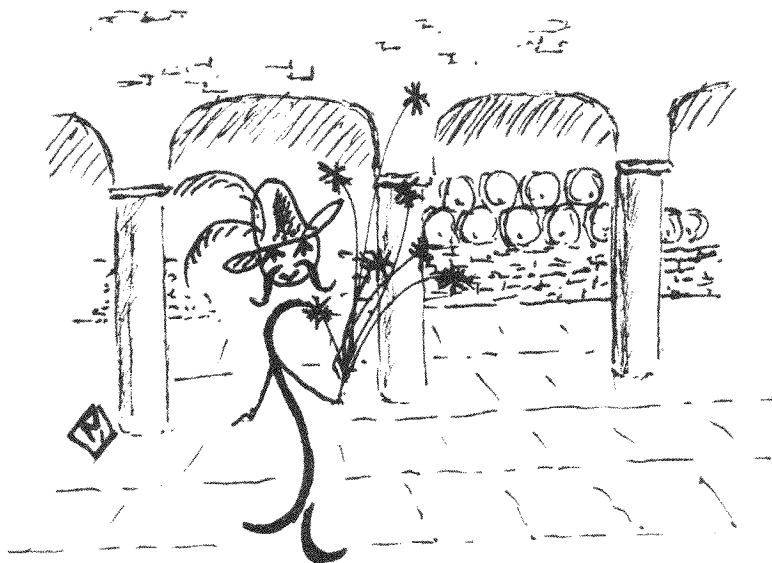


[www.asoc.fsnet.co.uk](http://www.asoc.fsnet.co.uk)

# **AUTO-SLEEPER OWNERS' CLUB**

A Company Limited by Guarantee  
Registered Office: Orchard Works, Willersey, Nr. Broadway Worcs. WR12 7QF.  
Registered No: 4616969



*Well, the big bang didn't work last time!!*

## **NEWSLETTER 218**

## **November 2006**

# From the Editor <sup>(S)</sup>

Hello there, and I'll say welcome home as it seems from the input over the last couple of weeks, that people have returned from their summer sojourns. Probably just to service their vehicles before commencing their winter ones, but am I jealous? (Yes).

We have a lot of rally news, a piece on the very first Sandhurst to be registered by the DVLA and something on Caravan Club insurance, which might be of interest to our non-retirees. And lots more.

We've also got a copy of a letter sent to Charles conveying "sincere thanks for the superb attention you and your excellent team gave to us when we returned our Nuevo to you at very short notice..... to attend to a water leak.." Cheltenham Plastics also did a "successful buff and polish of the area in question". The weather has apparently tested the repair several times already!

There was also a footnote to the letter to the effect that perhaps ASOC should be changed to ASMS—Auto Sleeper MOANERS Club.

They may have a point, so perhaps all of you satisfied customers could let us know about that as well!

It is unfortunate that we cannot print the letter in it's entirety, but we have been unable to contact the authors for permission to do so. However, I trust I have been able to reflect their views adequately.

On a personal note, we've now had our Inca nearly six months (46 nights away—Peter's still working) and whilst not entirely fault free we are absolutely delighted with it. The design of the vehicle suits us to a tee, the spacious, *and heated* shower is better than many land based ones, the cats have made themselves at home in their 2-bed, full facilities Luton and it's a very drivable vehicle.

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*In the October Newsletter Jim Hamilton questioned the availability, as two separate parts, of the bowl and hand basin of the drop down sink. They are indeed available through ourselves—hand basin £43.64+VAT, back panel £43.60+VAT. Carriage approx. £7.50 per item. When ordering please state smooth or pin seal acrylic, in white or beige. Any queries please call the Service Centre 01386 853511*

**Charles Trevelyan**

## The Sandhurst

*David Morris*

I thought that members might be interested in a few observations on the Sandhurst. Ours is the first to be registered by the DVLA and sold to a customer. Noting in the Newsletter that production had started we quickly found one that was on view at Marquis, Lower Upham, who were only too pleased to show it us.

An initial cursory inspection showed it to be well up to Autosleeper's usual high standards of construction and materials quality. The layout is simple and difficult to fault, with the rear end being the bathroom, the central section the kitchen and the bed/sitting area behind the front seats, both of which swivel. The entrance door is in the middle near side with slide out step below.

The VW motor and cab is attached to an Alko chassis. There is ample power (130 bhp) and six gears to play with. Acceleration is good and the power available allows you to at least keep up with other traffic. It is too soon to check fuel use exactly, but it would seem to be at least 30 mpg. It's wind-tunnel testing having an effect no doubt.

The ride is very comfortable with no rattles, bar the grill pan skating around should you forget to fix it. There are one or two things I think could be improved. The various electrical controls, master gas taps and switches are sprinkled all around the interior—it took us four weeks to find the mains hotplate and hot water switches. It's a pity they couldn't all be in one place. The fridge is excellent, but the door opens the wrong way. You have to step into the bathroom to retrieve the milk and bacon for breakfast. Externally the electric step is low and catches on kerbs, as do the exhausts, which are on the near side, presumably due to it's European birthplace (or are we soon to drive on the right?)

There is ample storage space, both in the inbuilt cupboards and under the bunks. The water tank is under the near-side bunk, but it can be slung underneath as an option. There is a locker on the off side accessible from the outside for two gas bottles, which leaves some space for tools, power cable and the like.

Apart from the ignition key, there is one key for all other locks. Do not leave the ignition key in the van as the front doors are self-locking after a minute or so.

We have had a series of Motorcaravans since our first in 1973—all VW based and this is the best yet. I trust this one will be as reliable as all the previous ones.

# Rally News

## Wool Rally

*Barbara & Alan Potter*

As we have run the rally at Wool following on from Shepton Mallet for the last 3 years, we decided this year would be our last. It is a popular venue and it was suggested we make a provisional booking for next year and hope someone would be prepared to run it. We have made a provisional booking for Monday 17—Friday 21 September 2007. **This booking will only be held until the end of December 2006 so if anyone can run this rally next year please let us know as soon as possible.**

## First Timers

*Barbara & Al Buckett*

Having just arrived home from our first rally [at Bracklesham], not only with ASOC but any club, we are wondering why we have been so reluctant to go to any before.

