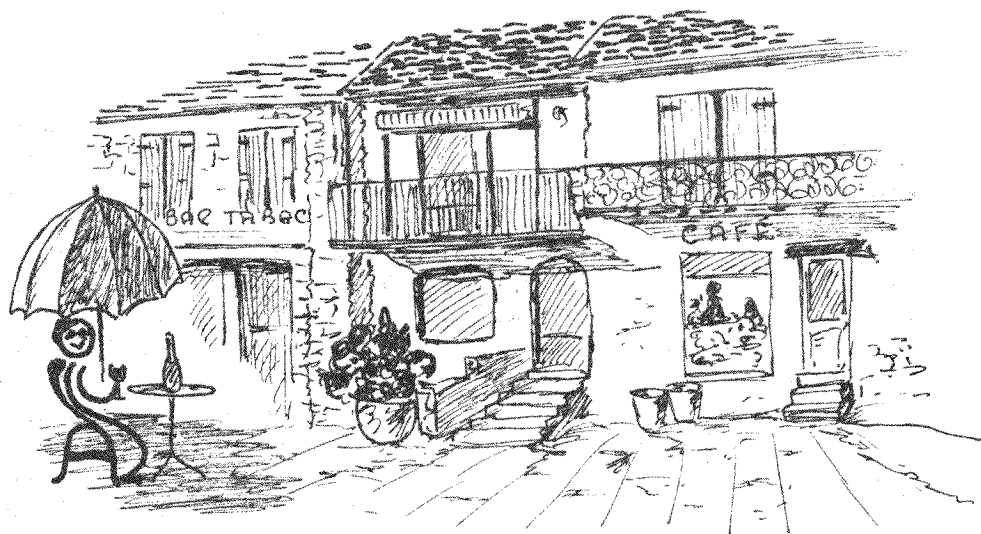


AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 81
JUNE 1995**

Hello.

We had pretty good weather for the Annual Dinner and AGM rally held at Kettering. Wicksteed Park was showing various signs that rain had fallen in copious quantities over the previous weeks/months, down by the children's boating lake you could see the edges of the lake underneath the water. The overflow edges were often about six feet further out! The dinner was up to the standard that we have come to expect from them, the quantity of turkey supplied as a portion was HUGE, a child's portion would have been enough for me. Never mind, one ginger cat got an extra treat for his supper - I'm sure that we had fed him in the previous six months but the speed at which the turkey disappeared made us think otherwise. New committee members were in rather short supply but, with the aid of the privilege of being able to co-opt members, we have managed to reach our allotted total. So we are set for the next twelve months.

In the Open Forum the now quite usual topic of rally bookings was thrashed out again. There seems to be no really clear cut way of arranging things so that everyone feels that the system is fair and reasonable to all. So much depends upon the individual members abiding by the rules which may have been set. All too often it has been found in the past, and no doubt will be found in the future, that certain groups of friends will always want to rally together and that they may exclude any new members who might want to join in, simply because they have filled the spaces available. And of course, we still need more members to run rallies all over the country. Although I have been taken to task for saying so, I will repeat that the job is NOT difficult. A marshal puts into the job as much or as little as he/she needs to. The members do the rest. All that is really needed is (a) a site, (b) a time, (c) some bookings, (d) tea/coffee and biscuits for Friday evening and Sunday morning and (e) good weather, although this is not essential - but it helps. Anything else, such as a meal on Saturday evening, is a bonus. A raffle may be held, if you wish, guides to the local area are useful, if available, and anything else that you can think of which will make the rally pleasant for the visitors. But none of these latter items are essential. Our members are adept at enjoying themselves, whatever the circumstances. We have a new Rally Co-ordinator, *Bob Brindle*, who will be very pleased to hear from anyone who would like to run a rally. But if you don't feel that you have enough experience to do so, why not get together with a marshal who is running a rally now and offer your help as an assistant? It is a good way to learn. But have no fear, if you

do what *Sheila and I* did and jump in at the deep end to run our very first rally, you will be surprised at how well it goes - that's our members for you.

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STOLEN VEHICLE

Joan and Albert Wright have advised that their Legend has been stolen from outside their home in Sheffield on 21st April 1995. If anyone should come across the vehicle, please inform them on 0114 248 6181 or get in touch with the local police. The details are:

Ford Transit-based Auto-Sleeper Legend

Colour: Diamond White / Beige

Registration No: E 888 CRR

Chassis No: SAFCXXBDVCJR31458

Engine No: JR31458

Engine Type: 2,000 cc Petrol

New beige velour upholstery with flower pattern.

Matching headrests and armrests fitted to cab seats.

Airide rear suspension units fitted.

Please keep a look-out for this van, no doubt the number will have been changed by now and perhaps the colouring may be altered. But if you should see one which is in any way suspicious, it would do no harm at all to notify the police.

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Volkswagen Press Release

VW have advised that they will be offering two years' FREE service and maintenance on Golf vans bought between 1st March and 31st May 1995. This seems like a very good offer but as the publicity handout is dated 28th April 1995, I wonder just how people were supposed to react to it. Our closing date is such that it was received too late for the May issue so here it is in June - just too late! The commercial press, with their greater lead times must have been even more frustrated. Perhaps when VW or other manufacturers get around to offering something similar on the type of vehicles that we buy they will release the news in sufficient time for people to be able to make a decision on whether to buy or not!

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VW Diesel Vibes

I've received a letter from a gentleman who wishes to be described

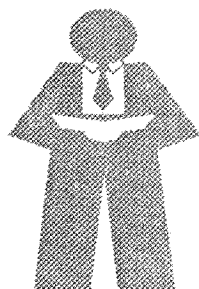
as a "road-testing journalist" on this subject. He says "*Ivor Hills* can be reassured, if that is the right expression, that the vibratory symptoms he describes are, indeed, characteristic. I have experienced them twice in differing VW T4 diesels, a 2.4 Autohomes coachbuilt and a 1.9 Umwelt TD on a van conversion. Careful clutch engagement is no cure, as Ivor has discovered, but a good dose of revs does the trick.

