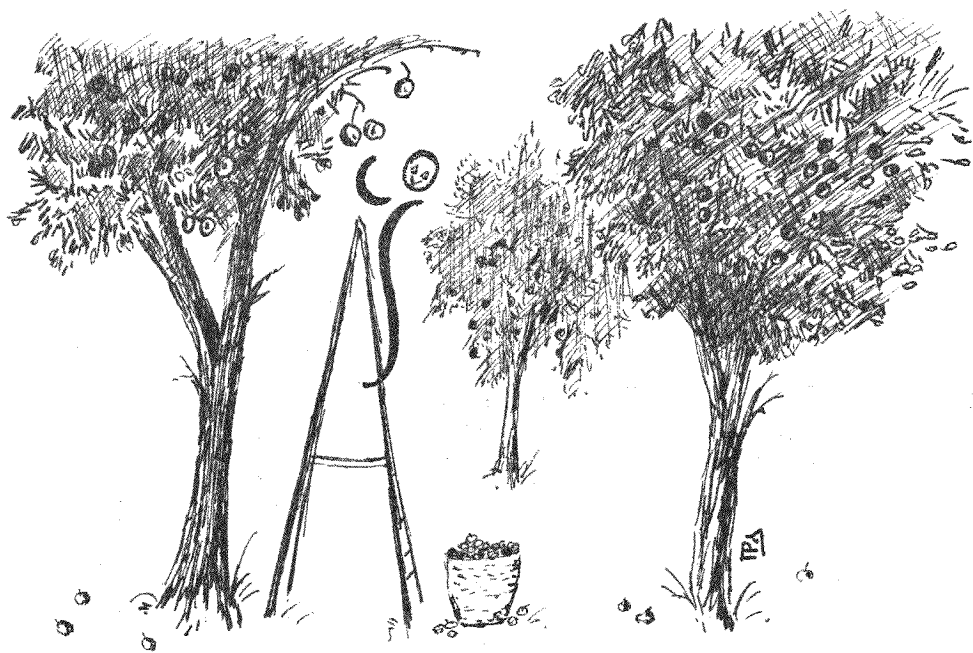


*Auto-Sleeper
Owners' Club*



*Newsletter 48
September 1992*

Hello.

What a rally we had at Stratford-upon-Avon Racecourse. The Club and Company Rally, our 100th rally, attracted over 300 vans and everybody to whom I spoke seemed to enjoy it very much indeed. The weather helped considerably, it stayed dry and reasonably warm although the wind on Sunday morning was a bit fresh. The Auto-Sleepers marquee was packed to overflowing when I tried to get in on Saturday morning and their shop was doing a brisk trade. They had provided tea, coffee, milk, sugar and an urn of boiling water which seemed to be in constant use. I found it very valuable because I could wait until the queue had lessened and then grab a couple of cups for *Sheila* and myself. Our own Club shop was busy all the time and so were the stalls. The rally was supposed to start at noon on Friday but when we arrived (to help as necessary) at about 10.30 there was already a large number of vans present and the stream of arrivals was constant. The Club stalls were surrounded even as they were being set up!

On Saturday evening I was introduced to someone who seemed to be the youngest member of the Club present at the Rally. This was *Miss Charlotte Garner*, the 10 week old sister of *Christopher*. She was in a very contented mood when I saw her and seemed to be enjoying all the people around, she even gave me a smile! But on Sunday morning I was introduced to *Carl Moody* and, at 6 weeks old he took the record! The children present all seemed to be enjoying everything. I was also delighted to meet our Honorary Auditor, *Howard Quart*, who has previously stated that he is "approaching senility" but it certainly doesn't show. I believe that he was about the oldest member present at Stratford. What a Club we have when we attract members at all levels of the age range.

In common with *John Cox* (see his letter later) I was delighted to see so many of our "Privileged Parking Persons" attending and enjoying the Rally. We have given them that title because in no way can they be called disabled. With their various means of locomotion - chairs, sticks, etc. - they were gadding about the field with the rest of us and taking part in everything. I've said it before, and I'll say it again, I can't recall that anybody could get from A to B without talking to somebody else on the way. Isn't it nice to be able to say to other, non-ASOC, friends "Oh yes, I spent the weekend in the company of over 700 friends of mine!"

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Club & Company Rally "Profits"

I am told that the various stalls at the rally brought very good

returns. There is a letter from *Barbara Cox* elsewhere and a note from the Chairman about this too.

The actual receipts were as follow:

Raffle	£666.00
Bottle Stall	245.50
Cakes Stall	207.73
Bric-a-brac stall	276.00
Games	59.70
TOTAL	<u>£1454.93</u>

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It came to light through various conversations at Stratford that many of our newer members are not aware of the significance of these words bandied about by many members of longer standing (I didn't want to say "older" members!). If you look at the latest "woollies", key rings, tablecloths and many other regalia items you will see the letters "A S O C" turned into a reclining figure. It all started just after the Club was officially formed in 1989. *Philip Daley* was then the Editor of the Newsletter and wanted to have some sort of cover for each issue. *Rita Daley*, then the Club Secretary, is also an amateur artist (as well as being *Phil's* wife!). She happened to be doodling one day and the "Little Man" was the result. Since then he has been woven into the very fabric of the Club and has given rise to the fascinating covers of the Newsletters (over which I have NO control - Ed) every one of which from issue number 3 onwards has carried those famous letters somewhere. In fact it was issue number 4 which showed the very first version of the "Little Man" and since then we haven't looked back.

