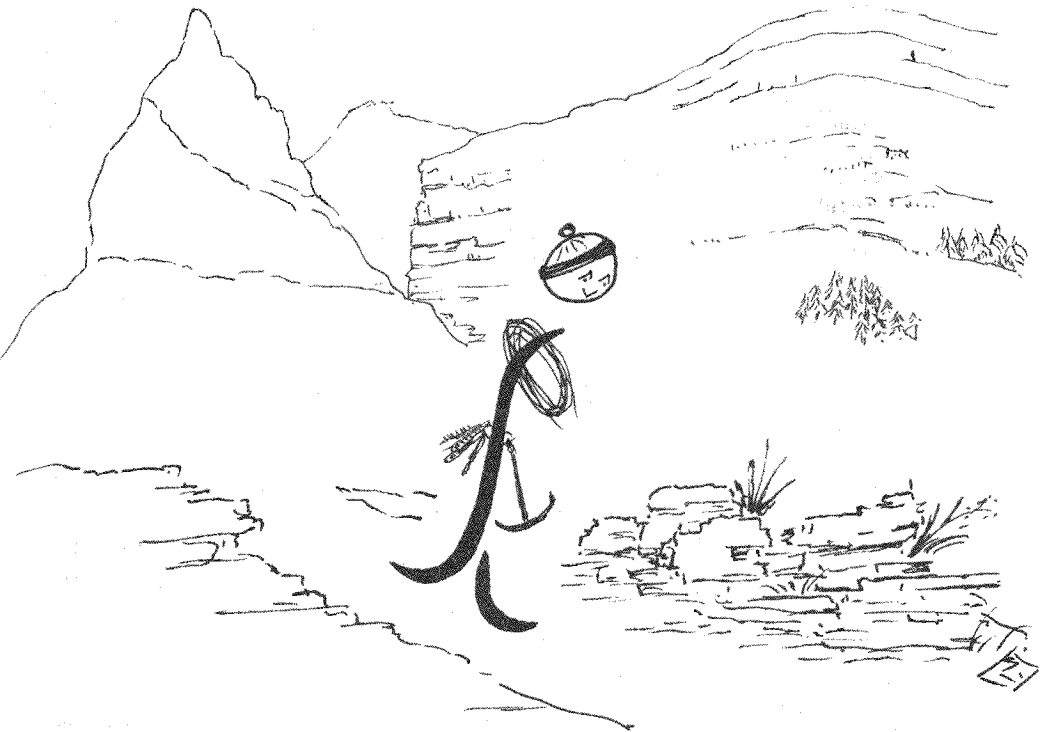


**AUTO-SLEEPER  
OWNERS' CLUB**



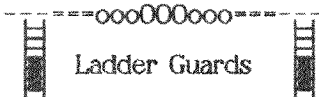
**NEWSLETTER 61**

**OCTOBER 1993**

Hello.

For a change I do not start the month with a quick panic because there isn't enough on the spike to fill a complete issue. There is! It must be something to do with the Club & Company Rally - and talking to people there. All sorts of ideas have come through so I'm well set up - for the moment at least. Thanks to one and all for their efforts but keep the items coming, please.

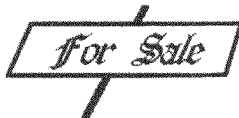
You may recall that in issue number 59 I mentioned the "Short Stayer". *Sheila and I* had experience of this type of caravanner again when on holiday at the beginning of September. We had arrived at a quiet, pleasant farm site at around 5.00 pm. Having paid our fees, found where everything was situated, been introduced to three dogs and a cat and settled ourselves down we thought we had the entire field to ourselves, apart from the sheep. Wrong! Just after darkness had fallen we heard the noise of a motor vehicle and saw a trailer van appear. It was sited, lights turned on and curtains drawn. But when we let our Ginger cat out at around 6.45 am next morning there the caravan wasn't!! And to crown it all they had left the field gate open too. Luckily the sheep had migrated to a field further away from the road and by the time they returned to the site the gate had been firmly shut again. But it does make one wonder, doesn't it?



Many members have made or perhaps bought ladder guards to cover two or three rungs at the bottom of the roof ladder. A very necessary item if you have to park where the ladder can be scaled by the dear little kiddiwinkies or other embryo mountaineers. *Les Davies*, our member in Chirbury, has kindly sent me a sample of a guard he produces commercially so that I can try it out. It is made of aluminium with a plastic coating to eliminate oxidization and it must have taken me nearly one whole minute to fix it to the ladder! In position, it certainly seems to be the ideal solution. At the bottom, where the wing-nut is fitted to fasten the guard, there is a hole drilled through the bolt which will take a small, attache case type padlock for additional security. There is also a triangular warning stating "Keep your Distance" which I think is a good idea. The total cost, including post, packing, VAT etc. is £17.95 which must be good value. You can obtain yours from *Les* at 2 Craft House, Priory Court, Chirbury, Montgomery, Powys, SY15 6BH. The telephone number is 0938 72 692 or you can fax on 0938 72 356. *Les* trades as "Leros Designs Ltd".

Another simple idea which I wish I had seen a long time ago. I would very much have liked to have had a guard for the previous van which had to be parked in the road - and I know that the ladder was climbed on a couple of occasions. I was always going to try to make a guard but.....!

