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EDITORIAL

By Adrian Sumption

I'm still recovering from the rash of Murvi meets we've had already this year. First there was Ansty (see p.5) immediately followed by Swanage, then the club AGM at Cheddar (see p.2) and finally the Cornish meet at Portscatho (see p.3). Many thanks to those of you who were involved in organising these events - and don't forget to contact [Karin](#) if you are thinking of organising your own rally however big or small it may be. It's a sign of the growing success of our meets that it's becoming quite difficult finding sites that can accommodate all those who wish to attend, particularly for the AGM where we always try to find sites with hard standing because of the time of year.

The meets have been so enjoyable and it's good to see how many new friendships have been struck up as a result. It's great that many members who have never before attended a rally have taken a leap of faith to overcome any apprehension that they might find it all too 'organised'. Happily all the feedback we've had has been very positive. Don't worry, we don't do bingo or silly games, just lots of good company,

shared experiences on walks and visits to places of interest - and of course, our fair share of eating and drinking together.

The theme is continuing with many more meets in the pipeline. A few of us will be attending the folk festival at Priddy (near Cheddar) in July. We plan to meet up the day before at Cheddar Bridge so that we can go in convoy to Priddy and be pitched close to each other at the campsite. Do let [Karin](#) know if you would like to join us there.

Then there are plans for a meet in the Yorkshire Dales in early September, a repeat of the weekend some of us enjoyed a couple of years ago at Orford in Suffolk which is in mid October, also a repeat of Steve Little's fascinating tour of the industrial history of Manchester in early November and finally the annual November seaside meet which this year will be in Pembrokeshire. See the Murvi Club website for details of all of these and lots of other interesting information. Plenty there to keep you busy for the rest of the year if you so choose!

WE NEED YOU TO CONTRIBUTE TO THE WEBSITE

By Nick Mawby

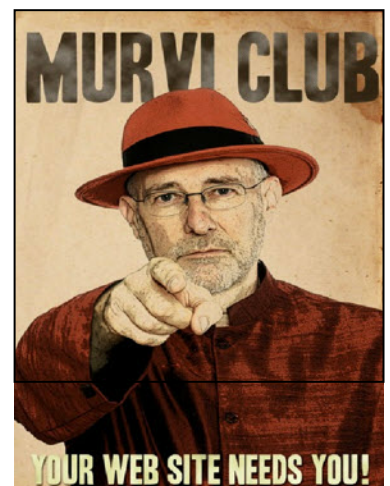
Do you have a tip to share? A place to recommend, a modification, recipe or good idea?

You can send your tip direct to the website by email.

Before you do this, you must have registered on the website with your own username, although you do not need to be logged on when you send in a tip. Write your tip as an email:

- put the title of your tip in the SUBJECT line
- your written description goes in the body of the email
- attach one photo to the email
- send it TO webpost@murviclub.org.uk
- you must send it FROM the email address that you have used to register on the website
- by default, your article will be published under the 'camping' category; however you can select which category it appears under by entering one of the following at the end of the subject line [note the word must be in square brackets]
 - **[mods]** for modifications to your Murvi
 - **[places]** to recommend areas to visit
 - **[food]** for your favourite recipes to cook in the van
 - **[info]** for helpful information
 - **[ideas]** for anything else

It will take up to 15 minutes to process; if it does not work contact murvilover@gmail.com



It is a most salutary thing when one gets a new neighbour who proves to be "Mr Nasty" :- it really makes one appreciate one's friends!!! We have experienced the wonderful friendship of the Murvi Club on all the occasions we have attended Murvi "does", and Cheddar was no exception – in fact for us it was an utter joy to be surrounded by pleasant and agreeable people who were, as usual, friendly, hospitable, and always willing to Help... (we had tap problems and Dean and Tony were marvellous :- only too willing to give of their time to try to help!) Our particular interests put us in touch with Jacquie who explained about her dog basket on her bike, and Hanneke who was most forthcoming on the benefits of a Dutch cycling holiday.. she even sent us by email a detailed guide to Holland! Many thanks to all!!!! (Perhaps Murvi ought to have a Cycling Meet in Holland!!!)



Going Walkies



The Murvi Peloton

Every day there was a stream of "activists" ... either on foot or on bikes... setting off on their adventures.

