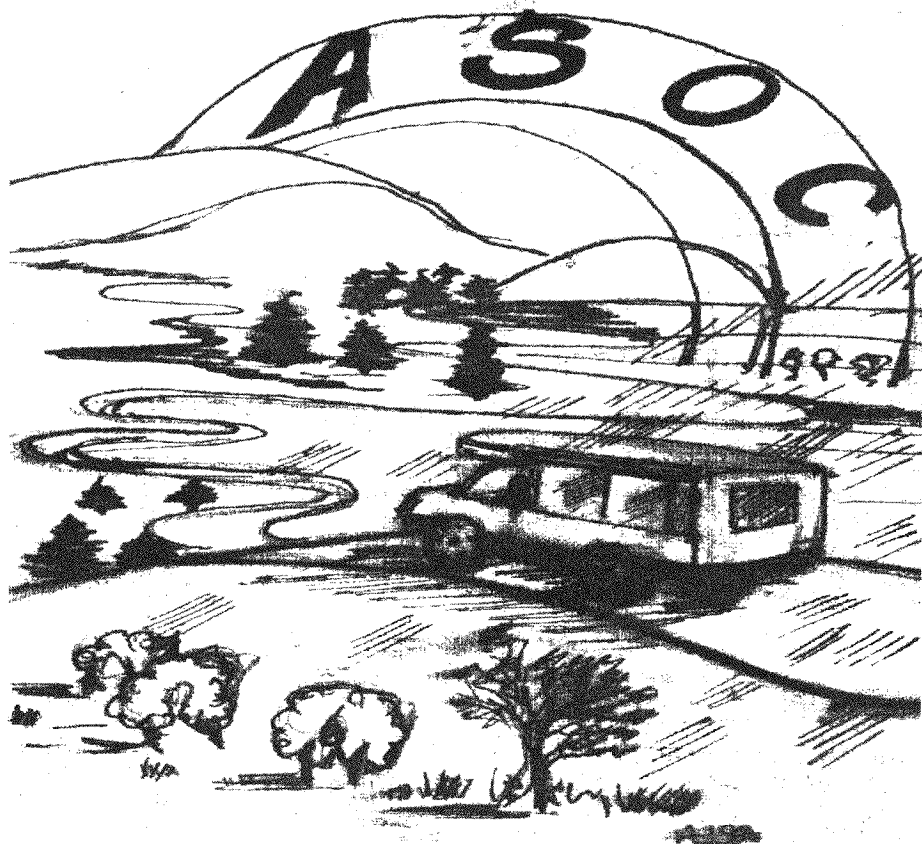


AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 119
AUGUST 1998**

Hello.

It is not unusual for me to begin with an apology so here we go again. "Due to technical problems" (or in English "Finger Trouble") I accidentally sacked *Ray Whiley* from his current two posts and re-inserted *Sheila Henthorne*. This was completely unintentional as *Ray* is doing a superb job and we want him to continue. Sorry about that, but all should be well this month - and in the future I hope.

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Peugeot Boxer Cab Heaters

With reference to the letter from *Jackie & David Hines* (May issue) we too have experienced the problem of an inadequate cab heater in our 'M' reg petrol Harmony, purchased in July 1997. We have been told by our local Peugeot dealer that a new heater matrix is required to solve this problem. But we have also been told by our A-S dealer that it is not a common fault. Replacing this part involves approximately 5 hours labour so we are reluctant to commit ourselves to the expenditure without further confirmation.

We would be interested to hear from anybody who can throw any light on this problem.

Sylvia & Ron Fish

If you can help the telephone number is 0122 384 5946

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Symphony Security

We have recently purchased a Peugeot Boxer Symphony and have just been broken into. Our van was parked in a car park. The rear window was easily removed without even cutting the seal and then the second back door was opened and entry gained. We should like to stop this from happening again and wondered if any other owners had come up against this problem. If so, how have they dealt with it? Any ideas will be welcomed. The vehicle is already alarmed.

Tessa and Paul Rock

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Tiggers

(Technical Information Group)

A-S have asked that members be reassured that chassis fuel tanks are NOT vented to atmosphere under any circumstances! This arose from a question at the Open Forum at the AGM rally. A member reported a problem with fuel in the water system. The "breather pipe" which was referred to is in fact an overspill drain from around the fuel filler and is not open to atmosphere when the fuel cap is in place.

Also please note an amendment to the Road Vehicles (Construction and Use) Regulations. You can now be required to switch off your engine to prevent pollution from exhaust emissions in addition to that for noise. So beware! Running your engine JUST to boost your battery will be unacceptable!

Maurice Payne

I have also received from *Maurice* a long list of items which have been covered by the A-S After Sales Newsletters. As there have been 5 Newsletters and each contains around 12 items you will appreciate that the list is a bit long for our Newsletter. But feel free to give *Maurice* or any other Tigger a ring to see if what you seek has been covered.