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Legend GL. 2 litre petrol. 'G' reg. 15,600 miles. Extras include Awning, 2 gas bottles and regulator, Omnimax TV aerial, Pioneer radio/cassette, Stainless Steel rear bumper, Blinds and Fly-screens, Air-ride suspension, chocks etc. Regretful sale. £16,950 o.v.n.o. Please telephone Roger Nias on 0491 874 227 or write to him at 8 Yew Tree Court, Goring on Thames, Reading, RG8 9HF.

#####

Harmony, 1993 in immaculate condition. 4,500 miles. 1.9 litre diesel. £1,000.00 worth of extras including Harrison Hi-top awning, second battery and charger, fully alarmed. £18,500. Please ring Jill or Bill Oxley on 0925 267 527 or write to them at 9 Hollow Drive, Stockton Heath, Warrington, Cheshire, WA4 2AS.

#####

Talisman GL 1990 'G' Reg. 2.5 litre diesel. 17,000 miles. Fitted removable bulkhead cupboard in luton. Non-smoker. Many extras. £17,950. Write to Ron Wiggins at 33 Besbury Park, Minchinhampton, Stroud, Glos., GL6 9EN or telephone 0453 883 762

#####

Talisman GL. 5,700 miles. Excellent condition. 'J' reg - April 92. Usual luxury details of this model including overcab storage locker and burglar alarm. £19,000. Please write to Norma & Allan Bentley, 16 Minton Close, Mossley, Congleton, Cheshire, CW12 3TD or telephone them on 0260 275 016

#####

1984 Bedford SV100 2,300 cc Petrol. 55,000 miles. Many extras above the original specification. Very good condition. £9,250 ono. Please telephone Noel Ginns on 0536 760 360 or you can write to him at 124 Federation Avenue, Desborough, Kettering, Northants, NN14 2NX.

#####

Silver Screen cab insulation for Volkswagen T4. £40.00. Ring David Brierton on 0934 622 275 or write to him at 21 Tivoli House, The Boulevard, Weston-super-Mare, Avon, BS23 1PD.

\*\*\*\*\*

Bedford SV100 1981. 57,500 miles. The usual SV100 comfort, conveniences and equipment. 2 Owners from new. £6,700. Contact Lorna or Vyvian Gwynn on 0792 206 005 or write to them at 81 Hendrefoilan Road, Sketty, Swansea, SA2 9LU.

\*\*\*\*\*

'B' Reg Talbot Express. 2 litre petrol. 50,000 miles. 4 berth. All usual A-S refinements - shower, H/C water, 3-way fridge, mains electrics. Numerous extras and spares. Any trial. Taxed and Tested. Excellent condition. New van forces sale of old and faithful friend. £6,500. Telephone Paul Brook-Haskayne on 051 531 8549 or write to him at 37 Moss Lane, Maghull, Merseyside, L31 9AE.

\*\*\*\*\*

Both of the last two advertisers sent contributions to the Club funds. This is NOT necessary to get an advert in the Newsletter but is much appreciated; Thank you.

\*\*\*\*\*

Eurovent Autovilla side awning 11' x 8'. Colour: Russet/Beige. Suitable for use with all A-S high-top and elevating roof vans. Good condition. £160.00 ono

Also factory supplied flyscreens for lower side windows to fit Talbot Express vans. £25.00 the pair.

Please contact Pam or John McCarthy on 0628 73 083 (evenings only, please). You could, of course, write to them at 57 Aysgarth Park, Holyport, Maidenhead, Berks., SL6 2HQ.

\*\*\*\*\*

Talisman GL. 'K' reg, January 1993. 5,600 miles. Only used for one trip to Spain. Many extras including Diesel engine, power steering, awning, floor safe, Status TV antenna, Alarm, Fiamma Top Box, Silver Screen. Cost new £28,000.00. Owner emigrating so will accept £23,000. Telephone John Keegan on 0942 674 056 or write to him at 81 Hanover Street, Leigh, Lancs., WN7 1HG.

\*\*\*\*\*

1989 'G' registered Legend GL. 2.5 litre diesel. Automatic. this was the first of only 3 Ford diesel automatics to be built by A-S. Extras include Electrolux 2200 tilt compensation fridge, removable locker

front to Luton to convert back to sleeping accommodation and Airide suspension. This van is in immaculate condition and apart from the Airide suspension is as it left the factory. We are non-smokers and have never fried food in the van. The engine is a dream and runs like a sewing machine. It is barely run in at only 12,000 miles. The van has been kept off the roads between November and March. The underneath is as new. £19,000.00. Telephone Reg Rogers day or night on 0784 454 400 or write to him at 11 Broomfield, Octavia Way, Staines, Middlesex, TW18 2QD.

\*\*\*\*\*

Silver Screen insulating pads for cab doors and caravan windows to fit pre-facelift Talbot Express (Rhapsody, Rambler or Harmony). All four pads have been little used. The door pads are in silver, those for the caravan windows are in white. £40.00. Please telephone Doug Vaughan on 0495 223 325 or write to him at 8 Parklands, Blackwood, Gwent, NP2 1HU.

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### Childrens' Corner

Mold

Just a few lines to thank *Mr & Mrs Greenwood and Ruth* for a well run rally at Mold in Clwyd. It was very enjoyable and is a must for anybody next year. There is a Social Club which was open all day so that people could go in to sit and talk. The room was cheerful and welcoming with flowers on the tables. Thank you to *Ruth* for those. The Pool table and the table tennis were both free of charge which was good news for my pocket. There are a lot of nearby attractions with Rhyl and Prestatyn only a stone's throw away. We made good use of this and went to both places. I also went to the Sun Center which is a big swimming complex with wave machines and water slides.

