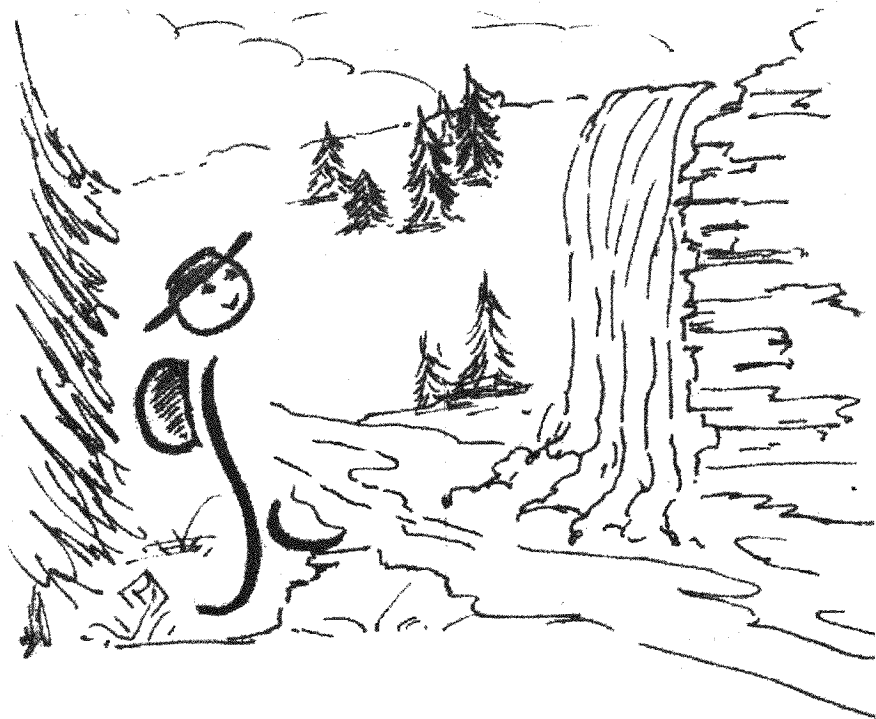


AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 120
SEPTEMBER 1998**

Hello.

Just a reminder. I have recently had advertisements sent to me from non-members of the Club who want to sell things through our Newsletter. May I remind members, please, that we do NOT accept adverts from non-members except in the case where someone is looking for a van and would like to become a member. So please do not advise anyone who is not a member to send details of items for sale. And once more, please do NOT ask for an ad to be included in a specific issue, particularly the next month's edition. I will include adverts in the next **available** issue but if you miss the deadline or the issue is full some may have to wait over. Many thanks.

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Mains Testers

After reading the August Newsletter I went to my van and carried out the test suggested by *Albert Brown*. I have two testers. One sold under the "W4" label and one made by Maestro Lite Ltd. This second one also has on the back "Jones & Nathan". Both were checked against the house installation, known to be OK. I then connected the van to my mains garage socket and both W4 (two lights) and the Maestro (three lights) indicated that the installation was OK. I then disconnected the earth lead from the mains plug and plugged it back into the mains socket. The W4 tester showed the two lights which indicated an earth fault as indeed there was. The Maestro showed three lights as previously suggesting that all was well!

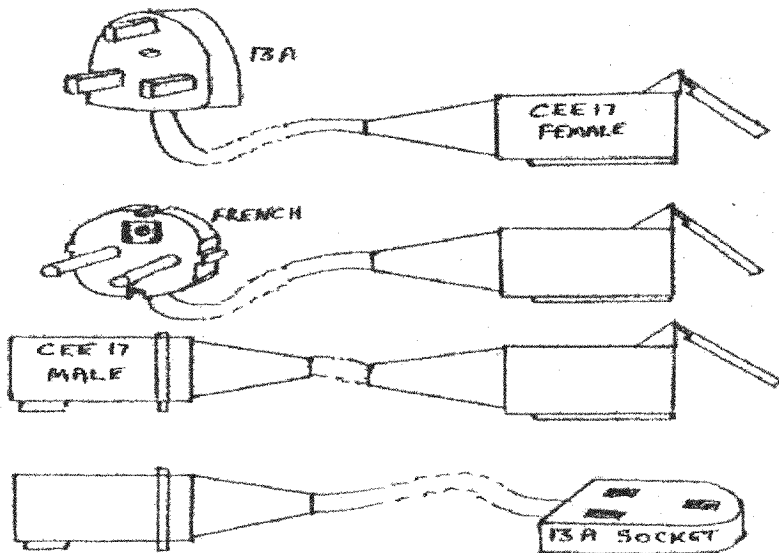
Does the answer lie in the quality of the tester? I have now disposed of the Maestro and will rely on the W4. I might add that I have always carried the W4 with me and the number of occasions that it has shown continental site installations to be at least reversed polarities has long convinced me not to hook up without first testing. As many continental sites lock and unlock the site outlet boxes, much aggravation can be avoided by carrying a purposely reversed polarity plug and socket on a short connecting wire. If the site system is wrong you can then do your own conversion without calling the site attendant back and having to try to explain in any of several languages, politely of course, that their system is cock-eyed!

