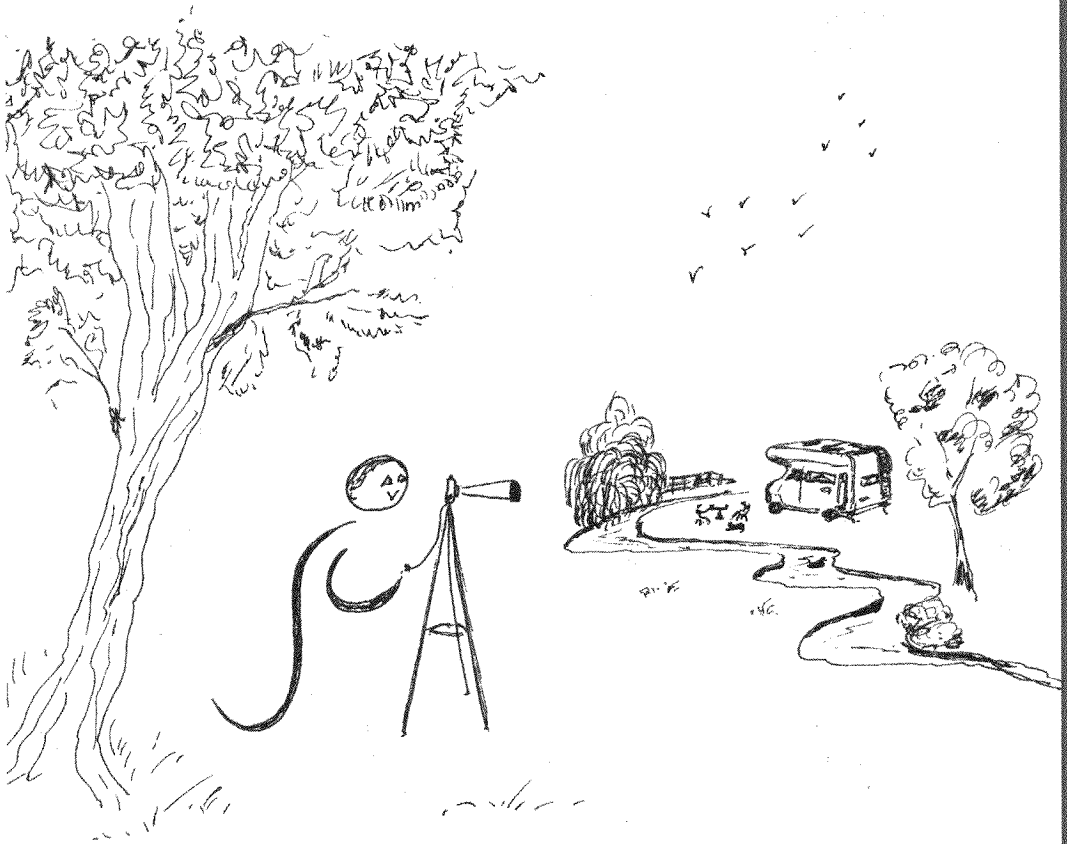


# **AUTO-SLEEPER OWNERS' CLUB**



**NEWSLETTER 72**  
**SEPTEMBER 1994**

Hello.

The Club and Company Rally is now over for this year so the sub-committee can concentrate on the 1995 arrangements. The weekend weather was HOT and sunny. It was almost too hot - a difficult thing to imagine in England! There was, of course, the odd hiatus or two and one or two members expressed mild dis-satisfaction with some small arrangements. On the whole, though, it appears that everyone enjoyed themselves and quite a few took time out to say "Thank you" to the committee members whom they encountered. I've also had some letters of thanks and one is shown below together with the questions raised - NOT about the rally, I hasten to add. This is what makes it all worth the effort that has been put in by quite a number of people. A special word of thanks must be said, as always, to the marshals under the able direction of the Chief Rally Marshal, what's-his-name, you know, t' big lad! Oh yes, *Ben Mansfield*, that's him! (Well, I did warn him. Because I was wearing a white shirt and shorts he said I looked like a milk bottle! As I said, he could insult me but I prepare the Newsletter - so there!). Many members, especially the first time ralliers to whom I spoke, said how nice it was to be greeted in such a friendly fashion and clearly shown where to park. They also seemed to be impressed with the entertainment which had been provided for all to enjoy. I'm only sorry that I didn't have more time to find some more of the first timers but I sincerely hope that those I missed were visited by other members and made to feel part of the group.

As usual, the quiz put on by Mr Magnusson and Mr Bowen (who also trade as *Neville Jelfs* and *Phil Bennett*) wound its hilarious way through the evening on Friday after the welcoming patter from the President (*Charles Trevelyan*) and the Chairman (*Arthur Irving*). On Saturday morning the hobbyists stands and the various Club stands were thronged with visitors from opening time until noon when they closed. The Club shop and the various Trade stands were also well visited and one or two of the traders to whom we spoke seemed very pleased to have been present both from the point of view of the sales and also from the friendly atmosphere they encountered. On Saturday night the Old Tyme Music Hall was very well received and indeed a large number of our members appeared in suitable period costume and looked very nice indeed. All present sang the old songs with gusto (or maybe it was with the proper ales!) and a very merry evening was had by all.

On Sunday morning there was the usual service led by the Malvern Corps of the Salvation Army. After that the local representative of the

Royal National Lifeboat Institution was invited to accept the Club's donation. The gentleman, in his speech of thanks, said that in his eleven years with the R.N.L.I. this was the largest single donation he had ever received. After coffee and biscuits the rally finally closed at noon.

