential, the site will not hold spare pitches at this peak time of year.

SITE. The site is on the bank of the River Mosel (Moselle in France) 400 metres West of Wunningen and 10 Km West of where the Mosel joins the Rhine at Koblenz.

The site is fully equipped with toilet block (up a steep flight of stairs), 10 amp electrics, restaurant and small shop. There is a large public swimming pool within 400 m and the site is within easy walking distance of Wunningen from where there is a good train service to Koblenz for under 30m (1996)

COST. The Rally administration fee will be £12, site fees will be Dm27 per night inclusive of electricity, less 10% if staying the 10 days, payable directly to the "Camping Insel" in German currency or Eurocheque only! No credit cards accepted.

Approximate distances to site:- from Calais, 320 miles, from Ostend, 254 miles

Members will make their own travel and insurance arrangements and must have a Camping Carnet (International Camping Card) and Form E111. If applications exceed the 21 places booked names will be "drawn from the hat". All applications for the whole 10 days, received before 30th APRIL, will have an equal chance. This is not a "drop in" rally.

Application forms available now from Bob Brindle, 43 Welham Grove, Retford, Notts. DN22 6TZ (SAE please).

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)

I am asked by an assistant co-ordinator to point out to potential rally organisers that help and advice is just a telephone call away; if you think you would like to run a rally at a favourite site and have some doubts about how or when or whatever, please pick up the 'phone and dial one or another - they *want* to help!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

In the event of an emergency at the rally whom should we contact?

Name: Phone:

Please complete both sides of the form!

Is this your first A-S O C rally? Please tick box YES NO
Number of people in your van: Adults Children
Extras: Please indicate which you would like, **if available**:
Electricity: Yes No Saturday night meal if any: Yes No
Have you any special needs? Yes No If 'Yes', please specify:-

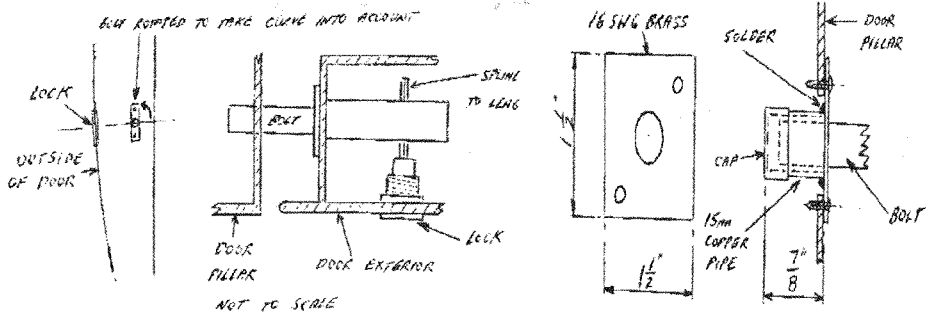
.....
Payment **MUST** accompany this slip - cheques payable to marshal.
POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!
✂-----

Is this your first A-S O C rally? Please tick box YES NO
Number of people in your van: Adults Children
Extras: Please indicate which you would like, **if available**:
Electricity: Yes No Saturday night meal if any: Yes No
Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.
POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!
✂-----

Is this your first A-S O C rally? Please tick box YES NO
Number of people in your van: Adults Children
Extras: Please indicate which you would like, **if available**:
Electricity: Yes No Saturday night meal if any: Yes No
Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.
POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!



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Shoreham Airport Rally

May we offer our belated congratulations and thanks to *Evelyn and Barry Loveland* the marshals, and to Mr and Mrs A Fowler on this rally last August which adeptly combined the quite separate hobbies of motor caravanning and flying. We had wonderful weather and the organisers made the weekend an unqualified success with an excellent buffet to finish despite the very limited facilities at their disposal. We hope that the event will be repeated in 1997.

Thelma and Frank Stanley
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New Year Rally

Just to say Thank You to the marshals for running the rally at Hidden Valley. As usual the food was up to a high standard. The fancy dress again proved to be very popular with many members taking part. Unfortunately, the "flu bug" claimed many members who missed out hearing Caroline on the evening of January 1st.

