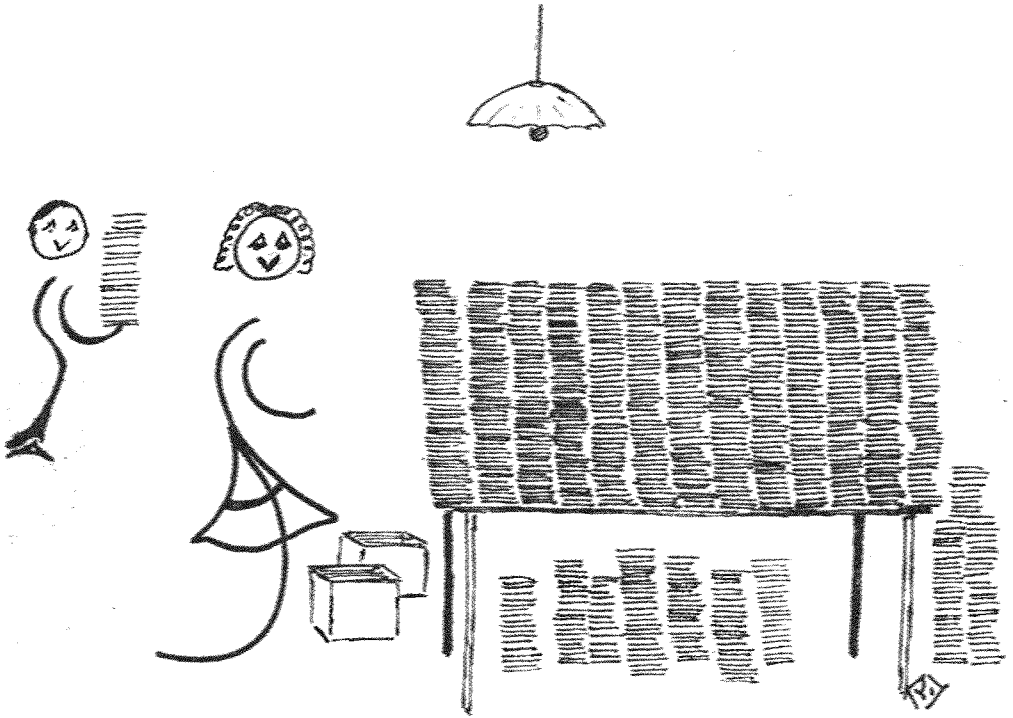


AUTO-SLEEPER OWNERS' CLUB

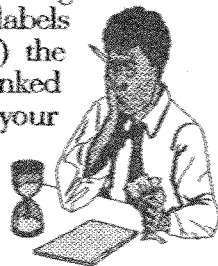


A PICTURE OF ASOC PRINTERS AT WORK!

**NEWSLETTER 85
OCTOBER 1995**

Hello.

May I remind you all that the closing date for the receipt of items for the *possible* inclusion in the next issue is usually the 16th of each month. Thus, for the October Newsletter (this one) your contribution should have reached me no later than 16th September. For the January issue the closing date is 10th DECEMBER and for the July issue it is 10th JUNE. The lead time is needed so that (a) I can type everything into the word-processor, (b) I have time to transfer it to the Desk Top Publishing suite and do the things necessary there - then print it, (c) it can be posted to our hard-working printers - the *Daleys* - who also produce the rally supplement, (d) they can print something approaching 1400 copies, (e) *Sheila* has time to produce the labels required and send them off to *Rita & Phil* and (f) the Newsletter can be collated, folded, enveloped, franked and got to the Post Office so that you can receive your magazine on or close to the first of the month. I said "possible" inclusion because I cannot guarantee that anything that I receive will be included in any issue. Space limitations sometimes suggest that things have to be held over and over the years I have become aware that occasionally something has been sent to me which has never reached me. Equally I know that one or two things that we have sent out have not been received in the proper place. Must be this automation of sorting or something - blame it on the computer anyway - everybody does that these days!



The reason for mentioning this, yet again, is that I received notification of something at the Northern Motor Caravan Show which ran from 9th-11th September in a letter dated 5th September which reached me on 7th. In it I was asked "to let all your members know"! I know of the information super-highway but we are not using that - yet!!

#####

I received a copy of "Off the Beaten Track" which is a quarterly newsletter from VW. From it I learn that the restriction on motor caravans using "Le Shuttle" to go under the Channel is likely to be lifted this Autumn. The Intergovernmental Safety Licence should then be granted which, it seems, will make all the difference. There is a special hotline number for the latest information - 0900 35 35 35.

#####

The latest issue of the Index is now available to cover issues 79-84. The usual routine, please, send me a stamped, self-addressed envelope

of a size suitable for a copy of the Newsletter and an index will be sent by return. One or two people have made the comment that they have difficulty in obtaining envelopes of a suitable size. But you each get one every month with the Newsletter inside! If you want, just stick a stamp on that and send it to me. I'll find a bit of tape to seal it for the return journey. It has also been mentioned that perhaps we ought to send the Index out to all and sundry whether requested or not. But up to now I have only received requests for around half a dozen each time so it would seem a waste to send them out willy nilly.

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Club & Company Rally

After reading the comments from *Margaret & Malcolm Collins* in the September Newsletter - our namesakes but no relation - we felt compelled to express our surprise at their reaction and to say how much we enjoyed the Rally. Although we have been to AGM's this was our first Club and Company Rally and we found it all very entertaining. We had no difficulty in finding the site and had no problems of any kind during our stay. The Marshals were patient and helpful and we were carefully directed to a pitch.