I should still like to know whom I overheard when he came out of the Severn Hall. It was quite dark outside and he wasn't too sure where his van was parked but he said that it would be easy to find among all these out here because it was an Auto-Sleeper!

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## ***The Club and Company Rally***

Our thanks to all involved with staging the rally at Malvern. We had a super time and were so busy enjoying ourselves that we forgot to ask folk if they could help us with a couple of questions.

1. Can anyone explain why sometimes after journeys with the fridge turned to the 12v setting the ice box is defrosted?
2. Does anyone else have problems holding the Talisman (or other Talbots) on its handbrake on steep slopes? Are there any handbrake modifications which would extend the lever arm?

*Louise Story and Jim Botterill*

I'm rather reminded of Professor Joad (who I think I saw in "All our Yesterdays !") who used to say "It all depends on what you mean by defrosted". Obviously, if you park the van while in transit and don't switch over to mains or gas then there is a chance that some thawing will take place. Perhaps if you expect the ice cubes to stay until you are ready for your G&T you may be expecting too much. Are you sure that the fridge is working on the 12v setting? A fuse may have gone, or something else is stopping it. But over to the members for better information.

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## ***Water Heaters***

Regarding the problems with water heaters, as mentioned in the July issue, may I suggest that it may possibly be due to a faulty gas regulator giving too low a gas pressure. I thought that both my Propex heater and the water heater were faulty but exchange of regulator cured the problems. No need to buy a new one to check, just borrow one from a kind friend for a few minutes

Incidentally I have just returned from three weeks touring in Switzerland, rather expensive so sadly neglected by most Brits. A pity

because with such superb scenery and other attractions it is a country that should be visited at least once in a lifetime. On a short detour I even found diesel at half the price of the cheapest found around south London - a small duty free enclave in Italy just over the border from St. Moritz!

A new use for an A-S? Stopping for coffee on top of the Col du Bonhomme in France new Trident pulled alongside. It sported banners proclaiming that it was the official support vehicle for the only British male competitor in the Paris to Colma walking road race, sadly though he had just retired. The winner covered the (approx.) 520 km (323 miles) in slightly over 62 hours.

*Ron Wallis*

Ron also told me that he hopes to write a piece about Switzerland which may be of help to others who hesitate to visit because of the cost. We shall look forward to that.

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## SPANISH RALLY



Will members please note that this rally is now **FULLY BOOKED** and the waiting list is also full. So please do not telephone or write in the hope that you may be able to get on to the rally - you won't. Unfortunately there had to be a limit and this has been far exceeded.

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## Rallies for 1995

Yes, I know it seems a bit early but your Rally Co-ordinators have to plan ahead so that we don't get into the silly position of having seventeen rallies on the same weekend as a big show and no rallies at all for several weeks. They are compiling the 1995 list NOW but they require your help with offers to marshal a rally and to find a site. Committee members have often been told that we "ought to go to such-and-such a site. I've heard very good reports of it." As many will appreciate, this is of little value because our Co-ordinators cannot possibly visit all the sites that are suggested. So if YOU know of a site where you think a rally might be held, please go and inspect it and check whether one could be held there - and when! Then talk to *Tony Jones, John Edden* or *Jeff Worley* and see what you can arrange. Preferably with you as the marshal. The job is not difficult as has been discovered by many people and everyone who attends will be keen to help you through. And don't



forget that the Club does not expect to make a profit on rallies. We prefer it if they break even but we can stand a small loss occasionally. Incidentally, remember that if you marshal the rally, your rally fees and site fees are paid for from the proceeds of the rally - so you get a FREE weekend. And that has got to be the best offer you've had for a long time.

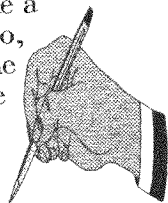
Remember the drill. (1) Find a site. (2) Tell the Rally Co-ordinators about it. (3) Offer to marshal it. (4) Have a free and most enjoyable weekend. Now come along, please, start looking.

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## RALLY REPORTS

### Red Faces at the Square and Compass

Not through embarrassment, although we did make a few people squirm with some of our practical jokes. No, the weather gods blessed us yet again and folks were able to enjoy as much UVA as they could stand. 43 made the trip to Lincoln and seemed happy to come home to a brew made by the resident dog warden. Saturday evening saw everyone (51) seated (some in a very friendly fashion!) for dinner. The landlord's new ale "Caffery's" proved most refreshing. Regrettably, it turns the legs to rubber and has a severe numbing effect on the brain. Sunday dawned bright and saw birthdays for *Jean Sellars* and *Mick Robinson*. A whip round had produced 6p and 5 pesetas which allowed the presentation of a "potty plant" to *Mick* which I'm sure he enjoyed. The "jam lady" came after the raffle and sold just about all her produce (we do like to help the local economy), whilst *Annette and David Brook-Smith* sloped off for their free lunch - won in the raffle. Do we go for the hat-trick on this sunshine event? Watch the Newsletter!



*Bob Brindle*

P.S. Thank you to the family from the Fylde coast, your card was very much appreciated. B.B.

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### Chairman's Chat



The Club and Company Rally is over for another year and by the time you read this (written on 4th August to keep the Editor quiet or happy!) the members of the Sub-committee for the rally arrangements will have had a "Wind-up" meeting. We intend to consider the rally as a whole and to look at ways in which the organisation can be bettered, if possible. We shall have discussed many

viewpoints and will make recommendations to the successors who are to be appointed, in due course, to organise the Club and Company Rally 1995 which will be held at the Three Counties Showground at Malvern from 21st - 23rd July 1995. Incidentally, provisional bookings have been made with the Showground right up to 1998. Having looked at the Booking Charts in the manager's office on the Monday morning after this year's rally I saw that there were virtually no vacancies except those on which I have taken an option. I hope I am justified in taking this action.