The gentle approach shakes the body to bits, the other must take its toll on clutch linings. And after the £800m they are supposed to have spent on design and development for the T4..."

And I thought that this sort of problem went out when springs and pneumatic tyres came in!

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Chairman's Chat



You will have received the Booking Form for the Club and Company Rally 1995 with the last Newsletter and if you haven't yet completed it, please do so quickly and let the Booking Officer have it to make her job that much easier. With the form is a request for volunteers to act as Marshals, Stewards, Raffle Ticket sellers or to help in the Club Shop. I do ask you to help in one of these ways, if you can, as this will enable the rally to run very smoothly. This is one of the ways in which we all can help each other and the more volunteers, the less time that any one volunteer will be needed to stay on duty.

In addition, there was a request for members to demonstrate or display their hobby. These displays and demonstrations have proved very popular in the past and many members, having seen the results of a hobby, have asked various questions and have taken up that hobby for themselves. Perhaps some of these new hobbyists would like to show their prowess to others.

At the Open Forum, following the Annual General Meeting, I spoke of the need for more volunteers to assist, in some way, with the running of the Club. Perhaps by acting as Stewards or Marshals at the major rallies, or by agreeing to assist on a Sub-Committee set up to deal with a particular aspect of Club activities. I do hope that this request does not fall on deaf ears. During the Open Forum I was pleased to receive *Daphne Normandale's* offer to organise the Raffle at the Club and Company rally. I accepted the offer with alacrity and would ask you all to support her at Malvern.

St. John Ambulance, one of our chosen charities for this year, are hoping to mount a display advertising a nationwide campaign which they will be intending to operate this coming Autumn. A.C.C.E.O. (The Association of Camping and Caravanning Exempted Organisations) will also be present. Both will be in the Severn Hall on the Saturday.

The local Sub-Postmaster will be touring the site most mornings and evenings with newspapers, milk, bread etc., to meet the needs of members. Times when he will be on site will, I hope, be shown in the rally programme but you will need to find him rather than expecting him to come to you.

Arthur Irving

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Discounts

%

Gregory Sampson, of Simpsons Motor Caravan Centre in Great Yarmouth, has written to advise that they will give a 15% discount on any Fiamma products and the same on two drive-away awnings listed in their catalogue. For your free copy of the catalogue and details of their mail order scheme you should telephone 0149 360 1696.

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Spanish Rally

The sun shone from day one until the last day - then after the coffee get together the rain came down by the bucketful! At times during the month it was too hot!! and we had to sit in the shade on more than one occasion the temperature in our van was at least 84 fahrenheit. Many trips were arranged over the month. Two ruby wedding and two birthdays were celebrated in fine style (many sore heads next morning). For our rally marshals, *Betty and Geoff Scholey*, nothing was too much trouble. We know that this rally took a lot of time and effort to arrange and we are very grateful to them for a rally we shall never forget.

Ena & Roy Coleman.

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Marie and I recently returned having spent six glorious weeks on the Spanish rally. It was, truly, an exhilarating experience and we are indebted to *Betty & Geoff* for arranging everything and including us. The rally was a great success due, in no small part, to the pleasant company of the A-S members taking part. We travelled out with *Vera & Brian McLean* whom we met at Oxford to start and said farewell to them

again at Oxford six weeks later. In the interim we covered 2,600 miles, travelling back via coastal Spain and Portugal. *Brian* took the lead throughout the trip with *Vera* navigating. They were a perfect team and excellent company. The CB radios were invaluable. Everything went perfectly during the rally and our only regret was that six weeks is a very short time when you are enjoying yourself. Our sincere thanks to all who took part.

Marie & John Skinner.

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A-S Company Magazine

“Dear Harry,

As you know in our Company Magazine we like to publish each year at least two articles outlining the activities of the Owners' Club. In the past the travelogue has been particularly readable - two years ago we featured *Tom and Joyce Conway* in their Talisman and last year *Peter and Val Fullick* in their Legend.

I will be most grateful if you could let me have as soon as possible details of any other likely candidates (if I may use such a word) who both have a story to tell and would hopefully have some good photographs too. In the past the article has been ghost written by John Page and I would like to do so again this year. If you feel that a mention in the Newsletter would be appropriate.....!

Yours sincerely,

Charles (Trevelyan)

So come along now, people, don't be shy. Write to *Charles* with an idea of your wanderings or, if you prefer, send it to me for onward transmission.

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Obituaries

Syd Crouch, a well-known figure at rallies, passed away on 1st May 1995. He suffered a heart attack at the Kettering rally and was taken to Kettering Hospital where I understand he suffered further attacks. He was later transferred to Leicester Hospital, where he died. Our condolences and sympathy goes out to *Audrey*, his wife, and also to *Cliff Abbott*, his father-in-law.

#####

Leonard Cooper of Wool in Dorset died recently. His daughter has advised us that *Joan*, his wife, feels that she is unable to continue in our

Club. We send our sympathy and condolences to Joan and her family.

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Dear Friends,

Syd Crouch

At this very, very sad time for me I'm finding it hard to put pen to paper. However, I must take this opportunity to thank all those who sent cards and letters of sympathy and comfort at this devastating time. You mentioned and admired *Syd's* courage and his great sense of humour, despite the pain which he endured 24 hours a day. He never complained. He enjoyed the rallies to the full; they were his summer tonic, meeting friends, having a laugh.

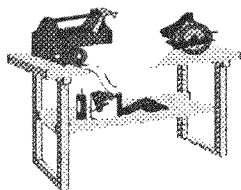
It would have been *Syd's* wish that the donations taken from the church and numerous friends, in lieu of flowers, be sent to the Coronary Care Unit at Kettering General Hospital. The money donated now comes to well over £350.00. Thank you all.

I know his many friends will miss him. I miss him.

