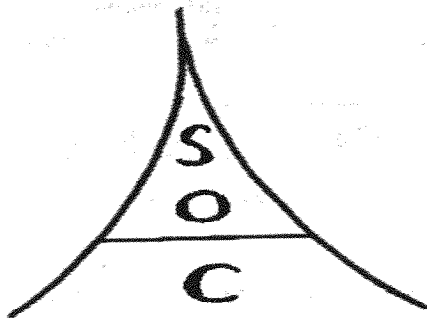
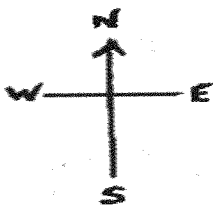
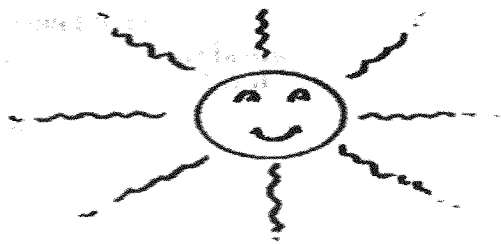


# **AUTO-SLEEPER OWNERS' CLUB**



**NEWSLETTER 105  
JUNE 1997**

Hello.

Have you spotted the difference? What do you mean, what difference? You should have noticed that the front cover is just very slightly different from usual. The reason is that, after my plea at the AGM which was repeated in last month's Newsletter, I have received a cover picture from an artist other than *Rita Daley*. Both she and I are delighted to find that others can draw/sketch/make pictures. So thank you, *Deanne and Norman Rendle* for starting what I hope will be a trend. Don't forget, we do not ask you to provide a sketch every month, just one now and again when you feel like drawing. But if enough people will send pictures to me, I shall have a stock to keep the front cover going.

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## INDEX

The latest copy of the index, for issues 97 - 102, is now available. The usual routine, please, a stamped, self-addressed envelope of a size suitable to take a copy of the Newsletter will, if sent to your Editor, be returned with a copy post haste. And yes, you can find such an envelope - if you use the one that this Newsletter arrived in you will only have to find a stamp!

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## Glass Fibre Bodies

Just a note for the attention of all motorhome owners whose vans have a glass fibre or GRP body such as my Legend (circa 1991 model). I had a serious accident last year where the front end was stove in without apparent damage to the main body of the vehicle.

In February this year I cleaned out the inside of the van in preparation for having a pre-season check at the local dealer. Imagine my horror to find damp in the upper cupboards. On investigation by the dealer it was found that the leak was caused by the fibre boss which encloses and seals the legs of the roof rack had shattered on the front offside leg thus allowing the ingress of water. I was told that this had happened due to the shock of the accident being transmitted through the bodywork. Something which the accident repairers, who were not familiar with glass fibre bodies, had failed to check although their work on the main chassis was excellent.

I had the further repair carried out but felt that I could not expect the insurers to pay as it was almost a year since the accident and I would

be unable to prove my case. The moral is that you must insist that the vehicle is repaired by a company who are experienced in assessing possible stress damage to glass fibre bodied vehicles.

*Steve Stevenson*

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## Another story about GRP Bodies

*Margaret & I* spend our winters in Spain on our "Magic Carpet" (1989 Legend). At our winter home this year we met a Frenchman who owns a 1982 A-S Clubman on the Bedford chassis. It is LHD and has the caravan door on the right hand side. We didn't realise that A-S were in the export business that long ago! Presumably they needed a special moulding to put the door on the other side.

He may be coming to England this summer and if he does, he plans to visit the Orchard because he has some slight damage to one of the rear corners. We got out our UK maps and pointed the way to Willersey. It was a little difficult because we have only about six words of French and he has the same of English. We tried to say that he might have to go to Cheltenham Laminates as it is a glass fibre repair but we gave him the A-S address and phone number. We suggested he should contact them before coming to England. Do they have a French speaking expert?

I can't remember the gentleman's name but he and his wife had a very unusual hobby. They had built a big kite, some 7 or 8 feet! They launched it then attached a 35mm camera to the line in a special cradle. This was fitted with small servo motors similar to those used in radio controlled model aircraft. The kite was sent further aloft and by using a radio control he was able to pan and tilt the camera before operating the shutter. Very different. Before he left he gave us a nice shot of our pitch, with the Legend, tent etc. taken from about 400 feet.

*Arthur Fairburn*

I'm trying hard to imagine a large kite right up in the air, a camera not far below it and the French gentleman's eye on an extremely long stalk looking through the viewfinder!



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## Riding Lights

I have been considering riding lights on the Luton of the Legend but thought that the cost and hassle of fitting was out of proportion to the benefits. A telephone call to the supplier of the tabards with reflective

strips which we used for our charity outings produced the name of a supplier of the reflective material. Another quick phone call produced the information that a 'caravan pack' was available. This contains 8 rectangular reflective strips - 2 silver, 2 red and 4 yellow - each 9" long x 2" wide and self-adhesive stick-on. They can, of course, be easily cut to the desired shape or size. Obviously the surface must be clean and dry and free from grease, road grime etc. The red must be fixed to the rear, silver to the front and the yellow may be shown at the sides.

I haven't used the yellow, working on the basis that if I'm, to be clobbered broadside on, a yellow sticker won't be much use as a warning. I am, however, considering sticking them on to the dogs for night running! The cost was £13.62 + VAT £2.38 and 42p postage. £16.49 per pack and they can be obtained from Mr J Birtwhistle, Noyna Safety Ltd., 222 Stretford Road, Urmston, Manchester, M41 9NT. His telephone number is 0161 747 8775.

Colin Plum

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### *Chairman's Chat*



Yes, it's that time of year again when *Brian Hooton* and *Charles Trevelyan* with their respective teams are working hard to prepare for the Club and Company Rally at the Three Counties Showground, Malvern. We hope the weather is kind to us once more. May I make it quite clear that the proceeds from the raffle and the income from the various stalls will be going to our nominated charity which this year is the Stroke Association. So please help us make it a good donation.