One thing on which I have been remiss is in not thanking all those who volunteered to be marshals, stewards, to sell raffle tickets etc. and were not called upon. To all those members, please accept my apologies and my belated thanks. Next year I hope that we will actually write to every volunteer to say whether or not their offer has been taken up.

However, I, along with my colleagues who were involved in the organisation of these major items, was most disappointed that some members who had been allocated a term of duty at the rally did not turn up. This caused other members to stay on duty for an extended period of time. If we had known, prior to the rally, that they didn't intend to turn up we could have asked some of those volunteers who were not called upon to take a turn of duty. I was also disappointed when appeals for help to clear the Severn Hall and then prepare it for the Saturday evening went unheeded.

I am sure a great weekend was had by so many members who all appreciated the work put in by others to ensure that everything went off smoothly. The weather was good, the facilities were good for such a large number and I mustn't spoil everything by grumbling. Thank you to everyone who contributed in any way to the success of the rally.

Your contribution to the Royal National Lifeboat Institution of £2,000.00 was well received. I have asked for the letter from the RNLI Regional Manager to be included in the Newsletter along with one from the Salvation Army. A donation was also given to the Worcester City Division of St. John Ambulance.

It is now 9.15 pm and quite dark outside. I am already missing the long evenings but there are still plenty of rallies arranged up to the end of the year and I hope that they will be well attended. *Winifred and I* are hopeful of getting to some of them but finding the time is the problem! I haven't played much bowls (the crown green variety - the more skilful kind!) and feel that I am getting out of touch. Perhaps I can

manage a game or two next week before the sub-committee meeting.

I must remind those who were at Malvern, and advise everyone else, that the Annual Dinner Rally and AGM will be held on the weekend of 21st - 23rd April 1995 at Kettering. Sorry to those who, like me, are involved in Scouting and who may miss St. George's Day. *Bob Williams* and his sub-committee, together with their wives, have spent many days and travelled many miles to look at places for such a meeting. But with a Club of our size there are so very few that can meet our requirements. On behalf of all Club members, I thank them for the time and effort that they have put in so far; now they can get down to the actual organisation!

*Arthur Irving*  
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Dear Mr Irving,

I received a cheque today for £2,000.00 from Mr Bill Patterson, Secretary of our Malvern Branch. I understand from him that the Auto-Sleeper Owners' Club chose the RNLI as their charity for 1994. We are extremely grateful to you for allowing the opportunity to raise such a substantial sum at your three day rally at the Three Counties Showground. This donation is a wonderful boost to our funds and we are thrilled with the amount raised.

As you probably know the RNLI is supported entirely by voluntary contributions and it is thanks to people such as yourselves that we are able to provide first class lifeboats to allow our lifeboatmen to put to sea as safely as possible at any time of day or night.

With renewed thanks.

Yours sincerely,  
(Sgd) Anne Williams (Miss)  
Regional Manager, Cardiff.  
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*Charles Trevelyan*, our President, received a letter from Captain Gadsden of the Salvation Army, Malvern Corps, in which he said "It was a pleasure and a joy to conclude your Rally with a short service. Thank you for the collection which raised £278.18. Splendid!" The Corps has pencilled in the date of 23rd July 1995 for next year's rally.

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## **ELECTRIC WINDOWS AND CENTRAL LOCKING.**

(All VW references are the T4 Caravelle GL)

Whilst awaiting delivery of a new Trident the thought of no longer having electric windows and central locking in my vehicle began to grate. Experience with previous cars had given me the view that most

after-market accessories/fitting of this type appear of inferior design and quality compared to the manufacturers equivalent so I designed a solution using VW parts. Any good accessory shop should be able to supply an electric window and/or central locking kit. The refinements below will make the installation more like original equipment.

## **ELECTRIC WINDOWS**

The VW switches look just right and illuminate with the lighting circuit. They fit into the top of the door trim (have a look at a Caravelle GL). Wiring requires two Lucas change-over relays per door. Order the rubber bellows to take the wiring from door post to door; these allow the wires to enter the door in the neatest way. They replace the bungs already fitted.

The electrical connections can be made by the fuse box on the right-hand side of the driver where there is also room for the relays. Have a separate fuse for the windows as they draw several amps. Safest - they work only when the ignition on but ours worked with it off as well. The blanking plugs supplied in the kit to cover the holes in the door trim (for the manual winders) often need a much bigger hole to be cut and look cheap whereas the grey VW blanking plugs match the trim and fit the existing hole. Cut the back down so that when fitted they do not protrude behind the door trim. They can be glued in with an epoxy glue. Keep one winder handle in the glove box for emergency use. You can prise the winder handle cover off and wind the window by holding the handle in place.

## **CENTRAL LOCKING**

This particular set-up was linked to a remote control alarm. The real problem with fitting to a vehicle like the T4 is getting electrical power to the side sliding door and the tailgate. VW parts departments can supply the electrical connector for the side sliding door. This comprises a connector pad for the door post and a three spring-pronged connector the door itself. These have to be let into the door and post and are each attached by two screws. Getting power to the tailgate is easier. Do not try to run the wiring inside as it is almost impossible to find a route. Instead run the wiring from under the bonnet by the battery down towards the petrol tank. Follow VW's existing wiring over the tank and, with a bit of fiddling, it can be threaded through the existing wiring harness clips along the length of the underside of the vehicle. Where it emerges at the back it can, again with some difficulty and following the existing wiring, be threaded up into the space behind the offside rear lamp. I suggest the use of seven-core wire as used for trailer boards as it is good quality and will leave spare unused wires

which may be useful later. Have an electrical connector behind the rear offside lamp housing where the seven-core cable can be connected to another wire. This will run up to the top and enter the tailgate through the bellows that already exists at the top offside for the wash/wipe and heated rear window wiring.