Audrey

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FROM THE FACTORY



It is perhaps remiss that we have allowed our regular monthly contribution to the Newsletter to slip to such a degree - indeed it is many months since we told you of our news. However, each month in future we hope to keep you abreast of our news. But first, a quick review of the past few months.

Our three most significant events recently have been the arrival of Duncan Burtoft, our new Manufacturing Manager; the installation of a new paintshop; and last, but not least, the installation of our new roof lifting gear.

Duncan is aged 37 and was formerly product Supply Manager at Land Rover Special Vehicles. In effect he was, in his previous role, responsible for all aspects of production of any specialist Land Rover based vehicle, be it the Discovery for Qatar Police or indeed any specialist body mounted on any Land Rover chassis. He brings with him all the latest skills and production methods from which we are already benefiting enormously. Furthermore, he ensures that all members of the Company, bar none, are fully involved in all that goes on and his arrival

has been welcomed by one and all. He, of course, will be at the Club and Company Rally in July and I say, on his behalf, how much he looks forward to meeting you all.

A very significant investment is our new paintshop that was installed in the autumn. Featuring a new "state of the art" paint booth, this facility includes shadow-free lighting and the last word in paint mixing technology. All panel van paint striping is now applied in a temperature and humidity controlled booth, free from all foreign matter and the result is paintwork of the very highest quality. Indeed, when the operatives are in the booth, they are attached to full breathing equipment and look reminiscent of NASA spacemen. Look closely at the paintwork of any of our current models and I think that you too will be amazed at the quality and depth of colour.

At the bottom of our factory is our new electro-pneumatic roof lifting gear. This rig does not require any employee to lift heavy roofs and furthermore it allows the roofs to be lowered with the utmost precision onto the base vehicle with no adverse health and safety implications. It is perhaps opportune that we had this rig installed, not least since the Ford roll-over hoops would require super-human effort to have the roof lifted over them - by a man between 8 and 9 feet tall and enormously strong too!

We continue to export most encouragingly to Japan and to date we have exported vehicles to the value of upwards of three quarters of a million pounds. Contrary to what we had feared, there appears to be no evidence of our models being copied - in fact the Japanese very much like bespoke craftsmanship and I sometimes feel that they are rather taken by what they believe to be the rather quaint and unique ambience of our models. Currently, we export only Volkswagens to Japan but they are interested in others of our model range so we hope that this, as an important export market, will continue to grow.

Future Newsletter contributions will have different themes since they will be written by various members of the Company. Thus, sales, technical matters and production matters will be discussed in a little more detail which we very much hope will add yet further to this very excellent Newsletter.

Until next month, therefore, all good wishes from your many friends at Willersey and we look forward to meeting as many of you as possible at the Club and Company Rally in July.

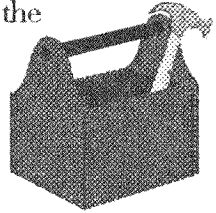
Charles Trevelyan

This, I hope, will be the first of a continuing series of items for this space. Long may they continue!

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REPAIRING CHANTAL ROOF VENTS

In these five-way, roof-mounted ventilators, the white cover which fits over the opening in the roof is mounted on four nylon-looking 'straps' which are notorious for breaking. Replacement is easy if only you can obtain the parts, two possible sources for which are given at the end of this note. Diagram 1 shows the parts referred to below.



What to replace, and why!

If you have found that the vent rattled even before one of the straps broke it could be, as I found, that

- (a) the straps stretch permanently while under tension or
- (b) the guides in which they slide distort permanently, taking up a bowed shape due to the load from the straps.

Both of these effects tend to prevent the cover from being held down firmly on to its seat. Hence it may well be worth obtaining the complete repair kit.

How to do the replacement.

The procedure is the same regardless of whether or not you are replacing the guides.

Dismantling

1. Climb on the roof and remove the 4 screws which hold the vent covers on to the struts. Lift off the outer cover and the inner cover which has 9 square holes.

2. Carefully prise out the flyscreen by lifting the middle of the front edge and the middle of the rear edge with wire hooks. This lets the frame of the screen spring out of the channels in which it fits. An extra pair of hands could be helpful!

3. With these parts out of the way you can work from above or below, whichever you find more convenient. From here to step 9, if you think that you may forget which way round the parts should go, work on one side at a time. Drill out the two pop rivets, one at each side, which hold the guides in place.

4. Slide the handles to the open position when, looking from

above, you can see the heads of the screws which attach the handles to the straps. Remove these screws and keep them for re-use.

5. The straps and guides can now be lifted out of the main framework. A little persuasion may be necessary for the guides are designed to snap into the framework, though you may find that one or more of the relevant lugs has already broken off. They become brittle with age, like several of the vent's other components.

Re-assembly

6. Select two suitable self-tapping screws to take the place of the pop rivets. Ensure that the holes ('A' in diagram 2) in the guides have clearance for these screws and if necessary drill tapping holes in the frame.

7. To prevent the guides from bending upwards at their ends when under load I recommend fitting a further self-tapping screw at each end of the guides (such as at 'B' in diagram 2). Again, drill clearance in the guide and tapping size into the framework.

8. Those of you brought up on Haynes manuals will be familiar with what follows when you are suddenly left on your own! "Refitting is the reverse sequence to removal". Fit the straps into the guides, place the guides into the frame and put in the screws prepared in steps 6 and 7.

9. Locate the release levers in the handles and the handles on the straps, replacing the screws. Check for free sliding.

10. Replace the flyscreen. If it was inclined to rattle, add some bits of soft rubber or plastic foam at strategic places.

11. When refitting the covers the screws have to tap new holes into the top of the straps. This needs considerable torque on the screwdriver: mind it does not slip and do you an injury. Check carefully whether the underside of the screw head has reached the cover: if not, there will be both leaks and rattles.

12. Next time it will be much easier.

One further point.

