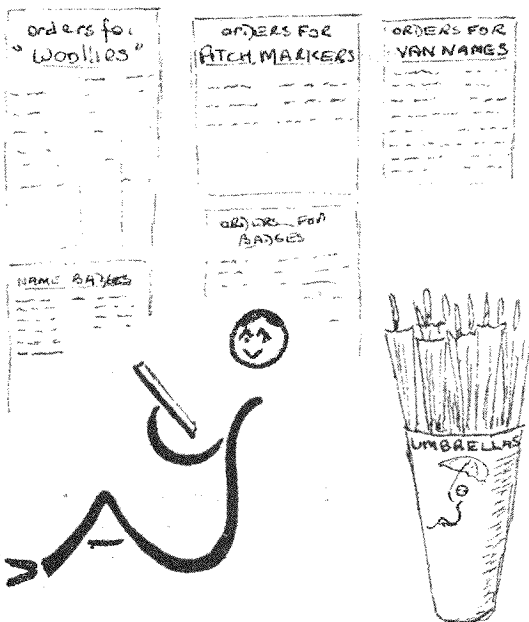


# AUTO-SLEEPER OWNERS' CLUB



Regalia Officer at Work!

**NEWSLETTER 90**  
**MARCH 1996**

Hello.

Apologies first, as usual. On page 7 of the last Newsletter, in the item about Security Locks, the first line of the second paragraph appears without any spaces. The sentence should have read "Actually fitting the lock is relatively simple, but re-fitting and re-riveting the shield is quite impractical." (Just in case you had difficulty understanding it!) And on page 14 in line 10 you will see the word "substation". The word should have been "substantial", of course. Sorry about that; it seems that the gremlins got into the system and upset things a bit. Some of the pleasures of the Editorial chair!!

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## **The Annual Dinner and AGM**

You will have received your booking form last month and I hope that you have filled it in and sent it to *Jackie Claxton*. This is a good weekend and the dinner is usually excellent, and excellent value for money too. *Ron Wilson*, the Chairman of the organising sub-committee for this event, advises that everything is well in hand. This year the Raffle will be organised by *Betty Entwistle and Pauline Rogers*. If you would like to give a hand with the selling of the tickets, please give *Betty* a ring on 0142 284 3057. As you know, helpers are always welcome!

There is plenty for you (and the children) to do and see at Wicksteed Park. The grounds are superb for a stroll, walk, jog or other form of exercise; there is the amusement park, a restaurant and some shops. It is a short walk into Kettering itself with all that it holds and, as I know from experience, the Safeways Supermarket is only about 10 minutes walk away (in the other direction, of course).

So come along even if you don't like formal meetings. You don't have to attend. But the dinner in the evening with some dancing afterwards is always very good fun. There is also plenty of opportunity for you to indulge in a favourite pastime - chatting!

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## **INFORMATION SOUGHT**

Some people who used to be members of the Club but then went over to a P\*[\*]\* are thinking about becoming A-S owners again. They would be pleased to hear from any Amethyst owners who are prepared to discuss that particular van with them. Their names are Christine and Michael Bowker and the telephone number is 0174 676 4637. They live

in the Bridgnorth area. So if you have an Amethyst, please give them a call - they will probably rejoin the Club if you convince them!

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## Engraved Glass

Many of you will have seen the work that *Geoff Mackey* has displayed at the Club and Company Rally. Some have even taken his name and address for future use. I can now tell you that the *Mackeys* have moved from Devon back to the North-East and their new address is 17 Beechers Grove, Woodham Village, Newton Aycliffe, Co.Durham, DL5 4TE. *Geoff* is starting up his own business now as a qualify glass engraver and is therefore doing it on a full-time basis. Having seen the sort of work that he does I can confirm that it is extremely high quality. So if you want any glass engraved, you know where to turn to.

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## Foreign Travel

We have booked our passage to Finland so that we can explore Scandinavia. Whilst around Havnina we hope to visit "St.Peturburgh" and are wondering whether to take the van or go by bus/train for security etc. Could we ask any member if they have any helpful comments to make, please? We leave in mid June and are getting quite excited.

