

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



NEWSLETTER 66

MARCH 1994

Hello.

Here it is, March already! Well, it will be when you read this but it is still January as far as I am concerned when writing it. Doesn't time go by quickly when you're having fun?

The renewal forms kept coming in, some apologising for being late. There are still some more to come which will no doubt surface when the members concerned realise that they haven't got their Newsletter. And it is quite rewarding to see the inquiries arriving about membership of the Club followed by the application for membership. Unfortunately, somebody somewhere is trying to confuse the system by telling prospective members to send the membership fee with the vehicle details to *Sheila Henthorne* and they will be able to join. It would be **MUCH** better to tell anyone to write or telephone to *Sheila* and let the normal system take its course. Otherwise the details asked for on the application form are often not provided and result in paperwork to and fro.

While on the subject of membership, please remember to **BRING YOUR CARDS WITH YOU** if you are coming to the AGM. **YOU WILL NEED TO SHOW THEM AT THE DOOR TO THE MEETING** and if you haven't got them you may well be refused admission. So please make sure you have them with you at all times. It is actually a necessity to carry them when you attend any rally so that the Insurance and Exemption Certificate covers everyone.

Now, the "WORDSEARCH" puzzle! Due to a technical hitch on the part of the Editorial Staff (my brain stopped working!) there are TWO prizes. The one for the most CHRISTMAS words has been won by *Margaret and Jock Laidlaw* with a total of 41 out of the 42 in the square. And the prize for the most words of any sort has been won by *Margaret and Gerald Coggins* with a staggering total of 305 words! Each and every one has been checked against the Scrabble book so we can't argue with any of them. Congratulations to both couples and the prizes should be on their way to you very soon.

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AWNINGS
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We purchased our VW T4 Trooper last year and have now decided to buy a free standing awning so that it can be left on site when we drive away leaving our chairs etc. We would like one about 10ft x 7ft with an alloy or glass fibre frame. As we are new to camping we would be pleased to hear from any member as to the advantages or snags of different makes, the ease of erecting

and dismantling and the attachment to the van. Our telephone number is 0306 884 320

Ivan Barnett

I'm sure someone can help - can't they?

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STOLEN VAN

1988 VW Hightop reg.no. E 524 HRX. 1.9 litre petrol engine, 32,000 miles, standard paintwork. No hub caps, VW badge missing from rear tailgate, blue VW sticker in its place. Slight dent between rear right wheel arch and bumper. Rust spots beginning to appear around A-S windows. Round Pioneer speakers in front doors. Any information, please telephone David Dew on 071 386 8265.

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Thanks

May we, through your good offices, send our greetings and sincere thanks to all those ASOC members who sent good wishes (get well) to *Barbara* for a speedy return home from hospital recently. Progress is being made and we hope to rejoin our friends shortly.

Barbara and Brian Harrison

This is the first I've heard of *Barbara's* illness, so may I, on behalf of all members, offer our very best wishes for a quick and complete return to health.

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Ferries & Things Foreign



Ferry Fares.



It is pointless asking if the ferry companies have been taking motorists for a ride but the new fare schedules they have published recently make one wonder! Being a P&O Stockholder I looked carefully at the fares in the P&O European Ferries brochure before deciding that, with the 50% discount, the crossing between Felixstowe and Zeebrugge at £103.50 return was a good buy, being cheaper than it was two years ago. So imagine my surprise and delight to get the tickets and an invoice for £77.50! A query with the booking office revealed a new brochure (the third for 1994) was issued in January with some revolutionary changes in fare structure. It must be said that some crossings on some routes at some times have gone up in price but a bit of careful shopping - if you can pick your dates - can save you a lot of money. For instance, we have decided to travel on 1st June (after the Newsletter has been

posted, of course) but had we decided to go on 23rd or 24th May, 1100 sailing, and return on 20th or 21st June, 1200 sailing, the standard return for motorhome including driver and one passenger would have been £118. With the discount I would have had to pay just £59 which I consider pretty fair, for about twelve hours on the ship! You could have a FREE autumn CRUISE, too - see the brochure.

The Dover - Calais fares seem to be much the same as in earlier lists but Portsmouth - Cherbourg are a bit cheaper - again if you pick your dates and times. If you are going across the sea to Ireland, have a look at the "Cruise Cutter" fares between Cairnryan and Larne; an example: motor caravan, up to 6.50 m long and up to 5 passengers including driver, 1st April to 30th June, £139 return, if you get up early in the morning, Tuesday to Saturday. Worth getting the new brochure, dated January 1994 on the outside of the back cover.

If you are going to Ireland and were thinking of using Stena-Sealink, please check the fare for your crossing with Steve Bowler because there have been one or two alterations to the fares announced in our leaflet last month.

One other important item on ferries: the Club belongs to the Association of Caravan and Camping Exempted Organisations (ACCEO for short) and they have a range of concessionary fares on P&O European Ferries, Brittany Ferries, North Sea Ferries and Sally Line so contact ACCEO Travel Services on 0299 401594 if you are interested. Be prepared to give details of your A.S.O.C. membership number.

