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AUTO-SLEEPER OWNERS' CLUB

A Company Limited by Guarantee
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*You've lost that sinking feeling
(no Rowsley this year)*

NEWSLETTER 223

April 2007

From the Editor (S)

I've read another batch of old Newsletters, these were from 1993 and contained many interesting articles.

By that time the Club's approach to rallying had settled into what it is today and - guess what? all of the diverse opinion that exists in club members today existed then *and* they didn't hold back when commenting either! In fact some of the points included in this current Newsletter intended to help in the management of a large rally were being emphasised in 1993!! Will we ever learn?

Many of the contributors to the Newsletter in 1993 are club members today and I draw from that the fact that in general both the Club and Auto-Sleepers must have got it about right. I find it of great interest to read little snippets from years gone by about people I have met in the last couple of years - but don't panic - I don't plan to re-print them all!!

Also circa 1993 there were some very good contributions from youngsters attending club events with their parents. Two questions; firstly do we have any such young people in the club today and if so have they anything they would like to write about for the Newsletter and secondly, I know that parents of some of the '93 youngsters are still active in the club and wonder if they would encourage their offspring to write about those days in hindsight and maybe also update club members who may have come across them in those days as to where they are now?

On a completely different subject, the club has received information from an insurance company in the U.S. who *'provide a specialized insurance program for European customers who desire to ship their own motor caravan to the United States for travel and holiday or who purchase Motorhomes in the United States.'* I don't know if anyone is planning to do a grand tour of the U.S. in the near future, but their website is www.thuminsurance.com—online 'International Quote' available, or Toll Free Telephone 001 800 968 8486. The company is Thum Insurance LLC based in Grand Rapids, Michigan.

Of course if anyone is planning a grand tour of the US, or anywhere else for that matter, we will be looking forward to your article for the newsletter.....



Disability Forum

Having seen the mention of the letter forwarded to me in response to my article in the November Newsletter 'Carry on Touring' I think setting up a forum in the magazine is quite a good idea. With the modifications I have made and will continue to make I would be happy to help anyone facing similar problems.

Having been a mechanic most of my working life I have a reasonable knowledge of vehicles and engineering, and besides the lifting gear I also use ramps which I store under the vehicle slung on chains from the chassis. I am hoping to fit lifting gear to the cab to enable me to lift Margaret, my wife, from her wheelchair to the passenger seat, and as I cannot get her in and out of the toilet compartment I have made a small commode to use in the lounge area.

It may be of interest that during 19th to 21st July there is a mobility roadshow at Kemble airfield near Cirencester, Gloucestershire. I understand there will be in excess of 200 exhibitors with aids to assist in all sorts of ways and not just for people with disability but for those whose joints or strength may not be quite what they were. [Rita, might be a useful trip!]. Margaret and I will be there on the 19th.

If anyone feels I may be able to help them in any way (sorry I'm not on email) you are quite welcome to write to me or telephone me on 01983 402059.

Ken Bolton

Kenmar, 2 Cherryside, Lake, Isle of Wight PO36 9LU

and from Jose Bosworth

I'm an ASOC member who actually bought her first van as a result of the problems posed by disability. As a 66 year old disabled widow any other form of camping would not now be practicable, but my Duetto's (I'm on my third!) keep me mobile and independent and as far as I'm concerned are the ideal solution. I've had MS for over 30 years, so have limited mobility and use a wheelchair when necessary, and as MS affects the bladder, among other organs, I find the bathroom facilities invaluable.

My advice to members who want to keep camping is to work out precisely what their practical problems are, ask around for solutions and GO FOR IT. Keeping up with an activity you enjoy is worth everything in terms of mood and well-being. Depending on needs the answers might be grab rails, an extra large steady step, a portable ramp or a wheeled trolley to carry heavy items, such as a toilet cassette.

Motorhomes, like cars, can be modified to suit specific needs; because me legs lack strength and sensitivity my Ford Transit is an automatic and I use a 'push/pull' brake/accelerator lever with my right hand. There are also extra switches on the lever to operate indicators and dimmer switch, I have a steering handle attached to the steering wheel and an extension to the windscreen wiper lever so I can reach it while holding everything else. Because I don't use the foot pedals they are fenced off with a metal plate.

You will gather I am very enthusiastic about my vehicle. I have camped in it at all times of the year and travel from Yorkshire to all parts of the country as necessity or whim dictates. Because excessive fatigue is a problem associated with MS I plan overnight stops on proper camp sites, always carry a mobile and inform my family of my whereabouts and I have only ever met with courtesy and helpfulness.

I would be very happy to link up with other disabled members, either through the magazine or an informal network. There are a lot of us out there!!

Finally, we [*the editors*] came across a leaflet produced by the Caravan Club - '*Caravanners & Motor Caravanners with Special Needs*', which contains a list of companies who do conversions and modifications; they also produce a '*Help Welcomed*' badge for members. We expect quite a lot of you are aware of these things but thought a mention might be useful.

A sad goodbye... It's with regret that Joy and I have to leave the club. Our plan was to change our Harmony for a new Nuevo but price prevents it and we have bought from another manufacturer.

We have enjoyed our time in the Club, met many nice people and have a lot of new friends. Hopefully we will meet some of you again somewhere.

Thank you all, it's been a pleasure meeting you over the years.

Donald & Joy Stott

National Rally 2007

As the Chairman mentioned in his chat in the March magazine we are providing a waiting area for members who wish to be parked next to friends, providing they are arriving on the same day. Parking overnight on this waiting area is not permissible.

Any member having booked a Disabled Pitch but not received a window sticker please phone **Nora on 01902 332105**. If I am not available please leave a message on the answer phone giving **NAME AND MEMBERSHIP NUMBER**.

I am hoping that Central Gas will again deliver on Friday afternoon and Saturday morning. I would have preferred them to delivery Saturday afternoon, but they have promised to be on site on Saturday by 10am. A Sunday delivery is in question. However, Brownhills are willing for members to take their empty gas bottle on the mini bus and the driver will bring them back to the Showground in the empty bus.

