

# AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 116**  
**MAY 1998**

Hello.

Here we go again, starting with an apology. You may recall an item about the timing mechanism on a Boxer which was sent in by *Eric Jones*. The third line from the end should have read "The job has NOW been completed" but my fingers made it "NOT completed!" Sorry about that - but I suspect that most people realised what was meant.

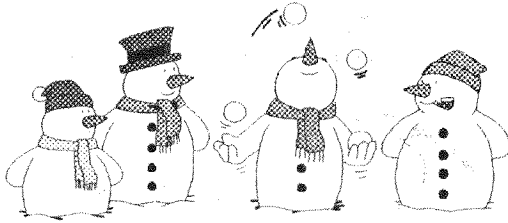
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## BOXER BATTERY COVERS

*Ken Fowler* wrote to tell us of the part numbers for these covers which he obtained from Peugeot. They are: 90/100 AH battery cover - part no. 6547FA: 70 AH battery cover - part no. 6547EZ: 60 AH battery cover - 6547EY. The information is contained in "Information Number 000607" dated 16.07.97. So if you are having problems, this may assist.

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## Winter Camping



We are fairly new members of the Club and haven't made it to any rallies yet! We started motor caravanning with a Bedford Romany Deluxe in the days when motorhomes were

something of a rarity. I remember that the vehicle caused such a stir when we parked at Cannes railway station that they had to call the police to clear the crowds! We have had all types of vans through the years until my father became seriously ill and needed a heart transplant. We thought that our motorhome days were at an end. Following his successful transplant 7 years ago we thought we would return to caravanning. Because of my father's needs we felt that a trailer caravan would give us more space and also we could use the van for fund raising. The space was fine but we missed the convenience of the motorhome and found picnicking in the car too much of a chore. I think our years of motor caravanning had spoiled us! We now have the best of both worlds. We tow a lightweight caravan behind a Trident. This gives us all the room we need as we often have a number of transplant patients with us helping with the fund-raising and we can indulge our love of motor caravanning.

I wonder if any member could offer their advice and expertise? We use our Trident throughout the year, primarily to help us raise funds for Harefield Hospital where my father received his transplant. The summer months are fine but when we get to the end of October we have problems with the gas freezing. Everyone tells us that we would use Propane but the smallest cylinder is too large to fit into the gas compartment. I am sure we are not the first people to have the problem and wonder if anyone can tell us how to overcome the difficulty.

I hope, health permitting, that we will be able to join in some of the Club rallies. Would there be any objections to us bringing our trailer caravan and motorhome with us to the rallies? Could you also let me know how a charity applies to become the Club's designated charity for the year?

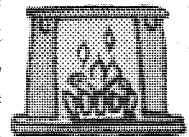
*Elaine Whitfield*

You would not be the first to come to a rally with a trailer caravan in tow and, as always, it would be welcomed provided that the towing vehicle is the A-S van. And, of course, provided that both motor and trailer vans are used by Club members. We do not invite applications from any charity. The committee will select what they feel to be a suitable charity for each year. You could always write to the Secretary with a suggestion which could be put forward to the committee. So far as the gas is concerned, I'll leave any reply to more expert people!

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## Gas Heating in earlier vans.

Some of the earlier A-S panel van conversions were not fitted with any form of gas heating. This meant that if you wanted to use your van all the year round it was necessary to be on a site with electric hook up. One member has solved this problem by utilising a small catalytic heater from his installed gas bottle. This is a Midicat catalytic heater, 1.5 Kw, obtainable from caravan shops for about £95.00. Calor was consulted and advised that the heater does NOT give off carbon monoxide but it DOES require the same ventilation as if you were using one ring of your cooker. It can be free-standing but is probably better when secured and provided with heat insulation at the rear if, say, it is fitted on the floor beneath the wardrobe. It will operate from either butane or propane. If anyone else has found an alternative, easily fitted and relatively cheap, perhaps they could be kind enough to



tell the Technical Information Group or the Editor.

*Maurice Payne*

I fitted a similar device to a previous van some eleven or twelve years ago. It takes a bit of getting used to when you get warmth without apparent flame. And although they are said to be much safer I would advise proper caution with night attire (if worn!) close to the heat source and proper ventilation. The heaters give out heat which may cause flames and although they do not give off carbon monoxide they can use up all the oxygen!

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## Heating

On site in our Boxer (petrol) Talisman we are lovely and warm. But en route in cold weather we have to travel with heavy coats on because of the inadequate cab heater! Despite two visits to our Peugeot dealer who say that all is fine we are cold, especially around our feet. Is anyone able to assist or do we just have to put up with it?

*Jackie & David Hines*

And I thought that poor heating went out back in the 1970's! Any suggestions, anyone please?

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## Spain, Recalls and Polarity (Again!)

*Diane and I* are new members and this is our first letter to the magazine, which I must say we look forward to eagerly each month. I thought we would write as we attended the Spanish Rally in February. Due to family health problems we had to leave after only eight days. We would like to thank *Betty & Geoff Scholey* for their organisation of the rally and for their sympathy and understanding, together with that of the other friends we made, of our need to leave so quickly.