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Whistling in the Dark (or the light!)

I am writing in the hope that a member may have a solution to a problem that plagues my Talisman. I purchased the van new in November 1996. From the start I have experienced a wind noise, which I can best describe as sounding like a flute or Pan pipes. The noise appears to come from around the junction between the Luton and the top of the cab but it is very difficult to determine the point more exactly. It starts at speeds from 50 mph, depending upon the wind speed and direction. I have tried sealing up all the obvious holes and cracks without success. The sound is intermittent, depending as I say upon the wind conditions. Perversely, on the day when I took it to A-S for attention, it was silent.

Brian Ramsden

I wonder if this may be to do with the roof vents? We were advised, with our Clubman, to draw the blind under the vents before we travelled as they were likely to give out a "wind roar". Any other suggestions, please?

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Homologation

We've been following the comments made over the last couple of issues on this subject. As we understand it, it is not merely the suspension that dictates the payload but a host of things. Yes, of course, the suspension is critical both at the front and rear as the plate on the chassis not only indicates the overall pay load but also its distribution between front and rear 'axles'. When one takes one's motor home to the public weighbridge, it is essential to get a ticket that shows overall weight plus the weight on the front and rear wheels individually so that one can make sure that we are touring within the van's capabilities.

Are we correct in thinking that at least the following items all need to be of a design, strength, type, weight or what have you to cope with the 'plated' pay load:-

- 1 Suspension, front and rear
- 2 Tyres and their inflation pressures, front and rear
- 3 Axles
- 4 Brakes =braking areas & balance between front and rear
- 5 Chassis strength
- 6 Steering geometry for weight, width, height and length of chassis plus body

This is not to mention the engine capacity, transmission and final gearing to cope with a fully laden vehicle?

It would seem that these days, following an 'incident', the police not only check tyre pressures and their condition but also their specification as to loading having regard to the load being carried at the time. It seems to us that the various suspension aids on offer can hardly increase a pay load but in fact reduce it as any

addition to the chassis weight must reduce the overall. Just a thought!

Our Executive on the Boxer chassis is so high at the back that we have to put blocks under the front wheels to bring it level when it's stationary on a **level** pitch. We're looking to having the double rear springs changed for single ones which we are assured will not change the pay load. Has anyone any thoughts on this?

Joyce and Michael Thomas

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Now We Know!

This can perhaps summarise the fascinating letter from *Neville Jelfs* in Newsletter 118. The disclosure that only 5 of A-S entire staff own motor caravans explains a lot. With only (probably) 5% of the staff using their (or similar) products it's no surprise that practical points are not noticed. Second-hand information will never equal personal experience. Such experience might have suggested

1. Locate water heater on same side as sink - sink used more frequently, heat loss ridiculous.

2. "Inboard-ise" (Ouch!) fresh water tank - BEFORE THE QUIBBLES - Eddis A.H. did on the Camelot and left at least as much storage as exists in a Harmony.

3. Cure low load capacity, possibly:

- a. Use next chassis model 'up' the range
- b. Modify suspension, tyres etc. and replate.
or
- c. (basic common sense) Order what is needed from the manufacturers - as opposed to using 'bog standard' models. Most of the makers are fairly flexible when dealing with large, regular purchasers.

Maurice Wright

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TOWBARS

Having read and re-read the article by *Barry Loveland* in issue 118 I am surprised to see that his Clubman registered in 1996 is fitted with the facility for towing a trailer. My Clubman, 'K' reg., which I purchased second hand in March 1996 has proved to be an excellent vehicle but I do miss the towbar which I had on my two previous Tridents. This was used mainly for visits to the local refuse dump to dispose of garden waste etc. and not for towing heavy loads such as a caravan. Now I have to rely on the good offices of a friendly neighbour who has a towbar fitted to his car.

About a year ago I approached "Honeyfield Trailers" at Bristol for their professional advice on the matter and they were not in favour. They said that the vehicle chassis had already been extended to facilitate the bodywork extension and it would not be a very good idea to extend it further. So I abandoned the idea.

Would *Barry* care to comment and if it is quite in order to have a towbar fitted with safety very much in mind perhaps he will point me in the right direction.

Mervyn Potter

One of the first things we did when we bought our 'J' reg. Clubman new was to have a "Hope Safe-T Bar" fitted to the rear in place of what we thought was the rather flimsy rear "bumper" which comes as standard. This is firmly bolted onto the chassis and there is a version which comes complete with the towing ball in the centre. Of course, the electrics would need to be added but that is not a difficult task. I believe that the current cost of these rear bumpers must be around £300.00 or so but it might be worth your while to investigate, *Mervyn*.