We were made very welcome and befriended by some lovely people in a very short time. Mo and Mike Valentine and Angie and Andy Cavell, and the fine weather, all conspired to make it a memorable weekend.

We declined to join a boat trip that Mo and Mike had organised as the forecast was windy and so was I about sailing in such conditions. They didn't mind at all. We went off exploring West Sussex, which is an area new to us, then joined up with them again for drinks and chats and laughs at various times over the weekend.

Two other couples invited us to their 'homes' for more drinks and chatter. All in all it was an excellent break and we thank everyone who made it so special.

As there seems to be a scarcity of rallies in Kent we are even thinking of getting together with our new friends to run one. I hope this doesn't sound too presumptuous for a raw recruit!

We look forward to many more rallies and if we do run one please come.

## Italy in the Spring

*Ian Day*

NOW IS THE TIME to send your rally slip and deposit for this rally next May. We have had to move the dates back a week from those originally planned, but that means more members going on the rally can also attend the National Rally.

The first week will be at a medium-sized, family-run site on the southern shore of Lake Garda, just 10 minutes' level walk from the centre of the small, ancient island fortress city of Peschiera del Garda with its streets full of shops and galleries. There is a frequent bus service to Verona where the old Roman Arena is now the setting for modern music and drama as well as opera. There are fine churches, markets and buildings, not forgetting the house with the balcony from which Juliet looked down to Romeo. We are arranging an optional coach trip from this site to Venice.

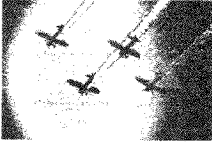
After driving across the Po Valley and through the Tuscan hills, the second week will be spent at a large, well-appointed and well-recommended site in the Il Chiant region close to Florence. The city is only 15 kms and a local bus ride away. Places like Pisa and Siena can be reached without difficulty and there is the possibility of a coach trip to Pisa.

The site fees shown on the rally supplement are based on this year's because we have not yet been told next years. However, we anticipate that when the discounts we are negotiating are taken into account, the figures will not be significantly different.

From initial interest it was clear there would be enough support for the rally, however, in accordance with the Club's tradition, there is no 'list' giving anyone priority, everyone wanting to go needs to send in a rally slip, deposit and sae as soon as possible.

+++++

We received a short report from 'The Shoreham Six' for which Thank You, but I hope they will understand why we chose to publish the report overleaf.



## Shoreham Rally

*Celia & Alan Waugh*

Those of you who have been on a rally may well have had to use your brain trying to solve a quiz kindly provided by the marshals. Apart from it enabling them to sort out the Einsteins from the Beckhams, it also provides a bit of social interaction in swapping and/or trading answers. All too often though, we are all stuck on the same questions!

Anyway, here is a different sort of quiz, which we hope conveys the message.

1. Which influential people were able to persuade the Shoreham airfield authorities to let the Autosleepers use a section of their airfield for a rally?
2. Which people arranged a superb visit to see and learn about the day-to-day life of the Sussex Police and Air Ambulance helicopter and its staff?
3. Which people with a sense of occasion made emptying one's toilet such a social event?
4. Which kind people provided many cups of steaming hot tea and coffee?
5. Which clever people managed to arrange for the rain to fall only at night?
6. Who gave up an afternoon so that some of us could post early for Christmas?
7. Which amazing people prepared and served a meal for 47 members only using the facilities of their vans on site?
8. Who contributed to the raising of over £1,100 for R.A.F.A. (Royal Air Forces Association)?
9. Who had a memorable 5 days at Shoreham?

### Answers

1. The Marshals of the Shoreham Rally. Our site was a cordoned-off area on the edge of the airfield so we were able to watch the rehearsals and on the day of the airshow itself we had no need to move our vehicles and were able to come and go, at leisure, to the airshow. Also the time others spent queueing to get out of the car park meant extra time for us to drink wine in the late evening sunshine whilst watching a few impromptu displays.

2. The Marshals of the Shoreham Rally. One evening we walked over to the hangar where the Sussex Police helicopter is based and were given a very informative and amusing talk by one of the pilots. It also doubles as the air ambulance and sometimes carries police dogs. Such was our interest we didn't notice the fading light and were left in the dark admiring a black helicopter. It wasn't called out, but had it been at 2 in the morning, the pilot promised to fly over and wave!
3. The Marshals of the Shoreham Rally. The chemical disposal point was across the main runway so the necessary task of emptying one's toilet had to be done after the airfield was shut. At 8pm each evening, those wishing to partake in the ritual collected between fluorescent-jacketed marshals and were escorted by torchlight, to the strains of 633 Squadron, the Dambusters and Land of Hope and Glory.
4. The Marshals of the Shoreham Rally. Several coffee mornings/evenings were arranged giving plenty of opportunity to socialise.
5. The Marshals of the Shoreham Rally. Good weather is always important, but on this occasion necessary for the airshow and fortunately the only rain fell at night. Not only good for the airshow, but for the biking, walking, visits to Lancing College, Brighton, Hove and Eastbourne. It was rumoured some who escaped visited local libraries to find answers to the quiz! There's always somebody desperate to win the valuable prize!!
6. Rita Tubb. She organised a craft session on Christmas cards. It's amazing what Rita managed to find for us from her cavernous lockers.
7. The Marshals of the Shoreham Rally. Whilst AS vans are beautifully equipped with fridges, hobs, ovens and sinks it will be appreciated they are not intended for corporate catering on a grand scale. However, the marshals prepared and served a delicious **three course meal** with choice of wine, plus coffee and mints, with the 'staff' dressed as waiters. So calm, so professional. We were all highly impressed.
8. The Marshals of the Shoreham Rally. An AS rally usually produces a good sum for a chosen charity and the Shoreham rally donated a fantastic total for R.A.F.A. Incidentally, the star prize was a natty little device for cleaning one's grey water, kindly donated by Cedric, though people could be forgiven for not understanding how a bag of grass clippings tied with pretty ribbon, complete with unprintable information, could do the job!! Whoever drew the final ticket must be applauded for managing to draw Cedric's number. When you next see Cedric check the startling effect of his invention.
9. Everyone!. Thanks to Shirley & Chris Sturgeon, Theresa & Dave Smith and Lin & Tony Fowler—you were a great team.

