

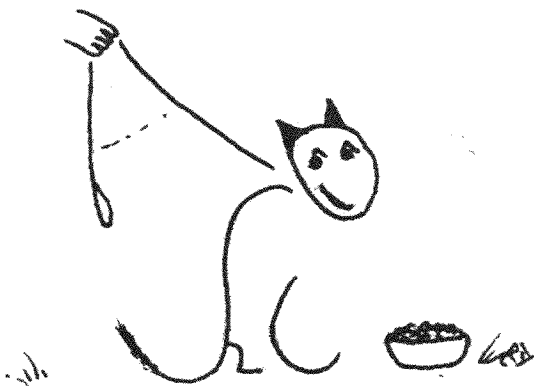


[www.asoc.fsnet.co.uk](http://www.asoc.fsnet.co.uk)

# **AUTO-SLEEPER OWNERS' CLUB**

A Company Limited by Guarantee.

Registered Office: Orchard Works, Willersey, Nr. Broadway,  
Worcs., WR12 7QF. Registered No: 4616969



**Will all animals please keep their "owners" on leads  
at all times!**

**NEWSLETTER 193  
OCTOBER 2004**

Hello.

Here we are, almost into the winter time again although with the weather and sunshine as it is can it really be that close? In any event, whether you are laying your van up for the winter or keeping it running for the whole of the year, don't forget the necessary precautions for winterisation. All too often we hear of the odd member who forgot to do this or that and has had trouble as a result. One thing over which you may not have any real control is in the fittings on the Cascade water heater. It seems to be a recurring problem that the plastic bits become rather fragile after frosty weather and may easily crack or break when you start to use it again. Believe me, that last comment is based on experience! On at least three occasions, in the twelve years we've had the van, we have had to have necessary repairs done to prevent the water leaking all over the place including inside the van. So watch out, Jack Frost is about!! What makes it worse is that I have just purchased a plastic tap and the covering details state clearly that it is safe against frost down to  $-20^{\circ}\text{C}$  so it would seem that it should be possible to provide suitable plastic fittings - unless you want to use them in the northern area of the Arctic Circle!

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## **A reminder**

From the Membership Secretary

The past year has been very busy, so much so that it does not seem five minutes since I wrote the Renewal of Membership request for the Newsletter. Yes, it is that time again.

With this Newsletter you should receive a renewal form. If you do not, please let me know and I will send one to you. The Membership fee remains the same, £15.00 for the year. If you pay by standing order, please still complete and return the renewal form.. And please make sure that you include your telephone number (with the dialling code) and your e-mail address if you have one. This will help to keep the Club records up to date and the information is, of course, protected by the Data Protection Act and will not be divulged without your permission.

*Norma Caley*

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## **Volunteers**

Previous Newsletters have recorded complaints from members that hard working volunteers had not arranged matters to the satisfaction of the complainant. Editorial tact has presumably prevented questioning whether the complainant has volunteered for anything. The

July and September Newsletters deploring the lack of volunteers for ASOC has at last prompted me to write. Not, I regret to say, to volunteer, (at the age of 82 such efforts are beyond me) but to express this member's appreciation of the time and effort put into ASOC by all the committee members, marshals and other volunteers in such a variety of ways which are so often taken so much for granted.

My wife and I have camped and motor caravanned since 1947 and Auto-Slept from the North Cape to Kiev. We can recall the time when the Caravan Club would not accept motorcaravanners as members! Having been involved in voluntary activities I am only too well aware of the difficulties that cricket clubs, scout groups, local councils, political parties, Rotary Clubs and the like have in recruiting members willing to serve, a problem which has grown.

The reasons are diverse: loss of a sense of community in a hedonistic egotistical society; family break up; increased individualism and pressures of work; greater mobility; more women at work and TV all play their part and possibly fear of being insulted or even sued deters volunteers from refereeing or leading groups also play their part. There must be room for a research thesis there for someone!

Once again, my appreciation to all our Club volunteers.

*Gordon Howden*

This letter does put into perspective just what seems to be happening in the world today. I can fully agree with *Gordon* from my experiences with other commitments that I have. All too often one discovers that the only way to do the job, whatever it may be, is that which someone who won't volunteers thinks it should be done! I must, however, now advise that a couple of volunteers have been unearthed and things could be looking up.

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## Travellers

I notice that on page 15 of our September Newsletter that we could be known as "travellers". Let me give a little guidance on this as I believe we are "Loose & Clicks", all of us, like it or not.

1. You struggle down the stairs first thing in the morning and everything hangs loose and knee joints click.
2. We travel about in motorhomes one the loose and the contents click.
3. We gather together at sites and rallies and we are in (clicks) cliques.

You can be excused this exclusive club if you live in a bungalow and do not have to manipulate your legs down the stairs first thing in the morning!

*Jack Bamber*

I think I said in September that we might be mistaken for "travellers" who seem to be mainly idle people who cannot be bothered with many things, such as licensing and insuring their vehicles, keeping the countryside clean and tidy and so on. But if you looked at the condition of the sites we use and the clean state we leave them in, we cannot be so confused. We are much more akin to the true Romanies who always leave the land at least as clean as they find it.

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## **Overseas Tours 2005**

The Club has agreed two conducted tours next year, to be organised and run for us by GB Privilege. The first will be a trip to the Loire Valley, which is an ideal area for first timers visiting France and yet equally popular with regular visitors. The tour will leave Dover on Sunday 22nd May, returning on Thursday 2nd June, and has been carefully researched to minimise driving and leave lots of time to explore the area.

The second trip will be to the spectacular Rhine in Flames festival, including an evening river cruise to see the fireworks and visit a local wine festival. This tour will leave on Tuesday 13th September and return on Sunday 18th September.

As always, GB Privilege will be happy to make special arrangements for ferry tickets if you wish to stay on for one of the ASOC's overseas rallies. Full details of these tours will appear in the Newsletter nearer the time.

There are still places available on the Christmas Markets tour, to Aachen and Valkenburg, leaving on 5th December 2004. If you are interested, full details were in the August Newsletter. Please contact GB Privilege on 01953 789661 for a booking form.