A glance at the underside of the handles will show how small are the pegs which engage with stops in the framework to hold the vent closed. When closing the vent there is a natural tendency simply to push together the handles on one side until the latch is heard or felt to engage. However this can burr the pegs and the stops until eventually they refuse to latch. I advise always holding in the release levers when closing the vent.

Forthcoming Rallies.

2nd - 4th June; Woburn Abbey, Woburn, Beds.

Your rally marshals: John & Janet Higgins.

Site fee: £5 per night Electricity: NO, greenfield site Rally fee: £1.50

Booking slip to: Mr & Mrs J Higgins, 92 Lowther Road, Dunstable, Beds. LU6 3LQ Telephone: 01582 607796

Cheque payable to: J Higgins.

Attractions: Site in parkland with lakes, deer and rhododendrons. Historic house. Antiques centre & Safari Park. Walks, views, village ½ mile. Open Sunday Milton Keynes shopping 7 miles approx.

Directions: Junction 13 off M1 follow signs to Woburn turn left to Woburn Village then left to Abbey, pass church after 1½ miles, directly over cattle grid turn right follow A-S O C and 'Tony Wild Camping' signs, one way system, left onto field. OR, From South right on A4012 in Hockliffe. From A5 North left at Little Brickhill.

4th - 11th June; 7 - DAY HOLIDAY Rally, Oban Divers Caravan Park, Glenshellach Road, OBAN, Argyll. (MUST book for whole week).

Your rally marshals: John & Beryl De Sadeleer.

Site fee: £40 Electricity: Included Rally fee: £1.50

Booking slip to: Mr & Mrs J De Sadeleer, "Woodlands", 15 Laverton Gardens, Harrogate, North Yorkshire. HG3 2XR Telephone: 01423 502848

Cheque payable to: B De Sadeleer.

Attractions: Highly rated site. excellent amenities, wonderful area, Highland Games (10th). Golf.

Directions: From North: A85 through town to traffic island, follow camp/car & ferry signs past police station on left then first left, first right and first left again following signs to Glenshellach Camping & Caravan Park. From the South: Through town to traffic island then as above.

One week rally, maximum twenty vans. NO DOGS.

9th - 11th June; 18th Motor Caravan Fair, The Racecourse, Stratford-upon-Avon (No Club Marshal)

16th - 25th June; Holiday Rally, Buckle, Seaford, East Sussex. (No need to book for whole rally)

Your rally marshal: Margaret Coggins. (Telephone: 01323 895901)

Site fee: £2.25 per person per night, children 3 - 14 years £1.00 Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs G Finlayson, 2 Berwick Close, Seaford, East Sussex. BN25 2NU Telephone:- 01323 896 390

Cheque payable to: M Coggins

Attractions: Free hot showers and washing up facs. Close to sea front, next to sailing club. Busses and trains closeby and day trips to France from Newhaven (Passports required). Skittles & supper evening on Thursday (22nd) - advise (continued overleaf)

when booking if interested. A Take-away on Saturday 24th evening.
Directions: Turn off A259 Newhaven to Seaford road at Abbots Lodge Motor Inn, site 300 yards on right.
Numbers may be restricted for 1st weekend due to another rally ending.

23rd -25th June; Coombe Nurseries, The Race Plain, Salisbury, Wilts

Your rally marshals: Maureen & Michael Torah.

Site fee: £5 per night Electricity: £1 per night Rally fee: £1.50

Booking slip to: Mr & Mrs M Torah, 74 Compton Road, New Milton, Hants.
BH25 6EQ

Telephone: 01425 618320

Cheque payable to: M Torah.

Directions: From A36 follow Racecourse signs. Site behind main stand.

30th June - 2nd July; Audley End, Saffron Walden, Essex.

Your rally marshals: Mike & Mary Fearnley.

Site fee: £3.00 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs M Fearnley, 55 Little Walden Road, Saffron Walden,
Essex CB10 2DL

Telephone: 01799 521616

Cheque payable to: M Fearnley.

Attractions: Green field site. Levelling blocks an advantage. Site adjacent to Audley End House with fine gardens. (Bring A-S O C membership cards for concessionary rate). Within 15 minutes walk through parkland to old market town of Saffron Walden with Museum, 13C church, unique old brick maze on common, many eating places, gift and antique shops. 10¼" gauge railway close to site with steam engine on Sunday. Bring your own BBQ & Food for communal get together Saturday evening.

Directions: 10 miles South of Cambridge. Approach via B1383 (or B1052 to avoid 3 T weight limit). Follow signs to Audley End House.

Limited to 25 vans.

30th June - 2nd July; Bass Meadows, Meadow Road, Burton-on-Trent (Home of Brewing).

Your rally marshals: Tricia & Ted Pratt (alias 'Robin Hood'), Tel (01283) 538818 with the help of John & Barbara Cox, Tel (01283) 712394. Any enquiries between June 9/24th contact Barbara Cox please.

Site fee: £2.50 per night. No electricity. Rally Fee: £2.00

You may arrive Thursday after 4pm.

Booking slip to: P M Pratt, 3 Grafton Road, Stapenhill, Burton-upon-Trent, Staffs. DE15 9DN

Attractions: Meal Saturday evening £2.50 pay with booking slip, (bring your own glass)!! 'For Sale' board provided to sell unwanted van bits.

(continued overleaf)

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, IF POSSIBLE - PLEASE!



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, IF POSSIBLE - PLEASE!



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, IF POSSIBLE - PLEASE!

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, IF POSSIBLE - PLEASE!



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, IF POSSIBLE - PLEASE!



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, IF POSSIBLE - PLEASE!

Walkable distance to Bass Museum (reduced entry) & Town Centre, many local attractions. Anyone interested in booking guided tour of Bass Brewery on **Friday** 1.30 pm @ £4.65, please ring Tricia a.s.a.p. - minimum 15 persons
Directions:- Site situated down Meadow Road, which is on the Trent Bridge in Burton, on Leicester to Uttoxeter Road (A50). The turning off the bridge into Meadow Road is a tight concealed entrance by Hotel sign.
Limited 50 vans.

