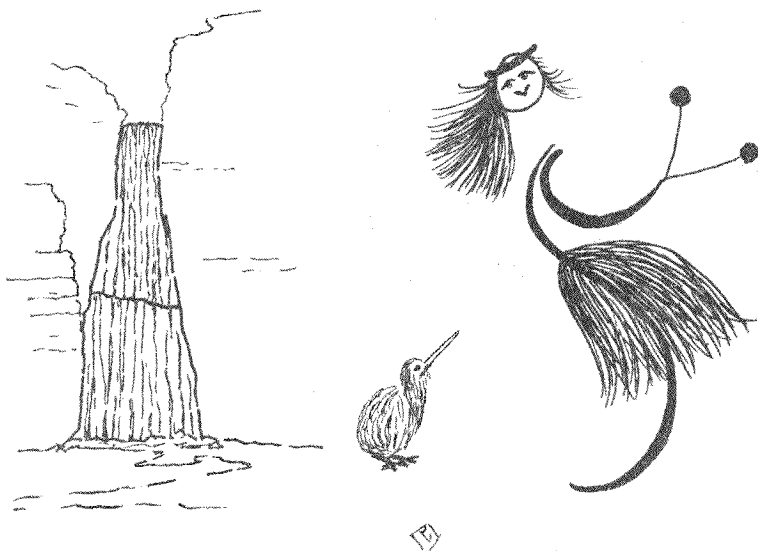


***AUTO-SLEEPER
OWNERS' CLUB***



NEWSLETTER 50

NOVEMBER 1992

Hello.

THERE ARE SOME STOP-PRESS ITEMS ON THE ADDITIONAL CENTRE PAGES OF THIS NEWSLETTER. PLEASE READ THEM.

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Well, what do you know? A half-century of Newsletters the Club has certainly grown since *Phil Daley* presented us with number one. Talking of whom, you can probably guess where the *Daley's* have gone by looking at the cover. They have high-tailed off to the Antipodes - yes, and to New Zealand and Australia too! They even flew down from Solihull to London to start their holiday - how's that for adventure? No doubt we shall hear of their exploits in due course, if I can twist their arms enough!

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A Winter's Tale

A Poem or, as Cyril Fletcher used to say, an "Odd Ode!"

Winter weather. Cold in Van
Burst the Vaillant diaphragm.
So drain it down lest you forget
and get the carpets soaking wet!

(This is a joint effort by *Rita Daley & Charles Trevelyan*)

And don't forget to drain the rest of the water system too. You don't need the hassle of a frozen Porta-Potti, water tank or Cascade water heater. You have remembered to put anti-freeze in your radiator, haven't you? (Pause while there is a mad dash out to the vans to check!)

#####

"Dear Harry

I will not bore you with the tales of woe and expense but, at this time of year, members may benefit from our experiences or, at the time, lack of them! We followed all the advice about draining the tanks, removing the shower head and giving a good blow etc.

However on three occasions our hot water heater (Vaillant) has frozen up.

This becomes glaringly obvious when you next use it and water pours out of the heater itself. We are fortunate(?) enough to have a Vaillant Supplier in Birmingham and they were only too happy to relieve me of £14.00 of my hard-earned cash to replace the top of the part that bends when your heater freezes up! (THE FOUR SHEAR SCREWS THAT SHOULD PREVENT THIS DO NOT SHEAR!!!!)

All may not be lost however. Instructions for surgery after not heeding the weather forecast follow:

1. Remove heater cowl.
2. Remove the two retaining screws from above the bent cap. (It will be obvious!) This will allow the whole assembly to be moved down.
3. Undo the four shear (huh!) screws from the assembly (awkward)
4. Find something flat, (I have a 9" cube of steel that does very nicely) and GENTLY tap the edges of the offending bent cap until it is flat.

This may not work every time but it is worth a try. Re-assembly is the reverse. It is not too difficult but will take about two hours. I can advise on taking apart the Vaillant heaters. If anyone has problems and would like help I am only a 'phone call away.

If this does not work, the address for my Vaillant spares supplier is:-

Heating Replacement Parts and Control Ltd., 89 Moseley Street, Birmingham; Tel. 021 622 4671; or Unit 2, Challenge Business Park, Challenge Close, Coventry; Tel. 0203-525454.

One final point, at the rally in the Forest of Dean (October 9th-11th), one of our brand new members (who sneakily did not book in to the rally but at the site instead to have a look at us first.....but was spotted!!!!) was complaining that they still did not have a hand-book with their 'K' reg Talisman. For the information to all our members, I now have a copy of every hand-book that Auto-Sleepers have produced, with permission to photocopy them for members. This does include obsolete models, except for owners of either CB 22's or CV100's; A-S did not produce a hand-book for those.

Steve Bowler."

For those who don't know him *Steve* is the husband of our hard-working Secretary *Carol Bowler* [Hands up the person who said "Creep"! and has been pressed into service to help with the Regalia. He is also our "expert" on fitted gas tanks too. Is there no end to the ability of this Family I ask?