Now for the commercial! We need your help so that we can put on a first class show. Can you assist us in any way, please? We need cakes and goodies for the cake stall, books (but no magazines, please) for the book stall and bottles of whatever you fancy for the bottle stall volunteers. And, of course, odds and ends of all sorts for the bric-a-brac stall. Also anyone who would care to show their hobby to the rest of us will be greatly appreciated. Please! Please!! Roll up those sleeves and let us make this rally a wonderful, happy event so that we can not only help others but have a really great time doing it.

Whilst on about the Rally, don't forget to send in your application form (and cheque!) A.S.A.P. - even if you are not too sure yet about

coming. Still send in your application because it is far easier to cancel an attendance than it is to try to fit in someone after the closing date. So heed the call and book early! And don't come crying if you can't get in!

This year's event will be very different in that there will be a technical presentation from Carver and one of the A-S electronics suppliers plus a demonstration from the St. John Ambulance Brigade. There will be Morris Dancers, model steam engines and many other attractions, all for your enjoyment.

Jumping back to the AGM for a moment and in particular to the storm in a teacup concerning a slip where the wrong year appeared on the agenda when the Gremlins got into the works. It did **NOT** invalidate the proceedings at all. But we shall try even harder next time to rid the system of those dreaded Gremlins, honest!

An offer has been made to the Club that any member who has one of the Van Bitz alarm systems fitted to their vans will be given the 3 year extended warranty **FREE** of charge. That's what I call a good deal. Before anyone asks, for those of us who already have a Van Bitz system fitted to our vans, Eddie and Lynn have promised us that they will treat any claim fairly. Knowing that they have worked extremely hard to establish a first class reputation for reliability and service I know that their word is their bond and that's good enough for me! Just one more reason for joining this Club.

I've rambled on enough for now but don't forget to book early even if you are unsure yet about coming. Travel safely and **SMILE** please.

*Andrew Entwistle*

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## **Security Posts**

For some considerable time I have been looking for a suitable post to prevent "Capuccino" from being removed from her parking spot. There are, basically, two different types: those which are sunk into a socket secured in the ground and those which fold flat. The former are generally more satisfactory but both types are difficult to find and are usually too flimsy or too expensive or both! Builders merchants seem to be the only people who have even heard of them.

By sheer chance I picked up a leaflet somewhere which looked promising. The manufacturer and supplier is a firm called Alexandra

Welding and Security, Orchard Works, 23 Grenaby Road, Croydon, CR0 2EJ and their phone number is 0181 689 4109. Their intermediate size Removable Post is very sturdy and costs £55.00 plus VAT. They can also supply really substantial padlocks.

*John Normandale*

They must be good if they come from Orchard Works!

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## Toilet Seals

This is a tip which came from another club magazine. I would like to have acknowledged the origin but unfortunately I have no idea which magazine it was as this was passed to me by a friend. The rubber 'lip seal' which seals the blade when it closes on my Thetford cassette became badly distorted and crinkly around the underneath edge. This resulted in the blade not working effectively. After I replaced it, at a cost of £9.50, a friend told me that I should have washed and kept the old one because it would return to its original state. Fortunately for me (although *Mary* did not really approve!) I managed to salvage it from the dustbin. Within a week it was re-useable. Whether it has now been weakened I don't know but I am certainly keeping it as a spare. The moral? "Don't throw it away - it's sure to come in useful sometime!" (But wash it first, before you store it!!)

*Rick Lockyer*

From experience I have found that things are always at their most useful about three days after you have thrown them away.

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## Still on Toilets

(Well, you know what I mean!)

*Ina & David Willis* are new members who have joined the Club very recently. They have a Bedford based Clubman with a 'C' registration which they are thoroughly enjoying. But *Ina* tells us that she would like to fit a cassette toilet and a fold-up vanity basin instead of the present arrangements. Has anyone any knowledge of such a conversion or any hints and advice, please? A telephone call to 0160 071 4448 will find them or you can write to Orchard Cottage, Agincourt Road, Monmouth, Gwent, NP5 3HD if you can help. Thanks.

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## Rally Reports

### Hidden Valley

We would like to thank everyone who attended the rally. A full house with several first time ralliers and glorious weather made it very enjoyable. We started with coffee al fresco where members looked up old friends and, hopefully, made new ones. Saturday night began with a meal of Sue's (the proprietress) normal high standard. Entertainment, by our very own North Devon's "Caroline Berry" followed with some members staying on till 11.30 pm.

Sunday dawned with early mist but soon brightened to another lovely sunny day allowing coffee to be taken outside again. The raffle was drawn with the help of two of our younger members, *Alex & Carl Moody*, who did an excellent job.

Planning for the New Year rally is now well in hand and details will be published shortly.

*Sandra & Bernie Wisely*

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### Burn Gliding Club

A full complement of vans was the order of the day for *Alan Guest's* rally near Selby over the May Day weekend. For the first two days members were able to take part in the gliding and one member managed four flights! However, on the Sunday and Monday the promised rain came to dampen our spirits. On Saturday evening, after the pie, peas and gateau 'banquet', we were entertained once again by the George Formby Appreciation Society from the Leeds area. Everyone seemed to be "over the moon" with the entertainment and a collection of £50.00 was made for the Society's charity - Children in Need. Dominoes and cards in the Clubroom and good old nattering took place during the rainy period and Monday lunch time saw us on our way after the usual coffee and 'sticky parkin'.

This is the fourth year that *Alan* has run this rally and he was intending to give it a rest next year. However, by popular request, it will be held again in 1998. From all who attending, thank you, *Alan*.

*Betty & Geoff Scholey.*

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### Spanish Rally, 1998

In 1995 *Betty and I* ran the first ASOC Spanish Rally at Los Gallardos camping site in the Almeria province of southern Spain. It was

most successful, so much so that more than 20 members had, before leaving, booked and paid a reservation fee for 1996. This more or less booked up the allocated spaces. For 1996 and 1997 we invited members, through the Newsletter, to join us for a February get together, rather than an official rally. Nobody who wanted to come was refused. However, for 1998 it is to be an official Club rally, even though we have twenty places already booked with reservation fees paid to the site owner. The details are as follow:

28 day rally, 1st - 28th February 1998. Members must pay for the whole month, approx. cost £120.00 which works out at around £4.30 per night. Electricity is on meter - about £4.00 per week. There are no restrictions on leaving the site for a period and then returning, nor on leaving early or arriving late so long as the full month's fee is paid, which is most reasonable. These are conditions set by the site owner.