On our return we found the February Newsletter awaiting us and we were interested to read *Janet Sutterby's* note on the Boxer recall. Having a Talisman with 2.5TD engine we were quick to call the help line number. After initial problems with the young man at the other end of the line, i.e. "if you haven't had a recall letter then it doesn't affect you", we obtained the 3 letter code to give to our local Peugeot dealer. Before we called the dealer I telephone the supplier from whom we had bought our van. They had not heard of the recall but took note of the help line

number in case others rang them. I then called the Peugeot dealer and booked the van in for the recall work and a service. No real problem here but when we took the van in I was asked for the recall letter and had to go through the story of how I knew about the recall. I only mention this as it raises the question as to who does notify the buyer of a converted van; the converter, the local dealer, the base vehicle manufacturer? If not one of them, who else? Because very few people seemed to know about it! Neither has it escaped my attention that if we had not joined ASOC we would be driving around with a defective part in the timing belt system! Our thanks to *Janet*.

On a different theme, have any other members experienced difficulty in getting Peugeot to register their van with the AA? Ten months after purchase we still do not appear on the AA computer despite numerous phone calls from ourselves and the supplier of the van.

Whilst the possible consequences of a timing failure are serious enough, I wanted to draw to members attention a potentially more lethal problem. *Diane and I* stopped in Granada at a very nice little site, Camping Reina Isabella, at La Zubla. Whilst hooking up we used, as always, our Martindale ring main tester - two of the neons illuminated to show reversed polarity. Having a 'German' continental adaptor I merely turned the plug round and was surprised to see three lights showing which indicated an earth fault. I tried other outlets but all showed the same problem. At this point another van owner came to see if he could help and fetched his tester. On plugging it in to our van sockets he got three lights whichever way round I turned the continental adaptor. The point of this tale is that his tester was of a different make and had a different legend to its lights. His was showing that all was OK. I had tested mine before leaving home on a known fault-free socket so I felt pretty comfortable that mine was accurate. But then, so did he. Was his faulty, or was the legend wrong? Who knows, but one thing is for certain. Although ours still read true when we got home, I'll make sure that we test it each time we set off!

*Jim Sykes*

It's nice to know that yet again something in the Newsletter has proved valuable to a member. It has happened often in the past because YOU send in the details to share with others, as *Jim* has done in this case. Thank you, everybody!

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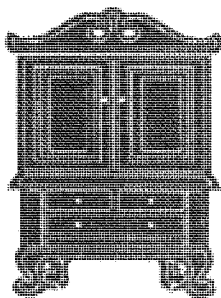
## Peugeot Recall & Beeny Drawers

Thanks for the warning about the recall issued back in December concerning the timing adjuster on the Boxer. As we had heard nothing, having been away in Europe for some time, we contacted Peugeot on the telephone number given. We were assured that our Boxer was indeed one of those affected and that they would amend their records "to make sure that we would be notified of any other recall(s) issued". We'll wait and see. The gentleman to whom we spoke assured us that he would issue a recall notification immediately so that we could get an authorised dealer to do the necessary work. We contacted our Peugeot dealer who gave us an appointment for the following Tuesday for the recall work and some other jobs. No recall notification arrived.

After suggestions that men could not be relied upon to keep promises another call was made to Peugeot when a lady answered. She too confirmed that our Boxer was included in the recall and that she would issue the notification by first class post that day. The day of our appointment with the dealer arrived without any notifications having been received. The suggestions that men could not be relied upon was immediately quashed in favour of equality of the sexes!

However, our Peugeot dealer was true to his word - bring the wagon in and we'll deal with Peugeot direct. So a story of truly dismal service by Peugeot ends with an accolade to Birtwistle and Co of Hartford, Nothwich, Cheshire who we have always found to be knowledgeable, most reliable and very helpful.

But be warned! Check your Boxer as suggested in the Newsletter. Our chassis number is VF 3232 C 9215362548 registered on 1/8/97 which may be of interest to readers whose Boxers were registered around that time.



Regarding *Jack Dawson's* letter about the Beeny drawer on a Clubman, might it just be that the drawer was not properly locked? We have two drawers and have had no problems whatsoever in over five thousand miles travel at home and on the continent. We had external cupboards on a previous unit which had identical locking devices. We soon realised that one had to turn both the locking device to the locked position and turn the key to the locked position **before** depressing the

turn buckle into the body of the lock to ensure complete security.

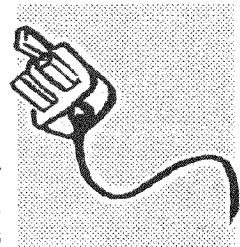
Just a thought as we would hate to think that members might be put off buying a drawer or two. We have found them invaluable making our van much more user friendly by providing extra storage space especially for 'dirty' items such as blocks, electric cables and the like. On the question of insurance, if the addition of the drawer had been notified to the insurance company, as indeed all additions etc. should be, they could hardly have refused a claim. If they had not been told then the addition was not covered by the policy.

*Joyce and Michael Thomas*

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## **Insurance and Amperes**

On the Continent one suffers from 'Decimal Electricity', i.e. transformer ratios based on 10's. In the UK the system is based on ratios of 11's. Perversely, the domestic system was based on a three-phase 415v system with supplies to consumers being taken off between line and neutral which provides a nominal 240v. Continental countries operate at nominally lower voltages as a result with a number of domestic voltages 115v. More of concern is that whereas on the continent it is general that electrical protective devices operate in both line and neutral and they are therefore less concerned about which pin is 'live'. The UK operates only on the 'live' side. Reversed polarity seems to be random on continental hook-ups and can leave a UK user with 'live' systems even after protection has operated. Low voltages in Devon and Cornwall arise from the fact that the area is dependent upon supplies from Hinckley Point in Somerset and Fawley on Southampton Water. Fawley is oil fired and often not operating. The dependence then extends to Dungeness in Kent. Little wonder that the voltages are low and somewhat tenuous after travelling over such distances.



