

AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 118
JULY 1998**

Hello.

This issue will need to be done in a bit of a rush because *Sheila and I* have had a holiday at the beginning of June and we don't want to send the stuff too late to the printers. Being motor caravanners we went from London to Cornwall by the direct route, you know the one, via Derby, Hebden Bridge, Southport, Preston, Lincoln, the Fosse Way and the Clent Hills to Cirencester, Chard and Plymouth. If the original designer of the Fosse Way could see that his routing is still in use today, I wonder what he would say. And we had pretty good weather too, apart from what seemed to be driving through a car wash on the A.38!

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Electricity

I refer to the item in the May Newsletter about electricity supplies, particularly in Devon and Cornwall, written by Peter Todd of ACCEO. First of all, let me say that the bit about being careful when on the Continent concerning the "Live" and "Neutral" connections is absolutely correct. You must ensure that the live in the motor caravan is connected to the live on the camp supply. I will not enlarge on that because Peter Todd says it all. However, I must take him to task on some other statements.

First, forget about "Decimal Electricity" on the Continent. They use a different form of transformer from us; theirs are called DY10 whereas ours are DY11. It makes no difference when you plug into their supplies with UK equipment. In fact there is a large cable connecting the UK to France and we frequently import/export electricity from/to them. If there was any difference in the type of electricity we would not be able to do that. Also I have toured on the Continent many times and have yet to find a supply of 115 volts. I am not saying that there are none but I would have thought that they should all be gone by now.

Supplies in the UK and the Continent are distributed using the three-phase system. If you look up at the pylons you will see cables in multiples of three. Distribution in the UK is on the National Grid and the voltage of this is normally 132,000 volts but can be as high as 400,000 volts. This is done so that they can keep the current down and therefore use smaller diameter cables. What Peter Todd does not seem to realise is that all power station feed into this grid. At times of high

demand, such as in the winter, all power stations might be on stream, whereas when demand is low the less efficient will be shut down. This could be the reason why Fawley is frequently on standby.

When a supply for a region is required, the grid is connected to a "sub-station" that consists of a large transformer and the voltage is dropped to 33,000 volts. It then goes to further sub-stations where it is dropped to 11,000 volts. Next it goes through locally situated transformers and eventually ends up as the local three-phase supply and it is at this point where the "Neutral" is connected. Now the important point in all this is that in all the transformers before the 11,000 volt stage there are what are called "Automatic Tap Changers". If the output voltage drops a sensing circuit automatically changes the connections on the transformer windings and puts the voltage back up again. (Have you ever noticed the lights in your house suddenly get brighter?) Similarly if the voltage goes up the sensing circuit puts it back down again. The result is that the supply current (i.e. the Amps) from the grid goes up or down to compensate. This keeps the supply voltage at a reasonably constant level. It does not matter which power stations are feeding the grid at the time or how far away they are. Devon and Cornwall do not suffer from low voltages because they are not allowed to. By law the voltage coming into your house has to be 230 volts, not 240 as Peter states. This was changed some time ago. The tolerance on this is +10% and -6%, i.e. maximum 253 and minimum 216 volts. All domestic appliances should cope with this. If it falls to 216 volts it is usually because of a fault somewhere. If you find that the supply is less than it should be then the electricity board must put it right. This is universal throughout the UK, including Devon and Cornwall.

When a camp site is fed with electricity the supply voltage has to be maintained within the specified limits. This is usually a three-phase supply. (Look up at the pole. You will see three wires coming in with a transformer fixed to the pole.) The "Neutral" is connected to the output or "Secondary" of the transformer. However, what happens after this depends on the installation at the site and the electricity board has little control over it except from the safety point of view. If it is an older installation with small diameter cables and you happen to be on the end with everyone using heaters, or kettles, then your voltage could be anything. But this has nothing to do with the supplies in Devon and Cornwall. I would be interested to know why Peter thinks we suffer from low voltage and where it was measured.

Last, I would implore anyone who is not a qualified Electrician or Electrical Engineer to be very careful when writing about such things. It can be misleading and could, if the wrong advice is given, be dangerous.

Tony Smith

Peter Todd was trying to explain as a result of a comment by your Editor. Friends of mine who live on the borders of Devon and Cornwall, near Launceston, did have some problems with electricity supplies which the local board finally managed to rectify. But the board took some convincing before they did any work. It was very noticeable that the electricity supply fluctuated, almost as if it was dependent upon the height of the tide! Luckily my friends are reasonably knowledgeable on matters electrical and were able to measure and check the supply to ensure that the board sorted the thing out.

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CHECK PLUGS AND POLARITY

I was very interested to read *Jim Sykes* letter in the May Newsletter regarding Martindale Check Plugs. I also carry one of these which I purchased over four years ago. My experience is that the three neons do not light up with the same intensity, one being considerably dimmer than the others. This made the result particularly difficult to interpret if the sun was shining on the socket at the time of the test.

I originally bought mine from RS Components and returned it to them thinking that I had got a faulty one. I found the replacement was the same. I then wrote to Martindales and their reply, I recall, was somewhat evasive. They kindly sent me a further sample of the tester but it exhibited the same characteristic. In my view these are rather cheap and cheerful devices which need to be used with a certain level of hope and optimism!

Brian Abrams

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Payloads and G.V.W.

There has been some comment in the Newsletter about the Gross Vehicle Weights of our vans and whether we are using them in an overloaded condition. As I have been a little concerned over the weight of my own van I decided to have it weighed and also to weigh all the items we carry inside and outside the van. My van is a 1996 registered

VW Clubman - 4 berth and with the facility for towing a trailer. I listed the items carried in the van with their weights. The results are:

- (1) Unladen weight of Clubman (weighbridge weight) = 2439 kg
(1 gas cyl, 1 electric cable, no water in tank or heater)
- (2) Quoted mass of Clubman (VIN Plate) = 2810 kg
(Gross Vehicle Weight)
- (3) Quoted unladen weight (A-S) = 2411 kg
(¾ full fuel tank, 2 gas cyl, no water, 1 driver, 1 electric cable)

(2) minus (3) gives a payload of = 399 kg

(1) minus (3) shows that my Clubman was overweight by = 28 kg
when it left the factory.

giving a payload of 371 kg

Weights of items carried total 521.94 kg or 151 kg overweight.
This does not include a permissible roof load of 132 kg which would
give a total overload of **283 kg**. SOMETHING IS GOING TO HAVE TO
GO!