We have a full programme of events, such as golf, quizzes, boules, BBQ's, pancake race, meals (both at the site restaurant and outside at the many restaurants available), cycle rides, walks etc. All of which you can join in or leave alone as you wish.

Initial enquiries - phone me on 0175 675 2303 or write to me at 4 Broughton Fold, Grassington, Skipton, North Yorkshire, BD23 5AL. There is a small number of places still available. The rally fee is £10.00 per van and there is a £5.00 (returnable) site reservation fee.

*Geoff Scholey*

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## **Cycle Racks, Cushions and Legs!**

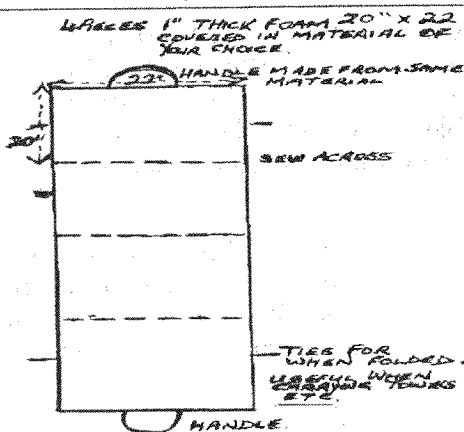
I was most interested in the letter from Margo & Colin Lumb regarding fitting a rack to their Trophy. I have written to A-S and have been to the factory on three occasions. Each time I have been advised by different members of the work force that a cycle rack should NOT be fitted. This has always been a disappointment to me because I really miss my bicycle when on holiday. The Lumbs have given me new hope and I would like to know if they have had a rack fitted or fitted one themselves. If so, was it difficult and which of the many types did they get?

With reference to their comments on all the cushions in the Trophy, I only take the small cushion that fits near the sink unit on the near side bed when I go on my annual holiday abroad. To replace these I have two folding beach mats. These are made from four pieces of foam 1' x 20' x 22' covered with cotton material and folded to form a beach bag with carrying handles. (See sketch.) These were very popular a few years ago but are now very difficult to find. They serve a three way purpose. A

beach mat to lie on; a fill-in at the end of the beds and cushions on the camping chairs to bring them up to dining table level when we eat outside.

If anyone wants to know how to make a stand so that the single leg is reasonably secure when outside the van I shall be pleased to advise them if they telephone 0170 428 044.

*John Johnson*



Apart from buying a tripod, if you carry another table top with the appropriate fitting you can use that at the other end of the table leg to make a sort of stand, But if you use it outside make sure that it is on a rug or cardboard or something to prevent scratching!

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## Travellers Tales

Thank you to all the members who replied to my query about Duetto fuel filling and mpg. The filling problem still exists but after a run up to Berwick-upon-Tweed over the Easter break I managed 32.5 mpg. With reference to *Mike Randall's* article (in March) at Newcastle-upon-Tyne, about five minutes from the A.1 we came across a Tesco supermarket. We had a cooked breakfast for £1.99 and filled up with diesel at about 59p per litre. There are numerous supermarkets located beside major roads.

Not wanting to pay extortionate motorway service station prices I purchased at the NEC show in February a booklet called "Just Off". This lists eating places, petrol stations, camp sites, hotels etc. which are "just off" our motorway network. The price was £4.99 and it is published by

Langsford Publications, 0182 281 0140.

*Pat & Tim Allen*

*Pat & Tim* also wanted to welcome a couple of new members, also Duetto owners, but unfortunately the latter haven't joined us - yet!

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## **Duetto - Cruise Control**

I have successfully installed an ES 001 Electronic Cruise Control system in my Duetto. I have a 1996 model which has a complete Ford "Fly By Wire" electronic fuel system including a throttle pedal without the usual Bowden cable. I bought the control from Ultimate Design of Kettering and received a lot of help and technical information from Mr David Shatford.

From letters which I have read in the commercial magazines there is a lot of confusion about the speed sensor connection. I found it very simple as I connected it to the "W" terminal on the alternator. So I had no problems with installing magnets nor interfering with the electronic control system.

The installation of the actuator control cable was the difficult problem. The only way in the Transit was to install it on the throttle pedal itself. I must admit that it gave me a headache or two. In the end I took the pedal out of the vehicle and studied it awhile. Then I made up two brackets, one fixed to the throttle housing and the other to the pedal bracket itself. These allowed a throttle movement of about two inches. I found that the kit contained enough materials to make up both brackets. I then worked away from the pedal. I attached the flexible Bowden cable, strapped it to the steering column, then through a suitable grommet in the bulkhead and finally mounted the actuator. Having mounted the command module and completed the wiring I tested the system whilst at rest and then on the open road. It works very well indeed and I am very pleased with it. It compensates well with differing road conditions and keeps the set speed even when climbing or descending.

I am very pleased with the sophistication on this particular cruise control. I had previously installed a system on a car when I was a tigger. That was good but not a patch on this model. I have seen comments that it is unsafe to use a cruise control but if used sensibly it really is a boon and makes driving a pleasure. There are a number of safety devices built in; they do work and I am very confident with this system. If anyone

## Rally Supplement

June 1997

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

Rally Marshals: John Crowther & 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

Tel. No. 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.

### **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, 21 Elcar Rise, Eaton, Norwich, NR4 6HR9

Please note correct house number. Tel. No. 01603 452593

Cheques payable to: R.E. & B. Whiley

Attractions: Rally field with own toilets. Showers, laundry and RADAR toilet on main site (60yds) 25 acre Zoo (endangered species). Cidery, pub, restaurants. Shops include licensed supermarket, newsagents 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. Edmunds) road half mile South of village. Follow tourist signs for Banham Zoo.