Regarding Motor Caravan insurance, the committee of ACCEO were aware that little was done in this area so a package has been put together which is backed by General Accident. Please ask for a quotation via ACCEO Head Office on 0190 562 1673 or Fax on 0190 562 1674.

Peter Todd

Publications Officer, ACCEO.

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## Automatic Clutches

I drive a Harmony (1991 Petrol 1971cc) and of late my left leg is having problems with the clutch pedal. Can anyone tell me - from personal experience - the pros and cons of either "Le Clutch" or the Guido-Simplex system, please? They both sound to be very similar.

*Maurice Wright*

There was a form of automatic clutch I recall back in the 50's where it was actuated by a button on the top of the gear lever. But I have not experienced any of these. Can anyone help? It would make a nice item for the Newsletter.

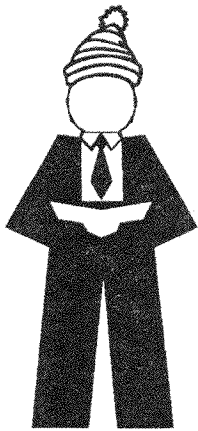
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## Sweet Inspirations

*Nial Reynolds* has told me that the price for this recipe book will be £5.00 inclusive of post and packing. Of course *Rambling Recipes* is still available at the inclusive price of £6.50 per copy. If you would like a copy of either of these works please contact *Nial* direct at 49 Arden Way, Market Harborough, Leicestershire, LE16 7DB. You won't be disappointed!

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## Chairman's Chat



"How fast this year is speeding along! May already and hardly any of my 'ready for the spring jobs' completed". Part of an overheard conversation between two caravanners. I don't belittle them for not having seen the light. They were discussing tyres and tyre pressures which made me realise that yet again, despite all the campaigns and information available to us motorists, some have still not understood the need for regular checks and a little preventative maintenance. One said he always inflated his tyres to 50% more than the recommended pressures! So that he didn't have to keep checking them! The other also thought that tyres, along with other maintenance, were just a means of the garages overcharging customers. I honestly didn't know whether to speak up or walk away in disgust. I did eventually speak up because I was so

appalled at this blatant disregard for the safety of not just themselves and loved ones, but also the danger to all other road users.

After this little episode I began to think not just of tyre pressures but also of the use of compressed air for our tyres and trying to make drivers aware of the pressures involved. If I use our Legend to demonstrate a point, the rear tyre pressures are 55psi. Now, before your eyes glaze over, let me use an everyday object to make my point. If I used bags of sugar to exert the same pressure I would require 24.4 kilo bags for each square inch of the tyre! That is an awful lot of sugar and yet so many motorists play Russian Roulette with their tyre pressures. As a believer in self-preservation I do check our tyres regularly for wear and damage.

Just in case any one may not yet see the connection between correct tyre pressures and how they affect the handling of a vehicle, let me tell you of one particular accident. When I was in the Fire Service we were called because people were trapped after two or three cars collided. We quickly released the casualties and were present when the Police vehicle inspector arrived to examine the cars involved. The car that we by then knew had been the cause of the accident was found to have all its tyres under inflated, one by 2/3rds and the others by about half. The Police were able to show how the stability of the car was adversely affected and how this was the sole cause of the accident. A great pity then that two people had to die as a result of sheer negligence.

Lesson over! We managed to find time to transport several sewing machines, bags of zips and buttons along with numerous old tools down to the Southampton headquarters of a charity for eventual distribution to third world countries who are in dire need of basic tools to help themselves. It's a sad fact that for a joiner in east Africa, for example, to buy a standard plane he would have to pay the equivalent of £120.00 in our money. A sobering thought, considering that he would earn about £10.00 per month to clothe, feed and bring up a family.

For the moment we can now walk around our Fiesta in the garage, but for how long?

I hope by the time you read this we shall be having a few days rest following our Annual Dinner and AGM rally so let me wish you safe travelling. May your water tanks be full and your toilets empty. A thought to put a satisfied smile on a motor caravaner's face so lets all see you smiling.

*Andrew Entwistle*

With the forecast for the Easter weekend being what it is perhaps *Andrew* should have added "may your water tanks never freeze!".

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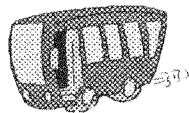
## Homologation Special?

I was very pleased to see the article in the April newsletter by Denzil Brunning, the Homologation Engineer, which gave a very authoritative insight into the problems the company (and in fact the industry) have to deal with regarding weights and payloads etc. I remember that homologation was a term used a lot in the racing and rally car area where the specifications of a particular car determined in which class the car was allowed to race and hopefully win. This led to homologation specials where the company built 400 much modified cars for sale at high prices to classify it as a production vehicle! Ford did it with things like the Escort Cosworth. They used to win the rally in their class (but not practical on normal roads).

So what has this got to do with Auto-Sleepers? Well I think Denzil Brunning touched on it and it could be in the interests of both the Company and us members and owners!

Denzil referred to my comment about Air-Rides as invalidating warranty etc. because it alters the specification and it doesn't have Peugeot's approval and that will be obvious to all. However Auto-Sleepers, with Peugeot approval, fit the Auxiliary rubber springs (and according to my Peugeot dealer uprated shock absorbers as well). Or are they supplied direct from Peugeot in that condition? (I have also seen on Swifts twin auxiliary coil springs fitted instead of the bump stops). This surely means that as the alterations are Company approved then the maximum authorised weight can be officially uprated (as a motorvan special chassis) and replated to suit.