On the Sunday night there was a nice roast at a nearby pub at a reasonable price. It was a smashing dinner. During the evening somebody broke into an upstairs bedroom but they were disturbed and ran into the pub car park stealing a couple of wallets out of cars as they went by. The sky was lit up by a police helicopter and everybody got out of their seats to look out of the window. The thieves were being chased by the Chief and a handful of policemen. It made an exciting end to the night.

On the Monday morning there was a raffle and I won a bottle of wine. All in all a very good weekend and we hope to be back next year.

*Richard Northall (Age 14) .*

## The Club & Company Rally

At the end of July I went to the Club and Company rally. It was our first one. We came down straight after my Dad had finished work. We only stopped for tea on the way. We arrived about 8 pm and went straight inside to have a drink and listen to the quiz. We joined in with the "Rejects" who eventually won! *Kirsty, Nicola and I* got some Quality Street in the childrens' question.

On Saturday we woke quite late. In the morning I sold raffle tickets with *Kirsty*. In the afternoon we watched the bird display and the dog display team. Then we went round the stalls inside and outside. Everybody was busy buying bargains! *Kirsty and I* played quick cricket and obstacle rounders until it was time for the meal. It must have taken a long time to prepare - there were over 800 people there! The meal was delicious. Afterwards the raffle was drawn. Nobody on our table won anything. I was quite tired and went straight to sleep.

In the morning we went to the Salvation Army service which was very interesting. Then the Club presented the cheque to the lady from the M.S. Society. After that we all got ready to go home. It had been great fun!

*Ruth Greenwood*

P.S. As I am writing this I am sitting in the boiling hot sun of the South of France. Lovely! *R.G.*

#####

## How to find Members for A.S.O.C.

For the last five years we have been to France, the last two being in our Auto-Sleeper. This year there were no A-S vans in the ferry queue for Dad to talk to! But we soon made up for that when we arrived at our first site. There were eight English vans in the midst of 120 vans (mainly Dutch). One was an Auto-Sleeper and Dad soon started talking. In fifteen minutes they were interested in joining the Club and in another fifteen they were booked into our rally at Argoed so that they could see whether they liked it/us. They paid their rally fees on the spot - I wonder if any other marshal has received the fees in French francs? On our next site we saw a couple whom we had met last year when they had a Romahome. They had taken Dad's advice and bought a Rambler. Hopefully they'll soon be members, too!

*Ruth Greenwood - again!*

*Ruth* also sent a report about the Argoed rally which was

substantially the same as that from *Richard Northall* above. She mentioned that they found out that the thieves were caught and remarked that it was a pity that *Steve [Bowler]* wasn't there to give a hand!

Our younger members, i.e. those under 105 years old, certainly seem to enjoy the Club, don't they? We must be doing something right!

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## Deadlocks on Coachbuilts

This subject was raised by *Jack Dawson* in the August Newsletter. I have had two Talismans fitted with such locks by W.R.Conversions, of Poole in Dorset. A good job, neatly carried out at a reasonable cost. See MMM for his advertisement

*Tom Childs.*

#####

I have a VW Clubman GL and have had three Yale locks fitted by Simba at a cost of £60 each plus VAT. This firm is very good. They have jigs which enable them to fit accurately and they made a good job. One to each of the front doors and the third to the coachbuilt rear door. I understand that the locks are NOT suitable for the Peugeot-Talbot cab doors as there is too wide a gap between the door and the bodywork. They would be OK for the rear door, though. Simba's head office is in Walworth, London, SE17 3BE and their telephone number is 071 703 0485. They have depots in London, Leeds, Bristol, Birmingham, Leicester, Manchester and Glasgow.

*Barrie Barrington-Smith.*

*Barrie* sent in the full details of the locks and the alarm system he has had fitted to his vehicle. If anyone requires more information please contact your Editor who will be pleased to pass on the details.

#####

I have fitted a bolt on the rear door of my Legend. It is a Polycell Door Push-Bolt, £10.39, Polycell Product No. 6240014, white. (Polycell Products Ltd., Broadwater Road, Welwyn Garden City, Herts. AL7 3AZ.) There is really only one place that it can be fitted and that is just below the door handle. But it is necessary to have a piece of wood INSIDE the door itself to accept the screws.

It is not an ideal arrangement but in the absence of anything better it does work. Of course it cannot be operated from outside

the van.

*Melvyn Crapp*

*Melvyn* bought one of the "Spareline" accessories and commented that it seems an excellent idea. I have one or two left in stock if anyone wants one.

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## *Pontefract Hospital*

Just a short note to inform all those generous members who attended the rally at East Hardwick that on 20th August 1993 June & Tom Pycock handed a cheque for £483.51 to Mrs Christine Haslam at the hospital towards the Scanner Appeal. The amount included £50 from the sale of 'cats', not real ones, over the weekend. Many thanks to all who helped in any way to make this a most enjoyable and profitable weekend for a very worthy cause. Hard work, but worth all the effort.

*David Carrigan.*

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## *Southern Cross Campers*

'Dear Auto-Sleeper Owners' Club,

After two years of agonizing over retirement, I have decided to call it a day in September. I would like to thank all those Members who have supported Southern Cross over the years and on behalf of all our staff, wish the Club every success in the future.

I can be found in semi-retirement, assisting Peter Hawes at Western Motor Caravans and of course, would be delighted to meet any member in the delightful area of Bath.

Best regards,  
Yours sincerely,

Brian Bodie.