*And Final Rally News*

**Netherlands 2007**

*Mike Hall*

You will see in the rally supplement that Jeanne and I plan to run a rally in Alkmaar in 2007. This may puzzle some of you as initially we were planning one on the outskirts of Amsterdam, so why the change of plan?

We have just got back from The Netherlands where we considered the three sites on the outskirts of Amsterdam, but only visited two because the one in the north, Camping Vliegenbos, was beyond the river, didn't take dogs and was expensive.

The two we visited were Gaasper Camping in the south-east and Camping Het Amsterdamse Bos in the south-west. They both had immaculate toilets and showers, but you had to buy a token for the shower and take your own toilet papers. Gaasper's site itself was beautifully cared for and had waste water drains by each pitch, but it was set in parkland which was very run down and uncared for and had graffiti on every surface possible—trees, signs, benches, etc. Apart from cycling along roadside cycle-ways to other suburbs, the only thing to do was take the metro into Amsterdam. However, that was very efficient to do as the station was five minutes walk away, where you could buy your ticket for a set journey or a strip ticket from a machine then stamp it for 3 strips (1 base, then 1 for each of 2 zones), then in 20 minutes you were in the city and continuing your journey by tram without further charge as the journey was in the same hour. We felt that to have only one realistic activity would not justify a weeks rally.

The other site, Camping Het Amsterdamse Bos speaks for itself—if you speak Dutch, "se" at the end of a word is the possessive and Bos is forest. The site is in the forest with miles of walks and cycle paths and almost next door is Aalsmeer Flower Auction (who claim to be Netherlands biggest), who welcome visits every day. 2 buses take you into Amsterdam (still 3 ticket strips because you take both in the same hour). In addition there is a supermarket 10 minutes bike ride away and the campsite staff are friendly. There had to be a snag didn't there! It's next door to Schipol Airport and the site is scruffy.

You will understand that when we saw Camping Alkmaar with all its advantages, we found it very easy to be persuaded to change our minds. Their only snag are the small pitches, but the site is an official one so the authorities have clearly approved it.

We would be grateful your comments, by email or when we meet, about our comments on the Amsterdam sites we found. We think Camping Het Amsterdamse Bos has possibilities, but could you cope with a scruffy site and all that aircraft noise?

## Auto-Sleeper Ownership

We have received a letter from Alvar Thorn expressing interest in recent articles on AS quality and enclosing four pages of faults fixed by himself and remedial work since purchasing his VW based Gatcombe (their first motorhome) in June 2002. We don't intend publishing the list, but here is an extract from Mr Thorn's letter.

*"In common with John Dobson and his wife, myself and Ann like our motorhome as it is the ideal size for us. However, it similarly has been plagued with a catalogue of faults and niggles and these, together with modifications that we have carried out have been comprehensively recorded. Thankfully, I am of a practical and resourceful nature and have been able to attend to some 59 items myself, both internally and externally. Those that were outside my scope being attended to by A-S Service Centre, whose attention and assistance in actually carrying out the remedial work and supplying information and various small spares to enable me to carry out various works, has been nothing short of excellent, the VW local main dealership and the AS Dealer from whom the vehicle was purchased, the latter whose after sales services we were not impressed with."*

Although the list had not originally been submitted to Auto-Sleepers this was done at the same time the letter was sent to us and Mr Thorn sent a subsequent email as follows:

*"Simon Vaughan of Auto Sleepers, rang me and we went through all the points on my rather extensive list. From the comments made by Simon it became clear that such feedback is appreciated by Auto Sleepers for, as he stated, it serves as a means to improve built quality in the future. Also he said that more extensive road testing was now being carried out with the hope that such would prove to be a means whereby a lot of the niggles could be ironed out. I pointed out that it is not just road testing that is required but actual physical usage of the vehicles is needed for it is only then that any problems really become apparent. I trust that such feedback by Club Members will be acted upon and that build quality will subsequently improve as a result."*

And on a different subject... Rita Daly has been on a saucepan hunt as hers were stolen along with her van. The originals were obtained from Lakeland, who no longer stock them, but, sleuth that she is, she's tracked down the supplier. There are 3 sizes 18 cm down to 14 cm, heavy bottomed stainless steel and they stack into one another with a separate and *efficient* handle very suitable for small spaces. *"They don't have lids but this is easy to get round with a bit of thought, they can also go into an oven. Described as Sitra Multi Pan Set (or grabber pans) they cost £35.00 total from CSSM Ltd., P O Box 6502, Basing stoke RG22 4ZX. You could also try sales@sitram.co.uk. They do appear on a website, but only the French one when I looked.... There is also a 2 frying pan Sitra Multi for £30.00—20cm & 24cm and reasonably deep, and a sauté pan 24cm with glass lid at £25.00. These 2 have non-stick coatings."*

# Technical Group & Website

Baz Wellard

Chairman Technical Group & Webmaster



## Gas Leaks:

In October's Newsletter Norman & Sandra Barmby reported the strange occurrence of similar gas leaks in two Pollensas! I have checked with Auto Sleepers and their comment is: - "It certainly is not a known problem having checked this against the collated results of the various warranty claims we have received, although these of course don't stretch back in such detail to five years ago".

## Lifting a Ravenna:

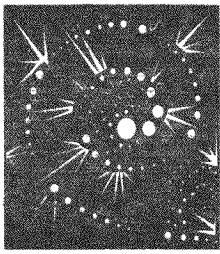
The Editor has forwarded on to me an e-mail from Derek Jackson, wherein he agrees with John Geeson's report (September Newsletter) that the prescribed method of lifting the rear of a Ravenna, to change a wheel, cannot be used as the wheel fouls the Ravenna's skirt – and he offers a solution.