One other thing in holiday vein; I have had my renewal notice for the van insurance from the Prudential and am glad to see that at last they have realised we are part of Europe! I will quote, carefully:

"Territorial Limits

Full policy cover applies to your car in:
Great Britain, Northern Ireland, the Republic of Ireland, the Isle of Man and the Channel Islands, Andorra, Austria, Belgium, Czech and Slovak Republics, Denmark, Finland, France, Germany, Gibraltar, Greece, Holland, Hungary, Italy, Liechtenstein, Luxembourg, Monaco, Spain, Sweden, Switzerland." A footnote says "When you take your car to one of the countries shown above you don't need to tell us about it and you don't need a Green Card." Thank goodness for that!

A Trade Delegation from Japan, some thirty Dealers who are potential importers of Auto-Sleepers are visiting the Company headquarters towards the end of March. Apparently there is a strong interest in Clubs in Japan and that's where we come in - the

visitors have asked if they can see a motor caravan club in action and, naturally, the Auto-Sleeper Owners' Club has been nominated. [See the remarks from our President under Rally News. Ed.]

Phil Daley

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And now for a different view of the ferries. *Roy Williams* wrote to me at the end of December with a letter he had received from P&O Ferries in response to a question he had raised. *Roy* asked whether it would be possible for ferries to have power points so that vans could be connected during the longer hauls and the fridges could thus be kept cool. The response was a sympathetic understanding of the problems on the longer route from Portsmouth to Bilbao where 10 sockets are installed for connection to refrigerated container lorries. But these are 415 volts supply and are not suitable for van needs. The ferry company quite rightly consider that it would be inadvisable from the safety point of view, both electrically and practically (trailing leads etc.) to provide a suitable supply for vans on the vehicle decks.

But they are considering (their underlining) the installation of refrigerated lockers on the "Pride of Bilbao" to which refrigerated produce might be transferred for the duration of the voyage. But they are currently sourcing manufacturers of suitable units.

If anything further comes to hand, be sure you will be the first to know! But it is good to notice that such a company takes heed of what their users think and are looking at safe ways to provide some suitable service. Thanks, *Roy*, for bringing this forward.

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Just beyond Ferries



Very new, just-joined-type, members *Jean and Barrie Mitchell* who live at The White Bungalow, Huish Episcopi, Langport, Somerset included with their membership application a request for inclusion in the Newsletter. So here it is. Has any member been to Santander? [Can a duck swim? - Ed.!] They have booked a sailing from Plymouth in early June and would be grateful for any information on sites and any special places to see in the general area. If you've been there, particularly recently, please drop a line to welcome our newcomers and help them along.

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Rally News



Our President, *Charles Trevelyan*, telephoned to tell me that a party of Japanese dealers is visiting this country and Willersey in

particular during March. As part of their tour they intend to visit the Club's Rally at Honeybourne and should arrive around 4.00pm on Friday, 25th March. They hope to see what a rally is all about, although quite a few people will still be in course of arriving. But I'm sure that those present at the time will make them welcome and even offer them a cup of tea - but not the full tea ceremony, please! The Committee has agreed that they shall each be presented with a Rally Plaque and an embroidered Club Badge as a memento of the occasion. (I wonder what the Newsletter would look like in Japanese script!)

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Isle of Avalon

Jeff Worley wrote to publicise the Glastonbury Rally, a holiday rally from 22nd - 29th April. He wrote to me on January 1st and asked me to advertise it but, as we have previously said, we wouldn't want people trying to book before it was officially published in the Rally Supplement. But as it will be run at the end of next month here are the details he wanted mentioned. The Isle of Avalon site has excellent facilities and hard standing which can be so essential early in the season. It is within walking distance of the Abbey and the Tor. Nearby are Wells Cathedral, Cheddar and the Bristol Channel coast. At Street there are sheepskin coats and Clarkes shoes available at bargain prices. Members may stay for the weekend, for part of the week or, of course, for the whole rally. This is the first of several seven-day rallies in the South.

I can recommend Wells Cathedral - and don't forget to stay around to see the hour chimed and struck by the clock **INSIDE** the Cathedral. The one on the outside is also a great timepiece. And mind you don't step into the overflow from the moat round the cathedral which flows along the main road. Cheddar Gorge needs no recommendation but do try the ice cream with clotted cream on top (and to blazes with the cholestero-whatsit.) There's the Wookey Hole nearby too. But don't get too involved with one of the cafes in Glastonbury itself. It seemed to be run by the better quality types - all twinsets and pearls and one can only have what is good for one! This one didn't like the taste of what one was given - sorry - sold!

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Pell End Rally

Please note that this rally is now **FULLY BOOKED** so no further applications can be considered. For those who are attending, the *Wane's* are proposing a bring-and-buy type sale during the weekend for camping/caravanning equipment **ONLY**. So if you have

changed your van and have items "surplus to requirements" take them along.

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Winningen Rally - Germany

We had a big response to our suggestion for this rally, beside the Mosel and with a wine festival, receiving 51 replies. We apologise for the delay to those who answered so promptly but we have now returned from our holiday "Down Under". (A rally there? - ONLY JOKING!!!)