Wiring into the cab doors enters via the bellows already mentioned for the windows. The wires destined for the tailgate can be joined to the seven-core wire near the battery. The wires to the side door can be run under the carpet/trim to the door pillar.

Some approximate costs, in addition to the kits for electric windows

2 Bellows	£25.00
3 Window Switches	£60.00
2 Switch Housings	£ 6.00
4 Lucas Relays	£25.00
2 Hole Covers	£ 4.00
1 Side Door Connector	£25.00
Plus Wire	

and central locking, are:

I have a more detailed record of part numbers and the work required if anyone is interested. The real credit for identifying the parts should go to David in the parts department of Reg Vardy, Northgate Street, Leicester - Telephone 0533 513 055.

### **Trident/Trooper Gas**

I think that officially these vehicles are said to take either two Camping Gaz cylinders or one Calor and one Camping Gaz. Place a block of wood on the floor at the back of the gas cupboard just large enough to sit the Calor Gas bottle on. This will raise the bottle by nearly two inches and allow a second Camping Gaz bottle to fit behind the first. It will be a squeeze but it will just miss the gas pipe coming into the cupboard. In this way we carried two propane Camping Gaz cylinders.

*Geoff Watson.*

While I appreciate the merits of both central locking and electric windows I must confess that the work (not to mention the costs) involved has rather dampened my ardour! Maybe I'm just lazy but I'll continue with the winding handles and checking that all doors are locked. If

anyone wants to contact *Geoff* please send the letter to me and I'll pass it on. The gas tip is so very simple, isn't it?

A couple more useful items now:

### **F.LEWIS'S RUSTBUSTER SERVICE**

I read about this in the Motor Caravanners Magazine in March 1994. As retirement means that this, our tenth van, (the first a lovely Commer Wanderer, the other nine Auto-Sleepers) has got to last us a long time I became immediately interested. By coincidence we were due to spend ten days at Chesildene C.C. site and realising that it was very near Mr Lewis's workshop we made a booking for Sunday, our last day at the site. We took the van in at nine o'clock and agreed that we should pick it up again at six. A day spent with my son and family in Bournemouth town centre was no hardship; the weather was kind. It is difficult to assess a job like this but the neat appearance of what undersealing I could see and the toil worn but satisfied mien of Mr Lewis himself gave me the impression that he had been working solidly for nine hours. I have no hesitation in recommending him to anyone who intends keeping their vehicle for more than a year or two. Enquiries to Rustbusters, 8 Rowhams Road, Bournemouth, BH8 0NL and the telephone number is 0202 524 545.

### **GLASS FIBRE BODIES**

Even when lovingly doted on these bodies do suffer from the elements. The sides of the roof get stained with rain, the roof itself loses its lustre and ultra-violet rays can change the colours. Car polishes, and I've tried most, only disguise this for a short period. I've asked advice from many quarters and finally rang A-S to ask Alan Major. He wasn't available but the gentleman who answered the phone suggested that I tried the makers of the body-shell and gave me their number. A phone call later and I was advised that I needed a white laminate water based cutting paste and suggested that I would probably get it at a boat chandler. As we were going to Bournemouth I waited and tried there without success.

Home again and *Yvonne* suggested that I ring "Welsh Harp Boat Centre" at Hendon, about a mile away from home. They had "Farecla Boat Pride" hull cleaner in stock and a liquid wax of the same brand. I cleaned and waxed the Talisman including the cab and it is now indistinguishable from that new van I picked up from Bowers back in '89. Time, of course, will prove the durability of the wax and it was hard work, but the result has exceeded my expectations. I wish that information like this could be given to all new owners. It has only taken me 11 years and four coach-builts to find it out.

**2nd/9th September; 7-Day Holiday Rally, Moreton Glade, Crossways, Dorchester, Dorset.**

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

Well equipped site. Our fourth year here. Extra days at same rates.

Booking slip to: Mr & Mrs J Worley, 26 Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset. BA22 8SQ Telephone: 0935 24049

Cheque payable to: B Worley

Directions: Site on B3390 next to Frampton Arms pub by Moreton Station. Trains to Poole and to Weymouth (via Dorchester). Lulworth Cove, Poole Harbour, Studland and other attractions nearby.

**16th/18th September; Motor Caravan Show, Shepton Mallet**

**19th/26th September; 7-day Holiday Rally, Hidden Valley Touring & Camping Park, West Down, Ilfracombe, Devon.**

Site fee: £3.25 per night. Electricity: £1.50 per night Rally fee: £1.50

Booking slip to: Mr & Mrs J Worley, 26 Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset. BA22 8SQ Telephone: 0935 24049

Cheque payable to: B Worley. **This rally now fully booked.**

**30th Sept/ 2nd October; Merley Court, Wimbourne Minster, Dorset.**

Site fee: £7.50 per night, electricity included. Rally fee: £1.50

Booking slip to: Mr & Mrs P Murry, 21 Barrie Road, Moordown, Bournemouth, Dorset. BH9 2EX Telephone: 0202 514 555

Cheque payable to: P Murry

Directions: Site off roundabout at junction of A31 & A349 south of Wimbourne.

Attractions: Wimbourne Minster, Church of St. Cuthberga.

**Rally limited to 40 vans.**

**30th September/ 2nd October; Chester Southerly, Chester.**

Site fee: £5.00 per night. Restricted electricity. Rally fee: £1.50.

