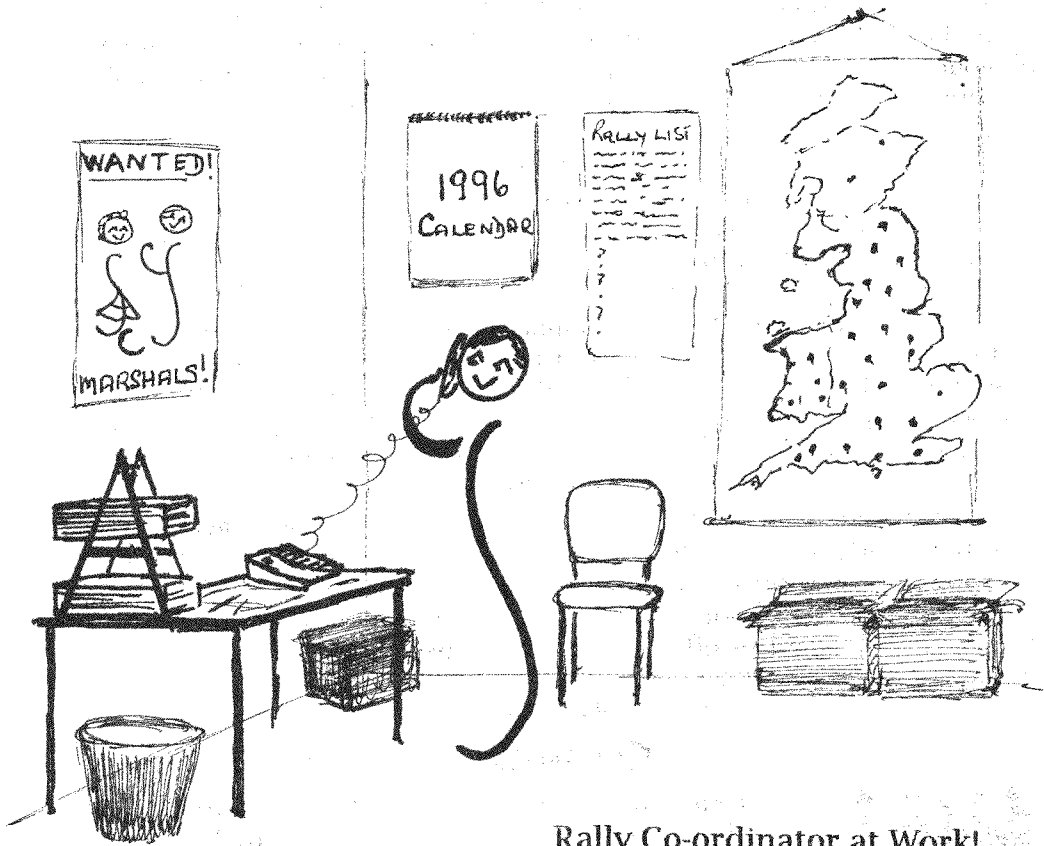


AUTO-SLEEPER OWNERS' CLUB



Rally Co-ordinator at Work!

**NEWSLETTER 86
NOVEMBER 1995**

Hello.

Next month, when you receive your Newsletter, please make sure that you take **EVERYTHING** out of the envelope before you throw it away. Inside you should find the Renewal Form for your Club membership (unless you joined on or after 1st September this year). It is a great help to *Sheila* that you complete and return it so that she can keep the records up to date. It is very useful even when you pay by Standing Order because we have known cases where the bank or building society have either forgotten to pay or have paid twice. So please, look in the envelope, fill in (out?) the form and return it, even if you no longer wish to continue your membership of the Club. Ta, ever so!!



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Phone call received from *Arthur Irving* from "somewhere in Holland" - Sluis, I think. He crossed over on the Felixstowe Zeebrugge service and learned on the way that the crossing will cease to operate in the very near future. P & O seem to have decided that it does not pay for itself. But this does **NOT** mean that the Bulb Field Rally, mentioned last month, will be cancelled. It just means that the crossing will be by one of the other routes, maybe even through the tunnel and turn left at the end! Further details will be available from *Arthur* in due course, so if you want to attend, contact him as suggested last month.

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Sheila and I have noticed a couple of new members joining recently who have said, on the inquiry or application form, that they found the Club badge either on the windows or on the grille of a van they have bought. If you are about to sell your van, would you please remember to take the Club badges off it but perhaps leave details of the Club with the rest of the papers for the van.

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COMMITTEE MEETING



Your committee met at Willersey on 23rd September and, as I mentioned last month, here is a brief resume of the discussions. It has to be brief because there isn't enough paper in the Newsletter to provide a word for word report! Our Treasurer reported that the Club funds are in a healthy state and that a (very) small profit was made on the Club and Company Rally. The Membership Secretary reported that inquiries are still flowing in and membership is steadily increasing although some members are dropping out for various reasons.