As soon as we can get written confirmation for our booking in Winningen from August 26th to September 4th we shall send out booking forms to the first 33 replies - in strict rotation. We are looking forward to our first rally as marshals - will it be our last?

Anna & Don Johnson

Seems to be a popular idea and, having been to the area, I can understand why.

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Chairman's Chat

Nominations for the Committee, due to be elected at the Annual General Meeting on Saturday, 9th April 1994 in the Paddock Suite at Uttoxeter Racecourse, have now been made. Since the January Newsletter, *Carol Bowler*, the Club Secretary has found that her new job does not allow her to give sufficient time to the office and has written to me saying that she does not wish to seek re-election. On your behalf I thank *Carol* for her hard work during the past two years and we shall miss her on the Committee.

Harry Henthorne (Newsletter Editor), *Sheila Henthorne* (Membership Secretary), and *John Tidbury* (Treasurer) have all been nominated for re-election and *Janet Sutterby*, who was co-opted after *Jeff Worley's* resignation, has been nominated too. Additionally nominations have been received for *Cliff Abbott*, *Richard Osborne* and *Ian Ross*. As there are seven nominations for the six vacancies a Ballot will be held at the AGM and I must draw your particular attention to the need to produce your **VALID 1994 MEMBERSHIP CARD** when entering the Paddock Suite so that you can be issued with a ballot paper in accordance with Rule 15 of the Club Constitution.

As the Chancellor made no change to the standard rate of VAT

the Committee has been able to work further on the financial side of the Club and Company Rally and Booking Forms are now being drafted. However, when one legislator makes no change another does and a letter has been received from the Showground Manager who has been told of additional requirements under various Health and Safety Acts and Fire Regulations so to use the Showground and its facilities the Club must confirm to this extra legislation. (Oh! How simple life was a few years ago!!!) We must have stewards/marshals on duty whenever we are using the Halls or Showground and I list below the additional requirements.

Severn Hall - 10 Stewards

Friday, 2.00pm - 5.00pm
6.30pm - 11.00pm
Saturday, 9.00am - 12.00noon
6.30pm - 11.00pm
Sunday, 10.00am - 12.00noon

Teme Hall - 3 Stewards

Saturday, 9.30am - 5.00pm
Sunday, 9.30am - 12.00noon

together with additional gate marshals and site stewards.

I do ask members to volunteer to undertake this additional burden placed upon the Club but the work will not be onerous as it will consist of you knowing the various exits, fire points, etc., to ensure that those in the listed areas are conducted to safety quickly and efficiently should an emergency arise. A request will be made on the Booking Form for volunteers and I confidently expect that there will be more than are actually required. The more names we have the less time any one person will actually have to spend on duty.

At the first two Club and Company Rallies some members displayed and/or demonstrated their hobby and I ask that anyone who can do so again to let me know, please, so that sufficient chairs and tables are available. If you have not shown your hobby before please let other members see what you do - it may give them ideas!

In the January Newsletter I asked for a volunteer to run the Bric-a-Brac Stall but, regretfully, I have not yet received any names so I ask again. The Hobbies and Selling Stalls will be in the southern end of the Severn Hall which is fully covered. It will only be open

on Friday afternoon, 2.00pm - 5.00pm and on Saturday morning, 9.00am - 12.00noon.

The Committee has decided not to arrange a meal for the Saturday evening this year but the bar will have sandwiches available on both Friday and Saturday evenings and the Catering Manager is looking into the provision of 'basket-type' meals on Saturday evening.

The Royal National Lifeboat Institution has been chosen as our Charity this year and they will mount a display in the Severn Hall. A local Branch Officer will attend our Salvation Army service and afterwards will receive our cheque and make a presentation in return. Other arrangements are being worked on to ensure a good weekend for you all.

Finally my colleagues and I on the Committee were most pleased to read the comments many members made when renewing their membership and we all appreciate your kind words.

Arthur Irving

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Automatic Gearboxes and Wheelspin

George Hall telephoned to ask whether anyone else is suffering from a problem that he has. His van is the VW Clubman GL with the automatic gearbox and he isn't getting the mpg that he would have expected. The reason appears to be that the box spends a lot of its time in 3rd gear when in towns and traffic instead of changing up. Thinking that this was incorrect he approached VW who seem to indicate that "it's the way the box is designed". He would be pleased if anyone who has this automatic box could contact him to exchange views on the subject. His telephone number is 0684 575 506 and his address is Livorno, 23 St. Andrews Road, Malvern, Worcs. WR14 3PR.

He also mentioned the problems that people have had with wheels spinning when they have been parked on wet or muddy ground. His parking spot is at the foot of a slope and it can become awkward in the wet. But he suggests that with the automatic gearbox he has never had any trouble. The automatic box will, in effect, slip the clutch in the difficult stages and allow the van to creep up the slope. With a manual gearbox the tendency is to put first gear in and then, all too often, rev to hard if the wheels start to slip.

Having seen many drivers on muddy or wet fields doing just

that I must say that I agree with *George*. It has often been said that the weakest part of any motor vehicle is the nut that holds the steering wheel and this is often accompanied by very heavy boots at the wrong time!