With our disability we were only too happy to "exert" (!) ourselves by using our electric bikes to go the odd half mile to the town which we found to be utterly delightful... nice shops with a supermarket and delightful stores dotted around..... We enjoyed poodling around, and the impressive centre certainly is memorable. But then for us first time visitors to Cheddar the Gorge seemed to be Somerset's answer to the Grand Canyon!!!



The Parish Church

Even the Parish Church was more Cathedral like.... was it in keeping with the splendour of the Gorge?

The general activities of the Murviites obviously needed an intake of fuel for the next day... and the football club provided the necessary refuelling station.

The main business for the Rally was the AGM, and that was efficiently and pleasantly disposed off by our excellent committee.



The Club Committee



..... And the Club Members

Then followed the shared supper... a veritable feast provided by all – each brought a dish. All was arranged on tables that stretched across the room , and the total result was stupendous.



Food, glorious food!



Thus ended a most enjoyable Murvi Meet... with many thanks to the organisers... especially to Karin for her close attention to the stewarding duties.....

The success of these rallies doubtless increases the desire of members to participate, which puts a great strain on the organisers for locating sites which can accommodate our ever growing numbers of members!!!

John Laidler organised a well-attended Meet at the Treloan Farm Camp Site just outside the well-heeled village of Portscatho, on the Roseland Peninsular, to the east of Falmouth, Cornwall. Twenty-nine motorhomes of various types and vintages pitched up – one '15' registered van had only been collected from Murvi a fortnight before. There were fifty-six members and seven dogs, in twenty-nine motorhomes variously scattered across the unmarked pitches. The ground was very sloping but with superb views to the North-west across Gerrans and Veryan Bays. Facilities were good but supplies had to be obtained by walking into Portscatho, something of an up-and-down challenge for the less agile. The electricity failed on half the pitches on the final evening (a Sunday!) but everyone seemed to manage OK. Almost everyone stayed for all four nights and a varied programme was offered by John Laidler. Although all four days were rather chilly, with on-shore breezes, it remained largely sunny during the day and there were fine views of the stars at night, in a part of the world not cursed with too much light pollution.

On the first evening we had an informal get-together in one of the two pubs in Portscatho, the Plume of Feathers. The whole of the Peninsular is riddled with Public Footpaths and there were some enterprising (!) routes taken from the campsite to the pub. The recommended route went from the bottom of the campsite to the cliff-top South-West Coast Path and thence to the harbour of Portscatho. On this route a lovely Methodist chapel had a self-service espresso machine with an honesty box and there were Public Conveniences nearby. What more could you ask?

On the first full day John had devised a gentle stroll to the slipway at Percuil opposite St. Mawes on the Percuil River. The circular tour was about three miles long and was, as promised by John, pretty flat and undemanding. There were even loos at Percuil but no refreshments.

A free afternoon was followed by another post-prandial trip to the Plume of Feathers where John had reserved a room that was overwhelmed by the number of Meeters who joined him for a drink. It was very convivial and the drinking was good.

Our gentle stroll on the Friday was just a limbering-up exercise for the more substantial walk on Saturday. The nine-mile circular walk took in the whole of the Roseland Peninsular to the south of Portscatho, ending at the (dismantled) gun battery of St Anthony Head, opposite Pendennis Castle in Falmouth. I didn't read the history of the battery but I guess the two fortifications on either side of the River Fal were precautions against the French in the 18th and 19th centuries. What I can say is that John once more came up trumps in the Public Convenience department. In lovely sunshine we sat down to our sandwiches and drinks with a view to die for across to Falmouth. The walk out had been an undulating cliff-top and beach walk, but John produced quite a contrast on the return with a river-side walk through woods rich in rhododendrons, amongst other things.

Saturday evening was an interesting idea, with chefs from The Hidden Hut (see below) producing two huge paellas, one with seafood, the other a vegetarian option. A log fire was lit in the

centre of the circle of meeters, who brought their own tables, chairs, utensils and – enterprising this – wind breaks. The food was excellent but the weather was freezing.



Those of us who sat downwind of the bonfire were gently warmed but also ended up thoroughly smoked and with running eyes. You can't win, sometimes.