I recommend that you have your van weighed and weigh all the
contents that you carry.

Barry Loveland

Technical Information Group

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Dutch Rally

We would like to say a big "Thank You" to *Winifred & Arthur Irving* for all the hard work they put in to ensure that we all had a very successful rally. This being our first time abroad in the vans we did experience a few butterflies. We would also like to express our thanks to *Linda & Trevor Hargreaves*, our guides and mentors, for their help and guidance in coping with some strange road signs and, of course, with driving on the "wrong side". Once again, thanks to all for an excellent rally and an enjoyable holiday.

Barbara & Alan Potter and Margaret and Bob Still.

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We have just returned from this rally on which we had a most enjoyable time. Thanks to the wealth of information supplied

beforehand by Winifred and Arthur Irving and to the help given by the couple with whom we were paired, *Jackie and Arthur Claxton*, whom we felt we had known for ages. The rally provided us with two firsts, (1) our first A-S rally and (2) the first time of travelling abroad with our Symphony. We shall certainly be doing it again.

Brenda Jarvis and Diane Leader

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Spare Wheels

Is your spare wheel located under the rear of the van? Is it to be lowered using the steady handle through the back panelling of the van? If it is, then *Donald Smith* suggests that you check the length of the handle before you actually need to use it. Apparently he had occasion to use his only to find that it wasn't quite long enough to do the job! And with the sort of weather you can get up in Aberdeenshire (or anywhere else for that matter) that wasn't funny. So check now and if necessary see what you can do about getting a longer handle.

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TYRES

I have a very personal interest in the letter about tyres. Around December 1994 the nearside rear tyre of our van blew out. I changed the wheel and carried on. On March 3rd 1995 the other rear tyre blew out. Two blow-outs in a couple of months is bad enough but the second one was in a very awkward spot. We were travelling at about 60 mph on the inside lane of the south bound carriageway of the M.25 and had just gone under a main junction where three lanes of slip roads came in on my left. All lanes were full of fast moving traffic. I had to cross these while slowing down to get on the hard shoulder. There I remembered the good advice about getting out of the vehicle as soon as possible but there was a fence and then a wide and deep-looking ditch of icy cold water! So we stayed in the van and made a cup of tea while waiting for Mayday. It was a very undesirable experience.

Later in the day I went to a branch of A.T.S. Services where the manager explained that the problem lay in the fact that the tyres were not suitable for the job. Apparently vans may be fitted with tyres for town work which is mainly light loads, low speeds and short trips or with different tyres for heavy loads and long trips at high speeds. The faulty tyres were of the first category, as was the spare. I ended by

buying two tyres at a cost of £155.69.

It is the duty of any supplier to provide goods which are suitable for the purpose intended. All motor caravans travel with a full load, cover long distances and travel at speeds up to the legal maximum. Therefore tyres suited to this purpose should be provided. It follows from this that a converter who fails to fulfil this obligation may be liable in law to give recompense for costs involved when problems arise. I feel very strongly that we hear so much about the safety aspects of our vehicles including crash tests etc., and yet the converters seem to shirk the elementary responsibility of ensuring that the tyres will stand up to the job for which the van is intended. I wonder if we have any legal members who would like to comment.

Nial Reynolds

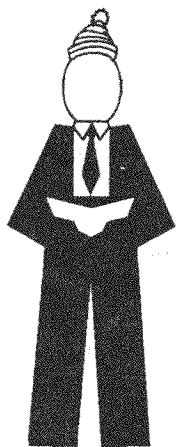
By no stretch of the imagination am I a legal eagle but I do wonder if the ATS manager was absolutely correct. It seems to me that a seller of a commercial van has no idea to what use it may be put. The first one might be for Local Deliveries Limited and the second to Fred Bloggs Express Long Distance Packets. The two vans would no doubt be fitted with similar tyres by the manufacturer.

On a completely different subject, *Nial* has kindly let me have sight of his latest publication "Nial's Easy Cook Book". This is a small book (about 6" x 3¼") of some of his recipes which should make it very convenient in the van. He tells me that he will have some copies available at the Club & Company Rally, priced around £1.50.

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Chairman's Chat

Now the waters have subsided after the inundation that was the Motor Caravan Show at Peterborough where *Betty & I* along with Poppy the Red Setter and Sarah the cat were somewhat marooned when we awoke on the Saturday. We were completely surrounded by water. To make the van level and to prevent us from sinking into the soft ground the back wheels were some 3"-4" off the ground on our blocks, and the water was level with our step! We were well and truly marooned, as were our neighbours. We looked around together and found some timber with which we were able to make a walkway for



Betty to leave the van. Eventually we found a couple of pallets so that we could make what looked like a jetty or landing stage where later we could leave our muddy boots. There were many visitors to see us in our predicament and many photographs taken, many remarks were made about our registration letters, SUB. We had "submarine", "submerged", "sub-standard" and more, many unprintable. *Betty* took quite a number of photographs and we chuckled about what we thought friends would say when they saw our landing stage. Now guess who was the one who forgot to put a film in her camera? Could I ask a favour of those of our members who did take photographs? May we have a couple of them, please, to show the joys of using an Auto Sleeper! We have no doubt that our predicament will appear in the odd publication or so.