I hope everyone will enjoy the rally, it will make all the planning worthwhile.

Nora Venables

Craft Classes

If you are attending the National Rally there are still places left on the craft classes. Details were included with your acceptance letter from Sheila Henthorne, however, if you have lost this letter but are interested in the classes, please contact **Heather Tidbury on 01235 538593**.

Please book as soon as possible as we need to ensure we have enough kits ready for everyone.

Jean, Sheila, Joan and Heather

There appears to be a misunderstanding circulating about a couple of activities at the National, so, for the avoidance of doubt:

- The Cedric Ford Hall is the main hall used by the club for the duration of the rally for entertainment, meals and meetings. All club members attending the rally can access all the facilities any time the hall is open for club use. However, please be aware that whilst meals are being served to members who have pre-booked them, a cordon will be provided in the main hall to separate diners and non-diners, this is to avoid confusion for the catering staff.
- Club members are invited to display their hobbies/crafts by arrangement. If any items on display are sold, the committee *suggests* it would be kind of the seller to make an appropriate donation to the rally charity.

And in case you've misplaced your recipe, here it is again.

Cake Competition

1st Prize £30 2nd Prize £20 3rd Prize £10

Mincemeat Cake

5 oz soft margarine	3 oz currants
5 oz castor sugar	1 x 1 lb jar mincemeat
8 oz SR flour	1 oz flaked almonds
2 eggs	

- * Place all the ingredients (except the almonds) together into a bowl and beat for 1 minute until blended.
- * Turn out of bowl into an 8 inch round lined cake tin. Smooth top.
- * Arrange the almonds on the top.
- * Bake for approximately 1 hr. 30 minutes at 160 °C or gas no. 3
- * Place cake on a cardboard plate and cover with cling film

Please bring to the Stuart Goodwin Hall on Friday between 10am and 4pm.

All cakes will be auctioned for the chosen charity.

Autumn in Norwich?

This year, the ACCEO National Rally will be held on the Royal Norfolk Showground, Norwich, from Wednesday 3rd to Monday 8th October (five nights). ACCEO - Association of Caravan and Camping Exempted Organisations - is an "umbrella" group representing over 200 rallying clubs and works with Government departments to ensure that the right to rally on unlicensed sites is not compromised by changes to legislation.

ASOC is a member of ACCEO and all members of the Club are entitled to attend the National Rally. As members of each club are pitched together, its possible to have a rally within a rally, provided that all bookings are sent in on one booking form. Barbara and I represent ASOC at the Annual General Meeting of ACCEO, which is held during the National Rally, and we have offered to act as marshals for an ASOC group. We would therefore, like to know as soon as possible how many members would be interested in coming.

The Royal Norfolk Showground is a level, grass site with good on-site access roads just off the A47 Longwater interchange on the outskirts of Norwich. It is adjacent to one of the Norwich Park-and-Ride 'bus services and to a retail park with a large, recently refurbished Sainsbury's superstore and a branch of The Range, which has a large craft and card-making department. The Showground is also next to the Caravan Club's Norwich site for those wishing to stay longer, before or after the rally.

Costs for the rally and the optional evening entertainment will be announced later; as a guide, fees for 2006 at Newark were: weekend (Friday and Saturday nights) £13.00; Wednesday, Thursday and Sunday nights £5.00 per night; evening entertainment pass (optional) £7.50. The rally includes a raffle with superb prizes donated by many commercial caravan and camping suppliers. We shall also ask members for a small ASOC rally fee so that we can organise coffee/tea and biscuits and perhaps have enough cash for a competition prize.

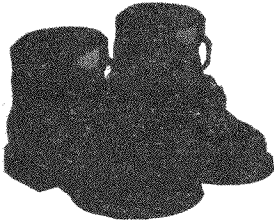
At present, we would like to know which ASOC members are interested so that we can make sure they are sent further details as soon as these are available. This is perhaps a once-only opportunity to visit the historic city of Norwich and the beautiful county of Norfolk on a site so close to the city and with such easy access. Please let us know (by e-mail ray@rewhiley.fsnet.co.uk, or by post including an SAE for sending details in the Summer 21 Ellcar Rise, Eaton, Norwich, Norfolk NR4 6HR).

Barbara and Ray Whiley

Another Successful Whitemead Rally

With the temperature and daylight hours increasing many ASOC members feel the urge to take to the road. Our road took us to the Whitemead Rally in the Forest of Dean. The site is a superb one to visit in February as it has excellent indoor facilities including swimming pool, gym, sauna, steam room and bubble pool. It also has a restaurant and bar with TV. Annabel and John Hiscock from Reading showed what good sports they were when John in his Reading football shirt took the teasing in good part from others who watched his team's defeat on the TV in the bar.

On our first evening Jeannette had arranged for John Belcher to give us a talk on "Growing up in the Forest of Dean". An excellent raconteur, John whetted our appetites for visiting the Forest of Dean Heritage Museum, which many of us did over the course of the rally.



Jeannette and Helen Gray lead a walk in the forest the next day, so clad in stout footwear a large group set off. After a while the group split into those who wanted a short walk with Helen and those who wanted a longer walk with Jeannette. The longer walk took us deeper into the forest where we had a lovely lunch at a visitors centre. Then braving the

showers we returned to the site to soak away the aches in the pool and sauna.

During the following two days ralliers spent time walking, cycling or visiting the museum. Some enjoyed a craft stamping session in Joan Cooke's van, for others there was relaxation in the sites aquatic facilities and one group enjoyed a bargain priced lunch at the local hostelry. We were fortunate to be able to attend an RSPB event at Whitemead and hear an excellent talk about Moths and Butterflies.

Thursday evening we had a quiz from Cedric at which there was plenty of banter, repartee and laughter.

Thanks to the hard work before and during the rally by Jeannette, Graham, Helen and Geoff we thoroughly enjoyed it. It was an excellent start to the 2007 rally season.