On Sunday morning John had hired the Roseland Community minibus and fourteen of us took the bus to Caerhays Castle. Two Murvi vans also followed with five occupants. At Caerhays Castle the great attraction is the garden, which is full of



magnolias, rhododendrons and azaleas, as well as possessing a small rockery (disappointing) and a fernery (fascinating). Most of the magnolias were magnificent though some were just past their best, while the rhododendrons and azaleas were looking forward to even more spectacular days to come. The gardens were very well signposted with a variety of walk ranging from one suitable for those in wheelchairs all the way up to mini-hikes. A really good trip.

Sunday afternoon was free and Kath and I walked north along the South-West Coast Path through Portscatho and on to Creek Stephen Point. We had noted that a popular refreshment café called The Hidden Hut was open just north of Portscatho and availed ourselves of coffee and carbohydrates on the return walk.

This was an excellent meet, well-thought out by John Laidler and very much appreciated both at the time and in subsequent e-mails on the forum. Well done, John!





Ken & Madeline

Our interest in camping/caravanning began over 43 years ago. After about six different caravans and with our children grown and off hand we eventually found our ideal caravan layout. Then, in 2007, following a trip to Tuscany and Garda, we got the bug to change to a motor home. Our best caravanning

friends made the same decision quite independent of us. The four of us made a visit to the Malvern Show and we were smitten by a Lunar motor home with almost the same layout as our "perfect" caravan. Soon the purchase was agreed. Our friends continued their deliberations and ended up buying their Murvi Morello. We were both very happy with our choices and then, following our decision to downsize, we too were wooed into ordering a new Morello which we picked up in March 2014. We could not be happier with our choice and have now completed our first year using it. In this first year we covered about 4000 miles spread over 70 nights away.

Our journey from St Albans to Ivybridge was not helped by the awful floods the UK experienced in early 2014 and the fact that the railway lines were washed away at Dawlish. We had to take a replacement bus from Exeter to Plymouth. We persuaded our bus driver to drop us on the A38 near to Lee Mill. A quick phone call and Rex picked us up in our new Morello. We must have looked like a couple of illegal immigrants standing beside the road with our suitcase! After 2 hours of instruction by Rex regarding all the ins and outs of our new "home" we drove up the road to Lemonford Caravan Park for a couple of nights to see if we had absorbed all he told us and to see if everything was working well. We needn't have worried; everything was fine so we spent a day at Buckfast Abbey before another night in Devon before travelling home.

We were very proud of our new campervan. So what next? Since we like to take our grandchildren away in the summer holiday we needed an awning for them to sleep in. We bought an Outdoor Revolution Air drive-away awning which has turned out very satisfactory for our needs.

Easter took us to our usual destination, Black Robin Caravan Club CL on Beachy Head, Eastbourne. It's always very windy up there but it's a beautiful place to relax and within easy walking of Eastbourne. Later in April we travelled up to the C&CC site at St Neots to join up with our long standing friends (4 campervans/7 friends and a dog!). As for many years, we had a great few days and consumed a few bottles of wine! In May we spent five nights on a CS near to Romsey and visited Mottisfont Abbey NT property, a beautifully peaceful place. June saw us spend a few days at Swiss Farm Caravan Park near Henley-on-Thames and July we were at Brighton Caravan Club Site for a week with our daughter and granddaughters. August we were off to Kelling Heath for a week with our grandsons. All of them enjoyed their sleeping quarters in the awning.

Eventually we reached our long solo holiday. We were off to France and northern Spain for about 5 weeks. We had a fantastic time and the weather was amazing for October and November. First stops were a few days in the Charante region

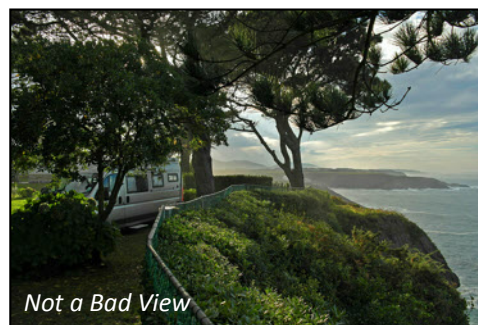


visiting family and friends, then off to Bidart, near Biarritz before crossing into Spain. At Burgos our arrival coincided with a weekend of celebrations at the tomb of El Cid, he was born here, and this weekend consisted of various medieval events (i.e. jousting, flag waving and lots of costumes). This was a lovely extra we had not expected. Then it was off to Santiago de Compostela. The weather was not good here nor was the fact that the beautiful cathedral was covered in scaffolding, both inside and out!



