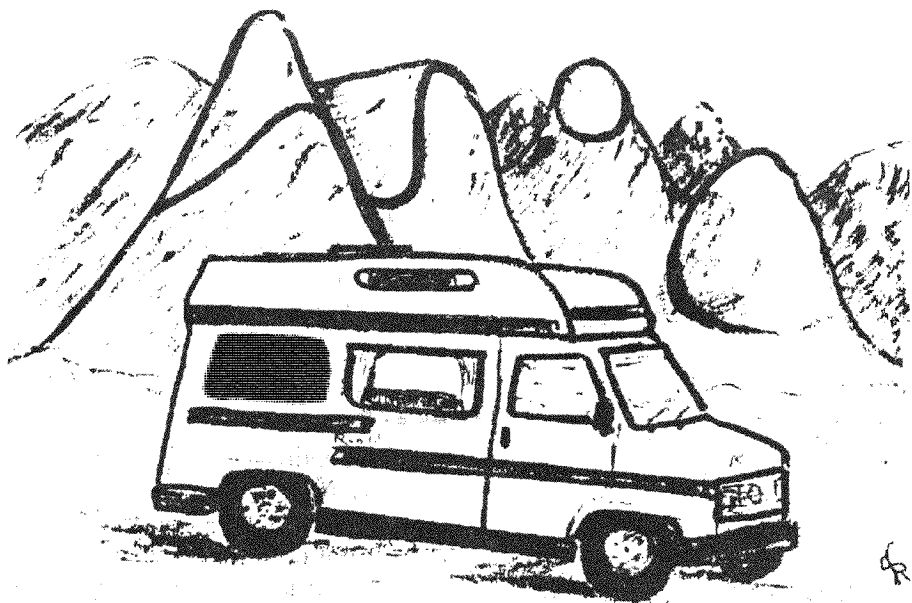


# **AUTO-SLEEPER OWNERS' CLUB**



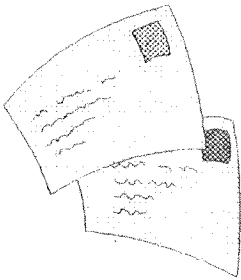
**NEWSLETTER 115  
APRIL 1998**

Hello.

Next year, 1999, will be the Tenth Anniversary of the formation of this Club of ours. Your committee is already considering ways and means of celebrating the event but would welcome any reasonable suggestions which members may have. Obviously, it would need to be something for **all** members, not just those who attend the various rallies. So please put on your thinking caps and send any ideas to your Editor. All will be reported to the committee for consideration.

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## Applications for Membership



Please, PLEASE, will you help whoever the new Membership Secretary will be after the AGM. As you know, *Sheila Henthorne* is standing down this year. She has asked me to remind you, particularly newer members, that if you recommend anyone to join the Club you ask them to contact the Membership Secretary for the Enquiry Pack which contains the Application Form. Please do **NOT** tell them to send the subscription to the

Mem.Sec. It creates more problems than it solves. Thanks.

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## S.O.R.N.

You may not have come across this collection of initials yet, but you will! They stand for "Statutory Off Road Notification". The law on vehicle taxation has changed. If your vehicle has a tax disc in force on or after 31st January 1998, then if you take it off the road you must, by law, inform the DVLA that you have done so and are not taxing it. You must either make sure it is properly taxed or make a legal declaration that it is not kept or used on a public road. There are serious penalties involved in breaking the law so be warned.

A leaflet will be sent to you with your next tax reminder - so don't just chuck it away!

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## Insurance and Amperes

At the Club and Company Rally last year I had a Beeny Box fitted to my Clubman GL. In September, while on holiday in France, the box disappeared somewhere along the route while we were travelling between camp sites. The fixed rails were still in position but one of the sliding rails, normally attached to the box, was still in its slider.

I reported the loss at the time to my insurance company and to Beeny Bits. It was suggested by Mr Beeny that the box was lost because of (a) fouling the ramp on the ferry, (b) "bottoming" on a high kerb or (c) tampering or theft. The box was in place for the first few nights in France so (a) does not apply. I have no recollection of driving over any kerbs or reversing at all on that day so I find (b) an unlikely explanation. As there were no signs of forcible physical removal of the box - no marks on the rear bumper or any of the paint work and no damage to the van - I tend to discount (c). Mr Beeny offered to fit a replacement box but I was not happy with this and he agreed, as a gesture of goodwill, to financial compensation. Have any other members experienced problems with these boxes?

Of rather more concern, however, is that my insurance company disclaimed all responsibility for the box or its contents. My present policy is one designed especially for motor caravans and includes a section for Personal Effects and Camping Equipment. Personal effects are covered for loss or damage due to accident, fire or theft but only, as I now discover, if the vehicle is also damaged. As I cannot conclusively establish the cause of the loss, "the incident does not fall within the terms of the policy". I have yet to obtain an explanation of why camping equipment is not covered as no limitations of cause (accident, fire, etc.) are mentioned in that sub-section of the policy.

Other members may feel inclined to check on the scope of the cover provided by their own motor caravan policies. Obviously I am not happy with mine and when my current policy expires I shall look for an alternative where a rather more sympathetic attitude (from an insurance company?!) might be taken in such circumstances. From comments heard and read, Comfort Insurance seems to be worth considering.

Turning to a completely different matter, in the February Newsletter *Geoff Scholey* provided a useful table of electricity usage relating current (in amps) to power (in watts). The figures apply to

equipment rated for use with 240 volt mains input. It is worth remembering that when such equipment is used with a mains supply at 220 volts (in France, for example) the current consumption is about 92% of the UK value. The wattage drops to around 84% of the rated value. In other words, a small travelling kettle, rated as 1000 watts for UK use will consume 3.8 rather than 4.2 amps when used in France. Not a particularly significant difference but the wattage drops to 840 and the extra time needed to boil water for coffee (well, I prefer coffee to tea, even at home!) becomes noticeable. I hear rumours that Europe will, in time, standardise on 230 volts but that change is being introduced quietly and without publicity. We shall just find that the "new" electricity is not quite as good as the old.

*Jack Dawson*

From what I hear from friends who live "out in the sticks" on the Devon/Cornwall borders their current (pardon the pun!) electricity varies from around 210 volts to 240 depending on the weather or something!

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## Rallies - Early News

Here is some news of three rallies which are just a bit different from those included in the supplement. For that reason they are shown here.

#####

3rd - 6th July. Rally at Worton, near Lytham, Lancs.