Liz and Bryn Morgan

From the Factory

Phew, under external supplier issues and with snow adding to the equation we just about got to the NEC with new products and brochures!

The good news is that we did have both new Sigma models on display and although we didn't have a new Symbol we had a prototype van to show potential buyers the size and layout on the new cab. From the dealers, journalists and those of you that visited the show, the feedback on the new models was very positive. After all the hard work that went into getting the vehicles right for the show we were extremely pleased!

Overall, we as Auto-Sleeper Group, had a very good show, generally the consensus around the show was that it was very quiet compared to normal February NEC – this was inevitable after having a show there just 4 months ago. Both wholesale and retail achieved a great number of sales and with a full range of our vehicles on all three chassis we had more new models for customers to see than most.

We had planned to have a New Model Meeting at the NEC but this didn't happen for various reasons, I'm pleased to say though that we

have recently had a meeting and a number of issues were discussed including the new Symbol and another van conversion layout. The team were sent away to do some further research on a potential monocoque or Styrofoam model.

Andy & Angie Cavell thought it might be relevant to point out that we are able offer the Truma Ultraheat as an option on the Wilton, Ascot and Windsor models on the Ford chassis. We appreciate that the Eberspächer system has received some bad press and feedback, but efforts have been made to improved these issues and we will be looking at their new improved systems in future.

Unfortunately as I said earlier, the new Symbol didn't make the show – this was due to Peugeot being unable to supply the chassis until one week before. We now have received the correct chassis, which we are working frantically on and are aiming to have ready for the Caravan Club's Centenary Rally at Blenheim Palace on the 25th-29th May. We would have loved to be able to present it to the ASOC members at this year's National Rally & AGM but it's just not going to be possible in the timescale.



April 2007

Rally Supplement.

***** Change of dates. The Sedgemoor Carnival Rally at Burnham on Sea will now be held from 9th - 13th, November.

Possible rally 3rd-8th, October, Norfolk Showground, Norwich. This will be a rally at the ACCEO AGM, attendance of the AGM is not required. If interested please contact Ray Whiley on 01603 452 593.

19th May - 2nd June 2007 (14 nights) 'Italy in the Spring'

This rally is now full.

Friday, 1st June to Saturday 9th June 2007. (8 nights) Camping Alkmaar, Alkmaar, Netherlands.

Rally starts and ends at noon. 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 C5 (162mm X 229mm ish) sae for the rally information to Mike & Jeanne Hall, 45, Bunyan Green Road, Selston, Nottingham, NG16 6GF. Cheques payable to M.T. Hall. Tel.No. 01773 778016.

On rally slip please complete the "length" box and 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.

June 17th - 24th 2007(7 nights) Delftse Hout Caravan Site. Delft Netherlands

Rally starts at 12 noon June 17th and closes 12 noon on June 24th 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.(A small envelope will do for first reply).

A 50% deposit will be required 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).

12th - 15th April (3nights) Marston's Rally. Albion Hotel, Burton on Trent, Staffs.

Site behind the Albion Hotel, Shobnall Road. Burton on Trent.

Emergency Tel No 07713186508 Marshal's mobile.

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

Marshals Tel.No 01283538818 (If not available ring Jan on 01246236157).

Site Fee: £4.00 per night, all hardstanding. Rally Fee: £2.35. All inc. VAT.

No Electricity. Booking slip & Cheques payable to P.M.Pratt, 3 Grafton Rd, Stapenhill, Burton on Trent. Staffs. DE15 9DN. Tel 01283538818.

A visit round the brewery on the Friday morning will be arranged.

Cost £6 each, please send cheque with site fees if you would like to participate in this trip.

A meal on Friday evening in the visitors centre at the brewery and a further meal on Saturday evening in the Albion Hotel will also be available.(Weekend off cooking duties ladies).

Directions: The Albion Hotel is situated on the B5017 on the Burton to Uttoxeter road and is on the bus route into Burton on Trent. Please send SAE for acceptance and further directions. Dogs are allowed.
Rally starts at 12 noon Thursday. NOT BEFORE PLEASE.

26th.-29th.April.National Motorhome Show,East of England Showground, Peterborough.

Emergency Tel.No. 07922049714 (Marshals' mobile on 8.00-10.00 am & pm).
Rally Marshals:Pauline & Neil Rogers,Evelyn & Ben Mansfield & Jean & Ian Sellers.
Please use the booking form enclosed in the February Newsletter if possible.
If you use a form from other magazines please mark the form ASOC and note the *special Club site fees:Arrive Thursday:£35,arrive Friday £32, arrive Saturday £29.*
Please note that ALL booking forms **MUST** be returned to Warners, the organisers, by Monday 2nd.April if you wish to rally with the Club.
*****Then you must also complete a Club rally slip, (this also applies to any internet bookings) and return it,with the Rally Fee of £2.00 couples,£1.50 singles (both inclusive of VAT) to:N.C. & P. Rogers,3 Appley Close,Aldbrough St.John,Richmond, North Yorks.DL11 7TT.Tel.No. 01325 374 540.Cheques payable to N.C. & P. Rogers.
The rally finishes at 12 noon Sunday but you may remain on site until 12 noon Monday.

3rd.- 7th.May National Rally & AGM,Newark Showground,Notts.
Please note the closing date for bookings was 9th.March.

Note changed closing date.

11th.-13th.May Southern Motorcaravan Show, Newbury Showground, Berks.

Emergency Tel.No. Marshal's Mobile 07743 307533.
Rally Marshals:John & Daphne Hallett.
Please send a SAE ,with rally slip and rally fee of £2.00 per unit,for a booking form to John & Daphne Hallett,13 Linden Crescent,Grove,Wantage,Oxfordshire,OX12 7NB. Tel.No.01235 764550. E-mail hallettjh@AOL.com This form must be returned to Warners,the organisers, before **16th..April** if you wish to rally with the Club. Please let the marshal know if booking by any other means ie, Internet.

11th -- 14th May. (3 nights) The Azalea & Rhododendron Rally, Exbury Gardens,Hants.