The Celebrations at Burgos

After Santiago we travelled to the lovely Picos mountain region, spending a week walking and relaxing in this beautiful area. Then it was San Sebastian, a lovely camperstop within walking distance of the superb old town and beach. Then back into France at St Jean de Luz. We were recommended to Camping Bord du Mer, a cliff top site overlooking the Atlantic Ocean and that too was a superb place for us to relax, walk and unwind. Then it was home through France again. Altogether it was a lovely year in our new Murvi Morello. We are delighted with our choice of camper, especially that lovely big door bringing the beauty of the outside into our "home". Roll on 2015.



Not a Bad View

The Dorset village of Ansty nestles amongst an encircling ring of hills stretching from the Tolkienesque Bulbarrow Hill in the north to Henning Hill in the south. Its old English name means a “lonely or narrow path” or a “path linking other paths”. Appropriate, as the village lies just one mile to the east of the spaghetti junction of footpaths known as the Dorsetshire Gap. What’s more, the area is riddled with dykes, tumuli and Iron Age hill forts.

All this makes for a tempting prospect for the adventurous hiker and many of the latter arrived at Brewery Farm campsite in late February for a Murvi meet planned and organised by Karin and Adrian Sumption. The blustery winds and winter chill failed to dampen the delights provided by the on-site farm shop and the adjacent local hostelry - the Fox Inn.



Murvi hikers at the Dorset Gap

Two local walks directly from the campsite explored most of the immediately surrounding footpaths. The first, led by Adrian, took us via the Dorset Gap to Melcombe Bingham. The second, led



There is a Green Hill - this one's Bulbarrow Hill

by Geoff, headed for “Rawlsbury Camp” – an Iron Age hill fort at the summit of Bulbarrow Hill. Later, in 1588, this site became one of the Armada Beacons and subsequently it was used as part of a chain of hilltop telegraph stations running across Dorset during the Napoleonic Wars. Today it is home to a rough cross adorning the summit which affords excellent views of “Hardy Country” – taking in five counties on a clear day.

Dorset offers some remarkable archaeological sites for exploration and we couldn’t miss the opportunity to visit the Iron Age Maiden Castle and the 11th century Corfe Castle. Maiden Castle is among the largest and most complex of Iron Age hill forts in Europe with spectacularly high ramparts. Access is free providing wonderful high level rambles. Corfe Castle, built by William the Conqueror, dates back to the 11th century and stands above the village of the same name on the Isle of Purbeck. It was one of the earliest castles in England to be built using stone.

Perhaps the best-known feature of Ansty village is its pub, the Fox. Twenty years ago, despite the village’s isolation, it was hard to get through the doors on a summer weekend. It went out of fashion for a while but it is now re-establishing its reputation as one of Dorset’s more popular ‘destination pubs’. The staff had set aside a generously sized room for us to meet on the first evening for drinks and banter.



A few of the Vans at Ansty

Karin had hired the local village hall, originally the brewery malt house, for our second evening’s shared supper, or as we call it ‘up North’, a Jacob’s join. The group excelled itself with some delightful dishes and some were spotted sampling up to six desserts on one plate. Mmmmm - delicious.

We convened once more in the restaurant at The Fox for our final group dinner on our last evening together where an excellent meal was provided to satisfy almost every appetite. Only those favouring the fish dish were disappointed as the fish was off (off the menu that is!)

On Monday we went our separate ways. Some were heading home, others to the next meet at Swanage. The trip south provided Geoff and me with the opportunity to continue our journey and explore the Dorset coast for the first time: including Purbeck, Chesil Beach and the Jurassic Coast along to Lyme Regis. The unseasonal sunshine was a great bonus.

Unfortunately, Adrian and Karin were heading off to the nearest Webasto dealer to seek help for their leaking boiler! Our thanks to them for arranging this superb trip.