I note that Denzil suggests that these rubber springs are, in fact, only to give an acceptable ride height at the rear. Well, you could do that by wedging a lump of 4" by 2" timber in place of the bump stop. The rubber springs effectively uprate the rear suspension and the pitching effect that this produces is the result of the front suspension being out of tune with the rear and will only settle down if the rear is loaded to the same extent as the front (percentagewise). I've been there before when I uprated the rear of my Granada estate by 25% to cope with 500 kilos of luggage in the "boot" plus a caravan on the hook. It rode perfectly when loaded but was a bit "giggly" when empty, but still safe as I had also fitted uprated shock absorbers. Unfortunately in the case of the 270M the tyres are not rated



## May 1998 Rally Supplement

N.B. please add the following NEW rallies to your list 12<sup>th</sup>.-14<sup>th</sup>. June Theatr Clwyd,Mold,Flints.This rally has been re-arranged -- note the new dates.Also 14<sup>th</sup>.-17<sup>th</sup>.August Detling Transport/Country Festival & 25<sup>th</sup>.-27<sup>th</sup>..September Old Barn Farm Hewshott,nr.Liphook,Hants.(Details to follow).

N.B. The rally at Drifffield 4<sup>th</sup>.-7<sup>th</sup>..June has been cancelled due to ill health.

### 30<sup>th</sup>.April-4 th. 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 s.p.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 Le-on-Solent(A3385)sea front.At Le-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 Holtom. **This rally is now full.**

### 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, Glouce.**

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 is the county town of Somerset with a 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 Marshals: Barbara & Ray Whiley.

No further bookings can be taken for this rally.

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

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.**

**THIS RALLY HAS BEEN CANCELLED DUE TO ILL HEALTH**

**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.**

**12<sup>th</sup> -14<sup>th</sup> June.Theatr Clwyd,Mold,Flintshire.Note hours 6.00pm.Friday to 6.00pm.Sunday.**

Rally Marshals:Helen & John Greenwood.

Site Fee: £3.00 per night Rally Fee: £1.50.

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

Flintshire,CH7 6UJ .Tel/Fax: 01352 754 794. Cheques payable to J.Greenwood.

**Attractions:** Outstanding views. The site is the County Hall Car Park. Hard standing. Water is available if you have a container to carry it. Toilets on site at the theatre.  
The town of Mold is in easy walking distance. Saturday morning street market. Buses to Chester pass your van!! Plenty of car parking in Mold. Restaurant & Bar at the theatre all weekend.

Ring Theatr Clwyd on 01352 755 114 if you wish to book plays in advance with your credit card. (advisable). In the main theatre the play is The Spider's Web by Agatha Christie.  
Plus films in the film theatre.  
We can go for a meal together at the theatre or in town. Just let me know over coffee on Friday evening.

**Directions:** Approach Mold from the East via A494, from South A541 from Wrexham, from West A494 (Ruthin). On outskirts of Mold pick up the Brown direction signs for **THEATR CLWYD**. Follow ASOC signs from approach road. **NOTE** No arrivals **BEFORE 6.00pm**, Friday 12<sup>th</sup> June.

### 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 seasonal 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 Rally & ASOC signs.

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

### 3<sup>rd</sup>-6<sup>th</sup> July (3 nights) Houghton Weavers Rally, Oaklands C.P. Warton, Nr. Lytham, Lancs.

Site Tel.No. 01772 634 459 (Emergencies only).

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

Site Fee: £3.00 per night. No Electricity. Rally Fee: £1.50. New toilet block.

Booking slips to: Mrs. B. Kaye, 14 Firthwood Road, Coal Aston, Sheffield, S18 3BW.

**Attractions:** Easy reach of Blackpool, St. Annes, Fairhaven etc. On bus route to Lytham, 5 min. walk to Spar, newsagents, fish & chip shop & pub. Sunday pm. Coach from camp to Lowther Gardens Café for meal (64 places) minced beef & onion pie, chips, veg & drink £3.50 per head, (no alternatives) sweet extra. Then to the Pavilion to see Houghton Weavers. £7.50 per person. Ticket money to be sent by the **END of MAY** to Mrs. K. Benyon, Holmfield Cottage, Bannister Street, Lytham, Lancs. FY8 5HQ. Tel. No. 01253 736 245.

**Please send money for rally and meal to B. Kaye. (address above). Tel. No. 01246 412 679.**

**Directions:** Junction 3 M55 s.p. Kirkham, A585 to Wrea Green. Just past church tower turn left s.p. Lytham A584. Site ¼ mile on right.

**10<sup>TH</sup> -12<sup>TH</sup> JULY.ANNUAL CLUB & COMPANY RALLY.  
THREE COUNTIES SHOWGROUND.  
NR.MALVERN.WORCS.**

See Newsletter for booking details and other relevant information.

Please note the closing date for bookings.

**16<sup>th</sup> -19<sup>th</sup> July, Abbeygate College, Near Chester, Cheshire.**

Tel.No. 01244 332 077(Emergencies only).

Rally Marshals: Jean & Duncan Ellis.

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

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

Tel.No. 01244 812 761. Cheques payable to:D.Ellis. Saturday evening meal can be arranged,approximately £3.50 per head,if there is sufficient interest.Please indicate on slip if interested.