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Older Vans

As the owner, from new, of a 1981 coachbuilt SV100 (Remember it? Predecessor to the Bedford Clubman!) I am dismayed by the hostility reported by *Alan Chennels* towards older vans, and maybe their occupants too. Having graduated from tent via the earliest Dormobile and similar to the comfort of the

coachbuilt more sympathetic to advancing years, we have retained the SV100 because we prefer the internal layout which A-S have not repeated. Motor caravans seem to get longer and longer and ever more elaborate (and expensive!). Our van is garaged and is only 16' 5" long.

A-S rightly have an up-market image but the objection of the snobbish owner of the new Executive to his neighbouring Bedford Clubman recalls the time, not so long ago, when the Caravan Club was not open to motor caravanners.

Gordon Howden

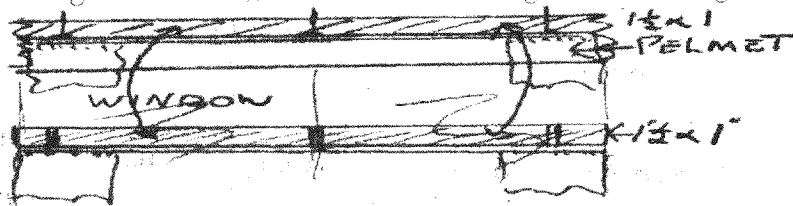
There are, obviously, the odd (and I use that word advisedly!) members who think that we should all have next year's latest offering from A-S. But the great majority appreciate the older, much loved, vans and are delighted to see them at the rallies and elsewhere on the roads. I agree with the comment about more expensive vans. *Sheila and I* saw a P*1*te recently - brand new and only around £46,000.00!! The dashboard would have delighted our two cats - bags of room to stretch out!!

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Legend Curtains

To make removing curtains on our Legend easier I used a piece of timber 1½" x 1" x the window length and attached the curtain rail to this. By means of three drilled holes re-set the entire unit with the curtains to the van. Thus future removal of curtains is much easier - remove the screws and everything is taken down - curtains ready for washing. A rough sketch is shown below.

Incidentally, this also "lengthens" the curtains approx. 1½" making them easier to reach the fastening buttons at night.



David Ellis

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France, 1998

We would like to pass this information which may help other members. We took some French currency which we obtained last year. This included some FF200.00 notes, large and brownish in colour. These have now been replaced by smaller differently coloured notes. We found that many outlets, including most supermarkets and one bank, would not accept the old style notes. If you have any 'left-overs' it might be wise to get new ones in England before you go.

If you go near Poitiers, the Futurscope Park has a car park to the right of the main entrance in which motorhomes are allowed to park overnight. The park itself is well worth a visit - but allow a full day if you can.

I am a cynic about camp sites but we found a really lovely one near Boussac, "Le Chateau de Poinsouze". (South of Bourges, north-east of Limoges and East of Montlucon. Caravan Club 1998 Handbook page 167.) A new site, converted to a high standard and in beautiful surroundings. It costs £14.00 per night but is value for money. Bon voyage.

Janet Sutterby

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BRITTANY RALLY

Ena Coleman, she of the hair cutting fame, tells me that she raised £35.00 for a children's hospice in Sittingbourne as a result of such work at the rally. She would like to thank all those who "paid" so generously.

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Caravan Shows - Special Prices

P & O Events Ltd are offering members of the Club special prices for the shows which they organise. For the Caravan and Outdoor Leisure Show, Earls Court, 23rd October - 1st November 1998 the price for advance bookings will be £5.00 adults, £3.50 children or senior citizens (door prices £7.50 & £4.50). For the

Caravan and Holiday Home Show, Manchester G-MEX Centre, 21st-24th January 1999 the advance tickets will cost £4.00 and £2.00 respectively (door prices £6.00 and £4.00).

To take advantage of these offers members should call 0171 373 3733 for Earls Court tickets or 0171 370 3733 for Manchester tickets and quote "Auto-Sleeper Owners' Club"

Ray Whiley

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Bulk LPG.

I have received from The Autogas Installers and Retailers Association an updated list of places where LPG. is sold in bulk throughout England, Wales and Scotland. This is of use to those who have LPG. tanks installed in their vans. Since the last list (Newsletter 108) there have been a number of changes. A few retailers have stopped supplying but there is an overall increase in the numbers. There are now over 100 retailers where you can fill your tank. I also have a list of Equipment Suppliers/Installers which may be of use if you are considering installing a bulk tank.

I shall be pleased to supply photocopies of the lists on receipt of two second class postage stamps.

Arthur Irving

The address is 89 Pingle Road, Millhouses, Sheffield, S7 2LL

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Handbooks

I paid Brooklands £15.95 plus £1.75 p&p for the T4 Owners' Manual only to find, when it arrived, that it is identical in content (or as nearly so as to make no difference) to the Peter Russek (A5 size) edition, albeit rather better printed. I would hate others to order this book in good faith thinking that it was a "new" volume. I did not enquire of Brooklands if theirs was a new book so I won't go to the trouble of sending it back. But I suspect that others may also think it worth while to purchase by mail-order, sight unseen, unless warned.