Booking slip to: Mr & Mrs D Ellis, "The Alamo", 6 Tudor Close, Shotton, Deeside, Clwyd. CH5 1NY Telephone: 0244 812 761

Cheque payable to: D Ellis

Directions: From M56 take M53 (sp North Wales) then A55. Turn left onto A483 (Wrexham), follow International caravan site signs to site. From South on A41 turn onto A55, left onto A483 then as above.

A meal will be arranged for Saturday evening.

**7th/9th October; Audrey & Margaret's Rally**, Whitchurch Cricket Club, Whitchurch, Shrops.

Site fee: £7.50 for the weekend including a meal on Saturday evening.

No electricity. Rally fee: £1.50

Booking slip to: Mrs A M Crouch, "Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops SY13 2TB Telephone 0948 840 894.

Cheque payable to: A M Crouch.

Club House open for the rally, all facilities. Bar open Saturday evening.

Directions: From North on A49 follow Town Centre signs. At roundabout stay on main road bearing left, over traffic lights past Mobil station then 2nd right (s p Wem). From South on A41 take road signposted Town Centre - B5395 (offside lane). Over next roundabout then 1st left (Edgeley Road). Turn right for the Cricket Club. A "Bring & Buy Sale" of ex-Auto-Sleeper screw-ons will be held during the rally.

**14th/16th October; A C C E O Annual Meeting Rally**, Market Rasen Racecourse, Lincolnshire

**28th/30th October; Penybont Touring Park**, Bala, Gwynedd, North Wales.

Site fee: £4.50 per night. Electricity restricted. Rally fee: £1.50

Booking slip to: Mr & Mrs J Greenwood, 55 Park Avenue, Mynydd Isa, Mold, Clwyd CH7 6XR Tel/fax: 0244 548882

Cheque payable to: J Geenwood

Directions: Approach Bala via A494/A5 from Corwen. On entering Bala turn left onto B4391 at large coach & car park on left, follow road past end of Bala Lake, site is on right just after sharp lefthand bend. Hardstanding, toilet block, small shop on site. 10 minutes walk to town.

**4th/6th November; Bonfire Night Rally**, Pennine View Caravan Park, Kirkby Steven, Cumbria.

Site fee: £6.50 per night, including electricity. Rally fee: £1.50

Booking slip to: Mrs K Benyon, Holmfield Cottage, Bannister Street, Lytham, Lancashire. FY8 5HQ Telephone: 0253 736 245

Cheque payable to: K Benyon.

Directions: From M6 Junction 38 take A685 to Kirkby Steven; site on right opposite Croglin Castle Hotel. From East take A66 then A685 through Kirkby Steven, site on left opposite Croglin Castle Hotel.

Please bring just ONE show firework per van. Hot dogs and parkin Friday evening. Saturday evening meal being arranged.

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



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



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

Frank Clare.

All we need now, as I said recently, is something similar that will keep those kamikaze flies away from the front of our vans.

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I can add something about the makers of the glass fibre bodies from personal experience. While *Sheila and I* were on holiday this year we went to visit friends in Norfolk. They live in a house which is up (or down coming the other way) a very narrow country lane so the turn into their driveway is a bit difficult. Our friends have put gates in place that are, of course, anchored to gateposts. These posts in turn are neatly concealed by over-growing bushes. As I turned the van into the drive there was a nasty rending sound and I discovered that the post to my offside had jumped out and collided with the side of the van. On information received from A-S I telephoned the makers of the shell and was invited to bring the van to them on the Thursday before the Club and Company Rally. The gentleman in charge very kindly ran us into Cheltenham for the afternoon and collected us later. In the intervening time, the gouge was filled, left to cure and filled further. When we saw the result we were quite pleased although the repair was very visible. We went on to Malvern for Thursday night (yes, we had a pass because we were working!) and returned on Friday morning. This time we stayed with the van and after about an hour were invited to see the finished result. What gouges? What scratches? The side of the van was virtually as good as new. I can just see the repair if I look very hard, but that's only because I know exactly where to look. Two feet away and I can't see it! A number of people who saw the finished result were as amazed as we were! I told the gentleman in charge, Mr Keith Arkell, that he wasn't employing craftsmen - they are magicians! Isn't it nice to know that there is still this type of skill level in this country of ours - in spite of all the dismal comments found in "The Media"? *Sheila and I* were delighted to see Keith and his wife at the Rally on Saturday so that we could again express our thanks and pass on some of the comments received. I mustn't forget the magician who did the actual job. Bob took a great pride in his work and kept us informed of what he was doing while we were sitting in the van and waiting. He was even concerned that we were "just sitting there" until, as he said, he suddenly realised that we do spend quite a bit of time "just sitting" in the van - that's what it is made for!

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## PHOTOGRAPHIC COMPETITION

This has been run by the Club for several years. Not many people think they have the right sort of photographs

or wish to send them in and the prize is not very big, £30.00 for the winner with £20.00 and £10.00 for the runners-up. But it is a bit of fun and there is the possibility that your photograph will appear on the Club Page of a national magazine, as did last year's winner.

If you would like to take part your photographs must be sharp, must not be confused and **must** have an Auto-Sleeper somewhere in the scene. Send them to *Rita Daley* at 46 Ulverley Green Road, Solihull, West Midlands, B92 8BQ. Write your name and membership number on the back together with any information about the shot that you think would be of interest. ***Make sure that the photographs are separated by a sheet of blank paper or that your writing on the back of one photo will not transfer to the front of the next.*** The winning photographs will be chosen in November/December, whenever I can find a large enough number of people to make the selection. Your photos will be returned to you. Come on, Have a go!

*Rita Daley*

There have been several rather good pictures that I have seen in the past and I am sure that there could be many more in the future. So join in the fun, especially the newer members, and show us what you can do.