At present the number of vans in membership is somewhere round 1320 although by the time you read this it will be out of date - as always! The Regalia Officer advised that sales went well at Malvern but some people seem to think that we don't have sufficient "new" items. The committee comments about that were that we don't want to inflict too much upon the volunteer Regalia people who have to store the various items. It was noted that the two major caravanning clubs have each got less on offer than ASOC! As you will see elsewhere, two Regalia Assistants have been enlisted but another one or two are still sought. The Rally Co-ordinator told us that the 1996 rally programme is beginning to take shape but that he still wants more marshals and rallies, particularly some more in the South of England. It does seem that the M.25 and London tend to put off people from travelling across the town to the various venues so if any can be found in the South-Eastern and Southern areas (as shown by the weather forecasters!) they will be appreciated. Your Newsletter Editor is receiving a fairly regular supply of material from all directions. Panic sets in each month when there seems to be nothing to print but as press time draws near things are likely to appear. Comments have been made that perhaps we ought to obtain advertisements to help defray the costs of what might become a more "professional" magazine. The committee feels that such a move would be against the general wishes of members who seem to appreciate the "amateur" nature of the Club. In addition, if such a move was to be made, it would need the services of a professional printing concern - with appropriate costs and time delays! So we shall continue, for the time being anyway, as we are. It was also decided that, to reduce the costs and as a small contribution to saving the forests of the world, the Club would NOT be issuing the Calendar for 1996. The Ferry Bookings Officer reported that he has had what is more or less the usual number of bookings for the year. The P.R.O. said that he has submitted items to the professional motor caravan press but so far the MMM is the only one which has printed his reports. A report on the AGM arrangements for 1996 was received and shows that all is going well so far. There will be more to tell you later on. The Club and Company Rally report was received and from the tone of many comments received it seems that almost everyone who attended enjoyed the weekend. Many first time ralliers found that the friendly attitude of others helped them considerably. Suggestions have been received regarding the entertainment to be provided but the Club will, of necessity, have to watch the costs involved. (For further information on costs see Chairman's Chat later.) After all, we could no doubt get Ken Dodd or someone like that to provide an evening's entertainment - but

we wonder just how much it might cost - and what it would do to the weekend charges!

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ENGINE IMPROVEMENTS

So *Maurice Wright* wants to know what to do with a gutless petrol engine. Well, there are at least a couple of alternatives. Turbo-charging - this is possible but will almost certainly reduce the life of the engine as the 'bottom end' of a petrol engine is just not built for it and early failure of crankshaft/bearings must, I think, be expected. I believe this is why TB Turbo will not get involved with petrol engines.

Another alternative is what I've done with our very gutless 2 litre petrol Legend GL engine. Firstly, I removed the Ford VV carb./manifold. They make an excellent door stop, being fit for little else! The replacement is a WEBER Twin choke carb./manifold conversion, Part No. 17900.241 which improves the general performance but hill climbing remains poor. The other advantage is that this carb has manual choke. The Weber single choke carb. Part No. 15290.527 is an improvement over the 'VV' but lacks the performance of the twin choke model.

Stage two was to fit a modified cylinder head by Bill Blydenstein of Blydenstein Engineering. Bill has been involved in engine tuning for more than 30 years and in my view is THE expert. I have used his 'B Pack' mod. which includes larger inlet valves and gas flowed porting, i.e. removal of large amounts of unwanted cast iron from the porting thus allowing the engine to breathe more efficiently and to produce approx. 15% more torque. For our application the camshaft and compression ratio MUST remain standard.

The results have been quite impressive. Hill climbing ability has greatly improved although still underpowered when compared with a Turbo. Even so, we can now cruise at the legal limit on motorway gradients in FIFTH gear and no longer have to stay in the nearside lane with the HGV's, so it's been worth the effort.

My knowledge of the Peugeot/Talbot petrol engine is limited but I believe the standard carb can remain but a 'B Pack' cylinder head would be a good investment.

Bill Blydenstein can be contacted on 0176 327 2866 or you can write to Blydenstein Engineering Ltd., Hyde Hall Farm, Sandon,

Buntingford, Herts., SG9 0RU. My only connection with this company is as a customer.

If any member wishes to discuss the Ford mods further they can phone me on 0162 866 4132 (Burnham, Bucks.) any evening. I perhaps should have said that I'm a motor engineer by trade which probably means that I don't know what I'm talking about!! Well, you don't learn everything in 35 years!

On the subject of Turbo Diesel power, will the member (?) driving a new type Executive who passed our Legend on the A.66 in Cumbria at the end of September and quickly disappeared into the distance please note that he completely ruined our day and proved that the poor old petrol Transit still lacks power!!!

Alan Chennells

Having driven a van based on the Transit chassis but "modified" by the substitution of a 6 pot, 3 litre 'V' engine I found that it had power to travel at quite good speeds but was very bad about passing a filling station. In addition, the arrangement of the carb. in the centre of the 'V' with a plastic pipe supplying the fuel was a recipe for an engine fire - as I found to my cost on the Gloucester bypass! Thank goodness for the RAC get you home arrangements!