**Directions:** From North M6,M56,M53 take A41 signposted Whitchurch.In approx. 2 ½ miles after entering Waverton turn right for Saughton.Beware humpback bridge.Carry on through village right then left hand bends,down hill -gates on left. From South A41 Whitchurch to Chester.After entering Waverton turn left at Black Dog.At T junction left over bridge, then as above.

Limit 35 vans.

**23<sup>rd</sup> -26<sup>th</sup> July."Last of the Summer WineRally",Holme Valley C.P.nr.Holmfirth,West Yorks.**

Site Tel.No.01484 665 819(Emergencies only).

Rally Marshals:Jean & Ian Sellers.

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

Rally fee: £2.00 (Singles £ 1.00).

Booking slips to:Mr.& Mrs. I.Sellers, 14 Hainsworthmoor Grove, Queensbury,Bradford,

West Yorkshire,BD13 2ND Tel.No. 01274 883 470. Cheques payable to:I.R.Sellers.

**Attractions:** Wooded riverside site in the heart of "Summer Wine" country and on the edge of the Peak District.Bus stop at site entrance for bus to Holmfirth(1 ¼ miles) or Huddersfield( 5 miles) for Saturday market.Licensed shop and full facilities on site plus lake and river fishing for small daily charge.

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

**23<sup>rd</sup> -26<sup>th</sup> July.(3 nights)Waldergaves H.P.,West Mersea,Essex.**

Site tel.No.01206 382 898(Emergencies only).

Rally Marshals:Inge & Jack Britton.

Site Fee:£5.00 per night. Electricity £2.00(only 14 available on rally field.).Rally Fee:£2.00

Booking slips to:J. & I. Britton,2 Melrose Road, West Mersea,Colchester,Essex.CO5 8JB.

Tel.No. 01206 384 146. Cheques payable to:J.E.Britton

**Attractions:**Restaurant & shop on site,pitch & putt & fishing on site.Country park & nature reserve within a short drive.American Supper Saturday evening.

**Directions:** From Colchester onto B1025 to Mersea Island across the Strood take left fork to East Mersea,take second right follow brown & cream tourist board sign to Waldergaves.

Limited to 30 vans only.

**31<sup>st</sup> July-2<sup>nd</sup> August. Beacon Park, Lichfield, Staffs.**

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

Site Fee: £4.00 per night. No Electricity. Rally Fee: £2.00. **Green Field site.** (Public toilets in Park).

Booking slips to: Mrs. P.M. Pratt, 3 Grafton Road, Stapenhill, Burton upon Trent, Staffs. DE15 9DN

Tel. No. 01283 538 818 Cheques payable to Mrs. P. Pratt. You may arrive Friday a.m.

**Attractions:** Saturday evening Barbecue meal, dessert & DRINK! £3.00 per head, pay with booking slip. Beacon Park is adjacent to Lichfield City Centre & Cathedral. Park attractions - small golf course, pitch & putt, tennis courts & bowls.

**Directions:** Beacon Park is situated in Lichfield just off the A51 Tamworth to Rugby road. Go round Island with Bowling Green Pub in the middle, take A51 Rugby/Stafford, turn immediately right down Walsall Road then left into Lower Sandford Street. Follow signs for Car Park to Beacon Park, through car park keeping to the right.

**Shepton Mallet** 17<sup>th</sup> - 21<sup>st</sup>. September. Ian & Stella Ross have volunteered to marshal this event. We now require **two or three** other couples to assist. Any offers please contact me ASAP.

**August rallies. Details next month:**

6<sup>th</sup> - 9<sup>th</sup>. South Cave C.P. nr. Hull.

13<sup>th</sup> - 17<sup>th</sup>. Redgate Middle School, Hunstanton, Norfolk.

14<sup>th</sup> - 17<sup>th</sup>. Detling Transport & Country Festival.

**PLEASE REMEMBER TO SEND RALLY APPLICATIONS TO MARSHALS AS SOON AS POSSIBLE TO AVOID DISAPPOINTMENT.**

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Are you interested in a two day American themed country fair with equine events & top line country music? This event is being held on 21<sup>st</sup> - 23<sup>rd</sup> August at Pebworth Vale between Evesham & Stratford. Why not run a rally at this event? Contact me for further details.

If you require confirmation of acceptance on a rally then please send a SAE with your rally slip to the marshals.

There are still plenty of dates available if you are interested in running a rally. For more information please contact me, Please remember to check the availability of dates with me BEFORE booking with a site.

Will rally marshals please send me rally information for the Newsletter ASAP (if you have not already done so).

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 Whiley (01 603 452 593) Norwich, Norfolk.  
Bob Brindie (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!***

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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!***

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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!***

Is this your first A-S O C rally? Please tick box YES  NO

Number of people in your van: Adults ..... Children .....

Extras: Please indicate which you would like, **if available**:

Electricity: Yes  No  Saturday night meal if any: Yes  No

Have you any special needs? Yes  No  If 'Yes', please specify:-

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

✂-----

Is this your first A-S O C rally? Please tick box YES  NO

Number of people in your van: Adults ..... Children .....

Extras: Please indicate which you would like, **if available**:

Electricity: Yes  No  Saturday night meal if any: Yes  No

Have you any special needs? Yes  No  If 'Yes', please specify:-

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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!**

any higher than the maximum authorised weight, so to be satisfactory, higher rated tyres would be necessary. So what this really comes down to is cost, which, when considerable numbers are produced, can be the difference to making a profit or going under.

