

# Les Slimes

June 2021



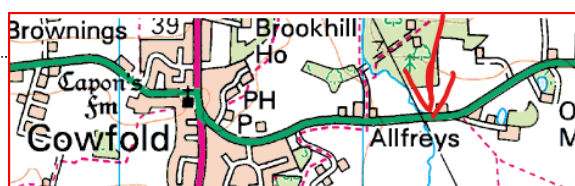
Jon Jon says its  
BBQ Time

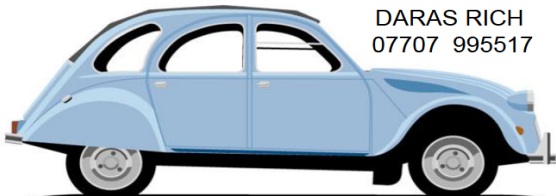


## Inside

- World Meeting  
The Journey Continues  
to Greece
- Freedom Run
- More on E10
- Did You Know ?

We will be holding the next South Downs Escargots meeting on Thursday 17 June at our Hat Camp venue, that is 'King Harry's Field', Cowfold, which is almost opposite the Oakendene Industrial Estate on the Bolney road. Arrive from 6.30pm onwards - please bring your own food, chairs etc BBQ ready to cook from 7.30. Toilets will be open so bring drink !






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Member group of 2cvGB Articles and 2cv news always welcome.  
Please send copy and pics to John Chaplin ([biker1@btinternet.com](mailto:biker1@btinternet.com))

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## Freedom Run

Another great outing organised by Bob last Sunday and great weather too!



Many thanks to Bob Brotherhood for organising another very enjoyable outing on Sunday 30th May and getting the weather absolutely spot on! Fourteen cars with members from the local clubs met up at Hilliers Garden Centre, Bosham, including one couple, not members, who joined us in their blue 2CV, having initially just arrived to visit the Garden Centre! The route through Bosham Hoe, Bosham, Chidham, Nutbourne and Woodmancote took us along very narrow lanes with scores of people smiling and waving as we went. As the tide was out it was possible to drive all the way round the coast from Bosham Hoe through to Bosham and as it was a sunny Bank Holiday Sunday there were lots of people about!

Our destination was the Woodmancote pub where we were able to enjoy good food and drink, some outside and some inside, now pubs can allow customers inside again. It was great to feel things were almost back to normal again!

Many thanks to Jayne Montague-Drake for the excellent pictures.





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Newsletter of South  
Downs Escargots

Member group of 2cvGB

Please send copy and pics to John Chaplin ([biker1@btinternet.com](mailto:biker1@btinternet.com))

Articles and 2cv news always welcome.

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

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## **World Meetings Smooth Driving all the Way (Almost)! Part Four – Greek Odyssey (continued)**

We had unpacked very little for our overnight stop at Igoumenitsa and were therefore able to make an early start the following morning. The views we had seen from the ferry of the long spit of land and the overnight stay had persuaded us that it probably was a good thing the meeting had been moved. A long thin site would have meant an awful lot of movement backwards and forwards. We were told the new site had a much better layout.

Our exploration of Greece could begin! We had a reasonable map and saw that we had a little less than 200 miles to go. It was a scenic journey through largely mountainous terrain with for the most part very little traffic. There was one moment of drama when the rear left door of the Rich family Dyane flew open on a hairpin bend. Charlotte, alongside the open door, was not hugely pleased and a short stop was required to secure the loose door to the other rear door. I think though that Charlotte's complaints continued for quite a while.

We made good time knowing that on the return journey we would have a little more time to stop and enjoy the views, including the spectacular pinnacle formations around Meteora. Soon we reached the flat coastal strip and were running up the coast towards the World Meeting site with Mount Olympus away to our left. There was a need to get there reasonably early while there were still plenty of camping spaces available. Check-in queues were short and we were soon fitting our wrist bands and moving off to find a space. I caused a slight delay by over tightening my wrist band and causing my hand to go numb. I had therefore to go back to the check-in booth where a very helpful young lady cut the band off, and carefully attached a new one much more loosely!

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The land was in fact a former commercial camp-site, which had become disused but which still had its old facilities which looked as though they had been patched up a little for the 2CV visit but still showed their age a little. There was also an outlet on the site where you could buy basic meals and we were not far from a small settlement with a number of shops. There was ample space for us to set up our little encampment with our tents grouped around a central gazebo and we were able to choose a space

fairly close to the beach and sea.

One thing which was missing was a venue for entertainment and presentations. We found that there was a stage, which did have cover, but there was no cover at all in the big open area in front of it. This was fine until the evening of the thunderstorm. We listened to the music that evening while sheltering under our gazebo. The Greek organisers when selling the meeting to the 2CV world said "it never rains in summer". That however was at Igoumenitsa. It was a different matter under Mount Olympus. Its height of almost 3,000 metres was a sure attraction for storms!



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Our one stormy night caused us no real problems and there was plenty to enjoy in Greece. We were able to drive part of the way up the mountain and other braver souls went even further on the rougher track to near the summit. Italy successfully presented their case for a World Meeting and won the right to stage the 2003 event at Vinadio in the north of Italy. There was even a wedding to celebrate as Brits Richard and Carol Cooper were married during the duration of the meeting. The sea was on our doorstep and warm and pretty shallow. It was almost a wrench to leave.