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Wat! Even more Caa stories?

Rambler GL. To remove Fiamma toilet and fit a Thetford C200 CW unit.

If people hadn't written to our Newsletter then I definitely wouldn't have thought of or attempted such a modification. My thanks and apologies are due to the people at the rally at Malvern who allowed me to look, measure (and sit on) their loos. *Brian Abrams* was especially helpful. He thought that the Rambler was a lot more work than his Symphony. Anyway, after all the help I was given here is the job. If anyone wishes to have a go I have a set of progress photos that can be borrowed.

Remove the waste tank. Undo the hose clip (mind the water draining out.) Undo 2 nuts at the back under the unit, unscrew the handle and remove clip on the pull-out. Lift top unit from back.

In the sleeve, remove one screw from the floor and one from the right hand side. Inside, remove the wood strip on the left hand side.

Then unless you take the side panel away, which would be quite difficult, cut out and remove the rest of the unit, plastic surround and the plastic sleeve for the holding tank. To do this, remove polyurethane packing either side and one screw at the back on the top right hand side. Cut the plastic in two places and be rather brutal. Lift the tank sleeve and remove the packing underneath.

Outside, by the back door, remove three screws on the strip to allow the rear panel to spring out. Cut the side panel in two places, right hand at the bottom downwards and left hand 7.5" up horizontal. Drill out four pop rivets on the tank sleeve. Now remove the sleeve. I took the opportunity of removing the side panel that holds the shower taps to cut the water off higher up.

To give the new loo a firm base I used 10mm marine ply board side 41mm x 55mm screwed down to the floor. This also raises the unit to allow the operating lever clearance of the shelf. Now for the difficult part. You have to cut the plastic shelf to the rear of the wheel arch to allow the new unit to be fitted. Unless you are very lucky you will either cut out too much or not enough!

To get the new unit in, you can tip it so that the rib goes under the shelf and then slides down the left hand panel. *Do not fit the two blanking plates.* Fix the unit to the floor with 4 short screws, not the ones supplied. The holes needed in the side panel I did by measurement, NOT template, and the wood for the new door was purchased at the A-S Stores Shop at the Malvern Rally. The beading to match came from B&Q. Now to fill the gap left at the front.

I straightened out, with a blowlamp, some of the plastic from the old unit and cut it to shape using cardboard templates. At the back I used matching wood to fill in, sealing everything with a transparent filler. I have been giving the unit a thorough test for the last 5 weeks and I am very pleased with the result.

Bob Martin.

I refuse to make any comments about doggie powders! *Bob* sent the photos along for me to look at and they certainly help to show just how the job was done. The finished result is really neat and looks just as though the unit had been installed as the van was built. So if anyone else fancies this sort of changeover, *Bob's* address is 85 Edmund Road, Hastings, East Sussex, TN35 5LE and his telephone number is 0142 443 2589 if you want to chat about it.

Haven't we got a lot of skilled people in the Club? And don't you just hate them!!

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MORE LOO'S THINKING!

No wonder that the French have to devise a method of removing "loo pong". One year we forgot to take our "Elsanol" with us and found it quite impossible to get anything like it in France. In some ways they are very backward in these matters.

May I be a bit more serious about this question of hygiene? I spent many years as a bacteriologist concerned with sewage pollution of the sea and so I have some experience of the subject. I will try to put it as delicately as possible when dealing with such a fundamental subject. The brown lumps we drop so neatly through the hatch into the abyss below do contain a lot of bacteria. They mainly come into two classes, faecal coliforms which are motile and the faecal streptococci which are non-motile. In the normal way they do not do us any harm, although if they get into the wrong part of female anatomy they can cause cystitis.

Those bacteria which are in the loo stay there. There is no way they can wander around and get on to food preparation surfaces. They can only make that journey if they are carried on the tips of the toilet paper fingers. So wash your hands, every time. This is probably much easier in a van than it is when using a toilet tent. In my view having the loo in a van, and close to the wash basin, is far more hygienic than using a tent outside where one may touch many surfaces before getting to the wash basin.



About one in a thousand of us is a symptomless carrier of the germs of various enteric diseases so it is important to dispose of these things in a hygienic way. There is no doubt that our toilet fluids sterilise the outside of the lumps but they do not penetrate very far into them. Curiously enough, I have done the necessary experiments to prove this point. (I wonder if anybody will speak to me again?) This is OK for proper disposal via a sewage system. If they are placed where they can break down and flies can get at them then disease will spread. Likewise if they are disposed of anywhere they can leak into a source of drinking water they can cause disease. Those who go "wild camping" must be very careful how they dispose of toilet contents.

Our relative freedom from typhoid fever is due mainly to proper sanitation. In 1871 there were 2,000 deaths from it, now there are rarely more than half a dozen a year. Constant vigilance is needed to keep things this way.