30th June - Please note:- The Merseyside Rally has been cancelled.

7th - 9th July; Black Bull Caravan Park, Pickering, North Yorkshire.

Your rally marshals:- Ben Mansfield & Ken Stone.

Site fee: £3.50 per night. Electricity: NO Rally fee: £1.50

Booking slip to: Mr K Stone, 24 Bampton Crescent, Bridlington, East Yorkshire. YO16 5HF

Telephone: 01262 609133

Cheque payable to: K Stone

Attractions: Eden Camp, North Yorks Steam Railway. Pub meals available on site, Showers/toilets.

Directions: From York A64 towards Malton. Take left turn at A169 for Pickering. Site on left.

14th/16 July; The Old Barn Farm, Hewshott Lane, Liphook, Hampshire.

Your rally marshals: Sylvia & Albert Gatehouse.

Site fees: £3.60 per night Electricity: £1.50 per night. Rally fee: £1.50

Booking slip to: Mrs S Gatehouse, "Celestina", 21 Eashing Lane, Godalming, Surrey. GU7 2JZ

Telephone: 01483 422620

Cheque payable to: Mrs S Gatehouse

Attractions: Greenfield Site with views. (no toilet facilities), walks, Hollycombe Steam Collection, Waggoners Wells, Crayshott Pottery. Cold fork supper on Sat. evening: £4.50 per head - numbers & payment, please, with booking form

Directions: **From London:** Down A3, straight through Hindhead, turn left at exit B2131, s.p. LIPHOOK, and almost immediately left again s.p. HEWSHOTT. Follow narrow lane approx ¼ mile and walled entrance to OLD BARN FARM will be found on your left. **From South:** Take A3 northbound, turn left at exit B2131 s.p. LIPHOOK, proceed over bridge and after approx. 80 yards turn left again at HEWSHOTT sign - continuing as above.

Maximum 25 vans

21st - 23rd July; Club & Company Rally, Three Counties Show Ground, Malvern.

Full details are in special forms sent to all members with the Club Newsletter.

4th - 6th August; Bilsby, Alford, Lincs.

Your rally marshal: Janet Sutterby.

Site fee: £5.00 for the weekend. Electricity: NO Rally fee: £1.50

Booking slip to: Miss Janet Sutterby, 3, Bilsby Road, Alford, Lincs. LN13 9EW.

Telephone: 01507 462449

Cheque payable to: Janet Sutterby

Site details: Green field site at an old rectory; use of toilet and two community rooms. Cold buffet meal possible on Saturday if sufficient interest (£3.50 per head), advise when booking.

Attractions: Sea (6 miles). Bird sanctuary and National Trust properties (14 miles). Walks nearby.

Directions: A16 from Louth or Boston.. A1104 to Alford. A1111 towards Sutton-on-Sea. In 1 mile at Bilsby, look for church on the right, site on left.

Limited to 14 vans

10th - 13th August; Skipton Rugby Club, Skipton, North Yorkshire.

Your rally marshals: Jim & Marian Henwood

Site fee: £3.00 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs J Henwood, 1 Fairfield Avenue, Linthorpe, Middlesborough, Cleveland. TS5 5HB. Telephone: 01642 821983

Cheque payable to: J Henwood.

Attractions: Bring your barbeque (and food) for a get together Saturday evening. Toilets available on site.

Directions: From Town Centre follow signs for Station, turn right opposite station, then sharp left, over bridge then 2nd right.

NO VANS BEFORE 4pm THURSDAY.

25th - 28th August; Argoed High School, Bryn-Y-Baal, Mold. Clwyd

Your rally marshals: John & Helen Greenwood

Site fee: £4 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs J Greenwood, 55 Park Avenue, Mynydd Isa, Mold, Clwyd. CH7 6XR

Telephone/ Facsimile: 01244 548882

Cheque payable to: J Greenwood.

Attractions: A meal will be arranged for Sunday evening at a local pub. Indoor room on site with all facilities available..

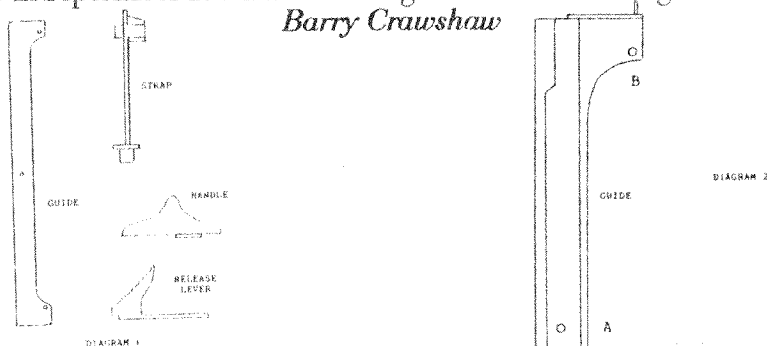
Directions: From the North [M6, M56, A5117, A550, A55, A494 direction Mold]. At Alltami traffic lights, (by the Tavern pub) TURN LEFT * into unclassified road. After about quarter of a mile take the next road on the right, Argoed High School is ½ mile on the LEFT.

From the South.. From Wrexham, 541 towards Mold, at large roundabout with Esso garage, take A494 (Direction Queensferry) and at Alltami lights TURN RIGHT.. * (as above).

Obtaining the parts.

The straps may be bought singly. The repair kit, such as I used recently, contains two guides and four each of straps, handles and release levers. The kit was described on the package as 'Kit reparation 40/40 Chantal beige' and carried the part number 30199202 though this name and number may not be used by sources in this country. A-S usually have a stock of the straps and the price for each one is in the region of £1.00. They do NOT stock the repair kit. If A-S are out of stock of the straps, or you want the kit, you should contact the importers, West Alloy Diecastings. They do not normally provide a retail service but "would not like to see owners stuck". They have a stock of the straps at the time of writing (mid-November 1994) and these are available singly. They do not hold stock of the kits but are waiting to see what demand there may be for them. They can order the kits from the manufacturers in France. The nearest price guide that I can give is that I paid about £7.00 in September 1994 when I bought from a Chantal agent near Paris.