We went to the Friday Social Evening and although not knowing anyone we were soon invited by two extremely nice families (from Blackpool and near Oxford, we think) to join them for the Quiz. With our combined "superior" knowledge, we carried off joint First Prize! We cannot imagine anyone not enjoying the splendid show put on by the Company with its VE Day theme.

We strolled around on Saturday and there was no shortage of interesting things and events to see. Walking along the lines of vans, there was always someone to pass the time of day with or have a chat, and we made friends with many dogs! We believe that if the effort is made you get a just reward. All in all we thought the whole event was very well organised and we had a thoroughly good time.

Betty & Charles Collins.

#####

I read the letter from *Margaret and Malcolm Collins* with interest and can confirm that they have accurately reported an experience similar to ours and no doubt other first timers. We attended two Club and Company Rallies. At neither did we exchange words, except casually, with anyone. The first one we enjoyed because of the novelty. The

second was a repetition of the first and not worth the long journey. Unless the modus operandi is changed we shall go to no more. The Editor said that he was not sure what could be put into a "welcome" pack. Why not an invitation to first timers to meet the Chairman or some Committee members for a glass of wine or a cup of tea at, say, 7.00 pm on the first evening?

We have attended few rallies, less than half a dozen I guess, in perhaps as many years of membership. The best by far was at Bilsby on 4th-6th August 1995. *Janet Sutterby* was the ideal hostess, the party was small and intimate, all able to sit round one table for the Saturday evening meal thus avoiding the cliques referred to by the *Collins*.

Arthur Smith

#####

I get rather cross when people come to rallies and later complain that no one took any notice of them. In an ideal world this would not happen, but let's look at it from another direction. There is an enormous amount of work required to run the Club's two large rallies to make sure that everyone involved knows what needs to be done so that members are greeted and pitched, quickly and happily, so that they can relax after their journey. And also to make sure that all the events run according to plan. There were people checking all the time. The organisation of the Annual Dinner and AGM rally and the Club and Company rally begins immediately the previous one has ended.

I have never run a small rally, the newer marshals are very apprehensive. The experienced marshals may have arranged a meal or an outing. All of this takes time, energy and organisation and it is done by a small number of people, often just a couple. This carping criticism is very demoralising for all of us who work so hard for the members and give so much of our time. It makes us wonder why we bother!

I think we should look at the reason for organising this Club in the first place. The founder members wanted to arranged meetings for Auto-Sleeper owners so that they could discuss their mutual interests and exchange ideas. We did not expect to have to take people by the hand as though they were in a kindergarten. With social clubs you only get out what you put in and if people are not prepared to go that final short way and say "Hello! I'm a new member" to someone, then there is little we can do. There were 70 first-time ralliers at Malvern, I believe. I didn't meet any. When I wasn't doing something useful I put my feet up!

Rita Daley

Vice-President.

Various views on a rather thorny subject. But it does rather boil down to the fact that you get out what you put in. If you try talking to someone you will usually find that they will respond to you. After all, a stranger is only a friend you haven't yet met!

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A Case of Mistaken Identity

There have been several letters recently about the friendliness or otherwise of ASOC Members so we thought that you might like a chuckle over this snippet of mindless matter.

After the Club and Company Rally *George and I* camped near Oxford for a few days. One day we visited Burford and when walking down the High Street saw a familiar face approaching. We were not able to put a name to the person but decided that it must have been someone from the recent rally. Being good ASOC members, we were about to say "Hello, did you enjoy the weekend?" when we were greeted with "Good morning". It was then that the penny dropped! Our "unknown" friend was the Rt. Hon. Douglas Hurd, MP!!!

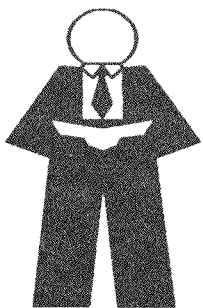


Doris & George Mitchell

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Chairman's Chat

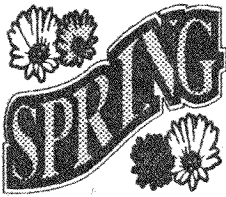
Winifred and I thought about you all at the Club and Company Rally whilst we were in Savollinna in the Finnish Lake District sweltering in the very hot sunshine, but we understand that it has been rather warm in the UK too! We have had a great holiday with temperatures ranging from 37⁰F in near gale force winds at the North Cape to 51⁰C at Vadstena in Sweden. We have seen a lot of Scandinavia and think that there are still many places we would like to see and many we would like to see again.



However, when we arrived home there was a veritable mountain of post, a lot of which found its way into the waste paper bin. I have dealt with most of it by now and still have to look at the ASOC correspondence which will have to wait until I have settled with all the repairs and insurance claims. The only reason that I am getting on with this is because The Editor phoned, just before he went away, reminding me that a Chat was due. I have written this without looking

at any of the three Newsletters that awaited me so please excuse me if I go over any old ground.

My thanks to all who contributed, in any way, to the smooth running of the Club and Company Rally, they are too numerous to mention individually but I am sure that their hard work was so important to a successful rally. I do, however, say a sincere "thank you" to the Vice Chairmen, *Sheila Henthorne and Steve Bowler* for covering so admirably for me.