*Kath & Norman Benyon* will be running this to enable ralliers to attend an evening with the Houghton Weavers on the **SUNDAY** evening (5th July) at the Lowther Pavilion. Full rally details will be included in the Newsletter later. But if you wish to attend the evening, then *Kath* **MUST** receive your ticket money by the **end of MAY**. Tickets will cost £7.50 per person. If you are interested, please send a cheque for the right amount for your **Tickets Only** to *Mrs K Benyon*, Holmfield Cottage, Bannister Street, Lytham St. Annes, Lancs, FY8 5HQ. Details of coach fare from the site will depend upon numbers. People who do not wish to see the Houghton Weavers can still attend the rally. Whether going to the Weavers or just going to the rally, wait for the final details in the Newsletter and then complete and forward a rally booking slip to the marshals as usual.

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5th - 13th September.

Val & Pete Fullick, who used to be members of ASOC, will be running a "guest" rally at Capel-le-Ferne, near Dover, Kent. This will be run under the auspices of the Herald Owners Club. They invite any ASOC member to join them. The site is on the cliffs with super views of France (on a clear day!). Camping will cost £4.00 per night and electricity is available although points are limited. They hope to arrange a day trip to France and also a meal in a local hostelry during the week. There is a probable limit to the number of all vans present; perhaps 30 - 40. If you would like to go, please contact them on (phone or fax) 0130 322 1850, or (mobile) 0468 105 117.

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Hidden Valley

The New Year Rally will be taking place again at the end of this year. If you are interested in this very popular rally please contact the marshals, *Sandra & Bernie Wisely* on 0127 134 6400 or write to them enclosing a stamped, self-addressed envelope, at 12 The Laurels, Roundswell Village, Barnstaple, Devon, EX31 3QY.

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## First Timers

Having just returned from our first rally at Rowsley, *Kath & I* feel moved to pen a few lines. Basking as we still are in the warmth of the sunshine which blessed the rally we wish to place on record our deep gratitude to everyone who made us feel so welcome the whole weekend. Having only owned a Duetto for less than 12 months this was our first experience of a Club rally - and what a glorious weekend it was.



From the moment we first met the Rally Marshals, *Doreen & Jock Hammond*, at the site entrance in beautiful Derbyshire, any tiny fears we may have had disappeared without trace. Would we be woken up each morning with the gladsome sound of "Wakey, wakey, rise and shine"? Would we be expected to attend kit inspection at 0900 hours? We were so glad to be able to "do our own thing" during the day yet return to the site, so well appointed, with the prospect of three evenings in the company of so many new friends. We can't remember when we last

played "Beetle" and what great fun it was! And the Pub Quiz, splendidly organised by *Pauline and Neil Rogers* gave us all a bellyful of hearty laughter!

At the same time we picked up many tips on how to get the best out of our Duetto, not least the realised necessity of an alarm system. Above all we look back with delight and gratitude at the memories of having made so many new friends. It is a joy to belong to the Club and we look forward to many more rallies. We have even re-arranged an already booked holiday to ensure that we can be at Peterborough in April. Thank you.

*Kathe & Barry Newth.*

This is how many newcomers find our rallies - do whatever YOU, the members, want. Little organisation apart from the necessary items of finding a site, possibly providing a meal and being around to help.

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## HIDDEN VALLEY

We would like to thank *Sandra and Bernie Wisely* for all the hard work which made the rally such a success. The food, as usual, was well up to the expected standard - excellent and far too much of it! Well done, Susan, your Christmas pudding was wonderful. Each evening the entertainment was very good and the Caroline Berry evening was superb.

*Beryl and Don Walker*

These last two items have been sitting "on the spike" for a time waiting for space!

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## ZIG Unit

In response to *Elizabeth Morgan's* enquiry in March, it was possible some years ago to buy a 12 volt kettle from Halfords. This was fitted with the correct plug for a car cigarette lighter, the same plug as supplied with our Zig unit. I had one of the kettles whilst I was working to enable me to "brew up" as I travelled around Norfolk day by day. I have not seen one at Halfords recently (I haven't looked!) but similar kettles are advertised in the "Home Free" catalogue which regularly pops through our letterbox or out of Radio Times when it's given a good shake in the shop.

However, a word of warning. The instructions with mine said that it must be used only with the car engine running, to avoid draining the battery. I tried driving the last few miles of a journey with the kettle plugged in and standing in a carton, but gave it up as too dangerous. So be sure to check that this is not necessary before buying such a kettle - or anything else 12 volt which might use a lot of current.

*Ray Whiley*

I seem to remember *Nial Reynolds* reported a battery draining problem some time ago when he was using an inverter to change the 12v DC into 240v AC to run his computer and other things. Another voice of warning came from *Maurice Payne*, of the "Tiggers" cautioning about the current consumption of various electrical gadgets on 12 volt.

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## **Cambridge**

This may be of interest to members visiting in the near future. I say "near future" advisedly because I don't know how long an "experimental basis" will prove to be. After conducting a running battle with Cambridgeshire County Council for years, it seems, I finally received the following information about a "Park & Ride" car park last week:-

"I am pleased to say we are going to go ahead, on an experimental basis, allowing campervans to use the site from now on. I say experimental because we have had one or two problems with large vehicles trying to access the site. Nevertheless I am hoping we are going to be able to make this a permanent feature of the site."

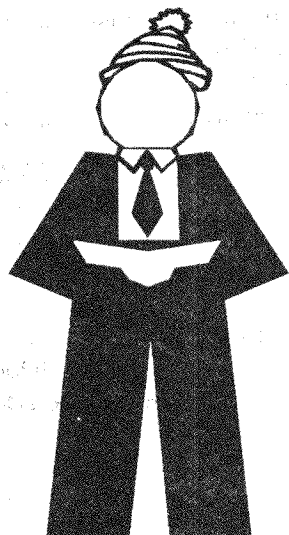
This car park is off Newmarket Road close to the airport, easily reached from the A.14 via the Newmarket/Quy/Cambridge interchange. I understand the height barrier is raised early in the morning and lowered after the last bus has run. I don't know whether this arrangement is in force at any of the other "Park & Ride" areas but, I guess, we must be thankful for small mercies. Up till now the CCC has been paranoid about "travellers" taking over the car parks. Strange, really, as Ely has a very good car park with no height barriers whatsoever.

*Mary Colling*

If that is the case, it could be very useful. Last time we went to Cambridge we had to find space in a back street near the park and ride. But for Chester we were able to park in a supermarket park. No barriers and just across the road from the park and ride complete with barriers!

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## Chairman's Chat



You may find this request a little strange considering that we have not yet had the 1998 Club and Company Rally. I am about to raise the subject of next year's rally, yes, that's right, the 1999 Club and Company Rally.