I shall have to ask *Rita* if we can arrange a special cover, perhaps issue number 50, to repeat cover number 4 as part of the design. I'll see what can be done, if she has forgiven me yet! I say this because I caused a certain amount of panic in the printing run. You probably noticed that I arranged the words "New Zealand" on page 6 of the last issue to appear upside down. Imagine yourself in the middle of a print run when you suddenly notice this and immediately think that you have put the print in wrong way round! Sorry, *Rita*, I'll try to remember to warn you next time!

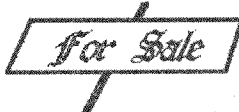
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WANTED

Annex tent suitable for Rambler. Freestanding/Rear attachment to gutter. Would prefer Beige/Brown colour.

Philip Ferris, "Grasshoppers", 7 South Close, Alresford, Hants., SO24 9HS or telephone 0962 732 054.

Talisman or Legend, about 1988. Either petrol or diesel - the only special requirement is that it has a cassette Porta-Potti. Price around £15,000. Please contact John Mitchell on 0962 776 563 or write to him at Tudor Cottage, Crawley, Winchester, Hants., SO21 2PR. John isn't a Club Member, yet, but will be if he can find a van - so please help if you can!



When we bought our F' Reg. Talisman it came with a two bike rack which we don't need. The original cost was apparently £224 plus £80 for the rear lighting board. If anyone is interested they could have the lot for £75.

Peter Cruse, 31 Church Road, Little Berkhamsted, Herts., SG13 8LY or telephone 0707 873 511.

Talisman, Diesel, 2,500 cc, February 1987, 25,800 miles, 30 mpg. Almost as new, interior immaculate. Beige/White. 2 berth. Cupboard over cab, 2nd battery, Yale locks, Burglar alarm, Fiamma awning, Silver Screen (all extras). Usual equipment: toilet compartment, full oven, water heater, shower, space heater, plenty of cupboard space, very comfortable. Easy to drive. A.S.O.C. member since new. New man in my life necessitates sale. £16,500.

Telephone Joy Stephenson on 0634 379 251 or write to her at 19 Chaffes Lane, Upchurch, Near Sittingbourne, Kent, ME9 7BN.

Auto-Sleeper CX200 high top on Bedford CF2. 'B' Reg, August 1984. 29,908 miles only. Overcab double berth unused. Extras include Portaloo, Carver heater, Stereo radio/cassette, fridge, oven, mains hook-up with 25m cable, sleeping bags (unused), cooking pots and

pans, crockery etc. Unit is ready for immediate use. Excellent condition inside and out. Just been serviced, MOT for 12 months. All for £7,000. Reluctant sale on medical advice.

For full details please phone Philip Webster on 0376 342 908 or write to 26, Thames Close, Braintree, Essex, CM7 6XL.

Philip has had a stroke since he joined A.S.O.C. and his driving licence has been withdrawn for medical reasons. *Sheila* (his wife) doesn't drive so they have to sell the van. They mentioned that we don't seem to have a tariff for advertisements so they sent a donation of £10 for Club funds. We DON'T charge for adverts but thanks for the donation. I am sure the whole Club joins me in wishing them all the very best for the future. (Must see if we can arrange a rally at Braintree so they can walk round for coffee!)

Silver Screen insulated window cover to fit Talbot old type truck mirrors - never used. In its own storage bag. Cost £110 new, will accept £55.

Fiamma Top Box Ultra Pack 1 - little used. Will accept £75.

Contact Brian Sirrell on 0245 461 496 or write to him at 6 Oak Lodge Tye, Springfield, Chelmsford, Essex, CM1 5GY.

Set of pink curtains for Trident T3. There will be no charge for the curtains but if you want them you will either have to collect them or pay the postage. For further details please write to Mrs. Joyce Hudgell at 2, Berrow Court, Gardens Walk, Upton-upon-Severn, Worcester, WR8 0JP.

Rambler, Feb. 1991, 2 ltr petrol. Standard specification (except Talisman flower pattern curtains) plus double bed infill. Swivelling driver's seat; Omnistor awning; Porta-Potti. 13,000 careful miles; non-smokers; no pets. Immaculate. £15,850 (saving £3,000). Contact Les Davey on 0823 442 659 or write to him at 2 Park Way, Ruishton, Taunton, Somerset, TA3 5JX.

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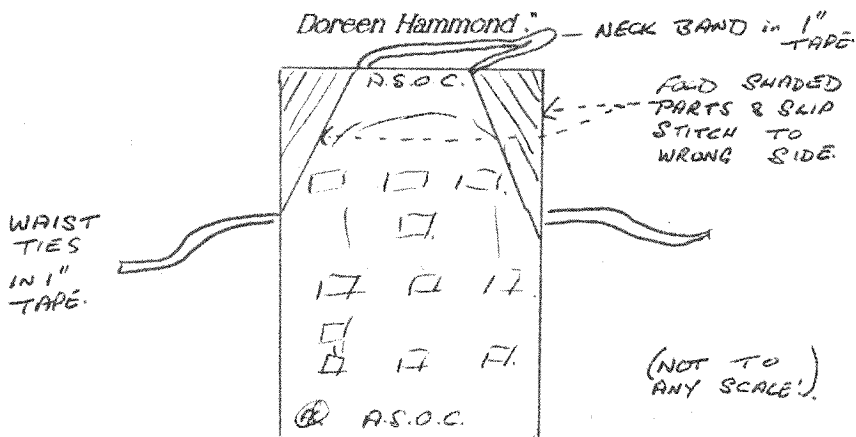
Now here's an idea which I can recommend because I've seen the finished result.

I write to suggest an idea for an essential item of equipment. The Auto-Sleeper Owners' Club tea-towel is far too good for mere

dish wiping - rather it makes an excellent apron.

A length of tape for the neck halter and 2 more for the waist ties; careful folding of the upper corners before stitching and you are away.

The boys could surprise themselves (and the rest of the household) by running one up!