One flood situation I became involved in when I was in the Fire Service certainly caused a laugh for my colleagues at my expense. We were called, after a very bad cloud burst, to an area of Oldham. After helping out here and there I was quite pleased that I was still fairly dry! Then from across the road came a cry for help from a little boy of about 5 or 6. He was standing in the water which came up just over his feet. "OK!", I thought, and off I went to carry him across. What I didn't know was that between us was a trench which I discovered when I fell into it! Right up to my chest. I was not happy but to the various groups of people around and about it was hilarious. Now I can see the funny side, but at the time I was far from amused. At least that time it was only water. I'll save the stories of sewage and other smelly stuff for another time.

The Peterborough show has been dogged by unfavourable weather for the last few years and I really do feel for the various traders who have to make a living during conditions that were by far the worst I have seen for many a year. The organisers, and in particular their staff, came in for a great deal of criticism, unjustified I think, from patrons because they had not cancelled the show. In fairness to Warners, whatever decision they made would have upset someone or other. The staff came in for a good deal of abuse from irate patrons who took their frustration with the weather out on the ladies in the organisers marquee. Wrongly I feel, because they were not responsible for the weather and they could not make a decision of that magnitude.

Last month after my little piece on tyres and pressures I received a few letters from members containing good advice and for those who

took the trouble to write I thank you. I still find it hard to believe how some drivers ignore the state of their tyres and the pressures when the tyre is such a vital safety feature of the vehicle. Don't forget also that if you are prosecuted each offending tyre attracts 3 penalty points on your licence plus a fairly hefty fine. And you still have to buy a new tyre! A point I was trying to make was that compressed air is dangerous when abused in the cavalier attitude I reported. Just because it is 'air' some among us do not see the danger when it is compressed.

Enough for now, safe journeying and, as ever, Smile!

Andrew Entwistle

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Wet Car(ver)pets in a Clubman!

We were happily camped on the Caravan Club site at Berwick on Tweed in the cool afternoon sunshine when we noticed that we were paddling **INSIDE** the van! The carpets took the form of a beach with the tide coming in. A quick check outside confirmed that there was **NOT** an exceptionally high tide and our ebb and (mostly) flow was man made. The source was soon found to be from the Carver Cascade water heater. Luckily, I had fitted C.A.K. isolating taps in the water system and was able to stem the flow very quickly by turning these off and then releasing the heater drain plug. We mopped up the water with a "Rapid soak-up sponge" (won in one of the Club raffles!) and were able to continue to use our cold water system for the rest of our stay. Back home I removed the heater from the van and discovered that both of the "nylon" water outlets had fractured. They were noticeably discoloured from their original plastic white to a dirty yellow and the pressure relief valve was similarly discovered. My conclusion was that they had failed due to heat and age hardening so I decided to send the broken parts to Carver for their opinion. I also asked whether there was a special tool to remove the relief valve as it was clear that it would probably break if I twisted it using a spanner.

I obtained some replacement parts and set about refitting the heater. First it was necessary to put some plywood reinforcement around the inside of the hole in the side of the body as the original screws had split the glass fibre and the screw holes could not be used. I then cleaned up the contact faces of both heater and the aperture very

thoroughly before applying long life Unibond sealer. I received a very prompt reply from Carver which confirmed the cause of the failure and said that they were now using a different material. But this did not apply to the relief valve. They have not designed a special tool to remove this. I have not, as yet, attempted to replace this for fear of breaking it off just where the threaded portion enters the heater body.

It is worth noting that the cold water outlet incorporates a non-return valve and the whole assembly is now made in a black coloured plastic. So if your carpet has a "flowing" pile, its a "high tide" from your Carver outlets!.

Maurice Payne

(Technical Information Group)

Having had something of a similar experience when our water heater burst I can sympathise with *Maurice*. We found that the quickest way to drain the entire system, as we did not have the cut-off valves, was to open the drain plug and turn the pump on.

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From the Factory

Question. What has 10 sets of brothers, 8 father and son duos, 1 father and daughter, 1 husband and wife, umpteen cousins, nephews and in-laws, an army of Villa and United fans, both a cricket and football team, a 'burn up' of motor cyclists, a shoal of fishermen, a bunker of golfers, a stage of thespians, a pair of County bowls champions, a peloton of cyclists, 5 motor caravan owners plus 5 men who dress up as the spice girls at Christmas?

Answer. Yes, the A-S workforce!

Footnote: They also have to double up as slaves, craftsmen, contortionists and magicians to build Motor Caravans.

Of the diverse lot mentioned above, 60 have been with the company for 10 or more years with a dozen remembering very well the days of the Commers, Bedfords and Leyland Sherpas which boasted real wood veneers, vinyl coverings and linoleum floors. Yes, not a bit of carpet in sight - that was an extra! How things have changed.

Talking of 10 years service brings me onto ASOC and that letter that 'Coxie' wrote in MMM asking if anyone was interested in forming

JULY 1998 **Rally Supplement**

To all ralliers please put your christian name on the rally slip. This will enable the marshal to welcome you in the informal style that the club is known for. It would also be of great assistance to marshals if you remember to put your membership number on the rally slip.

HELP REQUIRED The marshals for the rally at Little Budworth in December now find that they can no longer run this rally. If anybody is interested in taking over the running of this rally please contact me and Brenda & Don Sampson, 0151 722 9379 for further details.

30th June-3rd 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 upon 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 1st 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.

3rd-5th 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.

3rd-6th 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 5JQ. 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 turn left s.p. Warton A584. Site ¼ mile on right.

**10TH - 12TH JULY. ANNUAL CLUB & COMPANY RALLY.
THREE COUNTIES SHOWGROUND,
NR. MALVERN,
WORCS.**

See May Newsletter for
booking details and other
relevant information.
Please note the closing date for
bookings.

16th - 19th 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.

23rd - 26th July. "Last of the Summer Wine Rally", 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.

23rd-26th July (3 nights) Waldergraves 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 Waldergraves.

Limited to 30 vans only.

31st July-2nd 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 Rugely road.Go round Island with Bowling Green Pub in the middle,take A51 Rugely/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.