In 1999 we celebrate our TENTH anniversary. "Already?" I can hear someone say. We need time to locate some rather special vehicles for a pageant or parade of A-S models since the Company began producing "pop-top" motor caravans in the early 1960's. No offence meant to those of you who have such a vehicle. *Betty and I* have fond memories of our old elevating roof vans. "Pop-tops" for me describes what we would say when we wanted to put the roof up. Just pop the roof up, for me, was a familiar request from the boss. Where was I before I started reminiscing? Yes, we need to try to locate one of each model that A-S have produced through the years, hopefully! I suspect that there are a few cherished vans and proud owners out there who would just love to show off their treasured vehicles. Please would you contact me in the first instance as we need to collate all the information and look about to fill any gaps. If anyone knows where there are such gems, even if they are not yet Club members, please let me know.

At the end of February the Committee met at Willersey. We not only looked at the forthcoming Annual Dinner/Dance and AGM weekend, we also received a very comprehensive report from the Club and Company sub-committee who by now have completed most of the planning. They are just about ready to prepare the booking forms for the event. Don't forget to send in your reservations as soon as you receive them. Our volunteers do need to prepare the field, decide how many extra taps we need, make ready an area for our "privileged parkers" who have special needs and so on and so on. I know that *Brian Hooton and Charles Trevelyan* are keen to build on last year's successful rally. There are a few new ideas that we will have in place for this year so watch out for announcements in the Newsletter.

After mentioning last month about the RAC cover which was

included with my van insurance, some of you very kindly contacted me to remind me that many of the recovery clubs do not cover vans above a certain size and weight. It is correct that some will not cover the vans if we, as owners, approach them individually. If you are a member of the Caravan Club, for instance, they will recover your van through Green Flag as a special concession. I found this out some years ago, after National Breakdown had surprised me by saying that for the previous 3-4 years I had not been covered. I finally chose RAC Reflex ; they would recover our van anywhere in Europe and we didn't need to arrange extra vehicle insurance no matter how often we travelled on the continent in a year. This, for us, was the best option. I am a great believer in "you get what you pay for" and I didn't want to find out that we would not be recovered when stranded somewhere deep in rural France on a wild, wet and windy night just for the sake of a few pounds.

We now have our Legend (E) with its new alarm system. Thank you Lynne and Eddie at Van Bitz. Now we don't feel quite so naked or vulnerable. The task now is to personalise it to become our home on wheels. We keep looking in the wrong cupboards or drawers for things that now live somewhere else. I must admit that I am a little biased for I do like my Fords. The Transit is a very robust chassis that is meant to be used and abused by all sorts of drivers. I am puzzled by Ford's apparent lack of enthusiasm for the motor caravan market. Admittedly, it is not at present a huge market but there is a steady demand for their vehicles. We have had several Transits which were well used on a very regular basis for various duties. I was always impressed by the way they soaked up the rough treatment and just kept on going. We used to have a considerable fleet of Ford fire engines which gave many years of reliable service. They were based on a 16 ton chassis with brakes to match. But our machines weighed only 10.5 tons! At first the brakes were too good and after a few instances of us doing goldfish impressions on the windscreen they were fitted with a compensating device which improved matters considerably. Some years ago we had the word "FIRE" written backwards on the front of some machines. You may find it hard to believe that on more than one occasion we were chased by some drivers who thought that we need to be told that we had fixed the "FIRE" sign on back to front accidentally!!

I look forward to meeting many of you who have booked in for Wicksteed Park - the Annual dinner/Dance and AGM. Here's hoping for reasonable weather, a good meeting and being able to enjoy ourselves.

That's all for now, travel safely and smile! Go on, give it a try!!

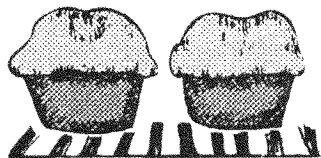
*Andrew Entwistle*

I can support what *Andrew* has said about the Transit and the RAC. Several years ago I had a Transit based van with the V6 engine. Unfortunately the carburettor was in the middle of the "V" and the fuel line went over one bank of cylinders with a plastic pipe! Result? On the Gloucester by-pass the engine caught fire. It was quickly put out with the extinguishers I carried, even the small piece that got through into the cab carpet. My two cats at the time looked at me and walked into the back with the air of "It's nothing to do with us!" The RAC man apologised that he had just used the last of his water (I only had 24 gallons on board!) but together we poured some over the engine just to make sure. And a little later on the recovery gentleman from Cheltenham came along and loaded my 22 footer with a height of about 9' 8" onto his carrier with no trouble, except that he hadn't brought his extension planks and the rear end of the van just scraped on the ground as it was hauled up the ramp. We went back to his depot first to pick them up so that he could lower the van properly. But after a clean-up and a certain amount of re-wiring, the Tranny kept on going for several more years until we bought our first A-S.

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## Sweet Inspirations

I have been privileged to see an advance copy of this book which has been written, printed and published by our friend *Nial Reynolds*, he of "Rambling Recipes" fame! It follows a similar pattern in providing recipes, as the name may suggest, for sweets (and cakes and cookies too) which may easily be prepared in your van. In the main, he tries to arrange matters so that the sweet is prepared and left in the fridge for when the main part of the meal has been made and eaten.



He has introduced a useful index which may help you to suggest what you could do with what you find in your cupboards, rather than having to read through the contents list and hope to find something.

All in all a neat and helpful follow-up to the now fairly famous recipes. I gather that they can be called International now - well a copy has been sent to France! I have no idea, yet, of the cost of the book but will let you know in due course.

*Harry Henthorne*

April 1998  
Rally Supplement

N.B. please add the following NEW rallies to your list. 3<sup>rd</sup> -6<sup>th</sup> July. Houghton Weavers, Worton, Nr. Lytham, Lancs. 31<sup>st</sup> Dec. - 2<sup>nd</sup> Jan. Hidden Valley, C.P. Devon.  
See main Newsletter for important details on Houghton Weavers Rally.

2<sup>nd</sup> -5<sup>th</sup> April. Wyeseide, Rhayader C & C Park, Rhayader, Powys.

Site Tel. No. 01597 810183 (Emergencies only).

Rally Marshals: Pat & John Bridge.

Site Fee: £4.50. Electricity: £1.50. (19 only) Rally Fee: £1.50

Booking slips to: Mrs. P. Bridge, "Ardwyn", Sun Hill, St. Harmon, Rhayader, Powys, LD6 5LH. Tel. No. 01597 870 234. Cheques payable to: P. Bridge.

**Attractions:** Small well appointed site on the banks of the River Wye, with first class toilets & showers. Approx. 400yds from centre of Rhayader, a small town in the heart of the Welsh mountains, boasting a leisure centre with swimming pool. Royal Welsh Glass factory & Red Kite feeding centre.