Nial Reynolds

“Motive” = “Capable of motion”. Don’t worry, I had to look it up. I have always been under the impression that the blue stuff we stick into the loo actually breaks down the other stuff we put in there. So it is a cause of concern to find that the fluids don’t actually penetrate very far. But still, “Wash your hands” takes on a new meaning after reading this, doesn’t it?

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VAN CLEANING

You may remember back as far as last December when *Jim Creswell* was singing the praises of a glove specially designed for cleaning. At the time he told us that the cost was £3.25 inclusive of P&P but I have received a letter from *Gordon Matthews* who tells me that he can now supply them at £1.50 inclusive of P&P. It appears that you only need water to wash the vehicle, none of your specially contrived liquids etc. As *Gordon* so rightly says, Christmas is fast approaching and these would make excellent stocking fillers (apart from the stocking’s original contents, that is!). The mitten can be used for a myriad of other uses around the home, inside the van, on or in the boat, in the office (if you still have to attend) or with other hobbies. So if you want to make someone’s Christmas (or your own, come to that) write to *Gordon* at Garden Cottage, Newham Lane, Eastling, Nr. Faversham, Kent, ME13 0AS. Send him the requisite number of one-pound-fifty-pences and he will be pleased to send the “Wash Cat(s)” back to you. (Note: Must try it on the cat, sometime!)

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FROM THE FACTORY

A Coachbuilt Story

Some of you may be aware, but most will be surprised to learn, that there are, or rather there were, two A-S factories! I refer to the manufacturing split between the van derived motor caravans and the coachbuilt models. In fact, prior to “The Fire”, the coachbuilt manufacturing was in a completely separate building from the main factory and was in part of the unit we currently occupy. Even after the integration into one building, the two continued to be regarded entirely separately each with its own support people in the metal work, trim, preparation and woodshop areas. You may agree that this was a somewhat surprising situation given that the processes, materials and components used to build both types are so similar once the main body shell is in place on the coachbuilt chassis.

About a year ago we were facing up to a problem. Amethyst had just been launched and was very favourably received. We needed to build more vehicles! In addition, it was becoming more apparent that the increasingly expensive coachbuilt vehicles required a parallel increase in their standard of finish. It was clear that there was going to be only one solution to all of this. Coachbuilt production could no longer be contained as a separate "factory". Capacity and physical space constraints dictated that we needed to integrate the two product lines. The opportunities were obvious, particularly in terms of efficiency and quality control but the path was daunting, involving a considerable training requirement and a real risk to production volumes if we got it wrong!

We started slowly, with no strict timetable, only the desire not to run before we could walk. First things to change were our final inspection processes and the involvement of the paintshop. The need to improve quality was not confined to coachbuilt manufacture and on van conversions we were making great strides in this area with the appointment of a dedicated team of final inspectors and a designated quality control area within the factory where all conversions were thoroughly scrutinised. This is, of course, in addition to the many 'stagebuild' quality control points throughout the factory.

We began putting coachbuilts through the new area and quickly concluded that we needed to rise the cosmetic quality of the exterior of the vehicles. Our paintshop assessed the problem so today every single coachbuilt vehicle passes through to be scrutinised under their excellent lighting conditions. Any minor blemishes in the 'gel coat' are polished out and the whole vehicle is waxed. In fact every vehicle now receives the attention that was once reserved for show vans.

Also early on in our plans, we physically moved the location of the coachbuilt assembly to provide more space and to create room for the quality checking area. Changes were also taking place within the stores and a move to 'kit issuing' of parts allowed us to reduce the clutter at the line side. Part of the change meant that the coachbuilt line was now flowing in the other direction!

By now some months had passed; we had achieved a lift in quality, moved things about, tidied up roles and responsibilities. But we were still not getting the required volume consistently - some coachbuilt orders were getting worryingly overdue. We decided on a brave step to

try to recover the situation. We would build a single coachbuilt vehicle through the van conversion area as a learning exercise. Doubts flooded our minds - would it physically fit through certain areas? Would we cause a major hold-up in production due to training requirements? Questions were asked and all were answered. It was clear that the lads on the 'vans' were keen to have a crack and, more importantly, the lads on 'coachbuilt' were even keener to help them. One thing helped the decision to go for it - *Anthony Trevelyan* was on holiday!! (A rare event in itself!)

In the end our worries proved groundless. All went extremely well and this coachbuilt was quickly followed by others. We kept to one model, with no difficult options, to keep things simple and kept a very close eye on build quality through our quality control area. Things were moving quickly now. We had learnt a lot but we were still not achieving our volumes on the coachbuilt section itself. Considerable discussion within the Production Management Team led to the conclusion that the section didn't need more people - just more space. There were too many working in each vehicle at any one time.