*Ron Murnane.*

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## An Epic visit to Portugal

Given the chance to "house sit" a de luxe front line establishment on one of the Algarve's better golf courses who would say "No" - despite the shortest route being some 1,500 kilometres? Of course, we clever-clogs thought it might be fun to start at the top end, i.e. the Northern frontier between Spain and Portugal and meander along the coast, taking a look at the Atlantic resorts before settling into the pad near Albufeira. Close to the Portuguese frontier in the midst of nowhere in particular we took a final fill of Spanish petrol (much cheaper than Portuguese). Rain started to fall. Well, that's to be expected in the North West corner of Spain in the depths of winter, but no problem, we were due to head South. In fact, less than a mile ahead there was the sign "PORTUGAL". With light hearts we turned left. Some ten minutes later the expected fork appeared - right for Portugal. We laughed at the stopped French car blocking most of the road sign. WRONG! And from then on almost everything was wrong. We wended our way up hill and

down dale along ever narrowing lanes, eventually unable to proceed through some stone age, and I'm not joking, village with streets too narrow to allow even our ancient Transit based A-S to continue.

Luckily, the nattily dressed fellow whom *Sue* accosted proved more than kindly. Not only did he willingly understand the fractured Spanish but actually managed to get us turned around an on a routed, albeit again up hill and down dale and around every corner ever built along Spanish (we hadn't even made it into Portugal!) cart tracks, eventually leading to the brand new road we should have taken in the first place. Those French weren't so stupid. Still, the absolutely spectacular views and middle ages villages so unwillingly encountered did make it all worth while.

Just ahead was the real, if totally unmarked, Portuguese frontier and, not far beyond that, the delightful old town of Puente Barco. The big square alongside the river with a view of the historic bridge beckoned for a lunch stop, a very late one. Really nice. We just managed a short walk before the rain really decided to make its presence felt!

Onward to the coast at Viana do Castelo. A fine town with an absolutely magnificent daily street market, but still bucketing down with rain! There seemed to be only one thing to do - Steer South! So we did. What appalling traffic. Every Portuguese must have a broken-down Mini or its ten or twenty year old equivalent, with every driver thinking that he (or she) is Stirling Moss. Miserable, we pressed on. A deviation to try a minor road along the coast proved impossible, we just couldn't stand the potholes occasionally interspersed with pave bricks - it is that way round! Minor roads are near unusable.

With darkness came a full gale to re-inforce the bucketing rain. Where to stop? Eventually we "wild" camped outside a public swimming pool - no-one needed to go there! And the high surrounding hedge gave us excellent shelter. Net day saw no let up in the weather. We got thoroughly lost in Lexioes, on the fringes of Porto, where just about every street is both one way and dug up. The cowardly way out was to take the Autoroute. That emptied our pockets but did make an escape route until we veered off towards Aviero. Crossing the flat wetlands and swamp of this port the normally faithful Ford said that the appalling conditions were just too much and STOPPED!! Some ten minutes later she fired up again and we pressed on very cautiously through the two inches of water covering the road for the next twenty miles. Not funny!

On! On! The ghastly weather refused to improve. Not really meaning to, we circumnavigated Lisbon and found ourselves on a great bridge crossing the river Tagus into nowhere land. Flat. Nonetheless, the powers that be must have decided that enough was enough, for today at least. Not entirely by choice we ended up in a charming little town called Alcochete. A refreshing and welcoming run into the Club Nautico - open to all - revived the spirits. The sandy beached waterfront here, had it not been for the rain, would have provided a delightful camp. In the event, it was a peaceful night.

Next day found us in the nice old-fashioned town of Setubal. Here the car and camper ferry over to (I have to say again) nowhere, is a delight. It cost 804 Escudos (less than £4.00) for the two of us and the van for a twenty minute voyage across the estuary, admittedly in a relative of the "African Queen". Good value.

On the other side we found kilometre after kilometre of one of those collections of potholes called roads. Anyway it was leading towards Cape St. Vincent, one of our goals. Reading that Santiago de something or other had one of those Pousadas, the Portuguese version of the Spanish Paradores, we headed inland into fog as well as rain to give it a look-see. A waste of time. Having rat-tat-tatted for about the hundredth time, an elderly lady unbolted the heavy, creaking door, peeped out and presumably said "Go Away" and slammed the door in our hungry faces!

Well, too bad! Actually rather good. We found a magnificent highway leading to the petrol port of Sines. This, excepting for the refinery pipelines, is reminiscent of TV pictures of how Shell are desecrating Nigeria, an absolute delight of an old fishing port. Finding out that the price of a glass of wine was only 25 Escudos (about 12p) didn't make it seem any worse, either!