Whilst in Holland, on our way home, *Winifred and I* made some tentative arrangements for a second Dutch Bulb Fields Rally in 1996. On looking back at the information given in Newsletter 36, September 1991, for the first rally we feel that we should keep to the same format for the second. We will organise the Rally to take advantage of the 5 day return on the P&O European Ferries sailing from Felixstowe to Zeebrugge in Belgium which will give 127 hours on the Continent. There are other crossings that can be used but these can be looked into later on.

We will leave Felixstowe on Sunday, 5th May 1996 at 1100 hrs to land in Zeebrugge about 1600 hrs (Belgian time) and, after clearing through immigration, take an easy drive crossing the Belgian/Dutch border to Sluis for a pre-booked overnight stay. The camp site is about 300 metres from the centre of the village.

Next morning drive to Breskens for the ferry to Vlissingen, cross one of the longest bridges in Holland, skirt around Rotterdam and up to Rijnsburg in the bulb fields area to stay for four nights on a pre-booked camp site. There are 5 or 6 different routes to Rijnsburg, all of which have their own attractions but all are about 135 miles from Sluis.

On Friday, 10th May 1996, leave Rijnsburg for Zeebrugge to sail on the overnight crossing to arrive in Felixstowe at about 0800 hours on Saturday, 11th May 1996.

From the camp site at Rijnsburg you can easily travel to Keukenhof Park, about 10 miles away, which is the show place for the Dutch bulb growers. Here literally millions of bulbs have been planted and a number of growers will take your order for bulbs which will be sent to you in September ready for planting. A whole day can be spent in Keukenhof (and many rolls of film too!) which has cafeterias snack bars or you can take your own picnic.

The camp site organises a coach trip, weekly, to Amsterdam for a tour of the city by canal. On the way to and from Amsterdam visits are made to a cheese farmer, a clog maker and a large bulb nursery. Additionally, a visit can be made to the second largest flower auction house in Holland, but you have to be up early! Other places you can visit, all within an hour's drive, are The Hague, Leiden, Gouda and Delft as well as the coastal towns of Katwijk and Nordwijk.

COST - based on two persons in a motor caravan and using prices relevant to September 1995 but there may be some small increases as well as changes in the rate of exchange.

Ferry Crossing		£120.00
2 berth Cabin on return		£ 25.00
		<hr/> £145.00 <hr/>
Pre-booked Camp sites - 5 nights	H. Fl.	120.00
Vlissingen Ferry	H. Fl.	15.00
Keukenhof entrance	H. Fl.	50.00
Coach trip to Amsterdam	H. Fl.	90.00
Guided tour at Flower Auction House	H. Fl.	15.00
	<hr/> H. Fl. <hr/>	<hr/> 290.00 <hr/>
@ £1.00 =		
H. Fl. 2.50		<hr/> £116.00 <hr/>

Additionally, vehicle and personal insurance is about £50.00; the Green Card, dependent on your Insurance Company is free or up to about £5.00; the Camping Carnet is free or up to £4.00. Petrol ranges from 74p - 78p per litre and diesel is about 50p per litre.

It is not intended to travel in convoy and those who wish to travel independently are welcome to do so but it is our intention to help those

members who have never taken a motor caravan abroad before by advising them of the requirements needed for a continental holiday. We do ask experienced continental campers to accompany an inexperienced member from Zeebrugge, or other port of landing, and back on a 'one-to-one' basis ONLY.

Information will be sent regularly on the various items needed for this kind of holiday so inexperienced members can obtain all they need in plenty of time. We do remind you that British Visitor Passports are only valid for journeys completed by 31st December 1995 when they will be withdrawn. Only Full Passports will then be available.

If you are interested please write, enclosing a stamped addressed envelope, to *Winifred and me* (Irving) at 89 Pingle Road, Millhouses, Sheffield, S7 2LL and we will contact you in November. Later on we will ask you for a firm commitment with a non-returnable payment of £10.00 (Rally fee, rally plaque and other expenses) so that we can make firm camp site bookings.

If you intend to stay on the Continent after the rally it is essential that you keep to the proposed programme as firm bookings will have been made and the site owner will expect payment in full. If you, as an experienced continental camper, agree to accompany an inexperienced member you will be expected to be with them from and to Zeebrugge or any other port of landing and sailing.

Arthur Irving

The Dutch rally was a great success last time round - this one should be just as good.

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ST JOHN AMBULANCE

Headquarters
1 Grosvenor Crescent
London, SW1X 7EF

Dear Mr Irving,

Thank you very much for your kind donation of £700.00 for the work of St John Ambulance

I am very sorry that an urgent family commitment prevented me from attending your rally as I had planned. I am indebted to Deputy County Commissioner, Mr David Cassidy, who received the donation on my behalf. I hope that you had a happy and successful event - I have no

doubt that the weather was good.

As you know, our work continues to be in demand and most people are not aware that we are totally dependent on public goodwill and subscription to maintain our service.

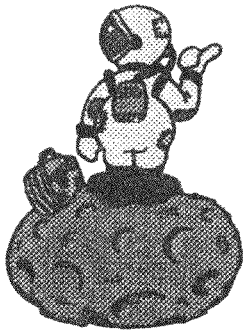
Our skilled St John Ambulance volunteers not only administer First Aid at sporting and public events, they also train members of the public in vital lifesaving techniques as well as providing care and support for the community.