A two course meal has been arranged, cost £5.95 + £1.00 extra for tea/coffee. If interested please state preference, Beef or Pork or Vegetarian.

**Directions:** From Rhayader take A44(470) signposted Llangurig. Site on left in approx. 400 yds.

Limited to 30 vans

17<sup>th</sup> -19<sup>th</sup> April. A.G.M./Annual Dinner, Kettering. Use booking sheet in January

Newsletter. Note closing date 31<sup>st</sup> March. Please support this rally as decisions affecting members are made at the A.G.M.

24<sup>th</sup> -26<sup>th</sup> April. National Motorhome & Tourer Show, Peterborough.

Rally Marshals: Audrey Crouch & Team.

Complete booking form in MMM or Which M/van. Mark form ASOC and return to address on form. Closing date to rally with club 27<sup>th</sup> March. Special Club rates:

4 nights £22.00, 3 nights £20.00, 2 nights £18.00, 1 night £12.00.

Complete one of our rally slips and send, with £1.00 Rally fee to: Mrs. A. Crouch,

"Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops, SY13 2TB. Tel. No. 01948

840894. Cheques payable to: A.M. Crouch. If you are unable to get a booking form send a SAE with your rally fee and Audrey will send you one. (If you ask for one!)

**No arrivals before 2.00pm Thursday.**

New rally not on list.

30<sup>th</sup> April - 4<sup>th</sup> May Burn Gliding Club, Burn Village, Nr. Selby, N. Yorks.

Rally Marshal: Alan Guest.

Site Fee: £3.00 per night. NO Electricity. Rally Fee: £2.00.

Booking slips to Alan Guest, 27 Chiltern Drive, Ackworth, Pontefract,

West Yorks, WF7 7DW. Tel. No. 01977 612 773 (after 6.30pm.).

Cheques payable to: A. Guest.

**Attractions:** Meal to be arranged on Saturday evening. Please indicate on slip if interested. Gliding lessons over weekend (extra charge).

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

**1<sup>st</sup>-4<sup>th</sup> May (3 nights) Stokes Bay, Gosport, Hants.**

Rally Marshals: Dorothy & Baz Wellard.

Site Fee: £3.80 per night. NO Electricity. Rally Fee: £2.00.

Booking slip to: Mr. & Mrs. B. Wellard, 18 Greenwood Close, Fareham, Hants,

PO16 7UF. Tel. No. 01329 231 259. Site Tel. No. (our mobile) 0467 398 393 (Emergencies only).

Cheques payable to: Mrs. D. A. Wellard.

**Attractions:** Greenfield site with views across Solent to Isle of Wight. Naval ships and submarines; nature reserve, power boats and sail boats racing; walks along sea front (bistro & café on front); sea fishing. Village of Alverstoke 400 yds, with small shops and 2 taverns. Two miles away is Gosport, easily reached by bike, bus or van (no height barriers), street market on Saturday, car parks will be busy. City of Portsmouth by ferry from Gosport. Commercial site in 2 miles. Fish & Chip supper will be available on Saturday evening (outside get together, if fine).

**Directions:** Leave M27 at junction 11; SP Fareham Central A27 & Gosport (A32). **Follow signs for Gosport (A32) then, after going under second** flyover & railway arch, go straight across next roundabout taking right hand lane to **follow signs** to **Lee-on-Solent (A3385) sea front.** At **Lee-on-Solent** sea front turn left along coast for 1½ miles; turning right **directly after** Browdown Army camp into Browdown Road. At next roundabout take **2<sup>nd</sup> exit** along the coast road. At next roundabout take **3<sup>rd</sup> exit.** Site gate on right in 20yds.

**3<sup>rd</sup>-9<sup>th</sup> May. Dutch Bulbfields Rally. Fully booked.**

**7<sup>th</sup>-10<sup>th</sup> May (4 nights). Little Cotton Farm, Dartmouth, Devon.**

Site Tel. No. 01803 833 675. (Emergencies only or bookings for additional nights).

Rally Marshals: Pam & Terry Holton.

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

Additional nights arranged with site owner, Mr. Paul White, Tel. No. see above.

Booking slips and cheques to: Mr. & Mrs. T. Holton, 8 Courtland Road,

Torquay, TQ2 6LR. Tel. No. 01803 42 669.

**Attractions:** Dartmouth, a naval port/harbour, ancient holiday resort with boat trips up the River Dart to Totnes. Nearby steam railway to Padstow. Also close a hand Slapton Sands, D-Day practise landing beach, Totnes, old market town (Fridays),

with castle and rampart walks. Park & Ride adjacent to site into Dartmouth.

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

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

**8<sup>th</sup>-15<sup>th</sup> May. Isle of Avalon Touring C.P. Glastonbury, Somerset.**

Site Tel. No. 01458 833 618 (Emergencies only).

Rally Marshals: Marie & John Skinner, assisted by Phyl & Roy Hare.

Site Fees: £ 6.50 per night. Electricity: £1.85 per night. Rally Fee: £2.00.

Booking slip to: Mr. & Mrs. J. Skinner, 10 Bramcote Gardens, Bromborough,

Wirral, L62 6AH. Tel. No. 0151 334 9184. Cheques payable to: Mrs. M. Skinner.

**Attractions:** 5 minutes walk from town, buses to Street & Wells. Fish & chip evening. Meal with Beer & Skittles mid week. American supper.

**Directions:** A39 Glastonbury by-pass, site signed at Godney roundabout.

**15<sup>th</sup>-17<sup>th</sup>.May. Tudor Caravan Park,Shepherds Patch,Slimbridge,Gloucs.**

Site Tel.No. 01453 890483(Emergencies only).

Rally Marshals:Hazel & Eric Wilton

Site Fee:£4.50 per night. Limited electricity at extra cost possibly for disabled members.

Rally Fee: £ 2.00.Booking slips to Mrs.H.Wilton,17 Rock Road, Keynsham,Bristol.BS31 1BP.

Tel.No. 0117 9860942. Cheques payable to:H.Wilton.

**Attractions:** Small picturesque site with showers,toilets & shop Buffet(£4.00 per person) and skittles evening on Saturday in adjacent pub.Concessionary tickets available for famous Wildfowl & Wetlands Trust,about 800yds level walk away.

Pleasant walks(or cycle rides for energetic members!) along adjacent canal towpath.Fishing and boat trips also available.Gloucester Docks and Berkeley Castle are among the nearby attractions.

**Directions:** Site is situated between Junctions 13 & 14 of M5,just off the A38 and can be found by following the Wildfowl & Wetland Trust signs.