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Chairman's Chat

The venue for the Club & Company Rally 1993, after agreement with Auto-Sleepers Ltd., has now been booked and I am pleased to tell you it will be held at the Three Counties Showground, Malvern, Worcestershire from Friday 24th July until Sunday 26th July 1993. We do not have to vacate the site completely until noon on Monday, 27th July 1993 so those who wish to stay overnight on Sunday may do so. There is a Caravan Site elsewhere on the Showground, about 500 - 600 yards from our allocated area where you may stay, if you wish, before or after the rally - with suitable payment of course!

The sub-committee organising the rally discussed other sites including Stratford Racecourse but settled on the Three Counties because of the additional facilities offered. We shall have an exclusive area with our own entrance gate, 2 toilet blocks with some showers and additional toilets for our disabled members. [He means our Privileged Parking People - Ed] On the Sunday we shall have to share one of the toilet blocks with another user of the Showground. If the weather is bad the Avon Hall will be a decided asset as it will accommodate up to 2,500 people. It is well lit and has a few electric points which may be used for topping up the batteries of electrically propelled wheelchairs.

We are mindful that the weather at Stratford was perfect but we cannot be certain that our luck will continue, so we opted for a covered building of such a size. The Club Office and Shop will be in the Hall and the Dealers will be just outside. A-S will be able to have their Shop inside and vehicle display outside the Hall too. We have arranged a meal for the Saturday evening at what we think is an acceptable price and there will be a Bar on Friday and Saturday evenings. Full details will be published nearer to the rally date when the Booking Forms will be sent out.

At Stratford we had several members demonstrating their hobbies and it was good to see their work. I shall be delighted to hear from them, and all other members, who would be willing to show their hobbies to the rest of us so that we can allocate space where they can easily be seen. I am sure that many members have interesting hobbies so please let me know - the earlier the better.

When writing this Chat, on 14th October, I heard of the fire* at the Factory at Willersey. Fortunately there were no casualties. I have written, on behalf of the Club, to the Directors and Staff saying how sorry we were to hear of the fire and hoping they would soon be able to resume full production. I also hoped that they would have a most successful time at the (then) forthcoming Caravan Show,

Arthur Irving

*Please see the "STOP PRESS" pages with this issue of the Newsletter.

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RALLY REPORTS

The ROYAN "POPPIN" RALLY

An information pack is now available - many thanks to Eric and Denise Stow. (Denise's family hail from Saujon. They visited the site for us in September, returning very enthusiastic about it, with lots of 'bumph', and a definite booking!)

The dates are now June 2nd-12th to accommodate those with children. The site is in the Caravan Club book under St. Palais-Sur-Mer, is called Le Logis Du Breuil and is on the west coast of France, north-west of Royan.

The site owner would like a rough idea of the numbers attending early in 1993 (he'll mow the appropriate amount of grass!). This is going to be tricky since a lot of people are popping in whilst in France (hence the new name!) but we would like those interested to telephone or write by December 31st so that we can have a stab at the numbers. The intention is that we can be flexible if people want extra days, but not to the extent that it becomes an administrative nightmare.

Any of you who would like some company on or help in planning the journey, please write now so that we can make the arrangements.

From the numbers already going, and the willingness of the site owners to arrange trips/meals out etc. to suit us, this should be a smashing rally. The facilities are excellent, with spotlessly clean loos etc., hookups, swimming pool, tennis courts, shop etc. and it is

already done so, you may wish to ask your dealer to check that the steering is operating normally before spending money having power steering fitted.

Yours sincerely,
(Sgd) W.Billingham,
Product Manager - Light Commercial Vehicles.

I thought our Members might be interested in this.

Nial Reynolds :

I'm intrigued to notice the current fashion of ignoring completely what the initials mean. I notice that Mr. Billingham refers to the "VIN number" - I thought VIN stood for Vehicle Identification Number. So often do we hear of PIN numbers too - what a sentence it becomes to say the Vehicle Identification Number number - which is what Mr. Billingham has really said. I'm no engineer but I'm a bit surprised to learn that the Power Assisted Steering is available for LHD but not RHD. I would have thought that would be just a matter of placement of the components and connection (other way round like to arrange matters. And in this day and age it seems surprising that ALL motor people, manufacturers, dealers, accessory suppliers, fuel suppliers etc., are not falling over themselves to satisfy the customer - who used to be considered "always right". Many of them don't deserve the trade they currently get.

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SUPA-KILOGS

"Re: the mention of "Supa-Kiogs" in the August N/L. These waterproof shoes are made in France. We originally got ours some years ago via a newspaper offer but have since seen them available in large Garden Centres. Friends of ours bought theirs from such a centre near Cirencester. As well as for gardening we find them ideal for motor-home use in place of bulky Wellingtons. Price around £10 when we bought them. It is important to get them a size smaller than one's normal shoe size as they are "socks" in. For greater comfort we also put a pair of Dr. Schoell's "socks" in.