As we discussed, in November we launch our Breath of Life Campaign which aims to train over 80,000 members of the public in resuscitation skills. Donations such as yours help us provide service and to maintain the high standards for which St John has become famous.

Please convey our warm thanks to your members.

Yours sincerely,
(Sgd) Pat Driver (Mrs)
Senior Fundraising Officer
-----ooo000ooo-----

Invaders from Outer Space!!



Beware invaders from another planet who use A-S vans in their disguise! We met two of them recently. *Margaret and I* often enjoy weekends away and generally frequent a particular site in Wales where the company and many other things are good. However, on this occasion we had only been parked for a matter of two hours when a VW from Holland arrived and parked next to us. Then another A-S, a Renault, came to rest on our other side. Having to pass the front of the van on the way to a water tap I noticed that lovely "sticker" of ours adorning their windscreen. On the way back to put the kettle on I could see that the couple were arguing and dishing blame out to one and all, even who should have checked their tyres! (They had arrived with a front tyre flat and the wheel ruined!) The biggest sin was that they had no spare wheel or jack. Being the good lad that I am, and not wanting "blood" spilt over my pie and chips, I walked over to them and said "Excuse me, but if it would help you, I carry a 2 tonne trolley jack which you may borrow with pleasure. If you need any help, please give me a shout." No thanks from them at this point; "where is the hook-up

cable?" asks the boss, "and your wheelbrace?" I then made for my cold pie and chips with him following to fetch my jack. "Look", I said, "take my socket set for your wheel studs and borrow my spare hook-up cable." I told him I was at the site for a week and seeing that he is a "member of ASOC" I was glad to help out. "Oh", the man retorted, "that sticker was in the van when I bought it." He was not a member and said that he does not like to join clubs! Still no magic words such as "Thank you" were forthcoming. Never mind, I thought, when they cool down things will be a little happier.

AT 3.00 pm a garage vehicle arrived on the scene with a new wheel rim, money was paid and away he went. The chap then asked me if I could run him into Bangor to have a tyre fitted on to the rim. This I did with hardly a word spoken there and back from him. I remained very monk-like on the 40 minute, 28 mile journey. On returning to base I retreated to my loved one and shared a mug of tea to the tune of "All things bright and beautiful".

I rose from my bed at 6.00 am next morning to a lovely day. After rubbing my eyes to gain clearer vision I say that the troubled couple had gone! Yes, GONE during the night. I believe that my 2 tonne trolley jack, socket set and hook-up cable must have been used as ballast for the return trip from Planet Earth to Planet Uranus or wherever!

My wife, with her humour overflowing, said that she noticed when they were in the sunlight that they did not have a shadow! But there is a saying up here in the North that "There's nowt so queer as folk". But in spite of losing out in trying to help them, my biggest loss was my pie and chips after a hard day's work! My motto now is "Before helping people in trouble, make sure that they have a shadow!"

Arthur Wright

So if you need help, don't ask *Arthur* if it happens to be cloudy! Seriously, this sort of thing does make you wonder about some people. I've had a similar experience very many years ago when some tools were borrowed from me, the borrower then disappeared and, apparently, sold the car complete with a toolkit!

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External Storage for a Trophy

I had the good fortune, while visiting the Camping and Caravan Show at Earls Court in December 1994, to meet on the A-S stand the talented designer of the Trophy, Graham Foxall. During our discussion

Forthcoming Rallies.

5th/6th - 8th October; Barnstones, Great Bourton, Banbury, Oxon.

Your rally marshals: Phyllis & John Bates.

Site fee: £4.00 per night. Electricity: NO Rally fee: £1.50

Booking slip to: Mr & Mrs F Bates, The Cedars, The Green, Adderbury, Oxon. OX17 3ND.

Telephone: 01295 811106

Cheque payable to: J F Bates

Attractions: "Cheese & Wine" in Barn on Saturday evening can be arranged - advise if interested.

Directions: 3 miles North of Banbury on A423 Banbury to Coventry road turn Right s.p. Great Bourton. Site 200 yards on right.

6th - 8th October; Whitchurch Cricket Club, Whitchurch, Shrops.

Your rally marshal: Audrey Crouch.

Site fee: £4.00 for two nights Electricity: NO Rally fee: £1.50

Booking slip to: Mrs A M Crouch, "Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops.

SY13 2TB Telephone: 01948 840894

Cheque payable to: A M Crouch.

Attractions: Clubhouse open for the rally, all facilities. Bar open Saturday evening, meal £1.80 per head, send with rally slip. Saturday: Coach trip to Bridgemere Garden Centre; book at rally.

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 (s.p. WEM). Turn right for the Cricket Club.

Limited to 40 vans.

13th - 16th October; Camping & Caravan Club Site, East Horsley, Surrey.

Your rally marshals: Sally & Jerry Haxton.

Site fee: £5.35 per night Electricity: £1.60 per night. Rally fee: £1.50

Booking slip to: Mr J Haxton, "Almond Tree House", Send Hill, Send, Woking, Surrey. GU23 7HR

Telephone: 01483 223476

Attractions: Toilets, showers, rec. room. Fishing lake on site stocked with carp, tench, etc. ½ hour train service to London & Guildford. R.H.S. Gardens, Wisley 2 miles. Hampton Court, Claremont Gardens, Esher.