I have had long discussions with Auto Sleepers, Design Department, and they confirm:- "That 100 tests on the lifting of a Ravenna, using the Auto Sleeper supplied 'jack extension', were carried out to meet EN requirements and did prove that the wheel can be removed without interference of the Ravenna body". I have, however, asked the Design Department to conduct further trials, to which they have agreed. When I receive a report I will advise members accordingly.

## Failure of High Pressure Gas System Regulators:

You may be aware of the problem that some owners of motorhomes & caravans have been experiencing with the new high pressure regulators fitted to more recent units. There would appear to be a residue that is collecting in the regulator stopping it from functioning. Laboratory test appear not to be able to reproduce the symptom, and there have been several previous ideas of what the cause may be.

Charles Trevelyan and Brian Jones have kindly passed on information on the latest theory. This is that there may be a reaction between the LPG and the rubber in the hose that causes a residue to leak back into the regulator thus becoming partially blocked and inoperative. The

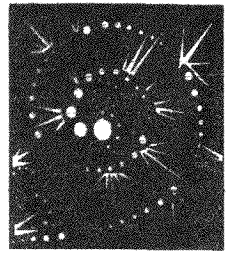


# **November 2006**

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# **Rally Supplement**

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***Rally Marshals- please do not book any rally sites without checking the dates with me first.***

All rallies start at **12 noon** unless otherwise stated in this supplement.

Please remember to notify the marshals if you wish to take a car, trailer or tent to a rally.

*We had tried to arrange next year's foreign rallies to follow on but due to booking problems with the sites this has not worked out as well as we would have liked. You will appreciate that booking with foreign sites can sometimes be very difficult. If you had wished to attend all three rallies then I must apologise for the way that the dates have worked out.*

***If you are accepted on a foreign rally please remember that you will have to arrange your own ferry bookings as well as vehicle, health & recovery insurance before leaving the UK.***

**Three provisional foreign rallies for 2007.**

**19<sup>th</sup> May – 2<sup>nd</sup> June 2007 (14 nights) 'Italy in the Spring'**

One week each at sites on south shore of Lake Garda and close to Florence. Those attending must commit to both sites and arrange their own ferry crossings and insurance.

Rally Marshalls: Jean & Ian Day, Nora & Ven Venables, Wendy and Bill Ellington.

Rally Fee: £5 per person. Probable Site Fees: €400 incl. electricity.  
Non-returnable deposit: £30..  
Rally slips with deposit and SAE to Jean & Ian Day, 10a Kingsley Rd,  
Harrogate, HG1 4RB. Cheques payable to E.J. Day  
Tel. No. 01423 889143.

**Limit of 22 vans**

**Friday, 1<sup>st</sup> June to Saturday 9<sup>th</sup> June 2007.( 8 nights)**

**Camping Alkmaar, Alkmaar, Netherlands.**

Marshals Mike & Jeanne Hall assisted by Lionel & Hilary Walker.  
Members must book for the full 8 nights.

Rally fee £15 – non refundable to be sent with rally slip with DL (22mm X 11mm ish) sae for reply to advise you of the success or otherwise of your booking. Please send completed rally slips to Mike & Jeanne Hall, 45, Bunyan Green Road, Selston, Nottingham, NG16 6GF. Cheques payable to M.T. Hall. 01773 778016.

Site fee €18 per night for 2 people, €16 for one person (Aprox. £12.67 and £11.27) including 4 amp (800 watts) electricity.

A 50% deposit will be required in January.

On rally slip please complete the "length" box as the site has several hedged areas. Our rally will occupy two so longer vans will be in one and shorter ones in the other. Please also state whether you are bringing a dog (no extra charge but a maximum of one per van) or a trailer or a free standing tent or awning. The pitches are smaller than UK ones, only 6 metres wide (in total) but this is acceptable to Dutch regulations.

The site is a friendly, family run site who speak excellent English and can order you a loaf or hire you a bike. By the time we arrive the site will have a new ablutions block but the one we saw this year was clean and pleasant – the showers were free but you needed to take your own toilet paper.

**Attractions.** The site is 25 minutes walk to historic Alkmaar or take the bus from outside the site. The centre is a shoppers' delight and there is a self guided historical walk and, of course, the celebrated cheese auction on Friday mornings.

We have hope to organise a 2 hour boat trip to Zaanse Schans (a living museum of many traditional crafts), two hours there then two hours back. We also plan to have a cheese and wine evening, a walking and/or cycling orientation tour followed by coffee, apple cake and cream. You can bike the 6km to Bergen, the 9km to Egmond, both by the seaside sand dunes with many scenic bike rides on them. You can also take the bus to them. You can even take the train to Amsterdam for €11.60 return.

The site is 77 miles from Hoek van Holland - all on pleasant to use motorways. You will be expected to make your own ferry, insurance and rescue arrangements but we will give you easy to follow directions and will be pleased to give any further advice you may need.

**Limited to 30 vans.**

### **June 17<sup>th</sup> - 24<sup>th</sup> 2007( 7 nights) Delftse Hout Caravan Site. Delft Netherlands**

Rally starts at 12 noon June 17th and closes 12 noon on June 24<sup>th</sup> 2007

Rally Marshalls: Trish & Ted Pratt & Jan & Vic Hicklin.

Members must book for the full 7 nights. Rally fee: £15(non refundable)to be sent with rally slip and SAE envelope for reply(Small envelope will do for first reply).

Site Fees 18.50 euros approx £13.50per night all pitches have electricity.

I will contact you upon receipt of your booking to let you know if you are successful/unsuccessful in booking this rally,( on my return from holiday).

A 50% deposit will be required in January 2007.

There will be at least one coach trip out , one bike ride, and a meal arranged on site one evening. All subject to sufficient numbers booking.

Buses run from the site entrance to town where you can catch a tram or train to anywhere you wish to go.The town is only a 10 minute walk away. Biking around the flat countryside is very easy. This site is about 25 miles from the Hoek of Van Holland Ferry or Europort. You will be expected to make your own way on the ferry and to Delft, but I will send you directions.