Saturday 14th. June: COUNTRY & 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. Michaels on Wyre, Preston.**

Rally Marshals: Betty & Andrew Entwistle.

Site Fee: £18.00 for weekend. NO electricity Rally Fee: £1.50

Booking slip to: Mr. & Mrs. A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West

Yorkshire, HX7 7DP Tel. No. 01422 843 057 Cheques payable to: A. Entwistle

Attractions: Steam engines galore plus all sorts of fascinating vehicles, lots of stalls selling those things you never knew you needed but won't be able to live without now that you've found them.

Directions: North of Preston off A6 turn onto A586 signposted Blackpool. The Traction Engine event will be very well signed.

**20th-22nd.June(Two nights) Camping & Caravan Site,Great Shelford,Cambridge.**

Rally Marshals: Sylvia & Brian Smith.

Site Fee:£5.90 per night Showers/Toilets. NO Electricity. Rally Fee:£1.50

Booking slip to: Mr.& Mrs. B. Smith, 9 St.Mary's Road,Bluntisham,Huntingdon, Cambs.PE17 3XA Tel.No. 01 487 841 786 Cheques payable to B.G.Smith.

Attractions: Rally field adjacent to Club Site.Cambridge 3 miles-service bus outside site.Cambridge Botanical Gardens 2 miles.Duxford Air Museum 6 miles.

Directions:Junction 11 of M11 take Cambridge Road(A1309).In 1 mile turn sharp right at traffic lights onto A1301.Site on left 100 yards past Great Shelford sign.

Maximum 25 vans.

**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

Tel.No. 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.

**20th-29th.June;Holiday Rally,The Buckle C.P. Seaford, East Sussex**

(No need to book all 9 days).

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 Tel.No. 01323 895901 Cheques 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 of A259 Newhaven to Seaford road at Abbots Lodge Motor Inn,under railway bridge.site on right in 50 yards(watch bend).

Come for a seaside holiday on the cheap!

**26th.-28th. June; Meadow Park, Meadow Road, Burton-upon -Trent. "Home of Brewing".**

Rally Marshals: Tricia & Ted Pratt)with help of John & Barbara Cox.

Site Fee: £2.50 per night. NO Electricity Rally Fee: £2.00

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

DE15 9DN (Tel.No. 01283 538818)

You may arrive on Thursday after 12 noon. Don Amott Caravans have kindly put on a "Pub Games Night" on the Friday evening at the, Bass Museum, this will include a meal (cottage pie & chips)-unfortunately there are only 40 places available-the cost will be approximately £3.00 per head. Please state on your booking slip if you wish to take part.

Meal on Saturday evening will cost £2.50 per head, pay with booking slip (bring your own glass)

Attractions: Walkable distance to Bass Museum (reduced entrance), Town Centre, Super Bowl, Leisure Centre, Crown Green Bowling on site. there are many local attractions, not forgetting the "Pubs".

Directions: Site situated down Meadow Road which is on Burton Bridge in Burton on the A50 Leicester to Uttoxeter Road. The turning off the bridge into Meadow Road is a tight concealed entrance by hotel sign.

**26th. June-1st. July; Nidderdale Showground, Pateley Bridge, N. Yorks.**

Rally Marshals: Maggie & Philip Midgley.

Site Fee: £4.00 per night. NO Electricity. Rally Fee: £2.00.

Booking slip to: Mr. & Mrs. C.P. Midgley, 35 Mount Gardens, Harrogate, N. Yorks. HG2 8BS

Tel.No. 01423 872 227 Cheques payable to: C P & M M Midgley.

This is a green field site with toilet and waste disposal facilities only.

Attractions: Beautiful situation 18 miles NW of Harrogate, adjacent to tourist village with cafes shops (Fish & Chips) etc. Good walking, many beauty spots within 1/2 hour drive. Children and dogs welcome. Trip to Theakstons Brewery on Friday if sufficient support, please say if interested when booking.

Directions: From A1 North follow A61 Ripon then B6265 Pateley Bridge. From A1 South follow A59 Knaresborough, drive through High Street, take A6165 to Ripley and through to Pateley Bridge. Site across river on left.

From M6 North follow A65 to Skipton then B6265 to Grassington and on to Pateley Bridge. From M6 South follow A59 to Skipton then B6265 to Grassington and on to Pateley Bridge.

**DO NOT ARRIVE BEFORE 3PM. ON THURSDAY 26th. JUNE 1997.**

**11th.-13th. July CLUB & COMPANY RALLY, THREE COUNTIES SHOWGROUND, MALVERN. Details and booking forms in MAY Newsletter. Please book early.**

**17th.-20th. July; Abbey Gate College, Saughton, Chester.**

Rally Marshals: Duncan & Jean Ellis.

Site Fee: £4.00 per night. NO Electricity. Rally Fee: £2.00

Booking slip to: Mr. & Mrs. D. Ellis, 6 Tudor Close, Shotton, Deeside, Flintshire, CH15 1NY

Tel. No. 01244 812761

Cheques payable to:- D. Ellis.

Saturday evening meal can be arranged, approximately £3.50 per head, if there is sufficient interest. Members were very pleased with last year's buffet.

Directions: From the North: M6, M56, M53, take A41 signposted Whitchurch. In approx. 2 1/2 miles after entering Waverton, turn right for Saughton. Beware humpback bridge. Carry on through village right then left hand bends, down hill-gates on left.

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

LIMIT 35 VANS

**24th.-29th. July; (3 nights) "Last of the Summer Wine Rally"**

Holme Valley Caravan Site, Holmfirth, West Yorkshire.

Rally Marshals: Jean & Ian Sellers.

Site Fee: £3.50 per night. NO Electricity but 2/3 hook-ups can be arranged for those with special needs.