A mini-bus with driver will be available on Saturday for a set-down & pick-up service to local attractions & station.

Directions: Leave M25 at Junction 10, take A3 towards Guildford, approx ½ mile take slip road B2039 s.p. Ockham & Horsley. Site 2 miles on Right, Camping & Caravan Club sign at entrance to site.

20th - 22nd October; Penybont Touring Park, Bala, Gwynedd.

Your rally marshals: Helen & John Greenwood.

Site fee: £5.00 per night Electricity: Yes (See Helen on arrival) Rally fee: £1.50

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

6XR Telephone/facsimile: 01244 548882

Cheque payable to: H Greenwood

Attractions: A meal will be organised on the Saturday night. Hardstanding, toilet block, small shop on site. 10 minutes walk to town.

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 left hand bend.

27th - 29th October; Watermouth Cove Holiday Park, Nr. Ilfracombe, North Devon.

Your rally marshals:- Sandra & Bernie Wisely.

Site fee: £4.20 per night Electricity: - £1.30 per night. Rally fee:- £1.50

Booking slip and cheque to:- Bernie & Sandra Wisely, 12 The Laurels, Roundswell Village, Barnstaple, N. Devon. EX31 3QY

Telephone:- 01271 46400

Attractions: A meal & entertainment Saturday night subject to a minimum of Twenty vans. On bus route to Combe Martin, Ilfracombe and Barnstaple.

Directions:- At Junction 27 of M5 join link road A361. Leave link road at Aller Cross (roundabout) onto A399. Follow Combe Martin signs; go through Combe Martin towards Ilfracombe. After about 2 miles site on right just before castle.

2nd - 5th November; Eastham Hall C.P., Lytham, Lancs

Your rally marshals: Vic & Barbara Kaye.

Site fee: £7.50 per night Electricity: Included. Rally fee: £1.50

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

Telephone: 0124 641 2679

Attractions: Friday evening, Fish & Chip supper followed by a coach trip to Blackpool to see the illuminations. Cost of coach around £1.00+. Money for supper & coach will be collected at the camp but please indicate on booking slip if you want a) The supper, b) the trip or both.

Saturday: Pre-booked theatre trip in the afternoon returning to Hot Dogs & Parkin followed by the Fireworks. Please bring just ONE good firework, preferable not a banger. Small prize for the best decorated van.

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

Telephone: 01246 412679

Cheques payable to B. Kaye

Directions: A584 to Lytham - on entering Lytham, at first mini-roundabout turn right over railway bridge to next roundabout. Turn right again, s.p. KIRKHAM. Site ½ mile down the road on the right.

Limited to 50 vans

3rd - 5th November; Merley Court, Wimborne, Dorset.

Your rally marshals: Barbara & Tony Jones.

Site fee: £4.25 per night Electricity: £1.50 per night Rally fee: £1.50

Booking slip to: Mr & Mrs A Jones, 49 Wessex Way, Highworth, Swindon, Wilts. SN6 7NT

Telephone: 01793 763032

Cheque payable to: A Jones.

Attractions: Wimborne Minster, Wimborne market, Merley Bird Gardens, Poole Pottery..

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

Rally limited to 40 vans

29th December 1995 - 1st January 1996; New Year Rally, Hidden Valley, Ilfracombe, Devon.

Joint marshals: Barbara & Jeff Worley, Carol & Gordon Hooper

For full details send S A E to Mrs B Worley, 26 Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset BA22 8SQ. Telephone: 01935 24049

This rally is fully booked - with a waiting list that long!

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.

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✂-----

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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!

I bemoaned the lack of storage for "camping essentials" and asked about the possibility of fitting a drawer below the vehicle at the rear. Graham could see no reason why a drawer could not be fitted and volunteered to design and build a glass fibre drawer for me.

When the drawer arrived the dimensions were: Length 40": Width 20": Depth at back 7": Depth at front 4". The unit was fitted to sliding metal runners that were in turn fitted to an aluminium mounting frame. I fitted the unit in an afternoon with very little difficulty. I had to make only one alteration to the depth at the rear of the drawer to clear the drainpipes from the bathroom of the Trophy.

The unit was secured with 2 catches and a hasp and padlock for security. The drawer was used to store 2 levelling wedges, a set of Silver Screens, 2 gadabout chairs, a short filling hose, my electricity hook-up cable and one or two odds and ends.

I have just returned from a month touring in the Pyrenees and can vouch for the usefulness of the drawer unit. There was not trouble with ingress of water during the trip. However, on my return home and while giving the vehicle a thorough wash I found some water had managed to get in. A simple modification to put a drain hole at the back of the drawer solved the problem. Anyone interested in obtaining one of these very useful units should contact Graham Foxall at 25 Ley Orchard, Willersey, Nr. Broadway, Worcs. WR2 7PW. His telephone number is 0138 685 8910.

John Alexander

I've seen one or two other A-S vans with additional boxes/drawers for outside storage. This always seems like a good idea for things which get wet on site and you don't want to take inside with you.

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Obituary

Irene Butler has written to say that her husband, *Garth*, died on 13th July 1995. Our sincere sympathies and condolences go to *Irene* and her family. She goes on to say that she will be continuing her membership of the Club and hopes that "the dog and I can go away on our own". She said that she expects that there are other people who travel alone and find that it is alright. Quite a number of us can tell her that it does help to continue.

