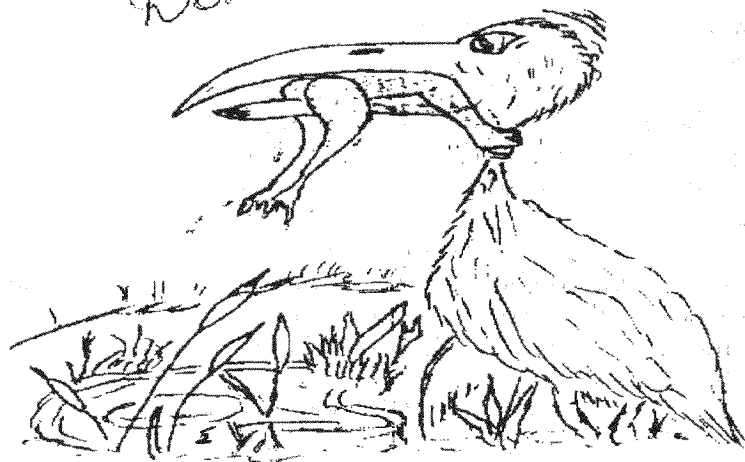


# **AUTO-SLEEPER OWNERS' CLUB**

*Whatever the problem  
Don't ever give up!*



*Just by the A.S.O.C*

## **NEWSLETTER 108 SEPTEMBER 1997**

Hello.

Did you spot the fact that there was a bit missing from last month's Newsletter? I didn't, until the postman (postperson?) arrived at 8.30 am on August 2nd with a letter drawing my attention to it. Somehow I had managed to lose a chunk from the "Crete and Italy" item. The missing piece follows to alleviate your possible frustrations!

"Even better, once you have driven aboard and up the ramp to your deck, Fred (or Georgiou) comes round and, with a long pole, pulls down a lead and hooks you up to the mains with a CEE 17 connection at no extra charge. You then travel as a deck passenger but live in the comfort of your own van."

The bit missed out is underlined. Sorry about that.

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## **CARVER ELECTRONIC IGNITION**

I went as a day visitor to Malvern and from the Carver stand purchased an electronic ignition kit for the 3600 S.T.C. I was shown how it could be fitted except for finding a 12 volt live lead. It took me about one hour to fit. It really is very simple. No modifications are needed, just the new unit and control rod. I found a permanent 12 volt live and earth source behind the control panel for the fire on the left of the wardrobe.

*Tony Hignett*

I saw these kits too but didn't have time really to look at them. I'm not sure whether they would fit the heater we have in the Clubman because the control rod which I saw being demonstrated is totally different from ours.

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### ***Can YOU Help?***

At the Club and Company Rally a member gave to Alan Curry, Quality Assurance Manager at Auto-Sleepers, an arm rest trimmed in Laguna Green. This was in a brown jiffy bag. We do not know the customer's name but believe that he had either a Duetto or a Symphony. In order that his needs be met without further delay could he please contact Alan. (Last seen on a fishing boat in Wales!) Realistically, contact him at the factory on 0138 685 3338.

*Charles Trevelyan*

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## CCNR 1998

Since my offer to make a block booking for members appeared in the August newsletter it has been revealed that the venue for the 1998 Caravan Club National Rally will be Harewood House near Leeds. Anyone who may wish to attend and be pitched with other ASOC members should send me a stamped, self-addressed envelope for preliminary information before the end of November. I shall then ask for a second, Newsletter sized sae, from members who decide to proceed and ask the Caravan Club for the number of booking leaflets required. That envelope will be used to forward the official booking leaflet when it is received from the Caravan Club in early January. My address is 21 Ellcar Rise, Eaton, Norwich, NR4 6HR.

*Ray Whiley*

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### Club and Company Rally

We attended and would just like to say thank you all very much for a superb weekend. We thoroughly enjoyed it. The whole weekend was very well organised with enough entertainment to keep everyone of any age happily occupied. The fireworks were especially a nice added bonus. The whole weekend made the journey very worth while.

*Rosie & Terry Ball.*

#####

We would like to say thank you to all concerned for a most enjoyable Club & Company Rally. This was our first rally and we found everybody so friendly, especially *Betty, Don, Audrey & Jim* who so kindly invited us to join them on Friday and Saturday evenings. We were sorry to have missed you on Sunday to say cheerio.

*Betty & Brian Field*

Sorry, *B & B* did not include surnames for their new friends in their note.

#####

Just a line to say how much we enjoyed the rally. This was only our second rally and we felt so much at home at both rallies. Members seem to go out of their way to make people welcome and it is because of this attitude that we are enjoying our very first motor caravan.

We were tuggers but had to give this up because of health problems. Because I always need to be near a toilet the obvious solution was to buy our very own Mobile Toilet. It turned out to be the best

decision which we have made. We really love motor caravanning.

*Derek Armitage*

*Derek* came along to Bentley as his first rally. We are pleased that they are enjoying our style of caravanning instead of tugging.

#####

The dust has settled over the Malvern Showground and everything that needed to be said seems to have been said. All 459 Auto-Sleepers and their loving owners have gone their happy ways. Why, then, do we feel so alone and rejected? We trudged the lines uselessly, there were no fellow travellers. Are we the only "Leisure" owners in the whole wide world? Where are they others? What do they do? Where do they go? Has anyone seen them? Answers, please, to *Mary & Fred Dwight* at 40 Mansfield Court, Riverside Close, Bridge, Canterbury, Kent, CT4 5TN or telephone 0122 783 1121.

Actually, we made lots of friends at Malvern and had a jolly good time!

*The Dwights*

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## **Club & Company Rally - and England too!**

When we went to our first C&C Rally in 1996 we thought it would probably be our last, at least for some years. However, we were back again this year and very much did we enjoy it. We again remained in England for two weeks, spending several days in the Suffolk area where *Maureen* comes from. She arrived in Jersey from Hadleigh in 1938 - not very long before a large gathering of foreigners arrived to stay for five long years. Not very wise! We were both in our twelfth year then and remember those times well. But that's another story. Incidentally, we would like to repeat what we said about the UK last year. It's a great country with beautiful scenery. Have a look at Cavendish, Kersey or Lavenham in Suffolk.

From 1967 onwards we spent many years camping on the Continent and used an ice box to keep food in. Whilst on site we had to take a plastic container filled with some type of jelly and called a "Freeze Pack" to the camp shop each evening to get it frozen in their fridge for our use next morning. Since those days I have not wanted to throw them away. Put it down to the early forties when everyone learned to save everything in case of possible future use. Well, recently, again on the

verge of throwing these packs away, I had what might be thought a good idea. Why not freeze a pack in the kitchen freezer, place it in the motorcamper fridge freezer compartment and leave it in there whilst travelling.