Pam & Tom Channing-Pearce"

I saw a recent advert for these, for gardening use, which equally recommended a size larger than their normal shoe size "because you will usually be wearing thick socks in the garden!" So perhaps you had better try them on wearing the sort of socks for

However rallying takes on a new dimension when the marshals are *Di & Dave Bower*. With only one previous rally for experience they put much thought and effort into the weekend to make sure it was memorable - and even arranged for good weather too!! They prepared an information pack which included prints of drawings of veteran aircraft and of water-colour sketches of Kentish scenes. They brought their tent out of mothballs as an insurance against rain together with some trestle tables for the inside. Paper napery, coloured paper napkins and "cut glass" plastic glasses produced a banquet atmosphere. Only the chandeliers were missing - the last time the tent got singed!

The food had been prepared by *Di* and she cunningly delegated the warming up around the vans with ovens. Those without ovens dealt with the vegetables. *Dave* put on a punch to cover the wait for the food but miscalculated the size of the punchbowl - there wasn't enough room for the lemonade required for the recipe. This got the evening off to a cracking start.

A quiz followed the meal and proved to be hard work in our over-indulged state although crisps and nuts were offered as a stimulant. The contest was won by 'Zoe's Lot' and they received the champions rosettes at the end of a delightful evening. Sunday morning followed the usual pattern with coffee and a raffle and members dispersed with the feeling that the *Bowers* had been hosting a house-party rather than a rally.

Doreen & Jock Hammond.

"Since joining the Club we haven't been able to get to rallies due to work commitments. We did get to the AGM and somehow discovered that the last two days of our holidays this year had been allocated to hosting the rally at Tanners Farm - *Jeff Worley* had telephoned soon after we had joined and asked us to marshal it - and we had agreed without knowing what we had volunteered for!

The whole weekend proved to be both stimulating and tremendous fun. We had 'planned' a flexible programme which included supper on Saturday evening. We were prepared to cope with the expected work involved...but in fact we did very little...so many members helped to make the planned activities successful and even the weather changed to add sunshine to the festivities!!!

I write now only to encourage other new members to do the same - we arrived on site not knowing anyone and left on Sunday with 28 good new friends. Back to work on Monday morning...gloom...but when we arrived home in the evening there

was a beautiful oasis of flowers waiting for us from two of the other members who had also enjoyed the weekend. Our special thanks to *Margaret and Bob* for the flowers and to *Doreen & Jack Hammond* who gave us such tremendous support and encouragement from the moment they parked up behind us.

There was only one area of conflict - the very last question in our 'Wine & Wisdom' quiz - JUST HOW MANY WHISKERS HAS A CAT GOT ???

Di & Dave Bower

Sheila and I but more particularly our travelling companion (Ginger, the cat) got involved in this question. The given answer was 4 whiskers which everybody argued was wrong. So we had to (try) to count them and we made it nearer 42! I think we agreed that the answer given must have been a typing mistake! But it was a jolly good weekend and the marshals did us a very good turn - and are going to do the same things again next year (I hope).

#####

At the Naburn Lock Rally dismay was expressed when I mentioned that the next AGM and National Rally would be at Home Farm CP., Edithmead, Somerset. "Not there again, surely" they said, "it's much too far south for us". While I sympathise with the point of view I can only say, "If you know of a suitable site further north than Kettering, please let us know and we will investigate it".

Incidentally, *Jim & Marion (Henwood)* put on a super rally, aided and abetted by *Brian & Vera (McLean)* at Naburn Lock and I think the record for number of members present, previously held by *Tony & Barbara Jones* with their rallies at The Ranch at Honeybourne, was broken with 55 vans on their pitches on Saturday night. The site was good, access to York was reasonable even on foot, easy by bus and the lazy ones had the river and locks to study. The meal on Saturday evening was a masterpiece of organisation by the hotel staff after a good lecture by *Jim!*

#####

Club & Company Rally.

Thank you for an enjoyable weekend. We started caravanning in 1967 but this is the first rally which appealed to us. Just a thank you letter, please do not acknowledge.

David Maddison-Roberts."

-----oooOOOooo-----

There has been a very good response to the questionnaires which were sent out. I hope that you have taken the time and trouble to return yours but if you haven't - there is still time. It has been a rewarding task to collate the information received and, by and large, it seems that the Club is catering for the majority of members. Your Committee will consider the final outcome in due course, but is already taking heed of what you have said.

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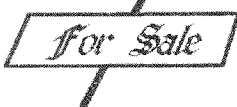
I take this opportunity to mention that, against a lot of criticism of Peugeot-Talbot for lack of sympathetic response to mechanical problems on motorhomes which although outside guarantee have only covered modest mileages, I have just suffered premature failure of a bottom hose in the cooling system after fifteen months and they have refunded the cost of replacement. I can report that I have had very reliable performance from two Ramblers over 22,000 miles. Petrol consumption for the last 10,000 miles has been 22.5 mpg.

The most annoying feature with these vehicles has been the squeaking from the rear springs which can be most embarrassing at around 2.30 am!!

Les Davey."