Having recently been to the Birmingham show and collected some brochures it's amazing to me that there are a lot of motorvans and motorhomes that have payloads of only about 350 to 500 kilos and that includes some "A" classes with very significant amounts of storage space available. It would appear that the Industry should get together and agree a standard for payload requirements that it should relate to how much the owner can actually fit in the thing. I've moved a slate bed snooker table before now! It weighed 4cwt but I had 15 cwt to play with!

My suggestion is likely to put up prices but I personally think that's better than having an accident! In the meanwhile I can understand that A-S must remain competitive on price but it would be nice if individual owners could (and they do) carry out modifications which enhance the vehicle and its uses. An approved list would be nice!

In the meanwhile I agree that anybody in doubt should check out their vehicle at a local weighbridge and act accordingly. Don't take published figures as gospel either because there can be small variations. Talking of which, I'd better get those bikes out and stand on the scales with them --one at a time 'cause I can't lift them both!!

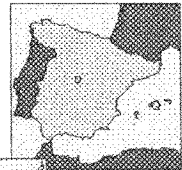
Looking forward to seeing some of you when the weather improves.

*David Mayne*

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## **LOS GALLARDOS - 1998**

When *Dorothy & I* left the rally our marshals, *Betty & Geoff Scholey* were staying resident there for a while as they were "between UK addresses" and, presumably, to recuperate. As we do not yet have their new address may we use the good offices of the Newsletter to thank them very much for what was a very enjoyable rally.



They managed to cope with 40 vans for a full month, put on many functions and cope with the organisation with enthusiasm and patience. From conversations with others at the time their efforts were very much appreciated by all.

*Baz Wellard.*

This item arrived in the form of a card prepared on a computer. I think it must be time for me to give up when I see such results! Unfortunately, the cover was in colour and my scanner would not reproduce it.

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## **Colne Valley Railway Rally**

This is to be run over the weekend of 29th - 31st May and is at Castle Hedingham in Essex. *Ian Ross*, who as our Regalia Officer has been busy recently, tells me that so far there have not been many applications to go on the rally and he would love to see more. So if you want a rally and some railway rides, this is the one to attend. Write soon!

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## **Larmer Tree Rally**

We would like to thank all those members who attended and made it such a successful rally. This was a new venture for us (on a green field site), the site managers and the new cook. We were all a bit nervous. However we need not have worried. The rally was so well received that the managers have already offered us a provisional date for 1999. We will let you know more through the Newsletter.

*Rosie & Terry Ball*

By the same post a letter arrived from *June & Roger Yeatman* who attended this rally. They obviously enjoyed it and appear to be looking forward to a similar event next year. And yet another letter followed, from *Pat & Rod Hills*, complimenting the organisers. This ended with the words "Same time, same place next year? Please!"

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## **Club and Company Rally, 1998**



This year we shall be using the Avon Hall again and the programme will be similar to 1997. There will be the usual quiz on Friday evening followed by line dancing. The book, cake, bric-a-brac, bottle and hobby stalls will be running during the day. There will be the raffle and this year our chosen charity is Hearing Dogs for Deaf People. We plan two technical sessions on Saturday afternoon, one on van security and the other by factory personnel on the vans. Both will be followed by question and answer sessions. The usual Saturday evening dinner and dance with the Midnight Hour band.

The outdoor programme is almost complete with a variety of bands and dancers to entertain us. Which Caravan is sponsoring a Concours d'Elegance to which entry will be by means of a sticker you will find in your rally pack. Put it in the window of your van if you want to enter. St John Ambulance will be giving demonstrations of life saving techniques using members of the Casualties Union (and one of our vans!). We hope to have a pipe and drum marching band, rides on special off road vehicles, the usual model steam railway and the falconry display. Don't forget the rounders competition which started last year between the Club and the Company. Both sides will be trying very hard to win this year.

There are one or two administrative changes this year. The rally opens on Friday at noon but to avoid congestion the gates will open for admission at 10.00 am. Day visitors will be admitted on Saturday at £5.00 per person, children under 14 free. Also, to try to prevent some of the problems we have had in the past, people who have not booked before the close of bookings but who turn up on the Friday expecting to be admitted will have to pay a premium of £10.00 over and above the normal rally fee. They will be admitted only if they pay the premium amount by cheque. However, any new member who joins the Club after the closing date for bookings will be exempt from the premium.

The application form is with this Newsletter. Don't forget to book early.

*Brian Hooton*

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## **From (Somewhere Near) the Factory!**

Well, after 19 years at A-S the time has come for me to lower the curtain on my working career. 24 years in the RAF, 6 in the motor caravan industry and 19 with the finest motor caravan manufacturer that exists.



February 10th dawned bright and warm - for February. The task in hand was to prepare for the NEC. I arrived at midday and found that the stand fitters had already laid the carpet tiles and were well on the way to building the required structure. At 4.00 pm the first vehicles arrived followed at 6.30 pm by the second load.

Feb. 11th. The electricians have nearly wired the stand and by 10.30 am the third load of vehicles had arrived. The largest assembly

of A-S vans ever to be exhibited at a National Show plus two more adapted for the disabled on the Brownhills stand. I breathe a sigh of relief when I parked the last van I will position at an Exhibition. I must say how well I have been supported by *Steve Cant*, my successor, and five members of the A-S team.