6th-9th August (3 nights) Waudbys C.P.,South Cave nr.Hull.

Site tel No.01430 422 523(Emergencies only).

Marshals:Vera & Brian McLean.

Site Fee:£3.00 per night. No Electricity. Rally Fee:£2.00. Facilities include Toilets/showers.

Rally slips to:Brian McLean,47 Westlands Road,Sproatley,Nr.Hull,East Riding,Hull.HU11 4XG.

Tel.No. 01482 813 791. Cheques payable to B. McLean.

Attractions:Humberside Country Park,Beverley market,trains to Brough/Hull.Caravan accessories shop on site.

If weather permitting Saturday evening a social gathering for a meal on site,please bring BBQs etc.

Rally opens 1.00pm.Thursday.

Directions:Turn off A63 at South Cave intersection, follow sign Brough,site opposite garage.

13th-17th August (4 nights)."Sunny Hunny-the only East Coast resort facing West!"Redgate Middle School,Collingwood Road,Hunstanton,Norfolk.

Marshals:Barbara & Ray Whiley.

Site Fee:£4.00 per night. No Electricity.(Power point available for recharging wheelchair batteries).

Rally Fee:£1.00 per van plus 50p per adult. **Own sanitation essential.**

School field-dogs permitted(on lead at ALL times,and NO fouling.Adjacent roads no fouling-bins provided).

Booking slips(stating which nights) by 31st.July,please to:Mr.& Mrs. R.Whiley,21 Elcar Rise,

Eaton,Norwich,Norfolk.NR4 6HR. Tel.No.01603 452 593.Cheques payable to:R.E.& B.Whiley.

Attractions: Field above town with sea views. Mainly level, some pitches may need levelling ramps. Basic facilities on site. Sandy beaches, cliffs, Oasis pool, Sea Life Centre, Princess Theatre and usual seaside attractions. Shops include Budgens supermarket in town. Bus service to Heacham (Norfolk Lavender), Sandringham, King's Lynn (medieval port). Holkham Hall, North Norfolk Railway within easy reach by road.

American Supper Saturday evening (indoors if wet). Possibly Fish & Chip supper one evening.

Directions: A149 from King's Lynn, ahead at first roundabout entering Hunstanton (s.p. Town centre), then next major turn left just after 40 sign (s.p. Sea Front); next left into Collingwood Road. Follow Collingwood Road round to school entrance at end. From North (coast road) continue on A149, past Fire Station and Smithdon High School on left, then next right (opposite school playing field) into Sandringham Road (s.p. Sea Front) then as above. (Ignore any earlier signs to Town Centre or Sea Front.)

15th & 16th August. Detling Transport & Country Festival. County Showground, Maidstone, Kent. (on A249).

Rally Marshals: Ena & Roy Coleman.

Site Fee: £18.00 per van (up to 4 people). No Electricity. Rally fee: £1.50.

Booking slips to: Ena & Roy Coleman, 30 Kent Avenue, Minster, Sheerness, Kent. ME12 2DZ.

Tel. No. 01795 873 526. Cheques payable to: L.R. Coleman.

You may arrive from midday Friday 14th. and depart midday Monday 17th. No extra charge.

Attractions: Super weekend for all family, stalls, funfair, steam engine rally, military vehicle display, auto jumble, beer tent. *Special attraction—Fred Dibner will be there.*

Bread & milk on site. Toilets, showers & elsan disposal points also on site.

Directions: The showground is on the A249 between M20 & M2. Lovely touring, plenty to see.

Limited to 25 vans.

2nd - 7th September. Shoreham Air Display. West Sussex

Rally Marshals: Yvonne & Barry Loveland.

Site Fee: £2.00 per night. Rally fee: £2.00. Airshow tickets cost £10.00 per adult, £5.00 per child Saturday & Sunday inclusive payable in advance. No Electricity. **Greenfield site** with water tap and loo emptying.

Booking slip and cheques payable to Mr. A.N. Fowler, 130 The Gardens, Southwick, West Sussex, BN42 4AQ.

Tel. No. 01273 594 479.

Attractions: Saturday evening:- Buffet meal available @£2.50 each.

Thursday evening:- Airport tour available @£2.00 each. Please state and pay in advance. Send SAE for confirmation.

2 day Airshow with on ground entertainment. Bicycle rides and dog walks from site.

On site mobile Tel. No. 0411 021 498 Please state van model for organisational purposes.

Please do not arrive before 2p.m. Wednesday. Restricted to the first 30 vans.

2nd - 6th September. (4 nights). Beamish Museum. Co. Durham

Museum Tel. No 01207 231 811 (Emergencies only 10.00am-6.00pm.) Marshal's mobile available 9.00 - 10.00 morning & evening. Tel. No. 0589 145 874.

Rally marshals: Pauline & Neil Rogers.

Site Fee: £ 6.00 per night. No Electricity. Rally Fee: £2.00. (Singles £1.00). **Greenfield site**

Booking slip to: N.C. & P. Rogers, 3 Appleby Close, Aldbrough St John, Richmond, North Yorks, DL11 7TT.

Tel. No. 01325 374 540. Cheques payable to N.C. & P. Rogers. SAE for confirmation of acceptance.

Special admission fees to Museum using vouchers: **One visit** £4.00 per person, normally £8.00 per adult (OAP £6.00). **Two visits** consecutive days £5.00 per person. **Three visits** consecutive days £6.00 per person.

Please indicate on slip which voucher you will require.

Attractions: Award winning Beamish Open Air Museum, Durham City, Metro Centre, Newcastle, Angel of the North, Weardale & Teesdale. Food available at pub outside gates and in Museum during opening hours.

If sufficient people show interest there could be a coach to Durham City on Saturday. **Please indicate** on slip if interested.

Directions: From N & S on A1M. Leave A1M at junction 63 for Chester le Street, & Stanley. Follow signs for Beamish Museum on the A693 (s.p. Stanley). Right at roundabout approx 4 miles from A1M.