I am reminded that when the Club first produced the signs saying "Visitors Welcome" on one side and "Sorry, We're Resting" on the other somebody suggested to me that there should have been a third side showing "Don't come knocking when the old van's rocking!" But I'm pleased to learn that P-T do appear to have some thought for their customers.

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Volkswagen Trident, February 1992, High top, four berth, new front engine, front wheel drive. Approx 35 mpg on unleaded fuel. Mint condition inside and out. Quick sale required hence £15,750 ONO. Please telephone *Ray Corah* on 0773 852 333 or write to him at Packhorse Cottage, Jackass Lane, Alderwasley, Derbyshire, DE4 4GD.

#####

VW High top, "E" reg (Feb 88). 37,000 miles. Service history. Blaupunkt stereo cassette/radio, Porta-Potti, Silver Screen, Trio awning, Fiamma cycle rack, tow-ball and lighting socket, 3-way fridge, mains hook-up, 3 power points.

Full information from *John R. Smith* telephone 0268 753 281 or you can write to him at 63 St. Mary's Road, Benfleet, Essex, SS7 1NL.

1 small table 22 1/2" x 11". Suitable for Talisman, Rambler etc. £10.

Double bed extension (unused) for Rambler etc., - £25.

Porta-Potti 265 - £25

For these items please contact *Janet & Adam Bannister* on 0562 60 914 or write to them at 3, Hazelwood Close, Kidderminster, Worcs., DY11 6LW.

VW 1.6 Turbo Diesel Trooper, Feb '91. Excellent condition, 10500 miles only. 4 berth. White with blue trim. All usual Trooper fitments plus RDS Pioneer stereo radio cassette 4-speaker system. VaultX vehicle safe, Skyball alarm system, Propex heating, Gas cylinders and free-standing awning. £15850 o.v.n.o. Telephone *Ray Ziepe* on 071 476 9330 or write to him at 19, Beryl Avenue, Beckton, London, E6 4JT.

Insulated Silver Screen, bought for 1991 talbot (Harmony), fitted but never used. £60.00. *George Johnston*, 19 Bramley Road, Street, Somerset, BA16 0QE or telephone him on 0458 42 501.

Two Captain's chairs in brown leather complete with headrests, folding arms and inflatable lumbar support. Supplied by Richfield. In excellent condition. To fit Type 2 VW. Offered at a fraction of the new price - £175 for the pair. Please write to *Ian Sellers* at 14 Hainsworthmoor Grove, Queensbury, Bradford, West Yorkshire or telephone him on 0274 883 470.

Omnistor 4000 awning - 3 metre. Colour - Coffee and Cream. Just over one year old. Completely overhauled by Broadview Blinds of Poole in Dorset who can fit it for a small charge. Bargain at £200. Telephone *Peter Fullick* on 0831 105 270 or write to him at 16 Corbin Road, Pennington, Lymington, Hants., SO41 8BN.

Last month I put in *Peter's* advert asking for any Airmiles you weren't going to use but unfortunately I put in his address as 18 instead of the correct 16. I apologise for that to *Peter*, his neighbour who may have received letters from some of you and to

AUTO-SLEEPER OWNERS' CLUB
RALLY SUPPLEMENT

October/November 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!

URGENT NOTE - ADDITIONAL RALLY

An ADDITIONAL RALLY has been organised for the weekend of 6th-8th November. Kath & Norman Benyon will be running it at Pennine View, Kirkby Stephen, Northumbria. 38 hook-ups will be available and there are more pitches without hook-up. The Saturday evening meal will be in the pub and so will the coffee on Sunday morning so that the weather shouldn't interfere. The cost will be £5.50 per night inclusive of electricity.

As it is such short notice PLEASE TELEPHONE Kath on 0253 736 245 to see if there are any vacancies. I understand that there were a number of bookings made at the Chester rally and the rally is very nearly full!

6th-8th November. FELL END CANCELLED.

27th-29th November. Christmas Shopping Rally, Caravan Club Site, Abbey Wood, London, SE

Fees: £17.50 for the weekend. Electricity £1.40 per night. Rally fee £1.50.

Bookings: Arthur Claxton, Flat 13, Albany Mansions, Upper Maze Hill, St. Leonards-on-Sea, East Sussex, TN38 0YD. Tel:0424 714915.

Directions: From East on A.2 (or M.2) follow A.2 towards London then turn onto A.221 (sp Bexleyheath - take care NOT to follow A.220) then follow International Caravan signs to Abbey Wood site. From M.25 leave at junction 2 then as above. From Central London follow A.2 to junction with A.221 then as above.

As this is the "closed" season, more or less, there isn't very much to say.

Use this space to scribble on, or to make a note of where Y O U can organise and marshal a rally in 1993.

Talk to Tony Jones if you can organise one.

STOP PRESS

A. G. M.

Annual General Meeting - 1993

Due to circumstances beyond the control of the Club the Annual General Meeting will N O T be held at Edithmead.

The venue has been changed to

**Wicksteed Park
Kettering**

but the dates remain the same, April 16th-18th, 1993.