Peter Durrant

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Testers Again

The note from *Albert Brown* has set me thinking. From now on I shall have to carry FOUR auxiliary connectors along with my mains hook-up lead. Each will consist of about 30cm of suitably-heavy-duty three core cable similar to the hook-up lead with a plug and socket of one type or another on each end. The first will have a 13A plug on one end and a CEE17 (female) connector on the other. This to be used to connect to the mains socket in my garage. The second with a French plug and CEE17 (female) connector to use on some French sites. The third will have a CEE17 (male) connector at one end and a CEE17 (female) at the other but with the Live at one end wired through to Neutral at the other and vice versa. This will correct the wrong polarity by using it in series with the hook-up lead. The fourth will be one with a CEE17 (male) to connect to the hook-up point and a 13A socket such as one uses for extension leads at home. My mains tester can be plugged directly into that without involving the vehicle and the possibility of unexpected earthing circuits. This will overcome the problem about which *Albert* wrote. (Sketch of each below)



It will not be necessary to have a fifth one, with French plug and 13A socket, since all one has to do is to plug in a "Continental-to-British" adaptor plug (sold on most ferries) and plug the mains tester directly into that. A great advantage of using this, or number four above, is that the hook-up point can be tested before settling on to a pitch.

Bernard Spurgin

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Earthing Problems

This may provide a background to the contributions from *Albert Brown* and *Bernard Spurgin* in the August Newsletter. The oil industry has become remarkably proficient in converting crude oil into the refined products we know: petrol, diesel, heating oil, lubricating oils, etc. There is nevertheless, at the end of the process, a black residual goo. On Merseyside this waste material from the Shell Stanlow refinery passes by pipeline to the neighbouring plant of Cabot Carbon. Here the material is converted into powdered carbon. The residual energy provided in the 'goo' ensures that the plant is self-sufficient.

Many industries use carbon but by far the biggest customer is the tyre industry. About seven pounds of carbon goes into the manufacture of each car tyre. Carbon is, of course, a good conductor of heat and of electricity. It is the first of these properties which is needed in tyres. It is essential to help dissipate the heat generated in use. Rubber is traditionally used as an insulator. However, the amount of carbon in a tyre ensures that, in addition to conducting the heat, it will also conduct electricity. This may account for some of the experiences with false readings when testing for earthing. The carbon in the tyres may provide a sufficient path to earth to affect the test reading. One can compare this with the action of the neon in a mains screwdriver. Here the neon lights from the small current passed to earth through the body of the tester!

Finally, in answer to *Bernard Spurgin's* query about the German plug, the earthing is by two external 'claws' and it can therefore be rotated to reverse polarity. It is possible to buy a

German to French converter plug which can be used to reverse polarity. The rating is 10 amps, which should be sufficient, but they are not intended for use out-of-doors.

John Scott

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Tigger News

We have two additions to the team, *Peter Stride*, an ex police motor cyclist and avid DIY fan (although he will deny it!!) and *Tony Fowler*, an expert on caravan maintenance (he works in the business). Their phone numbers, for those who wish to make use of their experience, are - *Peter* 0129 662 2779 and *Tony* 0127 359 4479. Please do NOT try to contact either of them at their place of work. *Stuart Lamb* has produced 2 new Ideas Sheets, No. 22 - leaking seals - Thetford C3 Cassette and No. 23 - dashboard clock light for Peugeot Boxer. *Stuart's* phone number is 0152 754 5998.

As a result of the generosity of A-S Tiggers have had the opportunity to test a new Styrofoam bodied Ravenna by using it for five days in July. We (the *Smiths* and the *Paynes*) will be producing a full report for all members in due course. A provisional report has been given to the company.

If you would like to help the Technical Information Group in any way during the year or at the Club & Company Rally in 1999 please telephone:

Maurice Payne

This, I hope, will be the first of a regular series of contributions from the Tiggers.

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Talisman, C&C and Parchment

By the time this is in print Capuccino will be 10 years old. As long serving members may remember, Capuccino is our Talisman II which we still consider to be one of the best models A-S ever made. The revolving driver's seat and forward facing arrangement of the rear seats allows what we call the Pullman Car dining layout. A very elegant arrangement for four people to enjoy a good meal.