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Channel Islands, Denmark and Solvents

The suggestion in the June Newsletter about a "Chinnel" (C.I. Tunnel) reminds me of someone who wrote to our local paper. Our airport runway was being extended beyond our belief and they suggested that if the authorities took it just a little further it would reach Carteret on the Cherbourg Peninsula and we would all be able to drive across! Alas, both suggestions are destined to remain pipe-dreams.

Maureen and I have just returned from a 3,500 mile trip via St Malo to the very top of Denmark and back in 26 days. You may agree that, despite living on a 9 by 5 island, we don't exactly drag our heels when off it. Add to that 2,800 miles through France last year and that makes about 50 camp sites in a total of two months travel in the Trooper. The vehicle lends itself to this kind of mobility. The average mileage being under 120 per day leaving ample time for visits. It would be interesting to know if others are as restless when away.

I would like to offer a useful tip for cleaning white wheel trims like those on the T4 Trooper. Similar ones must be used on other vehicles. We used motorways to get to the Danish border quickly (we normally keep off them if we can) and picked up a couple of really dirty trims - tar and heavy lorry fumes. When trying to clean them on our return we found that neither white spirit nor petrol would shift the mess at all and I had thoughts of having to obtain replacements. However, I remembered a 400ml aerosol of brake component cleaning fluid in a cupboard and gave it a try. To my delight, all trims have come up as new. This cleaner is made by Comma of Gravesend in Kent and locally we can buy it from Esso. Possibly Esso in the UK have it too, as well as car shops, but so far I've not looked.

Solvents can be very unpleasant to use so care is required. Solvent-proof gloves are essential. It's best to take the trims off and do the job in the open air. I would not wish to get solvents on the tyres, either. A good substitute for the gloves is a small plastic bag over the hand holding the cloth doing the rubbing, which is what I used. Also, not all plastics are unaffected by the solvent so it is necessary to test a small, unseen, area first. The exterior fridge vents must NOT come into contact with this solvent as they will quickly soften. (No, mine are fine!) Electrical parts may also be cleaned but the container warns about its use on rubber and paint. I find this solvent very useful both for brake metal parts and other cleaning purposes but thought and care are essential.

We are thinking about a trip to the UK next summer and would like to know when and where next year's Club and Company Rally will be held. I have this year's details and assume it will be something similar.

Harry Aubin

First, let me re-iterate what *Harry* has said about solvents. **TAKE GREAT CARE!** Too often we hear of things caused by solvent abuse and we would hate to have any of our members caught out. Perhaps we should arrange for a small notice in the back of the vans - "Motor Caravanners do it in the Open Air". The two main dates for 1996 are the Annual Dinner and AGM which will take place at Wicksteed Park, Kettering on the weekend of 19th-21st April and the Fifth Club and Company Rally, Three Counties Showground, Malvern from 12th-14th July. Those who attended Malvern this year will already know these dates - they were on the last page of the programme.

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Gadgets for Convenience !!!

Pottering through France (as one does) and seeking lighter alternative reading to Lady Thatcher's memoirs, I bought a copy of the August/September issue of the magazine "Camping Car". Realising that some of our members may have missed it and knowing the enthusiasm of some of them for gadgets and accessories, I feel duty bound to pass on brief details from a review which has yet to reach the pages of the British press generally.

The kit comprises a 12 volt fan, some trunking, a carbon filter and a switch attached to the cassette toilet. Its function is to extract the foul air from the cassette whenever the valve is opened. The switch is operated automatically and the air is discharged through the carbon filter to the outside of the cassette door.

It seems to me that the designers have overlooked one possibility which the more ingenious of our members will be able to include. I pass on the thought that the switch could also operate a recording so that a tune of one's own choice could be played whenever the valve is opened, thus making it clear to other occupants of the van that the facility is occupied.

I shall not be adding this accessory to my own van, (At FF1300 I am sure it is good value.) There is one potentially serious limitation to its use. It seems it should not be used at speeds in excess of 80km/hr. At such speeds the external pressure may cause the air-flow to be reversed.

Whilst it may not be often that the use of the cassette is needed at such speeds one would not lightly forego the possibility,

John Scott

Perhaps if a CD player was linked to the switch and the "random" selection permanently engaged the programme might be varied. There will be NO, repeat NO prizes offered for a suitable selection!

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Fiamma Loos

A number of members contacted *Ray Marriott* in response to his request. We have been asked to tell you all that he has not forgotten you but certain other things have happened which prevent him from a proper reply at the moment. But he will be in touch in due course. WATCH THIS SPACE!

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USEFUL INFO.

I don't know whether you foreign travellers are aware that the BBC World Service has a booklet called "London Calling". This gives frequencies for the reception of, and details of their programme transmissions wherever you are. Write for information to British Broadcasting Corporation, Bush House, PO Box 7, Strand, London, WE28 4PH. Telephone: 0171 240 3456 or Fax 0171 404 1757. I sent a 25p stamp to ensure a reply. Have you any useful bit of information that you could share with us?

Rita Daley

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Advice (Still) Wanted!

We hear quite a few reports one way and another about the improvement in performance due to T B Turbos (I too had one fitted by them with great success to my diesel Mercedes/Autocirrus) but please, PLEASE, has anyone had their petrol driven engine 'seen off' by Ernie Larton?

My 1991 petrol driven Harmony is gutless after the Merc and we have been seriously considering taking her to Lartons to see if they can "do a T B T" on it and what the results would be. Are there any snags? I am particularly interested to know whether any mechanical failures have followed which were attributable to the process.