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*"Ramphony" (or something "Symbler").*

One of the delights of rallying is that one gets the opportunity to see someone else's van and envy the conveniences they have. So it was last autumn, at the Wimborne Minster rally. I chanced to look in a Symphony and was immediately jealous of the locker they had for stowing the bedding. It was much neater than our arrangement in a Rambler where we put it all on the shelf of the upper bed and then heaved it up thus straining the retaining straps to their utmost. This is something I must have, I decided, and so I set to work. The upper bed shelf was soon removed, just a matter of unscrewing a couple of hinges, and it joined the rest of the bed in the loft. A piece of 1/2" plywood 48" x 14" was put in it's place, and secured by a screw at each end. A second piece of ply (1/4") made the front. This was the width of the van and high enough to reach the roof. It needed a bit of shaping to fill the gap neatly. At the nearside bottom corner a chunk was cut out to make a gap for electric cables. Along the bottom of this I screwed a length of 3/4" wood and this was also screwed to the baseboard. Thus the required space for the bedding was completely sealed off. The top of the front-piece was held in place by a couple of metal brackets which were attached to the bolts that had originally held the straps in place. These seem to be securely fixed in the roof, and the strain from the front

board is much less than that from the straps had been.

Before the front piece was put in place I cut a great hole in it. This hole was 42" wide by 12" deep. Along the bottom of the piece cut out I screwed another length of 3/4" square, and with the aid of a couple of hinges re-secured it in it's old place. Thus a door was created which was held in place by three turn buttons at the top. In a suitable place by the nearside I fitted a standard domestic two-gang 13 amp socket outlet with a length of cable that reached the 13 amp socket by the cooker. I also wired a pair of 240v lamps in to the back, these were attached to the face of the locker. So now when we use an electric hook-up we have a couple of lights and can use a heater and the computer, or a food mixer, at the same time, all very civilised! Incidentally the stowing of the bedding is much easier than it was and the appearance is greatly improved.

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## LIBRARY AND HI-FI SYSTEM.



Along each side of the van there is shelf which supports the upper bed, if it is in use. We now have a library shelf on the off-side and a hi-fi system on the near side. Both are made on the same principle. A length of 3/4" square is screwed to the shelf about 1/2" in from the edge. To the front of this a length of 1/8" plywood is screwed, extending from one end to the other. At each end it is given additional support by a piece of 3/4" square in the corner. On the offside this fascia is 5" high and provides a useful support for the various books, maps etc., that seem to be needed on a trip. It doesn't interfere with table leg storage behind it.

The nearside is treated similarly except that the fascia board has to be shaped. At each end there is a section about 6" deep to accommodate the speakers. Near the forward end there is also a section deep enough to accept a car radio cassette player. The main part is about 3" deep to accept a collection of cassettes. These do not rest directly on the shelf below, but on a false floor raised about an inch, which leaves a space for all the various wires. About the middle of the fascia is a master switch for the whole system. Power for the system was taken directly from behind the Zig unit. Remove all fuses before starting to make connections in this region!

*Nial Reynolds*

I am constantly amazed by the ingenious abilities which various of our members show - and having seen the end results in many cases I know that they do not let the A-S finish down at all. I wonder what the

result would be if we could get them all together and "design" a new van from scratch. (I do know the story that a camel is a horse designed by a committee!). So there we are, useful tips flooding in from all directions. Keep 'em coming, please!

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### TIPS INVITED

My wife, *Doreen*, and I bought our Rambler (F Reg) nearly a year ago and have taken to it very well. Having towed caravans for years we like the easier "get-up-and-go" approach which the motorhome allows. In order to get full benefit from it I feel I ought to ask through your pages whether any users of a similar vehicle have any tips, modifications or other ideas which they would like to pass on. For instance, which particular awning has proved to be suitable; are there any additions or modifications inside the vehicle which owners might like to share; are there any other special features or aspects which come to mind?

We should be so pleased if anyone felt inclined either to write to us at 14 Rothamsted Avenue, Harpenden, Herts., AL5 2DL or perhaps through the Newsletter if the Editor feels that others may be interested too.

*John Farrow*

Perhaps *John*, having read the previous item, will realise that this is the sort of thing which is part of the life blood of the Newsletter. Any hints, tips, ideas, suggestions, faults, praise to do with vehicles, conversions, odds-and-ends, sites, countries, areas, nonsense etc., etc. are always very well received by your Editor. I rather feel that the flood gates could be opened by the question of whether anyone has any ideas etc. My own belief is that it is rare for any vehicle owned by a Club member (or any other motor caravanner for that matter) to be in exactly the same condition as it left the factory. Perhaps *Doreen and John* have still to learn the secret of motor caravanning which is that whenever you see another motor caravan parked near you, you should always peer in through the window to see what innovations and ideas you can copy!

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### WASTE WATER

From time to time the "waste water bag" in green heavy plastic (as may be seen under *Jim Henwood's* van, and others) is mentioned. Since there is very little clearance under the *Topaz* we have contacted

"Nomadic Wheels" (known as Murvi on occasion) at Coombe Park, Ashprington, Totnes, Devon; Tel: 0803 732 246 to order one. The cost of the bag in July 1994 was £31.08 plus VAT and P&P (around £4.00). The bag is pliable and can be rolled into a small shape. It holds 20 litres, I'm told, which is a great advantage in a small van. It can be carried quite easily by a rod at the top of the bag, although it looks as though you have a medical problem when doing so. The hose at the bottom of the bag empties it quite quickly and fits onto the waste pipe for filling.