Corfe Castle



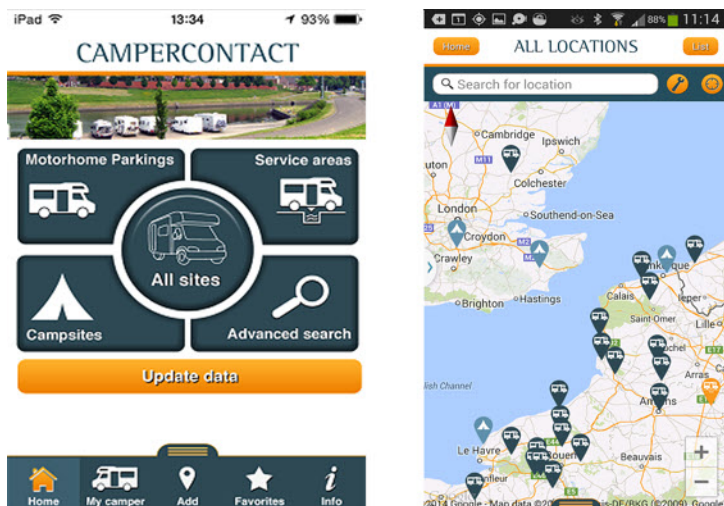
Maiden Castle

CAMPERCONTACT – SITES AND AIRES IN EUROPE

By John Laidler

Most of us probably use various guidebooks to find campsites and aires in Europe but increasingly information is becoming more available online. The Netherlands Kamping Club (NKC) have a very useful website www.campercontact.com which lists some 18,000+ locations in Europe and a significant added bonus is they have produced apps for both Android and Apple which will work offline as well as of course when you have an internet connection.

The website is easy to use, just click on a country on the map on the home page then zoom in to the area you are interested in and the locations listed will start to appear. There are three symbols used. The one of a tent is a motorhome friendly campsite and then there are two other symbols of a motorhome. The orange ones are just service points for emptying waste and refilling with water. The dark ones are aires or parking where motorhomes can stay overnight.



To load the app version onto your device, and I would suggest a tablet with a screen not smaller than about 7" is required, search on the Play Store of your device for NKC, where you should find

the app called Motorhome Parking. The free version only lists about 10% of the locations but this will be enough to give you a feel for things. The paid for version, which is only a few pounds, gives you the full database.

The app is about 50MB so I suggest being connected to a Wi-Fi network and certainly if you want to download maps. After you have opened the app, tap on the middle of the screen where it says "All Sites" (see Screenshot 1) and on the next screen tap in the top right hand corner where it says "Map". Then scroll around to locate an area of interest and zoom in until you can see individual locations appearing (Screenshot 2). Tap once on any of these and the location will appear at the top of the screen, tap on this and it will take you to the detail of the location, possibly with photographs. Of the various buttons, "Contact" will show the coordinates and "Facilities" will list if it has water or waste disposal. The home screen is returned to by tapping on the rather awkwardly placed tab at the bottom of the screen.

It is possible to download maps for offline use, but they are quite big so you will probably only want to load the countries you plan to visit. These maps, unlike the online version, are Open Street Map (OSM) and suffer from the limitation it is not possible to zoom very far in but they are usable unless two locations are very close together.

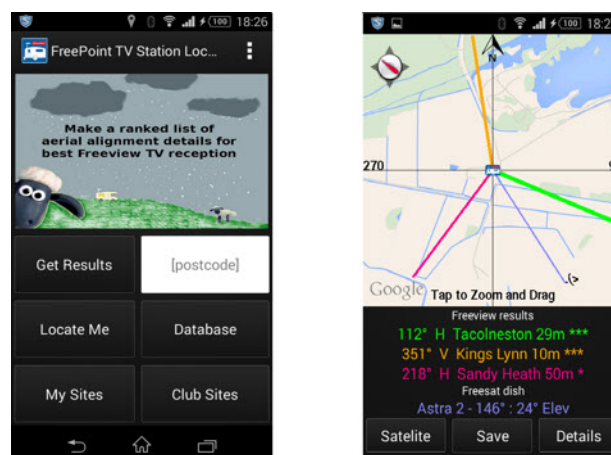
All the locations are available to download as a POI file in a format suitable for loading into a satnav. I won't describe how to do this as it varies between different satnav manufacturers as does how to find the POIs once they are in your satnav. However, a bit of Googling should find advice how to do this for your device.

The list of sites is certainly not complete and coverage in the UK does not seem very extensive so I would not suggest this is the only resource you need, but it is very good on aires in out of the way corners of Spain for example, and the apps allow you to submit new records online. The button on the home page "Update data" will load new records which have been submitted by users. Updates are said to be published daily.