PLEASE SEND RALLY SLIPS and deposit to P.M.PRATT. 3 Grafton Road, Stapenhill, Burton on Trent, Staffs DE15 9DN (01283538818) or mobile ( 07713186508)

### **3<sup>rd</sup> - 7<sup>th</sup>. November.( 4 nights) Somerset Carnival,Burnham on Sea,Somerset.**

Emergency Tel.No. 07711 375 323 (Marshals' mobile).

Rally Marshals: Linda & Brian Ellis and Sheila & Ivor Barnett.

Site Fee: £48.00. Rally fee: £2.00.Total payable £50.00 by 20<sup>th</sup>.October please.(Incl.VAT).

Rally slips & enquiries to:- Brian Ellis,52 Golf Links Road,Burnham on Sea.TA8 2PP.Tel.No. 01278 784 524.

The carnival is on Monday evening.

Rally limited to 75 vans. The site is block booked. The first 47 are hardstanding pitches then 18 individual grassed bays & 10 open grassed pitches. Pitches allocated as rally slips are received.

All pitches have electric hook up plus we have toilets & shower facilities.

Sorry **NO PETS** allowed. Site rules carved in stone & enforced!

We hope to do a coach trip to Clarks' village of Street Saturday again, if enough people are interested. Please indicate on rally slip if interested. Cost £3.50 each. **DO NOT SEND MONEY WITH SLIP.**

.Rally starts at 10.00 a.m. Friday 3<sup>rd</sup>. with Saturday coach trip to the Clarks' village of Street (shopping). Sunday morning market nearby, Sunday evening Fireworks display on beach. Monday evening approximately 2 hours Carnival procession through Burnham. Tuesday midday rally ends.

The Burnham on Sea Holiday Village is about 10 minutes walk from the town centre & shops along the promenade. The market is about a 15 to 10 minute stroll through the park. The complex will be available for us to use and possibly the swimming pool so bring your cozy. It is a nice area to cycle (fairly flat) there is a cycle hire on site.

**Directions:** -M5 junct. 22 Burnham on Sea exit, to large island (Edithmead A38) turn left and follow signs for Burnham Holiday Village (A38 Taunton). In approx 1 mile straight over island (A38),. Continue past caravan sales, over railway bridge turn second **right** posted Burnham Holiday Village. Go to mini island by petrol station, bear **left** towards Burnham town centre. Holiday Village in about ¼ mile on **left**.

## 7<sup>th</sup> – 14<sup>th</sup>. November ( 7 nights). Van Bitz, Nr. Taunton, Somerset.

Site Tel. No. 01823 321 992 (Emergency only).

Rally marshals: Betty & Andrew Entwistle.

Site Fee: £10.00 per night including electricity. Rally Fee: £2.00 per person.

All vans will be on hardstanding.

Booking slips to: Mr. & Mrs. M.A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Riding of Yorkshire, HX7 6DP. Tel. No. 01422 847 550. Cheques payable to: M.A. Entwistle.

We have a mini marquee and will arrange a winter B-B-Q and supper during the rally..

**Attractions:** Taunton the county town of Somerset with castle and many historic buildings.

Nearby is Wilton House and there are many small villages worthy of a visit.

**Directions:** From M5 junction 25 follow signs for Taunton. At first set of traffic lights at Creech Castle turn **left** s.p. Corfe B3170. Take **3<sup>rd</sup>. left** into Ilminster Road again follow signs for Corfe. Bear **right** at roundabout onto Blackbrook Way. Bear **left** at next roundabout and follow road to the end "T" junction which is the B 3170. Turn **right** and then take the **next left** into Killams Drive. Take **2<sup>nd</sup>. left** into Killams Avenue and follow the road passing housing estate and finally over motorway bridge. Cornish Farm is immediately after the bridge on the **left** hand side. **IGNORE** the first entrance to the main house. Proceed to the second entrance which is a little further along the road & turn into the orchard.

**Limit 20 vans.**

**23<sup>rd</sup>. – 27<sup>th</sup>. November (4 nights).Dickensian Fair,Ford Park,  
Ulverston,Cumbria.**

Rally Marshal:- Don Bland assisted by Roy Loveys & Alan Guest.

Site Fees: £ 5.00 per night. NO ELECTRICITY Rally Fee: £3.00 couples,£1.50 singles.

Rally slips and cheques to: Mr.D.Bland,38 Oakwood Drive,Ulverston,  
Cumbria.LA12 9JG. Tel.No.01229 587 937..

**Attractions:** The rally is being held on the Dickensian Festival weekend. Victorian Dress welcome.

Ulverston is 11 miles from Coniston & 9 miles from Barrow.

Use of Ford Park House kitchens,toilets & showers, 1 gents & 1 ladies.

A meal can be arranged if interested,pay on night.

**Directions:** Take A590 from Junction 36 on M6. Follow signs to Ulverston and turn onto A590. After Booth roundabout take first **right** Swan Hotel\_2<sup>nd</sup> **Right sharp bend, entrance ahead.**

If you wish to run a rally in 2007 please contact me to check dates **before** booking with a site. This prevents any clash of dates.

**To be included in the "Provisional Rally List 2007" I must have the dates by the end of November 2006.f**

.A "Guide to New/Possible Marshals" is available. If you would like one please contact me, details below.

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.

Committee members are also available to assist if required.  
I have some sites that have offered a rally site, they are not vetted as to the suitability for rallies.

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 (01354 740931) March, Cambs.

**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.....

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

current solution appears to be the need to fit the regulators at a higher level than the gas bottle, thus any residual compound caused by the combination of the gas and the rubber, will drain back into the gas bottle. I will keep you informed of any future developments.

### **Spares:**

Many members have been contacting me regarding the difficulty of purchasing parts for slightly older vehicles. In reply I have been advising searching the Web for caravan and/or motorhome dismantlers, or trying Charles & Son of Poole, Dorset (Tel 01202 733772) who carries 1,000s of spare parts – some purchased from manufacturer's old stock. Please mention the Club as a source. Also see gear linkage below.