John Simpson

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Hoses

Have just read with interest the July comments on food quality hoses. We went through the same "exercise" last year. This April, when going to use the hose to re-fill our tank we were horrified to see lots of black "furry" bits on the walls of the hose. You see, for the first time our hose is transparent! We thought we'd dried it pretty well before we put it away. We have used branded washing-up liquid and sterilising tablets/lotion but can't shift the marks. Even if we could, how long before they return, since the problem is obviously not being able to dry the inside of the tube every time it's used. I hope *Mike Hall's* new hose is "see-through", so he will be able to check for this. We're quite happy to use the tank water to boil for tea etc. but, like our Ed, always carry drinking water in a separate container for our dog's needs and ice cubes for our G & T's!

Joan Joselyn

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Watch Out Red Arrows!

Carol and I attended the Bank Holiday rally at the Burn Gliding Club, Selby, at the beginning of May. During the weekend it was decided to form an "ASOC HARRIER" Squadron, but first we had to find the pilots. In spite of difficulties with aircraft, all of our members obtained a flight and by all accounts enjoyed their aerial view of Yorkshire. (Not me, by the way, I have more sense!) So, having obtained their wings, they are now flying Clubman's, Duetto's, Talisman's, Trophy's etc. in defence of our realm.

Another very successful rally was enjoyed by all. A special thank you to all who helped make the weekend so good. Next year we, the ground crew, will be looking forward to a fly past!

John Whalley

PS. To all those who flew. I said *John* would lose the list of names and sure enough, he couldn't find the raffle tickets he wrote them on. So apologies that we couldn't name you all. Well done anyway. We all know who we were. *Carol Whalley*.

[No, I shall refrain from the rather obvious comment - Ed!]

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AUGUST 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.

New Rally, 25th - 27th. September Easewell Farm H.P., Mortehoe, Woolacombe, North Devon. Details in supplement.

New Rally . Camping & Caravan Club Site East Horsley, Surrey 1st - 4th. October. Details in supplement.

Possible new rally. Dorothy & Baz Wellard are considering running a rally at the Historic Dockyard, Chatham, Kent on the nights of 6th / 7th. November 1998. Attractions include hard standing (no electricity except for wheel chair battery charging) 2 day access to the exhibition which includes 8 major attractions covering 80 acres. Possibility of fish & chips, if at least 30 members interested, in "Wheelrights Restaurant". Full booking details will follow next month.

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. Saturday evening, weather permitting 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.

Emergency Tel. No. (Caretaker. Home 01485 532 255, Mobile 07771 690 128)

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. Do NOT send money.

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.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.

N.B. Any extra nights will be at the **normal site fees**.

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 & Reg & Ena Whinney..

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(to Marshals)**.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.

N.B. Return the booking form & site fees to the organisers.NOT to the Rally Marshals,they only require your rally fee.

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 Rd.,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 & 1 drink £10.00 per head.Please indicate on form if interested, pay on site.

Directions:from A59 Skipton to 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 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.

NEW RALLY.

25th -27th September.Easewell Farm Holiday Park & Golf Club,Mortehoe,North Devon.

Site Tel.No. 01271 870 225.(Emergencies only).

Rally Marshals: Sandra & Bernie Wisely.

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

Booking slips to:Mr. & Mrs.B.Wisely,12 The Laurels, Roundswell Village,Barnstaple,North Devon.EX31 3QY.

Tel.No.01271 346 400.Cheques payable to Mrs.S.Wisely.

Attractions: Hardstandings.Meal available on Saturday night.(Please indicate on slip if interested). Buses to Woolacombe & Ilfracombe.Walks from site to Lee & Mortehoe.All activities,bowls,heated swimming indoor pool,games room & bar will be available but NO shop.

SAE if confirmation of acceptance is required.

Directions: Take A361 off M5 Junct.27 via Barnstaple,Braunton and turn left at Mullacott Cross to Mortehoe Village. Easewell H.P. signed on right just before village.

Limit of 30 vans.

NEW RALLY.

1st-4th October. (3nights) Camping & Caravan Club Site, East Horsley, Surrey.

Site Tel No. 01483 283 273. (Emergencies only).

Rally Marshals: Sally & Jerry Haxton.

Site Fee: £6.20 per night. Electricity: £2.00 per night. Rally Fee: £1.50.

Booking slip to: D. Haxton, "Almond Tree House", Send Hill, Send, Woking, Surrey, GU23 7HR.

Tel. No. 01483 223 476. Cheques payable to: D. Haxton.