Finally a plan came together to build on what we had learnt. We would fully integrate the early stages of the build for all vehicles including metalwork, wiring, insulation, window fit and basic trimming. The partly built coachbuilt vehicle would then be fed into the coachbuilt section proper for the main part of the build, from the fitting of the units through to the finishing. This would give that section less work but in the same amount of room and hopefully a better flow.

The experience we had gained gave us the confidence to proceed quickly. We involved everyone, made careful plans and in about a month we changed over to our new way of building. Not without a few hiccups but we are nearly there now.

And the good news? We recently met the required volume from the coachbuilt section and did it again the following week! Maybe, just maybe, we have achieved what we wanted.

Duncan Burtoft
Manufacturing Manager

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Forthcoming Rallies.

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!

The Rally Supplement is prepared by Phil Daley, 46 Ulverley Green Road, Solihull, West Midlands. B92 8BQ. Telephone 0121 706 1816

WANTED!

Marshals to run a rally already arranged at the "Grouse & Claret", Rowsley, Derbys., from 23rd to 25th February 1996

also

Marshals to arrange and run rallies in the South of England during 1996. If you would like details on how to go about running a rally - North or South - please contact Bob Brindle - Telephone number 01777 711 588

Bob would also like a volunteer from the South to help organise rallies in that area. He is a working man and cannot give all the time needed to get around the whole country. If you would like to become involved in this way it would be greatly appreciated. Please let Bob know a.s.a.p.

From Bob Brindle:-

" First of the Season.

After a number of years we are back at Stanmore Hall Touring Park. This site has been the subject of a £½ million investment to bring it up to a very high standard - indeed it was the outright winner of the AA Campsite of the Year award in 1994/1995 among other accolades.

It is immediately adjacent to the Midland Motor Museum which is open every weekend and it is within easy reach of the Ironbridge Gorge Museum and Cosford Aerospace Museum.

Historic Bridgnorth with its High Town & Low Town is just 1½ miles away and from there the Severn Valley Railway will take you to Kidderminster (and back!). Good shopping is available in Wolverhampton while the other places of interest are Much Wenlock and its Edge, Ludlow with its Castle and old buildings, Bewdley and Stourport. There is a Safari Park near Bewdley, well worth a visit. There are apparently a number of Pubs with dining facilities within a short drive.

If you would like to shake off the dust of Christmas and New Year and get your van in fighting fettle for the 1996 Season, send off your rally slip as soon as possible. Jill Hardwick and I look forward to welcoming you to the First Rally of the New Season."

Full details will appear in the December Newsletter but the rally will take place from 31st January to 4th February so apply soon.

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!

GOOD NEWS FROM THE EXPERTS - CAN YOU HELP?

We, at Auto-Sleepers, are regularly telephoned by customers seeking advice about a range of different problems. "Where can I get surf board racks - towbars fitted - my Vaillant water heater serviced locally?" In some cases I have been able to put these inquirers in touch with various perhaps lesser known companies who have been of tremendous help to their customer and, what's more, given very good service at reasonable prices.

The names of these companies have, in many cases, been passed on to me by your good selves, the A-S Owners. I would therefore like to hear from any member who feels confident enough to recommend anyone who, in their opinion, would be able to offer a good service to other A-S Owners. This would include things like awnings, towbars, security systems, audio specialists, LPG specialists, roof racks, cycle racks, add-on box makers, motor caravan repair centres, baby seat suppliers - anyone whom you think might be of assistance to others.

So if you have any useful telephone numbers and/or addresses of companies, or perhaps just some complimentary remarks, please send them to me. I will do my best to compile a list and, hopefully, will be able to issue a useful fact sheet to enable all to have the benefit of such useful information.

Nevill Jelfs
Works Manager

This seems to be such a good idea I wonder that none of us (or them!) have thought of it before. So if YOU can help, please put pen to paper and send the information to *Neville*, you know the address of the factory (or you can find it in one of the commercial magazine adverts.) But I would suggest that you do NOT try to telephone him, he is rather on the busy side at the Orchard!

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A Plea from the Heart - or perhaps the Wrists!

Would any Flair owners please advise whether there is anything on the market which could be used as extra stowage? Not being a handyman, I can't make anything as so many of our smart members do! At Malvern I thought that I had found the answer but no, the clever arrangement being sold was only suitable for coachbuilt vans.

My other problem as a lady driver is the heavy steering. Parking is a nightmare as I haven't got the strength in my small wrists. Is it possible

to add power steering to the Flair and how much would it cost?

Eileen Langman

Perhaps a word with the SVO people down Devizes way might be able to give a clearer indication on the power steering front. They were mentioned in the April 1995 Newsletter because they had just moved. Their current address is Specialised Vehicle Options, Redman Road, Porte Marsh Industrial Estate, Calne, Wiltshire, SN11 9PR and their telephone number is 0124 981 5141. They are able to offer a £50.00 discount from their standard price list for our members. Contact their manager, Mr M Holland-Smith for further details.