This has become quite a popular rally and will be run again at the end of this year. Watch the Newsletter for further details!

Sandra Wisely

Sandra also wanted to thank members who had sent her stamps for the Guide Dogs for the Blind Fund. She, like us, is still collecting used stamps for this worthy cause - in our case the results are split between that and the Cats Protection League. So we'll join in the thanks too.

A similar note of thanks was received from *Ruth Whitten*.

#####

German Rally

[This one has been "on the spike" since last October - Ed.]

We have just come back from the German Rally and would like to thank the marshals, *Joyce & Gordon Matthews* and their deputies *Ena & Roy Coleman* for their efforts both before and during the rally. We had decided to join the rally at Heidelberg. *Gordon* gave us help with suggested sites before we joined them. We stopped, therefore, at Monschau, just inside the German border. We felt that it was a perfect introduction to Germany; a place we would recommend anyone to put on their itinerary. This stop made it easy for us to journey to Heidelberg via the Moselle Valley. What a wonderful journey it was - we really enjoyed it. We marvelled at the 1,000's of vines growing there, every square inch was planted. Naturally we left there with a case of wine!

Once in Heidelberg we were pleased to meet up with the people we knew and to meet others. Topics of conversations varied widely and included Garden Gnomes and Rain hats for Gnomes! Here we had a German meal which will take forever to beat. I will never be able to order steak and onions again! Without a doubt that meal was Wunderbar!! The next, and last, site was near Baden Baden with many interesting places to visit. Unfortunately as we still have to work we had to leave two days before the end to get home in time. Never mind, one day we will retire and be able to stay as long as we wish.

What did we learn about Germany on this trip? (1) Autobahns are not marvellous (at least not the ones we travelled on). They are invariably two lane roads with surfaces worse than ours. (2) There is no such thing as German efficiency - that is definitely a myth! (3) "All Germans speak English". If they do they refused to do so - nor did they provide information in English. (4) Fuel stations on the autobahns do take credit cards but beware on other roads because the majority do not accept them. We very nearly came unstuck on this one. (5) No. 4 equally applies to most of the supermarkets. (6) It is not easy to find your way around. Signposts state the next couple of villages, none of which appear on the map (and I had several maps).

Anyway, we are glad that we went. We enjoyed ourselves and had a good laugh. The rally got us to Germany where we probably would not have gone otherwise. A word of advice to potential foreign rally goers. Don't expect it to be the same as a weekend rally. Go with an open mine,

enjoy meeting different people and appreciate the fact that although we all stay on the same site we come and go as we please during the time. Finally, do appreciate the work that has been done by the marshals. It is more difficult to arrange a rally abroad than it is in this country.

Mary & Peter Hester

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FROM THE FACTORY

For those who did not have the opportunity of visiting us at the 1997 National Boat and Caravan Leisure Show at the NEC you will perhaps be interested to hear a little of what was displayed on the A-S stand. The VW Trident - a favourite of many - has been significantly redesigned and now features new style interior trim throughout with curved aircraft style roof cant rails with recessed lighting. The overcab locker is now full width and features a beautifully finished radiused and routered door which enhances the already warm appearance of the vehicle interior. The furniture, too, has been redesigned; the hardwood edging is now routered and radiused and with its depth of polish looks superb. Under the sink is a large twin door cupboard inside which is the crockery, stowed in a bespoke ABS storage unit. The side windows in the living area and the roof windows are fitted with blinds and flyscreens and, ahead of the wardrobe, is an additional window which further lightens the interior of the vehicle. The seats and cushions are trimmed in the same material as the Montana and both the Trident and Trooper have a much richer interior appearance with this material than before.

In response to demand we now offer, as a further option on the Trooper, a low-profile canvas elevating roof. The immediate advantage of this is that the overall height is reduced to 6' 6" which will thus enable this model to be garaged. At the Earls Court Caravan Show, where we introduced the Mercedes Benz Montana, we also received a number of enquiries regarding the fitting of such a roof. The Montana is now available with this and its overall height is the same.