Attractions: Recreation room with darts, table tennis etc. available in the evenings for our use. Fishing lake on site, well stocked. Trains to London & Guildford half hourly with a large & safe car park at station (1 mile). R.H.S. Gardens at Wisley, 2 miles with large car park.

Directions: Leave M25 at Junction 10 take the A3 South towards Guildford. In approx. ½ mile take slip road B2039 s.p. Ockham & Horsley. Site on right. Camping & Caravan sign at entrance to site.

Please report to Wardens on arrival. **Limited to 30 vans.**

9th-11th October. Meathop Fell Caravan Club Site, nr. Grange over Sands, Cumbria.

Site Tel. No. 01539 532 912 (Emergencies only).

Rally Marshals: Jill & James Bertlin, Daisy & George Wane.

Site Fee: £5.00 per night. Electricity: £2.25 per night. (**payable on arrival to site office**). Rally Fee: £2.00. Booking slips to Jill & James Bertlin, The Rockeries, Lindale, Grange-over-Sands, Cumbria. LA11 6LQ.

Tel. No. 01539 534 500. Cheques payable to: J.E. Bertlin.

Attractions: A picturesque Caravan Club site, hard standing, heated toilet block with privacy cubicles. An ideal base for visiting the many wonders of South Lakeland. Evening meals available, 5 minutes walk. 18 hole Golf course (very flat!) 2 miles.

Directions: From M6 Junction 36 follow A590 sp. Barrow for approx 10 miles. At Meathop roundabout turn left onto B 5277 sp. Lindale & Grange and then immediately left sp. Meathop—follow Caravan Site signs.

Limited to 20 Vans.

22nd-25th October. Bronte Caravan Park, nr. Keighley, West Yorks.

Site Tel. No. 01535 691 746 (Office hours. Emergencies only).

Rally Marshals: Betty & Andrew Entwistle.

Site Fee: £7.00 per night. Electricity: £1.75 per night. Rally Fee: £1.50

Booking slips to: Mr. M.A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Riding of Yorkshire, HX7 6DP.

Cheques payable to: M.A. Entwistle. Tel. No. 01422 843 057. Levelling blocks may be required on parts of the site.

Attractions: Worth Valley Railway, Howarth, Skipton, Bradford (National Museum of Film, T.V. & Photography). East Riddlesden Hall, Halifax (Piece Hall) & Mill shops.

Directions: From Halifax follow Keighley signs. Look for site sign on left shortly after Crossroads roundabout. From Bradford follow Keighley signs. Pass Railway station along Worth Way turn left after ½ mile at traffic lights following Halifax & Howarth signs on A629 look for site on right.

30th October-1st November Chesildene Caravan Park, Bournemouth.

Site Tel. No. 01202 513 238 (Emergencies only).

Rally Marshals: Linda & Trevor Hargreaves.

Site Fee: £3.75 per night. Electricity: £1.50 per night. Rally Fee: £2.00.

Booking slips to: Mr. & Mrs. T. Hargreaves, 13 Churchmoor Road, Colehill, Wimborne, Dorset.

BH21 2LN. Tel. No. 01202 886 855. Cheques payable to: T.D. Hargreaves.

Attractions: Bus stop nearby with regular services to Bournemouth town centre & Christchurch. Games evening on Friday with a Beetle Drive etc. and a Fish & Chip Supper will be arranged for Saturday evening. (Optional Halloween dress for Saturday evening!).

Directions: On the A3060 north of Bournemouth, near the Hampshire centre, full details sent with confirmation, please send SAE.

Limit of 25 Vans.

HELP! 10th, 13th. December. The Hollies, Little Budworth, Nr. Chester. We are still looking for a couple to run this rally. (See supplement introduction for details).

31st. December-2nd. January. Hidden Valley, North Devon. If interested please contact Sandra & Bernie Wisely. (for details of address etc. see rally 25th. September).

PLEASE REMEMBER TO SEND RALLY APPLICATIONS TO MARSHALS AS SOON AS POSSIBLE TO AVOID DISAPPOINTMENT. DO NOT FORGET TO INCLUDE A SAE IF YOU REQUIRE CONFIRMATION OF YOUR ACCEPTANCE.

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.

Rallies for next year 1999 are now being planned we have 9 already pencilled in. If you are interested in running a rally then please think ahead as I will be preparing a provisional rally list for inclusion in the January 1999 Newsletter and information will be required by the end of November for inclusion in this list. As usual rallies can still be arranged after this date but they will not feature in the list. Good advance publicity is essential for a successful rally.

New or possible rally marshals should contact me, or the area assistants, for further information or advice.

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..

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

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

Number of people in your van: Adults Children

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

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

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

.....
Payment MUST accompany this slip - cheques payable to marshal.