Further details of costs, meals etc., will be announced in due course but this early warning of the change is felt to be necessary in case anyone plans holidays this far ahead.

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F I R E !

Those who live in the area served by Central Television News may already be aware of this disaster.

A fire occurred at The Orchard on the night of Monday, 12th October which resulted in the loss of the van conversion production line and about 14 vans destroyed. I am pleased to report that nobody was hurt. I have been told that production of the van conversions has been switched over to the coachbuilt factory although, of course, this means a reduction in the total vehicles produced at the moment. I understand that some 18 fire appliances with about 100 firefighters converged from all over the county because of the use of paints and thinners and the proximity to the houses around and they were working at the factory for about 8 hours.

We all wish everybody at the factory the very best and hope that it won't be too long before they are back in full production in a rebuilt Orchard Works.

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STOLEN VEHICLE

The following has been received from the friend of one of our members. The writer is NOT a member of the Club but I felt that it is worth circulating for obvious reasons.

#####

HAVE YOU SEEN THIS VEHICLE?

A Reward is offered for information leading to the recovery of:

VW Transporter, 1988 Devon Mini-bus, White, 5 door, 3 front seats, 5 rear seats/double berth. Fitted sink and cooker units, Witter tow bar, Boat rack, Rear Fiamma cycle rack. No rear bumper.

Reg. No: E 191 CTU. 27,000 miles.

Stolen from Birkenhead on Wednesday, 7th October 1992.

Chassis No: WV ZZZZZ5ZJH083663

Engine No: 083663. (1915cc Petrol engine)

Blaupunkt L & M Wave Cassette radio.

This vehicle was used for the benefit of the 7th Wallasey Scouts and the Wirral Dyslexia Association and has just had an expensive refit. It is a unique vehicle, the motor caravan fittings being of a special design.

The dash clock is inoperative, two of the rear interior roof vents are missing, the roof lining has still to be refurbished and the rear washer bottle has a temporary red cap. The single square external roof vent has a cracked top which has been repaired. There are recent Viking tyres fitted on the front.

Information, please, to any police station, or to:

Neil & C.M. FRANCIS,
Beaver Lodge, 96 Penkett Road,
Wallasey,
Wirral, L45 7PR

or telephone 051 638 8543.

I know our members keep their eyes open as they travel the roads, so if you do happen to spot this vehicle please advise the people concerned. The distinctive feature is that it is a FIVE DOOR VAN, that means it has a side door on BOTH sides.

It is never nice to hear of stolen vehicles but it is particularly abhorrent when a vehicle used by such deserving causes is stolen.

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Additional Rally

An additional rally has been organised for the weekend of

6th-8th November 1992

Kath & Norman Benyon will be running it at

Pennine View, Kirkby Stephen, Northumbria.

38 Hook-ups will be available and there are some more pitches without hook-ups. The Saturday evening meal will be in the pub and so will the coffee on Sunday morning so that the weather shouldn't interfere. The cost will be

£5.50 per night inclusive of electricity.

As it is such short notice when you get this Newsletter

PLEASE TELEPHONE

Kath Benyon

0253 736 245

to see if there are any vacancies. I understand that a number of people booked at the Chester rally and this additional rally is very nearly full already.

AUTO-SLEEPER OWNERS' CLUB

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

RALLY SLIP

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

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

Day/Time of arrival..... 1st Rally? Y/N No.attending.....

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!

RALLY SLIP

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

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

Day/Time of arrival..... 1st Rally? Y/N No.attending.....

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

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Please send this slip to the Marshal with the fee. Please complete
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Day/Time of arrival..... 1st Rally? Y/N No.attending.....

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 _____

Telephone No: _____

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

Name _____ Tel.No: _____

anyone who has been hoping for a reply and hasn't received one.
Finger trouble, yet again!

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WANTED

Auto-Sleeper Hi-Top CXL or CX1000, Talbot van conversion. Price up to about £8,000. Please contact Chris Clayton at 21 Rudchester Close, Carlisle, Cumbria, CA2 7XL or ring him on 0228 32 150.

#####

Omnistor Blind 2.6 metres Light or Fiamma equivalent. Sides and Front if available, also gutter brackets to fit Harmony. Please telephone *Gerry Wareham* on 0202 732 211 or write to him at 8 Courtenay Road, Parkstone, Poole, Dorset, BH14 0HD.

[Maybe *Gerry* and *Peter* ought to get together, if the size difference can be overcome - Ed]

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Trooping in America (Part 2)

We took 14 driving days to cover the 4,364 miles from Halifax, Nova Scotia, to Seattle, Washington.

But first, to tidy up the Customs formalities in Halifax. We were at the shipping agent's office at 0900 Monday (Colley Motorships) and had to pay \$50 for their paperwork. Then off to the Canadian Customs office where, after a short interrogation (DVLC Log Book, passports and shipping papers), we were given a Customs release and off to the dock terminal. Both the Customs and the Agent there pondered the chassis number (a digit was missing in the paperwork) before releasing the vehicle to us.