If you will arrive after 6.00p.m. please show on slip. Levelling blocks may be required.

4th-11th September (7 nights). The Camping & Caravan Club Site, (Moreton Glade)

Moreton, Dorchester, Dorset

Site Tel.No. 01305 853 801 (Emergencies only).

Rally marshals: Valerie & Henry Catley.

Site Fee: £4.50 per night. Electricity: £1.75 per night. Rally Fee: £1.50.

Booking slip to: Mr & Mrs. H. Catley, 111 Marsh Lane Farndon, Newark, Notts. NG24 4TA.

Tel.No. 01636 673 974. Cheques payable to: H. Catley. **SAE** if confirmation of booking is required.

Attractions: A well equipped site, extra days at same rate. Trains to Poole & Weymouth (via Dorchester), Ludworth Cove, Poole Harbour, Studland and many other attractions nearby.

Accessories sale—bring any unwanted items for sale.

Directions: Site on B3390 next to Framton Arms pub by Moreton Railway Station.

10th-13th September, Northern Motorcaravan Show York

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

The special site fees for the club are: £19.00 for any number of nights up to 4. (Normal fees £23.00!!).

To rally with the club it is **ESSENTIAL** that you fill in an application form from MMM or Which M'Van, using the special fees and mark in large letters **ASOC or Auto-Sleeper Owners' Club** on the form. Send this form back to the organisers, Warners **before 19th August**. After this date you will **NOT** be able to rally on the club site.

Please send a rally slip with a cheque for £1.50 (payable to M.A. Entwistle) to Mr. & Mrs. M.A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Riding of Yorkshire, HX7 6DP. Tel.No. 01422 843 057.

17th-20th September, Motorcaravan Fair, Shepton Mallet.

Rally Marshals: Stella & Ian Ross, Baz & Dorothy Wellard & Audrey & Colin Terry.

Site Fees: Thursday-Sunday (3 nights)-£23.00, Friday-Sunday (2 nights) £18.00. These fees include two

adults, children are free. Extra adults are £3.00 each. These fees apply to club bookings only. **Rally Fee: £2.00**. If you require a special booking form then please send your rally fee with a club booking slip and a SAE. to Stella & Ian Ross, 33 Grosvenor Gardens, Upminster, Essex. RM14 1DL. Tel.No. 01708 228 075.

25th-27th (September 2 nights). Howgill Lodge C & C Park, Barden, nr. Skipton, North Yorks.

Site Tel.No. 01756 720 655. (Emergencies only).

Rally marshals: Ben Mansfield & John Greenwood.

Site Fee: £8.50 per night. Electricity: £2.00 per night. Rally Fee: £1.50.

Booking slip to Mr. & Mrs. J. Greenwood, 5 Ellesmere Road, Mynydd Isa, Mold, Flintshire. CH7 6UJ.

Tel/Fax No. 01352 754 794. Cheques payable to Mr. J. Greenwood.

Attractions: Uninterrupted views of Wharfedale. Full facilities on site plus restaurant. Saturday evening inclusive meal, main course, sweet & I drink £10.00 per head. Please indicate on form if interested, pay on site.
Directions: from A59 Skipton Harrogate road take B6160 at Bolton Bridge signposted Burnsall. After 3 ½ miles at Barden Tower turn **right** signposted Appletreewick. After 1 ½ miles at **telephone box on right** follow lane for 1 ½ miles to Howgill Lodge.

25th - 27th September. Old Barn Farm, Hewshott Lane, Liphook Hants.

Site Tel. No. 01428 722 644 (Emergencies only).

Rally marshals: Sylvia & Albert Gatehouse.

Site Fee: £4.00 per night. Electricity: £2.00 per night. Rally Fee: £2.00.

Booking slip to: Mrs. S. Gatehouse, 21 Eashing Lane, Godalming, Surrey. GU7 2JZ. Tel. No. 01483 422 620.

Cheques payable to: Mrs. S. Gatehouse.

Attractions: Pleasant Greenfield site - **NO toilet facilities**, walks, Hollycombe Steam Collection, Waggoners Wells, Grayshott pottery. Saturday evening Ploughmans' with pud. £5.00 per head. Numbers and payment please with booking form.

Directions: **From London** - down A3 through Hindhead, turn up left at exit B2131 s.p. **Liphook** and almost immediately left again s.p. **Hewshott**. Follow narrow lane approx ¼ mile and walled entrance to **Old Barn Farm** will be found on your left. **From South:** take A3 northbound, turn left at exit B2131 s.p. Liphook, proceed over bridge and after approx. 80 yds turn left again at **Hewshott** sign - continue as above.

Maximum of 25 vans.

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

Please note that Geoff & Betty Scholey are **NOT** running a Spanish Rally in 1999.

Is anybody else interested in taking this rally on?

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 include in the information the actual number of nights for the rally, eg. 13th - 17th. (4 nights).

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.
Bob Brindle (01 777 711 588) Retford, Notts..

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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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!**

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

an Owners' Club. I foolishly persuaded *Charles Trevelyan* that it might be a good idea for us to get involved. I must now take this opportunity of publicly apologising to *CT* for dropping him in so deeply. But I don't think any one of us realised to what we were giving birth or to what size the baby would grow. With the Club about to enter its 10th Anniversary year I have to look back at some of the fond memories we at Willersey have had with ASOC.

First, the Inaugural Rally at the Cotswold Hoburn Caravan Park near Cirencester. Poor old Alan Major, our coachbuilt foreman, having a half-hour off to enjoy a boat ride with his wife and family only to be hailed from the shores of the lake by a customer shouting for him to come and look at the customer's van. There was no peace for anyone that weekend; what a baptism. Billing Aquadrome and the marquee that the site manager had forgotten to order, then on to Home Farm at Burnham in the wind, rain and mud! The hilarious fun we had dancing to Rupert the Bear, a moment some members have never forgotten as I have regularly received Rupert cards and letters from as far away as Canada ever since. The senders still remain a mystery!