*Andy Cavell*

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## **Travelling to Spain**

Further to the item in the April Newsletter, I would like to advise members that it is also now a requirement to have an approved warning sign affixed to bicycles or any other items secured to the back of a motor caravan. I understand that this may be an EU wide requirement but it seems not to be enforced elsewhere as yet. Spanish police, however, are

stopping some offending vehicles (perhaps only when they have nothing else to do?) and handing out hefty 'on-the-spot' fines.

This Spring we found general ignorance of this situation in the South of France where we tried to buy a sign after talking to others who had been over the border (including one who had been fined). One supermarket had a special display of items - such as accident warning triangles and fluorescent jackets - needed for Spain but had no knowledge of new laws aimed at bicycle carriers. Fiamma sell suitable signs for about a fiver.

*Tom Haynes*

One of the great advantages of belonging to a Club like ours is the information, such as this, which can be obtained. Thanks, *Tom*.

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## Try - Try - Try Again

This experience may just help someone at some time. In fairness to suppliers and distributors I will mention neither their name, or that of the product, which I shall just call "the box".

Well, after careful investigation of a newly advertised "box", I ordered 2 from my dealer, and with kind advice from them and Auto-Sleepers, I duly fitted same and used successfully in 2003. Only when used some 50 weeks later in 2004 did it become apparent that one "box" had, without doubt, become faulty.

Wrote to Dealer asking for replacement/repair of "box" under warranty. Month later phoned Dealer seeking information - "Letter never received. Can't help, contact Distributor". Distributor - "Can't help direct, go to Dealer". Back to Dealer - "Can't do anything because distributor closed for holidays, but we can sell you one at reduced price". Back to Distributor - The guarantee is with yourselves, please replace - "No we don't guarantee as we import the product, the guarantee is with the manufacturer (Germany). The Dealer needs to sort this out".

Back to Dealer - "We're waiting a reply from the Distributor". Back to Distributor - Please replace the product - "Was it fitted by a specialist?" - I fitted against your detailed instructions included in the "box". - "Oh it needs fitting by a trained specialist". Sorry - it doesn't; it was fitted and worked well, but its now gone faulty. "Oh we can't replace it, its not guaranteed." Back to Dealer - "Waiting for the Distributor - back from holiday next week - We'll get the name of the contact from Auto-Sleepers." Later - "You could speak to Mr A at the Distributor" Following Tuesday and Wednesday, try to contact Mr A, with messages to call me back. Thursday Call Distributor - "Mr A will call you

back, he is on the phone". Mr A calls back. "Sorry to hear of your problem. Very unusual for fault to occur. No problem replacing, just get your Dealer to fax us the details, and it will get sent out immediately. Oh yes, return the faulty one so that we can examine it and find the reason for the failure. Very sorry for the delay and inconvenience. We have so many new staff, they are inexperienced and don't know how to deal with these matters and don't know the procedures".

The moral: rely on no-one, and don't accept what anyone says if you know there is a better solution. Speak to or seek out the "man who can", and 12 weeks later, 16 or so phone calls later, and without buying a replacement as the Dealer Manager offered, the matter gets resolved as it should in the first instance. My thanks do go the all parties concerned, the matter was finally concluded to my satisfaction, but in effect I was "fobbed off" with bad information and buck-passing on most of those 16 telephone calls.

*Eric Ferbrache*

Sounds to me as though they were trying to get you to work to the motto that a young lady once advised me - "If at first you don't succeed - Give Up!!"

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## **Body Care**

I will be pleased to learn how other members best maintain their GRP bodywork when the years of newness disappears, and the dullness resulting from UV light (the sun) becomes evident. Is it permissible to use T-CUT, does it work on GRP, and how much can be applied? Or is there a better solution? I am sure there is a need to treat the body before a waxing coat of whatever is applied.

*Eric Ferbrache.*

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## **WATER PUMP** **(Stupidity and Success)**

Arriving home from a trip in the van (Symphony) I did my usual flushing of the waste water system by pumping fresh water from the onboard tank. There was not as much water as I thought and the pump was trying to pump the water out of the tap, but none came out. Several days later I tried to pump some water again (having forgotten that there was no water in the system). A few weeks later I was going to the Bristol Balloon Fiesta and, as usual, I emptied the fresh water via the tap-

in the tank and then refilled it. On checking the water flow in the sink tap, there was no water being pumped even though the pump was trying its best. Oh dear! My stupidity in draining the tank had also drained the pumping system. A phone call to Cotswold Motor Homes (the supplier of my van) was needed and I was told that suction on the outlet from the pump was required. I unscrewed the outlet pipe off the pump and sucked, tried the pump, nothing. I asked my assistant (wife) to switch on the pump as I sucked, nothing. I concluded that my suck was not strong enough for the job. I then used a wet/dry vacuum cleaner by reducing the bore of a hose attachment with the aid of two sizes of old bicycle inner tube which fitted over the outlet of the pump and onto the attachment. After turning on the vacuum and pump together for a few seconds and then removing the tube off the outlet I could see water in the outlet, a quick on and off of the pump switch showed that water was pumping. Reconnect the pump to the system, open a tap and turn on the switch and hey presto, success.

*Colin Haynes*

*Colin* kindly sent this offering to me on a 3.5" disc which saved quite a bit of typing! Thanks!!

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### *Chairman's Chat*

This is the time of year when we all tend to reflect on what we have been doing with our vans for holidays during this year, what we intend to do for the winter months and, most particularly, what are our plans for the next year. Many of us don't store the van away for the winter but keep it running all the year long. After the very hot weather we have enjoyed (?) during the summer it is all too easy to forget that winter brings cold and wet. Recently we have been having some pretty torrential downpours which has proved that our van is at least water tight! But it is well worth checking to ensure that your van will keep out the worst of the weather, whatever it is.