Steve Riley's EMC article interested but concerned me. If "the third

relay disconnects the second battery...while the ignition is switched on", does this imply that this (second) battery must be charged from an external source, or is this relay 'anti-idiot diode like' allowing current flow into the battery but not from it?

Maurice Wright

I suppose that a supercharger could be added to a petrol engine but what the result would be is beyond my ken. And electronics is (are) a closed book to me too, so over to our readers for further clarity, please.

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From the Factory

Early in 1993 Brian Yeates - our Paintshop Manager - brought to my attention a seminar being held by Brown brothers, one of our suppliers (of paints) on the Environmental Protection Act (E.P.A.). The seminar was planned for one evening the following week. It was a sultry evening, the supply of cold drinks did not help and trying to absorb new technical legislation on such an evening was not easy. The following day Brian and I went through our notes and identified the key points.

- 1) a negative atmosphere had to be maintained in the paint booths.
- 2) improved filtering was needed.
- 3) the extract duct had to be a specified height above the factory.
- 4) the new system would need to be capable of applying and drying water based paints.

It became apparent that it would be too expensive to upgrade our existing booths. Brown Brothers suggested a consultant who could assist us. So we put together a project to look at our processes within the paintshop to improve our quality and to comply with the E.P.A.

The answer to both problems was to use a low bake spray oven. This, in itself, created problems. First, these booths have two cycles; a spray cycle where the temperature is maintained at 20⁰C to flash off the solvents in the paint as they are sprayed; and a bake cycle where the temperature is normally 80⁰C or higher. But baking Glass Reinforced Plastic at 80⁰C or more can cause damage to the surface of the GRP. The second problem was that one spray booth would have to do all of the work that was previously carried out in three air drying booths.

We discussed the problems with a number of paint manufacturers, with trade organisations, GRP manufacturers, chemical companies and universities. The outcome was that two paint manufacturers agreed to try out trials of their paints on samples of our GRP. As a result of these

trials we selected a paint produced by ICI that only needed baking at 30°C.

Quotations were obtained from several specialist low bake spray oven manufacturers. We selected the one from Burntwood Engineering. A local electrical contractor who had carried out some good work for us after THE fire produced a lighting scheme in conjunction with Thorn EMI. Another local contractor, who had also worked for us at that time, was selected to demolish the old paint booths and provide a pit for the floor filters. A suitable dust extraction system that incorporated compressed air outlets and 230 volt outlets was selected.

At an early stage we identified that the 650,000 Btu burner would cause difficulty for the gas supply. British Gas agreed to reinforce the gas main in Willersey so that we would have an adequate supply of gas. In June 1994 we had a site meeting with all of the suppliers to agree which work could be carried out concurrently to ensure that the whole job would be completed during our two week shut-down. We closed one paint booth 3 days before our holiday so that the pit could be dug and to permit the concrete to start drying out. The paintshop personnel started removing their three paint booths on the Friday afternoon that we broke up and came in on the Saturday to help the contractors clear the area.

Monday - the paint booth arrived. Tuesday - the installation started. Wednesday - all seemed to be going too well. It was! Someone had not taken account of the roof truss - the booth would not fit. The installation contractors had long faces. The lighting was going to schedule as were the compressed air and extraction. There were two days of limited activity until a solution was determined. This delay, whilst recoverable, caused one minor but significant problem. To supply the 650,000 Btu burner we needed a 2^{1/2} gas main. It had been possible to install this but we could not make the final connection until the spray booth burner had been installed. This was all planned for the first week of our holiday because our Corgi gas fitter was on holiday during our second week.

Finding a Corgi registered fitter in Willersey in August was no joke because they were all, except one, on holiday. But on Thursday of the second week the gas connection was made and the booth was commissioned. The lighting system was very bright compared to the old one and the dust extraction system worked. The Environmental Health Officers arrived from the Cotswold District Council. Fortunately we had

worked closely with them from the very outset so our installation received their approval. The paintshop personnel arrived on Tuesday after the bank holiday - training commenced - everything worked.

This year we are only having the paint booth serviced - GOOD!

Charles Trevelyan

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WANTED

Flair, 'F' or 'G' registration, low mileage. Cash available. First time campers would appreciate any extras. If you can help, please telephone Ray and Terry Harvey on 0162 651 355 or write to them at 21 Orchid Vale, Kingsteignton, Devon, TQ12 3YS.

#####

Coachbuilt A-S, Bedford-type model. 1980 - 1984. Please telephone Joan & Brian Leahy on 0123 583 1546 or write to them at 7 Stocks Lane, Steventon, Abingdon, Oxon. OX13 6SG

#####

John Northcott is seeking a VW diesel automatic. If you can help, please write to him at Lickfold Farm, Wiggonholt, Pulborough, West Sussex, RH20 2EL. Sorry, haven't got a telephone number.

#####

None of these people are members, yet, but will be if they can find the right van!

#####

Omnistor type 2 bike carrier for mounting on rear opening doors of Talbot Express. Please contact Trevor Hargreaves on 0120 288 6855 or write to him at 13 Churchmoor Road, Wimborne, Dorset, BH21 2LN.

I have underlined the "opening" doors because he uses the rear doors more than the side door and thus the carrier will have to be such that the doors are not fouled.