The state of the road, allegedly a main one, leading on South was just too awful and we turned inland to cut onto the Lisbon to Albufeira highway. The rain thought that we were enjoying its company so kept up a steady downpour. Surely it must stop? No! As we approached the "sunny" Algarve it intensified. Eventually the golf course destination was reached. It probably is lovely there - in fine weather! We did our duty and guarded the house, found lots of golf balls including one in the swimming pool and were happy to leave some two weeks later - **STILL IN HEAVY RAIN!**

We headed for Vila Real and the Spanish frontier only some 50

miles away. There's a ferry there, only some 650 Escudos, but with virtually nil visibility in the misty rain we decided to deviate to the rather spectacular new suspension road bridge. Of course, it was still raining but - would you believe it - on the Spanish side out came the sun!

Magnificent new roads, very devoid of petrol stations heading Eastwards, lead to Seville. We basked in sunshine here, eating a late lunch on the waterfront, before heading on to overnight at Rota. In winter this is rather a good place for wild camping. There's lots of space at the marina and a friendly reception. The little bar cafe is a gem.

Next day it was Gibraltar. No camping allowed here, but equally no problem in day visiting. There's a superb Safeways for catching up on all the wanted English goodies too. From there on, it was gently homeward in ever improving weather. We were unlucky with Portugal - they've suffered from drought for some seven years. Nevertheless, after six weeks of non-stop downpour, they were about as fed up with it as we were. I think that we will visit again, but it's an awfully long way to go. We covered some 3,250 miles. Admittedly, we didn't have to try to see the whole coast line, but if travelling so far, why not go that bit further?

*Sue & Sefton Sandford*

Typical motor caravanners - still enjoying things in spite of the weather!

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### *Chairman's (Vice....) Chat.*

Well, there I was thinking, easy life for a few months, been made redundant from Ferry Booking Officer, the only thing left to do is read the newsletter until the A.G.M. when no doubt *Arthur* will find me another job when ring ring (or rather whatever noise these new telephones make) and, there are *Arthur's* sweet dulcet tones. "Hello, *Steve*.....can you do 'Chairman's Chat for the next Newsletter? *Winifred and I* are off for a few weeks... thanks, how are things with you and *Carol*..... bye....."



That is the abbreviated version of the phone call! But *Winifred and Arthur* are off on a well deserved break.

As I write this article (starting on 5.2.95....*Harry* wants it before he prepares the Newsletter on the 16th!!!) I have recently received my Newsletter and Lo and Behold there is a green booking form for the Annual Dinner and A.G.M. rally. I intend every year to fill this in as soon as we receive it and (honest *Jackie*) send it off so that I can have a

full week-end amongst friends, many of whom I only see twice a year, i.e. The A.G.M. or the Club & Company Rally. This is no slight on the people I meet, but we never seem to be at the same rallies during the year.

As I have mentioned the Annual Dinner/A.G.M. rally, I am a little disappointed that over the last few years the number of members attending seems to be stagnating to about 10-15% of the Club membership. Does this mean that we, the committee, are doing everything that the rest approve?? Is the Newsletter everything you want it to be??? The Newsletter Editor is there to answer anything you may wish to ask him. Is the Regalia all you want??? The Regalia Officer is there to discuss ideas. I could go through the whole committee but the point is ARE YOU, the silent 80+% of the Club, satisfied with what your committee is doing?

I know that everything is not perfect, read the comments on how rallies are booked in any Newsletter from issue 1, but we do try!!! But it is a little disheartening when we, as a committee, see the same faces at the A.G.M. every year. Even they are trying to find something to promote discussion/argument these latter meetings!

Whether your membership number is -10 or +1200 you have a say in the running of YOUR Club so please, if you have anything or any interest in THE AUTO-SLEEPER OWNERS' CLUB, please fill in your green form and have your say. Remember the Club is only as good as its members. Remember, too, you do not have to have the meal to attend the A.G.M. (or vice-versa!) and the bar is open to all after the meal (about 9.00 - 9.30pm).

*Steve Bowler*

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## ITEMS, VARIOUS

Many thanks to "the team" for the latest copy of the Newsletter. I would like to second the Chairman's comments re. *Steve Bowler*, Ferry Bookings Officer (Redundant). He was very helpful on the occasions when I booked ferries.