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More Thanks!

Thank you for putting our needs into the February Newsletter. The day after receiving it we had a call from Jim Robson of Robsons of Wolsingham and he sent a very nice letter with the handbook for the Clubman and a photo of the van interior. Our very grateful thanks.

In these days of depressing media and general lack of helpfulness in many respects, it has been so nice to know that there exists in our club a desire to be helpful. It has really made our day.

Joan and Len Baldwin

I hope that our Newsletter never gets depressing and I know our members are invariably helpful.

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Childrens' Corner

I thought that our younger friends had forgotten us, or probably were ignoring us. But along came the following:

I am looking forward to the start of our Motor Caravanning season in Rosie our Renault Rapport. My mum and dad have been looking at the rally list and ticking the ones we would like to go to. We wanted to go on the Fell End rally but it was booked up. We missed this rally last year through the same reason. Maybe next year?

We went to the Kirkby Stephen bonfire rally last year and had a smashing time even though the lemon sorbet we had for pudding was a frozen lemon! Hoping to meet friends old and new. Happy rallying!

from *Ceri Hector* (Aged 8)

This just shows (a) that there are other Renaults about (see below too), (b) that our younger friends do enjoy the rallies and (c) that where people have booked up months before the rally appears in the supplement there can so easily be many disappointments. So come along, people, those of you who have been to Fell End and

AUTO-SLEEPER OWNERS' CLUB

RALLY SUPPLEMENT

Mid-March – Mid-May 1994

25th/27th March; The Ranch Caravan Park, Honeybourne, near Evesham, Hereford & Worcester.
Clubhouse, bar, meals, shop. A few electric hook-ups at extra cost (not on main rally field).

Site fee: £4.00 per unit per night. Rally fee: £1.50

Cotswold countryside and Country Park, Broadway, Evesham and Tewkesbury nearby.

Booking slip to: Mr & Mrs J Normandale, Tollgate Cottage, 57 North Trade Road, Battle, East Sussex
TN33 0HS Telephone: 0424 772765 Cheque payable to: J Normandale

Directions: Site entrance by railway bridge North side of Honeybourne on Broadway to Bidford-on-Avon
road (Ryknield Street, unclassified).

1st/4th April; Easter Rally. Cancelled due to serious fire at the college.

8th/10th April; Annual Dinner and A G M Rally, Uttoxeter. See separate (yellow) booking forms
enclosed with February Newsletter.

15th/17th April; Highlands End Farm, Eype, near Bridport, Dorset.

Site fee: £6.00 per unit per night. Electricity: £1.00 per night. Rally fee: £1.50

Meal on site Saturday evening. Site near Dorset Coastal Path, views over Lyme Bay.

Booking slip to: Mr & Mrs M Torah, 14 Compton Road, New Milton, Hants BH25 6EQ

Telephone: 0425 618 320 Cheque payable to: M Torah

Directions: Off A35 Bridport by-pass, follow signs to EYPE.

22nd/29th April; Isle of Avalon, 7-Day Holiday Rally, Glastonbury, Somerset.

Site fee: £5.00 per night (Hard standing). Electricity: £1.60 per night Rally fee: £1.50

Top class site, easy walk to town, Abbey and Tor.

Booking slip to: Mr & Mrs D Lucas, Hollinghurst Court, 256 Sedlescombe Road North, St Leonards on
Sea, East Sussex TN37 7JL. Telephone: 0242 753 631 Cheque payable to: D Lucas.

Directions: From centre of Glastonbury take B3151 for 1,000 yards. Turn Right at sp Godney. Site on Left
in 100 yards.

29th April/2nd May; Burn Gliding Club, Selby, North Yorkshire

Site fee: £3.00 per unit per night. Rally fee: £1.50

Parking on grass but hard standing available if wet. Clubroom, bar & toilets. Pie & Peas in clubroom on
Saturday night. Glider flights £18 during weekend.

Booking slip to: Mr A W Guest, 27 Chiltern Drive, Ackworth, Pontefract, W. Yorks WF7 7DW.

Telephone: 0977 612 773 Cheque payable to: A Guest.

Directions: M62 exit 34 take A19 towards Selby. Gliding Club signposted in Burn village.

LIMIT 20 VANS

29th April/2nd May; A C C E O May Day National Rally, Madeley Sports Centre, Madeley, Telford,
Shropshire. Organised by the Perle/Leda Owners Caravan Club for the Association.

Site fee: £20 per outfit for the weekend. Full use of the sports centre facilities at reduced rates (approx.
50%). Preferential rates at local museums. Entertainment:-

Saturday night: "Slim's Beer Kellermen" & a Comedian plus separate Junior Disco.

Sunday night: "Highlights Band" plus separate Junior Disco.

There is a charge of £1.00 per head for adults (over 16) for the two nights' entertainment, remit with booking slip.

Booking Slip to: John Edden, 4 Nursery Lane, Hopwas, Tamworth, Staffs. B78 3AS.

Telephone: 0827 65850

Cheque payable to: J H Edden.