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## **Runaway Wheel Trims - Again!**

I included part of a letter from *Myrtle & Colin Houlding* in last month's Newsletter. The other part told me that they had lost a wheel trim from their Bedford Clubman and were looking for a replacement which A-S couldn't supply. As it happened we used to have a vehicle of that type and we lost some of our trims. I

happened to have one left which I sent off to them so I didn't need to include their plea - I thought! They went off on holiday before the replacement arrived and then found that they had lost a second trim. So the plea now must be included. Has anyone got one of the older type A-S trims which was fitted to the Bedford based Clubman? The sort with the AS logo in the centre and the five apparent nuts around it (which are not real) and the oval holes outside that. If you have one, please contact the *Houldings* on 061 761 7498 or write to them at 7 Gosforth Road, Bury, Lancashire, BL8 1EA. They would rather like to keep the original type of trims and also wonder if there is any sure way of retaining them. MMM had a suggestion that trims could be tied to the wheel by a thread through both but it apparently won't work in this case. Any other suggestions, please?

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### Plastic Door-lining Studs

Remember *Eric Stow's* article about fitting additional security to Peugeot-Talbot door locks in last month's Newsletter? (Page 15-17 if you want to look back.) I was sitting quietly at home on the evening of August 31st (that's tonight!) when the telephone rang. *Alan Wheeler* had called to let everyone know that if you use a clean carpenter's claw hammer you can remove the studs without difficulty. He told me that he had done this many times. If your hammer isn't quite as clean as you might like you should protect the door lining when you use the claw.

It just goes to show that our Members are a clever lot; someone always seems to know the right answer, whatever the question.

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## Chairman's Chat

I have just replaced the flexible gas tubing leading from the gas tank to the Rambler's gas system as it has been in use for almost five years which is the recommended life for the tubing. The replacement tubing has, obviously, the same sized core but it is canvas covered. In turn, this has a rubber exterior and carries the date of manufacture. It is this date which will determine the five year life span in future.

On another safety aspect for motor caravans, I see from a letter in M.M.M. (September edition) that for Peugeot Talbot vehicles there is nothing in the regular Servicing procedure regarding the

tightness of wheel nuts. I remember from my Army days that the 'Daily tasks' included, on several days in the month, the need to check the tightness of the wheel nuts but I must admit that I don't always check mine as often as I should. However, having read the letter and the accompanying notes I have done so. In my case it is comparatively easy because I have bolt-on wheel trims on the Rambler. For those with clip-on trims it is not quite so easy but it is well worth removing the trims and making the check. I have looked in the Service Book for my Talbot Express Rambler and can find no reference to the wheel nuts. I was also somewhat perturbed to read the reply to the letter in which the Customer Relations Executive of P-T said that "apart from the predelivery inspection, the checking of wheel nuts is not included in any part of the Service Schedule". I intend to discuss this aspect with the Service Manager of my local P-T dealer when the Rambler is next serviced. I don't know what is included in other manufacturer's servicing arrangements but I would consider it to be very useful for each of you to check YOUR wheel nuts to see that they are tight.

When you read this Chat *Winifred* and I will be visiting the Caravaner Salon in Essen, Germany, and I hope to be able to include something about the show in the next Chat. Two years ago there were about 230 motor caravans and motorhomes on display as well as innumerable accessory dealers from all over the European Community but virtually nothing from the U.K. Perhaps this time we may see more.

*Arthur Irving.*

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## ***RALLY REPORTS***

Moreton Glade

42 vans attended the rally, many staying for the week. Supper for 54 was served on the Saturday evening in glorious weather and a cheese and wine part was held between showers on Wednesday evening.

Special thanks must go to *Doreen and Jock Hammond*. Not only did they notice that one of our solo ralliers was unwell but they cared for the invalid until he was fit enough to be taken home. Surely this is what our Club is all about.

We should also like to thank our assistant marshals, *Carol and Gordon Hope*, for the wonderful job that they did and to all those who helped with the rally.

*Jeff Worley.*

# AUTO - SLEEPER OWNERS' CLUB RALLY SUPPLEMENT

October - November 1993

Please make your cheque payable to the Marshal BY NAME and send it with booking slip AS EARLY AS POSSIBLE. Preferably at least 14 days in advance. Late deciders, please telephone the marshal FIRST.

\*\*\*\*\*

1st-3rd October. Camping International Site, OXFORD.

LIMIT 40 VANS

Fees: £4.90 per night INCLUDING Electrics. Rally Fee £1.50.

Bookings to: Mr. J. Tidbury, 26 Ferny Close, Radley, Abingdon, OX14 3AN. Tel: 0235 525 730.

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, opposite Park & Ride.

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1st-3rd October. Chester Southerley Caravan Park, Balderton Lane, Marlston-cum-Lacae, Nr. Chester.

Fees: £5.00 per unit per night. Electrics: £1.20 per night. Rally fee £1.50.

Bookings to: Mr. D. Ellis, 6 Tudor Close, Shotton, Deeside, Chwyd, CH5 1NY.

Directions: Turn off A55 Chester By-pass onto A.483 s.p. Wrexham. In about 300 yards turn right into Balderton Lane. Site on right in 0.25 mile. Hard standing will be available to all if the weather is inclement.

Please bring a wedding or teenage photo with your name on reverse and hand to Duncan or Jean Ellis on arrival

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8th-10th October. Bashley Park, NEW MILTON, Hampshire.

Fees: £5.60 per unit per night INCLUDING electrics. Rally fee £1.50. LIMIT of 30 Vans.