RALLY REPORTS

"I would like to say a personal word of thanks to all who helped me marshal the Club & Company Rally. Everyone did all that was asked of them under a very hot sun (I know, I got very sunburnt!) and no one complained.

I would also like to mention how happy I was to see all those happy people, not quite as active as some of us, enjoying themselves and I had to dodge out of the way a few times as some of those flying wheel-chairs came by.

All in all, I thought it a jolly good show; roll on next year!

John Cox."

Congratulations to all involved in organising the Club & Company Rally at Stratford. What a really splendid weekend; it was good to see so many old friends and make some new ones. Undoubtedly the weather helped but it seemed to me that just the right balance of activities had been achieved. The crafts and hobbies section was particularly interesting. It was wonderful to see *Dillys Stinchcombe* looking so fit and well; also *Howard Duart*, the Club Auditor, in great form. What a great job *Neville Jelfs*, *Phil Bennet* and the others from Willersey did throughout the weekend. I noticed that some members had added their pitch numbers to the attendance list - an idea to follow in the future.

I am not normally superstitious but it is strange the way disasters seem to arrive in threes! This has certainly been the case with Cappuccino [their Talisman - Ed] recently. Returning from the Brecon rally the gear linkage broke on the M25 when we were slowly negotiating roadworks. We were left with second gear only and were recovered by the RAC. - luckily fairly speedily. On the way home from Stratford we heard a strange noise like a steam engine. Have you guessed? Yes, a flat tyre! A rear tyre had gone but strangely it did not seem to affect the handling of the van. I set about my first wheel change for many a year and was pleasantly surprised to find the wheel nuts not impossibly tight and the supplied jack worked beautifully. Worse was to follow - we diverted onto the A.40 because of M.25 roadworks and in the underpass of the Hanger Lane Gyrotory system the ignition cut out completely. This was very frightening as traffic was still fairly heavy. We felt very vulnerable even with the warning triangle properly sited and the hazard warning lights flashing - it is horrifying to see how many people drive without looking where they are going! It was nearly two hours before Cappuccino's front wheels were hoisted off the ground and we were on our way to the repairman again. Now they are looking at the magic box which seems to have replaced the coil and contact breakers which an electrician could actually repair.

Not even this third disaster, however, could dull our memories of a really super weekend at Stratford; thank you everyone concerned.

John Normandale ."

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Bric-a-brac Stall

"*Pat Payne and I* would like to say a Big "THANK YOU" to all who helped to make our stall a great success.

Barbara Cox ."

✂ "Dutch Bulb Fields - 1992" ✂

As we approached the quayside at Felixstowe we became increasingly aware of other Auto-Sleepers congregating for the ferry with everyone intent on the formalities. The ship slipped its moorings under improving skies and on a calm sea. But where had all the rally-goers gone? The pleasure of meeting everyone was to be deferred! Good organisation left some 18 miles to be covered from Zeebrugge and we enjoyed the easy run to our five star campsite. Nieuwvliet presented views from the beach across the Scheldt to Walcheren in the golden evening light.

A heavy frost and clear blue skies greeted us next morning. Most made a prompt start and went by different routes to Rijnsberg which was our base for the next four nights. We chose to cross the Delta Barrage and visit the "Delta Expo" which graphically explained this feat of modern civil engineering. In mid afternoon we resumed our journey northwards and, as we moved the final feet to our allotted pitch at Konigshof Camping Park we were offered welcome cups of tea by our immediate neighbours. That set the tone and, as "first timers", we had found the fellowship which enveloped us for the remainder of the rally. *Arthur and Winifred [Irving]* greeted everyone that evening and briefed us as to the week's activities.

Memories of our individual trip to nearby Delft and of picnicking alongside one of the town's peaceful canals during a warm and golden spring Tuesday quickly merged with the activity of the organised coach trip to Amsterdam on Wednesday. Here we packed in visits to a cheese maker, a clog maker, a 'diamond factory' and a world famous bulb breeding nursery as well as an early afternoon cruise on the inner canals - taken under blue skies. What a relief to know that we had a superb evening meal already arranged in the campsite restaurant where good food and conviviality were to play their part.

Thursday brought an early start as *Arthur* had arranged a 7 am visit to the Rijnsberg Flower Auction where we had a fascinating tour and an employee provided a commentary. Some two or three hundred buyers, simultaneously linked by computer, were bidding against five enormous clock-type displays as the thousands of individual flower lots were automatically transported and displayed in the very large hall with its various electronic displays which reminded one of a wartime tiered control centre. From here flowers are shipped all over the world. Later that morning my wife and I went to the nearby gardens at Keukenhof and to photograph the rapidly disappearing fields of tulips which were being 'dead-headed'.

What a surprise and what a finale to the rally! Upon our return we found that an impromptu barbecue had been arranged to which everyone was invited. A superb and generous gesture and where friendship was so evident. Friday found some members continuing their holiday to the North of Holland; one couple heading for Czechoslovakia while we came back on the midnight ferry to Felixstowe.

Disembarking at 7 am on Saturday morning under grey and damp skies somehow broke the spell of a superb and memorable few days during which, amongst other things, we had made new friends.

Derek Chatburn.

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⌘ Rally News ⌘

Please note that an extra rally has been added for 30th October - 1st November. It will be near Ilfracombe, in North Devon, and full details will be found in the Rally supplement.

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Heather Tidbury has asked that members be advised that ALL bookings for the Oxford rally in October MUST be made no later than two weeks before the rally. Anybody wishing to book later MUST telephone her first because the Club has 30 pitches reserved together with the possibility of a further 10 in another part of the site. The site isn't too big so the other pitches won't be too far away. No meal has been arranged for the Saturday night as there is nowhere which is convenient for large numbers. There is a good pub a couple of minutes away which will take small groups. The Park & Ride bus into Oxford is just across the road from the site so there is no need to move the van.