Directions: From M54 Junction 4 onto A464 sp Kidderminster (A442) - Naird Farm Road - at second roundabout turn Left onto A442 sp Kidderminster, dual carriageway, Queensway. Continue past two junctions to roundabout with large pit wheel in centre. Left into Castlefields Way, B4373, entrance on Left (Madeley Court & Motel)

Closing date for booking: Thursday 31st March

30th April/2nd May; Motor Caravan Jamboree, Brands Hatch. Usual booking conditions apply, see motor caravan press. The Club has no Marshal as we go to print so no Club area. Applications for the job to Tony Jones, please. First come, first served.

6th/8th May; National Motorhome and Tourer Show, Peterborough. Complete booking form in M M M, mark form clearly "A-S O C" and send to Warners to arrive by 7th April. Club rate £13.00 for 2 or 3 nights, £6.50 for 1 night. Complete Club rally slip and post with £1.50 rally fee to our marshals:- Mr & Mrs S Crouch, "Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops. SY13 2TB Telephone: 0948 840 894 Cheque payable to: A Crouch. No arrivals before 3pm on Thursday, 5th.

6th/8th May; Riverside Park, Satchwell Lane, Hamble, Hants.

Site fee: £7.50 per van (2 persons) for the weekend. Rally fee: £1.50

Greenfield site. Meal on Friday evening at RAF Yacht Club one mile from site at 7:30, £8.00 per person.

Please ring marshal before sending in rally slip.

Booking slip to: Mr & Mrs C Denton, 34 Charles Knott Gardens, Hulse Road, Bannister Park, Southampton. SO1 2TF. TELEPHONE: 0703 224 621 Cheque payable to: C Denton

Directions: From Junction 8 of M27 take B3397 to Hamble.

13th/15th May; Bentley Wildfowl and Motor Museum, Halland, East Sussex.

Site fee: £2.00 per unit per night. Rally fee: £1.50

Booking slip to: Mr H Henthorne, 144 Devonshire Hill Lane, London N17 7NH.

Telephone: 081 808 9112 Cheque payable to: H Henthorne

Directions: From London on A22 look for signs to turn Right just after end of Uckfield by-pass. From Eastbourne on A22 look for signs to turn Left just after Halland. From Brighton/Newhaven/Lewes look for signs to turn Right just before reaching A22.

The price of admission to Bentley will be discounted on production of your Club membership card. Walk through Glyndebourne woods (bluebell time). A simple meal (limited number) on Saturday evening. Bluebell Railway and South Coast nearby.

13th/15th May; Laneside Caravan Park, Hope, Castleton, Derbys.

Site fee £4.00 per unit per night. Electric hook-up £1.00 Rally fee: £1.50

Excellent site in Peak District National Park. Meal arranged for Saturday night in Pub half a mile from site, price around £3.50 to £6.50 per head.

Booking slip to: Mr & Mrs V Kaye, 14 Firthwood Road, Coal Aston, Sheffield, S. Yorks S18 6BW.

Telephone: 0246 412 679 Cheque payable to: V Kaye

Directions: Site off A625, Chapel-en-le-Frith/Sheffield road, near Hope village.

Please note A625 closed at Castleton so from North-west approach by A6 to Buxton then B6049 to Tideswell and Bradwell then Left onto A625.

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

.....

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT

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Is this your first A-S O C rally? Please tick box YES NO

Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal, if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT

✂-----

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Number of people in your van: Adults Children

Extras: Please indicate which you would like, **if available**:

Electricity: Yes No Saturday night meal, if any: Yes No

Have you any special needs? Yes No If 'Yes', please specify:-

.....
Payment **MUST** accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT

elsewhere before, give it a break and let some others have a chance at the rallies with restrictions on numbers. Thanks, *Ceri* (pronounced Kerry by the way) for a very nice letter and come along other children, let me have a letter from you. And thank you also for the stamps you sent which have been added to our supply.

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RENAULTS

I write in support of *Margo & Colin Lumb* as possibly the ONLY other Club member with one of these excellent vehicles.

I must admit to a feeling of curiosity after attending just two rallies, one at Darrington where there was just one other Renault besides mine with seemingly no occupants (shades of the Marie Celeste?) and the other at Glenridding where I am sure that no other Renault attended - I got the same impression as *Margo & Colin*.

Had I not owned my Renault for almost two years I would have been wondering if I had made a mistake, but in my opinion it is one of the best motor caravans I have owned, being easy and comfortable to drive, very quiet and economical. It is very reliable and apart from servicing has cost nothing more in the time that I have owned it. I am hoping to attend the rally in Ireland in June so if any other Renault owners with the same idea would like to contact me perhaps we could form a convoy!!

Geoff Lynch.

I sincerely hope that no "convoy" formed by Club members would equate with some that were formed in recent years to the detriment of other road users.

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We're owners of another Rimini - they do seem to be a bit short on the ground! We changed our 1978 Bedford CF elevating roof A-S with much regret at the Shepton Mallet show in September 1992 (although we did wonder if we should have been getting a canoe!). Out of all the vans for sale it was the only one (I'm pretty sure) of that year available. There weren't many E/R versions around the visitors' sites either.