**21<sup>st</sup>-25<sup>th</sup>.May. Van Bitz.Cornish Farm,Shoreditch, Taunton,Somerset.**

Site Tel.No.(Emergencies only) 01823 321 992

Rally Marshals: Betty & Andrew Entwistle.

Site Fee: £ 3.00 per night. No Electricity. Rally Fee:£2.00.

Booking slips to: Mr.& Mrs.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.

**Attractions:**Taunton the county town of Somerset with castle and many other historic buildings.Nearby is Wilton House.There are many small villages worthy of a visit.

**Directions:** From M5 Junction 25 follow signs for Taunton.At first set of traffic lights at Creech Castle turn left s.p. Corfe B3170.Take 3<sup>rd</sup>. left into Ilminster Road again follow signs for Corfe.Bear right at roundabout onto Blackbrook Way.Bear left at next roundabout and follow road to the end "T" junction which is the B3170.Turn right and then take the next left into Killams Drive.Take 2<sup>nd</sup>. left into Killams Avenue and follow the road passing housing estate and finally over motorway bridge.Cornish Farm is immediately after the motorway bridge on the left hand side.IGNORE the first entrance to the main house and buildings.proceed to the second entrance (with CL sign )which is a little further along the road (into the orchard).

**22<sup>nd</sup>-26<sup>th</sup>.May. Caravan Club National Rally,Harewood House.**

Those attending will have received information directly from the Caravan Club.

ASOC section Rally Marshal: Barbara & Ray Whiley.

No further bookings can be taken for this rally.

**22<sup>nd</sup>.24<sup>th</sup>.May. Bentley Wildfowl & Motor Museum.**

Rally Marshals: Sheila & Harry Henthorne.

Site Fee: £2.75 per night. No Electricity. Rally Fee: £2.00.

Booking slip to:Mr.& Mrs.H.Henthorne, 144 Devonshire Hill Lane,

London,N17 7NH. Tel.No. 0181 808 9112. Cheques payable to:H.Henthorne.

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

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

**28<sup>th</sup>-31<sup>st</sup>.May.Merseyside Police Sports Ground,Riversdale Road, Aigburth,Liverpool.**

Site Tel.(Emergencies only)0151 427 2208

Rally Marshals:Brenda & Don Sampson.

Site Fees: £2.00 per night. NO Electricity. Rally Fee: £1.50.

Booking slip to: Mr. & Mrs. D.Sampson, 5 Churston Road,Childwall,

Liverpool,L16 9JS.Tel.No. 0151 722 9379.Cheques payable to:Mrs.B.M. Sampson.

**Attractions:** Grounds adjacent to and overlooking the River Mersey and beyond the Welsh mountain Moell Famma.Otterspool Promenade leads from the site to City Centre approx. 4 miles.Ideal for walking or cycling.Buses to City Centre,Albert Dock and elsewhere from A561(Aigburth Road).Separate showers & WCs (closed 11.00pm.-7.00am.)Bar open. Most pitches are on hardstanding.

**Directions:**From M62/M57 junction turn onto A5300 and cont. to end.Turn right onto A561.Runcorn traffic cont.A561 to this location.All vehicles travel west into Liverpool on A561 for 5.9 miles,which is now Aigburth Road.Turn left at traffic lights into Riversdale Road.(Liverpool Cricket Club is on corner).Continue to end of road and turn left.

**29<sup>th</sup>-31<sup>st</sup>.May. Colne Valley Railway,Castle Heddingham,Essex.**

Rally Marshals:Stella & Ian Ross.

Site Fees:£12.50 per van for weekend. NO Electricity. Rally Fee:£1.50.

Booking slips to:Mr.I.Ross,33 Grosvenor Gardens,Upminster,Essex.RM14 1DL.

Tel.No. 01708 228 075. Cheques payable to: I.Ross.

**Attractions:Green Field Site.** Toilets available daytime only.Price includes entry to railway complex and unlimited rides,diesel train Saturday-steam train Sunday Buffet carriage. Saturday evening meal in carriage if sufficient numbers.Ham or cheese ploughmans-dessert & coffee £6.00.*Please send money and state choice when booking.*

**Directions:** 7 miles Northwest of Braintree on the A604 between Gt. Yeldham and Sible Heddingham.Follow brown signs.

**1<sup>st</sup>-14<sup>th</sup>.June.Camping Le Bohat,Brittany,France Fully booked.**

**4<sup>th</sup>-7<sup>th</sup>.June Driffield Showground,Driffield,East Yorks.**

Rally Marshals:Mavis & Michael Mawer.

Site Fee:£3.00 per van per night. Electricity:£2.00 per night. Rally Fee:£2.50.

Booking slips to: Mrs.M.G.Mawer,20A Orchard Lane, Hutton,Driffield,

East Yorks,YO25 9PZ. Tel.No. 01377 270 353.

Dogs welcome, usual rules.

**Attractions:** In country but only ½ mile to town centre.Beveley,Hornsea,Freeport,Hull,York, Scarborough & Bridlington within 25 miles.Yorks Moors & Forest Drives within 40 miles.

**Directions:** From M62 jn.37(Howden) follow A614 & A163 to Driffield passing Army Camp, follow sp Beverley for 150yds. Site entrance on left at Rugby Club.

From M180 jn 5. Follow A15(Humber Bridge)& A164 to outskirts of Driffield.

Turn left at roundabout towards York & M62,site entrance 200yds.on right.

Visit your friends in the North!

But **do not** arrive before 2.00pm.Thursday.

**18<sup>th</sup> - 22<sup>nd</sup> June. Cartmel Racecourse, Cartmel, Cumbria.**

Rally Marshals: John Crowther & Irene Boydell.

Site Fee: £4.00 per night. Electricity: £2.00 per night. Rally Fee: £2.00 (Singles £1.50).

Booking slips to: J. Crowther, 12 Buryfold Lane, Darwen, Lancs. BB3 2QQ.

Tel. No. 01254 705 125.

**Attractions:** Priory & village with good food. Grange over Sands and the Lakes on your doorstep. Treasure Hunt to suffer!!

**Directions:** M6 jn. 36 take A590 sp. Barrow in Furness. In approx. 13 miles, at top of long hill, take sp. Cartmel and follow further signs.

**Be prepared for a sudden right turn in village.**

**30<sup>th</sup> June - 3<sup>rd</sup> July. Hatton Country World, Nr. Warwick.**

Hatton World Office Tel. No. 01926 843 411. (Emergencies only).

Rally Marshals: Kris & Terry Plant.

Site Fee: £3.75 per van per night. No Electricity. Rally Fee: £2.00.

Booking slips to: Terry & Kris Plant, Foxfield, Waste Lane, Balsall Common,

Coventry. CV7 7GF. Tel. No. 01676 532 513. Cheques payable to: T.C. Plant.