After a year's sabbatical we rose again in the shape of the Club and Company Rally at Stratford-upon-Avon with a barbecue for 500 and the Cadburys Flying Circus. Bigger plans took us on to our present site at Malvern with even more attractions such as the air displays, dogs, steam engines, dancers, bands fireworks and hot air balloons. What next?

I believe that only Phil Bennett, *Tony Johnson*, *Charles Trevelyan* and myself have attended them all. After every one we always say "never again" but fools to the last we bounce back each year. This is mainly due to the genuine friends in ASOC we have made over the years and the warm and friendly welcome we always receive.

Talking of which it is Malvern again on July 10th-12th and we are all preparing to push ourselves through the pain barrier yet again in the search for an even bigger and better rally. My World Cup diary tells me that the final is scheduled for Sunday, 12th July so if England or Scotland get to the final, bring your scarves and flags. We will be in for a hell of a weekend. And watch out for a quick exit from the A-S team on the Sunday afternoon. See you there!!

Neville Jelfs

Unfortunately, this was intended for the June Newsletter but arrived too late.

====ooo000ooo=====

12 volt Kettles

A quick paddle in the mud to look round the accessory marquees at the recent Peterborough show revealed that 12 volt kettle or tea/coffee makers are still being sold. However, each make carried a warning that they were to be used only with the engine running and the vehicle stationary. They claimed to heat water in "between 18 and 20 minutes!" I doubt whether running one's engine for this length of time on a rally field would make many friends.

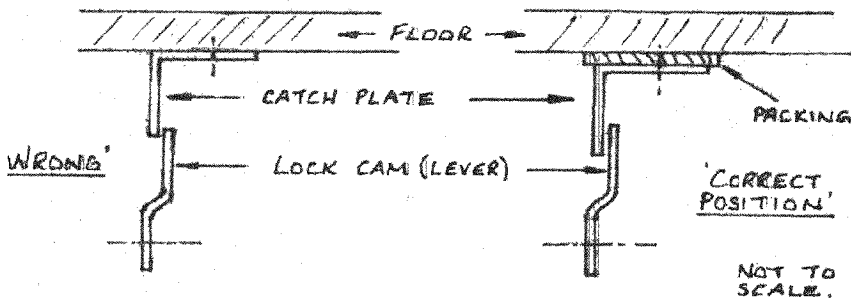
Ray Whiley

OK, back to gas for kettle boiling!

====ooo000ooo=====

Beeny Boxes (Drawers) and early A-S Vans

This is one modification to our Legend that has proved most useful. I don't think that we could now manage without it! I can recommend it to anyone who requires extra storage. I bought ours as



"BEENY BOX" LOCK CATCH PLATE ADJUSTMENT.

a kit and fitted it myself. Not a job for the squeamish as it takes courage to cut a large area out of the GRP bodywork!! I used 2 locks and it is advisable to check that the lock cam is positioned correctly behind the catch plate. If not, lower the catch plate by putting a small piece of packing between it and the floor to which it is fixed (see diagrams).

I find it hard to understand why *Jack Dawson* had problems with his insurance claim, especially as his policy was designed for motor caravans. I have spoken at length with the brokers who arrange my insurance with General Accident and am assured that I do not have to notify them of the 'Beeny Box' or any similar mod. and any such claim would be met without argument. What more can be said?

It would seem that the Club is hoping to have a display of early A-S vans at Malvern in 1999. From comments in the Newsletter it seems that owners of such vehicles are not members of the Club. Why is this? Could it be that we are rapidly becoming a "new van" club? Each year at the 'C&C' and 'show' rallies we see fewer of the early models and from comments overheard it does seem that some members prefer it that way! I've heard derogatory comments about the age of our Legend and it's only eight years old. Further, at last year's 'C&C' I overheard an owner of a new Executive who was annoyed that he had been parked next to a Bedford Clubman and thought that older vans should be parked in a separate area. If that ever happens, and somehow I doubt that it will, we would be the first to resign!! The Club, and we the membership, should encourage owners of any A-S model, no matter how old, to become members. It used to be that way but I'm not so sure now.

Alan Chennells

It is still the view of the Committee, as I am sure it is of the majority of Members, that ALL owners of Auto-Sleeper built vans are welcome into the Club. In fact most of us are absolutely delighted to see older models, just to see how things have progressed but without any slight intended on the older vehicles. If Noah had taken two A-S vans into the Ark and one turned up at any rally it would be the centrepiece! But unfortunately as all things tend to go down in price as they get older so it seems that some people feel that they would not be able to join us. Maybe they haven't the finances, maybe they have other commitments or maybe, like your Editor was when he started motor caravanning, they are struggling along and don't want to be over-awed by the later vehicles. While *Sheila Henthorne* was Membership Secretary I can recall one or two enquiries which were not followed up with membership. It seemed then, from the wording of letters, that this might be the case. Oh, by the way, *Alan*, if what you suggest about being a "new van only" club did come about I guess that you might get squashed in the rush to resign!!

====oooOOOooo====

Duetto

I am sorry to see in the June Newsletter that *Alistair Gray* has had trouble with his Duetto. The Ford Transit is a very reliable vehicle. The only trouble we have had is a battery failure, very early on, which Ford replaced under guarantee. As soon as the new engine had been run in, Lucas fitted a cruise control. I then did 5,765 miles using 717.38 litres of diesel, i.e. 157.8 gallons averaging 36.53 mpg.

We have had three Auto-Sleepers, starting with a Rambler, then a Trophy, which has a very similar layout to the Duetto but without the advantage of the extra back doors which do away with the necessity to climb over the bed when it is made up.

Anyone have trouble with the mechanical side to a Duetto would do better taking it to a main Ford dealer. The motor caravan dealer is only responsible for the conversion side.

Raymond Gillibrand

---==ooo000ooo==---

Club & Company - Concours D'Elegance

Once again there will be a Concours D'Elegance at the Club & Company Rally, and for those of you wishing to enter, or indeed a little uncertain as to what is involved, the following may be of interest.