Emergency Tel no 07745 522 335 Marshalls' Mobile.
Rally Marshalls: Mo & Mike Valentine + Angie & Andy Cavell.
Site Fee £7.00 per night + Rally Fee £2.35 per unit Both include VAT.
Rally Slips & cheques payable to A. Cavell and send to Mr. & Mrs. A. Cavell, 24 The Close, Hampstead Norreys, Thatcham, Berks. RG18 0RY. Tel.No. 01635 201976.
Green Field Site, own facilities essential. Fresh water, elsan emptying point. There may be cow and horse muck on the field. Dogs on leads at all times (sheep about).
Attractions: The flowers of Exbury Gardens & Steam Railway, The New Forest, Historic Beaulieu, The National Motor Museum, views of the Isle of Wight and the Solent. Shops 3/4 miles away. Approx.20 minutes drive from M27.

Directions: From M3 join the M27 westbound. Exit Junction 2 onto A36, sign-posted Beaulieu Motor Museum. Continue straight over 6 roundabouts. At 7th turn **right** onto B3054, sign-posted Exbury Gardens. At the junction, by Royal Oak pub, turn **left**, immediately **right**, signposted to Exbury Gardens. After 2.5 miles by the Gardens, (on right), continue on until sharp left turn, go straight, along narrow road. Approx 1 mile turn right onto gravel path, site on left 150 yds. **Please do not arrive before 14.00 hrs. and leave by 12.00 hrs. Monday.**

17th - 21st May (4 nights) Little Cotton Farm, C.P., Dartmouth.

Site Tel.No.01803 832558.Fax 01803 834887.Website:-www.littlecotton.co.uk

Any additional nights should be booked with the owners Paul & Dot White.

Rally Marshals:-Richard & Jill McAllister, assisted by John & Rita Tubb.

Site Fees:- Basic pitch £8.25(no electric) per unit per night.

Standard pitch:-£10.50 (includes electric) per unit per night.

Rally Fee:- £3.00 couples. £1.50 singles. All include VAT.

Booking slips & cheques payable to R.J.McAllister with SAE to "Milessway"Stearth Drive,Burnham on Sea. TA8 1BZ. Tel.No. 01278 781976.

The site has an award winning toilet shower complex with disabled facilities.

Dishwashing area, launderette style washing machines & large tumble dryers & ironing boards are available.

Dogs are welcome but they **MUST** use the doggy walk on site and be **KEPT** on the lead on site.

There is a well stocked shop,papers must be ordered the day before.

Attractions: The site is adjacent to the Park & Ride bus service into Dartmouth (tickets available at the camp shop).

This will be the 10th.year of the Dartmouth Music Festival held from Friday 18th. to Sunday 20th. There are plenty of boat trips operating out of Dartmouth,either up river to Totnes or out to sea. One boat trip goes to Greenway Quay from where you can visit Greenway House & Gardens (NT) one time home of Agatha Christie. There are other NT properties in the area.Two local steam trains operate from Kingswear to Paignton & Totnes to Buckfastleigh.

Please DO NOT arrive before Noon. Limited to 32 vans.

16th - 21st May (5 nights) Ambleside Rugby Club, Ambleside, Cumbria

Emergency Tel. No: 0775 360 9463 (Marshals' mobile).

Rally Marshals: Sue & Peter Coward and Jenni & Geoff Raistrick.

Site fees five nights £27.50 per unit. No electricity. Rally fee £4.50 per couple/singles£2.50 (includes VAT).

GREEN FIELD SITE with fresh water and toilet emptying point.

Dogs welcome but please keep on leads at all times and exercise off site.

We will have exclusive use of the club's facilities – toilets and showers during specified times and also the Clubhouse when required for us to socialise in the evening. Rally Supper on final night (approx cost £5.75 per head - pay at Rally) - please note on Rally Slip if you are interested - and a BYO meal another evening.

Rally slips and cheques payable to Mrs S P Coward. Send to Mr & Mrs P Coward, Silvergarth, Low Riddings, Grasmere, Cumbria LA22 9QY. Tel. No. 015394 35828. **Please include S.A.E.** for confirmation of booking, site directions and details of proposed menu choices.

Attractions: Ideal base for experiencing Lakeland in Springtime or merely relaxing in pleasant surroundings. Numerous walks and places of interest within easy reach. Opportunity of guided walk. Ambleside centre 5 mins walk. Steamer Pier, Lake Windermere 10 mins.

Rally starts at 12 noon (Wednesday). **LIMIT OF 30 VANS.**

(iii.)

21st – 24th May (3 nights) Camping & Caravanning Club Site, Ravenglass, Cumbria. **THIS RALLY IS NOW FULL**

18th - 21st May (3 nights) Canterbury Kent.(Camping and Caravanning Club site.)

Emergency telephone number 07803 238878 (marshal's mobile).
Rally Marshals Joy & Nigel Wilkins and Karen & Mike Ryman.
Site fee £8-70 per night. Rally fee £ 1-50 per person.
Electricity £2-75 per night. Please request if required, and pay for on arrival, as not sure how many pitches will have hook-ups..
Rally slips and cheques made payable to Joy Wilkins 13 Oakfield Road, Kennington, Ashford, Kent, TN24 9LL.Tel.No. 01233 620204.
Directions, for members not having a C&CC site book. Leave Canterbury on A257 signposted Sandwich, 1 mile from city centre, opposite Canterbury golf club, turn right signposted Bekesbourne plus C-C-site sign, site on **right**.
Attractions, Canterbury Cathedral, Howletts & Port Lympne Zoo parks.
Rally limit 20 vans but might be able to increase.
Rally starts at 12 noon.

31st.May-4rd.June. (4 nights).Springbok Estate,Alfold,Surrey.