Bookings to: Mr. A. Jones, 49 Wessex Way, Highworth, Swindon, SN6 7NT. Tel: 0793 763 032.

Directions: Off B.3055 north of New Milton.

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15th-17th October. Pendle Valley C.P., Roughlee, Nr. Nelson, Lancs.

Fees: £7.00 per unit per night including electrics. Rally fee: £1.50

Bookings to: Mr. A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Yorkshire, HX7 6DP. Tel: 0422 843 057.

Directions: Leave M.65 at Jnc.13. Follow A.682 signposted Kendal. After one mile turn left s.p. Roughlee; follow road over hill and turn left after crossing river. Take next turn right.

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22nd-24th October. Newbridge Caravan Park, Bath.

Fees: £21.50 per couple for the weekend; includes electrics, rally fee and buffet on Friday evening.

Bookings to: Mr. A.J. Claxton, 13 Albany Mansions, Upper Maze Hill, St. Leonards-on-Sea, East Sussex, TN38 0YD. Tel: 0424 714 915

Directions: Site is in Brassmill Lane opposite Park & Ride on West side of city. All pitches are on hard standing. Buses nearby into city.

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28th-31st October. Tredegar House, Newport, Gwent.

Fees: £4.00 per night. Electricity: £2.00 per night. Rally fee: £1.50.

Bookings to: Mr. M. Edwards, 31 Pine Grove, Lighthouse Road, Newport, Gwent, NP12 9TA. Tel: 0633 817 328.

Directions: From junction 28 of M4 Newport West follow sign to Tredegar House. Entrance to site off car park into driveway leading into grounds on left of Craft Workshops. MAXIMUM 30 pitches all with electrics. This rally runs from Thursday to Sunday.

---

4th-7th November. Merley Court Touring Park, Wimborne, Dorset.

Fees: £4 per unit per night. Rally fee: £1.50.

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

Directions: Site off roundabout at junction of A31 and A349 south of Wimborne. Bonfire and Fireworks close by on Friday night. Electric hook-ups available at extra charge.

---

5th-7th November. Pennine View Caravan Park, Kirkby Stephen, Cumbria.

Fees £6.25 per night including electrics. Rally fee: £1.50.

Bookings to: Mrs K. Benyon, Holmfield Cottage, Bannister Street, Lytham, Lancashire, FY8 5HQ.  
Tel: 0253 736 245.

Directions: From N or S on M6 exit at junction 38 on to A.685 to Kirkby Stephen. Site on right opposite Croglin Castle Hotel. From East take A.66 then A.685. Pass through Kirkby Stephen then site on Left opposite hotel as above. Fireworks and hot dogs arranged for Friday evening. Please bring one or two show fireworks each. Saturday evening meal: Steak & Kidney Pie - £3.75; Cod & Chips - £3.25; Turkey & Chips £4.50; Vegetable Chilli or Lasagne £3.25. Please indicate choice of meal on booking slip. **Limit 50 vans.**

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26th-28th November. Abbey Wood Caravan Club site, London.

Fees: T.B.A. Rally fee: £1.50.

Bookings to: Mr. A.J.Claxton, 13 Albany Mansions, Upper Maze Hill, St.Leonards-on-Sea, East Sussex, TN38 0YD.  
Tel: 0424 714 915.

Directions: Leave A2 at Danson Interchange onto A221 signposted Bexleyheath. Follow International Caravan signs to Abbey Wood site. Ideal site for visiting Greenwich, Docklands, Thames Barrier and London.

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AUTO-SLEEPER OWNERS' CLUB

Send one of these slips to the Marshal named at least 14 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**

\*\*\*\*\*

**A.S.O.C. R A L L Y S L I P**

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

Your full Name and address.....

.....

.....

Membership No.....Telephone Number.....

Day/Time of arrival..... Van No.....

Is this your first ASOC rally? Please tick box: Yes  No

No.of people in your van? Adults  Children

***PLEASE COMPLETE BOTH SIDES OF FORM!***

\*\*\*\*\*

\*\*\*\*\*

**A.S.O.C. R A L L Y S L I P**

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

Your full Name and address.....

.....

.....

Membership No.....Telephone Number.....

Day/Time of arrival..... Van No.....

Is this your first ASOC rally? Please tick box: Yes  No

No.of people in your van? Adults  Children

***PLEASE COMPLETE BOTH SIDES OF FORM!***

\*\*\*\*\*

\*\*\*\*\*

BLOCK CAPITALS, PLEASE

Requirements - Please note that these may NOT be available at all rallies. Your request for them will NOT necessarily mean that you will be provided with them

Electricity: Yes  No  Saturday night meal: Yes  No

Have you any special needs? Yes \_\_\_\_\_ No \_\_\_\_\_ If 'Yes' please detail what they are:.....

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

Name \_\_\_\_\_ Tel.No. \_\_\_\_\_

Payment MUST accompany this slip - cheques payable to the Marshal by Name, please.

\*\*\*\*\*

\*\*\*\*\*

BLOCK CAPITALS, PLEASE

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\*\*\*\*\*

# Recipe

## Ingredients

1 Flat, Enclosed, Norfolk Field  
14 Auto-Sleeper Vans  
27 A.S.O.C. Members  
Inclement Weather (if no other available)

## Method

Put all ingredients together, mix gently and leave to settle. Add coffee and biscuits as required, between showers. Find a cook whose skills included cooking a hot meal for 27 in one Auto-Sleeper oven. Serve this to be eaten completely before the rain returns and waters the wine.

## Result

Excellent Trunch Crunch.