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RALLY MARSHALS

PLEASE NOTE that, in future, only the person who is to take the bookings (and the payments) will be named in the Rally Supplement. Your cheques should be made payable to that person. In some cases the person taking the bookings will not be the marshal for the rally - for instance at the Shepton Mallet show *Jeff Worley* is taking the bookings but *Valerie & Peter Fullick* are the marshals.

This change has been brought about as a result of my comments last month and a most interesting letter from one of our members who just happens to be a bank manager. He says in his letter "The Cheques Act 1992 tightens up existing legislation and aims to reduce potential fraud in cheques endorsed and paid into someone else's account. In effect this practice will no longer be possible and most cheques will be payable to "..... ONLY" and crossed "ACCOUNT PAYEE, NOT TRANSFERABLE".

This could cause a problem with rally fees, but if the marshals hold joint accounts then cheques payable to either may be paid in. However if the account is in the name of only one then any cheque will have to be payable to the right one!"

Thanks, *Keith Taylor*, for a very helpful letter. I must confess that I got a "bit of a turn" when I received a letter from a bank that I don't deal with and signed by the Manager - I began to wonder just what I might have done! But *Keith's* letter has proved most helpful and explained the problem far better than my own bank did. *Keith* went on to say that as he lives in the Channel Islands it is not easy for him to attend rallies, but he hopes to get to one sometime. It must be rather difficult for anybody living on any of the islands around Great Britain having to take a ferry to the mainland first. A thought for the company, perhaps, design an A-S complete with flotation booms along each side and a propeller and rudder at the back which can be switched in as necessary.

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Royan Rally June 1993 - demand has been such that this is going into the 1993 rally programme. Further details will be provided in early next year.

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Chairman's Chat

On Midsummer's Day *Winifred & I* enjoyed (sic!) 15cms or almost 6 ins of snow in Akureyri, which is about 20 miles south of the Arctic Circle in Northern Iceland, this being the most northerly point we reached in our holiday there. If you see a red label on our Rambler with the words 'DISEL 92' examine it carefully because it cost over £110 in Icelandic Customs Duty to take our Diesel engine into the country, but fuel was only 20p per litre whereas petrol was 69p. At the end of our stay we worked out that it was cheaper, by some £35, to do this than to have a petrol engined vehicle. It was a

**AUTO-SLEEPER OWNERS' CLUB
RALLY SUPPLEMENT**

=====

September/October 1992

PLEASE MAKE YOUR CHEQUE PAYABLE TO THE RALLY MARSHAL NAMED AND SEND IT WITH THE COMPLETED BOOKING SLIP AS EARLY AS POSSIBLE, and preferably at least 10 days before the rally. YOUR NAME, ADDRESS AND TELEPHONE NUMBER printed on the back of the slip will help the marshal. Last minute arrivals are still accepted but it does help the Marshal to advise the site of about how many will be coming and to have everything prepared. So the motto is EARLY BOOKING PLEASE, IF POSSIBLE!

4th-11th September. MOREYON GLADE, Nr. Dorchester, Dorset.
Fees £3.75 per night. Electricity £1.50 per night. Rally fee £1.50.

Bookings: Jeff Worley, 26 Boundstone Park, Gunners Lane, Brympton, Yeovil, Somerset, BA22 8SQ. Tel:0935 24049.

Directions: From A.35 take B.3390 south at Tolpuddle. From A.352 take B.3390 north at Warnwell roundabout. Site is by Morton Station.

A hall has been booked for a social on Saturday evening. There is a convenient local train service to Dorchester, Weymouth, Poole etc. avoiding parking problems.

11th-13th September. Park Foot Caravan & Camping Park, Pooley Bridge, by Lake Ullswater, Cumbria.

Fees: £4.00 per night. Electricity: £1.50 per night. Rally fee: £1.50.

Bookings: Jim Henwood, 1 Fairfield Avenue, Liethorpe, Middlesborough, Cleveland, TS5 5HB. Tel:0642 821 983.

Directions: Leave M.6 at Jnc.40 onto A.66 Keswick - Ullswater. At roundabout take A.592 Ullswater, then at T-junction turn left s.p. Pooley Bridge (follow international caravan signs). Turn right at church, right again at crossroads into Newtown Road. Site is 1 mile from Pooley Bridge on left.

11th-18th September. Kings Down Tail Caravan & Camping Park, Sidmouth.
Fees: £4.00 per night. Rally fee: £1.70.

Bookings: Peter Fullick, 16 Corbin Road, Pennington, Lymington, Hants., SO41 8EN. Tel: 0831 105 270

Directions: Site is on A.3052, 2.5 miles east of Sidford. Rally is an "add-on" to the show at Shepton Mallet. Come for the week, or just for the weekend. Plenty of interest in the area.

18th-20th September. Motor Caravan Show, SHEPTON MALLEY.

Book direct with organizers on form to be included in magazines marking your form A.S.O.C. Fees as shown on form. Please advise our own marshals and send the Rally Fee (£1.50) to them, it is important so that sufficient space can be reserved for the Club.

Bookings: Jeff Worley, 26 Boundstone Park, Gunners Lane, Brympton, Yeovil, Somerset, BA22 8SQ. Tel:0935 24049. Directions will be found in magazines.

25th-27th September. Tanners Farm C&CP, Marden, Kent.

Fees: £5.00 per night. Rally fee: £1.50. Electric points available.

Bookings: Dave Bower, 336 Maidstone Road, Chatham, Kent, ME5 9SD. Tel: 0634 862 062.