Site Tel.No. 01403 752555 (Emergencies only).
Rally Marshals: Sylvia & Norman Brice.
Site Fee:£5.50 per night. NO Electricity. Rally Fee:£2.50 couples,£1.50 singlers Incl VAT.
GREENFIELD SITE Toilet emptying & water points, toilet & shower.
Rally slips & cheques payable to Mrs.S.Brice,35 Halfpenny Close,Chilworth, Guildford, Surrey.GU4 8NH.Tel.No. 01483 562986.
Attractions:Large country house (home to merchant seaman) with social club.Close to Alfold Village,20 min. walk for papers,bread etc.Lots of gentle walks around the ground of Springbok.Fishing lakes,bring your licence.Within easy reach of Cranleigh,Guildford, Godalming,Horsham & the south coast.
Skittles & buffet evening to be arranged for Friday.Please indicate on slip if interested. Model boat weekend on lake.
Dogs welcome on leads at all times. Levelling blocks maybe required.
Directions:Take A281 Guildford to Horsham road,at Alfold crossways turn off s.p.Alfold. Immediately turn **right** (caravan sign) s.p.Dunsfold.Site approx. 1 ½ miles

June 14th - 18th (4 nights) Hurley Riverside Park, Hurley, Maidenhead, Berkshire SL6 5NE

Site Tel:-01628 824493 Website:- hurleyriversidepark.co.uk
Emergency Tel. No.07754 761423 or 07803 033942 Marshals' Mobiles.
Rally marshals:Rita & John Tubb, Shirley & Chris Sturgeon and Theresa & Dave Smith.
Site Fees £44.00 including electric for four nights. Rally Fee £2.35 all charges include VAT.
Please send a C5 162mm x 229mm (6 x 9) SAE for full directions and confirmation, with rally slip and cheque for **£46.35** payable to Rita Tubb 70 Charnwood Crescent, Chandlers Ford, Eastleigh Hampshire SO53 5QL Telephone 023 8026 7294
The rally is on a commercial site with full facilities, all pitches have electric and there is a laundrette, hot showers, toilets, CDP and a shop with provisions and papers available.

The site is situated beside the River Thames with fishing available. There are two pubs serving food near to the site. Hurley village is about ½ mile from the site with pubs, shop and post office. You can walk or cycle the Thames Way path towards Marlow or Henley from the site. The site is situated on the A4130 between Henley on Thames and Maidenhead.

Limit of 25 vans

PLEASE DO NOT ARRIVE BEFORE 12.00 NOON

15th-18th June 2007 (3 nights) Cartmel Park Race Course, Cartmel, Cumbria LA11 6QF

Rally Marshals: James & Jill Bertlin

Site Fee: £21.00 (3 nights). Electricity £8.25 (3 nights) - limited to 15 vans, long leads may be required. Rally Fee: £2.35 (all charges include VAT)

Booking slips and cheques to Jill Bertlin, The Rockeries, Lindale, Grange-over-Sands, Cumbria LA11 6LQ. Tel. No. 015395 34500 (mobile: 07710 200547).

Rally field slightly uneven in places. Toilets & showers on site. Dogs are welcome, but as with Ralliers, they are not permitted on the racecourse track.

A simple BBQ and pudding has been arranged for Sunday evening (provide own salad if required).

Please indicate if interested on rally slip.

Local Attractions: Cartmel village is a maze of streets, cobbled pavements and picturesque bridges, crossing the meandering streams that wind their way amongst the houses with a Priory, which was founded by the Augustine Monks back in 1190. It has an historic market square, surrounded by centuries old houses and Inns, the ancient fish slabs still survive and also the original Gatehouse. Nowadays Cartmel is full of interesting shops, selling most things including the famous sticky toffee pudding.

Close to the Edwardian resort of Grange-over-Sands and within a short drive of the renowned beauty of the Lake District National Park, offering some of the most spectacular scenery in the country with opportunities for walking, golfing, cruising or just sightseeing.

Directions: From M6 Junction 36 follow A590 towards Barrow in Furness for approx 10 miles. Follow Cartmel signs (along narrow lanes) through village square. Do NOT continue into Car Park, but follow road to the right of the Cartmel Village shop (sharp right hand bend). Entrance to rally field along road on left through Racecourse gate.

20th - 24th June. (4 nights) Lochside CP, Castle Douglas, Dumfries & Galloway.

Rally Marshals: Moira & Allan Blackstock

Emergency Phone Nos. 07891740186 or 07969312703 (marshals' mobiles)

Site Fees: Pitch only £8.00pn. With electricity £10.00pn. Rally fee: Couple £3.50

Single £1.75 all inclusive of VAT.

Attractions: Site is on the loch side and a few minutes walk from the town.

Situated on the Dumfries-Stranraer and Ayr bus routes or an easy drive to the Solway Coast or the Galloway Hills. The area caters for Historical, Horticultural, Artistic and Outdoor Interests. A hall has been booked for evening social gatherings and it is hoped a meal will be available on one evening.

Please send a **SAE** for confirmation and directions along with your rally booking slip and cheque to :

A & M Blackstock, 39 Sumpter Croft, Penwortham, Preston, PR1 9UJ. Tel. No. 01772749178.

29th June to 3rd July. (4 nights) Rocester, Staffordshire & JCB Factory.

Rally Marshals are Peter Brown, Chris Mawdsley, Jeanne & Mike Hall. Site fee £4 per van per night. Rally fee £1.20 per person (Incl.VAT) Contact Number Chris 07919 538622. Emergency mobiles (during the rally only please) Mike 07939 288586/ Peter 07771 827711.

In the grounds of Rocester Football Club, a greenfield site with no electricity. Toilets and basic showers available when club house is open. A visit to the JCB factory has been arranged for Monday 2nd July commencing 10:00 followed by lunch.

Booking slips and cheques to Chris Mawdsley, 5 Kenilworth Walk, Cheadle, Staffs. ST10 1WA. Please book and pay for the tour and the lunch on your booking slip and please itemise what and how many you are booking for. JCB tour £5 per person for senior citizens; £7 per person all others. Lunch, served at 12:00, is £10 per head in the restaurant.

Local attractions include Croxden Abbey, Ashbourne, Dove Dale and the Peak District.