We had just time to drive the 210 miles to Yarmouth to catch the 6 hour ferry to Bar Harbour, Maine. We arrived there at 11 pm and the US Customs were so impressed with our organised paperwork that they just wished us a "Happy Holiday". The island was very busy and overcrowded, but we finally found a campsite at Desert Ocean, an AAA-approved site. A pricy \$28 for no facilities and overcrowded ablutions! Here we found some of our camping items had been "lost" and have claimed £70 on the insurance.

Our daily mileages were from 169 to 418 and were comfortable on the Freeways. We cruised at 55 mph within the State speed limits. We met a bewildering array of octane numbers, ranging from 85.5 to 93, and prices from \$1.25 to \$1.50 per US gallon, depending

on the State taxes. Diesel was from \$1.13 to \$1.31 per US gallon. Because there was a 10c/gal difference between 89/93 octane and the VW is 91 minimum, we mixed half tank fulls (16 US gallons) which gave us a range of 300+ miles.

We found few problems driving, all you need is a compass, a good navigator and to get into the correct lane!! We used a couple of Toll Roads (25c to \$6.80) and Toll Bridges (25c).

Eight nights were spent on KOA campsites and these are to be recommended. (We will bring back a few copies of their catalogues for you.) Some were a little noisy from adjacent freeway/railway routes and one had a mile of muddy approach road (Jamestown, N.B.) but were clean and had good facilities. About every three/four nights we stayed in a Motel 6, clean and \$30/\$35 for two. We bought a KOA pass for \$6 and got 10% reduction on campsites, about \$12/\$15 with no hook-ups.

Navigation: we used the UK "Collins Road Atlas USA", an illuminated magnifier, compass and we bought a CB radio (AM in the USA) for \$49.95 from Radio Shack (Tandy). We visited the AAA offices en route and have their Campbooks, Tour Guides and some Triptik maps to help our passage.

We took a set of "beam-benders" but the weather removed them on the first day! We have completed our journeys in daylight and hope to receive replacements by airmail. We have a Union Jack in the rear window together with the Stars and Stripes but still get odd looks from passing motorists as there is often no driver in the left-hand seat!

Jenny & Peter Berry."

-----ooOoo-----



"Finding it almost impossible to undo the wheel nuts on my Talbot I found an odd piece of 22mm copper water pipe 15" long exactly slipped over the spanner to extend the leverage, making undoing the nuts easy and it may prove a godsend if caught out in the wilds with a puncture. It should be easy to pick up an odd piece of pipe this size and it can be packed away slipped right over the spanner handle. If used with full leverage to tighten the nuts the correct torque could easily be exceeded. I'm sure a lot of garages do these nuts up far too tight using their Pneumatic spanners".

Ron Wallis."

Don't be tempted to make the extension tube too long - copper has an unfortunate habit of bending when you don't want it to (and NOT bending if you are doing any plumbing!).

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The Services Controller of one of our South West Supermarket groups was sent a copy of the item about petrol from Super/Hyper markets and his comments sought. I now quote - I cannot give a total answer because we understand that in recent times [a supermarket name] has been purchasing their spirit on what is called the spot market before it reaches the major oil companies and is why you often do not see a brand name on their sites. So far as this company is concerned, and any other superstores with brand name pumps, the product comes from the various oil companies with their particular additives.

From this it would appear that if one wants the benefit of additives those super/hyper markets operating brand name pumps will provide. As there is more than one national supermarket chain selling unbranded petrol I have, in fairness, removed the name of the company referred to in the original comment.

Roy Loveys ."

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I seldom use a mains electricity connection while touring abroad but carry a mains TV when meandering in the UK.

One frustration I suffer occasionally is when, some hours after making a connection and setting the fridge to 240v I discover that the unit is not working either because the ELCB has been disturbed and is not closed or the supply from the site is not on for some reason. There does appear to be a need for a neon indicator lamp to show "Mains Circuits Energised" - possibly in the Zig control unit if not precluded for segregation requirements. Perhaps the development bods at the Orchard could consider this problem. I wonder if other motor caravan makes have such a feature?

Les Davey ."

A habit we have got into is to turn on the mains lamp when the connection is first made to ensure that all is well. Before we had a

fitted lamp, we used to connect a small table lamp to the mains socket for the same purpose.

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WITHOUT FURTHER COMMENT!

I wrote to Peugeot Talbot about the possibility of fitting power assisted steering to my Rambler (petrol) and enclose a copy of their reply.

I note from the VIN number which you quote that your vehicle is a petrol engined model and, in view of this, the dealer was correct to say that it is not possible to fit power steering to this model. Later this year we intend to introduce the option for petrol engined models and following this the necessary parts would be available to allow conversions of vehicles already in use (this would be subject to confirmation that no other changes have taken place to the steering design and installation since 1989 which would prevent fitment to your model). This conversion would however be costly and your local dealer will not be able to give you an estimate until the option has been introduced and the parts pricing established.