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

✕-----

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

Peugeot Recalls

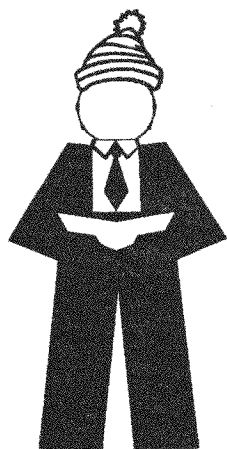
I phoned the help line and after quoting my chassis number was advised that my Boxer 1.9 turbo diesel was indeed due for recall. I was promised a letter that day. Needless to say it has yet to arrive. However my Peugeot dealer dealt with the matter after contacting the manufacturer direct. For information, the recall was for a "compensator" in the braking system and the Peugeot reference is "XHP" per the sticker affixed in the engine bay which says "Recall Done". There appears to be more than one reason for a recall. I have also purchased a battery cover. Many thanks for the information.

Finally I should be interested to know if many diesel using members have decided to use synthetic oil which I have read is said to be beneficial.

Bill Forester

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Chairman's Chat



From time to time members comment, usually favourably, on the work that all of the Committee undertakes with the extra mileage and camping fees etc. and who pays. Well, the simple answer is the Club pays. The rules on claiming expenses are fairly simple in that while travelling on Club business we are entitled to claim the cost of fuel plus 10%. Camping fees, postage, phone calls, copying etc. are all charged to the Club at cost. No one should be out of pocket whilst engaged on Club affairs. That is very important, for we really need people to join the Committee and bring with them their skills and experience for the benefit of all of us.

Change of subject. I believe I have mentioned before that the Club is a member of the Association of Caravan and Camping Exempted Organisations (ACCEO). We have our Exemption Certificate through ACCEO which permits us to hold rallies on

unlicensed land without needing to apply for planning permission, providing we comply with certain conditions which the Department of the Environment (D.o.E.) specify. ACCEO also negotiate with the Department on our behalf and, as always, there is strength in numbers. At the present time ACCEO has some problems which may put their future in doubt. If they were to disappear from the scene we could have major problems obtaining an exemption certificate. Would it cause us any appreciable difficulties? Yes! It certainly would, for no Exemption Certificate means that all our rallies would have to be held on licensed sites only and therefore subject to the owner's conditions and price. It would also mean we would have difficulty using Wicksteed Park for our AGM. The D.o.E. have been and still are clamping down on various organisations that use an exemption certificate to make sure that we all abide by the conditions. This is because of abuse of these exemption certificates both by club officials and a few unscrupulous site owners. We are at present studying all the information that we can find to help us eventually to advise marshals of all the various points, probably a series of do's and don'ts or, as we used to call such things, "An Idiots Guide!" To be continued.

It is definitely in our interest to have an umbrella organisation which can represent smaller groups such as ourselves. The big clubs, such as the Caravan Club and the Camping and Caravan Club, each have their own certificate which covers their various District Associations throughout the country.

Time for a quick smile! Yours truly, when I was in the Fire Service, was driving to a fire call one evening. Travelling down the hill to turn right part way down to gain access to the back of a large house; I swung at speed into the opening which was partially obscured by a rather large tree. I drove round the back and pulled up so that we could then deal with the rather nasty fire, which took us the best part of two hours. I turned the machine around ready and drove off. That is until we came to the tree at the entrance. I tried to get out this way and that, but every time a particular branch was too low to allow us to drive back out! Well, we should have been able to drive out; after all we drove in, didn't we? More

than just a little head scratching was going on and then we realised how we had driven in, of course! Because I approached the turn at speed as I turned in the body of the appliance swayed over and under the branch. All the circumstances were just right to allow us to drive in. Getting out was totally different, wasn't it? After some debate it was decided to cut the branch off to allow the machine to pass without problems. We did just that and later, when we managed to find the owner we informed him and also apologised for trimming his tree. He was quite pleased, for there was a preservation order for the tree and he had already applied to lop the branches for the very reason that it prevented access for the emergency services but had been refused by the Town Council. I believe he took great delight in applying for retrospective permission!

That's all for this month, travel safely and smile while you travel.

Andrew Entwistle

---==oooOOOooo===---

BONES OF AN ORGANISATION

These are the four bones of any organisation - sent in by
David Ellis

WISHBONE. Those who wish someone else would do the work.

JAWBONE. Those who talk and do nothing.

KNUCKLEBONE. Those who knock everything.

BACKBONE. Those who get behind the load and do all the work.

---==oooOOOooo===---

Mains Polarity

I was interested to read *Jim Sykes'* article in May about the apparent contradiction between his polarity tester and somebody else's tester. I agree with *Jim* that it is a good idea to "test the tester" occasionally. So I decided to check my own system (in a Harmony). This consists of two neons wired (1) between line and earth and (2) between neutral and earth.