*Rita Daley*

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## A Family in Harmony

Members may be interested to learn how 2 large teenagers and 2 parents managed to fit into a Harmony (with the addition of an end tent) for a month. Perhaps it helped that we moved from a folding trailer caravan with a 10ft inside length. In the shower compartment we have hooks for flannels and towels to dry on whilst we travel plus more hooks for wet waterproofs - but AFTER the towels have dried! Extra storage was obtained by fitting 3 small oblong wire mesh baskets (from Do-It-All) above the flaps covering the hob and sink. Ideal for coffee, tea, washing up liquid, etc. when we are camping or for Auntie Flo's african violet when using the van as a car. A cooker was factory fitted, necessary as the camper is slept in weekly all the year round as part of our visiting another city each week. A safe which looks like a power point was fitted under a cupboard for security when camping. This takes our passports, money etc. There is an extra large table which fits into the wardrobe and a stop cock was added to the hot water system so that the water tank can be used in the winter. N.B. small quantities only as the water in both it and the loo froze last winter. For luggage we carefully load the overcab bed fully with light or soft luggage but we have a removable bar fitted across for rear passenger safety.

To facilitate the transport of a concert harp the nearside rear seat is removable and this is great for moving all sorts of other things too. Incidentally it is possible to fit the second battery for a diesel together with the PAS under the bonnet so as to retain storage space in the van. Lastly we fitted an electric clock driven by the van battery so that solo motorway driving on dark days ceases to be guesswork. We greatly appreciate the van apart from the curtains. Struggling to pleat them tidily to avoid creasing at 6.30 am on a cold winter morning is not a positive experience! I wonder if the designers have ever tried it? And have they seen what happens to the rear door curtains, however careful

teenage fingers are? We long for the sensible and attractive interlined velvet dralon of our previous caravan. They could be sponged, did not crease, could be opened quickly and did not appear to get grubby in front of your eyes. There is a difference between what curtaining is suitable for a house and for a working camper - and have you looked at the cost of replacing them? It's more that our ferry journey to France!

*Ann Bowes*

I am sure that one (or more) of our members will come up with suggestions regarding the curtains. I notice that *Ann* has to carry a harp at times - I hope that this is not considered necessary in addition to a first aid box!

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*Mary and Jack Evans*, of New Milton, had a speedy response to their advert in the Newsletter to sell their awning. As a result they have very kindly forwarded a donation to Club funds - for which many thanks. I must re-iterate that payment is not necessary from members - and we tend not to accept adverts from non-members.

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## FOR SALE

VW Trident 1991, 2.0 litre petrol. Rear engine; twin head lamps; rear wash/wipe; Propex heating; towbar and electrics; alarm; rear seat belts; swivel seats; Zig unit; twin batteries. FSH. 24,000 miles. £12,500.00. Telephone Lesley or Joe Rood on 081 989 5277 or write to them at 67 Dover Road,

Wanstead, London, E12 5DZ.

(Repeated from last month as requested.)

#####

Honda EX 650 Generator. Whisper quiet and superb. Has only been run for 25 logged hours. Absolutely unmarked and as new with its original box. New price £616.00 - bargain at £375.00. Telephone Reg Rogers on 0784 454 400 at any time. Staines, Middlesex area.

*Reg* tells me that he has sold his Legend and is awaiting a new Trident - hence the reason for this sale.

#####

Talbot Express CXL, 1986 "C" Reg. 2 litre petrol engine, 52,000 miles. Tax and MOT until April 1995. 3-way fridge, shower, cassette toilet, blown air heating, swivel seats; extras include remote alarm, bike rack and awning. £7,250.00 ono. Please telephone Ann Handley after 6.00 pm on 0646 681 617 or write to her at 22 Merchants Park, Pembroke, Dyfed, SA71 4HD.

#####

Omnistor Awning, light, 2.6m. 12 months old. Colour: Grey, horizontal. Suitable for Rambler, Symphony etc. £200.00. Telephone Dennis Healey on 0386 792 794 or write to him at 19 Pepper Street, Inkberrow, Worcester, WR7 4EJ.

(Dennis sent what he calls "a very small donation" which is gratefully received. Reason for sale (and "very small donation"! ) is because he has bought a Clubman GL.)

#####

VW Clubman GL. 5 cylinder Diesel (30.2 mpg). Immaculate condition. Fitted with Hope Safe-T-Bar, Status TV aerial, Omnistor 4000 awning. Wax-oil injected chassis. Registered April 1993. 11,000 miles. One meticulous owner. £22,500.00. Telephone Norman McPherson on 081 398 5355 or write to him at 118 Manor Road North, Esher, Surrey, KT10 0AG.

(Norman also enclosed a donation - thank you.)

#####

3 Roof Vents (older type) as provided by A-S. Two are perfect but the third one is missing the straps. They were taken off a 1989 Talisman. £45.00. Telephone Peter Hester on 081 941 1172 or write to him at Grove Cottage, 1 Grove Road, East Molesey, Surrey, KT8 9JS.

#####

Rambler GL. 'J' reg. 3181 miles only. Fitted Omnistor awning and many extras, mains fan heater, smoke alarm, fire blanket etc. Asking price £15,000.00. Telephone Ray Barnett on 0872 520 280 or write to 18 Polsue Way, Tresillian, Truro, Cornwall, TR2 4BE.

(Ray tells me that his health consultant has advised him to give up motoring - after 61 years of safe driving - and he would like his Rambler to find a good home.)

#####

VW T4 Clubman GL. August 1992 'K' reg. Immaculate. 5,200 miles only. Extras include gas bottles, removable radio, burglar alarm, Silver Screen, TV aerial. £21,500.00. Illness forces sale. Please telephone Gladys Rowlands on 0902 894 806 or write to 54 Showell Lane, Lower Penn, Wolverhampton, Staffs, WV4 4TT.