### **Talbot Gear linkage:**

Also many members have been enquiring where they can have their gear change on the earlier Talbot (Sevel) chassis renovated. My advice is to contact Derek Finlay of 'Delfindesigns', who is based near Wimborne Minster, Dorset. Derek is an expert on the Sevel chassis and thus the gear linkage. He also breaks Fiat & Talbot vans, so may have that elusive part for which you are looking. His telephone numbers are:- office 01202 840749; workshop 01258 857474 & Mob 0771 8016070, Website: [www.delfindesigns.co.uk](http://www.delfindesigns.co.uk) - Be patient as he is a very busy man. Please mention the Club as a source.

### **Web updates:**

Recent updates (No. 9/06; 10/06 & 11/06) to the Club Website have included rally reports and photographs for: -

- Topsham - *courtesy Brian Smith*
- Billericay - *courtesy Stella & Ian Ross*
- Clare - *courtesy Stella & Ian Ross*
- Wensleydale - *courtesy Chris Mawdsley & Peter Brown*
- Shoreham - *courtesy Chris Sturgeon*
- Minehead - *courtesy Pam & Terry Holtom*

### ***Tip from John Greenwood***

Hello everybody—do you have a motor caravan with a FADING BLACK BUMPER (not metal) - tried it all and it still looks tired? I've just found the answer—go to [www.renapur.co.uk](http://www.renapur.co.uk) get a tub of renapur balsam, wipe it on with a sponge, rub off with a cloth—enjoy the result!!

## **We have to say goodbye....**

Having changed to another make of van my wife and I are very sorry to have to resign from the Club, which has given us so much pleasure over the last couple of years. The highlight for us was the GB Privilege trip to the vineyards of Germany last year. It was on our way home that we bought our new house!

So if you see reg. no. H9EPW with an MX5 on tow, give us a wave for old times sake.

*Aileen and Paddy Winter*

Whilst shopping for a larger van to replace our Talisman we came across 3 couples contemplating purchasing Auto Sleepers. Our enthusiasm must have been infectious as they all went on to buy.

We also sold them on the club, so numbers will increase by 3 couples, but decrease by 1 - us! Unfortunately, we could not find an AS to meet our requirements.

May we say thank you to all the friends we have made on some super rallies. But can we ask one question before we go - how does Della get TWO boxes of wine to fit in her fridge!

Happy camping.  
*Alan & Pat Taylor*

## **Can anyone Help?**

Having recently bought a 1992 Talbot Talisman 2.5d (beige) I need information on where to locate the following items:

4 way vent above rear door (broken), Wooden bed ladder (missing), Side window blinds/flyscreens (not fitted), Toilet door stay (broken), valve on hot water sink mixer tap (very stiff). Also any information on contacts for spares for Talbot Express.

Liz & John Fell 01954 202771 [j.fell@ntlworld.com](mailto:j.fell@ntlworld.com).

## Caravan Club Insurance

*Carol Bowler*

*I wrote to the Caravan Club ....*

I have been insured with the CC for about 20 years for motorvans and my car for around 10 years.

Last year I became an IT contractor (I am under 50) and this year I purchased a sparkly new(er) 2 year old A-S Talisman motorvan. One thought behind the purchase was that should I get a contract job away from home with this nicely insulated van with all the mod cons I would be well placed to have my own accommodation, and possibly dogs, with me.

In view of that I made enquiries when the insurance was due for renewal. Imagine my total amazement when I was told that not only was using the van for travel to a non-permanent place of work not allowed on my policy but that the Caravan Club underwriters do not provide for it at all. It is not available.

Safeguard do provide use for business purposes for an additional premium, so as things stand I will have to change insurers, even if I wish to travel to work a distance away then explore the area for a weekend away, because my permanent place of work is home! How daft is that?

Is it purely a club [*the Caravan Club*] for wrinklies? I thought younger members were being encouraged! Modern motorvans are aimed at a wide ranging market so I can't be the only one with this issue surely?

*I got this reply. It doesn't make any sense to me—after all they insure my car for business use! What on earth is the difference?*

"We are in receipt of your email of 30 September regarding Motorhomes insurance. All the Club insurance policies are designed around leisure use and this will be the reason for their inability to provide a quotation, however we have referred this matter to our contact at Devitt with a request for reconsideration. The Club is keen to encourage younger members but our main remit has not changed and we are primarily a leisure organisation and there will always be some areas of business that we cannot accommodate but we endeavour to try and assist if we can."

## From the Factory

Another busy month at the factory working flat out for to get vehicles ready for the NEC International Caravan & Motorhome show which at the time of writing is upon us. We have experienced great difficulties with late deliveries of the new Ford Transit and new Peugeot X250 chassis cab, which has really put our backs against the wall.

The vehicles being launched at the NEC include the new Peugeot chassis based Nuevo, featuring a fantastic new swing out shower and impressive Power distribution unit incorporating a three stage 18 amp charger, controlled via an intelligent touch screen control panel. The popular Nuevo ES with the two forward facing seats was also launched along side the Nuevo on the new Peugeot cab.

From the Ford range we introduced the Eton, Windsor and Duetto on the fantastic new rear wheel drive Transit chassis - which now comes with a Thatcham approved Cat. 1 alarm, Single disc CD/radio, Power assisted steering, electric cab windows, remote control central locking, Electrically heated & adjustable door mirrors all fitted as standard. We have also launched the new LWB Wilton, with a large 'U' shaped lounge and unique large retractable kitchen cabinet and the MWB Ascot also featuring a 'U'

shaped lounge and integral awning fitted as standard.

All the new coachbuilt models feature a vastly improved Seitz door with remote central locking for both the cab and habitation using a single key fob. We have also introduced a new electronic spirit level kit, which will be installed as standard across the range. We have now introduced a new Eberspächer heating system, which is powered using diesel or electric and a number of vehicles are available with the Truma Ultrastore water heater and Truma 3002 space heater. The fabric schemes, as well new graphics, have also been refreshed across the range.