We tried the idea as we travelled through France and Germany in the late spring and again in England and found it worked well. During the sea trips to France or the UK it is forbidden to use gas to keep the fridge cool. As the engine is off and there is no way of obtaining mains electricity the fridge can only warm up. The trip from Jersey to Pool in the Condor wave piercer should have taken less than four hours. But one of the four engines had to be stopped half way across (a common complaint this year). So we took five hours instead. On arrival at a caravan site near Salisbury that evening the fridge contents were fine. How many motor caravanners remember to switch to gas when leaving their vehicle for a few hours? We always leave the gas off for an hour or two whilst visiting. We did not miss the small amount of space taken by the pack but feel that the use of one was a good idea. Also I won't have to throw the packs away!

Looking forward to our next Club and Company Rally - goodness knows when!

*Harry Aubin*

We shall look forward to seeing *Maureen & Harry* again - 1998?

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### *Chairman's Chat*



What do we say about the Club & Company Rally? It was such a success thanks to the hard work of all concerned. I can't remember feeling such a tingling buzz of expectancy about the event before. Others too noticed that "buzz" and were swept along with the excitement. Yes, as always, there were a few foul ups along the way but they seemed to me only to increase the good time that most of us enjoyed. At the same time we raised the wonderful sum of £1,800.57 for the Stroke Association. The lady who received the cheque for the Association could hardly believe the evidence of her own eyes as we unrolled the cheque in front of the assembly. She was genuinely overwhelmed by the amount we had raised over the weekend and couldn't wait to report back to her daughter who is the Area Co-ordinator for the Stroke Association. I feel that thanks to all of our members combined efforts we are able to help and encourage others who through

no fault of their own have fallen on hard times, so well done all!

I am not one to compile a long list of the good people who helped in the organising and running the event but guess what? I am about to break a long held habit! Firstly I must thank our two team leaders, *Brian Hooton* and *Charles Trevelyan* along with their wives, *Valerie* and *Angela*, for all the long hours of hard work they have all put in. Let us not forget the "lads" from the factory led by *Neville Jelfs*; everyone there was a volunteer working on his/her week-end off. Also I must not forget the wives and families of our Company friends for they too certainly got stuck in and helped out. Last, but by no means least, our volunteers. May I, on behalf who attended, say "Thank You, Thank You All" for without your help we would not have had a weekend of fun, happiness and friendship nor have raised such a truly wonderful sum for others who need a little help. I understand that an expression of thanks can so often appear to some to be a meaningless gesture that must be made, but since my accident *Betty* and I know only too well that on many occasions it is all you have to offer. It is a humbling experience to be on the receiving end of such generosity, and that is how I feel now.

The Committee met briefly at the conclusion of the rally and it was decided to set up a sub-committee to look at the constitutional amendments. The sub-committee is made up of *Ray Young*, who will be Chairman, *Sheila Henthorne*, *Ben Mansfield*, *Neil Rogers*, *Geoff Scholey* and myself. Our first meeting is due in August and we hope to be ready with proposals soon.

As I was preparing this piece it was the birthday of our daughter, *Christine*, who lives in France with her husband, *Alan*, and children *Laure* (7) and *Emily* (3). A little family story comes to mind. *Christine* was about 6 years old and I picked her up from school one day. As we returned to the car she was asking questions about angels and heaven. After a short studious pause she asked "When I die and go to heaven and become an angel will I have wings?" I replied, a little curtly after this discussion, "Of course you will; all angels have wings!" Then came the coup de grace. "If I have wings, how will I put my vest on?" Good question.

How about the great effort of one of our members who, at the age of 75, has raised £297.00 for Arthritis Research by undertaking a sponsored walk across Morecambe Bay? A task not to be undertaken lightly for younger folk but our bicycle riding *Daisy Wane* took it in her stride, so to

speaking. Well done *Daisy!* But let us not forget *George*, her husband, who was waiting for her, heart in mouth no doubt, as I would be if *Betty* undertook such a challenge.

As ever you have probably had enough from me by now so keep smiling and happy journeying.

*Andrew Entwistle*

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## **A Cautionary Tale about**

### **A Round Tuit**

I expect many of us have one. I bought mine in Ripon some years ago and was reminded of it recently. Having read about tyre life in the April (??) Newsletter I checked the tyres of my six year old Legend GL. It had just passed its MOT at a Ford Main Dealer. Tread depth was well above the legal minimum and I could find no cracks in the walls. The tyres had done just under 28,000 miles. To be on the safe side I told my wife that I would have them changed "when I can get around to it". But it didn't seem to be an urgent problem.

A number of weeks passed and so, after checking tyre pressures as I always do before making a long journey, we set off for the Club and Company Rally. Nearing the Swindon turn off from the M.4 and well clear of some lorries I had overtaken, I started to move from the middle to the inside lane. I was doing about 60 mph when there was a pistol, or maybe a cannon, shot and the steering started to go crazy. I hung on and made straight for the hard shoulder. I reached it as a lorry thundered by. The burst tyre was on the rear near side and so the erratic steering had been controllable.

The tyre had burst, not through the wall but at a right angle across the tread. The steel reinforcement was a mess of wire on the surface. The RAC and Kwik Fit of Swindon got me away again but with one new and three original tyres. A complete set couldn't be located at short notice. This was put right next day by Kwik Fit in Worcester and included a new spare. I asked the Kwik Fit managers about the storage and usage life of tyres. The best information they could give me was that all their stock tyres that are four years later than the date of manufacture are returned to the maker. Their tyres are stored in racks, under cover and out of direct sunlight.

I hope this cautionary tale will encourage others with tyres that have reached their "best before" date to action their "Round Tuit" and avoid what was, for me, an unpleasant experience. Soon overcome but never to be forgotten. For others using old tyres it could well be a disaster in waiting.

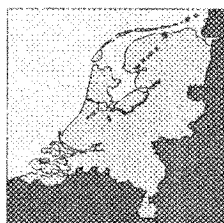
*Gordon Denham*

Reminds me of what I was taught in my cycling days (about three centuries ago!). "You can go anywhere at any speed you are capable of, provided that you can stop. But if your tyres or brakes don't work you won't get there!"