We love it. The only note of regret (and this is more than assuaged by other features) is that the transverse double bed is no more. It was just long enough for 'sir' and it is much more fiddly winding down the front seats. What I desperately need to do now is to have mountings/belt fitted to take a child seat. It must be a lap and diagonal belt. In the U.K. we can put one grandchild in the passenger seat but can't transport the second at all. Of course, in

France, we can't even do that. I wonder if any member could put me in touch with a supplier or fitter?

Joan Joselyn

If anyone can help, *Joan* lives at Woodside, Bracken Lane, Storrington, West Sussex, RH20 3HS and her telephone number is 0903 744 993

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Keeping Intruders OUT!

In the MMM for February there is an article showing how to use chains to secure the front doors. This method was used by old London Taxis. The article suggests using a drill to punch two holes in the door pull, secure an eye bolt there with a washer and nut and with a chain and padlock you have a strong and visible deterrent.

Now for the snags. My Talisman has a steel core in the door pulls making it very difficult to drill. An eye bolt would get in the way of the seat belts too. Cutting the eye bolt is difficult to do neatly.

But you can use two 2" split rings on each handle by unscrewing one side of the handle and slipping two rings on putting the screws back afterwards, of course. The chain in between can be cut anywhere but as the driver's door has a pocket and the passenger's door doesn't it may be advisable to have only one foot of links on the passenger side. Also a lighter chain than that recommended in MMM was used. It is still strong but obviously the weakest link would be at the split rings and a heavier chain would not make them any stronger. The chain would need to be cut by a thief before the vehicle could be driving away.

David Cudworth

The MMM arrived through my letter box one day before this letter arrived. Fast readers, our Members! And quick to react too. I read the article and thought that the idea was quite good but I discovered that the writer had had to leave the vehicle by the rear doors. To make them safe he had used two lock plates and secured them with self tapping screws with the slots filled with Araldite and painted to look like rivets. I think I would have preferred the type of hasp and staple where the hasp folds over to cover all the screw heads. I also notice that the MMM article was by *Tom Nunn*, another of our inventive mechanical members!

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In the January Newsletter there was an article on Motor Caravan

Security. We rang Safeways (Wirral Locksmiths) Ltd on 051 653 3414 and they sent me 4 x D120 locks and keys suitable for the Talbot panel van. The cost of the locks, including 1st class postage was £47.80. The positioning and fitting of the locks won't be too difficult but will take time. Our thanks to *Sandy (Mudie)*

Marie & John Skinner

[My thanks for the stamps sent for the Cats Protection League - and from Ginny, our pussycat, too! Ed.]

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From the Factory

Charles Trevelyan has written to advise details of the various paints used on the different vans. These, he says, are generally available either from Halfords or from paint factors but the factory can supply most of them in one-eighth litre tins at a cost of £9.16 inclusive of VAT, carriage and packing. *Charles* also tells me that they cannot supply paint sticks for any of the colours although Halfords would appear to have a comprehensive stock of the more recent ones.

The list is as follows:

Vehicle Type	Colour	Code Number
Ford	Diamond White	691
Volkswagen 1990	Pastel White	L 90 D
Renault 1990	Beige	170
Renault 1991	Carmargue (Grey) Glacier White	GJ 139 GJ 389
Talbot 1990	Tropico Beige Taxi Germane Beige Corfu White	283 F 216 224 F
Volkswagen T4	Grey White	R 902
Talisman GL/Legend GL	Corfu White Alfa Romeo Grigio Somma Talbot Gris Armee	224 F AR 745 1562

Legend GL/Talisman GL	Diamond White	691
	Renault Beige	170
	Triumph Sienna	23
Talisman II/Legend	Corfu White	224 F
	Colorado Beige	235
	Triumph Sienna	23
Volkswagen Clubman	Grey White	R 902
	Toyota White	023
	Austin Slate Grey	LRC 348
Brown Coachline (Pre 1988)	Talbot Deep Mango	YW
Maroon Coachline	Alfa Romeo Rosso	AR 534 CCE
	Robinia (to 6/90)	
	BMC Damson Red	
Grey Coachline (Rambler GL)	Reliant Dolphin Grey	H 737
Grey Coachline (T4)	Honda New Dark Grey Metallic	NH 91 M 3
Blue Coachline	Citroen Blue	AC 664 1427
	Regatta (to 6/90)	
	Peugeot Blue Galaxy	

Note: 1990 Talbot may be either of the Beige colours shown.

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Talbot Gearbox

You may recall that *Leo Sobie* had told me that he didn't think that there had been any real difference after his gearbox was "seen to". I have now been told by DD Motorhomes that (a) they have invited *Leo* to bring the van back for further checks and (b) that they have over 500 satisfied customers for the adjustment. In addition they tell me that nobody has left the company but one person was on sick leave when *Leo* visited them. We certainly can't say fairer than that it is a very good offer to make sure that all their customers are satisfied. I'm told that DD are not happy if any customer is unhappy!

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Postscript to the 'Creaking Springs' story.

In the January 1993 issue you published my letter with the sad story of the creaking rear springs on my Talbot Express 'Harmony'. by then Peugeot-Talbot had authorised replacing the rear springs and subsequently the shackle pins, all to no avail.