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Chairman's Chat

In last month's Newsletter I touched briefly on the Club and Company Rally 1995 but did not make a specific mention of the part *Phil Daley* played in ensuring things went so smoothly after *Winifred and I* left for Scandinavia in May, some seven weeks before the Rally was held.



Obviously, many arrangements had been finalised prior to our holiday but there were still many things to be tidied up and *Phil* took this work on board to make sure that everything went well. He was an early arrival when the setting-up work began at the Three Counties Showground and he fully briefed all the advance party on their duties and then helped, in so many ways, so that everything was ready when the Rally commenced at noon on the Friday.

During the Rally itself he was always ready to give helpful advice when a problem arose and after the close on Sunday he continued to see that all was well. On the Monday he met the Showground Manager to deal with the final administration matters and then advised the Club Treasurer of the details of the invoices he would be receiving.

I am sure that all members who were at the Club and Company Rally 1995 will join me in thanking *Phil*, who was so ably assisted by *Rita*, for the large part he played in the success of the Rally.

Many of the arrangements for the Club and Company Rally 1996 are well advanced and the organising sub-committee will be jointly chaired by *Brian Hooton and myself*, following our appointment at the last Committee meeting. We hope that we can, with the help of an excellent sub-committee, produce another good rally from Noon on Friday, 12th July to Noon on Sunday, 14th July 1996 again at the Three

Counties Showground, Malvern.

At the recent Committee meeting it was reported that some Club members considered that the cost of attending the Club and Company Rally was rather high. I think that you may be interested to see just how the rally fee was obtained. Don't forget that certain items, such as the hire of the Severn Hall, had to be paid for no matter how many people arrived.

Hire of Severn Hall, fitments, Public Address system & Insurance	£2,320.56	*
Sunday morning coffee & table covers	763.16	*
Plaques	252.33	*
St. John Ambulance First Aid Centre and Ambulance (in attendance for weekend)	300.00	
Entertainment on Friday and Saturday evenings	786.25	*
General administration expenses, e.g. postage, stationery, travelling (planning meetings, site visits), prizes etc.	787.73	
T O T A L	£5,210.00	
Divided by 383 vans attending: Cost per van	13.60	
Site fee, per van	9.00	*
Total cost per van	£22.60	
* indicates that VAT is included - total VAT approx. £2.81 per van.		

You will remember, perhaps, that the fee was £21.00 for each van to include 2 adults. Extra adults were charged at £3.00 each and there was a reduction of £3.00 if there was only one adult in the van. Children were admitted free.

The difference between the £22.60 per van and the £21.00 charged was covered by charges to traders, day visitors, extra adults etc.

The donations to our chosen charities came from monies taken on the various stalls, i.e. Book Stall, Bottle Stall, Bric-a-brac Stall, and Cake Stall; from the Raffle, the Cake Auction and the Friday Night Quiz.

The collection taken at the Salvation Army service amounted to £271.00

In addition to all of the above all the outside entertainment, hire of the Teme Hall, marquee etc., were paid for by Auto-Sleepers Limited

and various sponsors. All of this helped to provide an excellent weekend.

Arthur Irving

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REGALIA

As previously mentioned *Ian Ross* has been looking for a couple of people to become Regalia Assistants. The idea is for someone who is likely to attend a number of rallies to hold a small stock of the regalia which can be shown (and sold) at those rallies. He has been able to find two people, one in Dorset and another in Hampshire who have agreed to help in this way. But he is still looking for someone from up North (beyond Potters Bar!!) to help with those rallies which the present two assistants are unlikely to attend. If you would like to become an assistant, please telephone *Ian* on 0170 822 8075 and he will be pleased to tell you all about it.

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OZ and NZ

A couple of pointers for those who want to go "Down Under" for a break. First, I am indebted to *Leo Soble* for information that the New Zealand Motor Caravan Association (NZCMA) will publish requests for van exchanges. If you are interested, send your details to Dawn Wright, Manager, NZCMA, 44 Selwyn Street, PO Box 13-248, Onehunga 1106, Auckland, New Zealand. They will then put your request into their bi-monthly news bulletin but it may take some time to get attention. Their bulletin runs to some 150 pages so there will probably be lots of adverts in it. I shall repeat this address from time to time so that you can decide later if you find you can afford the trip!

The second is the fairly regular receipt of some information from Australia. Eliza Travel, PO Box 385, Mount Eliza, Victoria 3930, Australia offer "An Australian Motorhome, 4 Wheel Drive, Car and Yacht" rental service. Motorhomes and Campervans apparently start from Australian \$69.00 per day plus insurance. If you want any further information, please contact Carol, Kerry or Tony at Visit Australia Tours and the address above. The telephone number is (International Code 613) (03) 9787 7633 and the fax number is (03) 9787 7194.