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## THIRD DUTCH BULB FIELDS RALLY - 1998

In June *Winifred and I* completed our arrangements in Holland for



this third rally to be held in early May 1998. We intend to use the same format as in the two previous rallies. It will be organised to take advantage of the cheaper 5 day returns offered by the various ferry companies. We shall stay one night at Delftse Hout, in a National Park 15 minutes walk from the centre of Delft. The other four nights will be at Rijnsburg which is in the bulb fields area.

In 1997 Stena Line have introduced new vessels on their Harwich - Hook of Holland service with a crossing time of 3 hours 40 minutes. To take full advantage of the 5 day returns we suggest that you leave Harwich at 1050 on Sunday, 3rd May 1998 arriving in Holland at 1530 local time (one hour ahead of UK time). The return from Hook on Friday, 8th May at 1610 arriving in Harwich at 1850. We will look into the possibility of a Group Booking and hopefully reduce the actual cost of the ferry fares.



The following programme has been arranged:

Sunday, 3rd May. Drive from Hook of Holland to Delftse Hout, about 35 miles.

Monday, 4th May. Enjoy a conducted walking tour of Delft in the morning. In the afternoon leave for Rijnsburg, about 50 miles, for an evening welcome at 1930.

Tuesday, 5th May. Visit Flora Veiling, a 5 minute drive, for a conducted tour of the second largest flower and plant auction house in Holland.

Wednesday, 6th May. Coach tour to Amsterdam, visiting a clog maker and a cheese farm. Then an Amsterdam canal cruise followed by some free time in Amsterdam. Returning through the bulb fields stopping off at a large bulb grower's gardens. In the evening a three course meal has been arranged.

Friday, 8th May. Leave Rijnsburg for the ferry, about 50 miles.

From the camp site at Rijnsburg you are only about 10 miles away from Keukenhof Park, the show place for the Dutch bulb growers where, literally, millions of bulbs have been planted giving a superb display of colour. Various growers have displays of their bulbs etc., and you can order your spring bulbs from them for delivery in September. You can easily spend the whole day in Keukenhof using many rolls of film, eating at one of the restaurants or snack bars, or having your picnic in one of the various picnic areas. You will have time to visit Leiden, The Hague, Gouda or perhaps look at the seaside towns of Katwijk, Noordwijk or Scheveningen - all of which are within an hour of Rijnsburg.

To give you some idea of the cost, based on two people in a motor caravan.

Stena Line, Harwich - Hook of Holland - 5 day return.

£148.00 (1997 prices)

5 nights camping in Holland, fully inclusive,

at H.Fl 29.50 per night -

H.Fl. 147.50

Entrance to Keukenhof and parking

65.00

Coach trip to Amsterdam, fully inclusive

85.00

Evening meal

59.00

H.Fl. 356.50

Using the rate of exchange in early August

H.Fl. 3.25 = £1.00.

£109.69

In addition, you will need vehicle and personal insurance costing about £60.00 dependent on the cover taken. A Green Card is often free of charge but your insurance broker will advise you. Petrol, in June 1997, averaged H.Fl 2.10 per litre (about 64.6p) and diesel averaged H.Fl. 1.45 (44.6p).

It is not intended to travel in convoy and those who wish to travel independently are welcome to do so. It is our intention to help those members who have never taken their van abroad before by advising them of the requirements needed for a continental holiday. We shall ask

an experienced traveller to accompany an inexperienced member from the port of landing to the camp sites and then back to the port on a "one-to-one" basis ONLY. Information will be sent regularly on the various items needed for this kind of holiday so that inexperienced members can obtain all they need in plenty of time.

If you are interested please write, enclosing a stamped, self-addressed envelope, to *Winifred and Arthur Irving*, at 89 Pingle Road, Millhouses, Sheffield, S7 2LL and we will contact you in the middle of October 1997. Later on we shall ask you for a firm commitment with a non-returnable payment of £15.00 (Rally fee, rally plaque and other expenses) so that we can confirm the number of pitches we require. The rally will be for **a maximum of 25 motor caravans.**

If you intend to stay on the Continent after the rally it is essential that you keep to the above programme. Firm bookings will have been made and the site owners will expect payment **in full**. If you, as an experienced continental camper, agree to accompany an inexperienced member, you will be expected to be with them from the port of landing and back to the port of sailing.

*Arthur Irving*

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## LEGEND SPARE WHEEL REMOVAL

Recently I had my first puncture on our Legend which, fortunately, happened on the drive of the house. I found the removal of the wheel nuts almost physically impossible despite using a spider plus Stilson. When finally they were off I failed completely to remove the spare from its cradle under the rear of the vehicle. This, I discovered later, was done by lifting the combined weight of the cradle and the spare wheel before unhooking the cradle from the Transit chassis.

I would be grateful for any advice from members who may have had the same problem. Or perhaps the excellent Tiggers (Technical Information Group) with their mechanical expertise could help.

*Peter Jones*

Having had a similar problem on the Bedford based Clubman I found it useful to carry a small scissors jack to take the strain whilst undoing the cradle underneath. But in any event - read on to the next item.

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**RALLY SUPPLEMENT**  
**SEPTEMBER 1997**

**1st.-5th.September.(4 nights).Stoupe Cross Farm C.S.Whitby,  
North Yorks.**

Rally Marshal: Alan Guest

Site Fee: **£2.50 PER PERSON PER NIGHT**

Plus £ 5.00 deposit (returnable) for toilet key. No Electricity.Rally fee:£1.50.

Booking slip to: A.Guest,27 Chiltern Drive,Ackworth,Pontefract,West

Yorkshire,WF7 7DW.Tel.No. 01977 612 773. Cheques payable to : A.Guest

Attractions: Whitby 20 mins walk up/down 199 steps!.North Yorkshire coast and moors,Scarborough,North Yorks Moors Railway.

Directions:From A171 follow signs for Whitby Abbey.

**Limit 20 Vans**

**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 A 35 Bridport by-pass.Follow signs for Eype and Eypesmouth (narrow lane).

**7th.-14th.September:Welsh Holiday Rally,Brwnich Caravan  
Park,Brecon,Powys,Site Tel.No. 01874 623325**

This rally runs from Sunday to Sunday but you may stay for less nights.

Rally Marshals: Geoff & Helen Gray,assisted by Barry & Yvonne Loveland.

Site Fee:£ 5.75 per night. Electricity: £ 1.75 Rally Fee:£ 2.50

Booking slip to:G.Gray,71 Woodstock Gardens,Pencoed,Mid.Glamorgan,

CF35 6ST Tel.No. 01656 862423 Cheques payable to:G.Gray.