Rally Fee: £1.50

Cheques payable to: I.R. Sellers

Booking slips to: Mr & Mrs I. Sellers, 14 Hainsworthmoor Grove, Queensbury, Bradford, West Yorkshire. BD13 2ND Tel. No. 01274 883470

Attractions: Wooded riverside site in the heart of "Summer Wine" country and on the edge of the Peak District. Bus stop at site entrance for Holmfirth (1 1/4 miles) or Huddersfield (5 miles) for Saturday market. Licensed shop and full facilities on site plus lake & river fishing for a small daily charge.

Directions: Site about 5 miles South of Huddersfield, half way between Honley and Holmfirth on the A6024 and on the left when travelling in that direction. There is a small blue & white camping and caravan road sign approx. 50 metres (55yds) either side of the entrance to a narrow, fairly steep lane leading down to the site.

**31st. July - 5th. August. Cotswold Gathering, Moreton-in-the Marsh, Glos.**

Rally Marshals: Gill Hardwick & Bob Brindle.

Site Fee: £3.00 per night. NO Electricity Rally Fee: £2.00 (Singles-£1.00)

Booking slip to: Mrs. G. Hardwick, Rose Cottage, Chesnut Lane, Barton-in-Fabis, Notts. NG11 0AE

Tel. No. 01159830193

Cheques payable to: G.A. Hardwick.

**Greenfield site: Water & Waste emptying. Own Toilet facilities essential**

Attractions: Pleasant level field approx. 300yds from the centre of Moreton. Plenty of good pubs, tea rooms and eating places, supermarket and stores. Easy travelling distance of Broadway, Stow-on-the-Wold, Bourton on the Water, Burford, Chipping Norton, The Slaughters and The Swell. Rail service to Oxford. Lovely walking country. Market day Tuesday.

**Come for any number of days up to five.**

Absolutely NO ARRIVALS before 1400hrs.(31st).Departure by 1400hrs.(5th) to comply with the requirements of our exemption certificate.

Directions:from Moreton Centre take A44 signed Broadway/Evesham.Site on right in 300yds.immediately before Caravan Club site.(Look for ASOC signs).

NO limit on numbers attending.

**7th.-10th.August:Cardale Woods,Beckwithshaw,Harrogate,North Yorkshire.  
Full details next month.**

**15th.& 16th. August The Detling Transport & Country Festival,County Showground,Detling,Maidstone,Kent.(onA249)**

Rally Marshals:Vik & Margaret Irle.

Site Fee:£16.00 per van(up to 4 persons) NO Electricity Rally Fee:£1.50

Booking slip to:Vik & Margaret Irle,Elizabeth Cottage,Warden Road,Eastchurch,,Sheppey,Kent,ME12 4EX.

Tel.No. 01795 880 364 Cheques payable to:V.M.Irle.

You may arrive 1200hrs.15th. and stay until 1200hrs. 18th.(No extra charge).

Attractions: A superb weekend for all the family;Steam Engines,Military Vehicles,Auto-Jumble,Cider Making,Beer Tent,etc.Bread & milk available on site.

NO LIMIT ON NUMBERS.

**27th.August-1st.September;Shoreham Air Display Rally,Shoreham Air Field, Shoreham,West Sussex.**

From 2pm.27th.August to 12noon.1st September.

Rally Marshals:Yvonne & Barry Loveland.

Site Fee:£1.00 per night No Electricity,GREENFIELD SITE. Rally Fee:£2.00

Airshow tickets:£9.00 per Adult,£4.00 per Child,Saturday & Sunday inclusive,  
PAY IN ADVANCE.

Booking slip/cheque to: A.N. Fowler,130 The Gardens,Southwick,West Sussex,  
BN42 4AQ. Tel.No. 01273 594479

Saturday evening buffet meal available.£2.50 per person,please state if required and send money with booking slip.

Attractions:Two day airshow with on ground entertainment.

LIMITED TO FIRST 30 VANS.

Directions:On A27 between Brighton & Worthing.Leave A27 at Shoreham Airport opposite Sussex Pad Hotel at traffic lights.

(THIS IS THE ONLY ENTRANCE FOR MOTOR CARAVANS).

**27th.August - 7th.September:Ten Day Winingen Weinfest Rally,Germany.**

This Rally is fully booked.

**29th. August- 5th. September; Holiday Rally Moreton Glade, Dorchester, Dorset.**

Rally Marshals: Barbara & Jeff Worley

Site Fee: £ 4.25 per night      Electricity: £1.65      Rally Fee: £ 2.00

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

Tel. No. 01935 424049

Cheque payable to: B. Worley.

**S.A.E.** If confirmation of booking is required

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

Directions: Site on B3390 next to Framton Arms pub by Moreton station (BR)

**5th.-7th. September; Highlands End Holiday Park, Eype, Bridport, Dorset.**

Rally Marshal: Maureen Torah.

Site Fee: £6.25 per night      Electricity: £1.25 per night      Rally Fee: £ 1.50

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

Tel. No. 01425 618320

Cheques payable to: M. Torah.

Attractions: Meal on Saturday evening. South West coastal path. Views over Lyme Bay. Heated swimming pool.

Directions: Off A35 Bridport by-pass. Follow signs for Eype and Eypesmouth (narrow lane).

**Advance notice: Spanish Rally, February 1998.** Please note that this will be a rally not a meet for next year. Details from Geoff Scholey (Press Officer)

Tel. No. 0175 675 2303

**HELP! Rally Marshals required for Shepton Mallet, 19th.-21st. September**

It would be nice if the Club had an official presence there.

Could two or three members get together and share the load please?

Contact me if interested. A.S.A.P.

Please note that in future **ALL** information ie. dates, rally bookings and rally details for the Newsletter must be sent to the Rally Coordinator:

Neil Rogers, 3 Appleby Close, Aldbrough-St. -John, Richmond,  
North Yorks, DL11 7TT.      Tel/Fax. 01325 374540

Local assistants:

Jerry Haxton (01 483 223 476) Woking, Surrey.

Jeff Worley (01 935 424 049) Yeovil, Somerset.

Ray Whiley (01 603 452 593) Norwich, East Anglia.

Bob Brindle (01 777 711 588) Retford, East Midlands.