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NORTHERN MOTOR CARAVAN SHOW

As new members we had a lovely welcome from the moment we arrived. We were shown to our pitch and, after a settling in period, there

was a tap on the window and a friendly enquiry as to how we were getting on and advice about events planned for the weekend. We collected our itinerary and were greeted by a most hospitable group (*Daisy's (Wane)* shortbread was delicious). We went along to the cheese and wine party and wondered why the other new members were missing. The rain poured but the multi-coloured umbrellas gave added cheer to the evening. We were officially welcomed and immediately people responded and we were soon chatting happily. We thought that the Motor Show was poorly organised but the ASOC marshals made the weekend a pleasure. We even met some of the ralliers on another site later in the week.

If this is a taste of being new members then we are going to be "new" for as long as we can get away with it!

Angela & Alan Whittaker.

#####

MORETON GLADE RALLY

I am sure our letter will not be the only one you receive from members who attended. Thanks to *Barbara & Jeff Worley and Carol & Gordon Hooper* it was most enjoyable. We were unable to join the rally until September 3rd so missed the Saturday night supper. The Cheese and Wine (and other goodies) on Tuesday evening was completed when we were entertained by Professor Clive and his Punch and Judy show - yes, that's right - second childhood or young at heart? We are not sure, but it was most enjoyable and an unusual end to the evening. Following this rally we joined the weekenders at Highlands End, another excellent rally (despite the Sunday rain) which was organised by *Maureen & Mike Torah*. Thanks to all of them, who made both these rallies so successful.

Bara Brith Recipe

(As promised to members at Moreton Glade.)

Ingredients

3 cups of S R Flour

1 cup of Sugar

2 cups of mixed fruit - soak in any fruit juice

2 eggs

1/2 pint milk

2 tsp baking powder

1/2 tsp mixed spice

2 oz butter may be added but is not necessary

Method

Mix all ingredients together and place in lined loaf tins. Cook in

electric oven 130⁰ for 80 minutes. Serve cold, sliced and buttered at teatime.

Dorothy David

This is a different recipe from the one I know - ours uses cold tea as the soaking agent for the fruit and does not require butter or any other fat at all. But there are several different recipes and they all turn out somewhat similar and rather nice!

#####

SHEPTON MALLET MOTOR CARAVAN SHOW

I told everyone that the proceeds from the raffle would be going to a Cancer Charity. With 78 vans present we made a profit of £50.00 on the raffle and I have sent it to the MacMillan Fund for Cancer Care.

Ian Ross

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Due to the popularity of the early season rally at the Grouse and Claret, Rowsley, Derbyshire, it has been booked for TWO CONSECUTIVE weekends in February 1996. A marshal is required for the SECOND weekend, 23rd-25th February. Each rally will be limited to 25 vans only and, as on previous occasions, the pub will provide a heated room (with coffee/tea making facilities) for members' exclusive use. If you have been unable to get on to this rally in the past, this is your opportunity - run the second one!. All pitches are on hard standing with hook-ups and it's a nice pub with good food. There is plenty to see locally (Matlock, Bakewell, Chatsworth). Contact *Bob Brindle* (Rally Co-ordinator) as soon as possible - otherwise the second rally will have to be cancelled!

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Seat Belts

A new member, *Audrey Ray*, wrote in when she sent her application form to ask about the fitting of seat restraints. She has a Recro and her daughter will not allow her to take their grandsons out with only lap belts for protection. She wonders whether any member has faced a similar problem and has found a way round it. She cannot see how the standard seat belts could be fitted to the back seats so if you have any advice, perhaps you will get in touch with her. The telephone number is 0190 242 1763 or you can write to 5 Clarks Close, Ware, Hertfordshire, SG11 0QH.

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WANTED

Any original CB22 Blue (Beta cloth) seat covers or material, any condition, required for renovation and modifications to CB22. Also original crockery "J & G Meakin - Studio Galaxy". Phone Brian Collins on 0120 247 5747 or write to him at 63 Fairmile Road, Christchurch, Dorset, BH23 2LB.

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HELP!

I am trying to obtain a wiring diagram for the van electrical circuits and units fitted to my 1989 Legend GL. It has a Auto-Sleeper control unit fitted as opposed to the more usual Zig unit (for which I have a diagram and which bears no resemblance to the unit fitted.

Please contact me with information either on 0161 430 5184 or by writing to 1 Longwood Close, Romiley, Stockport Cheshire, SK6 4LR. Thank you.

David Elsegood

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I am a complete novice 'campervan' owner and have just purchased a 1984 Renault Trafic based Auto-Sleeper. It has, on the side, "Auto Sleeper 1000". There is no documentation whatsoever with the van so I don't even know which model it is. It has a 1647cc petrol engine with a five-speed gearbox and is approximately 14' 6" long and has a lifting roof.

I would dearly love to find out some information about it and a handbook or manual would be ideal. If any member has one I would be very willing to buy the same or perhaps borrow it - or getting a photo-copy. Any other information would be useful. My telephone number is 0170 583 8042 or you could write to 76 Elm Grove, Southsea, Hants, PO5 1LN. Many thanks.