Despite her age Capuccino's interior and glass fibre body are almost as good as new. Her cab and bonnet area are practically free from rust and the engine, after some 61,000 miles, seems to be just run in. The latest MOT test indicated that the exhaust system was just about due for replacement. This one was replaced about five years ago and I don't think that is a bad life span for an exhaust. Our local tyre and exhaust supplier, National Tyres and Autocare (who have always given very good prices for tyres) quoted just under £150.00 for a full system including VAT and fitting. Considerably better than the local Peugeot dealer who wants £217.00 plus £55.50 for fitting. For an additional £17.00 National Tyres will give a lifetime guarantee including accident damage. This seems remarkably good value and they have now fitted the new system. On the same topic we heard recently of another Talisman owner who was having trouble with the front down pipe of the exhaust breaking away from the front silencer box. After several unsuccessful welding repairs it was eventually found that one of the engine mountings was faulty. This resulted in excessive backwards and forwards movement of the whole engine which caused the pipe to break. So if you have a similar problem, check the engine mountings!

We missed the 1997 Club and Company Rally but thought this year's was really excellent. It was a pity the weather couldn't have been kinder but it didn't really seem to matter too much. This annual gathering is a great opportunity to meet up with old friends and, for this reason among others, I always feel rather sorry for new members attending this as their first rally. Existing members are busy greeting one another and haven't much time to socialise and get to know new friends. I do hope that new members are not put off by the experience and hope that they will attend a normal, smaller, rally where they can expect to be made much more welcome. Now that the Club has become so big it is, I suppose, inevitable that members who live in a certain part of the country will usually attend rallies run in their home territory and so form friendships mainly with members from their locality. This should not, however, be to the exclusion of friendships with members from further afield and I think in general this still applies. It certainly did when the Club was younger and smaller.

If the Club is to retain its deserved reputation as a genuinely friendly organisation of like minded people I think it is important for all members to make an effort whenever possible to make new friends and absorb new members into their circle.

Daphne was very pleased with the interest shown in Parchment Craft which she exhibited at the Club and Company Rally. Not too many people seem to know about it yet but I think that it is one of those crafts that we are going to see a lot more in the future. I find it quite fascinating and I think the results are really amazing.

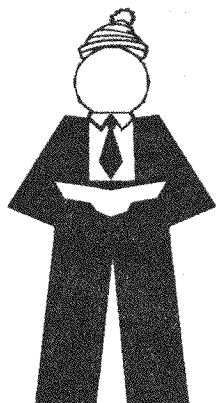
On a personal note we were both thrilled to see so many old friends and if we overlooked you when we should have greeted you, please accept our apologies.

John Normandale

By and large I believe that members do try to assimilate newcomers into the fold. Most of the time it is successful but *Sheila and I* can recall one occasion when some new people, at a small rally indeed, didn't seem to want to join in with anything. Even over coffee they stayed separate and wouldn't respond. But they are very much the rarity. As *Daphne & John* will know, when we run a rally we always make a point of highlighting new people and asking everyone else to make friends. We are not alone in this, and it works!

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Chairman's Chat



What a great event this years Club and Company Rally was. If you missed it hard luck. We had a record number of vans attending (500) and we also raised a record amount for our sponsored charity, Hearing Dogs for Deaf People who received a cheque for £2,450.49! Wonderful! What it means is that someone in need will receive a fully trained dog to help them live an independent life. I can empathise with any one who is afflicted with deafness as my mother has been deaf for as long as I can

remember. She can lip read and as children we soon learned to cover our mouth if we said something we didn't want mother to "hear". We also realised mother could lip-read using mirrors. We children eventually realised that mother turned her affliction into a sense of achievement by overcoming many of the difficulties associated with deafness. I thank all of our helpers for all the work they did for the rest of us, those who donated raffle prizes and brought along various items for the stalls. I want to sneak a thanks in here for a lady who is a neighbour of one of our members. Each year she has baked and decorated a cake that we auction, so thank you very much.

I know I was tired after the weekend as were many of our volunteers. Let me not forget the company volunteers and families who all came in their own time to assist and help where ever they were needed. *Betty and I* could have a few days rest afterwards, which we enjoyed, unlike many who had to turn up for work as normal on Monday morning. Thank you all.

Now I can say with absolute certainty not one of our members would knowingly put any other member at risk, would they? No, of course not! Yet every year at our major rallies we ask you not to use the clearly labelled drinking water taps for washing toilet cassettes/containers out. Yes! You have guessed haven't you? Some of us can't read, it's either that or we are exempt from these rules, aren't we? We have received reports yet again that some of our members were washing their toilets out at the taps clearly marked "Drinking water only!" How utterly selfish they are! Must we have monitors at every tap? Will it take an outbreak of disease caused by one of our illiterate exempt members before the message hits home? Hepatitis is but one of the nasties that can be prevented by simple basic hygiene. That's not difficult, is it? At future events we may well take action against those who ignore this simple but essential request. This was brought to my notice once more as I was filling my water container. One of our members came up to warn me some charitable person had used this drinking water tap to wash out their toilet. "I am so angry," said he, "I think I'll write to this *Entwistle* chap!" I then explained he was speaking to the man! Thank you sir, you're a gentleman.