The tour covers approximately 3 miles and is on foot, casual dress is suggested and sensible shoes must be worn. **Open toed shoes will not be allowed on the factory floor.**

Directions: Rocester is north of Uttoxeter. From A50 turn north onto B5030. When you see the JCB factory on your left turn right towards Rocester. Over the bridge, follow the high street to a mini roundabout, turn right into Mill Street and wind you way to the outskirts. As you leave the town you will see Rocester FC ground on the left.

Please note that all new members receive a "Guide to applying for rallies" in their paperwork. This should answer the most frequently asked questions.

*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.
New rallies will be previewed in the Rally Supplement as they are booked.*

.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 have not been vetted as to the suitability for rallies, please ask if interested.

*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
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!

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!

What's new?

We have appointed a new dealer this month namely Danum Motor Company in Doncaster, South Yorkshire. Danum are conveniently located off the M62 and boast a brand new showroom. Tel: 01302 708 566 or visit their website

www.danummotorcompany.com

for more details.

For now we will be concentrating our efforts on getting the new Symbol ready for the end of May and planning our 2008 models for the October NEC show, so until next month we wish you a Happy Easter and hope you enjoy the bank holiday break.

Emma Franklin

MotorhomeParking.co.uk

We recently came across this website put together by Graham Hadfield which we think may be of interest to our membership. Graham discovered, as we all have! that height barriers on car parks prevent us taking advantage of tourist attractions and shops in an awful lot of areas. He explains at the beginning of his website:

'The project started out when, just after purchasing our motorhome in June 2006, we came across the impossibility of parking in some towns or areas of them. The initial intention was to document both friendly and unfriendly places we came across or which we found out about from others. It was subsequently decided that pro-active contact with local authorities would be more productive.'

The resultant site gives a breakdown of parking in various areas in the UK.

For those of you not on-line Graham has no plans for off-line publication at the moment., but you could use the internet facilities at your local library.

In response to the article on clutch conversion in the last Newsletter we have been given details of another supplier for clutch modification and that is:

Gerry Wright at Adaptacar in South Molton, Devon. 01769 575979

Talisman leaky woes

Eric Garbutt

We purchased, after the usual months of deliberation and searching, by private sale a 2004 Talisman. The decision was based on the Autosleeper name and being very aware of the water ingress problems with caravans/motorhomes the monocoque seemed a safe purchase. It was 15 months old at the time, so with its remaining warranty we felt quite happy. The van was like new, and we liked the layout, so all the effort/expense seemed ok.

So 18 months down the road and many trips later, whilst we love the van I feel extremely disappointed with what I can only put down to poor build quality.

1. Damp problems around the side windows, which required two visits to Willersey ie window frames removed and re-sealed and later the window rubber seals replaced. This seems to be an old problem.
2. Damp under the dinette rear seat caused by water ingress around the mains inlet socket. I resolved this myself, resealing the inlet socket.
3. While packing for a trip I found damp at the side of the picture window, behind the passenger seat. After speaking to Charles at Willersey I drilled holes in the box section that the awning was fitted to. On doing this water poured out of this box section. I thought this resolved the problem, but later it reappeared and another visit to Willersey ensued. The Awning fixings were the problem.
4. Whilst changing a bulb on the external awning light I noticed water droplets appearing at the bottom of the fitting. So I drilled a hole in the bottom of the fitting and, yes water poured out. I don't know if any had got inside the van.
5. Again when packing for a trip I found water on items in the Luton. So off to Willersey again. This time it was the air breather on top of the Luton that was leaky.

So whether it's a sealant problem, or workmanship I don't know but my confidence in the van is virtually nil, and every time it rains, around I go with the damp meter (£6.99 from ALDI). I would certainly recommend everybody to have a damp meter and do checks after damp weather. Better to catch early.

Thank goodness for the excellent service and help given by the Willersey service centre, particularly by Charles, who was genuinely very concerned and upset about the problems I'd had. I dread the fact that he is likely to retire soon ! I am seriously considering changing the van, but wouldn't know what to get, possibly a van conversion ?

Mr Garbutt's email was passed to Auto Sleepers for comment and they responded as follows:

I am always saddened to hear of customer problems, but naturally delighted to hear that we are able to not only resolve the issues, but also understand our customers concerns and frustrations.

This particular issue was, and is, a known problem. As the Club, our Service Division and Dealers know, we had an issue with a window supplier during 2003/2004. As soon as we were made aware of this issue, which was found to be the rubber seal around the windows, action plans were put into place to rectify all vehicles. Sadly, the first replacement rubber component also failed and it was not until a third supplier was located that a solution was found.

Naturally we advised both our customer base and dealers of this problem and supported all the dealers by either issuing the rubber sealant and having them carry out the repair, or alternatively we offered our service centre facility to carry out the repairs.

Our biggest issue was that we had no idea how many or which vans were affected as our window suppliers had themselves used two different rubber companies to supply the seal. As the components looked identical we had no way of knowing which one was fitted to which vehicle, as it was only one supplier who had the leak issue, it was impossible to decide how to recall vehicles. Accordingly we asked dealers to speak to their customers to quickly evaluate the waterproofing of their vehicles.

We can only assume that the Talisman in question somehow slipped the net. Sadly when such an issue arises, even when it is totally out of our control, our quality and the department are held to blame! Hopefully the new measures we have now put in place will prove to our users that we are back to our best and I hope Mr & Mrs Garbutt entrust their next purchase with another Auto-Sleeper.

Yours sincerely

Ian Capes
C.E.O./Group Managing Director

On the subject of Tyres....

We received an email from **James Brevitt** who writes 'Isn't this issue of rubber tyre valves fitted to our Motorhomes, instead of metal tyre valves, the responsibility of the manufacturers of our vehicles? Any tyre that needs 65 psi or above should be fitted with metal valves. Why then, do Auto Sleepers allow vehicles to be sent out fitted with rubber valves on their Ford base vehicles. They say they buy in the base vehicle from Ford fitted with rubber valves. Am I missing something here....?'