I think that I am beginning to notice a tendency within the motorhome, and possibly caravan, accessory world that one is thought to change the vehicle every couple of years or so. I say this because I have recently been trying to find a tap for the main water tank drain for our twelve year old van. Thanks to the help I have received from *Charles Trevelyan* and his merry men (and ladies) in the Service Centre I now have a slightly Heath-Robinson contraption which I hope to fit fairly soon.

The original tap fitted into the half inch hose from the tank and worked very well but old age has taken its toll of the plastic and it now drips. Not too badly but I prefer not to have any leaks if I can avoid them. Everywhere I went I seemed to find that "the only taps fitted are to 1" hoses. I agree that on the more modern vehicles this may well be the case but not necessarily on the older vans. Never mind, things are there to be overcome. And we don't really want to change our Clubman for the time being. It has only done 70,000 miles so far so it is just about nicely run in.

I noticed a complaining letter recently concerning the fact that tractors are often out on the highways during busy periods and "cause people to overtake dangerously". I sincerely hope that none of our members would ever be accused of such overtaking, particularly the overtaking of tractors. I agree that sometimes the items they are towing do appear to be dangerous in themselves, piles of hay or straw bales which seem to be rather insecure and some of the items of farm equipment which I do not understand but look rather lethal. But there is absolutely no excuse for dangerous overtaking. Patience is the thing. Just sit behind them and chug along. The time will come when it will be safe to pass and you will only have lost a little time. I recall a motto which I saw in a souvenir shop many years ago - "Better an hour or two late in this life than many years too early in the next!"

Safe travelling!

*Harry Henthorne*

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## **Headlining Stains**

I read with interest the letter from *Tony Fearn* in the September Newsletter about staining of the headlining in his Nuevo and Quality Control. I would like to comment on that letter and also the following one from *Peter Jones* who is thinking of changing his Duetto for a Nuevo.

At Easter this year I sold my Duetto LE and bought a new Nuevo two berth 2.2 litre. At first I thought that I had made a big mistake. I was disappointed at the lack of Quality Control and made my feelings known to Ian Capes, Auto-Sleeper's Chief Executive. As a result I spent one whole day at the Willersey factory while they sorted out all the faults. The faulty water level indicator reoccurred after five weeks and I am now waiting to have that fixed again and I am assured that it won't happen again. Like *Tony Fearn* says, Oh yeah!!!

However, after the initial disappointment I am pleased that I changed (I think!). The Nuevo is much quieter than the Duetto LE with

much more room and cupboard space. A nice vehicle to drive and on a recent 2,000 mile trip around Scotland it managed about 31 mpg.

In conclusion, I would say to *Peter Jones* if you are serious about changing your Duetto for a Nuevo, choose a dealer close to home or like *Tony Fearn* you might get to know the route from home to Willersey very well. Good luck.

*Michael Carrington*

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## **Power Loss**

I was very interested in the letter regarding the power loss in a 2000 Legend (Newsletter July 2004). I purchased my Legend new in November 1999 so I felt that I should check my fuses. Lo and Behold, I had one fuse holder that came away with little effort. Like *Malcolm Prestwood*, I refixed the fuse holder with a nut, bolt and a touch of Nutlock. In future I will regularly check the fuse holder and any fault that I may get with my 12v DC circuits, I will look there first!

Now the question is why does this happen? The fuse holder is fixed to the terminal spade through the baseboard using a blind rivet (we called them pop rivets when I was in the RAF) inserted from the back. The rivet used is not long enough for the job. When the rivets were fitted, the opening up of the rivet on the terminal spade is very small and has little strength, the reason why it can come adrift.

When designed, I suspect the rivet was used as the quickest and cheapest form of fastening, which I accept. But why then did ZIG go and spoil it by using such a short rivet?

1. Was it very much cheaper than the next longer rivet up of that size? I doubt it.
2. Would the next longer rivet stop the fuse seating properly in the spring clip? Could be, but again I doubt it.
3. Were the rivets in question the only stock rivets that ZIG had at the time and saved the cost of getting longer rivets into stock? No comment!

I would have thought that the best solution would have been by using the next size rivet up, but fitted from the front not the rear. It would look much neater and would not foul anything on the rear of the board when fitted. This is the second problem I have had with ZIG equipment (my letter in July 2003 Newsletter).

### Suggested method of checking and repair.

1. Remove terminal cover and fuses, ensuring you know the location of each fuse. Using a pair of pointed nose pliers pull gently forward each fuse clip. If clip remains firm, replace fuse.

2. If clip pulls away, disconnect habitation battery, remove ZIG panel.
3. Remove all defective terminal tags, disconnecting the wires and noting their location.
4. Remove defective rivet(s) from terminal tag.
5. Using a screw (with a round or cheese head) of diameter 2.6 - 3 mm, length minimum 6.5 mm, insert through fuse clip baseboard and terminal tag, fit nut, applying Nutlock to the thread and tighten. Repeat with all other loose fuse holders. Replace all wires and fuses.
6. Refit ZIG panel and terminal cover. Reconnect battery.

*Robin Gardner*

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## **Around Britain**

In 1997 after a lot of looking, comparing, poking, measuring we bought an Auto-Sleeper Duetto motorhome. We had graduated from a frame tent, to a small touring van, to a luxury touring van, and after 25 years into a motorhome. We knew what we wanted. Then – where do we go? – having recently also retired, Why not do the coastline of Britain. Seemed like a good idea. Map of Britain on wall – van full of provisions - van full of fuel – off we went. Coast of Norfolk, Suffolk and Essex – back home. Marker pen out. This quest has taken us 8 years to complete, the marker pen, (different colour for different years) now shows a line completely round Britain. This has not been our sole quest, Owners' Club Rallies, Netherlands and Belgium twice, have all been done in the 8 years. 33,000 miles later.

We have tried to use the nearest road (suitable for a motorvan) to the coast, without being silly - 5 miles down the same road to see the shore and back, is not our idea of doing the coastline. How come the A roads in parts of Scotland are narrower than some unclassified roads in Cornwall? We have gone round the coastline of Britain – excluding the islands, apart from the Isle of Wight. We have seen some very picturesque coastline, we have seen some very British weather, good and bad. Horizontal rain on Dunnet Head. Scorching sunshine in Brighton.