Anne Downes.

These are two of our newest members. *David* says that he appreciates the useful ideas which members provide for the Newsletter. So please see if you can help and show them just what our Club is all about.



1990 Ford Legend, petrol. Excellent condition. One owner from new, non-smokers, no pets. Full service history. Fiamma awning, Panasonic radio/cassette - 4 speakers. Burglar alarm. £15,500.00. Phone Malcolm Taylor on 0173 459 8931 or write to him at 5 Pegs Green Close, Reading, Berkshire, RG30 2NH.

#####

1990 Talisman GL 'H' reg. MOT to May 1996. 30,000 miles. First class condition throughout. Regularly serviced from new. Fiamma bike rack and free standing awning included. £16,500.00 ono. Telephone John Mitchell on 0196 277 6563 or write to him at Tudor Cottage, Crawley, Winchester, Hants., SO21 2PR.

#####

One external Silver Screen, in good condition, for Peugeot Talbot or Fiat - 1991 onwards. £45.00. Wanted - External Silver Screen for current VW T4 Clubman. Telephone Sandy & Bill Burnett on 0147 362 6500 or write to them at 5 Peel Yard, Martlesham Heath, Ipswich, IP5 7UL.

#####

Talisman, 1987 'E' reg. Diesel. Taxed and MOT. 4 berth with all usual extras plus 4 speaker stereo, twin batteries with split charge, long range gas tank, under bonnet sound pad, new 3 metre Fiamma XL awning, tow bar and electrics, new front tyres and full service. £11,950.00 ono. Quick sale required as we've had the immediate offer of a 'cheap' larger camper. Please call Nigel Emson on 0132 783 0975 or write to him at 9 Sands Close, Patishall, Northants., NN12 8LU.

#####

Talbot Talisman GL. 2.5 litre Turbo diesel (face lifted model). April 1991. 21,500 miles. One non-smoking owner. Alarmed, twin cycle rack, awning, manufacturer's options, Fantastic fan, Silver Screens cab insulation etc. Well maintained, well cared for, in very good condition throughout, Waxoyl undersealed. £20,000.00. Telephone Arthur Sivyer on 0197 236 7771 or write to him at 3 Havergal Close, Caswell, Swansea, West Glamorgan, SA3 4RL.

Thank you for the donation.

#####

VW Trident 'M' reg. Feb. 1995. 2.4 litre diesel. 8m000 miles. Extras: Auxiliary battery, central heating, waste water tank, Spyball immobiliser and alarms. £21,995 ovno. As new. Please telephone Henry Hackman on 0146 066 698 (answering machine) or write to him at 2 Mitchell Gardens, Chard, Somerset, TA20 2HA.

#####

Purpose built double bike carrier that fits on two unobtrusive brackets connected to rear chassis of Talbot Express. Easily removed, just two bolts. When detached the rack still holds bikes locked to it and safe to leave on site if desired. A towing bracket that fits in the same location is also available for towing a light trailer. £80.00 for both.

Silver Screens, front and rear, for Talbot Express face lift model. £50.00.

Harrison Drive Away Awning suitable for rear opening van, excellent condition. Used three days only. £175.00

Please telephone Graham Grant on 0176 560 7519 or write to him at 11 Southfield Road, Ripon, North Yorkshire, HG4 2NX.

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Trident 2.4 litre diesel. 1993 'L' reg. 13,750 miles. P.A.S., Alarm, Captain's seats, Mohawk aerial, removable stereo, waste tank, charger, twin batteries, Propex heating, hook-up. Immaculate. F.S.H. £17,500.00. Would exchange or buy Legend, 1990-1992. Diesel, 2.5 litre. Please contact Paul Kosak on 0138 658 4296 or write to him at Brook House, Laverton, Broadway, Worcs., WR12 7NA.

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Talisman GL. March 1989. 2 litre Talbot Express petrol. 23,000 miles. MOT and taxed till July 1996. Absolute mint condition. New tyres and batteries this season. 2/4 berth. £15,850.00. Telephone Val and Alan Holden on 0156 274 8663 or write to them at 8 Rhuddlan Way, Kidderminster, Worcs., DY10 1YH.

#####

Silver Screen for Talbot Express cab. Used only once. Reason for sale - change of van. Cost £94.00 - yours for £45.00. Please telephone John Fulwell on 0182 341 2208 or write to him at Brean House, West Monkton, Taunton, Somerset, TA2 8NL.

Thanks for the donation.

Ray Marriott telephoned to say that he will be in touch with people who contacted him regarding the loo problems. He is apparently awaiting some report.

Sheila and I are off to the ACCEO AGM this weekend (21st October). *Sheila* with *Arthur Irving* are our reps so we'll find out what's to do. Don't forget that items for the January Newsletter must be with me by 10th December 1995 - well, I can have a break, can't I? (Who said NO?)

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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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