With the van hooked up to the socket in the garage and the polarity reverse switch set to 'normal' the line-to-earth neon illuminated, the neutral-earth was off. This showed all OK as one would expect. I then disconnected the earth wire at the mains plug and discovered that the neons still showed OK (i.e. earth still connected). A resistance check between true earth and the van's chassis indicated around 40,000 ohms. Only by driving the van onto four plastic "trackgrips" was the line-to-earth neon extinguished, indicating an earth fault. I have since checked three family cars, each showing a resistance reading from chassis to earth, the reading being too high to function as a safety earth but low enough to cause a neon to glow and give a false reading. It seems that the compound that tyres are made of has some conductive property electrically.

If other motor caravan owners confirm my findings it would suggest that we need a different test (such as a low wattage mains bulb connected between line and earth for example) for the earth connection on hook-ups as this is even more important than correct polarity.

Albert Brown

====0000000000====

Mains Testers

If *Brian Adams* will take the trouble to open up his Martindale Ring Main Tester (which is what mine is called, though he refers to a Check Plug) and study how the circuits in it are connected, he may be able to understand why it is that the three neons do not light with equal brightness. He is likely to find that they are each in differing situations. Without putting myself to that amount of trouble I shall continue to use my tester in which I have great confidence.

Jim Sykes wrote in the May Newsletter that he had tried to correct reversed polarity when using a "German" continental adapter by turning the plug around and then found that an earth fault indicated. Is he sure that turning such a plug around is a satisfactory procedure? I am not myself familiar with German

plugs but wonder whether they incorporate an earthing system whose operation might be affected by use the other way round. Have we a German member who is technically qualified and therefore able to give us an answer on this matter?

Incidentally, the spelling of ADAPTER is as shown, despite what one may read in the Caravan Club Continental Sites Guides and Handbooks. The Oxford English Dictionary (New Edition) does not give an “-or” spelling which it would have done if it had ever been correct.

Bernard Spurgin

Sorry, *Bernard* but the Concise Oxford Dictionary, the Little Oxford Dictionary and the Oxford Wordfinder all give adaptor and adapter as alternatives. It does seem as though it may have been that the “er” ending meant “one who adapts” and the “or” ending meant “something which adapts” - particularly electrically.

====ooo000ooo====

From the Factory

Let me introduce myself. I'm Terry New, Senior Production Engineer. I began working for A-S in September 1997 but I've been working in the industry since 1983. My initial project was to set up the Styrofoam Coachbuilt production facility and the training of the operators in all aspects of the process. This is now working at close to its capacity so I can concentrate on the main factory. We want to improve the manufacturing process to increase quality and efficiency.

The Production Engineer is a vital link between Design and Production. During development of new models I shall be investigating all aspects of manufacture to ensure ease of build. Thus any potential problems can be eliminated at source. A-S see my role in the company as very important in an increasingly competitive market place and I congratulate the directors for recognising this.

Since working here I can quite honestly say that I have never seen such attention to detail in all aspects of the business. The

quality audit process leaves no stone unturned. Every system and component is inspected several times during manufacture. The complexity of motor caravans makes it extremely difficult to eliminate warranty problems altogether. But we certainly keep this to an absolute minimum with our rigorous audit system. I can now see why A-S have always been seen as setting the bench mark which others can only try to follow.

That's the News from the Factory (forgive the pun!) I hope it has been of interest. We wish you all a good summer.

Terry New

Keeping in the tradition of the pun, should that have been "Very New"?

====ooo000ooo====

Trident Troubles

My wife and I bought our new Trident in February this year. After having been tent campers years ago we were thrilled with the idea of going wherever we wanted in comfort. We booked to go to the AGM - the previous week's bad weather made us hesitate a little - visions of vans stuck in mud as on TV - but then at the same time my mother's illness became worse which decided the matter for us. All this is to explain why we have not been very far with our van until recently. We really love it. The design by A-S suits us perfectly and we have only just completed our first thousand miles.

What I want to ask other new VW Trident 2.4 - 5 cylinder diesel users is:- How much oil have you used in the first few thousand miles? I have used 9 litres of oil in 1,030 miles. I have studied the handbook thoroughly - about it using a lot of oil in the first 2,000 miles (not to overfill the oil as it will damage the catalytic converter), I have checked with my local VW dealer (who doesn't seem surprised) and another dealer in the south (who confirmed the same and that a dealer will not look at the engine until after 2,000 miles).

Also I asked for extra warranty with VW when I bought the vehicle and it was explained to me by a local VW dealer that as long

as I always took the Trident to them for regular servicing and maintenance that the warranty would be on-going. As I have nothing in writing I would like to know if this works for other VW Trident members. As I have the worry with the oil and as campers only do a low mileage this might carry forward into a 2nd year any engine fault which by then will show, need not be covered. This all worries me and I would appreciate members comments and advice whether by phone (0125 331 2728) or letter (62 Penrose Avenue, Marton, Blackpool, Lancashire, FY4 4JS). For a vehicle that costs over £26,000.00 I feel I should not have this worry when I plan motorway journeys where stopping is restricted.