Where were we on 11th September 2001 (9/11), Scourie Caravan site, North West Scotland, overlooking the sea loch along with 4 other vans. What a contrast to the events in another continent. We have seen the NHS at it's best. Being able to go along to see a doctor - get potions and tablets and then continue along our way. We stayed mainly at Caravan Club sites, but used some Camping and



**OCTOBER 2004**  
**Rally Supplement**

***Applications for all rallies, unless otherwise stated in this supplement, are to be made using a rally slip by post.***

***If you intend to take a car/trailer or tent to a rally please inform the marshal.***

***Please remember that ALL rallies start at 12 noon unless otherwise stated in this supplement.***

**1<sup>st</sup>.-3<sup>rd</sup>. October (2 nights) Great Central Railway, Quorn, Leicestershire**

Station Tel.No 01509 416704. (Weekends & when station open).

Marshal's mobile 07810 455318.

Rally Marshals: Elizabeth & Bill Grimsley.

**Directions**-Quorn is situated south of Loughborough close to the A6 and can easily be found by following the **brown signs**, but make sure you end up at QUORN and not one of the other stations, as they are all marked with **brown signs**. The station is situated on the left side of Woodhouse Road opposite the Manor pub, before the railway bridge when approaching from Quorn.

**THIS RALLY IS NOW FULL.**

7<sup>th</sup>. – 10<sup>th</sup>.October (3 nights) Whitchurch Cricket Club,Whitchurch,

This rally has had to be cancelled due to circumstances beyond our control.

12<sup>th</sup>. – 15<sup>th</sup>.October ( 3 nights) The Camping & Caravanning Club Site,Ashes Lane,Staveley, Kendal,Cumbria.LA8 9JS

Site Tel.No. 01539 821119 (No calls after 8.00pm.)

Map ref. 097/479964.

Marshals:Jill & James Bertlin with Sue & Peter Coward.

**Directions:**Leave M6 at Junction 36, follow A590 (SP Barrow & the Lakes) and join A691 SP Kendal & Windermere. Turn left at International Camping Sign just north of Kendal.

Those of you travelling from Windermere ignore Int. Sign.-continue for 1 mile to big roundabout then return northwards.

Please DO NOT ARRIVE before 12noon.

**THIS RALLY IS NOW FULL.**

22<sup>nd</sup>. – 24<sup>th</sup>. October ( 2 nights) Eden Camp, Nr.Malton,North Yorks.

Emergency Tel.No. 0777 557 0182.

Rally Marshals: Jan & Vic Hicklin.

Site Fees:£9.00 per unit per night (includes VAT & unlimited admission to museum & use of Hut 12 for weekend). **No Electricity.** All hardstanding on car park.Elsan disposal & water available .

Rally Fee:£1.35 + 50p per person (incl.VAT).

Rally slips to: Mrs. J. Hicklin, 381 Manor Road, Brimington, Chesterfield, Derbyshire. S43 1PP. Tel. No. 01246 236 157. Cheques payable to Mrs. J. Hicklin. *After 15<sup>th</sup>. October the marshals will be available only on 07749378587, 9.00 – 10.00a.m. & 6.00 – 7.00p.m.*

**Attractions:** Eden Camp is a modern history theme museum set in a P.O.W. camp. Malton is within walking distance of the camp.

Friday evening get together & Saturday evening an American supper in Hut 12. 1940's dress optional. Meals served in the Naafi.

**Directions:** Junct. A64 York to Scarborough road & A169 Malton to Pickering road.

**Rally opens 12 noon Friday & closes 12 noon Sunday.**

Late arrivals will have to park outside gates which are locked between 2030hrs. & 0800hrs. *Limited to 40 Vans.*

### 22<sup>nd</sup>.-24<sup>th</sup>. October (2 nights). Shire Hall, Mold, Flintshire for Houghton Weavers Concert.

Rally Marshals: Betty & Andrew Entwistle.

Site Fee: £5.00 per van per night (£3.50 single occupant).

Booking slips & cheques, payable to B. & M.A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Yorkshire. HX7 6DP.

Tel. No. 01422 847 550.

Levelling blocks will be required on hardstanding site.

General enquiries to John Greenwood 01352 754794.

*Please indicate on slip the number of tickets that you will require for the concert. Cost of these and cost of coach to concert will be arranged on arrival.*

**Directions:** From North M6---M56---A5117---A494 signed Mold---

A541 turn right to Theatre Clwyd. Follow ASOC signs.

From South, leave Wrexham bypass on A541 signed Mold, follow brown tourist signs for Theatre Clwyd, then follow ASOC signs.

**DO NOT ARRIVE BEFORE 6.00p.m. FRIDAY.**

**28<sup>th</sup>. – 31<sup>st</sup>.October ( 3 nights) Eastham Hall C.P.,**

**Lytham, Lancs.**

Site Tel.No. 01253 737907(Emergencies only).

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

Site Fee:£10.50 per night,includes electricity and use of centrally heated hall for 3 nights.

Rally Fee:£3.00 per van & £1.00 per person, (both include VAT).The price of the hall has increased hence higher rally fee.

Booking slips & cheques payable to B & V Kaye to Mrs.B.Kaye,14 Firthwood Rd.,Coal Aston,Dronfield.S18 3BW. Tel.No. 01246 412 679.

**Attractions:**All the fun of the sea-side at Lytham St.Annes,Fairhaven, Blackpool.Go shopping at the Freeport.

**Thursday 28<sup>th</sup>.** Tea/coffee & biscuits in the hall.Welcome to friends old & new.Bring your spare camping equipment to our Bargain Table.

**Friday 29<sup>th</sup>.**Hot Pot & Sweet in the hall £2.75 a head.Tea/coffee will be provided.IF we can persuade him there will be a CEDRIC quiz!!

**Saturday 30<sup>th</sup>.**Fish & Chip supper in the hall £3.25 a head.Tea/coffee will be provided.Competition HOME MADE HALLOWEEN MASKS will be judged.