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!**

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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

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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!**

would like further information or to look at the system I shall be at Malvern in July.

*Derek Armitage*

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## **jottings from your p.r.o.**

As your new Public Relations Officer I feel I should like to let you know how I see my position. Besides letting non-members know about our Club through the monthly commercial magazines I feel I should be in touch with existing members and let them know what is going on within the Club.

We can no longer look forward to a monthly report in the MMM as they now only allow four insertions per year. There does not appear to be the same restriction with Motor Caravan Magazine (MCM) nor Motorhome Monthly (MHM) so I will try to get something in each month. All commercial magazines need their copy ten weeks in advance so my contributions will take a while to appear.

"Which Motorcaravan" magazine has requested us to ask our members if they would like to comment or add any input to their road tests, etc. Also, in their April issue, they had a questionnaire for motor home owners. They would be grateful for any feedback from our members direct to Nick Harding, their editor.

It seems that some members understand that some insurers who give a discount for Club members will only give such a discount in the first year. I have made enquiries both with Safeguard and Comfort, insurance brokers, who assure me that the discount is ongoing and applies each year so long as Club membership continues. Don't forget that this may not apply to other brokers.

I believe that we are now on the right lines by allowing rally organisers to set their own rally fees. This makes good sense as it obviously costs less to run a two day rally than a longer one. It is important at least to break even or show a small profit. As our Treasurer said at the AGM, although our funds are in good shape the cost of printing and posting the Newsletter could be in excess of £11,800.00 per year by 1998. Hence the increase in subscriptions which remain good value at £15.00 per year (29p per week!).

Over the years there have been many suggestions of a factory visit

to The Orchard. It has often been discussed with A-S but there are very many stumbling blocks. The sheer number of members who might like to take part - the parking of so many vehicles in such a small village and the problems of logistics in getting so many people through the works. But your committee will keep the idea alive.

As usual a raffle was held at the AGM with the proceeds going to Club funds. Many thanks to all who helped. We also had an interesting and well attended talk by John Corbett of Carver Ltd who spoke about the products which the company supplies for fitting to our vans. We hope to repeat something like this at the Club and Company Rally.

*Geoff Scholey*

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### **Carver Electronic Ignition**

The technical presentation by Mr John Corbett of Carver Products at the AGM rally really was first class! Following my criticism of the piezo unit during the discussion several members later asked me to let them know of any developments.

I wanted to retro fit an electronic ignition unit to my Panmaster 3600 S.T.C. in place of the piezo. My letter to A-S brought the advice that it "could be a prolonged exercise" and that contacting Carver directly could expedite matters. I wrote to Carver on 16th April and sent copies of my correspondence with A-S. They then pulled out all the stops to supply one of the electronic units to me directly. I was fortunate enough to find a "CORGI" qualified engineer with good motorcaravan/caravan experience to fit it. It took him 1 1/2 hours - in spite of my help! I am delighted with the result as the heater is now as easy as the refrigerator to light. The guide price of the unit was given as "about £48.00" but I have yet to be invoiced. My thanks to John Corbett and may we have many more such presentations.

*Bill Burnett*

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### **CHANTAL ROOF VENTS**

As an update I would like to praise the professional and knowledgeable help given on the telephone by Julie King of West Alloy Diecastings Ltd. I needed some spares for my Talisman and the goods arrived in double quick time. The prices in May 1997 were - 4 off straps only, including p&p, £9.40. Repair/Overhaul kit - running rails, knobs and 4 straps, including p&p, £14.10. The company is very happy to

deal on a retail basis but do not have credit card facilities. Their address is West Alloy Diecastings, Garth Road, Morden, Surrey, SM4 4LN. Telephone 0181 337 2211 and Julie King is in their Sales Department.

Geoff Watson

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## MECHANICAL EVENTFUL HOLIDAYS

We left Dieppe in January 1995 for a three month holiday through France, down along the east and south coasts of Spain returning through Portugal and France. Finding a site at that time of year in northern France is difficult but fortunately the mayor of a small village allowed us to camp in his farmyard. The site in the village (recommended by an English friend) was non-existent. Next morning the plastic knob on the kitchen sink tap broke! We had to use the toilet sink until we could get replacements. We again faced difficulties with a site for the night but because we were self-contained, we were allowed to camp free in one which was closed. Next morning, after a very cold night with a heavy frost, the van refused to start. Then the vehicle alarm operated, for no apparent reason, causing the ignition circuit to be cut off automatically. On leaving the van by the rear side door (to silence the alarm) the pin in the top hinge fell out! Rita rescued me by holding the door while I replaced the pin. I switched the alarm off and repaired the hinge temporarily by passing a number of loops of thin steel wire through the hollow pin and securing around the outside.

I cycled, in the freezing cold, to the nearest village and phoned the European Breakdown service of the C.S.M.A. to request an auto-electrician who spoke English. We don't speak French. Three hours later our saviour arrived but did not speak English. He was a diesel mechanic who removed the steering column panels and most of the dash board to gain access to the wiring. He did not have a simple test lamp with him and I don't think he knew of multi-test meters. Many more panels later he thought he had found a broken wire but it was a short antenna for the alarm receiver. I managed to show him the error by pointing to the radio aerial and the transmitter on my key ring.

Two hours later I realised that the alarm fault was not a broken unit but a flat battery. It puzzled me because I had fully charged it before leaving home and we had driven in daylight so it should have been OK. I tried to explain to the mechanic that the flat battery was the same as having a broken wire, i.e. no voltage at the alarm terminal which automatically sets it off and cuts the ignition. He left and came back with

two large batteries, then tried to connect them in series with the one in the van. I made the correct connections and the engine very reluctantly turned over and started. We paid the £50.00 bill and drove on about 5 miles only to find that the speedometer had not been re-connected. So back to our favourite mechanic again.

Next day we bought a set of brass kitchen sink taps which I later tried to fit. I needed a flexible drive shaft to tighten the pipe clips in the confined space but hadn't got one. We drove on to stay at Florantilles and on arrival we found the battery charge was low again. I disconnected the ZIG charger from the interior battery and extended the wiring to charge the engine battery. Later, at home, I fitted a changeover switch so that either could be charged.