I recommend that you wait until your dealer is able to give you advice on the feasibility together with a cost indication. He will be able to discuss this matter with our Technical Service department. I do not recommend the use of an independent converter who may not have access to all relevant information. Use of such a converter would void the warranty in all affected areas on a new vehicle, although I appreciate this is not a consideration for you as your vehicle is out of warranty.

At present, power assisted steering is available only with diesel engines for RHD although it is currently available with petrol engines in some LHD countries. It is not, therefore, possible for SVO Ltd or anyone else to obtain at present a factory engineered power steering system for petrol engined RHD models. Also, the SEVEL factory, which produces both Talbot Express and Fiat Ducato models, does not supply any independent converter direct, parts are always supplied through the dealer networks of the manufacturers concerned.

As a final point, I am a little surprised that you consider the steering on your Rambler to be "very heavy". The fact that we plan to introduce the option means that we acknowledge there is a demand for this, but generally Express is accepted as having reasonably light steering for this class of vehicle. If you have not

Tanners Farm, near Marden in Kent is an ideal location. The facilities are very good and the surrounding area can cater for most interests.

Norman & Pat Tamplin :
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We met Barbara & Bernie Barrett twice more during our holiday and were able to offer them hospitality to make up for Bernie falling in the mud during our push out!

Although we are in our third year with our Tallisman we never went to a rally until we arrived at Shepton Mallet and suddenly found ourselves amongst a most friendly crowd of owners. Before buying our A/S we were sailors for many years, going aground was not unusual and the incoming tide would float us free, but at Shepton no amount of water would get us free of the mud. I write to thank all of those who made our visit enjoyable and also helped to push us out.

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If you can help, please telephone Tony on 0793 763 032. And don't be shy or put off by the "work" involved. Read on and all will be put into proper context.

September 17th - 18th. The West of England Show at Shepton Mallet.

June 11th - 13th. The Motor Caravan Fair, Stratford on Avon.

April 3rd - 4th. The Scottish Motorhome Show, Ingleson Showground, Edinburgh.

Tony Jones, our indefatigable - er - indifal - er - untring Rally Co-ordinator needs YOUR help in 1993. Rallies have been planned for three of the bigger shows but he needs Marshals. The shows and dates are";

Your Assistance is Sought

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Carol & Steve Bowler, 92 Welford Road, Shirley, Solihull, West Midlands, B90 3HT.

Anyhow, better info is available on application to:

situated in a forested area - very peaceful but only 3km from the coast. Excellent for walkers - cyclists too.

tights, even) that you normally wear.

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SECRETARY'S SHOUT

Department of Transport press releases. A few of these may be of interest to Club members - summarised below:

4/6/92 - Additional MOT tests from January 1993 - The items required by EC legislation to be added to car and light goods vehicle tests from 1st January are:

Windscreens, mirrors, fuel tanks and pipes, bodywork, body security, seat security, security of doors and other openings, registration plates, rear registration plate lamps, rear fog lamps, hazard warning signal devices and emissions from diesel engines.

19/6/92 - More information for motorists under the citizen's charter. Provision of information is a key theme of the Citizen's Charter. Where delays are unavoidable, better information will help motorists plan ahead and enable them to avoid the jams by using other roads. A major survey is taking place to find out what is required.

Improvements in progress: Traffic Master, an in-car system based on infra-red signals on the motorway warning of slow moving traffic; trials of Variable Message Signs on the M25 which warn drivers of delays ahead; encouragement of the Radio Data Systems which switch car radios to local stations for traffic broadcasts.

30/6/92 - Radical changes in the law to deal more effectively with bad drivers came into effect on 1st July. A public awareness campaign was launched with the slogan "Dangerous drivers. The law is catching up". The Act will make it easier to prosecute and convict bad drivers; the reckless driving offence is replaced by the offence of dangerous driving with the emphasis on the standard of driving rather than the driver's state of mind when committing the offence; a new offence of 'causing death by careless driving whilst under the influence of drink or drugs' with a maximum prison sentence of 5 years and disqualification of at least 2 years; an extended retest (twice as long as the standard 'L' test) will be compulsory for offenders and the courts will have the discretion to require other road traffic offenders to take a re-test. Various penalties have also been changed, for example the penalty points for speeding will be in a range 3-6 (previously always 3).

15/7/92 - Tough new controls on street works commence

January 1993 following the Citizen's Charter. The aim will be to reduce inconvenience to residents and road users.

28/7/92 - A three pronged attack on the source of noise from road surfaces following an in-depth review was announced. The type of surface used will depend upon the amount of traffic using the road. In addition, research is being done to achieve better and quieter roads to include tests of a new concrete surface which has been developed and successfully used in some European countries.

They provide all sorts of other information and statistics. One article on injury accident and casualty rates by make and model of car amused me - one of the findings was "severe injury to a car driver is much more likely when in collision with a heavy vehicle such as an HGV rather than a car" !! - I could have worked that out myself.

Carol Bowler ."