Hopefully Tom will give us another monologue which will be followed by the raffle.

**DO NOT SEND MONEY for meals.**

We exchange CHRISTMAS CARDS with friends which saves a lot of postage.

**Sunday 31<sup>st</sup>.** Tea/Coffee/ biscuits. Rally ends.

**Directions:**A584 to Lytham on entering Lytham at first mini roundabout turn **RIGHT** over railway bridge to next roundabout.Turn **RIGHT** again at S.P. Kirkham.Site on **RIGHT** after ½ mile.

**5th. – 9<sup>th</sup>. November (4 nights) Sedgemoor Carnival Rally 2004, Burnham on Sea Holiday Village. Burnham on Sea, Somerset.**

Rally Marshals: Linda & Keith Ellis & Sheila & Ivor Barnett.

Site Fee:£31.00 for 4 nights including electricity & hardstanding.Rally Fee:£2.35. both include VAT. Toilet block facility,limited use of club bar and entertainment complex.There is a cycle hire facility on site for the more energetic.Bring your “cozy” because we may also have access to the swimming pool.A coach trip to the Clarks village of Street may be arranged for Saturday at about **£3.50 per person**.Please state if interested on rally slip.

Sorry **NO PETS** allowed on site,rule carved in stone & enforced.

Send rally slip & cheque for **£33.35** by mid October to: Brian Ellis,52 Golf Links Road,Burnham on Sea, Somerset.TA8 2PP. Tel.No. 01278 784 524.

The Monday evening carnival procession is possibly one of the best “FREE” shows that you will ever see .The site is Burnham on Sea Holiday Village about 10 minutes stroll up the prom to the town centre and Carnival route.

**Directions:** M5 junction 22,Burnham on Sea.To the large (Edithmead A38) island,turn **left** and follow signs for Burnham Holiday Village,(Taunton A38).Approx. one mile, **straight** over island (A38).

Continue after caravan sales over railway bridge,then turn **second right** signed Burnham Holiday Village.To mini island by petrol station,turn **left** towards Burnham town centre.Holiday Village about ¼ mile on the **left**.

If you wish to apply for a rally and are unsure of the correct procedure please consult the sheet "A Guide for new rallyers". This sheet can be found in the pack sent to new members after joining the Club.

If you wish to run a rally in 2005 please contact me to check dates before booking with a site. A "Guide to New/Possible Marshals" is available. If you would like one please contact me, details below.

If you wish your 2005 rally to appear in the provisional list that is distributed in the January Newsletter then please contact me before the end of November 2004.

We depend on volunteers within the Club to act as rally marshals. If you know of a suitable site why not think about running a rally. It is not difficult & help is available. It is important that all potential rally dates and venues are checked with me first as unless they are approved by the Club, there will be no Public Liability Insurance.

**Neil C. Rogers**  
3 Appleby Close,  
Aldbrough St. John,  
Richmond,  
North Yorks,  
DL11 7TT.

**Tel./Fax. No. 01325 374 540    E-Mail. [ncr@nasuwt.net](mailto:ncr@nasuwt.net)**

Local assistant: Jerry Haxton (01483 223 476) Woking, Surrey.

**E & OE**

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

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

Post code:.....

Phone No.:..... Van Reg:..... Length.....

Membership No:..... Day/Time of arrival.....

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

Name..... Phone No.....

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

.....

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

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

Post code:.....

Phone No.:..... Van Reg:..... Length.....

Membership No:..... Day/Time of arrival.....

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

Name..... Phone No.....

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

.....

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

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

Post code:.....

Phone No.:..... Van Reg:..... Length.....

Membership No:..... Day/Time of arrival.....

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

Name..... Phone No.....

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

Is this your first ASOC rally? Please tick box. Yes  No

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

Names of Adults.....

Names of Children (including ages).....

Extras: Please indicate which you would like, If available:

Electricity: Yes  No  Evening meal: Yes  No

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

Full payment MUST accompany this slip-cheques payable to the marshal.  
**POST FORM TO REACH MARSHAL 14 DAYS BEFORE EVENT,IF POSSIBLE PLEASE!**

Is this your first ASOC rally? Please tick box. Yes  No

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

Names of Adults.....

Names of Children (including ages).....

Extras: Please indicate which you would like, If available:

Electricity: Yes  No  Evening meal: Yes  No

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

Full payment MUST accompany this slip-cheques payable to the marshal.  
**POST FORM TO REACH MARSHAL 14 DAYS BEFORE EVENT,IF POSSIBLE PLEASE!**

Is this your first ASOC rally? Please tick box. Yes  No

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

Names of Adults.....

Names of Children (including ages).....

Extras: Please indicate which you would like, if available

Electricity: Yes  No  Evening meal if arranged: Yes  No

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

Full payment MUST accompany this slip-cheques payable to the marshal.  
**POST FORM TO REACH MARSHAL 14 DAYS BEFORE EVENT,IF POSSIBLE PLEASE!**

Caravanning Club and privately run sites. It is clear that the Caravan Club has the edge for quality, but the others are closing on their heels.

Site List.( Alphabetical order)

Baltic Wharf (CC)	Black Horse Farm (CC)	Black Knowl (CC)
Blackpool South (CC)	Bognor Regis (CC)	Broadlands (CC)
Brown Moor (CC)	Bunree (CC)	Burford (CC)
Carradale Bay (CC)	Coed-y-Llwyn (CC)	Craigie Gardens(CC)
Culloden Moor (CC)	Damage Barton (CC)	Dunnet Bay (CC)
Durness C'van Site (Pte)	Edinburgh (CC)	Ferry Meadows (CC)
Garlieston (CC)	Gibson Park (CC)	Godrevy Park (CC)
Gowerton (CC)	Houghton Mill (CC)	Inverewe Gdns (CCC)
Low Manesty (CC)	Lynton (CCC)	Market Rasen (CC)
Meathop Fell (CC)	Merrose Farm (CC)	Moffat (CCC)
Morn Hill (CC)	North Ledaig (CC)	Nunnykirk (CC)
Orchards (CC)	Presthopte (CC)	Sandringham (CC)
Seaview (CC)	Scragged Oak (CC)	Sourie C'van Site (Pte)
Shawsmead (CC)	Sheepcote Valley (CC)	Silverbank (CC)
Treamble Valley (CC)	Trewethett Farm (CC)	White Water Park (CC)

Living in a motorvan we use the van as our vehicle, and transport for the day, and just use the security and site facilities during each evening. We have tried to do the tourist bit, as well, visiting local attractions, beauty spots. We really do have such a lovely country. After 8 years we need another goal --- any suggestions??