**Attractions:** Hatton is close to Warwick, Kenilworth, Leamington Spa, & Stratford on Avon.

Whilst on site there is Hatton Country World Shopping Village-- a unique blend of factory shopping bargains, antiques, traditional crafts and speciality food shops. On Wednesday evening

1<sup>st</sup> July at 7.00pm. a two course meal has been arranged at a cost of £7.00 per head. There is a choice of either Roast Chicken or Deep Fried Battered Cod or a Vegetarian dish, each with season veg. and either French Apple tart or Fruit Salad with either ice cream or cream. Please indicate your choice of main course & sweet and include your payment for the meal with your booking slip & fees.

**Directions:** Hatton World is signed off the A41/A4177 Solihull-Warwick road, just 5 minutes from jn. 15 M40.

**3<sup>rd</sup> - 5<sup>th</sup> July. Chiltern Steam Rally, Prestwood, Nr. Gt. Missenden, Bucks.**

Rally marshals: Ann & Norman Ailward.

Site Fee: £12.00 for weekend including unlimited entrance to show. Rally Fee: £1.50.

No Electricity. **Greenfield site.**

Booking slips to: Mrs. C. A. Ailward, 15 Earl Howe Road, Holmer Green,

High Wycombe, Bucks. HP15 6PU. Tel. No. 01494 713 071.

**Attractions:** This is an annual local show of long standing with steam, vintage cars, lorries etc plus fire engines, crafts and of course, the Beer tent.

**Directions:** Off A413 at Gt. Missenden take A4128 to Prestwood, follow Steam Rail & ASOC signs.

**Do not arrive before 1.00pm. Friday.**

**3<sup>rd</sup> - 6<sup>th</sup> July Houghton Weavers Rally, Worton, Nr. Lytham, Lancs. See main Newsletter for important booking information for the evening with the Houghton Weavers.**

More rally details next month.

By request, **New Members, Applying for a rally** (with apologies to those who already know).

If you are interested in any of the rallies in the Newsletter (Rally supplement) then fill in all sections of a rally slip (part of the rally supplement) and send it with a cheque for the correct amount of money (site fees & rally fee) to the rally marshal (details in rally information) as soon as possible. If confirmation of acceptance is required please enclose SAE. Many rallies book up **very quickly** so prompt action is required. If you have booked and you are unable to attend the rally please inform the rally marshal.

**HELP!! Have we any volunteers to marshal the Stratford Motorcarvan Fair 5<sup>th</sup> - 7<sup>th</sup> June & Shepton Mallet Show 17<sup>th</sup> - 21<sup>st</sup> September? Ideally a group of two or three couples to help spread the load. If you are interested please contact me A.S.A.P.**

If you are thinking of running a rally this year please get in touch with me or the area assistants for further information or advice (if required). Please do not forget to check the availability of dates with me before *confirming* a rally with a site.

*Will rally marshals please send me rally information for the Newsletter as soon as possible to enable me to give rallies advance notice. This does not apply to those marshals who have already sent me the information.*

Please note that **ALL** information concerning rallies, dates, booking of sites and rally details for the Newsletter should be sent to the Rally Co-ordinator:

**Neil C. Rogers,  
3 Appleby Close,  
Aldbrough St. John,  
Richmond,  
North Yorks,  
DL11 7TT.  
Tel./Fax. No. 01325 374 540**

Local assistants: Jerry Haxton (01 483 223 476 ) Woking, Surrey.  
Jeff Worley ( 01 935 424 049 ) Yeovil, Somerset.  
Ray Whitey ( 01 603 452 593 ) Norwich, Norfolk.  
Bob Brindle ( 01 777 711 588 ) Retford, Notts..



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: .....

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Rally: ..... Date: .....

Your name and address (please PRINT) .....

.....

..... Post code: .....

Membership No: ..... Phone No: ..... Van Reg: .....

Day/Time of arrival .....

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

Name: ..... Phone: .....

***Please complete both sides of the form!***

## Awnings

Has anyone had the same problem as we have? Last March we bought a new Duetto with which we are very pleased except for one thing. We decided to buy a free standing awning to use for certain holidays if we were staying in one place for a week or more. However, when we erected it for the first time, we tried to drop the plastic channel section into the vehicle guttering over the side opening door. We found that it would not fit. We tried it round the whole of the vehicle and found that it fitted everywhere except for the small piece over the side door. Consequently we are only able to use it over the back doors, which is not really what we had in mind. A-S told us it would be too big a job to alter the vehicle guttering. Any suggestions?

*Sylvia & Dave Wooder*

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## Photographic Competition

The time has come again for you to sort out your best photos, those which include your (or somebody's) Auto-Sleeper van of course, and enter them for the competition. Small prizes will be offered as usual. Please send photographs only, no slides, to our P.R.O., *Geoff Scholey*. At the moment we have no permanent address for him as he is in course of moving house. His new address will be published as soon as we know it. The closing date for entries will be

31st July 1998, so you have a little time!

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## A little light relief!

When God gave out Brains, I thought he said "Trains" and I missed mine.

When He gave out Looks, I thought he said "Books" and I said I didn't want any.

When He gave out Roses, I thought he said "Noses", so I asked for a big red one.

When He gave out Chins, I thought he said "Gins", so I asked for a double.

When He gave out Legs, I thought he said "Kegs", so I asked for two fat ones.

When He gave out Heads, I thought he said "Beds", so I asked for a soft one.

And now I'm in a terrible mess!

Sent in by *Margaret Coggins*.

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## Peugeot Boxer - again!

I have only been a member for a few months and already the membership fee has been worth while. The announcement in the February Newsletter regarding the Boxer recall persuaded me to visit the local dealer in my car. I presented them with the motorhome vehicle number. A telephone call was made to Peugeot who assured the dealer that my Boxer was not due for recall.

My motorhome is a 2.5 diesel and only six and a half months old with 3,000 miles on the clock. I decided to check the oil level and was surprised to find two bolts on the timing case had worked loose and were protruding well over an inch. I took the motorhome to the dealer who inspected my complaint. They decided to have it in and tighten the bolts. When I collected the vehicle I was told it would have to come in again because after another call to Peugeot they decided that the timing mechanism needed replacement parts and new bolts. The job has not been completed. Maybe other members should check that their timing case bolts are secure.

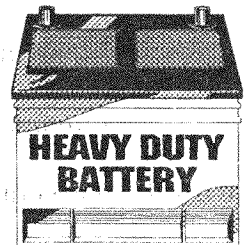
*Eric Jones*

This is the sort of feedback information which is so valuable to other members.