FREEPOINT UK

By Alan Major

FreePoint UK is a useful app to help align your digital TV aerial or Freesat dish for the best Freeview reception in the UK. It has a database of entries for over 6000 CC, C&CC and independent sites detailing aerial alignment, signal strength and polarisation options/recommendations for that location. If your location is not in the database a prediction can be made using the postcode. An internet connection is not needed to use the app once it has been installed but if available the results for any location can be overlaid on a map or satellite view. The app is free but an annual subscription of £1 will give access to updates to the database and enable a list of favourite sites to be saved.



This may be of interest to members who have the older model Fiats, or those with, like us, a Sprinter conversion that does not have an underslung gas tank.

The one thing we mistimed when purchasing our Morello was the Gaslow LPG system. Our Sprinter based van has the bottle in the bathroom cupboard, similar to the older model Fiat versions. Within a few weeks of collecting our van Gaslow introduced the bottles with a level indicator, and within a year or so Murvi was fitting an underslung tank.

We have found it mildly frustrating at times having to guess how much is in the gas bottle. OK, Murvi have left room to squeeze in a small Calor Propane bottle for back-up, but once started we would then have two bottles with unknown contents. Our typical usage in summer months means that the bottle will last about two weeks. We tend to avoid hook-ups, especially in the summer, paying £3 or £4 just to run the fridge and boil a couple of kettles does not seem good value compared with less than 50p worth of gas. This can make a two to three week jaunt around the Highlands very marginal on gas as there seems very little Autogas north of the Inverness – Dingwall area, and some of these are not particularly reliable. I have been told at one to try banging it hard until it works!

Hence a back-up Autogas compatible bottle has been a desirable add-on, and I have done the odd search for a bottle that would squeeze into the cupboard without success. Then, early this year I noticed that Gaslow had introduced a new smaller bottle, to match the Camping Gaz cylinder. This looked a potential option, and measurements confirmed that it would easily fit in the bathroom cupboard.

It is a bit tricky ordering these things as there are several sorts of hoses and the various connections are quite specific. So, armed with a couple of the complimentary tickets from Rex we took ourselves off to the NEC and had a chat with the Gaslow stand reps. It was then easy to work out that we needed two hoses, one to join the bottles for filling, and a delivery hose to connect the new bottle onto the T piece fitted by Murvi. A 90° elbow was also necessary to make it in the space provided. The extra bottle also has to be a No.2 bottle. This designates that it has a T Piece on the inlet so that the gas is delivered to both bottles.

The bottle and pipes were ordered, at show price, and duly arrived within a couple of days.

Fitting is relatively simple, but obviously should not be attempted unless you have suitable tools and are familiar with working on pressurised gas systems. The gas filling hose is disconnected from the existing bottle and connected to the filling T on the new bottle. Thankfully this was plenty long enough, as changing this would have been a major exercise. A connecting hose is then used to join from the spare connection on the filling T to the filling port on the old bottle. The outlet from the new bottle is connected to the spare connection in the cupboard. A bit of experimentation with hose positions may be necessary to avoid tight bends and kinks.



It is then off to the local Autogas pump to do a test fill. It is apparently recommended to avoid a full fill for the first use in case the float has not positioned correctly. With no signs of obvious leaks, back home to test it all with leak test fluid. It is possible to use washing up liquid mix, but proper test fluid is much cleaner and easier to use and is readily available in ScrewFix and other plumbing outlets.

If you do not feel able to attempt this, then it should not involve much more than an hour or so of a local gas fitter familiar with LPG systems.

And now, we are able to live off the main original bottle with the comfort of knowing that when it runs out we have around a week's supply, with level gauge, in the reserve bottle. So, hopefully no more calling at the Autogas pump to find we only need about £2 worth of gas.

IN PRAISE OF BRIT STOPS

By Adrian Sumption

At the risk of teaching my grandmother to suck eggs I thought it might be worth a quick plug for Brit Stops. For those of you who are unaware of Brit Stops it is an outfit which encourages places like pubs, garden centres and other local businesses to offer free overnight parking for motorhomes on the loose understanding that you may choose to grace them with your custom. They may not offer anything more than an overnight parking space but many of them do offer additional facilities.

Karin and I joined recently and we have used three of the stopovers on our way to and from Murvi rallies, all in pub car

parks. The lovely thing about the ones we have used is that the pitches have been secluded and very quiet - like having our own personal campsite. In every case the publican has been extremely helpful and welcoming. What's more it means you can spend a pleasant evening in the pub without having to worry about driving (or even walking) home afterwards!