We hope that other members will find this interesting, and not be deterred from embarking on a longer term project, we have enjoyed the experience.

*Diane and Eric Ferrand*

I am sure that many of us will have been to some of the sites listed. I cannot agree that the Caravan Club always has the edge for quality because some of the Camping and Caravanning Club sites are certainly their equal. Many private sites do not seem to bother too much with the idea of the 20' rule, in one case I could not open the front doors of the van that I was then using because of the proximity of the neighbours. And I would also comment on the motorhome waste disposal sites in some places. Everything from the twee with a neat little fence so that we could not get the waste dumped without a bucket to those where the front of the van was downhill from the rear! But many are improving.

-----ooOoo-----

## **FROM THE FACTORY**

The motorhome market continues to grow and if demand continues, over 8000 new motorhomes should be sold and registered in the UK this year, an all time high. From the company's point of view, our year to date growth is running at a little over 10% and this now gives us the opportunity of focusing in on the improvement of our quality standards, the development of further new models and much more.

We are shortly to acquire Conformity of Production Accreditation. Alan Curry, our Quality Manager, is undertaking this demanding role and in turn is introducing a total quality improvement (TQI) system within the unit preparation area, one small - but nevertheless vitally important aspect of factory production. This is already proving to be of significant benefit with improved product quality, a reduction in stock levels, work in progress down from 5 days to 1 and to everyone's benefit a better working environment through improved factory cleanliness and organisation.

Now that TQI is proving so very beneficial to the unit preparation area, we shall be expanding this system throughout the factory during the coming months.

The new computer numerical control (CNC) routers are now up and running and are showing a real benefit both in meeting production needs and, of course, quality. These are housed in a new factory unit that we have recently acquired and shortly we shall be manufacturing all our own furniture panels. This is a major step forward and again the benefit of this, not least through it being under our own direct and local control, will be beneficial to all.

On the production front the first of the Mezans are now coming off line and progress with the Inca, which is now in build, is encouraging. Likewise, the Volkswagen T.5 Trident and Trooper are rolling off line - for those of you who have not had sight of these models, a trip to your local Auto-Sleeper dealer would certainly be more than worthwhile, or alternatively ring the factory for a brochure pack.

Many of you will remember Stuart Clements who has been with the Company for the last 40 years - much of that in running the Sales office and who retired last month. His knowledge of the older vehicles in particular will be sorely missed and his forever helpful manner and good humour is almost irreplaceable. His rapport with both dealers and customers alike was considerable and I know that I speak on behalf of us all in saying he will be very greatly missed. He has, with Lorna, started a new venture of bed and breakfast accommodation in Malvern, so any

of you who might wish to have a relaxing week in the Malvern Hills, would be well advised to contact Stuart for some most comfortable and luxurious accommodation! His telephone number is 016 8456 4418 - you will be greeted more than warmly - what better an opportunity to catch up on the good old days!

Kind regards and best wishes to you all. Next month we'll tell you of our activities here at the Service Centre.

*Charles Trevelyan*

-----oooOOOooo-----

## Dresden Revisited

*Tonie Smith's* moving account of her visit to Dresden for the raising of the Cross and Orb on to the restored Frauenkirche took us back to our own first view of Dresden in 1990. It was just three weeks before the merger of East and West Germany and we had arrived in our Auto-Sleeper at the central square, the Altmarkt on a Sunday afternoon. Parked near us was a Dutch motorcaravan and we told them we hadn't seen any signs to the camp sites. The Dutch lady said: "You can never find camp sites in East Germany, we just go to the town centre and stay there: we've been here four days!" On the following morning we were surrounded by little Trabants which had arrived quietly enough not to wake us.

When it was time to leave we turned the van round in the evening so that we could drive straight out of the crowded square. In fact we stayed three nights having first located the central station and its loos! The Frauenkirche was then a heap of rubble, apparently left as a memorial to the monstrous destruction of that beautiful city. We did find a delightful campsite beside a lake in the grounds of the Moritzburg Castle just outside the city.

It is good to know that the great dome has returned to the Dresden skyline. In 1990 in the church of the Palace which was still being restored there was a chapel dedicated to the victims of Nazism starting with the 1930s opponent of Hitler, Pastor Niemöller.

*David & Celia Matthews*

-----oooOOOooo-----

## From the Technical Group

Several members have been raising the point that there are no markings on the new Peugeot Boxer headlights to position beam deflectors, for continental driving. I have now sourced a provider (no doubt there are others) who markets a universal package with the

correct shape (round!) for the Peugeot and illustrates exactly where it should be placed. The company is Travel Spot Ltd, Molehill Barns, Sutton Road, Eyeworth, Bedfordshire, SG19 2TP, and are called "Eurolites". No doubt main dealers will, by now, have them in stock.

Owners of Motorhomes over 3.5 tonnes are aware that such a weight does bring some restrictions. However they may not be aware that when driving on Austria's motorways and expressways they are required to attach a small device a 'GO-Box', to their windscreen. This device deducts toll fees automatically at toll points. The cost is 5.00 Euros (plus pre-paid credit if required) and is obtainable from service stations in Austria and neighbouring countries. On-the-spot fines are expensive.