Directions: From Maidstone take A.229 s.p. Staplehurst; Cranbrook. About 1 mile south of Linton fork right onto B.2079 s.p. Marden;Goudhurst. Farm on right about 3 miles south of Marden on Goudhurst Road. From Sevenoaks/Toorbridge take A.262 near Lamberhurst s.p. Cranbrook;Ashford. In Goudhurst turn left onto B.2079 s.p. Marden. Farm on left about 3 miles north of Goudhurst.

2nd-4th October. Camping International Site, OXFORD. Fees: £4.50 per night INCLUDING Electrics. Rally Fee £1.50.

Bookings: Heather Tidbury, 26 Ferry Close, Badley, Abingdon, OX14 3AW. Tel: 0235 525 730. All bookings MUST be received 2 weeks before rally: later please phone first. Limit of 30 vans, possibly 10 more elsewhere on site.

Directions: From Ring Road on SOUTH side of Oxford take A4144 towards City Centre. Site about 0.25 mile on left at rear of Texaco filling station.

2nd-4th October. Chester Southerley Caravan Park, Balderton Lane, Marlston-cum-Lacae, Nr. Chester.

Fees: £5.00 per night. Electricity: £1.20 per night. Rally fee £1.50.

Bookings: Duncan Ellis, 6 Tudor Close, Shotton, Deeside, Clwyd, CH5 1NY.

Directions: Turn off A.55 Chester Bypass at roundabout onto A.483 s.p. Wrexham. In about 300 yards turn right into Balderton Lane. Site on right in 1/4 mile.

Hard standing will be available to all if the weather is inclement.

9th-11th October. Forestry Commission Site, Bracklands, Forest of Dean.

Fees: £2.50 per night. Rally fee: £1.50.

Bookings: Tony Jones, 49 Wessex Way, Highworth, Swindon, Wiltshire, SN6 7NT. Tel: 0793 763 032.

Directions: 1.5 miles north of Coleford. From junction A.4136 and B.4228 follow international signs.

16th-18th October. CHERRY POOL MILLS, Bridgwater, Somerset. Fees £2.00 per night. LIMITED electrics £1.00 per night. Rally fee £1.50.

Bookings: Jeff Worley, 20 Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset, BA22 8SQ. Tel:0935 24049

Directions: 5.75 miles west of Bridgwater on A.39, approximately 2 miles west of Cunnington turn South into unclassified road s.p. Spaxton/Asholt. Site entrance 500 yards on left. Possible visit to nearby Atomic Power Station - please indicate on slip if interested.

A U T O - S L E E P E R O W N E R S ' C L U B

Send one of these slips to the Marshal named at least 10 days before the event. You can arrive at the site without booking and you will be welcomed but if the rally is limited you may be disappointed.

ALL CHEQUES PAYABLE TO THE MARSHAL BY NAME, PLEASE

R A L L Y S L I P

Site..... Date.....

Name..... Membership No..... Van No.....

Day/Time of arrival..... 1st Rally? Y/N Electricity? Y/N

Saturday night meal, if available? Y/N. Any Special Needs?.....

.....
Please send this slip to the Marshal with the fee. Please complete
BACK of slip IN FULL!

R A L L Y S L I P

Site..... Date.....

Name..... Membership No..... Van No.....

Day/Time of arrival..... 1st Rally? Y/N Electricity? Y/N

Saturday night meal, if available? Y/N. Any Special Needs?.....

.....
Please send this slip to the Marshal with the fee. Please complete
BACK of slip IN FULL!

R A L L Y S L I P

Site..... Date.....

Name..... Membership No..... Van No.....

Day/Time of arrival..... 1st Rally? Y/N Electricity? Y/N

Saturday night meal, if available? Y/N. Any Special Needs?.....

.....
Please send this slip to the Marshal with the fee. Please complete
BACK of slip IN FULL!

BLOCK CAPITALS, PLEASE

Address.....

.....

Telephone No:.....

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

Name..... Tel.No:.....

BLOCK CAPITALS, PLEASE

Address.....

.....

Telephone No:.....

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

Name..... Tel.No:.....

BLOCK CAPITALS, PLEASE

Address.....

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Telephone No:.....

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

Name..... Tel.No:.....

blow to have to pay in cash - no cheques, travellers' cheques or "flexible friend" - but actual cash before clearing Customs. Anglers had to pay over £20 to have their equipment disinfected! However these were minor points in what was a most memorable holiday. We saw hot springs and lava fields; we sailed around the world's newest island, walked on volcanic lava just three years old which had extended Westman Islands by over 2 kilometres, saw the remnants of sulphur mines and many more things. It is a marvellous country and very different from anything we have seen before.

From Akureyri we drove southwards, using ferries a couple of times, until in the late afternoon of Friday, 31st July 1992, we drove into Stratford Racecourse and were absolutely delighted to see that so many members of A.S.O.C. had come to the Club & Company Rally. By the end of the rally, at noon on Sunday, 303 vans had attended, including a 'K' registered van which arrived on Sunday morning and whose owners joined the Club there and then! For about 50 members it was their first rally and several joined the Club during the weekend.

When your Committee first discussed this rally, in the early part of this year, we thought, optimistically, that we could expect about 140 vans attending. The sub-committee met regularly along with members of the A-S staff to plan the event and they all deserve our thanks. It would be invidious to mention all the names (I am sure to miss someone out) but *Neville Jelf's* must be mentioned. He seems to have contacts all over the place and in his lovely Gloucestershire burr seems to be able to convince them that they should be at the rally doing something. Thank you, *Neville*.

In the original discussions it was decided to give the proceeds, other than the rally fees, to a charity and the Cancer MacMillan Trust was selected. We had no idea of where the income would originate nor of how much it might be. I set a target of at least three figures of pounds as the minimum donation and it gave me great pleasure, on Sunday morning, to announce that it would actually be in FOUR figures. Stall holders, raffle ticket sellers and those who ran games took in the money but it was those who attended who contributed prizes and gifts and who bought things who made up that money. Thank you, everybody.