In order to join [go to their website](#) and order a copy of the handbook. The 2015 edition of the handbook costs £27.50 plus £2.60 P&P - pretty good value if the alternative is using campsites.

I had never baked bread before, but I decided that my Grandfather's trade should be an inspiration, and that making it on a Murvi would be a great hobby combination.



What I needed was an oven which would work on a hob, and I chose the Omnia ([click here to go to their website](#)) which is compact, light and would not take up a lot of space. But at £39.95 plus £5.95 shipping from Seamark Nunn, it was expensive. It is supplied with a custom bag. An Omnia

Cook Book is also available, but the recipes can be accessed on the web.

A 2.5 L mixing bowl and a silicone scraper were chosen from Lakeland, both at £2.95 each. The bowl is just large enough to accommodate the oven, thereby reducing the storage space required, and is light weight. Other equipment required included oven gloves and a clean cloth to cover the proving dough mixture.



To simplify the process on the 'van I used a 'ready' bread mix. These are available from Wright's and Carr's, who probably supply Sainsbury's, Tesco, Waitrose, Aldi and others with their own-brand ranges. Allinson do not

seem to make 'ready' bread mixes. The ones I have tried are Wright's Mixed Grain Bread Mix – £0.90, and Sainsbury's Taste the Difference Golden Multiseed Bread Mix - £1.20.

I also took with me a small bag of plain flour to dust the greased inside of the baking tray, and to dust the work surface during the kneading stages.

The addition of water to the mixture starts the transformation process. Using the scraper here makes it easy to keep the ingredients together in the bowl, rather than stuck to your hands. Once it is thoroughly mixed, it can be kneaded, and then set aside to prove in the mixing bowl, covered with a

damp cloth. The perfect catalyst is sunshine. The alternative is a Murvi heater vent.

The baking tray can be prepared at this stage. It needs to be oiled or greased and dusted with flour.

Stage two after the dough has risen is further kneading, and shaping into a form suitable for the baking tray. My approach is to split the dough into two equal portions, and create a cylinder. This can be elongated by suspending one end, and rotating it so that gravity stretches the dough. When the required length has been reached, the dough is ready to be placed in the baking tray and proved for a second time under the damp cloth.

When it has risen again, it is ready for baking. The spreader plate sits on the grill first, and should be heated before adding the baking tray, and then the lid.

The gas setting I use is just over halfway between low and high. The baking time is between 20 and 25 minutes. You can test whether it is cooked by tapping the top of the loaf. If it sounds hollow, it's done.

The loaf can now be 'turned out' of the baking tray onto any suitable grate to cool. The one on the hob is ideal – just use a cool area, and not the one surrounding the burner which you have just used. This will avoid the branding marks shown on the picture below.

All home-made bread tastes good, even if it is a ready mix. 'Van made bread tastes even better. When kept in a plastic food bag, it still tastes fresh even after a couple of days. There are many bread mix options available. Of the two I have tried, the Wright's Mixed Grain Bread Mix probably tastes a little better than the Sainsbury's Taste the Difference Golden Multiseed Bread Mix, but it is difficult to choose between them on taste without a side by side comparison. Price makes the Wright's product a better buy.

Baking bread on a 'Van is easy, and the results taste good. It's also very satisfying. Why not try it for yourself?



BULGUR WHEAT WITH MUSHROOMS

By Andy Bawn (courtesy of Nigel Slater)

A tasty simple meal, very quick and easy, just one pan to wash up!

Ingredients (Serves 4)

- 225g / 8 oz Brown mushrooms
- 100g / 4 oz Gruyere cheese cut into 2.5cm cubes
- 2 table spoons ground nut oil
- 225g / 8 oz bulghur wheat
- Salt and freshly ground pepper

Cut the mushrooms into quarters and cook in a shallow pan with the oil for 3 or 4 minutes, until they are soft and golden brown, (I sometimes also add a clove or two of garlic)

Remove them from the pan and keep warm.

Add the bulghur wheat to the pan, tossing the grains in the remaining oil. Pour in 300ml / 1/2 pint of water and a pinch of salt (instead of the salt I have used a vegetable stock) Simmer the grains for 6 minutes. Taste the bulghur to see if it is tender, if not cook for another couple of minutes.

When tender, stir in the mushrooms and cheese, and season with black pepper.

Enjoy with a glass of red wine!