Barry Crawshaw



Another useful guide to fixing up your van when troubles strike. Barry sent this to me some time ago but I have had to hold it over due to space limitations. He also apologised for some duplication of that which *Cyril Coombs* sent in but as this is in greater detail in some places it may help people like me who are less confident, especially with a drill and plastic around!

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RE-STARTING

We came to vanning as a couple only in March last year. However, I had had a Martin Walter Dormobile conversion of a VW (EPU207B) in which I lived for 3 years in the early 70's. The big question was always whether I could recapture, and *Cynthia* (my wife) learn, the joys of the gypsy at an advanced age. We decided to be cautious and settled for a

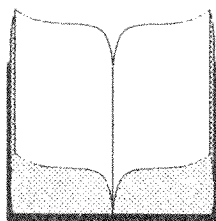
Harmony - basing our decision on layout as much as anything, and bought from Western Motor Caravans not only because of their proximity to my sister, but also because of the extremely friendly attitude of Peter Hawes. (It would only be fair to say, though, that we had also been very impressed by Cotswold Motor Caravans at Gloucester.)

To our great delight not only did I recapture but *Cynthia* also learned the joys, and when we found that Peugeot had introduced the Boxer, AutoSleeper had produced a new range of models, and that we were rather hooked then the days of our Harmony were numbered. After taking stock we thought we could afford an Executive and place an order at Earls Court last December. We expect delivery within the next 2 to 3 weeks.

In the meantime I hope the rough details given below may be of interest. I can assure you that I shall do my best to keep the same sort of statistics for what is going to be M 807 FAE.

Chris Fookes

Log for Harmony 2 Mar 94: Vehicle delivered at 1015 by Western Motor Caravans, with 89 miles on the clock. After a careful instruction session, we left Cardiff at 1210, and drove back to Bath before going on to Melksham, via a caravan accessory shop at Corsham where we bought some odds and ends. We got back to Cardiff at about 1930 with 227 miles recorded and I felt that it had gone rather well. The



running-in had got off to a good start. 4 Mar: Took van to fill up and had a bit more than I bargained for when I ran into chucking-out time at the school. Passed without hitting anything. 6 Mar: Spent some time making up all the bed layouts. 7 Mar: Measured all the cupboards and shelves while Cynthia sorted out all the paperwork. 14 Mar: A gentle run up the A 470 as far as Merthyr and back. 20 Mar: Trip via Abergavenny and Crickhowell to Brecon. Stopped at the National Parks Information Centre to cook a toasted sandwich, then home via Merthyr and the A470. 24 Mar: Trip along A48 to Chepstow, then up the Wye Valley to Monmouth and on to Ross where we just turned round and came back via the A449 to Caldre Roundabout and home. 25 Mar: Afternoon trip through some quite heavy rain to Caerleon, Usk, Pontypool and back via Cwmbran.

26 Mar: Round trip of 185 miles to Carmarthen, Lampeter, Llandovery, Brecon and home to Cardiff. Beautiful day. Now up to

788 miles. 5 Apr: Afternoon trip to Pyle Caravan Centre (a busted flush) along M4. Then Porthcawl and along 'lesser' roads to Cowbridge and thence back home via A48 and Western Avenue. 10 Apr: A fine day amid the showers so out through Abergavenny to Hereford and then on the Worcester road before turning off through Leigh Sinton to Great Malvern. Stopped on the common for a toasted sandwich and then out to Hanley Swan to have a look at the Caravan Club site.

Quite impressed; returned home through Much Marcle, Ross and the A449 to Newport and the M4. 1014 on the clock and ready for service. 14 Apr: Over to Bath and Western Motor Caravans where we handed over the van with a list of jobs to be done; chief amongst them were the fitting of an awning, security etching of all windows, the service and eliminating an annoying rattle in a window blind.

15 Apr: Picked up the van at 4.00 pm, and found that everything had been done, except that the rattle was, if anything, worse. Home by 6.00 pm. 20 Apr: Loaded up and left for Bath at 9.15. Window rattle traced and treated with silicone spray. On to Melksham where we went to the parts which *Cynthia* had never seen, before having a sandwich with Kath. Filled up with water and then set off at about 3.00 pm for Malvern, via Chippenham, Malmesbury, Cirencester, Stroud (a mistake, but worth it), the M5, Gloucester (a worse mistake), Ross and Ledbury. Camp site excellent, (£7.75 incl hook-up), and weather quite reasonable. After a meal we walked into Hanley Swan and back, thoroughly enjoying the houses and some impressive birdsong. After a cup of coffee and a biscuit we had an early night, turning in at just after 10.00 pm. 21 Apr: Awake at 6.45, and pleased to find that it was quite a fine morning. I had first crack at the toilet block while *Cynthia* made tea, and then cleared away the beds, while *Cynthia* had her turn. After a second cup of tea, biscuits and a banana (neither of us had really thought about breakfast), we completed clearing up and left the site at 9.30 after I had taken a couple of commemorative photos of our first site. Back to Cardiff via Ross and the A449, and after refuelling at St Mellons we were home by 11.30, well satisfied with our trial run.