The event is sponsored by Which Motorcaravan, and there will be a minimum of six judges, two from Which Motorcaravan, two from Auto-Sleepers Limited and two from the Owners' Club. These judges will work in pairs, but this pairing will always be split e.g. one from the Club and one from the Company.

There will be three classes:

- Class A The best turned out panel van
- Class B The best turned out coachbuilt
- Class C The best turned out pre 1990 vehicle.

In each class there will be a winner and a runner-up prize. The winner will receive an engraved bowl and the runner-up an annual subscription to Which Motorcaravan.

Entry is free. Each entrant will be required to place a card (which will issued with the programme) on the inside of their windscreen.

Vehicles will be judged externally only for condition, originality, cleanliness and standard of presentation. Vehicles will not be required to move nor will the owners be required to be present. Judging will take place on Saturday between 1200 and 1600 hours. Full rules will be printed on the reverse of the entry card. Prizes will be presented in the Avon Hall during the evenings entertainment by Stuart Craig, the editor of Which Motorcaravan.

Charles Trevelyan

If the judges are in pairs, one from A-S and one from ASOC, what happened to the guys from Which Motorcaravan?

---==ooo000ooo==---

Club & Company Charity

Yet another worthy charity to support at the Club & Company Rally. We all know about dogs for the blind but Hearing Dogs for Deaf People is the poor relation so far as charity support is concerned. They need our support and we could do with more donations for the cake stall and bottle stall in particular. With the added benefit of extra bumper prizes in the raffle this year we should be able to raise an all time record amount.

Brian Hooton

---==ooo000ooo==---

Unleaded petrol

As owners of a 1988 Rambler based on the Talbot Express we have been making enquiries about running the vehicle on unleaded petrol. If the vehicle has an alloy cylinder head the only adjustment needed is to retard the ignition by 2° or possibly a fraction more if pinking occurs. The valves and insets in the cylinder head are said to be of the quality required for unleaded fuel. If the vehicle has an iron cylinder head the economic approach is probably to look for an alloy head at a local scrap yard.

Beric Thrupp

---==ooo000ooo==---

Changes, Continental Insurance and Water

Jeanne and I have just joined ASOC and are trying to catch up on 19 years of abstinence from motor caravanning. We started in 1969

with a VW Devon, moved to a Bedford A-S with raising roof in 1972 then to an Advanturer (in fact model number two) in 1974. We had to sell that when we moved to Derbyshire as I needed a vehicle for work and the van would have been unsuitable. Since selling it we have pined on getting another and our three years of research accelerated as the time approached for the mortgage to mature. Now we have a two year old Symphony and are looking forward to our first ASOC rally and meeting fellow members.

It is amazing how things have changed in 19 years. Vans now have waste water tanks, toilets, showers, electric hook up, Zig panels, pressurised water systems and space heaters. Even the camp sites - wow! - we have only visited two but what a change!

What has galvanised me into writing is that the Club is negotiating for continental breakdown cover. I wonder how many have seen the advert for Safeguard. Before we collected our van I contacted many insurers and the cheapest quote came from them. It includes AA breakdown services in the UK and Europe. I haven't had to try the insurance yet (thank goodness) but because of a battery problem I have tested their AA cover on two occasions and it worked smoothly.

I have always assumed that I could drive to within five metres of a water tap but (a) we were going to a boat rally and the tap would be 10 metres away and (b) I would like to fill the tank at home and be able to wash the van so needed a 20 metre hose. It seemed sensible to buy a Hozelock 'fold flat' hose on a cassette which stated on the front that it was ideal for caravan, boat and home use. I read the back when I got home to find "Unsuitable for conveying drinking water". I phoned their helpline and they confirmed that it was made of low grade materials and could be harmful to our health if used for drinking water. They gave me the name of P & S Dorricott (telephone 0183 586 2423) who could supply food quality fold flat hose. They quoted about £24.00 for a 15 metre hose on a cassette but I elected to have one of those plus another 5 metre length on an additional cassette. The two cost me £34.00 delivered to my door. We are on a sharp learning curve but I would love to know how many other members knew that one had to buy a 'food grade' hose and fittings.

Mike Hall

Many of us are aware of the food quality hoses. Others, including myself, use the Hozelock hose to fill the tank in the van. But we either use a filter in the water line to ensure that the water taken

from the taps is pure enough for drinking, a filter jug for the same purpose or (as we do) use a separate container for the drinking water. In our case this is a 6 litre milk container - suitably washed out, of course!

====ooo000ooo====

FOR SALE

Silver Screen for facelift Peugeot-Talbot. £40.00. Workshop manual (in French) for same. £10.00. Telephone Basil Abbott on 0193 547 1706 or write to 1 Higher Ream, Yeovil, Somerset, BA21 3SH.



#####

1992 Talbot Express Harmony. Only 8,060 miles from new. All usual A-S fittings, Zig unit, two batteries. Immaculate. £14,000.00. Contact Bryan Manser on 0193 223 1325 or 0192 767 8598 or write to High Bank, 115 Dudley Road, Walton-on-Thames, Surrey, KT12 2JY.

Thanks for the donation.

#####

Suzuki generator SE700A AC/DC output. Very little used. Less than half the cost as new - £250.00. Telephone Jack Lister on 0163 423 5161 or write to 145 Wigmore Road, Gillingham, Kent, ME8 0TH.

#####

VW Trident, 1989 'F' reg. Usual A-S refinements. In very good condition. 52,000 miles. Many extras including Fiamma awning and Auto-Chalet annexe, bike rack, blown air heating etc. MOT to April 1999, taxed to September 1998. £10,900.00 ono. Telephone David Thomas on 0122 289 1856 or write to 20 Brummell Drive, Cregiau, South Glamorgan, CF4 8NX.

Thanks for the donation.