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## Batteries

In the March Newsletter, *Kath & Dave Fulbrook* raised one or two points which I would like to enlarge upon. I suspect the person who told them that car batteries only last for three years was probably someone who sold them. I normally get five year at least out of mine, but for the following reasons. For a start, **never** let a lead-acid battery become fully discharged if you can possibly avoid it. If it does, then get it charged up as soon as possible



because leaving it in this state can reduce the capacity considerably. It isn't an unused battery that can sulphate up. It is a discharged or partially discharged one.

If the vehicle is not used during the winter months, then charge the battery using an external charger at least once a month. I use a "Gunsons Automatic Battery Charger" (£19.75 from Argos) which has the facility to charge a battery to 100% of its capacity. When I charge the main battery of my Clubman it can sometimes take two or three days, because the capacity of the battery is quite large. I always disconnect the battery completely from the vehicle when I do this because the Clubman has an alarm and automatic chargers can produce "spikes" which can upset electronic equipment. With this particular charger you know the battery is fully charged when the charge current drops to zero. Do not remove the charger until it is absolutely on zero, because even half an amp means that there is still some part of the plates not charged and these are all ready to sulphate up if left.

I have read occasional letters which state that the alarm fitted to the motorvan runs the battery down. A decent alarm ("Foxguard" for instance) has a standing current of approximately 20 milliamps when armed. If the vehicle battery is 60 ampere/hours - not big by motorvan standards - then in theory the alarm will discharge the battery after 3,000 hours, or 4 months. So as you can see, if the vehicle is used, or the battery charged every month, there will be no problem leaving the alarm set. Beware, inferior alarms may well use more current.

The golden rule is - keep your battery charged up. You do not have to remove it from the vehicle. I have the charger in the house and run a wire outside. Use the thickest wire you can because the initial current can be 9 amps with this particular charger. If you find the battery appears to be flat but the charge current is only a couple of amps when you first put the charger on, then the battery has probably lost most of its capacity. In this case it will get worse as time goes on. If it dies suddenly then one of the cells has probably given up the ghost. If in doubt, take it out and get it checked by your local battery supplier.

*Tony Smith*

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## Battery Charging

Apart from a minority of motorhomes, mains electricity only charges the second battery. Also the alarm system takes a quite small but steady current. If it is not convenient to give the van a weekly run it is possible to keep the two batteries charged if the motorhome can be connected to the mains. My solution was to buy a Gunson automatic Battery Charger [mentioned above - Ed]. Replace the two crocodile clips with a cigar lighter plug. If you do not know how to identify the positive and negative connections get advice.

Connect the mains supply to the motorhome. Connect the cigar lighter plug to the dashboard and then plug the battery charger to one of the three pin mains sockets inside the motorhome. Set the charger to 'permanent float' and 'automatic' and the battery will then not overcharge. I leave the mains lead to the motorhome connected during the day but not overnight.

*Roy Worsley.*

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### FROM THE FACTORY

We were interested to read *David Mayne's* two articles about weights and the 270M Symphony in the February Newsletter. This is a subject which the "Technical Department" here at A-S spend a lot of time analysing. Our methods of construction, levels of equipment and trim count against us in the weight stakes. And "weights" were part of the motivation behind the Styrofoam project.

The actual finished weight of our vehicles can vary a small amount due to the natural materials we use in construction. Because of this we use "worst case" total weights and axle weights in our literature. We have a set of calibrated electronic scales which are regularly used to check the figures we quote.

The "mass in running order" is weight according to a procedure laid down by the SMMT/NCC and includes the driver (at 75kg, 165lb) and a full tank of the propulsion fuel. Everything we specify in the standard specification is included; all the crockery, mains connection leads, ladders etc. are present when we weigh the vehicle. We do not include any specified options, water or gas because these are variable amounts, altered by the customer. Some owners use their vehicles as load carriers when they are not camping and are therefore interested in

the absolute minimum weight. You could also choose to travel with an empty fresh water tank to increase the payload en route.

The maximum masses quoted are specified by the base vehicle manufacturer. We also check the laden axle weights and individual wheel weights in worst case conditions to ensure that the vehicle operates to manufacturer's specifications at all times. Other variables - such as the tyre pressures - are therefore always set to the figures in the vehicle handbook. Otherwise, if, say, we produced a new design with one wheel heavier than the others, abnormal tyre wear could occur.

In the past we have tried to estimate the total laden weight of a vehicle by adding up the weight of the "luggage" and adding it to the unladen weight. In practice we found that there were "cumulative errors" which resulted in a false overall mass. For example, in *David Mayne's* article, he quoted 50kg for his two bicycles. I too am a keen cyclist, but the weight of my own and my wife's bike is 25kg in total - 55lbs lighter. No disrespect is intended, but we would recommend that if you feel that your vehicle is close to the maximum authorised mass you should take it to your local weighbridge who will give you a written certificate for a cost of around £3.00.

Using a trailer for carrying excess weight is an excellent idea, particularly if you intend to carry a moped or motorcycle. Some of our vehicles do have the capacity to carry one on a rack but the structural implications are worrying. We consequently do not usually recommend motorcycle racks. Unfortunately, fitting tow bars to coachbuilds is another problem entirely!

On the 270M Symphony suspension, the "extended bump stops" are in fact "rubber springs". They were developed by Peugeot to give an acceptable laden ride height and good handling. Rubber has the advantage of having natural internal damping (hysteresis) which a steel spring does not possess. After all, two small pieces of rubber are not very solid with 730kg (1600lbs) on top of them!

Unfortunately it is not really practical to upgrade from 270M to 320M specification. The main problem is the chassis plate which shows the permitted weights allowed by Peugeot and which can only be changed with express permission from Peugeot. Similarly, fitting air-ride springs (or anything else) does not increase the weight capacity in the eyes of the law. There is also a load sensing valve in the rear brake

hydraulic circuit which may mis-function if the rear spring rate is altered significantly. The vehicle would have to be to full 320M specification, with Peugeot approval, lawfully to utilise the higher payload. Modifications which do not have their approval will invalidate the warranty and may negatively affect performance.

Denzil Brunning  
Homologation Engineer

I had to look up the word 'homologation' in the dictionary - and I still don't understand what it means! I even asked Steven Riley and I gather it is something to do with confirming or acceptance.

====00000000====  
*Travellers Tales*

Here is another story about overnight parking. We pulled into the Knutsford Service Area on the M.6 for a night halt after taking our daughter and family to Manchester airport for a late flight. We parked alongside two or three other caravans and another motor caravan. It was 1.30 am but we were soon in bed and just getting into a lovely sleep when a refrigerated lorry pulled in alongside. He stayed there until 7.00 am! Need I say more? For our sleepless night we were charged £5.50 - that was a year or two ago.