On the family history theme - I have not managed to get as far back as *Robert (Bob) Brindle* but I do have quite a well known "connection". My grandmother, Harriet Evelyn Hanson (maiden name) was the grand-daughter of one William Hanson, a farmer. His mother, Mary Hanson, was also a farmer and a common carrier in the Huddersfield area. One of her other sons, Joseph, took up the transport side of the

business. The farmers seemed to give up that occupation in the next generation, but Joseph's offspring continued with their business in transport which went from strength to strength. His great-grandson, James Hanson, now Lord Hanson, is one of the world's richest entrepreneurs! Murphy's (or S\*\*\*) Law, isn't it?

Next summer, 1997, I am contemplating driving to Greece via Holland, Germany, the Czech Republic, Slovakia, Hungary, Romania and Bulgaria. I shall travel with my cousin and by then we will be two females nearer to 60 than 50. My cousin's husband will travel a similar route by train and we would keep on meeting up, that's the plan, anyway!

Have any members undertaken a similar sort of trip? I have travelled extensively in Western Europe (and North America where I will be going again this summer) but never in Eastern Europe. I would welcome any comments, advice as to the wisdom/insanity of doing this. Our return from Greece would be via Italy and France (probably). Many thanks.

*Linda Loughnane*

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## *Water Retention*

Like *Rita and Philip Daley* I was a bit concerned when I read the MMM. article about water being retained in the Carver water heater. We bought our first motor caravan, a new Peugeot Symphony, only in November '95 so were still a bit 'green'. Also like them, we blew about a pint of water out of the system, despite A-S advising that all water drains out of the system. I gave A-S a small black mark.

However, I decided to secure the waste outlet pipe with a cable tie (purely as a precaution) as suggested by *Joe Jacobs* in the December Newsletter, only to find that A-S had beaten me to it. There was a cable tie already fitted to an adjacent chassis member. (Come back that black mark - score a couple of Brownie points!)

I may be preaching to the converted to say what a wonderful product A-S make, but with a name like "Monks" I feel qualified to do so (though maybe not as much as the "Bishops" and "Abbotts"!)

*Lin & Colin Monks*

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## **EMC/THIRD RELAY (CONTINUED).**

I have just read *Brian Abrams'* reply in the January 1996 Newsletter which raises a couple of important points. The answers do get

a bit technical, so you might want to simplify them for publication (or even just forward them to *Brian*).

Firstly, I have to take the blame for the relays being incorrectly labelled, because I didn't send you the diagram in electronic form. Secondly, *Brian's* point about the fridge should not present a problem because it is purely resistive needs answering. Over the last few years I have conducted whole vehicle EMC tests for many vehicles (including Lotus Elan, Lotus Esprit, Vauxhall Lotus Carlton, Vauxhall Corsa GSi and Lada Niva), this experience has shown me that the type of load is not the only important factor. Of equal importance is the wires connecting to the load; these wires act as an aerial, which at certain frequencies can become resonant (like a violin or guitar string) and cause very large voltages/currents to occur. I've seen bulbs illuminated, electronic components overheated (and turned completely black) and even a clutch cable so hot that it was smoking! The 'Rogues Gallery' of destroyed components I kept always surprised people. And all this occurred with signals which are less than a quarter the level on public roads outside some defence establishments in the UK (and less than one-tenth that measured on a public road in Japan). Even mobile phones can cause problems, the brake bulb failure warning on a popular family hatchback (I'm not allowed to say which one) can be triggered by using a mobile phone while starting the engine. So the fridge being a purely resistive load is not enough to ensure that there is not a problem, at some frequencies the wires connected to the fridge can become resonant and create large enough voltages to affect (or destroy) any other electrical/electronic equipment connected to the vehicle battery (e.g. the electronic ignition or engine management system on a Boxer). That's why I suggested that Steve Riley should look very carefully at this area.

*David Perry*

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## **ENGINE IMPROVEMENTS**

I read with interest the letter from *Arthur Fairburn* referring to my 'article' on Ford Transit 2 litre petrol engine mods, (November Newsletter). As he rightly states his Legend, being the diesel version, has more 'guts' than the petrol model. Put another way, the 2.5 litre diesel engine produces maximum torque at much lower revs than the 2 litre petrol engine, so hill climbing should be somewhat better. With the petrol version you have to try to keep the revs up, which is not always possible.