Eventually it was time to go but our adventure was far from over. We still had the drive back over to Igoumenitsa to come with the stunning mountain scenery around Meteora and planned a few days near Naples to take in Pompei and Vesuvius. We had all day to get back to the ferry port as we were taking the night crossing back to Brindisi and stopped to take in the sights as we went. Once boarding passes had been obtained at the port we joined the queues on the quay and waited. There appeared to be absolutely nobody marshalling the traffic but eventually lorries started to board and when there any sort of gap cars started to jump in. On this basis we eventually just forced our way onto the boarding ramp and were parked up on the ferry. This time the lift was not in operation.



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This time our route took us to the west coast of Italy and our first destination was Pompei. We were fortunate to find a campsite right opposite the entrance to the ruins there and resolved to stay for three nights. This gave us a full day in the ruins of Pompei, which was wonderful, but incredibly hot. On day two we headed for Mount Vesuvius and walked up from the car park to see the views and the crater. Vesuvius is a sleeping giant these days, which after seeing the destruction in Pompei, is not a bad thing.

I was leading for the return trip and decided that instead of skirting Naples we would drive straight through the middle. This did not meet with universal approval but I



enjoyed it and Sue was able to navigate us through the apparent utter chaos with admirable aplomb. There seemed little order to the traffic movement but we didn't see any accidents! Family scooter outings seemed to be the order of the day with two adults and two bambini on one scooter quite normal. They seemed to follow the rule that any

amount of weaving in and out of the traffic is allowable as long as there is space. This was fine for them but a little harder for the larger vehicles! Safely back at the campsite Kit and Hazel White seemed in need of a drink to recover from the journey. It must have been the heat.



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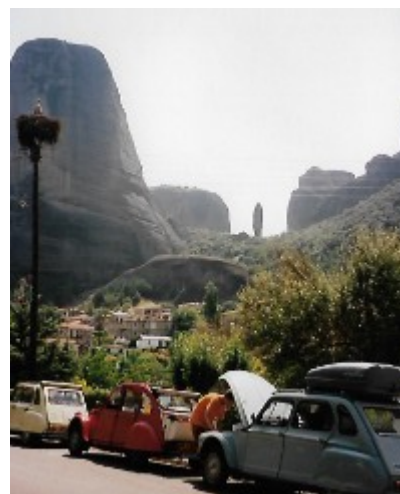
Sienna was our next stop and unusually we were still with the rest of our party as this time we had no need to make a speedy dash home. We found a lovely campsite just outside Sienna and went into town for the



evening. Ice creams seemed to be the order of the day but it was good to see the Piazza de Campo, round which the famous Palio Horse Race is run every year and the impressive Bell Tower. My one memory of the campsite is putting a dent in the bottom of Pierre's wing reversing

into a tree, a dent for which I was never forgiven and which was only removed when he was restored in 2017.

Now was the time that we really did have to dash for home. So, while the rest of our group returned a little more gently, we made tracks for France and the ferry. It had been a memorable trip to the last World Meeting of the twentieth century. In two



years it would be Austria and the first meeting of a new century!



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## Bob B's memory of visiting Greece

I was driving an Accadianne from California called Calivan. I bought it from a guy in Slovenia in 1995. Sold it on the last day ! It came from Germany. Oldenburg. Where it was converted into a Camper van. Called a Raisin Ente. Traveling □ duck. The seats tipped forward. So you made a bed with cushions. A pull out sink and gas cooker, with a cupboard that formed a table. Many Happy memories

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February PRESS RELEASE

## **FBHVC clarifies the introduction of E10 petrol for historic vehicle owners.**

After an extensive consultation process, the Department for Transport has announced that they will legislate to introduce E10 petrol as the standard 95-octane petrol grade by 1 September 2021. They will also require the higher-octane 97+ 'Super' grades to remain E5 to provide protection for owners of older vehicles. This product will be designated as the 'Protection' grade.

The introduction of the 95-octane E10 grade and the maintenance of the Super E5 protection grade will be reviewed by the Government after 5 years to ensure they remain appropriate to the needs of the market. In relation to the E5 protection grade, such a review will examine market developments over the period. HM Government have sought to reassure FBHVC members and historic vehicle owners that, without a suitable alternative becoming available, it is highly likely the Super E5 protection grade would continue to be available.

Filling stations that stock 2 grades of petrol and supply at least one million litres of fuel in total each year, will need to ensure one product is the Super E5 protection grade. While not all filling stations meet these criteria, almost all towns across the UK will have a filling station that supplies the 'Super' grade and currently one major retailer, a national supermarket group, has committed to offer the product. The main exception to this is in certain parts of the Highlands, north and west coast of Scotland, which will be covered by an exemption process and allowed to continue to market the 95-octane E5 grade.

The Federation therefore recommends that all vehicles produced before 2000 and some vehicles from the early 2000s that are considered non-compatible with E10 - should use the Super E5 Protection grade where the Ethanol content is limited to a maximum of 5%. To check compatibility of vehicles produced since 2000, we recommend using the new online E10 compatibility checker: <https://www.gov.uk/check-vehicle-e10-petrol>

It should be noted that some Super E5 Protection grade products do not contain Ethanol as the E5 designation is for fuels containing **up to** 5% Ethanol. Product availability varies by manufacturer and geographical location and enthusiasts should check the situation in their location.

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Did You Know?

DS is short for the French *Déesse*  
(Goddess) That says it all.



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