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EXCHANGE

Talisman GL, 2 litre petrol. reg. April 1989. 21,000 miles. Complete with Fiamma awning and 3 bike rack. One previous owner. Service history. Exchange for Recro/Omega or similar. Genuine reason for change. Please telephone Vic Over on 0120 449 2365 or write to him at 9 Markland Hill Close, Bolton, BL1 5NY.

Thank you for the donation.

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Double bicycle carrier, purpose made to fit any Talbot with rear opening doors. £90.00. Please contact Clare Somerville on 0193 581 3310 or write to her at Tabard Cottage, South Street, Sherborne, Dorset, DT9 3LX.

#####

Renault Rimini, elevating roof, petrol, 1988, only 28,000 miles, FSH. In excellent condition inside and outside. Fresh and waste water tanks, extra power sockets fitted. Taxed until October, tested to January 1996. All usual A-S refinements. In original condition. Non smokers. Sale due to health problems (osteo-arthritis) or would possibly exchange for VW Trooper automatic and with power steering with cash adjustment. Contact Freda and Eric Holt on 0197 835 6825 or write to them at Arfryn, 7 Holyrood Crescent, Wrexham, Clwyd, LL11 2EN.

#####

Bedford CF 1982/83. A-S with Sheldon hightop, lined interior with 2 side windows. Removable high top bunk, over-cab storage. Sleeps two adults and child. Recent overhaul, new clutch and gearbox. Electric water pump. Sink unit, grill and 2 burners. Ample storage etc. Fridge, Gas bottle, hook-up cable, radio, 14inch TV colour multiband. 4 new tyres. De luxe seats with head restraints. Underbody oil waxed. Vehicle colour white. 12 months MOT, 6 months tax. Nice condition throughout. Includes 10' x 8' free-standing awning. Genuine reason for sale. £2950.00. Telephone Margaret and Arthur Wright on 0178 256 1652 or write to them at 32 Wem Grove, Mitchels Wood, Chesterton, Newcastle-under-Lyme, Staffordshire, ST5 7RA.
Thanks for the donation.

#####

Large Bull Bar from a Fiat Ducato Mk 2. White, with under bar and all nuts and bolts. £100.00. Please ring Roy Twinn on 0129 927 0802 or write to him at 6 Furlongs Close, Cleobury Mortimer, Kidderminster, Worcs. DY14 8AS.

#####

Raleigh Motorvilla awning - free standing tent with flap for rear entrance motor caravan - plus interior "bedroom" accessory. £100.00. Set of 4 insulated "Silver Screens" for a Bedford Clubman van windows £65.00. Thetford Porta-Potti 145. £40. Telephone Roy Williams on 0144 677 2427 or write to him at "Tyllagwyn", 35 Broadway, Llanblethian, Cowbridge, South Glamorgan, CF7 7ER.

#####

March 1991 Talisman, 2 litre petrol. 8,500 miles, one owner. Awning. Condition as new. £18,950.00. Telephone Martyn Colebrook on 0171 587 5283 (weekdays) or 0171 237 3616 (evenings/weekends) or write to him at 52 Greenland Quay, Surrey Docks, London, SE16 1RW.



#####

Rambler GL, Nov 91 (J Reg). New style, 2.5 litre diesel, 33,000 miles. Usual Rambler refinements including cassette toilet and Carver blown air heating. 2 owners, both non smokers, no pets. Fitted with Fiamma 2.5m awning complete with Harrison Safari Room. Fiamma 3 bike rack. Panasonic radio/cassette. Excellent condition. £14,250.00 ono. Phone Peter Cressey on 0124 641 5643 or write to him at 'Langdale', 4 Devonshire Close, Dronfield, Nr. Sheffield, S18 6QY.

Thank you for the donation.

#####

Sadly and reluctantly we are forced to part with:-

Rambler GL, 'J' reg, 26,800 miles. A-S conversion to two berth. Standard GL spec plus waste tank, battery charging unit and second battery, security alarm, new exhaust system. Also fitted tow-bar, Omnistor 4000 awning, 4 Fiamma levelling blocks, tripod and tube for van table outside use. Non smokers, no pets. Also included at no extra charge Silver Screens, gas bottles, electric cooking ring, electric kettle and other miscellaneous items. £13,500.00.

New, used once. Erde trailer with tarpaulin and coupling lock. £220.00.

New, used once. Eurovent Auto-Villa rear fitting awning, 11' x 8' with new woven ground sheet. £300.00.

Please telephone Lewis McQuillin on 0138 683 0329 or write to him at 72 Main Street, Bretforton, Nr. Evesham, Worcs. WR11 5JJ

Thank you for the donation.

#####

Safari Room for 2.6m Omnistor 4000 awning, grey striped. In excellent condition. £250.00.

Metal folding steps. £10.00.

Reason for sale - change of vehicle. Contact Bob Fryer on 0127 341 4544 (phone or fax) or write to him at 30 Fairfield Gardens, Portslade, Brighton, East Sussex, BN41 2BH.

Now that the winter nights are beginning to draw in, don't forget to drain your water tank(s), preferably BEFORE the frost gets to them. We've had such a good summer that it is too easy to forget. And don't forget the water in the Cascade has to be drained too - unless you are about to use it. It's all work, isn't it?

That's about it for this month, see you next time - after our Committee meeting in Willersey on September 23rd - report later!

Your Editor
 Harry Henthorne
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