Feb. 12th. This is the spit and polish day. Each vehicle is polished and checked by the team. After that *Steve* and I inspect in fine detail and make a note of the slightest fault - be it a trace of sawdust in a bed box or a tyre not treated with tyre slick. We are ready for:

Feb. 13th. Press Day. Our first visitors are the team from the SMMT to check that all of the vehicles conform with current legislation. Heavy penalties can ensue if they don't. We pass, but of course, they are Auto-Sleepers! The press arrive in dribs and drabs through the day.

Feb. 14th. Bright and sunny, crazy weather for February. 10.00 am the first visitors arrive. A very busy day with Jill serving tea, coffee and biscuits all day. A good first day although not many Club members. Our sales expect an increase over 1997.

Feb. 15th. Sunday. Sun still shining but being deprived of fresh air for 11 hours is not the best for our well being. Sales for the day were very encouraging. Quite a few Club members, it was nice to see you again, you are our best ambassadors.

Feb. 16th. Very many visitors and plenty of business. Competition is strong but a good day for sales. Existing Club members replacing their vans for the new models. It looks like the Italian connection is catching on! So are the traditional models.

Feb. 17th. A quieter day but with visits from manufacturers which is an important aspect of our business. We need their support. We have thirteen sales persons on the stand, covering a major part of our 25 dealerships.

Feb. 18th. Today we are halfway through the show with the sales up on last year. We have had four radios stolen during the show but two fronts were recovered in the railway station by sniffer dogs. We don't know when we will get them back as the NEC, the local police and British Transport police are all involved.

Feb. 19th. Once again a very busy day with lots of Club members.

The awards were given out today. Unfortunately we didn't win this year but offer congratulations to those who did. The usual things have been "removed" from vehicles, e.g. floor table support bungs, cooker knobs etc., but generally no damage to the vans.

Feb. 20th. Not so busy but as our sales exceed last years total units and with two days still to go we are in for a NEW record!

Feb. 21st. Our two new directors, Steven Riley and Bill Cook, pay a second visit. Needless to say that *Anthony Trevelyan* has been here every day from start to finish.

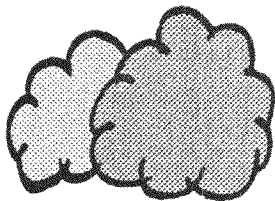
Feb. 22nd. Sunday. Everybody is getting very tired. 10 hours a day with no daylight seems a bit like a prison sentence although I thank goodness that I have not experienced one of those! Quite a few members of A-S staff with their families visited today, it was nice to see their interest. Later in the day *Neville Jelfs*, *Phil Bennett* and other members of staff arrived to help dismantle the stand and prepare the vehicles for Brian Edwards to transport back to Willersey.

All in all a very successful last show for myself. I go onto a three day week in April and I shall finally retire in September. But I am sure that I will see a lot of you at shows up and down the country this year. So I won't say "Au Revoir" just yet.

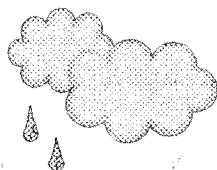
*Tony Johnson*

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## Rain



It rained and it rained and  
rained and rained,  
The average fall was well  
maintained,  
And, when the tracks were  
simply bogs,  
It started raining cats and  
dogs.



After a drought of half an hour  
We had a most refreshing shower,  
And then, the most curious thing of all,  
A gentle rain began to fall.

Next day was also fairly dry  
Save for the deluge from the sky  
Which wetted the party to the skin.  
And after that, the rain set in!

We found this ditty on a postcard. It summed up our tour of Scotland's west coast to a "T"!

*David Bishop*

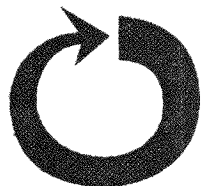
We can quite understand why you feel pained.  
When we went up there it hardly rained.  
The sun shone o'er the myriad ridges  
But "X-Y-Z"! Those #@&%@&\*@ Midges!

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### **A Trip to Versailles**

For our 1997 trip to France we included Versailles in our itinerary. The site we picked was CAMPASUN de LOISIRS which is shown under Versailles in the Caravan Club Continental Sites Guide. The site was uninspiring. I suspect that it would qualify for a "Tuppence for a Site" award in MMM! Perhaps the dull weather and the fact that it was almost empty (in May) had something to do with it. But the badly patched toilet door that had been booted in might also have influenced us. We took some time to decide which cabbage patch to park on.

However the lake next door was pretty and I rode the five miles round it on my bike. It was obviously very popular in the season and I would think that the camp site would be packed due to its position. In addition to the various leisure activities reopening around the lake there was a golf course and driving range at the far end.



The guide states that one can travel to Versailles (and Paris) on the train but the girl in the office said that there was plenty of parking. So the next morning we paid up and off we went. On arrival in Versailles I spotted a left turn that avoided the centre of the town. Two minutes later we were coming back! Clever dick had found a one way system at the top. So around the town we went. Of course, the direction signs stopped after the first one and, more by luck than judgement, we arrived at the huge car park. Whereupon I did my Victor Meldrew

impression. "I don't believe it!" I said as I arrived at a height barrier. The car park attendant would not raise the barrier and pointed back the way we had driven along the one way system. We had to go around the town once again, along the all too familiar streets picking up a couple of lost G.B. cars which latched on to the back of us. On our way round we noticed a posse of police booking cars which were parked on the streets. On arrival at the coach park the attendant said the cost was 150 francs. I pointed out that we were less than half the size of a coach and offered 75 francs. But he was obviously "sense of humour challenged" to quote politically correct jargon. I made the mistake of asking where else we could park and he said, in English, "on the streets"!