Fifteen models were displayed on our stand at the NEC which, as always, was overseen by *Tony Johnson and Steve Cant*. Well lit and of open plan layout, the stand looked really superb with a new design of stand head board which is both modern and eye catching. At the rear of the stand the small coffee area allowed our dealers to talk privately with customers old and new over a cup of coffee and a sandwich - a real haven of quietness amongst the buzz of activity that is always so prevalent at such events.

Charles Trevelyan

INSULATION

With reference to *Heather Whitehead's* request for information on insulating the water tank in their Legend. I am afraid that there is very little that can be done on the present layout of these vehicles short of fitting an inboard tank and completely insulating the whole water system including the pump itself. I had contemplated the same thing for my *Talisman* many years ago but considered that for the amount of times it would be of use to us it was not worth either the effort or the loss of space for the inboard tank.

Yes, we do use the van all year round but do anticipate weather patterns and try to plan accordingly. This involves always draining the water system, making sure that the pipes are blown through, and then leaving the taps in the open position. Water is then carried in a 5 gallon container fitted with a pressure pump taken from a garden spray pressure vessel. The pipe from the container is fitted with a tap for ease of use. So it is possible to use the van in the depths of winter, albeit without some of the comforts afforded for the rest of the year. I think that the *Whitehead's* were lucky that their pump and water heater were not damaged. Or maybe they have not tried using them yet?

Bob Measom

Having been caught out by the very cold weather in January and the Cascade being damaged as a result I echo *Bob's* words - drain the system thoroughly and blow through the pipe. Another tip I have just learned is to "reverse flush" the hot water system to clear any lime scale out. To do this first wait for a bit warmer weather! Then remove the drain plug from the Cascade, connect a hot water outlet to a water supply under pressure and let it run for a little while. I think it might be easiest to connect the water to the shower hose outlet (if you have one) but I am sure you will find a way. I was surprised to find how much scale had accumulated in my Cascade tank - but I wish I had not had to find out this way!

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DRAUGHTS

I wonder if any members may be able to help. We own a 'M' reg Duetto with which we are pleased except for a terrible draught when we are driving. It seems to come from the region of the stove/fridge area. I took a tip from the Newsletter about fixing a flex pipe to the inlet of the Propex heater which stopped the draught from that source. But we still

get this terrible draught to the backs of our necks and shoulders. This stops us from attending winter rallies and we would like to stop the draughts!

Kath & Ken Edwards

No telephone number, I'm afraid, so answers to your (tame) Editor please!

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Tyres and Fumes

I have had two Talbots and now await delivery of a Boxer. Tyres have worn out, especially on the front wheels. I eventually fitted Bridgestone tyres on the recommendation of my tyre dealer. He had a customer who ran a fleet of Talbots and who had experienced a similar problem. After changing over both he and I were happy with the result. I now get some 3,000 miles more from the front tyres. Like other members I have had the tread come off Michelin tyres when I was on the motorway. It is a long story which covered 12 months. Michelin said it was over weight and under pressure. However when their rep came and weighed each wheel individually with the vehicle fully laden including fuel and water he said I was well within my limits and did not need 70 psi in the rear tyres. He gave me an allowance for two new tyres.

I now have and can recommend Bridgestone R 613 18514 8 ply tyres on the rear and M 723 185R14C 8 ply on the front. These have a very chunky tread. I went to a very muddy rally last year and I did not get stuck!! Cars did!

May I now bring up the subject of smoking? It would appear that the majority of members do not smoke. But they have to put up with the nuisance from those who do. At one rally there was a particularly objectionable pipe being smoked - the filling seemed to be old socks and unwashed at that. We dared not store our clothes in the wardrobe because of the smell so they stayed hanging around the van until morning to dissipate the pong. An approach was made to the individual because one person had breathing difficulties but no action was taken apart from some abuse. May I suggest therefore that the Club imposes a ban on smoking indoors at any of our rallies? If people wish to smoke they can always go outside or into their own vans.