30 Apr 94 - 30 Jun 94. First holiday. 8 Jul: Trip to Auto-Sleepers works at Willersey. This was to try and get some faults corrected, some of our mistakes repaired and to buy some bits and pieces which we wanted. (We would be unable to get these at the ASOC Rally as we weren't going!) Had the most superb reception, all the work was done and, best of all, there was no charge. Promised to send a detailed

critique of the Harmony, and finally got it finished and posted on 24th July. 23 Jul: Trip to Abergavenny, Hay-on-Wye and Brecon to clock up 6,000 miles for the first service. 2 Aug: First service at Dutton Forshaw, Colchester Avenue, which cost £52.51 and seemed OK. Had rear door rubbers replaced, headlamp condensation corrected and passenger door lock repaired under warranty. 22 Aug: Trip to Winchester to establish personal contact with Travelbag at Alton for round-the-world trip. Stayed two nights. 1 Sep 94 - 20 Oct: Second holiday. Not best pleased when fridge was dodgy, space heater failed and passenger door catch failed again. Also had a problem with rear door, driver's arm rest and radio interference from the fluorescent lighting, as well as some rather dicey cassettes and a defunct clock battery. But we had a very good holiday. 15 Dec: At 3.25 pm The Harmony was driven away. We had had it for 9 months and 13 days, had put 10448 miles on the clock with an average of 25.70 mpg and had spent 117 nights in it.

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Petrol 1842.08 litres = 405.39 gallons. Average 25.76 mpg. Average cost 53.4p per litre. This includes petrol bought all over the place, from Cardiff to Alicante!

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OTHER EXPENDITURE

Purchase Price	£19,455.00
Insurance	£257.00
Extended Warranty	£375.00
Accessories	£92.08
Services, Awning & Etching	£289.36
Tolls	£37.95
TOTAL	£20,502.39
Less Trade-in	£18,141.00
NET	£2,631.39
Plus Petrol costs	£983.99
TOTAL COST	£3,345.38
TOTAL MILEAGE	10,448
COST PER MILE	32.02p

Campsite Expenditure Total £1,123.98 for 117 nights
Average cost per night = £9.61

Ferry Expenditure

Plymouth - Roscoff - Plymouth	176.70
Poole - Cherbourg - Poole	155.80
Total	332.50

If these are "rough" figures, I would hate to have to keep detailed records. This is the sort of thing that *Bob Measom* was looking for a few years ago when he tried to obtain fuel statistics for all the various vans then around.

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Out of Touch - Nearly!

Having been a member for only about a year and feeling somewhat out of the run of things by not living on the Mainland, it nevertheless is with much pleasure and expectation that my wife, *Maureen*, and I always open the envelope containing the latest Newsletter. We have camped nearly every year since 1967 and only bought a new VW Trooper last year. Driving round our almost saturated small roads all year, it is a great pleasure to drive on the long, wider Continental roads; we tend to go for more sunshine. Perhaps, one day, I might pluck up courage and tell you the whole story of the year we drove to the Pyrenees and left the tent canvas back home in the airing cupboard, this after 20 years of camping experience! Nearly everything went wrong that holiday but *Maureen* was highly amused by it all.

I read each Newsletter avidly, largely because of the very useful comments and information frequently included. The Carver Cascade water system and gas hose coupling problems of last month are examples. Information of this type is frequently included and is very useful for future reference.

One afternoon whilst in France last year, we drove along winding roads through mildly hilly country for an hour or so using the foot brake a considerable amount but not excessively. Entering a T-junction into a small town, we were stopped by traffic lights for a few minutes. As we pulled away there was a horrible squealing, scraping noise which gave the impression that the entire exhaust system was dragging along the road. Of course, it was realised that this was unlikely to be the case. The

ever useful wife was placed near the front wheel on her side and the cause was quickly determined. A mechanic was found in a nearby garage and decided that it was safe to drive to a VW garage half a kilometre in the opposite direction. What luck!

The VW man explained that noisy front disc brakes were a common occurrence in a new T4 and he would not look further. By the time we drove out of his garage the brakes had cooled and we have not heard the noise since. The effect is not known in the island despite there being many T4's. We don't have enough hills! Has anyone had a similar experience on the Mainland?

Thank you for your very enjoyable Newsletters which are filed away for possible future reference should I have another memory lapse. Please keep up the very good work. One day, we'll visit *Maureen's* cousins in Suffolk again and take the T4 to a rally. We must!

Harry Aubin

Just a couple of points. Thank you for the donation which is quite un-necessary although much appreciated. The letter started "Dear Mr Henthorne" but this is a bit too formal for me, "Dear Harry" is quite enough. As far as the brakes on the T4 are concerned when we first got our Clubman GL I was terrified to drive because of the noise each time I put the brakes on. A visit to the VW dealer did something towards easing it but even now, three years and around 20,000 miles later, the brakes still make a noise when they get a bit warm - hills or not. We shall all look forward to the day when *Maureen and Harry* can join a rally, either on the Mainland or perhaps at one of our rallies abroad. Maybe we shall have to build a Chinnel (Channel Island Tunnel) so that they can get over here a bit more easily. Has anyone several miles of large diameter piping going spare?

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ACCEO - VE - Day

I'm not much of a rally fan. The AGM and the Club & Company, that's about my lot. I've always been impressed by the ease with which one is shown into one's place at these rallies. There's a chap at the gate with a clip board to hand you on to the next, and so on until you are told to put the nearside wheel on a heap of saw-dust. It's all so effortless.

It can be different. The ACCEO VE Day rally at Moreton in Marsh was organised by the Fire Brigade Camping Club. No other club would take it on. Their call for volunteers to marshal also fell on deaf ears. The

cheerful welcoming man with the clipboard was a young woman, tired and sunburnt, she had been on duty since about midday (it was now 5pm) and would be until the end of the day. She took our name and number and called up her colleague on the walkie talkie. I asked for a grass pitch, "Sorry all gone, only hard standing left". Her colleague arrived on his bike, tired sunburnt and as helpful as possible. Within a few minutes we were marshalled to our appointed yellow cross on the Tarmac and he went off to deal with the next arrival.

The true horror of our pitch struck us as soon as we settled in. Our view consisted entirely of a huge building surrounded by old wooden pallets. It could have been the back-yard of anywhere.