Chief Engineer Stephen Small of Auto Sleepers, in the February's Newsletter stated "tyres should have metal valves fitted above pressures of 65 psi." So why aren't they practicing what they preach? Michelin Tyre Company fit metal tyre valves as standard on Motorhomes, I checked at the NEC Show, but not Ford base vehicles. I have been advised by Continental Tyre Company that above 65 psi metal valves should be fitted. Is this a safety issue that is being missed by our motorhome manufacturers? I contacted Ford UK several times regarding this problem, but they refuse to reply.

The consequences of a blowout can be a very serious accident so can we have some answers urgently? I don't take lightly to stirring things and if I am ill informed I rest my case, otherwise, please can we have some clarification on a very worrying matter?'

This was passed to **Stephen Small** who has responded as follows:

'My actual response to the question of metal tyre valves was that we have a Michelin tyre fitment guide which says that above 65/psi metal tyre valves should be fitted, so we base our advice on this information. We use Ford as the base vehicle for this conversion and do nothing to the tyres or axle loadings to alter the requirements. If Ford have decided that non metallic valves are OK for fitment to a specific application, then I can only endorse that decision.

There is no sitting on the fence with this response, Ford have supplied this vehicle to that specification!'

Roy Kewley is a new member of ASOC and he emailed '.....I was very interested in the article concerning the problem with tyre valves. I have a Marquis Sussex (based on the Symbol) which I purchased in 2005. The tyre pressures on all wheels, as recommended on the sticker affixed to

the door panel is 72 psi, yet the valves are rubber not metal. This seems to contradict the statement made by Stephen Small that AS do not fit tyres with a maximum pressure of over 65 psi with such valves.

Can I envisage myself emulating a 007 passenger by catapulting into the skies with a blowout on the motorway?'

Prompted by these emails from James and Roy I comment below on tyre pressures and valve types:

Tyre Pressures

This subject is one that has been of debate since the Club started and I don't expect it to end here. It is not the policy of the Club to advise any member as to what their tyre pressures should be but I do hope to guide you as to how to work out what they should be for yourself.

Firstly I must emphasise that road safety is the personal responsibility of each driver, who must for each and every journey determine that his vehicle is safe and legal for the circumstances of that journey. In the context of the subject I address here I would point particularly at vehicle weight with respect to tyre pressure.

There are many factors to be considered in determining the tyre pressures to be used on a Motor Caravan and I'm afraid I won't be able to put them in a logical step by step guide so do remember to take everything into account. I will try and avoid using technical terms as far as possible to the benefit of simplicity.

The consequences of incorrect tyre pressures, whether under or over inflated, can be excessive tread wear, poor ride quality, poor handling and catastrophic tyre failure. Factors contributing to the determination of correct tyre pressures include vehicle weight, vehicle ride characteristics, tyre construction and load weight.

Most motor caravans are conversions from or additions to chassis built to be used as goods carrying commercial vehicles. For example only I suggest that for some makes of vehicle/tyre combination the appropriate tyre pressures for an unladen vehicle would be 40psi but for the same vehicle fully laden would be 80psi. Vehicle manufacturers know that delivery drivers do not adjust tyre pressures during the course of a delivery run so they always specify the pressures to be used when the

vehicle is fully laden. For modern vehicles these will be shown on a label on the door post.

With respect to this posted pressure there are a number of problems. The vehicle converter may have changed the specification of the tyre fitted. For instance the post pressure of my van is 79.5psi \pm 1psi however the maximum pressure to be used in the tyre fitted is 80psi! The converter may have upgraded the chassis load rating from that of the vehicle manufacturer. On mine it has been up rated from 3,300kg to 3,500kg – is the original vehicle manufacturers post pressure still valid? A delivery driver on his way home may not be bothered by bouncing around in an empty van with high tyre pressures for an hour or so but a couple on holiday for a couple of weeks would certainly mind.

You are now faced with the challenge that you have no idea what the tyre pressures on your motor home should be. My first suggestion would be to ask the dealer from which you bought the vehicle or at which you have it serviced – he should know and should be able to tell you.

Failing that or if you don't have confidence in what you are told then contact the manufacturer of the tyre fitted to your vehicle. If you give the manufacturer ALL OF THE CORRECT DATA he will be able to advise the correct range of tyre pressures. The tyre manufacturer will need to know the size and model of tyre, the base vehicle to which they are fitted (finding this out can be a challenge but if you quote the AS build number to AS they will be able to tell you), the unladen weight of the converted vehicle and the maximum laden weight of the converted vehicle. You should be given lower and higher sets of pressures within which you can adjust your tyre pressures depending on the load (passengers, water, gas, luggage, etc.) you are carrying at the time. Ideally you should obtain this data in writing.

If you want to be scientific about it you can weigh your vehicle with various stages of load on board and then estimate where within the range of pressures given, to set the pressure for that load. Personally I would set my pressures to the highest given by the tyre manufacturer, unload/empty the van, drive it and see if I can live with the firm ride. If I could then that would be the pressure I'd use (and I strongly suspect you'll find that's the pressure a motor home dealer will set them too). If I felt the ride was too harsh I'd lower the pressures by 2-3psi a time all round (only adjusting when the tyres were cold so this may take a few days) until I was comfortable with the ride. Under no circumstances

would I lower the pressures below the lowest recommended by the tyre manufacturer and I would expect that my comfortable 'unladen' pressure was quite a bit over that lowest pressure. If at any time during this adjustment process the vehicle felt as though it was not 'on rails' the pressure would be too low and I'd increase the pressures.