We must now devote our energies to 1993 and the committee will have met, before you receive this Newsletter, to discuss arrangements. It is hoped that announcement(s) will soon be made.

I hope you have enjoyed your camping so far this year and will continue to do so. There are quite a number of rallies arranged and

hope to see you at some of them. Incidentally, *Tony Jones*, our Rally Co-ordinator has already prepared a list of rallies for 1993 but will be pleased to hear of additional suitable sites for some more.

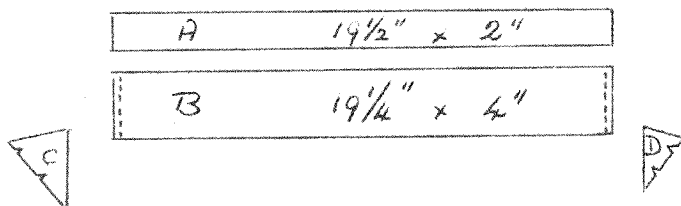
Finally, my sincere thanks to *Jeff Worley* for leading the Club during my absence; it was great to know that he was there holding the fort.

Arthur Irving .

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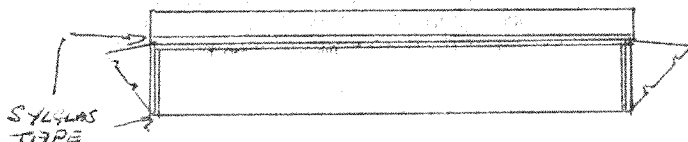
You asked for Hints & Tips and we wonder if our idea for "Rain Shields" might interest members.

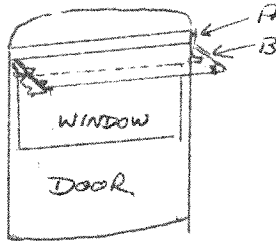
Since buying our new Harmony in March we have found that with sliding side and top windows and wind-down cab windows the only air entering the van on a wet day came through the roof vent. We've made rain shields for both cab windows using acrylic sheet approx. one-sixteenth inch thick. To fit the Talbot windows we cut the following pieces, using a Stanley knife for scoring then carefully snapping along the scored lines.



The side flaps, C & D, are approx. $4'' \times 2\frac{3}{4}'' \times 3''$.

Stick A to B, using waterproof 'Sylglas' adhesive tape on the outer, "weather", side. Similarly stick C & D to the inner edges of B as shown by the dotted lines. For added strength we taped both outer and inner edges of C & D to B. Small "V" shaped cuts are made in the lower edges of C & D so that the shield can be fully or half open. The assembled shield should fit with A in the top and side window slots and B a close fit against the black plastic trim on either side. Roughly, the finished shields should look like this:





(ANALOGIES FOR)
 ("ART" (?) WORK)
 (ED!)

With the windows wound up, the top edge holds the shields firmly in position. They look and work a treat so we are now trying to make something similar for the sliding top windows. I'll let you know when we've found a solution - unless somebody else already has - if so, please tell us! When removed from the windows the shields fold flat for easy storage, A against B, C & D also against B.

Sheila & John Read.
 -----ooOoo-----

I would like to express our thanks to all those people who made the Club and Company Rally such a great success. Many hours must have been spent organising an event of this nature and I'm sure everyone appreciated the effort. Certainly *Irene* and I enjoyed the weekend immensely and were sad to leave. Very well done, everybody.

The following is **NOT** a complaint as I doubt if you would have any control in this area but I was rather concerned about the amount of dry cut grass on the main parking site which could have proved a fire hazard. Possibly next year (yes, I'm hoping the C & C R will be repeated!) this problem could be brought to the attention of the ground management. Just a thought.

Whose idea was the 10.55 a.m. bell ringing? That was a touch of the 1950's Billy Butlin's rather than the ASOC in 1992, don't you think?

Alan Chennells.

I notice that *Alan's* membership number is 1136 so he can be forgiven for not knowing the origin of the Stinchcombe Bell. When the Club was first formed, *Alan*, we had a gentleman with a marked sense of humour as our very first Treasurer. *Frank Stinchcombe* found this particular handbell and used it to call attention to the coffee mornings, the end of committee meetings and similar events. When he died, *Dilys* presented the bell to the Club and it has been treasured ever since. So now, whenever we can and particularly at the AGM, or at a rally such as the one at Stratford, it is with particular pride that the Stinchcombe Bell is rung (a) to attract attention and (b) in memory of a gentleman who did such a lot to help get this Club started.

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Gas Tanks

At the C&C rally *Steve Bowler* had a 30 litre gas tank and fittings on display (for use to fuel the appliances in the van instead of the smaller bottles). The tank, with fittings, costs £210. He spent a fair bit of time crawling under people's vans to see where a tank might fit. A number of questions were asked, some of which were referred to our supplier. It is possible that other members may be interested, so here is a summary of the queries raised:

Where can I fill the tank? - Details are being requested from the gas producers. It would appear that filling is more easily available abroad than in this country.

What happens if the tank drops off or the pipe is cut? - There is a valve inside the tank which detects a fast escape of gas and cuts the supply off.

Do they come with any guarantee? - No, but a test certificate is provided by the firm who recondition the tank. Re-testing is recommended every five years (not ten years as recently shown in MMM).

Can a remote gauge be fitted (in addition to remote fill and ullage)? - Yes it can, but it is not recommended because it is not very accurate and costs around £50.