I have been asked for advice regarding using caravan type covers to protect Auto-Sleepers from the elements - when not in use. Unfortunately I have no such information regarding their use, quality of protection or any precautions (i.e. plastic windows). If anyone has any such information or advice I would be grateful to receive it, and to add it to the Technical library. My address is 18 Greenwood Close, Fareham, Hants. PO16 7UF.

I am pleased to say that 1,010 Ideas Sheets (1,566 sheets) have now been issued to date. It shows, I hope, that there is no shortage of interest in members improving and/or personalising their motorhomes. More ideas are always welcome.

Finally. At this year's Le Bohat rally members were intrigued to see the following literal translation at the site's swimming pool :- "Breathing underwater is strictly forbidden"!

*Baz Wellard*

-----oooOOOooo-----

## **Advice Required**

We are new to motor homing. We have had one night away in our Peugeot Boxer Auto-Sleeper and we call it a success - we didn't blow ourselves up as we are not used to gas. There is so much to learn. We really want to travel about in winter but in the North of Scotland we get some very cold nights. As you can imagine we are worried about the pump and the water freezing in the various water storage compartments.

We would very much appreciate any and all advice on this tricky problem. As many of the sites are closed during the winter months we will be hoping a kindly farmer allows us a small corner to rest our weary heads so no electric hook-ups.

*Rhona Clark*

I suppose that the first piece of advice that some would give would be "MOVE to somewhere warmer!" So much will depend on the actual cold weather you may encounter as to how much the water areas might freeze. One over simplification would be to suggest that if the weather is likely to be that cold, drain the water system entirely and rely on a portable plastic can for your water supplies. After all, you can boil a kettle to get hot water for any purpose, be it washing, washing up or even cooking!

-----oooOOOooo-----

## Peugeot Battery Problems

Further to the comments on vehicle battery drain. Since Spring I have suffered such that within 5-6 days on site the vehicle will not start without a tow. In previous winter months it lasted sufficiently to restart when required. Earlier this year I had electric front windows fitted by Peugeot dealer/workshops. They have since checked all running current under power etc., but not necessarily the standing current. To date I have replaced the vehicle battery as suspicious but I have noticed that after switching off and opening the bonnet a distinct click every 2-3 seconds is evident.

But why does the energising of the electric injection pump still occur after switching off the engine? Removing fuse No. 18 (Elect. Injection) also stops this ticking as indeed does disconnecting a battery terminal and it does not restart when reconnecting the fuse or the battery. Evidence to date is a single Scotch Lock connecting to wire in this area.

My own regulated charger would not recharge the battery which registered 2 volts prior to the holiday. I had to borrow an older version. I noticed that the speedometer did not work when we left for France last August.

The Peugeot manual advises disconnecting the battery when recharging and again if the vehicle is not used for a month or more. I should like to have a vehicle battery isolation switch fitted for peace of mind while on site.

My daughter drives a Peugeot 406 Estate car which was used recently to jump start another. Subsequently it had a blown fuse and the G.P. system was reset to its initial start date. Peugeot service advised that with modern electronics in vehicles one should only ever use a set of jump leads which contains a surge limiter.

The garage diagnosed a broken cable on the speedometer (it's not a transducer yet). There are two take-offs from the gearbox, the other

going to the electric control unit. What if this one broke? Apparently inefficient running of the engine and prone to stalling but it would run.

I have had an isolator switch fitted to the negative terminal on the battery so that it can be isolated at a mere turn of the knob. Perhaps this should be recommended for all motorhomes.

The garage suggested that the ticking of the fuel injection pump is the pressure release valve. They will endeavour to monitor the current drawn prior to isolating the battery to find out what drains it in 5-6 days after driving. Before our holiday in May the new battery was found to be at 2 volts after a period of the Symbol standing parked.

*Roy Newbury*

I cannot profess to be the world's greatest authority on things mechanical and electrical but it does seem to me that with the advent of so much apparent electronic gadgetry there is now so much more that can go wrong. I recall the very simple electric wiring that was prevalent on my first motor vehicle - a 1935 Morris 8! Would that we had kept things simple!!

-----oooOOOooo-----

## ***Motorhome & Motorcycle***

2003 started badly with the loss of a friend who collapsed in Australia where he was visiting friends last summer. We didn't expect to see him again but he came home and fought on until January. He was escorted on his final trip by our motorcycle club and the Exmoor Search and Rescue Team. He tried to get out of the hearse as we moved off; we reckon he wanted to get his last ride on a bike!

I took my bike to the Bristol Show in February. The Vincent seized solid at the beginning of May, on the Thursday before the bank holiday. I was doing 75 after a TV camera shoot. I fetched it home on a trailer, hosed it off and took it to a bike show at Shepton Mallet for our club display. On the Sunday morning I found a rosette on it as Best in Class! Its not concours, not polished, not original (reflective number plates, 12v electrics, halogen lights, ball-end levers etc., didn't exist in 1951) but the judge was apparently looking for bikes that were ridden, not just for show. The £100 cheque came in handy. As I've had piston trouble before, I had a complete new barrel and piston and the crankshaft was slightly out of line so it should be a lot smoother when I finally get it back on the road. Trouble is, we seem to have been very busy one way or another.

In May there was an anniversary service at my old church, St. Gabriel's in Westminster so we saw a few old friends. In June we went

to a Vincent Rally at Popham airfield, just off the A.303, where grandson Kieran and I had a flight and then he had a high speed ride in a sidecar. This was followed by a local rally near Combe Martin and then one at Ford Widley, Portsmouth.

We then had another funeral which, despite the sadness of the occasion, had us all laughing. "Tigger" was following two cars at 40 mph when a lorry came out of a turning and hit him. His girl friend got a DIY coffin and painted it in his favourite colours only to find on the morning of the funeral that it was 3" too short! By the time they got another coffin it was getting late. The hearse was a special sidecar outfit driven by a reverend. Coming from Reading via the M.4 and M.5 it acquired a police escort and became the fastest funeral in the west at 90 mph! Fortunately it was a green funeral, no church or crematorium so being late wasn't so critical. A session of tributes in a village hall was followed by burial in a field, with a tree to be planted on top.