*Beryl & Don Walker*

====00000000====  
**Technical Information Group**

Our "Tiggers" have several "Improvements" lists available, for the Topaz, Boxer Symphony, Talisman and Ford Excelsior. For further details, or if you have improved your van and want to share the information, please contact *Maurice Payne* by writing to 3 Clermiston Road North, Edinburgh, EH4 7BL.

====00000000====  
**Obituary**

*Beryl Seamarks* telephoned to advise that her husband, *Fred*, had died suddenly after a heart attack on 17th February 1998. We offer our sincere sympathy and condolences to *Beryl* and her family.

## WANTED

For Boxer Executive/Talisman. A towing bracket. Might also be interested in a motor cycle rack if not too heavy! Tel: Roger Green on 0147 481 4496 or write to 75 Sallows Shaw, Sole Street, Gravesend, Kent, DA13 9DP.

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## Correction

A wrong telephone number was published last month. In the advert which *Alan Wakefield* sent in about the sale of an awning he transposed a couple of figures. The correct telephone number is 0178 576 0920 not what appeared last time

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Will all members PLEASE NOTE that items will only be included if they are received by the tenth of each month and if there is space available. Far too often I receive advertisements where the sender asks for it to be included in the next issue, sometimes specified by the month. And all too often these are received after the due date. I can give NO GUARANTEE WHEN AN ADVERT WILL BE INCLUDED, IF AT ALL!

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## FOR SALE



1988 Talbot Express Rambler. 2 litre. In superb condition. Only 20,500 miles. Usual A-S fittings plus oven, water heater, space heater and second battery. Omnistor awning plus free-standing/clip on rear end tent. Non smoking owners. Contact Roy Morris on 0123 555 5420 (daytime) or 0199 384 1081 (evenings) or write to Stonar, 12b Burford Road, Carterton, Oxon, OX18 3AA

Thanks for the donation.

#####

VW Clubman GL. 2.4 turbo diesel. 'P' reg, 96. 13,000 miles. Fitted code alarm, immobiliser, Silver Screen, Fantastic fan. Non smoker, no pets. Excellent condition. £26,000.00. Tel: Ray Nichols on 0170 970 0922 or write to The Barn, Grange Close, Brampton en le Morthern, Rotherham, SS66 9AY.

#####

New steel wrap around stepped rear bumper by Autopia Vanquip. To fit Transit based motorhome. Complete with dismountable "Witter" 2/3 bike rack. Cost £275.00. Sell for £160.00 ovno. Tel: Dennis Peel on 0190 324 2132 or write to 15 Parklands Avenue, Goring by Sea, Worthing, West Sussex, BN12 4NG.



#####

Tow bar assembly suitable for VW T4 (Clubman) made up of chassis plates, RHS crossbar and spaces, forged towball and rubber cover, drop plate, all bolts, nuts and washers. A wired-up 7 pin socket assembly with snap-on electrical connectors together with fitting and wiring instructions is included. Finished in black enamel. £85.00. Tel: Barry Loveland on 0190 377 2128 or write to 5 Burmill Court, Angmering Way, Rustington, Littlehampton, West Sussex, BN16 3RD.

Thanks for the donation.

#####

Padded Silver Screen for Ford Transit Legend 1996. £45.00. Omnistor carry-all back box. Has been used on a bike rack behind a VW Clubman. Box 147cm x 53cm x 69cm. Weight 14kg. £150.00. Tel: Pat Tyler on 0190 324 4733 or write to Burcroft, 47A Wallace Avenue, West Worthing, West Sussex, BN11 5QD.

Thanks for the donation.

#####

Original rear step, specially adapted to incorporate a Witter tow bar, with facility for bicycle rack. (As seen on best presented Duetto at Malvern 1997.) £95.00. Also 2 inside thermal Silver Screens to fit side windows of Duetto, as new. £25.00. Tel: Brian Haslam on 0162 636 8806 or write to The Moorings, 16 Whitehill Close, Newton Abbot, Devon, TQ12 6QY.

Thanks for the donation.

#####

Porta-Potti 265 (21 litre waste capacity). £30.00. Omnistor 'Carry-all' offset double door bike rack - for three bikes. Suits Renault Traffic or similar van where near side back door has spare wheel attached. £75.00. Telephone Elaine & Nick Moody on 0173 246 2040 or write to 25 Stanhope Way, Riverhead, Sevenoaks, Kent, TN13 2DZ. (Can arrange to meet at Peterborough 25th - 26th April if required.)

Thanks for the donation

#####



Steel front bumper section for Talbot Express. Factory dark grey colour. £25.00. Set of 'MAD' rear assister springs (standard) for Talbot Express. £45.00. Phone Fred Cleal on 0173 323 4915 or write to 29 Cherryfields, Ham Lane, Orton Waterville, Peterborough, PE2 5XD.

#####

NR Awning "Raleigh de Luxe" model. Colours Brown/Green. Free standing or vehicle side rail attachment. Fits Talbot Express

Harmony. Floor side 11' 3" x 6' 3". Height 6' 7". Used twice, so as new condition. (Vehicle sold). Bargain £269.00. Also set Harrison made side screens. Complete, unused, made to fit Fiamma F45A, 2.5m sun blind. Drop 2.35m (7' 8") from side rail (VW Clubman GL). Surplus kit to make Safari enclosure. £150.00 ono. Telephone Roger Yeatman on 0120 248 5063 or write to 173 River Way, West Christchurch, Dorset BH23 2QN.

Thanks for the donation.

#####

Royal Picardie Awning (unused) for motor caravans with sliding door (e.g. VW T4). Dimensions at ground level - depth 1.80m, front 2.75m. Can be free-standing. £160.00. Omnibike Plus bike rack for VW T4 (unused). £130.00. Front and rear mud flaps for 1995 VW T4. £25.00. Tel: Doug Burnett on 0170 378 1871 or write to 25 Price of Wales Avenue, Southampton, SO15 4LT.

Thanks for the donation.

#####

VW Trooper, 1993. 11,200 miles. 2.4 diesel, PAS, second battery, rear heating, Omnistor awning and usual extras. Illness forces reluctant sale. Telephone Ivan Barnett on 0143 871 5903 or write to 7 Peach Grove, Oaklands, Welwyn, Herts., AL6 0RS.

Thanks for the donation.

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The **TENTH** of the month is the last day for items to reach

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.

\*\*\*\*\*

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

\*\*\*\*\*

## Committee Members:

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Harry Henthorne	Newsletter Editor	0181 808 9112
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Arthur Irving	Vice-Chairman: Joint Chairman AGM Sub-Cttee	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
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