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Those of you who came to the Midland Railway Trust rally either this year or last year will no doubt remember Stuart who runs the restaurant there. He is also a photographer and as a wedding present to *Sheila* and me he presented us with a wedding photo glazed onto a decorative plate which some people will have seen.

He has now volunteered to mount any photo for Club members onto a similar plate at an advantageous price. So if you have a particular photograph which you would like mounted in such a way, please contact me first and I'll make the necessary arrangements. You will need to provide a suitable print of the photograph so that he can do the necessary mounting. He can work from a negative but that, of course, will cost extra because it will need to be developed first.

If you go to one of the commercial people to have this sort of work done, I believe that it will cost you some £12 - £15 per plate. Stuart can certainly beat that price! You know how to contact me; the address and telephone number is on the back of this Newsletter, as usual.

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DONATION TO THE MACMILLAN NURSE APPEAL

I have received a letter from Tom Baker, the Somerset Appeal

Director, thanking the Club for our donation of £1500 which was raised at the Club and Company Rally by our members. He apologised, once again for being late for the presentation due to a number of unforeseen problems.

Thanks are due to all the Club members who stood around on a very cold, and wet evening in the mud at Shepton Mallet showground waiting for Tom. *Rose Bevis* apparently returned frozen after standing by the gate for three-quarters of an hour. The photographers who were present from the magazines were also keen to get warm so Jeff "presented" the cheque to *Charles Trevelyan*, who was amongst the audience, for their benefit.

Carol Bowler ."

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"May I say how much we enjoyed our first Campervan Show at the Bath & West Showground, Shepton Mallet. Apart from the monsoon and the bog-like conditions, spirits soared high and everyone seemed to be enjoying themselves.

If I have one criticism to make it is this: In future years would it be possible to issue a site map along with the programme we were given? Chaos seemed to reign, trying to find individual clubs and the organisation seemed very poor.

How nice it would have been to have had all accessories in a large marquee (but maybe that would stop people mingling and that is not what it was about).

Jan Wareham ."

Your comments are appreciated, *Jan*, but I feel that I must point out that A.S.O.C. have no real control over the issue of site maps etc., any more than we have over the weather! These larger shows are organised by "The Media" (to use a current in-jargon phrase) and all the Clubs which are allotted a part of the site have to accept what they are given, within reason. Often enough we are not aware of the exact location until the marshal (or the first member) arrives and is told which bit is ours. And of course, the arrangement of the selling area is quite outside our control whether in a marquee or in the middle of the bog!

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I have just received the preliminary details of the 1993 Rally List from *Tony Jones* and it is already impressive with 31 rallies arranged between the middle of March and the beginning of October. I shall

now put these (and any other he sends me) into a suitable order for the printing of the list which I hope you will get in December so that you can make little notes in your diaries.

Just for interest's sake, the rallies have been arranged in an area bounded by Edinburgh in the North, France in the South, Truro in the West and the one *Sheila and I* are running at Trunch near Mundesley (Norfolk) in the East. They certainly are spread reasonably far and wide but if you know of a site which can hold a rally and is outside these "boundaries" I am sure that *Tony* will be delighted to hear of it (together with your offer to marshal it!) (He never forgets to put a plug in, does he?)

I wonder if any other Club covers the country so well as A.S.O.C.? Of course, the two major Clubs must cover more of an area but they are fragmented into regions or areas which is NOT what our members want. But the truly National clubs must find us a bit difficult to keep up with (bad English, but you know what I mean).

I notice that three of the rallies have been organised for holiday trips of up to a week. There's one in France (details earlier in this issue), one at Seaford in Sussex and one near Dorchester in Dorset. The major shows are covered too, Edinburgh, Brands Hatch, Peterborough, Stratford-on-Avon and Shepton Mallet.

Do you think that people will begin to notice us?

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"I have for years insured through the AA with Provincial Insurance - fortunately without having to make any claim upon them. The premium this year, due in July, increased from £161.36 net to £214.90 net; and increase of 34% which seemed rather a lot of petrol money. I queried the increase with the AA and got quotations from the following:-

Safeguard, Leeds. £189 premium; £50 excess; green card and bail bond free.

Jardine Faber. £132 premium; £50 excess; 30 day green card; 65% NCD after five years.

Motor Caravan Insurance Agency. £168 premium; £100 excess; 30 day green card.

AA (Provincial Leisure 50): £138 premium; £100 excess; 30 day green

card and bail bond free.

SAGA did not respond and Sun Alliance did not quote because of "an inability by you to meet our underwriting criteria" - stressing that this was NOT a refusal of insurance.

It was difficult to get precise comparisons regarding age limitations, personal cover, clothing etc. I finally decided to renew with the AA but it was an interesting exercise and a new policy has been received recently which appears to be the same as the previous policy.

Norman Cutler

I don't know what has got into Insurance people these days because I had to wait for quite a long time for my new certificate when I renewed in March and *Sheila* is still waiting for one for the car! The nineteen eighty whatsit storms must have slowed their computing devices down rather more than somewhat!!

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And here we are, yet again, at the last page for this issue. See you next month.

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