After a cup of tea we went for a walk and passed the marshal's post. It was still the same couple, if anything a bit more tired than they had been earlier. He asked if we were comfortable on our pitch, and I explained that I had hoped for grass so that we could use our awning and suggested that perhaps in the morning there might be vacant plot of grass. He agreed to bear it in mind and made a note of our van number. On our return we passed him again and were told that he was bearing us in mind and would see us in the morning. We had nearly finished our evening meal when he turned up and announced that he had a spot for us. A Mr. Jenkins had phoned up to say that he could not come to the rally, so we were able to have the grass pitch that had been allocated for him. Within five minutes we were comfortably settled on the grass with the final comment from the marshal:- "Please keep it quiet. Everybody who is on the hard wants a grass pitch, so don't spread it around what I have done for you."

A rally does not run without marshals. This year I got off my old age pedestal and volunteered to marshal at Kettering. I was accepted and only had to do one hour, that is about 1% of the whole time spent at the rally, and I found it was fun and a great help in feeling part of the happy gang. It's easier than you think. I have nothing but praise for the two who handled the marshalling of nearly 400 outfits at Moreton in one afternoon and evening and took the trouble to see that all were accommodated as far as possible to their liking, including the usual bunch of inconsiderates who arrived well before the opening time.

Finally I am most grateful to Mr. Jenkins for letting the organisers know that he was unable to come. It was the first time we had used our Omnistor awning. It is very quick and easy to put up, and a most welcome addition to our living space.

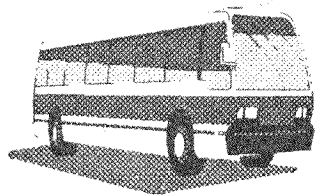
Nial Reynolds

As always, it is great fun to be part of the "workers" and if enough people volunteer to help, then "work" ceases to exist and "pleasure" takes over. So why don't YOU follow Nial's example and volunteer for something or other?

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FORTHCOMING ATTRACTION

From November 2nd - 5th there will be a Bonfire Rally at Eastham Hall C.P., Lytham. The cost will be £7.50 per night inclusive of electric hook-up. We are arranging a coach trip to the Opera House, Blackpool on Saturday, 4th November, to see Joseph and his Amazing Technicolour Dreamcoat. The cost for this trip will be £14.00 per person.



The reason for the early notification, and for the early booking, is that the theatre will only hold the tickets until the last week in July when they want the money with the booking. Full rally details will be published later on but if you want to book for the theatre only please write to *Barbara Kaye* at 14 Firthwood Road, Coal Aston, Sheffield, S18 6BW. You can telephone her on 0124 641 2679 but remember, at present she is only taking **theatre bookings**, not bookings for the rally. All theatre bookings must be received by 21st July 1995 complete with the cash!

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Advice Available

Most of our mileage is done going down through France to the Costa Blanca where we have a place. We "wild camp" along the way. On our last trip we saw a couple of other Auto-Sleepers. We are not really rally people but we keep saying that we must try to get to one sometime. It is fascinating to read the Newsletter - the details that some people go into about their modifications! They can't have anything else to do!! Still, it takes all sorts to make a world - and a Club.

I would just like to say that if anyone wants information re routes (NOT motorway) and non camp site stops from Caen to the Costa Blanca, I have kept a log of all our journeys for the past 9 years - at least 3 times a year - and would be happy to pass on information on specific queries.

Pauline (and Gordon) Hill

If you have any queries, please telephone *Pauline* on 0145 388 3197 or, if you have access to a fax machine, you can send a message to the same number.



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New motor caravan annex, never used. 100% best quality cotton. Free standing. 11ft x 7ft approx. Colour - two tone light and medium grey. Bought September 1994 at a cost of £275.00. Will accept £175.00. For full details please telephone Des Hardy on 0113 253 7834 at any time.

#####

Talisman, 4 berth, 1986, Petrol. Taxed and M.O.T. to 1996. 3 way fridge, new curtains, double glazed, heater, oven, grill, hob, fresh and waste water tanks. New tyres, Waxoyl undersealed, bike carrier, radio/cassette, Fiamma awning. Full maintenance history, very good condition. £11,000.00 ono. Telephone Renato Giazzi on 0175 385 6809 or write to him at 32 Victor Road, Windsor, Berks, SL4 3JU.

Thank you for the donation.

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Fiamma bike rack for VW Transporter T4. No drilling required. Nearly new. £85.00. Please telephone Mary or George Burstow on 0173 335 1626 or write to them at 19 Bellmans Grove, Whittlesey, Peterborough, Cambs., PE7 1TX.

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Tyres

I am indebted to *Dave Clarke*, whom I met at Willersey on my way into the Committee meeting, for a timely warning about tyres. It seems that he recently had a puncture and on investigation of the tyres found that the inner side wall was badly cracked. He then checked the other tyres and found similar problems elsewhere.

The motto is, don't just look at the tread and the outside of the tyre. The inside can go just as badly, if not worse, than the outside. On our previous Bedford Clubman, we suffered similarly on the two rear tyres and found out in the self-same way - a puncture and an investigation.

So, for your own and other peoples safety, DO have a look at the inner side of your tyres. I know it means scrambling about underneath (unless you have a vehicle lift!) but it is worth it!

Regalia Assistants

Are there any keen ralliers out there, preferably in the South South-West or East, who would be prepared to store a small amount of the range and set up shop for an hour or so at rallies? Interested? Telephone *Ian Ross* or see him at the Club & Company Rally.

That's all for this time, now to start on the July issue - but we'll have a holiday first! Where was it...up to York and then turn left!

See you - drive carefully.

Your Editor
Harry Henthorne
144 Devonshire Hill Lane
London, N17 7NH
Tel: 0181 808 9112

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All contributions from Members which appear in the Newsletter are published in good faith in the hope that they will prove useful or interesting. All reasonable care has been taken to ensure accuracy but none of the modifications has been tested by us therefore neither the Editor, the Club nor the Company will accept any responsibility for the consequences if you try them out.

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