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Remember the item about the "Supa-Klogs"? I've just been told that they are supplied by 3rd Only Services, 3 Wood Rise, Eastcote, Pinner Middlesex, HA5 2JD. So now you know! I'm sorry that I forgot to write down the name of my informant because I knew exactly who it was at the time. But my memory is not what it may have once been.

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♪ ♪ Disco Music ♪ ♪

I quite understand that the majority of older people may prefer formal ballroom dancing to the present day disco type. However, there are some younger people - and the 'young of heart' - who enjoy the more energetic and lively patterns of dancing. So I suggest a reasonable compromise of a suitable mixed programme. Disco music does NOT have to be deafening - it can be more restrained. Hopefully, we can enjoy Edithmead whatever our musical and dancing tastes. It's a question of give and take, isn't it?

*Eileen Langman
(and Andrew?)*

I thoroughly agree. It wasn't so much the question of the choice of music at Edithmead last time as the sheer volume of it. We were unable to talk easily even though we were at the back of the room. *Sheila and I* had a disco at our wedding - but the operator was given specific instructions that the music had to be varied and of all types; the volume had to be restricted so that those who wanted to talk could do so; and that the flashing lights should be kept to a small display around the boxes of gadgetry rather than being shone all over the room. As a result everybody seems to have enjoyed themselves from the youngest (7 months) to the oldest (93 years). As you say, *Eileen*, it is give and take but remember the volume control!



"May I say first of all what a good time my wife and I had at the Club & Company Rally. This was only our third rally but already we have made new friends. Thank you to all concerned.

You kindly published a letter from me in the July issue in which I mentioned two problems. I am pleased to say that both have now been resolved, one through the Club and the other through a similar letter published in MMM. Two Club members have supplied me with the obsolete wheel disc that I wanted for the Bedford Clubman. I now have a spare! I have resprayed them all; they now look like a new set.

The rear spring problem was resolved by taking the advice of two readers of MMM who took the trouble to telephone. I took the van to a spring specialist (Paddington Motor Springs Ltd., 31-37 Lonsdale Road, London, NW6 6RA. Telephone 071 624 0755) who reset the existing springs and then refitted them with an additional leaf. The van now stands level to the eye. It is in fact now slightly higher at the rear which perhaps is not a bad thing. Previously the rear side was two inches lower than the front and the offside was one and one half inches lower. Needless to say, the ride has improved considerably. I spoke to all the Bedford Clubman owners at the rally but none seemed to have any serious problem with the rear springs.

I fully intend to come to more rallies, providing they do not clash with dog shows which are also held nearly every weekend!

Tony Bridge."

Before we moved onto the VW Clubman GL we too had the Bedford Clubman (B' Reg.) and I certainly had no problem with the springs. And from time to time we carried quite a load inside.



This might be an opportune moment to draw your attention to the difference between the Club and Company Rally and the ordinary ones which the Club runs most weekends through the summer months (spring and autumn, too). This is for the benefit of newer members who might think that the latter are just scaled down versions of the former. They aren't, because the big rallies need far more organisation.

In fact, the "ordinary" rallies all follow a similar pattern, based on what members have said they want. The general run of things is for a get-together on the Friday evening over coffee and bikkies so that nobody remains a stranger. Saturday is a "do your own thing" day - the marshals will (maybe) know what is going on around the place, where to go, where to eat etc. Perhaps a visit to somewhere might be organised if there is a suitable, nearby, "somewhere"! On Saturday evening it is not unusual for a meal to be arranged in some local hostelry, or prepared by the marshals, or some other variation. There may be a small raffle and perhaps some regalia might be available for sale - but not necessarily. Then on Sunday morning there is another get-together for more coffee and bikkies before departing on the homeward journey.

Having said all that, I must immediately say that anyone who comes along to any of our rallies does not HAVE to join in with anything at all. Nobody will force you to. Probably the marshal will wander around to your van to check that all is well with you, particularly if you are a new member, but otherwise you do as you please - visit other folks in their vans, stay in solitary glory, go and visit Auntie Mary or whatever you want to do.

The Club and Company Rally was a first for the Club. Like the AGM, we anticipated a larger number of vans than at an ordinary rally so the catering had to be somewhat different. The dinner at the AGM and the barbecue at the C&CR were so that the rather large get-together could be adequately fed. Can you imagine a local pub, or the marshals, trying to feed something like 750 people? Music was provided for dancing if people wished, or just for listening to if that is your preference. We tried to keep it to a reasonable volume!

We can't, obviously, have a big rally every weekend nor would we want to try to arrange one every week. Each has its place and both are there for your enjoyment. We are always on the lookout

for fresh thoughts so if you have any ideas for a rally - such as a suitable site, a theme, a place to visit or other idea - our Rally Co-Ordinator, *Tony Jones*, would be happy to hear from you. Alternatively, let me know your suggestions and I'll bung them in the Newsletter to see what reaction we might get.

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Cobalt Unit

I would like to thank all who helped raise the magnificent sum of £131 for the Scanner for the Cobalt Unit at Cheltenham. It was a wonderful effort and it helped me very much to know that my husband's caravan 'bits & pieces' had been used to such good purpose. We had 20 years of happy motor caravanning and I know you are all wonderful people. I hope your Club prospers, as I am sure it will, with good kind people such as you all are. I hope to see you all sometime.

Lilian Harman."

Cobalt Appeal Fund
Crack Cancer Campaign

"Many thanks for the help given to Lillian Harman with the sale of Harry's caravan equipment. We very much appreciate your support of our work in the fight against cancer.

Jeanne Ramsbottom
Fundraising Co-ordinator."

These two letters were received by *Wendy & Peter Fisher* who organised the sale in the Club shop at Stratford. The sum raised was in addition to the main thrust of the Club's support of the MacMillan Fund.

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Phil's Rabbit.