If you didn't get a chance to see these vehicles at the NEC, then we will be exhibiting all the new vehicles and more on the X250 Peugeot chassis at the ExCel London Caravan & Outdoor Show 16<sup>th</sup> -19<sup>th</sup> November on stand 2210. We've spoken to the organisers and they are pleased to offer ASOC members a special adult advance ticket price of £6.00. The standard adult on the door ticket price is £9.00. When booking your ticket in advance you will also receive a FREE show guide\*\* (priced £4).

To benefit from this offer, members need to either call the box office on 0870 730 0112 quoting "Auto-Sleepers" or enter "Auto-Sleepers" in the promotion code box of the ticket booking page of [www.caravanandoutdoorshow.co.uk](http://www.caravanandoutdoorshow.co.uk) when booking online.

The advance ticket offer is valid until 15 November 2006 and cannot be used in conjunction with any other promotional offer.

Further show information, exhibitor listings and details of how to get to ExCel, can be found on

[www.caravanandoutdoorshow.co.uk](http://www.caravanandoutdoorshow.co.uk)

We appreciate your continued support and appreciate your feedback on new and current vehicles, good or bad.

See you next month!!!

Adrian Clews

\*\* (One show guide per booking, not tickets sold, to be collected on arrival at the show.)



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## Response to Chairman's Chat

We have had a couple of responses to Andy's comments last month firstly, from Jo Sweeney:

*I have only recently become involved in the world of motorcaravanning. I bought an AS Trident last November and I love my van ... I joined ASOC but have not been able to get that involved or attend rallies to date due to family commitments. However, I was suitably incensed by this letter to take time out to reply. I'm sorry but I thought it was incredibly arrogant and I'll explain why:*

*In my job I am involved frequently in consultation in order to ensure the products we produce are fit-for-purpose. We have only used consultation over the past few years and it has seen a huge increase in our success.*

*Now if Andy Cavell wants to use consultation to improve the AS products (and I am 100% convinced it would) he needs a better attitude than "If the club wants to be taken seriously..." and "We have absolutely no right to complain..."*

*In my experience asking people to write in does get that sort of response, unless the target audience are likely to have a significant gain or loss—and the Club members won't, as if they don't like the product they can go elsewhere. If you want to engage with people, you have to go to them. Most successfully at a*

*place they already go. If you send out a well-designed questionnaire with the magazine you will get a better (around 20%) response rate and some useful feedback. If you ran a facilitated focus group at a well attended rally (and they do seem to be well attended) you would get a huge amount of useful feedback.*

*Surely that is what you want? Feedback from the members could give you a huge market advantage (just letting people know you do this would too) - insulting them in this way sounds a sure fire way to me of going bust! Back to you.*

### **And from Audrey and Ron Taffs**

*I was very interested to read our Chairman's comments this month about members failure to respond to his request for ideas and design on the build of new Motorhomes.*

*Firstly, I suspect that the majority of members did not attend the AGM and hear his request for suggestions from members about the 'new Peugeotts' and his comment in the August Newsletter about 'members interested in a replacement for the Clubman' did not sound like a request for members designs for new vans. Neither appear to me to be requests for comments, purely comments on two specific subjects.*

*My husband and I only buy Motorhomes on VW chassis, so had I been at the AGM the request regarding new Peugeotts or Clubmans would not have instigated a response. Had Mr Cavell requested comments about design and build of new Motorhomes I certainly would have responded very strongly. Having bought what we consider the best from Auto Sleeper, the Sherbourne, we have been unable to update this vehicle as it was discontinued almost as soon as it was presented. I have yet to see the Sandhurst, built on a VW, but I suspect it will not match up to the vehicle we already own, however, AS have responded to our request for a new vehicle on a VW so we must get to see one.*

*So please Mr Cavell, if you want help from your members please make it clear what you require, as your two requests did not really specify you wanted comments on what members want in the way of design and quality. You stated that "you were given unprecedented access to the design process and was consulted about almost everything" but I suspect that was just the ASOC committee and this luxury was not extended to the rest of the members until you made your undefined request.*



## Chairman's Chat

Dear Editor,

I did start my chat last month by saying that it may not be popular, so at least I have been proved right! My thanks to those who have responded positively, the information provided will be very helpful.

Thank you for giving me the opportunity to comment on and clarify points raised in the two critical letters you have received.

Many of the suggestions in Jo Sweeney's letter have already been used, with some success. However, I think Jo has misunderstood the position. I do not work for Auto-Sleepers, so have no personal reason to want to use consultation to improve their product. I have no interest in doing so, beyond that of any potential customer. I became involved in the process because I am the Club Chairman and because Club members demanded that they should be consulted. Auto-Sleepers responded by asking some relevant questions about new models which were passed on to the members. Result -almost nil response.

Mr & Mrs Taffs also seem to have misinterpreted what I am saying. I agree that the number of people attending the National Rally is limited – hence my reference to the 200 plus vans attending. Members access to the design process has been publicised and is there for anyone to use. If the committee have chosen to take advantage of this facility more than other members, then to me that just demonstrates their commitment to the cause. I do not see it as a reason to attack them.

I have reread my piece in the August newsletter and cannot see how it can be described as an “undefined request”. The question is quite clear to me. You cannot have a monocoque on the new VW chassis at a sensible price. Do you want a styrofoam replacement?

There has always been an opportunity for members to put forward their views on AS design at our AGM, and no doubt there will be at next year's National Rally.

In case any member is still unaware, Angie and I were invited to join the Design Working Group which Auto-Sleepers set up earlier this year. It also includes dealers and members of the design and sales teams. Our efforts so far have been concentrated on the replacement Peugeot range, but we have discussed other vehicles so I would welcome constructive comments and ideas about any of Auto-Sleepers' vans. The Company have asked that members feed all info via me and I am happy to pass your comments on. However, I do ask you to write rather than phone. My address is 24 The Close, Hampstead Norreys, Thatcham, Berks. RG18 0RY or email me at [andy.cavell@tesco.net](mailto:andy.cavell@tesco.net).

So, all in all, I stand by what I said last month.