## Comment

Second Helpings next year, please!

Thanks, *Sheila and Harry* from *Monica and Bob Williams* and 25 other Trunch Crunchies

\*\*\*\*\*

## *Syd's Dilemma*

A rally at Pooley Bridge. There, a fantastic bunch *Cliff, Audrey & Syd* were going out for lunch.

They packed *Syd's* wheelchair in *Cliff's* van so very nice and neat

But *Syd* was still in his own van, sitting on the seat!

In the rush to relax, to drink and to eat they forgot poor *Syd* left alone on his seat.

They put things right at breakneck speed hoping no-one had seen their misdeed.

But 'twas all too late as heads shook in shame *Audrey's* life will never again be the same!!

*Pam Robinson*

\*\*\*\*\*

## **Christmas Rally Update**

We have 23 bookings for the first Club Christmas Rally to date

leaving only two more places available. So if anyone is interested please contact us as soon as possible or you may be disappointed.

The site at Hidden Valley, Ilfracombe, is booked and we have managed to book an entertainer, who is a member of Equity, for Christmas Eve together with a semi-professional Key Board artiste for Boxing night.

*Sandra & Bernie Wisely*

The telephone number, as shown in the August Newsletter, is 0271 46 400.

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### **The rally at BATH.**

Please note that this rally, 22nd-24th October, is now fully booked and no further applications can be considered.

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## **Stolen Vehicle**

I am at present struggling with the after-effects of having had my Rambler stolen while on holiday in August. It was driven away from a Park and Ride car park at Scarborough having been immobilised (so I thought). One sobering thought is that the replacement value of the contents I estimate at about £5,500.

Fellow members may anticipate my reaction that motorcaravan security is becoming a rising priority with additional dealock bolts and routine use of wheelclamps the minimum to aim for.

The registration number is/was **B 887 XTO**. It was a February 1991 model with the Talbot Front End Face Lift but prior to the introduction (around October 91) of the present GL model identified by the Rambler GL logo on the sides. Mud flaps had been fitted to all four wheel arches but I did not have the wheel trims on. An Omnistor awning had been fitted to the near side.

If any member of our Club should notice such a Rambler taking up new residence anywhere (there cannot be many) I would welcome a telephone call from them. A reversed charge call will be readily accepted on 0823 442 659 and I will be pleased to reward information leading to the recovery of the vehicle (but not £5,500 you understand!).

*Les Davey.*

I begin to wonder just what we can do to try to ensure that we

retain our vehicles. Fortunately, we do not hear of many losses within our Club, but even one is far too many. I think that I shall have to stick a little note on the dashboard to remind me of the details above and check any and every Rambler that I pass to see if it fits the description.

I seem to remember that many years ago someone padlocked a large board to the back of his car bearing the words "If this vehicle is moving with this board in place it has been stolen". And I also remember that fairly recently one police authority was rather red faced because a car which they had fitted with numerous safety ideas to prevent theft had been stolen! So what can we do? Your suggestions will be welcomed. Has anyone taken up the idea from the AA about the "Tracker" device which can be fitted to motor vehicles, at a cost?

In the meanwhile, please keep a sharp look-out for this Rambler.

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### *Obituaries*

I have been advised that *Jeannette Carter* has died. We offer sincere condolences to her husband, *David*

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*June & Brian Metcalfe* would like to thank, most sincerely, all of our friends who sent us cards and letters of sympathy on hearing of the tragic loss of our dear son *Lee*. We did find them to be of comfort. Bless you all and a special thank you to *Pam & Mick [Robinson]*. Hope to see you all again soon.

*J & B*

Apparently when the news of the tragic loss was published in the *Skegness Standard* it was noticed by one of our Members who then notified others and this escalated throughout ASOC. I will offer the condolences of all remaining members to *June & Brian*

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## **Collective Nouns**

A "Gossip" of Club Members was my suggestion and somehow the Club and Company Rally bears this conclusion out. Then, and on previous occasions when we have had musical entertainment, our Members have headed for the doors!

Thinking further on this phenomenon, it occurred to me that

*Philip and I* got involved with starting the Club because there were very few people "out there" who didn't think we were barmy, going abroad for two months and going to a different site each night, sightseeing each day and not worrying about getting our navels brown.

We didn't really consider what the Club would offer us, but as we attended the rallies we realised that we could discuss our tours with people who were genuinely interested and even asked for advice, instead of wearing a glazed expression and making a quick escape.

So many of us are retired and miss that office comradeship where at least some interest was shown in one's family, friends and activities. Now many of us are finding the same comradeship and compatibility in their fellow Club Members and when we meet we talk and talk and talk, making up for the weeks in between when we are back among the folk who think we're barmy!

*Rita Daley.*

I couldn't agree more! It came as a great revelation to me, several years ago, when chatting with some other motor caravanners, to realise that I knew exactly where they were talking about, in this country anyway. And to share the same interests is the beginning of good friendships. I can vouch for that too because I made a friend in my cycling days and we are still friends today. And that was over 40 years ago now - so such things do last!

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## *Helpful Hints*

I have always found that the buckle of the seat belt, on the passenger's side in the Peugeot-Talbot cab, to be very uncomfortable particularly during the summer when not wearing a jacket. I have now made a well-padded muff which stays on the stalk and can be pulled up over the buckle after fastening the belt.

Few vans, if any, have wardrobes tall enough to hang a dress. To overcome this, turn the skirt inside out over the bodice; sew loops either side of the waist and hang from the skirt hooks of a hanger. Or - less work and taking up less length - forget the loops and hang it up like a skirt on a spring skirt hanger.