By the time you read this the sub-committee looking at the constitution and membership will have met. We shall have some meaningful definitions and amendments to put to next year's AGM. Speaking of which, here is an early apology concerning sending the agenda notice out. Because of the change of closing dates etc., we shall not be able to post the final agenda before the 28 days required in the constitution. I promise you will have it shortly after that and no less than 21 days before the meeting. We shall also publish a preliminary agenda in the Newsletter to keep you posted as to proposed amendments.

Our next Committee meeting will be towards the end of August when we shall have but two items on the agenda. The main one being the future of the Club. Do we grow or not? How far is it prudent to expand with volunteer club officers, etc. What systems, if any, the Committee needs to develop in this age of information technology? Last month I raised the issue of ACCEO and the benefit of ASOC being a member of an umbrella organisation. The ink was hardly dry on the Newsletter before events moved on at a pace. ACCEO called a general meeting about its future viability and the need to raise money in order to carry on with representing the numerous member clubs. Our secretary, *Ray Whiley*, (with of course *Barbara*), attended that meeting on our behalf. The main outcome was a proposed annual levy of £1.00 per member, which in our case would be in excess of £1,500.00 per annum! For that amount of money we would have to receive some exceptional services, which at present neither I nor the Committee members I have spoken to can see materialising. As ever the decision on this matter will be for the whole Committee to take.

As I prepare this piece for the newsletter we have heard from our Press Officer, *Geoff Scholey*, who has felt it proper to resign his membership of Committee due to ill health and the need for hospital treatment. I have written to *Betty and Geoff* to wish them well and offer our support if it should be needed. I wish to thank *Geoff* for his work not just as our Press Officer but as a diligent worker for the Club. Many will know him (*and Betty*) as the marshals who ran the winter rally in Spain which brought joy and sunshine to many other members through the cold winter months. *Geoff*, we wish you a speedy recovery.

Would a couple of our own simple ideas be of interest? (1) To find or ask for a particular key to fit such lockers as gas or in our case "the boot", we use coloured key labels, e.g. red for gas, blue for water etc. In our van these hang on adhesive hooks in the wardrobe. (2). Most of us guess the quantity of toilet fluid to use when recharging the toilet. I measured out the correct amount of fluid (I substituted water) into a clear disposable bottle 0.5L size, and when it had settled I marked the level with coloured plastic tape all around the container. Now when on the loo run I just pour the fluid into my bottle up to the mark and then when ready pour the correct amount of said fluid into the toilet. I then add three full bottles of water or thereabouts and bingo! It's ready! One advantage of using this method, we need to buy much less toilet fluid. These ideas work for us, would they help you?

Enough for now, keep smiling.

Andrew Entwistle

I must confess that I took an easier route with the toilet fluid. I got a small, marked, container with the loo when the van was new. This I fill from a large container and just pour the stuff in down to the next mark! The container fits the space under the cassette, together with others for the bowl cleaner etc.

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Tyre Pressures

I have been investigating the possibility of uprating the tyres on our 1995 VW Clubman as the existing tyres do not have much of a safety margin in relation to the vehicle's Gross Vehicle Weight. e.g. Kleber 105 - 70 - R15 - 97S Tubeless, maximum load 730kg (1610 lbs), max. pressure 50 p.s.i., tread plies 6, sidewall plies 2. VW Clubman, maximum permissible plated weight is 2810 kg. 4 of these tyres will take a maximum loading of 2920 kg giving a margin of 110 kg or 27.5 kg per tyre (60 lbs). Not a lot!!

I made enquiries with tyre outlets (Kwikfit, ATS etc., etc.) for a tyre of the same size but with a higher load capability. The result was disappointing in that they could sell me a suitable car or van tyre but could not specify its precise load capacity but only the load/speed number which they were unable to interpret (except that it was the correct one!!).

SEPTEMBER 1998 RALLY SUPPLEMENT

HELP REQUIRED! WE NEED MARSHALS FOR THE RALLY AT THE GROUSE & CLARET, ROWSLEY, DERBYSHIRE. 18TH. -21ST. FEBRUARY 1999. IF YOU ARE INTERESTED PLEASE CONTACT THE RALLY CO-ORDINATOR.

N.B. Ralliers please note that rallies commence at 12 noon, unless otherwise stated. Early arrivals can invalidate our Exemption Certificate.

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.

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 slips 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 slips 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 slips 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.

Emergency Tel. No. 07775 693 533 (Marshal's mobile).

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.

The marshals **MUST** receive your request for a booking form by **4th Sept.** to allow time for the post. After this date you may still join the rally but will be unable to have discounted tickets.

There will be an "items for sale" board, bring along any motorcaravan related items and put up a postcard.

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 slips 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 slips 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 Lec & 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 slips 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.

NEW RALLY.

6th - 8th November (2 nights). Historic Dockyard, Chatham, Kent.

Emergency Tele.No. on site marshal's mobile. 0467 398 393.

Rally Marshals: Dorothy & Baz Wellard.

Site Fee: £5 for two nights. Toilets, Yes. Electricity NO. (except for wheelchair charging).