Attractions:A superior "Best of British" site in the Brecon Beacons National Park.Numerous scenic walks and drives in the area.Pleasant level walks on nearby canal towpath including Brecon town( 1 1/2 miles.)Boat trips on canal and coarse fishing in reservoirs.Off peak rates available at local leisure centre for swimming,indoor bowls,ten pin bowling etc.Coach trip,if sufficient interest shown.Evening meal mid week.Bicycles would be useful.

Directions:Site is situated and well signposted at the roundabout of A 40 and A 470 about 1 mile East of Brecon.

**11th,14th,September:Northern Motorcaravan Show,York Racecourse.**

Rally Marshals: Betty & Andrew Entwistle. Rally Fee: £1.50

IF YOU BOOKED DIRECT WITH THE ORGANISERS BY 11th.AUGUST

AND MARKED YOUR FORM ASOC. Then you can rally with the club

Complete a Club Rally slip and send it with a cheque for £1.50 to:

Mr.M.A.Entwistle,8 The Dell, Mytholm,Hebden Bridge,West Riding of  
Yorkshire,HX7 6DP. Tel.No. 01422 843 057

Cheques payable to:M.A.Entwistle

Full directions will be sent by the organisers with your tickets.The roads are  
also well signed around the outskirts of York.

**Those who pay/book upon arrival pay more and cannot park in the  
club area.**

**17th.-21st.September.(4 nights)Sawley Marina,Nr.Long Eaton,Notts.**

Site Telephone No.01159 734278.

Rally Marshals: Gill Hardwick & Bob Brindle.

Site Fee: **£2.00 per person per night** No Electricity. Rally Fee:£2.00

Booking slip to:Mrs.G.Hardwick,Rose Cottage, Chestnut Lane,Barton-in-Fabis,  
Nottingham,NG11 0AE. Tel.No. 01159 830193.

Cheques payable to G.A.Hardwick.

Hard standing on gravel car park overlooking moorings.Water & Waste  
emptying. LIMITED TOILET & SHOWER USE.**Own Facilities advised.**

Attractions:Bar & restaurant on site(24oz rump steak & trimmings £9.95.)

Chandlery and craft shops.Newly opened pub at Marina entrance.Buses to  
and from site to Nottingham,Long Eaton(market Saturday).Walk or cycle along  
Sawley canal or just watch the comings and goings.

Meal on Saturday night in private function room on site.Three courses & coffee  
£6.50.**Advise when booking if interested.**

Directions: From M1(junct.24) takeA6 towards Derby,then B6540 towards Long  
Eaton.Site on right immediately after the Plank & Leggit Pub.(Honest!)

**18th.-22nd. September,Shepton Mallet Motorcaravan Show.**

Rally Marshal:Rosemary Bevis and team.

Rally Fee:£ 1.50 send direct with slip to Rally marshal at:

16 Chapel River Close,Weyhill Close,Andover,Hants.SP10 3UE.

Tel.No. 01264 392 095 Cheques payable to: R.Bevis.

Book direct with the organisers,booking forms (special Club prices)  
available from Rally Co-ordinator-address at end of supplement.

Please enclose S.A.E. Forms also in various magazines.(COSTS MORE).

**25th.-28th.September.Camping & Caravan Site,Canterbury.**

Rally Marshals:Joyce & Gordon Matthews.

Site Fee: £ 5.90 per night. Electricity: £ 1.70 per night.Rally fee: £1.50

Booking slip to: Mrs.J.Matthews,35 Preston Park,Faversham,Kent,ME13 8LH.

Tel.No. 01795 538913 Cheques payable to: G.Matthews.

Attractions: A 3 day rally giving you the ideal opportunity for a day trip to Calais to top up for Christmas.Also time to enjoy the City of Canterbury.

Pub meal Saturday evening.Please indicate on booking slip if interested.

Directions: From the Dover bound A2 turn left signposted Canterbury.At the 5th roundabout turn right and followcamp site signs onto A257 for 1 1/4 miles. Bekesbourne Lane on right hand side.

**26th.-28th.September.Howgill Lodge Caravan & Camping Park,Barden, Nr.Skipton,N.Yorks.**Rally Marshals: Ben Mansfield & John Greenwood.

**RALLY FULL**

**2nd.-5th.October.Camping & Caravan Club Site,East Horsley,Surrey.**

Rally Marshals: Sally & Jerry Haxton.

Site fee:£ 5.90 per night. Electricity:£1.70 per night. Rally Fee:£1.50

Booking slip to:D.Haxton,"Almond Tree House",Send Hill, Send, Woking, Surrey,GU23 7HR.Tel.No.01483 223 476. Cheques payable to: D.Haxton.

Attractions:Recreation room with darts,table tennis etc. and available in the evenings for our use.Fishing lake on site that is well stocked.Trains to London and Guildford half hourly with a large and safe car park at station (one mile). R.H.S.Gardens at Wisley, two miles,with large car park.

Coach trip to Hever Castle on Saturday if numbers warrant,coach and entrance fee £10.00,please send money with slip if interested.

Directions:Leave M25 at Junction 10,take the A3 South towards Guildford, approx 1/2 mile take slip road B2039 s.p. Ockham & Horsley.Site on right, Camping & Caravan sign at entrance to site.Please report to Wardens on arrival.

**9th.12th.October.Waldergraves Holiday Park,West Mersea,Essex.**

Rally Marshals:Inge & Jack Britton.

Site Fee:£4.00 per night (Not £5.00 as shown in newsletter).

Electricity:£1.00 per night. Rally Fee:£2.00

Booking slip to: Jack & Inge Britton,2 Melrose Road,West Mersea, Colchester,Essex,CO5 8JB. Tel.No. 01206 384146.

Cheques payable to J.Britton.

Attractions: Restaurant & shop on site. Use of club house Saturday night for American Supper. Pitch & Putt and fishing on site. It is hoped to arrange a boat trip to 'Packing Shed' Island on Saturday. Please indicate on slip if interested. Also Nature Reserve & Country Park within short drive.

If possible please book before 26th August.

Directions: From Colchester onto B1025 to West Mersea, 2nd turning right, follow Tourist Board signs to Park.

### **10th.-12th. October. Whitchurch Cricket Club. Whitchurch, Shrops.**

Rally Marshal: Audrey Crouch & Team

Site Fee: £3.00 per unit per night. No Electricity. Rally Fee: £1.50

Booking slip to: Mrs. A.M. Crouch, "Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops. SY13 2TB. Tel. No. 01948 840894.