*Dorothy Reynolds.*

Inventive lot, our members! Although judging by some of the dresses (?) seen in London sometimes I should think that the normal van wardrobe would be more than adequate in length. But I haven't

noticed such abbreviated fashions at any rallies of ours.

*Dorothy* apologised that her contribution was on paper and not on disc as *Nial* sends his. There is absolutely no need to apologise - I've said it before and I'll say it again - contributions are accepted on disc, paper, pound notes, papyrus, parchment and written in English, rubbish or a combination of both. If written they can be in ink, pencil, typewritten or in crayon. On disc I can accept 3-inch LocoScript, 3 1/2" LocoScript or ASCII and 5 1/4" LocoScript or ASCII. And I've got a dictionary too, so I can always rectify any speellingg mosstooks wot yew make! So don't be shy, keep the contributions rolling in, please. Pretty Please!!



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## Phil's Rabbit



A little while ago I commented on the future staffing of various club offices, wondering how much longer we could manage with volunteers. *Harry* made the point that we get a very good service running things the way they are now, and I agree that it is very desirable. But there must surely be some limit to the time any volunteer is able to put into any job. Even some of us middle-aged retired folk like to get away from club duties from time to time!

During one such recent "escape" *Rita and I* decided to explore some of the north/south routes in the Welsh Marches. We know the Marches pretty well but over many years we travelled from Solihull to the Cardigan Bay area, going east/west so this time we decided to look at the countryside in between the roads we knew. We also wanted to investigate the link between the end of the M54 and Shrewsbury. This used to be a slow flog along a congested A5 but now all is changed; the motorway leads directly onto a new dual-carriageway which took us all the way to the new Shrewsbury bypass, a great improvement.

At some point in our journey the waste tank drain pipe became detached from its Terry clip and the tap dragged along the road surface for quite a few miles before we were alerted by a helpful motorist. This had done the tap no good at all and what was left of it could not be prevented from leaking. A replacement was needed but where to get one? Some time ago *Terry Plant* wanted a plastic in-line tap to fit into the drain pipe from the Rambler shower tray to prevent the resurgence of the contents of the tank into the tray. He lives in Balsall Common and found a firm in Kenilworth, not very far away, which specialises in the supply of all sorts of tanks and fittings for motor caravans. This was mentioned in the Newsletter but I couldn't find it when I wanted it. So I went to Kenilworth and

looked. When found they turned out to be Caravan Accessories (Kenilworth) Ltd., (also known as C A K) at Princes Drive Industrial Estate, Kenilworth, Warwickshire, CV8 2FD. Telephone (0926) 54271, Telefax (0926) 53954. They call themselves "The Complete Water System Specialists" and can supply anything from a tap to a Cassette Porta-Potti. Sinks, hobs and water heaters are no problem either.

Has it ever seemed to you that statements made by some "Rescue" companies are, to say the least, a little on the bland side? For instance, "Help is never more than a 'phone call away". Great. Very reassuring. But where do you find a telephone you can use when you urgently need one? A mobile phone in the vehicle would be an answer but when the cost of that is added to the cost of the breakdown service I think one needs to look seriously at the likelihood of needing either. How many times have you - sorry - has your van broken down in the last five years? If the answer is "more than once", I hope you've had it cured!

Not long before the Club & Company Rally I was chatting to *Pete Fisher* and he asked if I had had the brake fluid in my Talisman changed. As it happens I had and I do make a point of getting it done every two years or so because I once had quite a bit to do with the technical side of hydraulic fluid manufacture and know why it should be done. This is just a memory jogger for members - please get the fluid changed before you come to the first M.O.T. test and every two years or so thereafter. The cost of having it done is not very great but the price you could pay for NOT doing it could be more than you would be willing to pay!

*Phil Daley*

From something I read a little while ago I gathered the impression that the use of mobile telephones is increasing dramatically. If you walk through the City of London these days it is a very common sight to see someone strolling along with a little rectangle of plastic in his/her hand and chatting away merrily. I understood that there is some chance of the cost of the "line" rental coming down appreciably but, like so many other things, we shall just have to wait and see. Also, how do you answer a mobile phone? To quote your full number seems a long-winded answer; "Hello" doesn't seem enough and "This is the mobile residence of the Whosits" is rather overdoing things, don't you agree?

We've suffered at the hands of the rescue services. On one occasion, pre-Auto-Sleeper, the gear lever broke. The garage which turned out provided a Land-Rover and trailer and the driver sat across the road from us and used his mobile phone before

driving off without a word to us. The patrolman returned after a delay, borrowed a one-foot ruler to measure the van and used his radio back to base. A better equipped recovery vehicle arrived and the driver loaded our van onto his vehicle without saying a word to us. He just got on with the job. He only began to talk when he ushered us into his cab. Then we felt out of place because we were not wearing seat belts.

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#### FUEL ADDITIVES - CONTINUED

Following the article in the Newsletter about "Carbonflo" I contacted the Civil Service Motoring Association who used to promote this item. They have printed an item in their "Motoring and Leisure" magazine regarding the Broquet Fuel Catalyst. This was apparently developed by Henry Broquet during World War II when he worked with the R.A.F. in Russia on additives to make the rough Russian fuel compatible with the engines of the Hurricanes based there. He found that a tin alloy had a catalytic effect on fuel effectively giving it the qualities of a higher octane rating without introducing lead.