*Andy Cavell*

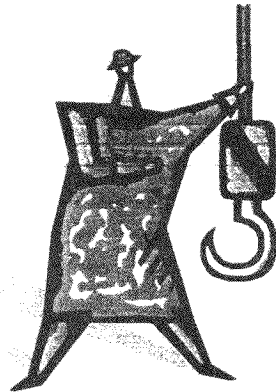
## Carry on Touring

*Ken Bolton*

After leaving the Rally at Dartmouth in May Margaret and I continued our journey to Cornwall. Unfortunately, near Penzance Margaret, who is severely disabled and needs help with everything, but who could stand, was suddenly unable to help me at all. We had to leave immediately and drive home to the Isle of Wight, in atrocious weather I might add. I took her straight to the hospital where she was diagnosed with an infection, admitted and stayed for 2 weeks. After a further 2 weeks respite care she returned home and we discussed whether we could use the camper again, or whether we should sell it.

Margaret got very upset as it would probably mean she would be housebound, so I got my thinking cap on – there must be a way.

I decided the best way forward would be to fit lifting gear inside the roof of the van, as we had in our bungalow. So the gentleman who had surveyed our property came to visit and between us we decided what could be done. I looked at the construction of the van in detail and worked out a way that the gear could be safely and securely installed. Test Valley Mobility supplied me with all the parts and a battery operated hoist. The hoist I am using is battery operated which is rechargeable, so we definitely need hook up whilst way.



I decided my weight was a good test so I swung on both ends and in the middle, and the lack of any creaking and groaning tells me it should be operational. Needless to say Margaret is delighted and we now intend to leave to grab two weeks break before winter sets in.

When I see people write 'ill health forces sale' I wonder if it really should. I know we would both hate giving up our touring and will keep going for as long as we can. So, if you see a couple in a Ravenna and the wife is swinging in the back, give us a wave – it'll be Margaret and Ken Bolton.



**AS Trophy Hi Top**—a rare bird, it automatic! VW T4, 2.4 diesel. 48,500 miles. M Reg. FSH. Engine immobiliser. MOT to May

07. Handbooks. Well shod. Non-smokers, no pets. Omnimax TV aerial. Full cooker, end shower. Blown air heating. Factory enlarged overcab locker. Kenwood Stereo radio.cass. Plus 6 CD changer. 2 gas bottles, crockery, on-board water and waste tanks. New Shurflow water pump recently fitted. Omnistor roll out awning & Fiamma single bike rack, with 1 foldable shopper bike. £14,750.00 ovno.

**Contact Keith Wilson 01525 402404 email keithwilson29@ntlworld.com** (Bedford).

Thanks for donation

**A-S Symbol Peugeot 2.0 litre petrol.** 2 berth. Reg Feb 2000. 7,500 miles. One owner. Extras—Fiamma 3M awning, bike rack, back box & Sigma alarm. FSH. Non-smokers, no children, no pets. £17,500

**Contact Roy Mansfield 01142 460385** (Sheffield)

Thanks for donation

**A-S Trident 1994 L reg.** 2 litre petrol. 50,000 miles. One owner. PAS 2x2 berth. Blown air heating, 3 way fridge. Z16 12/240 v. Porta Potti unused. Fly screens, twin batteries, radio/cd. All upholstery covered from new. Kept undercover from new. Non-smokers, no pets or children. MOT & Taxed FSH recent gas check at A-S £13,500

**Contact Bill Teague 02920 691011** (Cardiff)

Thanks for donation

**To fit VW T5 Topaz 2005 New** 'Specialised Accessories' winter cover. Used 1 month £150 (less than half cost)

**Contact Dennis Dean 01326 377860**

(Falmouth)

Thanks for donation

**A-S Talisman GI Talbot Express petrol** 1992, 4 berth 41,000 miles FSH long MOT Taxed. 2 previous owners, 4 belted seats, all usual AS refinements, Fiamma awning. Excellent condition. £11,500

**Contact Pat & Bill Chitty 01243 790172**

(W.Sussex.)

Thanks for donation

**Genuine Silver Screens** 18 months old. Fit Clubman T4 £45 ono.

**J Camper internal silver pop on screen** for T4. £25 ono.

**Harrison Super Hightop Delux** driveaway awning. Used twice. 12ft.6" x 7ft.9" + fly screen panel & skirt for Clubman. All ex.cond. Cost over £750. £350..

**Contact A J & D M Francis 01249**

**713631 or 07851 314313** (Wiltshire)

Thanks for donation

**Motor Home Hightop** or free standing awning Royal Grey/ Maroon. Little used. Good.cond. £35. **Silver Screen** (outer model) for VW Clubman good cond. £25.

**Contact John Gilbert 01425 275694**

(Hants/Dorset).

Thanks for donation

**Gelert Annex 200 x 180 h.** 200cm. New £50. **Fiamma Carry bike** used once £60.

**Silver Screen** for Talbot Express £30.

**Contact Pat Briggs 01626 775397**

(Devon)

Thanks for donation

**Internal Silver Screens** for Peugeot Boxer 5 pieces as new £60. **Aluminium Foldable Table.** Rolls up with bag never used £10.

**Picnic Table & Seats** fold up into case with handle £10. **Free standing Motor**

**Chalet Deluxe** fitted with nylon tunnel.

Gives protected entry to motor home 11'3" x 6'3" Height at centre 6'7". Ground sheet included. Cost new £345 will accept £200.

**Contact Bob Woosey 01925 726106**

(Warrington). Buyer collect.

Thanks for donation

## Contents

From the Editors ... ..	2	Technical Group & Website ... ..	10
Drop down sink availability ... ..	2	Tip from John Greenwood... ..	11
The Sandhurst ... ..	3	Goodbyes ... ..	12
Rally News: Wool ... ..	4	Can Anyone Help? ... ..	12
First Timers ... ..	4	Caravan Club Insurance ... ..	13
Italy in the Spring ... ..	5	From the Factory... ..	14
Shoreham ... ..	6	Response to Chairman's Chat ... ..	15
Netherlands ... ..	8	Chairman's Chat ... ..	17
Auto-Sleeper Ownership ... ..	9	Carry On Touring ... ..	18
The Saucepan Hunt ... ..	9	For Sale ... ..	19

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