I had written again to P-T at Coventry when *Alan Lovett's* letter appeared in the March '93 issue advocating the use of 'Uni-Lube' spray, and lo and behold, a copy of P-T's next reply to me was sent by my P-T dealer endorsed "Try Uni-Lube on Mr Briggs' springs" (the van's springs, not mine!). They had evidently seen a copy of the ASOC Newsletter.

The spraying was duly carried out in April '93 and the creaking ceased. At a normal service in August I asked for the spraying to be repeated and to date, 10 months and about 5,000 miles after the first treatment, the noise has not recurred. Being a pessimist, I keep my fingers crossed, but I thought you might like to hear once again of the power of the ASOC magazine!

Incidentally, my eternal gratitude to *Alan Lovett* and his son,
Jack Briggs

Isn't it nice to know that a tip offered by a member really works? And to think that our Newsletter gets round the dealers and is read by at least some of them.

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Travelling Companions

Clare Somerville, who hails from Sherborne in Dorset, added a footnote to her renewal form. She would like to know if there are any other lone drivers who might like to join her and travel together in convoy. Separate vehicles, of course, but for the companionship on the road. I have deliberately with-held her full address and telephone number but if anyone would like to help please get in touch with your Editor and I will arrange for contact to be made.

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A Query Poem - about the Motor Hoem!!

After reading *David Perry's* advice on fuel economy with wheel alignment, brake, fuel pipes etc. up to scratch. Would he agree with me that reducing interior weight would increase mpg from our 1981 VW LT 28? My better half 'Arthur' is not so sure - perhaps he

doesn't want the job. so I've put my query in verse:

Our Auto-Sleeper is a five berth van
With a large double bed above
By removing this (I'm sure he can)
Without spoiling the design we love,
Arth's wary to change the original design
He's sure *Ben* would also agree.
But more miles per gallon would be find
To help the economy.
He'd remove the ladder, the poles and the bed,
Store safely all wrapped and secure.
Put temporary panelling there instead
For the bed is needed no more.
Now! To my point. Would we stand to gain
If the weight of our van was less?
(If needed, it could be put back just the same)
Or is my idea just a guess?
Maisie Beardsmore

My guess is that if you bring the weight down
The mpg must get better
But I'm sure that where will be many a frown
From readers of *Maisie's* letter!
Now one vital fact, in economy stakes,
Is the weight of the driver's right foot!
If light, you won't get the terrible shakes
That a heavy one puts in the boot.
And the shape of the van, and the strength of the breeze,
Has a bearing on how much you spend
On petrol, or diesel, for "pedallers knees!".
All these things add up, in the end!
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THE BIGGEST BAGUETTE.

Half way from here to there is a delightful little French town by the name of Chatillon en Vendelais. A delightful old French town with a very good camp site at a nice reasonable price, situated on the shores of a lake a mile or more across. One day we went into the boulangerie for the usual daily baguette. While *Dorothy* was settling up I noticed a certificate on the wall. At first I thought it would be the usual sort of thing to certify that the proprietor could bake bread or something. Then I caught site of the words "Guinness Book of Records." I paid more attention and saw that it was the official certificate for having baked the longest baguette in the world, 4.04 metres long. I drew *Dorothy's* attention to it, and the

woman smiled and took us to a door at the side of the shop, down a few steps and into the bakehouse. There she very proudly introduced us to her husband, the man who had baked the baguette. In turn he introduced us to the oven in which he had baked it. The oven was a huge circular affair with a small door at the front about the size of a "cat flap". It was just big enough to let him put the loaves in with a long wooden shovel. He lifted the flap to show us and we could see the huge circular base of the oven. He then wound a handle at the side and showed how the base rotated. He put loaves in by the door, rotated it to get them out of the way and then put more. It seemed that by the time the loaves had gone all the way round they were ready to come out again. It looked as though the diameter could well have been 4 metres or more.

We showed our appreciation and went on our way. On our return from La Tranche we stayed at Chatillon again and went to the boulangerie to get another of their excellent baguettes but we were out of luck. The shop was closed and a pneumatic compressor was hard at work at the side of the road. The sound of pneumatic drill echoed from the bakehouse. I just wonder if somebody had broken their record, and they were having to build an even bigger oven!

Nial Reynolds

[And my apologies for spelling *Nial* as *Neil* last month - put it down to lack of brains! Ed.]

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The Cleaning

Chassis

Van Names - and Ferrys ~~£££~~ ~~£££~~ ~~£££~~

Rita Daley has suggested that an individual name on a van might be a help in recovering it if it is stolen. It is so much easier to remember a name than a number plate. We could all keep an eye open for "is-n-ers" (heaven forbid!) as we went around the country. [The name is *Rita's* invention, not mine! Ed.]

Also, regarding the ferrys, the *Daleys* have discovered that two people and a high vehicle can still travel more cheaply with the discount available to P & O shareholders. If you hold £600 nominal shares there is either a 40% or 50% discount for crossings to the continent and 25% off the crossing from Cairnryan to Larne. And there is a divvi too.