Under most circumstances I prefer to advertise forthcoming events rather than waste time on reports of those which have happened; however, the Club & Company Rally at Stratford-on-Avon Racecourse turned out to be such an unanticipated wing-ding a report just must be made.

All the advance publicity proved to be but a faint shadow of what actually happened. Even the programme included in the Rally

Packs, handed out as members arrived, was out of date. You might have expected some disgruntlement from whoever wrote the programme but I can assure you I was so delighted with the happenings that all is forgiven!

Nothing much was expected to happen on Friday, everyone would be too concerned with arriving and getting pitched (we thought) so apart from a few of the early Traders being open for business and the Falstaff Bar being open in the evening for the General Knowledge Quiz (organised by *Phil Bennett and Neville Jelf's*) everything would be quiet (we thought). In the event the Bring & Buy Stalls were inundated with items for sale from about mid-day onwards so that *Barbara Worley* and her team were selling cakes on Friday afternoon as though they were hot, *Barbara Cox* and her team were accepting Bric-a-brac with amazement (how on earth do we price all this?) and the *Pete Fullick* Bottle Emporium was flooded with contributions. It began, so it went on; the outcome will be given later. By bedtime 281 Vans had booked in.

On Saturday things started as they were to continue; Auto-Sleepers opened their marquee at 10 o'clock and we found it was not only a Stores Shop with unimaginable bargains for the thrifty but a coffee bar with a difference - the coffee (or tea) was free! As though that was not enough to shock us, those of us who paused from our search for bargains either there or among the ten Traders present were serenaded by Pat Rose and her Accordion. Tables inside and out, all decorated with flowers, made a wonderful meeting place for friends old and new.

After lunch the musical entertainment was provided by the Roy Kirby Paragon Jazz Band and they went down a bomb, except perhaps with the birds. The latter were provided by Sean Healey and Jenny and were just one of the unusual items - a Falconry Display. What beautiful birds they were too, even the kestrel in moult who was learning her "Trade" on a tether. Some of the children were lucky enough to have a real live Eagle Owl perch on their arm, something I think they will remember for a long time. But I have run ahead of myself; at three o'clock, almost to the minute, the Stunt Flying and Wing Walking Display began. This spectacular item was specially sponsored by Volkswagen UK Limited and must have boosted the sales of film and video-tape tremendously! The rest of us just craned our necks and enjoyed it! A fitting accompaniment to this was provided by the display of model aircraft very kindly brought along by Mr Lowe whose company do much of the printing for Auto-Sleepers. This was slotted in between two marquees to reduce the risk of wing damage - it was a bit breezy on Saturday - and as a result was not seen by as many people as

we would have wished. A similar comment could be made about the nine "Hobby and Craft Demonstrations" by members - my personal apologies to the Members concerned, we didn't put you in the right position at all. Sorry, thank you tremendously for your efforts and I promise we will do better next time!

At about six o'clock the bar was open, the Club versus Company Rounders match was getting organised, if that's the right word, the Fairground Organ was piping up, the inflatable Play Pen was getting blown up, the Hot Air Balloon was getting inflated and the three Charity Games were being set up on the Green outside the Falstaff Bar. Forgive me if the chronological detail is somewhat lacking but at this stage I decided the whole thing was so obviously going to be a tremendous success so I enjoyed the first pint of the evening! The Rounders ended in a draw, several wrenched shoulders notwithstanding, the Play Pen was almost over-subscribed, the Charity Games raised over £60 in two hours, the Hot Air Balloon gave free rides until the gas ran out, the Fairground Organ played until dark. Of course, the Sponsored Barbecue had fired up at seven o'clock and by nine fifteen had dished up about seven hundred and thirty burgers and hot dogs. By this time the Derek Bruce Show Band and Debbie were attracting almost everyone into the bar for dancing and the other kind of refreshment.

At nine thirty a break was called for the Raffle. *Barbara and Dave Clarke* had done their usual magnificent job selling tickets, members had done us proud with raffle prizes as had Auto-Sleepers with their £60 hamper, Berkshire Motor Caravans with the Tefal Washing Machine and other Trade donors who have been acknowledged separately. I understand the raffle raised about £600 for our nominated charity, the Cancer Relief MacMillan Fund (MacMillan Nurses) and, together with the sums raised by the Bring & Buy Stalls and the Games, a cheque for over £1,000 will be on its way soon. Well done, one and all!

On Sunday morning there was time for the last bit of shopping, another cuppa at the A-S marquee and, perhaps, a final visit to the Club Office or Shop. I understand the Shop took over £1,000 during the weekend, thanks to the untiring efforts of the Staff.

Due to an oversight by the Racecourse Office we found we had ponies breathing down our necks soon after noon as the Warwickshire Pony Club started to arrive with their four-legged friends so we vacated the site a little earlier than some of us would have wished. Note has been taken.

Do we do it again next year and if so when and where? Please

let us have your wishes - the Committee really would like to know. Write to any committee member. A questionnaire will probably come you way with the October Newsletter but don't wait until then if you have something to contribute.

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In addition to the CB-ers who frequently have on-air chats there are now several licensed radio amateurs among us. It seems to me the time has come to persuade those with licences to make themselves known to each other. If you agree, please write to Steve Bowler at 92 Welford Road, Shirley, Solihull, West Midlands, B90 3HT, with pertinent details. This item was prompted by conversations at the Hatton Country World Rally run by *Terry & Kris Plant*. They were not blessed with good weather but fortunately the thunder storms died away during the early hours of Saturday to give us a mainly dry day, crowned by the meal *Kris* provided on site in the evening. More storms followed on Saturday night but once again, these died away and the coffee on Sunday morning was full strength!

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Yet again, that's that! I've got several things on "the spike" for next month so till then

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