Cheques payable to: A.M. Crouch.

Attractions: Clubhouse open for the rally, all facilities. Bar open on Saturday evening. Pies, peas & jacket potatoes & sweet. £2.00 per person.

Send money with rally slip.

Saturday coach trip to Oswestry, please indicate on slip if interested.

Directions: From North on A49 follow Town Centre signs. At roundabout stay on main road bearing left, over traffic lights past Mobil station then 2nd. right (s.p. Wem). From South on A41 take road signposted Town Centre B5395 (offside lane). Over next roundabout then 1st left (s.p. Wem)

Turn right for the Cricket Club.

Limit 40 vans.

### **15th.-19th. October (Wed.-Sun.) Ferry Meadows, Peterborough.**

Emergency Site Tel. No. 01733 233526. (Caravan Club Site Office).

Rally Marshals: Gill Hardwick & Bob Brindle.

Site Fee: £4.50 per night. No Electricity. Rally fee: £2.00 (Singles £1.00).

Booking slip to: Mrs. G. Hardwick, Rose Cottage, Chestnut Lane, Barton-in-Fabis, Nottingham, NG11 0AE. Tel. No. 01159 830193.

Dedicated rally field owned by Nene Country Park, but operated and part of the Caravan Club Ferry Meadows Site. Site use of water, waste & rubbish but **NO USE** of site amenity block. **OWN SANITATION ESSENTIAL.**

Attractions: Nene Country Park, 500 acres, lakes (coarse fishing) and wildlife, watersports, horse riding or leisurely walking. Miles of walks & cycleways.

Nene Valley Steam Railway or bus service to Peterborough. (market Tues.-Sat.).

Pay & Play Golf course (18 holes) or pitch & putt, near Beefeater Pub/Restaurant plus large garden centre. Enjoy a late break in this lovely location.

Directions: From A1 turn off at signs for East of England Showground. Then follow brown & white signs for Nene Park then Ferry Meadows, or follow route in Caravan Club book.

**23rd.-26th.October.Bronte C.P.Keighley,West Yorks.**

Rally Marshals: Betty & Andrew Entwistle.

Site Fee: £ 7.00 per night. Electricity: £1.75 per night.(14 available).

Rally Fee: £1.50. Cheques payable to:M.A.Entwistle.

Booking slips to: Mr.M.A.Entwistle,8 The Dell, Mytholm,Hebden Bridge, West Riding of Yorkshire,HX7 6DP. Tel.No. 01422 843 057

Blocks will be required on parts of the site.

Attractions & Directions in October Newsletter.

**30th.October-2nd.November.Eastham Hall C.P. Lytham,Lancs.**

Site Tel.No. 01253 737907

Rally Marshals:Kath & Norman Benyon / Barbara & Vic Kaye.

Site Fee: £ 10.00 per night (including electrics)

£ 8.50 per night ( No electrics)

Rally Fee: £1.50. This year we have to pay for the use of the hall, hence higher fees.

Booking slips to: Mr.&Mrs.V.Kaye,14 Firthwood Road, Coal Aston, Dronfield,S18 3BW Tel.No. 01246 412679.

Cheques payable to:B.Kaye.

Attractions:Friday night coach trip to Todds,Motor Caravans.

Saturday,p.m. pre booked trip to Ice Drome.Blackpool(full details in July Newsletter).

Saturday Evening,Hot pot supper in hall,cost £2.50 per person.

NO fireworks this year but remember to bring your Christmas cards for distribution.

Directions: A584 to Lytham,on entering Lytham at first mini roundabout

turn right over railway bridge to next roundabout. Turn right again s.p..Kirkham.

Site on right after 1/2 mile.

**31st.October-2nd. November.Chesildene C.P. Bournemouth.**

Emergency Tel.No.for site 01202 513238

Rally Marshals:Linda & Trevor Hargreaves.

Site Fee: £3.50 per night. Electricity: £ 1.50 per night. Rally fee: £ 1.50

Booking slip to: Mr.& Mrs.T.Hargreaves,13 Churchmoor Road,Colehill, Wimbourne,Dorset,BH21 2LN. Tel.No. 01202 886855.

Cheques payable to:T.D.Hargreaves.

Attractions:Bus stop nearby with regular bus service to Bournemouth town

centre and Christchurch. Old fashioned games evening on Friday with Beetle Drive, Scrabble etc. A fish & chip supper will be arranged for Saturday evening. Directions: On A3060 north of Bournemouth, near Hampshire Centre. Full details will be sent with confirmation. (Please send SAE).

**LIMITED TO 25 VANS MAXIMUM**

**Possible rally 7th.-9th. November Larmer Tree Site(SW Eng.)**  
**If on details in October Newsletter.**

**27th.-30th. November. Briarfields C.P. Cheltenham, Glos.**

3 nights Christmas Shopping Rally.

Site Tele./Fax No. 01242 235324.

Rally Marshals: Dorothy & David Ellis.

Site Fee: £5.50 per night including electricity. Rally Fee: £1.50.

Booking Slips and cheques payable to D. Ellis, 25 Thornhill Road, Upper Cymbran, Gwent, NP44 5TF. Tel. No. 01633 862 558.

Attractions: Level modern site, frequent bus service stops outside gates to Cheltenham and Gloucester. Extra night at same rate.

Directions: Leave M5 at Junction 11 towards Cheltenham. At first roundabout turn left onto B4063. Site on left.

**30th. December-3rd. January. NEW YEAR'S RALLY, Hidden Valley, Ilfracombe.**

If you are interested in attending this popular rally with a full programme of meals and entertainment and require full details please telephone Sandra & Bernie Wisely on 01271 46400 or send a SAE to Mrs. S. Wisely, 12 The Laurels, Roundswell Village, Barnstaple, North Devon, EX31 3QY

**Please note that the 1998 Spanish Rally is fully booked.**

Please note that **ALL** information ie. dates, rally bookings and rally details for the Newsletter should be sent to the Rally Co-Ordinator;

*Neil Rogers,*

*3 Appleby Close,*

*Aldbrough St John,*

*Richmond, North Yorks,*

*DL11 7TT.*

*Tel. No./Fax. 01325 374 540*

*Local Assistants: Jerry Haxton (01 483 223 476) Woking, Surrey.*

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

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

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

Rally Supplement prepared by Neil Rogers, 3 Appleby Close, Aldbrough St John, Richmond, N Yorks

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!**

X-----

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:-

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Payment MUST accompany this slip - cheques payable to marshal.