I managed to break a rear wheel spindle on the bike carrying shopping back from town. Oh well, replacing that would make a welcome change from repairing the van. When we arrived at Los Gallardos to join our A-S friends I found that Spanish bread was tougher than my top denture plate. I was able to test run the bike on my way to the dentist to have the plate repaired. Next, when camping in the Malaga region, the van sank into the sand when we visited the beach. We managed to dig ourselves out with the oven meat tin - one way of cleaning the tin, I suppose.

I nearly enjoyed Albufeira apart from trouble with the teeth again. I must be one of the few campers who now has a fully Europeanised top plate! Next the vehicle levelling boards I carry split. So I bought a cheap saw and made a couple of new ones with some timber I found on a building site. Our saw bench was the low fork of a tree where my wife sat in a chair and held the board firmly in position by pushing it with her feet.

Within a mile of leaving the site we lost our power steering due to a loose pipe connection. We needed to replace ½ litre of lost oil but couldn't buy less than 5 litres for £22.00. (Any offers?) In northern Portugal the speedo inner cable broke - the phantom diesel mechanic again? It stayed uneventful for a time until we camped on the driveway of an English couple we had met. Leaving early next morning before they awoke, as arranged, we reversed out and blocked the road when the electrics went dead. Later we reached Sainte and lost the electrics again when parking in a side street. I finally found that the heavy duty plug and socket built into the cabling under the steering column had been disturbed by our French mechanic. This caused the pins to arc and

overheat, the socket contacts to soften thus causing an open circuit. (I think he should have given me the £50.00!) I made a temporary repair but later I scrapped the plug and socket and joined the wires together by soldering. I telephoned Peugeot at Coventry for a solution to my dead battery problem but haven't received a reply. At about the same time the thin black negative wire which connects to the main headlamp beam relays broke on the way to the MOT. Whose fault? Mine, for having removed the plug and socket, or our French mechanic's probing fingers causing a delayed fault?

We next went for a month's fishing to Scotland and suffered the snow we had missed by going to Spain earlier in the year. To our delight the van behaved until our return journey. As we walked out of a supermarket in Inverness we heard our alarm and again found a dead battery. Only a slight language problem this time but we couldn't find an auto-electrician at 5.30 pm on a Friday afternoon. The local Peugeot garage mechanic had the greatest difficulty in jump starting the van (sounds familiar!). We had travelled 150 miles to get to Inverness so the battery should have been reasonably charged (again, sounds familiar!). We bought a heavy duty charger and mains extension lead, drove 100 miles to our next camp site and used the charger overnight.

We visited Peugeot in Coventry on our way home but again had no answer to the problem. I mentioned that the only electrical diagram shown in their £50.00 workshop manual was of a simple charging circuit. They realised that it was inadequate when trying to solve the problem - even more so when stuck in France in the middle of winter - or in Inverness! They kindly gave me a copy of a circuit diagram No. 91J508 and an electrical component location diagram No. 91J507.

Months later, when the fault became more frequent, I located the problem in the blue heater plug relay. This is mounted directly above the vehicle battery. The relay contacts were not opening when the ignition key was turned to start, thus leaving the battery still connected to the heater plugs. This fully discharged the battery in less than two hours. Normally the relay opens when the light on the dash goes out. I only found this when I connected a lamp lead to one of the heater plugs and the other lead to earth. When the dash lamp went out the test lamp stayed alight. As a temporary repair I unlatched the blue relay and tapped the plastic case lightly with a screwdriver handle. The replacement relay cost £50.00.

By now the original vehicle battery had passed its "sell by" date. I bought a new one with a 20% larger capacity than the first to ensure that there would be sufficient energy to start the engine after a prolonged period on a camp site. It is a Lucas type 664, part no. 23030544 which cost £20.00 less than the Peugeot one. It only just fitted into the battery tray. Both terminals are mounted on the opposite side and the negative cleared the wiper motor by 3/16". I also had to extend the negative lead by about 8". We returned to Spain in February last year for a holiday fortunately less eventful than before.

Learning from past experience, I religiously cut the Spanish bread into strips. I then softened it in my mouth with wine before trying to chew it. The technique was successful until we reached Los Gallardos again. At lunch, within half an hour of arrival, I had a memory lapse and the bread won again! I was extremely annoyed and jumped out of the van, only to find the front tyre was soft. This ghost puncture haunted us for the next few weeks. Three separate garages checked it and couldn't find it. We bought a compressor to keep it inflated until it eventually settled down and remained sealed.

Trundling home through the mountains in Portugal we climbed a snow cleared pass and stopped at the top to look at the view from 6,000 feet. Immediately the radiator boiled over. This surprised me as the ambient temperature was low and the needle on the gauge was well below the danger area. Maybe it was because the atmospheric pressure is lower at that altitude. Coming down the other side we had trouble with the disc brakes smoking. Thankfully I had changed the pads 2 days before we left home. On our return home I changed the brake and anti-freeze fluids for types with a higher temperature range.

Before we went to Scotland that year I had a new clutch fitted. At 30,000 miles this seems a low figure. One Peugeot garage quoted £450.00 plus parts and VAT to fit a new clutch; a second quoted £510.00 plus parts and VAT. A private garage charged me £366.00, inclusive of new clutch assembly; track rod end and protective boot to cover the constant velocity joint; VAT and labour. They fitted a Borg & Beck assembly which I prefer as it has a harder wearing, non asbestos lining. On my way to Scotland I called into Peugeot in Coventry and gave them the faulty heater plug relay for experiment. It may help to design out the fault in later models.

While discussing the brake smoking I told them how worn the pads

had been when I changed them at 25,000 miles. The rear drum linings showed only minimum wear. I had also had to replace the front tyres at 19,000 and 35,000 miles but the rear tyres are still original and appear to be less than half worn. I thought that the uneven wear could be due to the brake compensating unit not being properly adjusted. Peugeot suggested that a brake test be undertaken on a rolling road. The test showed that the brakes on all four wheels operated at maximum efficiency showing that the system is balanced. I have subsequently thought that it may be that the front discs each have two pistons whereas the rear drums only have one. This may generate additional heat.