Rally Fee: £1.50.

Concession rate into exhibition for both Sat. & Sun. £6.30 per adult. (children £5.50).

Booking slip to: Dorothy & Baz Wellard, 18 Greenwood Close, Fareham, Hants. PO16 7UF.

Home Tel. No. 01329 231 259. Cheques payable to: Mrs. D.A. Wellard.

Attractions. Be an honorary Man, or Maid of Kent for the weekend! Rally on hardstanding giving access to the Historic Dockyard exhibition covering 8 major attractions over 80 acres. Also, in the near locality, is Britain's premier Napoleonic Fortress-Fort Amherst and also the award winning museum of the Royal Engineers. Shopping in Chatham in 1 mile.

An evening meal has been arranged provided we have a **minimum of 30**. Fresh fish cooked in Kent Ale batter with chipped potatoes followed by tea or coffee @£5.00 per person.

Alternatively a meat dish or vegetarian can be arranged. Please indicate on rally slip.

Directions: From Junct. 3 of the M2 or Junct. 6 of the M20 take A229: A230 & A231 following the brown tourist (anchor) signs through Chatham to the site. At site pass the coach park and turn left into the main arena.

Many thanks to Gill Hopkins & Margo & Colin Lumb for taking on the Hollies rally.

10th - 13th December (3 nights). The Hollies, Little Budworth, Nr. Chester.

Site Tel. No. 01829 760 414 (**Emergencies only**).

Rally Marshals: Gill Hopkins & Margo & Colin Lumb.

Site Fee: £3.00 per night. Electricity: £2.00 per night. (20 available, possibly more but book early!).

Rally Fee: £2.50. (We have to pay for heating the room this year!).

Booking slips to: Mrs. Gill Hopkins, 46 Elizabeth Crescent, Queens Park, Chester. CH4 7AZ.

Tel. No. 01244 675 180. Cheques payable to M.G. Hopkins.

Attractions. We have the use of a heated clubroom, well stocked farm shop with specialities, vegetables, fruit, provisions & garden centre. Christmas trees for sale! Herb garden/pub 600yds, other pubs within 2 miles. Chester 12 miles, Tarporley 4 miles, Little Budworth 2 ½ miles.

COACH TRIP TO CHESTER Saturday £3.00 per person. Please send money with booking slip. Also possible Ramble and /or Birdwatch Friday - please indicate on slip if interested in either.

Directions: On A49, site on left 1 ¼ mile South of A456 and ½ mile before A54. Site at rear of Hollies Garden Centre. (GR 117/583679).

If you wish to find out whether a rally is fully booked or still has some vacancies then please contact the relevant rally marshals. They are the only people who know the latest and full details about bookings for their rally.

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.

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.

Before booking rallies on rally fields attached to caravan sites please contact me for some important information about such sites.

Rallies for next year 1999 are now being planned we have 22 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 on running rallies. It can be fun and a very fulfilling experience.

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!**

✂-----

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**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!

I then turned to the local tyre manufacturer Continental for help and after some persistence on the part of one of their employees I obtained the following information:-

Continental 195 - 70 - R15C - LS23 Tubeless, **8 ply**. 104 load/speed index with loads increasing with a specified increase in air pressure tabulated below

p.s.i.	44	47	51	55	58	62	66	Air
kg	632	675	715	757	797	837	875	Load

Maximum speed 102 mph. Operating pressure of 55 and 58 psi would give a margin of 54 kg and 94 kg per tyre.

From this data I concluded that I could increase the tyre "safety factor" by using an 8 ply rated van (commercial) tyre and selecting the appropriate air pressure. I am not sure what effect the change to a commercial tyre and the increase in pressure will have on noise levels or ride comfort. Any comments, please?

Maurice Payne

My only thought is the harder the tyre the harder the ride - goes back to my cycling days with high pressure (90 psi or more) tyres.

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DO YOU KNOW?

I must take issue with *Maurice Wright's* letter, under the title "Now we know". Unfortunately, *Maurice* has misunderstood certain facts that I feel, not least for the sake of other readers, should be clarified without delay. Firstly, whilst five of our staff do own motor caravans, we do offer our demonstrators, when available, even over the course of a weekend, to both our Managers and Foremen. Their feedback we find invaluable, as we do when members of our staff try out prototype vehicles before they go into production. Furthermore all new vehicles are extensively tested to a demanding and rigorous schedule by other selected members of our staff. Might I also correct *Maurice's* statements as follows:

1. Asymmetric loading plays a major part in the design and layout of our models. At times it is not possible to locate the water heater on the same side as the kitchen unit since in doing so asymmetric loading limits would be exceeded.

2. Market Research - and this was again borne out by the questionnaires returned during the Club and Company Rally at Malvern - suggests that storage space is more important than inboard water tanks. Perhaps *Maurice* is not aware that inboard tanks are available as an option on the Ravenna, Pescara and Pollensa.