#####

1992 Trident. Immaculate condition inside and out. Genuine 10,000 miles. Brand new alloy wheels and tyres. Witter tow bar, Fiamma cycle rack, drive-away awning. No pets/small children, non-smokers. £14,750.00 ovno. Tel: Martin Miles on 0197 761

4848 or write to 50 Banks Avenue, Ackworth,
Pontefract, West Yorkshire, WF7 7JU.



#####

Talbot Express Executive, 1992, 'J' reg. 2.5L diesel, p.a.s., 2 berth. 37,000 miles. Excellent condition. Omnistor 4000 awning. Uprated springing. 2 front seat swivels, Moos alarm, Silver Screens, radio cassette, other extras. MOT to March 1999. Non-smokers, no pets. £16,995.00. Tel: Douglas Robinson on 0198 977 0582 or write to Morningside, Llangrove, Ross-on-Wye, Herefordshire, HR9 6EZ.

#####

Clubman 2.4D, June 97 (P), 6,500 miles. Alarm/immobiliser, armrests, 5 power points, worktop extension, RDS stereo, microwave, gas bottles. Taxed and ready to roll. Offers invited or may consider P/Ex immaculate low mileage Trooper/Trident. Tel: Bob Brindle on 0177 771 1588 or write to 43 Welham Grove, Retford, Notts., DN22 6TZ.

#####

Two backrest/double bed conversion cushions for a Renault Rapport or similar. New, never used. Made professionally. £30.00 for the pair. Tel: Dorothy & Keith Wilkinson on 0193 926 0321 or write to Rannoch, Prescott Fields, Baschurch, Shropshire, SY4 2EL.

#####

Ford items. Isovolet inside windscreen covers. £35.00. Locking wheel nuts for alloy wheels. £15.00. Haynes workshop manual (diesel Transit). £10.00. Headlight covers for glass headlamps. £15.00. Storage box to fit on wheel arch in Duetto loo. £5.00. Storage box to support end of nearside bed (making it 7' 6" long) in M or N reg Duetto. £7.00. Rack to fit narrow rear cupboard, takes cups and glasses. £1.00. Phone Nora & Ven Venables on 0190 233 2105 or write to 15 Langley Gardens, Merry Hill, Wolverhampton, WV3 7JN.

#####

Ford Duetto, 'M' reg. All usual facilities plus TV aerial, towbar and step, Fiamma awning and side sheets. £21,500.00 or exchange for Clubman or Executive (cash adjustment either way). Telephone Lew Haskins on 0155 489 1493 or write to 86 Ferry Road, Kidwelly, Carmarthenshire, SA17 5EJ.

Thanks for the donation.

#####

Apache awning, maroon and grey acrylic. 9' x 6' at base, 7' 6" high at back. Will fit side or back door. Vgc. £150.00. Tel: Jim Sweet on 0192 649 2601 or write to 35 Cherry Lane, Hampton Magna, Warwick, CV35 8SP.

Thanks for the donation.

#####

TGA electric leisure bike. Red & chrome. Lights, bell. Heavy duty 224 battery, charger etc. 20 miles per charge. No licence or tax required. As new. Cost £700.00, will accept £350.00. 2 new Snuggledown sleeping bags. heavy duty, large, dark colour. Cost £80.00, will accept £50.00. Tel: Dorothy & Tom Huntingdon on 0124 641 7159 or write to 4 Gainsborough Road, Dronfield, Derbyshire, S18 1QW.

#####

Change of vehicle forces sale of Talisman/Talbot (1991) spares and accessories. Internal insulated padded screens. £70.00. 2 x 14" Silver Screen wheel protectors. £15.00. 4 stainless steel hub caps, fit 14" wheels. £70.00. 25 metre mains hook-up cable. £20.00. Dashboard mounted oscillating electric fan. £10.00. Worktop to fit across door. £10.00. Witter 2-bike rack, fits into towbar. £45.00. New Carver fire cover, stone-baked grey, will not flake. £30.00. Assorted Chantille roof vent parts, frames, straps etc. for spares. £20.00. Raleigh shopper bike, new tyre and saddle. £30.00. Tel: Carole & Keith Ashby on 0125 681 6067 or write to 28 Monarch Close, Hatch Warren, Basingstoke, Hants., RG22 4XA. Any item can be collected at the Club and Company Rally.

Thanks for the donation.

#####

Duetto 2.5 diesel. Ford guarantee 09/04/99, tax 28/02/99. P.A.S. All usual facilities plus Clifford Alarm, Cruise control, Omnistor 2000, Silver Screen, 2 gas bottles, rear step bumper, headlamp protectors and Magic Watch for parking. Reason for sale - illness. £22,500.00 ono. Tel: Raymond Gillibrand, 0139 557 8448 or write to 47 Powys House, All Saints Road, Sidmouth, Devon, EX10 8DE.

#####

Double size seat cushion for Legend GL Scilly Rose. Unused strap for Orministor awning and tension bar. Grundig colour TV suitable for foreign travel. Tel: Beryl Douglas on 01903 775 540 or write to 4 Broadmark Beach, Broadmark Lane, Rustington, West Sussex, BN16 2JF. [No prices were quoted so ask when you contact.]

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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

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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	AGM Sub-Cttee	
Sheila Henthorne	Secretary & Membership	0181 808 9112
	Secretary	
Harry Henthorne	Newsletter Editor	0181 808 9112
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Arthur Irving	Vice-Chairman: Joint	0114 236 5698
	Chairman AGM Sub-Cttee	
Ben Mansfield	Chief Rally Marshal	0172 336 9769
Neil Rogers	Rally Co-Ordinator	0132 537 4540
Ian Ross	Regalia Officer	0170 822 8075
Geoff Scholey	Press Officer	0175 675 2303
Janet Sutterby	Minutes Secretary	0150 746 2449
John Tidbury	Treasurer	0123 552 5730
Ray Young	Vice-Chairman	0150 752 3467
Charles Trevelyan	President	0138 685 3338