More recently the engine has lacked power and acceleration, the fuel consumption has been high and the fuel gauge reading was high too. It was also difficult to remove the filler cap because of a high vacuum in the tank. Changing the air filter partly solved the power and acceleration problem. Removing two teaspoonsful of water from above a valve found in the end of a ½" diameter rubber pipe which hangs from the large pipe at the fuel cap down to the region of the front edge of the fuel tank enabled it to open and vent the fuel tank. This removed the vacuum, solved the remaining power problems and cured the consumption problems as well as the gauge readings. Finally we were going home in late December when the van developed a surging power fault in the engine and kept cutting out. Air was getting into the fuel system via the manual priming pump assembly on top of the fuel filter. We had to wait 5½ hours for rescue and unfortunately I had removed the gas bottles the week before so we got very cold. The RAC has promised to forward £30.00 as compensation. That will help towards the new filter pump unit needed. The Peugeot dealer wanted £65.00 plus VAT for the unit but I bought one direct from Lucas at £43.00 plus VAT.

Undeterred by these experiences with our first diesel (who said they are more reliable than petrol?) we still enjoy the Executive.

*Rita & Jim Powell*

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## **Obituary**

It is with great sadness that we have learned that *Ron Wilson* passed away on Wednesday, 30th April. He had been in great pain for the last few weeks of his life. Members may recall that *Ron* did most of the work for the first Annual Dinner and ACM Rally which we held at Kettering and repeated this the following year. Our sympathy and condolences are offered to *Marjorie* and the family.



## WANTED

For VW Trooper. One 15" wheel trim in white, or a full set to buy. Please phone Des Hillen on 0122 982 2066 or write to 121 Holker Street, Barrow-in-Furness, Cumbria, LA14 5ST.

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## FOR SALE

Renault Romero, 2.2 petrol, August 1966 "P" reg. 1600 miles only. P.A.S. Fiamma awning, 2 bike rack, towbar (unused), hotbox, TV Aerial & amplifier. Non-smoking owner. Unable to use due to illness. £18,995.00 ono. Telephone Bill Whitelaw on 0151 606 0167 or write to 1 Hunstanton Close, Upton, Wirral, L49 4QY.



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Pendle Engineering quick release tow-bar Cycle Rack. Absolutely superb with two full cycle racks to hold bikes separately, complete with lighting units. No drilling. Removed in seconds and does not in any way obscure rear window. Plus 2 Unisex 21 gear Raleigh Elite LX mountain type cycles. One gent's size and the other lady's size. Each weighs less than 30 lbs. All in new condition and a bargain at £350.00. Please telephone Reg Rogers on 0178 454 4400 at anytime or write to 11 Broomfield, Octavia Way, Staines, Middlesex, TW18 2QD.

#####

NR Awnings Standard Motor Chalet drive away awning. Burgundy and grey with curtains to front and side windows. £160.00. Phone Hilary & John Catley on 0175 724 8085 or write to Ingledane, Station Road, Riccall, York, YO4 6QJ.

Thanks for the donation.

#####

1993 Symphony, 2.0 litre petrol. 26,000 miles. Usual A-S equipment plus host of extras including Airide suspension, Fan-master (heated shower room), 2 alarms, immobiliser, roll-out awning etc. £16,000.00. Telephone Tony Fowler on 0127 359 4479 or write to 130 The Gardens, Southwick, West Sussex, BN42 4AQ.



Thanks for the donation.

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Taylor-made insulated internal screen covers for Ford Duetto, Front, side plus sliding door. £50.00 plus P&P. Collapsible tripod to enable centre pole table to be used free standing. £15.00 plus P&P. Telephone Maurice Hammon on 0170 525 6699 or write to 10 Pine Tree Gardens, Cowplain, Waterlooville, Hants, PO8 8AE.

Thanks for the donation.

#####

Cherished Talisman II, 1986 ('D' reg). 2,000cc petrol. 31,500 miles. 4 berth. One owner. Taxed to end September 1997, MOT to April 1998. Cassette toilet, hob and oven, heater, blown air, Silver Screens. Extras. Ready for the road. Non-smokers, no pets. Excellent condition for year. £10,500.00. Ring Richard Melville on 0192 367 4494 or write to 60 Valley Rise, Garston, Watford, Herts., WD2 7EZ.

#####

Talbot Express "Symphony". 2,000cc. 1994 'L' reg. P.A.S. 9,300 miles. Newish Freedom battery, alarm/immobiliser. Long MOT. Immaculate condition. Non-smokers. £17,500.00. Telephone Maureen or John Rogers on 0120 259 0900 or write to 1 Downlands Close, Ensbury Park, Bournemouth, Dorset, BH10 5LH.

#####

2 Front seat swivels for pre-Boxer Peugeot Executive or similar. £50.00. Omnistor 3m Safari Room (never used). £200.00. Telephone Doug Robinson on 0198 977 0582 or write to Morningside, Llangrove, Ross-on-Wye, Herefordshire, HR9 6EZ. We shall be attending the Club and Company Rally at Malvern.

#####

It's that time of the year again when your Membership Secretary, Secretary and Editor all take a holiday together complete with pussy cat! This will be the last time that I can say that (and make the van seem full!) - because Sheila is, as you know, stepping down from the committee at the next AGM. So if you have anything to send in to the Newsletter, please can you post it yesterday? Then it might arrive in time.

If you have been/are going/will be going on holiday, we hope that you have enjoyed/are enjoying/will enjoy yourselves.

See you at Malvern?

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

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

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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.

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**Committee Members:**

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Harry Henthorne	Newsletter Editor	0181 808 9112
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Ben Mansfield	Chief Rally Marshal	0172 336 9769
Neil Rogers	Rally Co-Ordinator	0132 537 4540
Ian Ross	Regalia Officer	0170 822 8075
Geoff Scholey	Press Officer	0175 675 2303
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