(Gladys kindly sent a donation - many thanks.)

#####

'G' Reg Ford Flair, 2 litre petrol. 28,000 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, Clarion quadraphonic radio/cassette. Excellent condition. £11,000.00. Would part exchange for 'F', 'G', or 'H' reg Legend. Please contact Eric Wilton on 0272 322 754 or write to him at 2 Bath Road, Bitton,

Bristol, BS15 6HZ

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Eurovent Auto-Chalet awning, side fitting or free standing.  
£150.00

Vanex rear annexe tent, can be free standing. £70.00

Concept Air Jack (works from the exhaust). Lifts 1 tonne plus.  
£20.00

New, unpacked, mains lead. £15.00

These goodies will be available **after September 15th** from Robin Partington whose telephone number is 0308 862 361 or write to him at 3 Champion Gardens, Beaminster, Dorset, DT8 3AL.

(Another donation kindly sent - many thanks.)

#####

VW Trident Hightop, 1989 'F' Reg. 2.1 Fuel Injection, 5 speed gearbox. 'Limited Edition'. Metallic maroon with gold trim. Four berth. Extras include Propex heating, second battery, waste water tank, fly screens. 'Fiamma' awning, 'Fiamma' bike rack (2 bikes). Extremely clean and in excellent condition. £13,500 ono. Please telephone Dena or Tony Lamb on 0332 517 005 or write to them at 17 Milton Close, Mickleover, Derby, DE3 5QN.

*The Lambs* also kindly sent a donation - thank you.)

#####

VW Clubman GL, 2.4 diesel, power assisted steering. 'J' reg, May '92. 8,300 miles only. Full annual VW service '93 and '94. Superb condition, one owner, non-smoker. Recently fitted with "Tracker" stolen vehicle tracking system. Extras include alarm, steering wheel immobilizer, towbar with twin electrics, spare number plate with electrics, Fiamma 3 metre awning, removeable radio cassette, internal Silver Screen, Leros ladder guard, cassette toilet trolley, 2 gas cylinders, 30m electric hookup cable and plugs, levelling blocks and step. Other equipment available. Van fitted with optional adaptation for wheelchair ramps and fixings. Very reluctant sale for health reasons. £23,000.00. Contact Jill Ardron at Glyne Ridge, 32 Glyne Ascent, Bexhill-on-Sea, East Sussex, TN40 2NX or telephone 0424 222 108.

(*Jill* sent a donation too - thank you.)

#####

Ford Legend GL automatic (1990). Complete with blinds and fly screens. Omnistor 2.5m awning plus RH side wall. Fiamma cycle rack. Silver Screen, also 2 salon blinds for rear and offside windows. Panasonic radio/cassette, 4 speakers. 2 Hella 500 driving lights. 20,000 miles. £17,500.00. Ring Desmond Healey on 0903 241 870 or write to him at 46 Falmer Avenue, Goring-by-Sea, West Sussex, BN12 4TD.

(And yet another donation - many thanks.)

#####

Ford Legend. 2.5 litre diesel (31 mpg) 'E' reg (1988). 51,000 miles but in excellent condition. Regularly maintained and good for a further 150,000 miles. Presently used as two single berths with overcab storage but can easily revert to four berth. 2.6m Omnistor roll-out awning. Silver Screen and other extras too numerous to mention. Vehicle stored in heated building in winter months, used in summer for European tours until this year. Reluctant sale due to illness this year. Available mid-September. £15,500.00. Eric Brook, 49 Chew Brook Drive, Greenfield, Oldham, OL3 7PD or telephone 0457 874 072.

(Yet another donation - thank you.)

#####

VW T4 Trident 1993 'L' reg. 8,000 miles. 2.0 litre petrol. Mains charger, second battery, blown air heating, Zig unit, Radio/Cassette, front and rear Silver Screens. Non smokers. Immaculate condition. £16,995.00. Telephone Beryl or Ian Brown on 0287 622 861 or write to 2 Laurel Road, Saltburn-by-the-Sea, Cleveland, TS12 1HU.

(And still another donation - many thanks.)

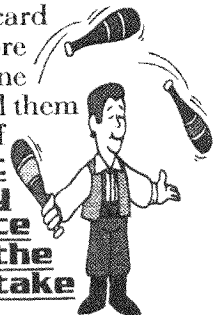
#####

Ford Legend GL, 1989 'F' reg. MOT and Tax to March 1985. 2 litre petrol. Twin batteries, Radio/Cassette. All usual Legend GL facilities. 31,368 miles. £14,950.00. Telephone Ann or Ken Painter on 0689 851 967 or write to 6 Highwood Close, Orpington, Kent, BR6 8HT.

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## Vehicle Insurance

SERVICELINE (UK) LTD have sent *Sheila Henthorne* a few proposal forms in connection with the A.C.C.E.O. Motor Insurance Scheme. They suggest that they can obtain up to 25% off the premiums, up to 60% No Claims Bonus, Free Green Card, Easy Payments by instalments, cheque or credit card and Unlimited Windscreen Cover. For more information you are invited to use their Freephone number on 0800 775 774 and if you do phone, tell them you are a member of our Club which is part of ACCEO. **Please note that YOU must take care to compare any quotations received from any source to decide what is best for you - the Club cannot and will not take responsibility.**



Here we are at page 20 again. I'm sorry that on a couple of pages you will find a line which should have been on the previous page, but I'm still trying to learn my way around this suite of programs. See you next month but I must close down a bit early because "The Print Room" is off on holidays (again!).

Your Editor  
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