3. The loose statement of "Use the next chassis model up the range", does not take into account the extra cost of this base vehicle. At times this is considerable - and of course we do consider all chassis. But equally what must be of prime consideration is that the vehicle must be competitively priced and affordable.

4. Again *Maurice* is incorrect in believing that we use - I quote - "bog standard models" from the base vehicle manufacturers. All our base vehicles are built to motorcaravan specification.

The types of specification that we agree with our chassis suppliers are that the base vehicle should be supplied with factory fitted windows, courtesy lights, lumbar supports, uprated suspension - even child locks on the side sliding doors - and much more too. We endeavour to ensure that the base vehicle specification, which is always unique to motorcaravans, meets where possible the needs of the motor caravanner.

I trust this clarifies the points raised in *Maurice Wright's* letter - in no way would I wish readers to be so widely misled.

Charles Trevelyan

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Photographic Competition.

The judging took place and all the pictures were displayed at the Club and Company Rally. There were 36 entries. The winners were: 1st *Derek Wilson* (1233) for his picture of his van on the Col de Tourmalet; 2nd *Peter Stride* (2726) for his A-S in the Swiss mountains. 3rd prize, in the humorous category, to *Alan Stacey*.

His photo showed his dog apparently the worse for drink inside his Clubman. Congratulations to all winners and thanks to everyone who took part.

Geoff Scholey

====000000000====

Parking Problems

I thought you might be interested in this tale of idiocy in the field of car parking! On our recent travels we were passing through Cheshunt in Hertfordshire (a good place to pass through!). Needing some provisions we were on the lookout for a supermarket and spotted the small Tesco store. A sign off the main road pointed to the car park down a narrow side road. So we turned in. Being a very small store the car park was similarly small and very full but fortunately on the opposite side of the road was a pay and display public car park with plenty of vacant spaces. We went in paying our dues as required. My wife went to the shop and I walked the dog.

Both missions completed we re-embarked and followed the arrows for the exit to find - a HEIGHT BARRIER! There was, obviously, no barrier at the entrance nor was there a notice to indicate any barrier. Nothing for it but to exit via the entrance against all the flow of incoming traffic with glaring looks and raised fists. On the way out we passed a pedestrian and he said "Silly, isn't it? I got caught the same way and I work for the council!"

Jack Briggs

I was similarly caught many years ago in the middle of Rotherham. The car park there was large and in the middle of a one way system so it was a bit easier to get out.

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Gear Change Difficulties

We recently encountered a problem with our 1995 Trident, 20,000 miles. It went to a local garage for service and general check as it is parked under cover for the worst of winter months and only has a long weekly trip. We asked for the brake fluid to be changed. Afterwards we experienced a peculiar occurrence where, when braking and de-clutching simultaneously, we found we just

couldn't engage any gear. It was one of those irritating faults that occurred only occasionally.

We returned the vehicle to the garage and explained the problem. They bled the clutch system and tested the vehicle to their complete satisfaction. Returning to our house the problem occurred again and the driver had to "coast" round a corner in neutral. Whilst stationary at the side of the road it required several "pumps" on the clutch pedal before a gear could be engaged. We then both drove the vehicle around side roads but everything seemed OK. We thought it was a "one-off" of just paranoia!

However, whilst on holiday the fault occurred several times. We have noticed a definite pattern of circumstances on all occasions. They occur about one half-mile after starting off. Suddenly, whilst braking and declutching simultaneously, it becomes impossible to select any gear until the clutch pedal is depressed several times. It doesn't occur again whilst on the same journey. It doesn't happen EVERY time we drive anywhere. Although the fault is intermittent, it is worrying and dangerous for ourselves and following traffic.

The garage now suggest changing the master cylinder. A friend who used to own a garage says he has heard of this before. He suggests the problem may be due to the fact that the vehicle stands idle for long periods and then has various components "disturbed" during maintenance work. He also advised us to replace the slave cylinder at the same time. Fortunately he has put us in touch with German and Swedish Car Parts at Feltham in Middlesex who supply VW patent parts which will save us considerable expense. We should be interested to hear from other owners if they have experienced this problem.

Joan Joselyn

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Amethyst Aspersions

Following our satisfactory ownership of a Rambler for 2 years and a Talisman for 6 years, ten months ago we bought a new Amethyst. Between seeing the vehicle and taking delivery the wheel brace was taken or exchanged with a very inferior item which A-S replaced with the correct unit without question. Three

weeks after delivery two of the seat squabs deformed and had to be replaced. Also a sharp corner of wood under the upholstery together with a prominent upholsterer's staple had to be repaired and removed by myself.