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For Sale

Talbot van wing mirrors (pre face-lift) with original Auto-Sleeper

extensions (as fitted to 1985 Talisman). Suit high-top or Talisman. £25 the pair.

I've also found a whole load of spares (hoses, spark plugs, points etc.) for a Leyland Sherpa (1798cc B-series engine) and even a fan belt for a Commer/Dodge. Please telephone David Perry on 0953 454 481 or write to him at Somerset, Foundry Corner, Buckenham Road, Attleborough, Norfolk, NR17 1NQ.

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Talisman GL 2.5 litre Turbo diesel. 'J' Reg. 5,500 miles. 4-berth. Full specification including power steering. Extended Peugeot warranty. Reluctant sale. £20,450. Please write to Cyril Keene, Beechwood House, Holy Well Road, Malvern Wells, WR14 4LE or telephone 0684 565 718.

[Cyril kindly sent a donation with this ad. Many thanks.]

#####

NRC Raleigh De Luxe Motor Chalet. Free standing awning with close coupling side connection suitable for Trident/Trooper/Trophy. Bought new in Summer 1993 and used 5 times on holiday in Ireland in August. In immaculate condition and complete with all pegs etc. (Now surplus to requirements as we have just bought a larger A-S Clubman.) Cost £320. Will sell for £200. Please contact Pat & Alan Edwards on 0386 552 115 or write to them at Sunnyholme, Wyre Hill, Pershore, Worcs. WR10 2HS.

[Alan also sent a donation - again many thanks.]

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Unique AutoSleeper Coachbuilt CB22. The last and only one produced in Cream and Brown with Gold upholstery (See photo in A-S 1993 magazine). 1981 Bedford CF 2.3 litre rear wheel drive. Full four adult berths. Rear door, shower, thermostat heating, hot & cold water, mains electricity, ELCB, Zig unit, water and waste gauges, Porta-Potti, quad cassette/radio, CB etc. 50,000 miles. Cherished number plate. Serviced and maintained by ex Rolls-Royce apprentice. £8,900. willing to sell without number plate. Please contact Ivan Newton on 0454 775 976 or write to him at Prospect Cottage, Prospect Lane, Frampton Cotterell, Bristol, BS17 2DR.

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1979 Bedford CF 250 with elevating roof. 2.3 litre petrol engine, undersealed from new. 67,000 miles. In good condition for the year. Fitted out with 2+2 berths, gas ring/grill unit, water system, 2-way fridge, sink unit and radio/cassette unit. £2,750. Contact Ina or John Hanson, 117 Sunnybank Avenue, Heaton Mersey, Stockport,

Cheshire, SK4 3PR or telephone them on 061 432 7002.

#####

2.6m Omnistor Light Awning with brackets to fit Talbot-Express, almost new condition £200. Silver Screen to fit current model Talbot-Express - used twice - £50. Please telephone Arthur Rumsey on 0283 61 868 or write to him at 170 Bitham Lane, Stretton, Burton-on-Trent, Staffs, DE13 0HB
[Arthur kindly sent a donation with this ad - thank you]

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'G' reg Ford Flair, 2 litre petrol. 24,000, miles. Extras include Silver Screen, nudge bar, head restraints and arm rests, additional interior strip lights, battery charger, leisure battery, 240v mains lighting, additional 13 amp power sockets, awning and Clarion radio/cassette. Immaculate condition. £12,000 or would consider part exchange for 'F', 'G' or 'H' reg Legend. Contact Hazel or Eric Wilton at 2 Bath Road, Bitton, Bristol, BS15 6HZ or telephone 0272 322 754.

#####

Driver and passenger seat for Talbot with seat slides where the slide adjustment is on the seat. Both seats have head restraints and the upholstery is "Scillee". Purchased at the Club & Company Rally in July 1992 and used until November of that year when the van was sold. Offered to any member who can use them and who is willing to collect. There will be no charge. Please telephone Dennis Barry on 0707 873 480 or write to him at 8 Melvyn Close, Goffs Oak, Waltham Cross, Herts, EN7 5RR.

[With an offer like that I was tempted to suggest that a queue ought to be formed! Ed.]

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Renault Traffic A-S 1985. 1650cc. Elevating Roof. One owner. 29,000 miles. Double bed conversion, awning, heater, water tank, fridge etc. £7,250. contact Fred Bush on 0296 748 858 or write to 13 Crohamstone, Stone, Aylesbury, Bucks. HP17 8NH

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WANTED

Mr J Rowley, of 61 Ringwood Road, Bushbury, Wolverhampton, Staffs whose telephone number is 0902 781 593, is looking for a Talisman or SV 100 at a price up to around £8,000. Obviously not a new one. If anyone can help, please get in touch because if he manages to find the right van he wants to join the Club.

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Just as I was about to start printing this issue the brochure for the new A-S vans to be shown in Birmingham arrived. Now we shall wait to see who changes to one of them first or whether a new member will appear with one!

Don't forget your Membership Cards when you come to the AGM!! See you!

Your Editor
Harry Henthorne
144, Devonshire Hill Lane,
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Tel: 081-808 9112

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