Tyre Valves

Some members have raised further queries with respect to the installation (or not) of metal tyre valves. Only you as the operator of your vehicle know what tyre pressures you have decided to use and it is up to you to decide whether you have the correct valves or not. I have elicited the following:

- Michelin (and a number of other tyre manufacturers) say that metal tyre valves should be used for pressures over 65 psi
- Ventrex who make standard rubber valves say on their data sheet that they are safe up to 60.9psi
- There is a rubber valve made for use on some (I don't know which) Ford vehicles that is safe up to 101.5psi – I have a copy of the data sheet
- My local tyre fitter says he's never seen any Transit based vehicle with metal valves fitted
- Ford supply vehicles to AS specifically for conversion that have rubber tyre valves fitted as standard
- My Peugeot based van with Michelin tyres has metal valves fitted
- My local tyre fitter via his industry 'network' is not aware of any accident or insurance claim related to the incorrect specification tyre valve being fitted.
- I have searched the internet globally on this subject; I can't find any advice that you should check the type of valve fitted, and I can't find trace of any accident or insurance claim related to the fitting of an incorrect tyre (or tire) valve. The ONLY reference I found to this subject was in a UK Motorhome forum late last year, debating a valve failure on a Ford Transit.

Peter Brown.

Chairman's Chat



I would like to start this month by thanking all the members who have taken the time to write to me about design matters, all of your comments and suggestions have been passed on to the factory. Ian Capes has also asked me to thank those who have written direct or responded to the item on the Club's website. I can assure you that all your points are considered and if you saw the new Peugeot based vans at the NEC then you will know that many of our suggestions have been incorporated in them. Unfortunately it isn't possible to include everything, but I believe the end result is very satisfactory. Currently the new Symbol is under consideration and it is not too late to let me have your views.

You may recall that in my December chat I reported the committee's decision on rally raffle money being given to charity. At our meeting in February we received the Treasurer's initial report on the year 2006 and decided to donate £500 from the rally raffle proceeds to our charity for this year. This amount will be included in the cheque to be handed over at the National Rally.

Following an approach from an owner, your committee also considered the eligibility of Vivanti vans to join the club. Now that the Orian range has been accepted it seemed unreasonable to continue to exclude the few Vivantis that were built by Auto-Sleepers, so we agreed that they will also be eligible in future.

Andy Cavell

+++++

Remember the article on fuel caps? Well we've had some more comments:

Eric Watts had a similar experience in that his local Peugeot agent suggested a Peugeot lock set—new cap, new barrel for the cap, new barrels for the doors and ignition...

After visiting various motor factors he eventually purchased a fuel cap from Partco for less than £15 inc. vat. 'Partco have branches all over the UK so members should not experience difficulty.'

David Palmer replaced the fuel cap on his Ford Legend from his local Halfords and suggests Geoff Ward may be able to do the same.

And we've had suggestions for a 'Cap Swap' where Peugeot owners get together (say at a rally) put their caps with key on a table, mix them up, then take one. Non-one would know who had whose and each should end up with a different fuel cap key to their ignition key.

And finally, Rita's knees

Would it be possible to stiffen up the lower cupboard and move the loo to a more raised cupboard, say 9-12" higher? David & Rachel Horder. Jose Bosworth suggests a stout box with a small lip on which the Visa could be rested and an access panel would house other items as well as preventing that sinking feeling.

A little ditty from George Gilchrist.

Rita has, as we all know
Got a loo that is too low
It's possible that at a pinch
To raise it up about an inch
(or cut a hole in the floor and I'll be bound
Her feet would then reach the ground.)

Of course the answer to her throne
is lift it up near height at home
Make a frame and on it sit
just be careful of the fit.
That would save her creaky bones
which are the cause of all her moans.

But seriously, Rita would "like to thank those of you who have sent ideas. I have had suggestions about inverted boxes, etc., (and indeed, Pilates classes!) I shall visit DIY stores and see what they have to offer. If anyone wants to send further suggestions by email my address is rita_daley@blueyonder.co.uk."



We'd like to start with an apology to Fred and Wendy Keys who did in fact send a donation with their ad. so Thank You and once again apologies. Eds.

AS Mezan Dec 2005 5,500 miles. Little used. No pets or smokers. Illness forces sale. **£20,500.**
Contact Jack & Enid Procter 01229 772779 (Cumbria)

Thanks for the donation

Peugeot Nuevo Aug. 2002. 2.0 HDi 3,700 miles only. Swivel front seats, full size cooker, fridge. Shower, Omnistor awning never used. Internal Silver Screens. Many extras. No smokers or pets. **£22,000 ono** Illness forces sale.
Contact A Cooke 02476 542777 (Coventry).

Thanks for the donation

Ventura Freestander high level awning suitable for use with Talisman etc. Blue. Excellent condition **£200 ono**
Contact Ken or Janet Wood 01270 811889 (South Cheshire).

Thanks for the donation

AS Gatcombe VW. One owner W reg. 2000. 44,000 miles. 2.5 turbo diesel manual. Power steering, FSH. Roof rack, cycle rack, awning, air con. Fridge, oven, hob, grill, cassette toilet, shower. Battery charger, gas & elec. Heating for van and water. 6 disc CD player/radio/tape. **£24,000.**
Contact Cliff Rickett 01582 881755 (Bedfordshire)

Thanks for the donation

3 catches for interior drawers on old style Duetto. They screw on to interior of Duetto drawers. **Postage only.**
Contact W G Caie 01639 812064

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Committee Members

President	Charles Trevelyan	01386 853511
Chairman	Andy Cavell	01635 201976
Secretary	Janet Sutterby	01507 462449
Treasurer	John Tidbury	01235 538593
Vice-Chairman	Mike Valentine	02392 482818
Chairman, AGM Sub-Committee	Nora Venables	01902 332105
Rally Co-ordinator	Neil Rogers	01325 374540
Minutes Secretary	Mike Hall	01773 778016
Chief Rally Marshall	Ben Mansfield	01723 369769
Webmaster & Chair, Tech.Group	Baz Wellard	01329 231259
Regalia Officer	John Jones	01623 627903
Membership Secretary**	Norma Caley	01772 632734
Newsletter Editor	Peter Brown	07771 827711

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**Norma Caley's address is 17 Rydal Avenue, Freckleton, Preston, Lancashire, PR4 1DJ, e-mail is normacaley@tiscali.co.uk.