When unleaded fuel came on the scene in a big way some four years or so ago, Broquet (or Carbonflo as it was then known) came into its own. It was claimed that a number of Broquet pellets would, when introduced in a small gauze net into the fuel tank of a vehicle, enable that vehicle to run satisfactorily on unleaded fuel - even if the vehicle had been pronounced non-convertible from leaded fuels.

The writer refers to "another company trading as Carbonflo (which is not related to Broquet but sells a product based on the same technology)" was fined for exaggerating the benefits to be gained from using their products. In this instance, the writer is making no precise claims whatsoever because according to the feedback from their members the results vary from vehicle to vehicle. It has been said that it astonished one driver with a diesel Citroen because it improved his mpg and resulted in the cleanest internal workings of a diesel engine that he had ever seen.

So it rather looks as though you will have to make your own minds up on the benefits of such a system. I gather that it is not the cheapest luxury you can buy - for an engine above 1600cc it appears to cost £74.85 inclusive of p&p/VAT. If you want more information or to order a set you should contact David Lock at 'Woodcote', Chalk Road, Ifold, Billingshurst, West Sussex, RH14 0UE or telephone 0403 753 396.

I am indebted to our member *A. Gibbs* (sorry, I don't know his first name!) and through him to the C.S.M.A. for this information.

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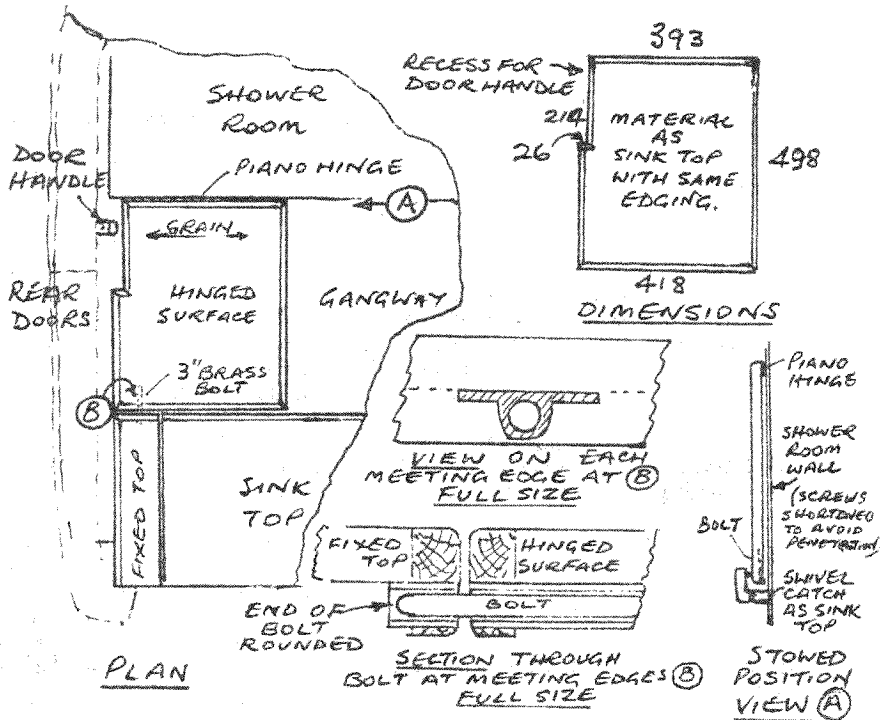
Mods. for a Harmony

In response to your request for information on modifications made, I enclose a rather cramped sketch (space saving!) of an extra working surface in our Harmony.

*Derek Patience*

The supplied sketch is reproduced below and I think that the Member should be congratulated in having an apposite name!

HARMONY  
ADDITIONAL WORKING SURFACE



## An Apology

You've heard the expression "Let your fingers do the walking" haven't you? Well, last time around mine walked a little bit too far. I included what was supposed to be the telephone number for the *Tidburys* and when I was tracing the number with my finger I slipped to the line below and gave you the number for the *Osbornes*. Sorry to both families for the error.

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## The Club & Company Rally

I was delighted to see the spread which the Motor Caravan World gave to the rally. There were three pages devoted to us in their issue number 9 which I presume to be September. The photograph they used for the heading shows just how neatly the vans were parked (who let that car in just there to spoil things?). About the only area which didn't get a mention was the Club Shop in the ante-room of the Severn Hall together with the Raffle and the Notelets and Christmas Cards.

A very nice comment was made that A-S owners are "clearly very willing to dip into their pockets to help those who are in need".

Our thanks go to the writer and the photographer for such a magnificent write-up. (What's the correct expression for the photographs? A "print-up"?)

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## Late Request

*Sheila (Henthorne)* has received a letter from Peter Greenwood seeking information about the Legend. He has seen the diesel version with automatic gearbox and wondered if it was produced with a manual gearbox, still with the diesel engine. He also wants to obtain one with the manual box if he can. At present he has an Elddis 2.7 litre Autoquest, F' reg. If anyone can help him his telephone number is 0789 740 997 and his address is 5 Nelson Close, Ettington, Stratford on Avon, CV37 7SL.

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The Clock of Life



The Clock of Life is wound but once  
and no man has the power

To tell just when the hands will stop.  
At late or early hour.

NOW is the only time you own  
Live, love and work with a will  
Place no faith in tomorrow for  
The Clock may then be still.

These words were gleaned from a magazine by *Barbara Worley* who thought that other Members might appreciate them as much as she did. Thank you, *Barbara*

And that concludes yet another month. See you next time!

Your Editor,  
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