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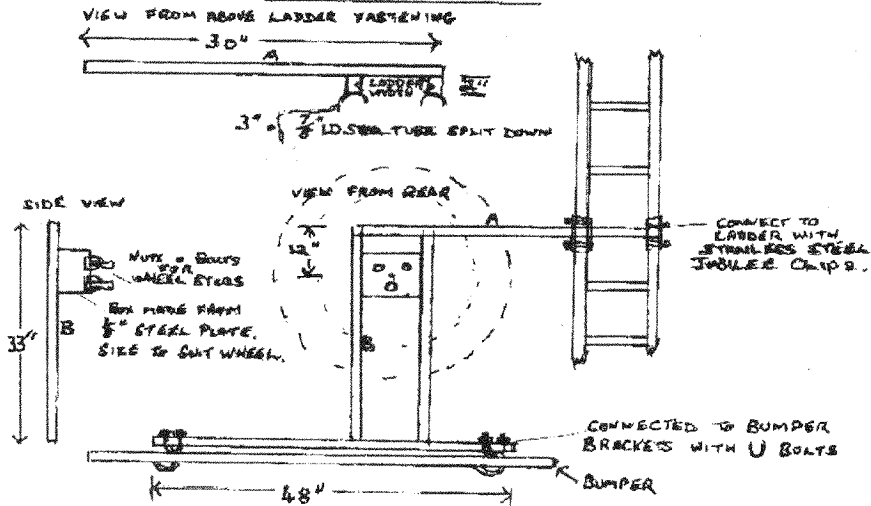
**POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!**

# SPARE WHEEL CARRIER

Enclosed please find a drawing of a purpose built spare wheel carrier which I have made and used successfully for several months without a problem. As members will know, it is a pain to even attempt to check the spare wheel tyre pressure with it slung underneath, let alone attempt to remove it if one has a puncture on a pouring wet day. The construction needs nothing more than simple tools to fix it once it has been fabricated and does not require any holes to be drilled in the vehicle or interfere with the construction in any way. I have had a PVC cover made for the wheel by our local upholsterer to protect the tyre from the sun. The whole cost, excluding my time, was less than £40.00 - money well spent!

CONSTRUCTED OF 1" STEEL BOX SECTION, ALL JOINTS WELDED.  
 MEASUREMENTS FOR CLUBMAN, MAY NEED ALTERING FOR  
 LARGER VANS.

NOT DRAWN TO SCALE



Having removed the wheel from under the van I have replaced it with a box measuring 2' x 2' x 1' utilising the spare wheel carrier to mount it. The box is accessed through a 1' x 6' x 1' trap door which I have cut in the floor (with the approval of A-S technical personnel). It is amazing how much outdoor equipment can be carried in it. What a pity

more use is not made of underfloor space during manufacture! For the sake of a few pounds life could be made so much easier especially when one has wellies etc. to contend with. Maybe the Tiggers would like to add the idea to their collection.

May I also ask whether any fellow Clubman GL owners have experienced flattening of the settee mattresses? Ours have flattened badly therefore making the single beds uncomfortable. To such an extent that we have purchased two pieces of 1" thick foam to put on top of the beds. Anyone have the answer to our problem, please?

*Bryan Orchard*

We have not experienced any flattening of the cushions even after five and a bit years of use. So far as checking the tyre pressure of the spare is concerned we use a "Spareline". This is a gadget which came around a few years ago, in fact the manufacturer (a one man band) came along to the Club and Company Rally at the time to show them. They cost about a fiver then and consist of a connecting pipe between the valve on the wheel to a similar valve on a plate fixed to a suitable spot on the vehicle. It is a simple job when checking and/or inflating tyres to include the spare - no crawling necessary.

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## **Clubman - 2.4 Diesel**

I have recently purchased a Clubman fitted with a VW 2.4 Diesel engine. This vehicle replaced a larger (22') Autohomes Landliner fitted with a Peugeot 2.5 Turbo diesel engine. I had assumed that the 2.4 non-turbo unit would give a comparable performance in the smaller and lighter vehicle. However I do notice a lack of power on some hills. I have been considering the fitting of an Intercooled Turbo Conversion United as advertised by TB Turbos of Lancaster, but this would leave little change from £2,000.00!! I would be most grateful if any Clubman owners who have considered this option, or who have had the conversion fitted, would be kind enough to let me have their views either by letter to The Oaks, Lower Lane, Ebford, Exeter, EX3 0QT or by telephone to 0139 287 5428. I understand that a discount is given to some Owners' Clubs - does this include ours?

*John Francis*

I would suggest that you ask TB Turbos direct whether, as a member of this Club, you qualify for a discount. I believe that they did offer something at one stage. We have been running a Clubman for over five years and I cannot honestly see any advantage in such a conversion.

The ordinary aspiration seems to work extremely well - top speed is more than adequate, acceleration is also good and I haven't yet found a hill to beat us - including a couple of 1 in 3 climbs! Admittedly, as has previously been said, we haven't got the performance of an Aston Martin, Ferrari or a Williams - but we are not driving racing cars!

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### **L.P.G. Tanks**

I have received from Autogas Installers and Retailers Association an up-to-date copy of places where members can obtain bulk supplies of L.P.G. for the tanks installed in their vans. I will be happy to send a copy to any interested member on receipt of two Second Class stamps. The list will, no doubt, be revised from time to time and advice will be given in the Newsletter.

*Arthur Irving*

For *Arthur's* address, please look at his item about the Dutch rally.

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### **Trophy and Bike Racks**

In response to *Barry Crawshaw's* request I am afraid I can only pass on what I have been told in relation to the Trophy conversion. I have had occasion to call at Orchard Works three times, mainly in relation to my refrigerator. On the first occasion I asked about fitting a cycle rack and was definitely advised against it on the grounds of stability and the strength of the GRP moulded body. I was assured that the strength of the toilet extension was not in question as this had been tested under the most stringent conditions. It was more or less the strength of the GRP moulding that was against having a rack fitted.

Before the second occasion of calling I had seen what I thought to be a Trophy fitted with a rack. Again, I was advised against fitting one. Earlier this year I called into the works to have a fan fitted to the fridge. I asked the senior maintenance man who did the work about a new rack from Fiamma which would hook on to the substantial gutter and the main downwards weight would be borne on the bumper. Again I was advised against it.