By this time my Victor Meldrew persona was taking over and, *Kathleen*, my long suffering wife said "Look, we can see the palace through the pretty gates. The entrance fee plus the 150 francs plus guides plus all the other extras will buy us a very nice evening meal". So we drove to Chartres where we found a super site near a small river. We booked in, had a cup or two of tea and a nice rest. We later strolled along the river into Chartres, visited the superb cathedral and had a delightful evening meal. We enjoyed it so much that we stayed for another day and included a trip around the town on the little white train surrounded by a hilarious group of French pensioners. But that is a story in itself.

By the way, on our last trip down our "favourite" street, I am sure I heard a local say that he had seen a number of Clubmans and wondered if there was an Auto-Sleeper rally!

*Roy Worsley*

Having visited Versailles I can sympathise with the parking problems.

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## **STRATFORD MOTOR CARAVAN FAIR**

This year will be the 21st anniversary of this event which will take place at Stratford upon Avon over the weekend of 5th - 7th June. You can find booking forms in Motorhome Monthly or you can obtain one direct from The Organiser, Stratford Motor Caravan Fair, Andrew House, Granville Road, Sidcup, Kent, DA14 4BN, telephone 0891 299 878. [Please note that calls cost 50p per minute.] If you mark your

booking form ASOC you can take £2.00 off the cost and you will get a free copy of Motorhome Monthly when you arrive at Stratford.

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## FOR SALE

VW Topaz, 5 cylinder 2.4 diesel. New September 1996, 5,800 miles. Non-smoker, no pets, garaged from new, very little use and as new. Genuine reason for sale, will deliver if required. £25,000.00. Phone Patricia Wilson on 0169 259 8496, fax 0169 259 8901 or write to Whinmere Wood Lodge, Hickling, Norfolk, NR12 0BA.

Thanks for the donation.

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Talbot Express Executive, 1992 'J' reg. 2.5D, p.a.s, 2 berth. 36,000 miles. Excellent condition. Omnistor 4000 awning, Omnistor Safari Room, 2 front seat swivels, Moss alarm, Silver Screen, new battery, other extras. Fully serviced. MOT until March 1999. £18,950.00 ono. Telephone Douglas Robinson on 0198 977 0582 or write to Morningside, Llangrove, Ross-on-Wye, Herefordshire, HR9 6EZ.

#####

Safari room for 3.5m Fiamma awning. Height of box 2.25m (7' 2"). Cost £350.00. Used twice. Accept £150.00. Telephone Keith Hopkins on 0159 064 3335 or write to "Oakwood", 4 The Grange, Everton, Lymington, Hants, SO41 0ZR.

Thanks for the donation.

#####

Excelsior Lux 2 berth + overcab option based on Ford 2.5L TD. Twin cycle rack, Fiamma awning, Strike Back alarm with pager, Silver Screen and other essentials. 9,000 miles, almost run in and getting better daily. Non smokers, no pets. Owners now living on I.o.W. and need smaller van, e.g. elevating roof VW or Renault. £30,000.00 ovno. Tel: Pam & Mike Stanton on 0198 328 0512 or write to 69 Victoria Road, West Cowes, Isle of Wight.

Thanks for the donation,

#####

Jawa moped, 49 cc. 'J' reg, as new. Only 245 miles. £300.00. Swivel plate for reversing front seat, suit Fiat etc. £50.00. Honda EM300 generator. Very compact. £150.00. Telephone Brian Millbank on 0147 331 0046 or write to 22 White Horse Road, Capel St. Mary, Ipswich, Suffolk, IP9 2A.



#####

ISOVOLET interior cab insulation to fit pre-facelift Talbot Express. Suggest £25 to Club funds or charity. Tel: John Scott on 0124 438 1035 or write to 48 Shepherds Lane, Chester, CH2 2DQ.

#####

NR Motorchalet, green (side fit). Free standing or side rail attachment (used on Duetto). Used once. Cost £275.00 in February 1997. £150.00. Tel: Hugh Penman on 0178 528 2340 or write to 42 Jasmine Road, Great Bridgeford, Stafford, ST18 9PT.

Thanks for the donation.

#####

Ford Duetto, L.W.B., 2 x 2, March 1997. 2.5 diesel. Only 4,500 miles. As new condition. 11 months tax. All usual facilities plus many extras including awning, Silver Screen, Status aerial, gas bottles etc. Genuine reason for sale. £21,950.00. Tel: Sylvia Wooder on 0163 471 0513 or write to 50 King Arthurs Drive, Rochester, Kent, ME2 3NB.

Thanks for the donation.

#####

Free standing annexe tent for rear doors, 8' x 7' x 6', complete with ground sheet, 5' x 5' extension and inner sleeping tent. £50.00. Camping Gaz cylinder 907 (6lb) with lockable cradle. £20.00. Tel: Leo Soble on 0145 270 0526 or write to Windmill Cottage, Blackwells End, Hartpury, Gloucester, GL19 3DB.

#####

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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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\*\*\*\*\*

## Committee Members:

Andrew Entwistle	Chairman	0142 284 3057
Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman C & C Sub-Committee	0123 576 4782
Arthur Irving		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	0193 758 6494
Janet Sutterby	Minutes Secretary	0150 746 2449
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Ray Whiley	Secretary & Membership Secretary	01603 452 593
Ray Young	Vice-Chairman & Chairman, A.G.M. Sub-Committee	0150 752 3467
Charles Trevelyan	President	0138 685 3338