July's weekends were occupied by a Vincent rally near Hever Castle in Kent; the Club and Company rally at Malvern; our annual Tarka motorcycle run around Exmoor and a big family barbeque near Andover organised by the next generation. We also took the grandchildren to a local campsite for a few nights to see if we could cope with Frazer. The weather was reasonable so the pair of them disappeared with other children but were still within earshot if things went wrong. It was amazing how Frazer could always find a young girl to push him on the swings.

In August we went to a steam rally at St. Issy in Cornwall then set off 3 days later for a fortnight with the boys. Kieran's godmother, Doreen, came with us so he slept in her van. First stop was the Bristol Hot Air Balloon Festival for 5 days then the Baltic Wharf campsite in Bristol to see the Great Eastern, the zoo and the museums. We then moved to Devizes where we climbed the Caen flight of canal locks. Was it 19 or 21? Doreen has an old rescued shelti type dog with heart problems so she had a push-chair for when it got tired. Frazer turfed it out when he got tired. It wasn't so bad coming down again.

We then moved to the Caravan Club site at Longleat. We took the safari bus to see the animals; you don't have to worry about windscreen wipers and radio aerals. Unfortunately the elephants have gone to France because of some EC decree - wonder if the French are so obedient? Frazer is one of those that won't go to bed; 9.30 pm generally. One evening we thought he was so tired he flopped at 7.00 pm so he was tucked in and we settled down outside with some wine

etc. Ten minutes later he appeared round the side of the van, so it was 9.30 again!

*Dai Davies*

This item, only half of which has been included here, has been hanging around on the spike waiting for a bit of room. More perhaps next month.

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## Wanted



Immaculate late "cream" Duetto (not new shape). Must be diesel, manual gearbox and non-smoker. Preferably garaged and additional rust proofing from new. All domestic equipment and alarm working. Tow bar and bike rack. Tel: Rob Wagstaffe on 019 9381 1027 (Oxford)

or e-mail [rwagstaffe@canvaswindmill.co.uk](mailto:rwagstaffe@canvaswindmill.co.uk)

Thanks for the donation.

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## For Sale

Peugeot Boxer Nuevo 2.0 HDi Diesel, Nov 2002, 5100 miles, 2 Berth, Immaculate, Non Smokers, Standard Auto-Sleeper Spec plus Drivers' Swivel Seat, Omnistor 3m Awning, TV Aerial & Booster, Rear corner Steadies, Exterior Side Access Locker, Roof Rack & Stainless Steel Ladder, Rear Reversing Mirror, Internal Screen Insulation and Gemini Thatcham Alarm. £26500.00 ono. Contact Pete Chipchase on 012 2628 7436 or e-mail [peter.helmetsnarf@virgin.net](mailto:peter.helmetsnarf@virgin.net) (South Yorkshire)  
Thanks for the donation.



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Peugeot Executive 2.5TD, reg Aug 1998, 20,000 miles, 2 berth. Awning new this year. Excellent condition, non smokers. £22,000.00. E-mail [ianjking@btinternet.com](mailto:ianjking@btinternet.com) or phone Ian King on 012 5884 0868 (Wimborne, Dorset).

Thanks for the donation.

#####

Peugeot Boxer Executive 2.5 Diesel, 1996 'P' reg. 2 berth. 41,000 happy and totally reliable miles. Excellent condition and very clean inside and out. One owner from new, no pets, children or smokers. Recent cambelt, leisure battery and tyres, new MOT. Driverite rear suspension aids. £17,950.00. Please call Roger Green on 018 4384 4989 (Birchington, Kent).

Ford Transit Amethyst, 2.5TD with intercooler. May 1997 (P). 25,000 miles. 4 travel seats. Double or two single berths + overcab bed. Fiamma awning. Status aerial. Fiamma 2 way turbo vent. Three cycle carrier. Full service history. MOT May 2005. Non smokers. Usual Amethyst spec and refinements. Many extras including Silver Screens. Excellent condition. £22,000.00. Call Anne and Gary Judd on 017 3089 2878 or 07 732 972 671 (Liss, Hants).  
Thanks for the donation.

#####

Peugeot Boxer Talisman GLS, 2004. 2.8Hdi, 4 berth. 1,700 miles. Electric windows/mirrors, central locking, Status TV aerial, radio/CD player, gas and electric space and water heating, 2 bike rack, Silver Screens. Taxed until December 2004. Bargain as hardly used - £30,000.00 a saving or £8,000.00 for quick sale. Contact Basil Davis on 017 2274 4927 (Salisbury)

#####

Internally fitted padded Silver Screens for Ford Transit cab (not new model). Little used. £30.00. Phone Harry Toner on 028 9062 8061 (Northern Ireland).

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Ford Ravenna 2.4TD 2001 'Y' reg. 10,000 miles. L shaped rear seating. Full cooker. Fire and water heater operated by gas and electric. Fiamma bike rack and awning, rear view camera, Silver Screen, Cobra alarm. Treated with Supaguard exterior and rustproofing on underside. No children, pets or smokers. Mint condition. £25,000.00 ono. Tel: John Peach on 015 5384 1832 or 07 769 964 015 (Kings Lynn, Norfolk).

#####

Talisman GL, 1989 'F' reg. 1.9 litre Talbot petrol. MOT & Tax Mar/Apr 2005. 77,000 miles. Excellent condition for year. Many extras and improvements. Would look good in C & C Rally Vintage section. Sale due to purchase of a newer model at that rally. I hope to find a caring new owner. I am looking for offers around £9,500.00. For further information contact Brian Felgate on 019 2263 8537 (Walsall or e-mail [brianfelgate@supanet.com](mailto:brianfelgate@supanet.com))

#####

Talisman 2.5 diesel, 'D' reg. Only 26,000 miles. Awning, 3 way fridge, full cooker. As new throughout. Very unique. Must see to believe. £12,500.00 (P/X for Hymer would be nice??) Tel: Anne Brodie or Gordon Birch on 016 8427 4617 or mobile 07806 68694.  
Thanks for the donation.

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