As you can imagine, it was quite a surprise to see *Margo & Colin Lumb's* letter in May saying that the Trophy's after job no. C258 were suitable for the fitting of such racks. My job no. is C325. I have since been to my local A-S dealer, Todds at Lostock Hall near Preston, and have seen a blueprint from the Orchard on the fitting of cycle racks to the

Trophy. On a recent trip to Italy I have purchased the recommended rack but because of my refrigerator troubles and the uncertainty of my keeping the Trophy I have not had it fitted.

I should be obliged if any other Trophy owners would tell me if they have had fridge troubles. Mine has ceased to function on the last three annual holidays after being on for about 10 to 14 days.

*John Johnson*

The address, if you can help, is 5 Fylde Road, Southport, Merseyside, PR9 9XH.

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## **Servicing**

Having had to do a little work in preparation for the annual MOT I can pass on some information which may be of interest to members. I have had to replace the front discs and pads on my 1989 Peugeot/Talbot Talisman because the discs had worn and corroded quite badly. My local Peugeot dealer quoted £83.00 for a pair of discs and £57.00 for the pads - both parts only. I was surprised when I asked for a discount that the total came down from £140.00 to £115.00. Halfords could not help with the discs but wanted £31.73 for the pads. All praise to Ron and Replacement Motor Components in Leicester (Tel: 0116 246 0207) who was able to supply the parts at £74.00 (discs £45.00, pads £29.00). All prices are July 1997 and include VAT. The job took me about 1¼ hours per side.

Another area that may be of interest are the wheel bearings. The rear are adjustable and, strictly speaking, a new nut should be fitted and staked when adjustment is necessary. But with care the old nut can be unstaked, adjusted and restaked. The front wheel bearings are adjustable by shims at first fitting. Thereafter they are non-adjustable in service. My local Peugeot dealer tells me that where a small amount of play is detected this can often be eradicated by fitting a new, correctly torqued, nut rather than replacing the bearing. The nut is a 41mm A/F and should be fitted on oiled threads and torqued to 370lb feet (50m.daN in the manual). The nut itself costs £6.11 from the dealer. A new front bearing can be bought from the Leicester company mentioned for £32.00 - £35.00 depending on chassis number. This will be a project for a few weeks time when I have worked out exactly how to do the job.

*Maurice Payne* sent me some information from the manual and I

am puzzled over what appears to be Torque Wrench settings in the form 5m.daN? This is nothing like lb/ft or Nm. I have deduced from the information that 1m.daN = 7.38 Lb/ft and since this equals 10Nm I believe that 1m.daN = 10Nm . Remember that you multiply Nm by 0.738 to be lb/ft.

Last year my MOT station charged me for resetting the CO emissions by adjustment to the carburettor. When doing my own servicing at other times I have had to guess the setting. This year, before the MOT, I decided to splash out on a Gunsons Gastester (digital exhaust gas analyser). Halfords sell it for £59.99 (July 1997) but my local Motor Mania shop agreed £49.99 after a bit of haggling. I can recommend it to others - it works very well. Where I measured CO at 1.4 the MOT station measured it at 1.55 - well within the 3.5 limit for my vehicle. Some perseverance with the instructions is required as although not complicated to use, it does seem to take at least 40 minutes to establish, adjust and check the CO readings. I have also used it on my fuel injected Audi with great success.

May I ask anyone who has replaced a Talisman Front Wheel Bearing themselves to give me a ring, please. My telephone number is 0145 529 1801 and I would like to benefit from their experience.

*Geoff Watson*

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## **We Were There!**

Unfortunately, we had to miss this year's Club and Company Rally. We had an invitation to be in Hong Kong for the historic return of the colony to China. We couldn't refuse! We tucked up Amy (our Amethyst) on our drive and set off in high anticipation. This was our sixth visit to Hong Kong; the last one was in 1989. Enormous changes have been made and are still taking place. The skyscrapers once towering up towards the clouds are now being surrounded and dwarfed by mightier giants all reaching higher for sky space. Land reclamation from the sea is on such a huge scale that one can easily envisage that the island will soon be one with the mainland of China.

Preparations for the handover ceremony and other functions were in progress and visitors were pouring in from far and wide. Streets were bursting with thronging masses. Reporters and cameras abounded, all adding to the vast crowds of Chinese going about their everyday tasks. A feeling of electric excitement was in the air together with a happy carnival

atmosphere. At night the buildings were brilliantly lit with fantastic displays of coloured lights while the trees glittered and twinkled with miniature light bulbs interlacing through their leaves - a veritable wonderland.

What a shame it rained so torrentially on handover night. But it was the time of the monsoon. The rain did nothing to mar the spirits of the performers or spectators. If enthusiasm did wane a little this was soon revived by the amazing fireworks displays, one by the British, the next by the Chinese. Both were on a very grand scale, tremendous, enthralling and breath-taking. They were dazzling and utterly spectacular in their content - a million Guy Fawkes nights and Chinese New Years rolled into one. Everybody was held in spellbound wonder. The Chinese added to their extravaganza by sending brilliantly lit and decorated floats across the harbour, many depicting the animals of the Chinese twelve year cycle. Parties were taking place everywhere, most of them continuing well into the next day. It was just as well that the following two days were declared Public Holidays!

Although the majority of Hong Kong Chinese seem to welcome the return to the "Motherland" there are certain reservations amongst many of the younger element remembering Tiananmen Square and the jailing of dissidents. Would their voices be heard? Time alone will tell. We hope all goes well for these busy, industrious, ingenious, self-sufficient and hardworking people with their wonderful philosophy and way of life. We feel proud and privileged to have been there and to have witnessed the dawn of a new era and history in the making.

*Jean & Ivor Thomas*

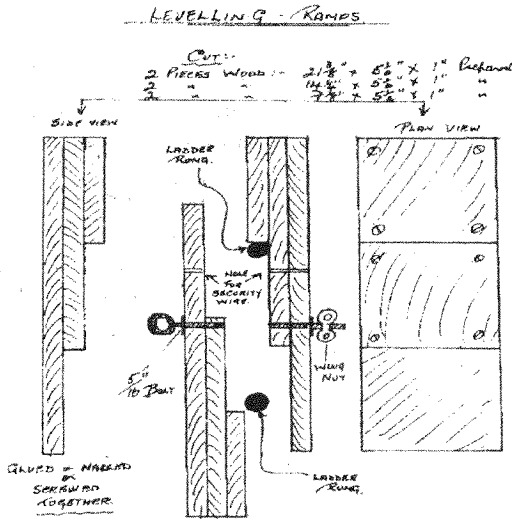
That beats a lot of the "Been there, seen that, done that" people, doesn't it? Our members also went to Australia and picked up a leaflet about "Campervans - Air Conditioned - Motorhomes" which are available for hire right across Oz. One way rentals between the branches are available. If anyone is thinking of hiring a van over there give me a bell and I'll pass on the details.