Raymond Simpson

Thank you for the donation. Donations are NOT required for anything to be included in the Newsletter from members - particularly items such as this. We have had a 2.4 diesel VW engine in our Clubman GL for the last six years and, touch wood or something, we have had no problems with the oil so far. In fact the only time we have needed to have oil added is at the annual service. It does appear that there may be an oil leak in your system, *Raymond*.

---==ooO00Ooo==---

FOR SALE



Executive 2.5TD, PAS, 2 berth, 1997, 'P' reg. 7,500 miles. Thatcham total alarm system inside and out, Omnistor awning, Driver's and passenger's swivel seats, safe, Omnistor top box, Status TV aerial and booster, Omnistor bike rack, 2 fully fitted Beany Boxes with lids, 2 exterior 12v sockets for fresh water and cassette, Silver Screens, Window etching, Passenger door map pocket. All in immaculate condition. We fitted everything for perfect touring - it's a pity we didn't measure the garage height in our new apartment! Hence untimely sale. £28,000.00 ovno, or will consider part exchange of van conversion but it must be Auto-Sleeper. Tel: Ann or Terry Vaughan on 0175 871 2911 or write to Dolphin Lodge, Abersoch, Gwynedd, LL53 7ED.

Thanks for the donation.

#####

Silver Screen to fit November '96 Ford Legend. £50.00. Tel: Audrey & Dennis John on 0162 587 8149 or write to 21 Easby Close, Poynton, Stockport, Cheshire, SK12 1YG.



Thanks for the donation.

#####

Silver Screen to fit Boxer swb. Hardly used. £10.00. Also black waste water container, reel non-toxic water supply hose, pair Fiamma levelling wedges to suit van conversion, 2 gallon fresh water container, 907 Camping Gaz cylinder. All for £10.00. Telephone Margaret Gardner on 0123 421 5582 or write to 5 Ryton Close, Bedford, MK41 7XA

Thanks for the donation.

#####

Ford Legend 1997 'P' reg. 2.5 Turbo diesel. Immaculate condition, undersealed, remote alarm system, RDS radio/CD stereo, TV & Video, Status aerial, Awning, New Honda generator. £31,500.00. Tel: Val or John Harker on 0145 285 5556 or write to Hope Orchard, Gloucester Road, Staverton, Glos., GL51 0TF.

Thanks for the donation

#####

Silver Screen for Ford Transit. £45.00. Silver Screen for VW T4. £45.00. Telephone Pat Tyler on 0190 324 4733 or write to Burcroft, 47a Wallace Avenue, Worthing, West Sussex, BN11 5QD.

Thanks for the donation.

#####

Awning, "Motorhome de luxe", beige. Side or rear fixing - can be free standing. Hardly used due to ill health. Also green toilet tent. Both items £100.00 for quick sale. Telephone Gwen Beresford on 0146 022 0654 or write to "Birnlea", School Lane, South Chard, Somerset, TA20 2RT.

Thanks for the donation.

#####



VW Trident, 1995, 'M' reg, 2.4 diesel. 33,000 miles. Power steering, Omnistor awning, Sigma alarm, second battery, waste tank, Propex heating, radio/cassette, main lead, crockery. Taxed, MOT 1999. Service history. Non-smokers, no pets. Excellent condition, our pride and joy! Genuine reason for sale. £18,250.00. Tel: Peter Moore on 0146 062 2921 or write to Hilbre, Furnham Crescent, Chard, Somerset, TA20 1AZ.

Thanks for the donation.

#####

Safari Room, brown & beige, in excellent condition. Will fit Omnistor 5000 awning. Used on A-S Legend. £200.00 ono. Tel: Peter Jones on 0179 240 4136 or write to 15 Bell Vue Road, West Cross, Swansea, SA3 5QA.

Thanks for the donation.

#####

VW Topaz 2.5 Tdi (diesel). First registered 22.1.98, so 6 months maker's warranty and tax remaining. 6,000 miles - very carefully run in, with extra oil changes. Immaculate condition. Powerful, quiet, very economical. 2 berth, plus extra roof bed (giving lots of storage). Fiamma bike rack (unused), mudflaps etc. Genuine reason for sale - I am 6' 4" tall and too long for the bed! New price is £30,300.00 - save over £4000.00 on mine at £26,250.00. Might consider part exchange on a Duetto TD. Tel: Andrew Bromley on 0153 982 1334 or write to Kingsgarth, Ings, Stavely, Kendal, Cumbria, LA8 9PU.

Thanks for the donation.

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

Your Editor

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

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

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