Terry Moisey

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A Cautionary Tale

During our latest sortie to Spain we began to have trouble with the leisure battery which was giving low voltage despite being on hook-up and using the charger. We wondered if its useful life was over. Hoping that the four or five hour run to the next site would sort it out we set our course only to find it nearly flat when we got there. Getting a pitch with a hook-up, and getting hooked up, was a bit of a problem. So it was after dark and after dinner that I got around to looking at the wiring diagram in the handbook. There I discovered that apart from the two fuses beside the leisure battery under the driver's seat (20A from Zig, 30A from split charge relay, which I had already checked) there was another 30A fuse between the vehicle battery and the relay. Opening the bonnet next morning I found this other fuse, in its holder, had somehow got tangled up with the bonnet stay. It had shorted to earth through the stay and, quite literally, melted. Nasty!

Fortunately, a new fuse could be fitted into the leads that had been snapped onto the fuse holder. Wrapped with insulating tape and fixed well clear of the bonnet stay this made a satisfactory jury-rig. All has been well since. But why the flat leisure battery? I can only suppose that without a feed from the vehicle battery to the relay the leisure battery was taking the 12v fridge load when we were driving. How the vehicle battery fuse got into the crank of the bonnet stay when it is normally well clear I don't know. Maybe someone (me?) moved the leads and the bouncing around you can get on Spanish back roads did the rest. However, I would recommend anyone with a similar wiring set-up to mine should lift their bonnet and check that the fuse holder is out of danger. My van is a '93 Executive (Talbot Express base).

Jim Cresswell

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Obituaries

We have just learned that *John Parker* of Hampton in Middlesex died recently. Our condolences and sympathies are extended to his family. His son, Keith, tells us that he will be selling his father's 'L' reg Trooper so if anyone is interested, please write to Keith Parker at 14 Cherry Tree Walk, Southam, Warwickshire, CV33 0EF

#####

David Turner died suddenly on New Year's Day from a massive stroke. He had been perfectly well, it seemed, up to that day. Our condolences and sympathies are offered to his wife, *Joyce*, and family. She is having to sell their van - see advert later.

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Wanted

Workshop Manual for Talbot Express or any of its variants. Mine is 1984 2 litre petrol, but year not critical. Good price paid. Alternatively anyone prepared to let me have copies from theirs would receive proper recompense as well as my gratitude. Contact Ed Glaister on 0122 857 6408 or write to Brae Lees Cottage, Kirkandrews on Eden, Carlisle, Cumbria, CA5 6DX.



#####

A similar request for Talbot Express manual has been received from *George Davis* who lives at 17 Lake Green Road, Lake, Isle of Wight, PO36 9HW or telephone 0198 340 5804.

#####

A-S Chubman on Bedford chassis. Low mileage. Service history if possible. Please telephone Len Baldwin on 0183 481 3477 or write to "Seahights", Sandyhill Road, Saundersfoot, Pembrokeshire, Dyfed, SA69 9PL.

#####

I am seeking a Talisman or similar Auto-Sleeper. If any member is selling I am in a position to buy immediately for up to £16,000.00. I am not a dealer. Please contact Maurice Pegg on 0120 248 8602 or write to 75 The Meridians, Tuckton, Christchurch, Dorset, BH23 1RA.

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FOR SALE



VW Trooper. 2.4L diesel, 5 speed gearbox. 'N' reg. (April 1997). Under 4,500 miles. Purchase price £26,400.00. Loaded with extras including electric windows, central locking, Meta security system, Panasonic radio/cassette with remote control, electric

antenna, thermostatically controlled blown air heating, Carver gas/main water heater, Fiamma twin cycle rack (can be expanded), Propane and Butane gas bottles on split feed, special undercoating, mud flaps, 3 year extended warranty, side rub strips. Immaculate condition, always garaged, non-smoker. Must sell due to move to new apartment. Will consider late model auto as part trade-in, preferably automatic. Offers over £22,000.00. Contact Bill Clark on 0124 182 8571 or write to 'Cornucopia', Kirkton of Guthrie by Forfar, Angus, Scotland, DD8 2TP

#####

Talbot Express 1986 'D' reg. 2/4 berth. 2 litre petrol. 31,000 miles. Good condition inside and out. Toilet and shower compartment. 3-way fridge, two ring burner and grill. Excellent runner. 4 new tyres fitted May '95 (mileage then 23,950). Own electric hook up system included, easily fitted. Vehicle little used since purchase in 1993. Non smokers. MOT to end February 1997. £8,500.00 ono. Margaret and Reg Plumb, 0142 527 4573 or write to 5 Mortimer Close, Mudeford, Christchurch, Dorset, BH23 4BU.