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## Levelling

After having been a "caravanner" for over 20 years we converted to being a motor-camper owner. Levelling up became a rather tedious business, not wanting to carry bulky aids that had to be stored somewhere. Meditating over this problem for many hours, 90% was solved by making ramps from wood as shown. These have been very

successfully used on two Tridents and the current Clubman. So much so that they attracted attention at Malvern a few weeks ago and more than one person was seen making notes and sketches. So here are the "working drawings"!



SUITABLE FOR AUTO-SLEEPER CAMPERS  
 WITH  
 REAR LADDER RACK

To use - place them in front of the wheel(s) to be raised and drive up one, two or three levels as required. No problem. For storage, first place one of the ramps on to the INSIDE of the rear ladder with the thicker end uppermost so that it rests on one of the rungs. Then position the other ramp thinner side uppermost until the holes for the bolt align themselves. This should be when the thickest levelling piece of the outside ramp is tight up below the next rung down. Easy when you have figured it out, For security I use a bicycle security wire and lock through the upper holes and round the ladder. This also stops hooligans from climbing on to the roof.

*Mervyn Potter*

Presumably the ramps could be adjusted as you see fit to raise more than three inches.

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## Levelling - 2

I find that if I put my spirit level on the floor the fridge is not level. So I level the fridge and hope we don't fall out of bed!!

*Marie Winfield*

I suggest that you are showing the cabinet around the fridge as level rather than the fridge itself. But in any event, that should be sufficient. Surely your floor is not so far out of kilter that you might fall out of bed?

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### FOR SALE



Symphony, 1993, 'K' reg. 2.5 litre diesel, power steering, immobiliser, alarm, etched windows, Omnistor awning. Garaged. Last MOT and service February 1997. One owner, non smokers, no pets. New price £25,500.00 - asking £18,000.00 ono. Phone Reg Butt on 0190 377 3335 or write to Cumbria, 39 Coastal Road, East Preston, West Sussex, BN16 1SN

#####

Free standing NR Raleigh awning for side rail fitting. In brown/cream colour. As new, hardly used. Suitable for Talbot Express Harmony. Complete with curtains. £200.00 ono. Also wooden bench seat, folding item for berth cushion between front seats. £10.00 Complete set of Harrison side panels etc. to fit Fiamma F45/2.5m sun blind (Clubman GL) £150.00. Unused enclosure as Safari room. Tel: Roger Yeatman on 0120 248 5063 or write to 173 River Way Christchurch, Dorset, BH23 2QN.

Thanks for the donation.

#####

Boxer Peugeot Executive, 1996 (May). 7,000 miles only. 320 petrol engine. Fitted with alarm and immobilizer. Van fitted with outside sliding drawers for miscellaneous items. £26,800.00. Also free standing awning - unused. £250.00. Outside Silver Screen. £40.00 Tel: Derek Gardiner on 0163 340 0963 or write to White Haven, Chepstow Road, Penhow, Gwent, NP6 3AD.

#####

Fiamma Box 180 for installation on carry bike. This box has only been used once and is complete as new in its original box. Complete with all fittings. Price £100.00 ovno. Telephone Derek Armitage on 0152 946 0231 or write to 3 Main Road, Little Hale, Sleaford, Lincs., NG34 9BB,

Thanks for the donation.

Talbot Express Talisman GL. 'H' reg. 38,000 miles.  
1971cc. V.G.C. Fiamma twin bike rack. £16,000.00 ono.  
Telephone Don Hibberd on 0181 255 3084 or write to 36  
Beard's Hill, Hampton, Middlesex, TW12 2AQ.



Thanks for the donation.

#####

Cabanon "Apache" free-standing awning, grey & burgundy,  
complete with curtains and ground sheet. Used once only. Cost over  
£400.00 - sell for £200.00 ono. Tel: Dennis Peel on 0190 324 2132 or  
write to 15 Parklands Avenue, Worthing, West Sussex, BN12 4NG.

#####

Front and rear Silver Screens to fit Boxer type high top. Never used.  
£50.00. Various other items. Tel: Stuart Cornes on 0188 959 1326 or  
write to Dungarvan, Oak Road, Denstone, Uttoxeter, Staffordshire, ST14  
5HT.

#####

Swivel platform for driver/passenger seat on VW Trident (rear  
engined) model. Never used. Cost £55.00 - sell for £20.00 plus £5.00  
to Club Funds. Purchaser must collect - a heavy unit! Tel: David  
Thornton on 0114 236 8770 or write to 47 Longford Road, Sheffield,  
S17 4LP.

#####

Clubman 'M' reg. (June 95). 2.4 diesel. Alarmed, Fiamma  
awning and Top Box, Status TV aerial, Silver Screens. 12,500 miles.  
Full service history. Excellent condition. Non-smokers, no pets.  
£24,000.00 ono. Tel: David Cornnell on 0148 454 4746 or write to 18  
North Hill Drive, Kirkheaton, Huddersfield, West Yorkshire, HD5 0EH.

Thanks for the donation.

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## STOP PRESS

There will be an "Owners' Day" at the Earls Court Show this year on  
2nd December 1997. Manufacturers have been invited to provide  
"something special" for their owner's club members and *Charles  
Trevelyan* needs to have some idea of numbers attending on that day.  
Please telephone *Sheila Henthorne* if you intend to be there on December  
2nd.

If you apply to the ticket hotline 0171 373 3733 and quote the  
Club's name you can obtain discounted tickets, apparently for any day  
during the show.

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*Brian Ellis* is hoping to arrange a rally for the long weekend November 14th - 18th, that is Friday to Tuesday. This will be, hopefully, in Weston-super-Mare to coincide with their carnival. Watch the Rally supplement next month - it looks like a good, but limited number, rally.

I'm already well into the October Newsletter with YOUR contributions. Thanks for the pictures for the front cover. Until next month, drive carefully, enjoy yourselves and be happy.

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

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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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Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman C & C Sub-Ctee	0123 576 4782
Arthur Irving	Vice-Chairman: Joint Chairman AGM Sub-Ctee	0114 236 5698
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
Janet Sutterby	Minutes Secretary	0150 746 2449
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