We spent two months at the Spanish and Portuguese Caravan and Camping Club rallies and then had the plastic spigot into the rear of the 'kitchen' taps blow out and fill the cupboard and contents with water. In no way would the spigot stay back in place (confirmed by A-S) and I could only make a partial repair with silicone rubber. A-S provided brass replacements for the plastic spigots which I had to fit. Admittedly quite an easy job but why was the problem not dealt with at source? The cause, as I discovered, was that the apertures in the bulkhead behind the taps were misaligned and with the vibration (Portuguese roads) pulled out the spigots. And once out - useless! Two of the gas rings do not ignite automatically and this is an ongoing problem.

During our ownership we have used electricity for the refrigerator. Apart from testing with gas on delivery we have had no recourse to this fuel until our recent visit to Malvern. We found that we were quite unable to get the gas to 'stay in'. We must have tried 50 times without success. A call to the A-S staff and our suggestion of calling at Willersey on our way home was met with complete disinterest. They advised that they couldn't do anything for us and we must contact Electrolux. On our return home I telephoned Electrolux and their engineer (himself a camper) came to the house. The 'repair' took 2 seconds!! It comprised a strong push to the instrument fascia at the top of the fridge after which the gas lit immediately and easily. The engineer reported that he had had a very considerable number of motorhomes with this problem and that manufacturers had been informed. The reason for the displacement of the fascia was vibration off the road and the cure - a small packing inside the gas 'on-off' knob to allow the spindle to be pushed sufficiently to lock it in. Why didn't A-S tell me this as it is so simple a remedy?

The Ford engine and chassis are just great and not a problem of any description up to 7,000 miles.

Alan Campbell

In defence of A-S I must point out that it rather depends upon whom you speak to as to the responses you may get. Remember that not everyone specialises in gas fitting, or water fitting or whatever. Also they do not come to the Club and Company Rally just to act as 'fixers' for problems. They **volunteer** to come to the rally and they too are entitled to enjoy their time with us and with their families.

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Rambling Recipes

I owe an apology to all those who bought the fourth edition of Rambling Recipes at the Club and Company Rally this year. There is an omission from the recipe for the PAWS cake. I left the butter out of the list of ingredients. It should read - "2 eggs, 100gms sugar, 100 gms butter.."etc. Fortunately there is space on the opposite blank page for those who wish to write it in. It has, of course, been corrected for future copies. If anyone has found any other mistakes I hope they will let me know.

Nial Reynolds

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SECURITY

This is a tip from very new members of the Club. You may have heard it before but, as it's for free and you don't have to be a handyman to use it, here goes. It provides a little bit more security for the front cab doors of a Peugeot Boxer Executive and may be other models. It provides a bit more inconvenience for the casual thief at no extra cost and little trouble to yourself. All it entails is to pull each front seat safety belt out as far as possible then thread the webbing down through a door handle. Draw it across the seat and fasten in the normal way. BINGO! It works quite well with a crook lock as they are all visible and most potential thieves want the easiest and simplest target they can find. You will have to leave and enter through the caravan door, of course.

Michael Joyce

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Workshop Manuals

Has anyone bought the manual for the VW T4 mentioned in the June Newsletter? I am keen to find out what it is like, whether it contains everything mechanical. Does it include bodywork, doors, tailgate, exhaust, electrical etc. And is it illustrated rather like the Haynes books and what size is it. Perhaps you could let the Editor know so that he can advise me. I would then contact the individual(s) further.

Gerry Underhill

Any information, please?

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From the Secretary's Desk Computer

I have been asked by the Committee to remind members that all comments about the Club, including complaints of any kind, should be made **in writing** to the Secretary who will ensure that they are brought to the attention of Committee Members at their next meeting. Making comments in writing avoids any misunderstandings which might result from a telephone call.

My address is: 21 Ellcar Rise, Eaton, Norwich, NR4 6HR

Ray Whiley

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Bionic Bob

Our very grateful thanks for so many good wishes, phone calls and cards received for *Bob*. He is recovering slowly but surely with his bionic knee (T.K.R.). Hopefully, in a month or so, we shall be back with the ralliers.

Ivy Smith (Blazer)

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Wanted

Could anyone help a very new member in locating a manual for my 1990 Trident, please? I have rung A-S but they tell me it is out of print. A simple photo-copy would suffice. Thank you.

Geoff Walker

At the time of writing *Geoff* was our very newest member.

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FOR SALE



Fiamma 2.8m "Caravanstor" awning, complete with zip-on custom made side screens with windows. As new. £125.00 complete. Suitable for panel van. Change of vehicle forces sale

Morack luggage rack for hi-top panel van. £15.00. Both items can be sent by post.

Telephone Geoff Mackey on 0132 531 3087 or write to 17 Beechers Grove, Woodham Village, Newton Aycliffe, Co. Durham, DL5 4TE.

#####

New steel wrap around stepped rear bumper by Autopia/Vanquip c/w dismountable Witter 2/3 bike rack. For Duetto or Transit based van. Cost £295.00. £150.00 ovno. Clutch pedal lock for Duetto £10.00. Silver Screen external insulated windscreen cover for Duetto. Used once only. As new. £60.00 ono. Tel: Dennis Peel on 0190 324 2132 or write to 15 Parklands Avenue, Goring-by-Sea, Worthing, West Sussex, BN12 4NG.