#####

Ford Duetto, 1996 'P' reg. 2.5 litre diesel. Only 2,000 miles. Showroom condition. Extras include central locking, Fiamma awning, Status TV aerial, security locks, Silver Screen. A real bargain at £24,000.00. Please telephone Jack Taylor on 0184 421 6091.

#####

VW Trident, 1992. 2.4 litre diesel. Usual A-S spec. plus R.D.S. radio, Propex heating, 2nd battery, arm rests, rev counter, alarm, towbar, Silver Screens front and rear, new Fiamma blind/cycle carrier. Garaged from new. 35+ mpg. Excellent condition. 27,000 miles. £16,500.00. Telephone June & Brian Metcalfe on 0115 926 4112 (evenings) or write to 76 Chippenham Road, Nottingham, NG5 5SS.

#####

Silver Screen to fit VW T4 - £45.00. REAR nudge bar to fit short wheelbase VW T4 - £50.00. Phone Pat & Jim Allen on 0178 254 1901 or write to 13 Wallis Way, Baddeley Green, Stoke on Trent, ST2 7JG.

#####

Ford Duetto 2.5 diesel. 'N' reg - 1995. Very reluctant sale of our immaculate luxury 2 berth motor caravan due to ill health. All-usual A-S fittings plus VanBitz alarm, extractor/ventilator fan, bike rack. Undersealed from new. £21,500.00. Telephone Andrea & Mike Tyrell on 0148 045 5094 or write to 3 Church Road, Great Stukeley, Huntingdon, Cambridgeshire, PE17 5AL.

Thanks for the donation.



Fiat Cinquecento. 'L' reg. White with 'A' frame and wiring fitted by Car-A-Tow. Economical, good condition. Kerb weight 710 kg. Over 45 mpg. Cassette/radio, R.W.W., H.R.W. 21k miles. £4,150.00 ovno. Tel: Don Thompson on 0163 423 3362 or write to Roseveare, 16 Tanglewood Close, Wigmore, Gillingham, Kent, ME8 0PH.

#####

Executive, 'J' reg, January 1992. One owner, no pets, non-smokers. 32,200 miles. Taxed and MOT one year. Omnistor awning, 3 batteries, snow chains. £17,000.00. Telephone Joyce Turner on 0142 561 5504 or write to 2 Solent Drive, Barton on Sea, New Milton, Hants., BH25 7AW

#####

Volkswagen Topaz, 'M' registered. 2400 cc. 14,000 miles. Intercooled turbo charged. "All in" (i.e. urban and holiday use) 34 mpg. Sony detachable panel radio/cassette. Status TV aerial with booster. Proximeter reversing warning. Single person usage, non-smoker, no pets. (Hook for halo!) £22,900.00 (Dealer's valuation.) Contact Cliff Abbott on 0151 608 0857 or write to Hillcrest, Red Hill Road, Storeton, Wirral, L63 6HJ.

Thanks for the donation.

#####

Fiamma multi-level blocks, all new / 2 never used - £15.00. Moulinex 12v vacuum cleaner - £10.00. Copper Kettle - £10.00. Electric hook-up cable - £5.00. Silver Screens front (outside type) and rear (internal) - to fit Boxer high top or similar - never used - £65.00. Also some other items such as gas regulator, etc. Contact Stuart Cornes on 0188 959 1326 or write to Dungarvan, Oak Road, Denstone, Uttoxeter, Staffs., ST14 5HT.

#####

New motor-caravanners' expensive mistake! Motor Villa free-standing awning. Used twice. £150.00. Should be able to deliver. Please telephone John Morris on 0122 542 1590 or write to 17 Newbridge Gardens, Bath, Avon, BA1 3LT.

#####

There have been a number of queries as to why those pink forms are needed when payment is by standing order and no details have changed. The reason is quite simple. Banks have been known to miss payments. If no renewal is received it must be assumed that the member has resigned. If the form is returned, then a note can be given to the member to check with the bank!

So now you know - and if YOU haven't sent your form in!!
See you next month!

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