Thanks for the donation.

#####

Ford Legend 2.5 turbo diesel. 'P' reg. 8,500 miles. Alarm system, RDS radio, two way 3 speed roof fan. 2 bike rack. As new. £31,000.00. Phone Donald MacDonald on 0118 947 6934 or write to 6 Aldeburgh Close, Emmer Green, Nr. Reading, Berkshire, RG4 8UT.

Thanks for the donation.

#####

Talisman GL, 2.5D, Nov. 93 (L). 23,000 miles. PAS. 4 berth or 2 berth with overcab locker. Cassette screens and blinds. Mains and gas Carver water heater. 3 speed reversible vent fan. Alarm. Folding step. Non-smokers, no pets. Garaged. £21,000.00 ono. Tel or fax Leo Soble on 0145 270 0526 or write to Windmill Cottage, Blackwells End, Hartpury, Gloucester, GL19 3DB.

#####

Heavy duty Omnistor 2-bike cover. Unused. cost £60.00. Sell for £30.00 inc. P & P. Tel: Alan Campbell on 0192 955

2232 or write to Owls Barn, Barnhill Lane, Ridge, Wareham, Dorset, BH20 5BE.

Thanks for the donation.

#####

Talisman - Peugeot Boxer 2.5TD. Registered August 96 with 12 months extended warranty to run. 6,000 miles only. Good condition, non smokers, no pets. Numerous extras, in particular Hope Safe-T bar and Rac-n-Roll, Thatcham 1 (Laserline) alarm/immobiliser. Status TV aerial, Sony CD/radio, Air-ride suspension, 3.5m Fiamma awning, Fiamma 3 bike rack, Silver Screens, Omnivent 2-way extractor, overcab bed and many more. Genuine reason for sale. Tel: Les Lancaster on 0125 388 4327 or write to 34 Levens Drive, Poulton-le-Fylde, Lancashire, FY6 8EY.

Thanks for the donation.

#####

VW Clubman GL, August 1996 'P' reg. 2.4 turbo diesel. turbo fitted by Lancaster Motors. PAS. 18,000 miles. Code alarm, Fantastic fan, Silver Screen. No pets, non smoker. No problems from new. £25,000.00. Tel: Ray Nicholls on 0170 970 0922 or 0170 981 2408 or write to The Barn, Grange Close, Brampton-en-le-Morthern, Rotherham, South Yorkshire, S66 9AY.

#####

Safari Screens made by Harrison, complete, unused, to fit Fiamma F45 2.5m sun blind. Drop 2.35m from side (VW Clubman GL). Surplus kit to make full enclosure. £160.00 only. Rambler front seat wooden console. £10.00. Folding wire clothes horse. £6.00. Square table top, interior fitting. £10.00. Tel: Roger Yeatman on 0120 248 5063 or write to 173 River Way, West Christchurch, Dorset, BH23 2QN.

Thanks for the donation.

#####

Omnistor Safari Room, 2.6m. Hardly used. Bargain at £185.00. Tel: Audrey Crouch on 0194 884 0894 or write to Sydrey, Sylvan Close, Higher Heath, Whitchurch, N. Shropshire, SY13 2TB.

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TAILPIECE

Phew! A rather tight squeeze this month but I managed to get quite a lot into print. And I already have a good start for the next issue. Keep items coming, please, and for budding artists don't forget that your cover pictures, in clear black ink, will also be welcome.

Contents

Mains Testers.....	2	Tyre Pressures.....	10	Security.....	16
Testers Again.....	3	Do you know?.....	11	Workshop Manuals.....	17
Earthing Problems.....	4	Photographic Comp.....	12	From the Secretary.....	17
Tigger News.....	5	Parking Problems.....	13	Bionic Bob.....	17
Talisman, C&C, Parchment 5		Gear Change Difficulties.....	13	Wanted.....	17
Chairman's Chat.....	7	Amethyst Aspersion.....	14	For Sale.....	18
		Rambling Recipes.....	16	Tailpiece.....	19

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

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

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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:

Andrew Entwistle	Chairman	0142 284 3057
Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman, C & C Sub-Cttee	0123 576 4782
Arthur Irving		0114 236 5698
Ben Mansfield	Chief Rally Marshal	0172 336 9769
Neil Rogers	Rally Co-Ordinator	0132 537 4540
Ian Ross	Regalia Officer	0170 822 8075
Geoff Scholey	Press Officer	0193 758 6091
Janet Sutterby	Minutes Secretary	0150 746 2449
John Tidbury	Treasurer	0123 552 5730
Ray Whiley	Secretary & Membership Secretary	0160 345 2593
Ray Young	Vice-Chairman & Chairman, AGM Sub-Cttee	0150 752 3467
Charles Trevelyan	President	0138 685 3338