There's nothing wrong with chugging up a hill in second gear,

*Arthur*, (or even first!). It's when you CAN'T that you know that you have troubles! And that's how bad our petrol Legend was at times!

The whole idea of the mods is to produce more torque at the wheels and not for maximum speed although, as previously stated, it is useful to be able to overtake the very slow moving traffic on motorway inclines, especially those travelling at 44 mph!! My normal motorway cruising speed (in good weather) is around 60-65 mph which seems just right for our Legend.

As *Arthur* says, you'll never change a Legend into a Ferrari (but how about a GRP motor caravan body onto a Ferrari? Now there's a thought! Perhaps our Club President already has that in mind!) but a grossly underpowered vehicle on today's roads is both a danger and a menace, which is probably why all new coachbuilt vans on the Ford chassis seem to be using the 2.5 litre diesel or turbo-diesel models.

*Arthur* obviously made the right choice with his diesel as he probably gets about 40 mpg (or so other diesel owners tell me, probably just to wind me up!) while we 'petrol' owners have to be satisfied (?) with a mere 22 mpg. Such is life!

*Alan Chennells*

Cheer up, *Alan*, I can't even aspire to 40 mpg with our diesel VW Clubman GL! At best I only manage about 27 or so.

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## Manuals

The February issue of the Newsletter mentions the Peter Russek manual for the Renault Trafic. I bought a copy of this manual in 1986 when we owned an RV50 but was very disappointed with the information it contained and, particularly, the quality of the wiring diagrams. By now, of course, the manual may have improved and could well provide what the owners of modern Trafic-based motor caravans need. However, I would recommend that prospective purchasers have a good look at the latest manual before buying. (The Peter Russek guide was normally available from Renault main agents.)

I was interested in the Spanish camp site mentioned by *Rosemary George* on page 7 of the January Newsletter. The Sierra Nevada is a sizeable area - are there any further details which would help to locate this site rather more accurately, please?

And again, in the January Newsletter, on the subject of dictionary

## Forthcoming Rallies.

### **1st - 3rd March; St. David's Day Rally, Tredegar House & Country Park, Newport, Gwent.**

Your rally marshals: Brenda & Malcolm Edwards

Site fee: £6.00 per night including electricity. Rally fee: £1.50

Booking slip to: Mr & Mrs M J Edwards, 31 Pine Grove, Lighthouse Road, Newport, Gwent. NP1 9TA

Telephone: 01633 817 328

Cheque payable to: M J Edwards.

Directions: Follow Tourist signs (White on brown) from Junction 28 of M4. The entrance to touring site is through the car park. **Limited to 28 units.**

### **7th - 10 March; Eastham Hall C.P., Lytham, Lancs.**

Your rally marshals: Kath & Norman Benyon.

Site fee: £7.50 per night including electricity. Rally fee: £1.50

Booking slip to: Mr R Brindle, 43 Welham Grove, Retford, Notts. DN22 6TZ

Telephone: 01777 711 588 Cheques payable to: R Brindle.

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**

### **15th - 17th March; Fell End Caravan Park, Hale, Milnthorpe, Cumbria.**

Your rally marshals: Andrew & Betty Entwistle.

Site fee: £8.64 per night (van & two persons) including electricity. Extra adults £1.59 per night, children (over 7, under 15) £1.18 per night. Rally fee: £2.50 (Includes charge for heat in hall)

Booking slip to: Mr & Mrs A Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Yorkshire. HX7 6DP

Telephone: 01422 843057 Cheque payable to: A Entwistle.

Attractions: Excellent site in Lake District National Park. Pie & Peas on Friday evening (6.30 - 7 pm) charged at cost - order when booking, pay on arrival. Satellite television hook-up available @ 75 pence per night.

Directions: From Junction 35 of M6 take A6 northwards; just after Esso filling station on left, turn left and follow signs to Fell End Caravan Park. **Restricted by site to 45 vans. Closing date 28th February.**

### **21st - 26th March; Hidden Vally, West Down, Ilfracombe, North Devon.**

Your rally marshals: Barbara & Jeff Worley.

Site fee: £3.00 per night + £1.50 for electricity. All pitches hard standing with electricity & TV point.

Rally fee: £1.50

Booking slip to: Mrs & Mrs B Worley, 26 Houndstone Park, Gunners Lane, Brympton, YEOVIL, Somerset.

BA22 8SQ Telephone: 01935 24049 **This rally is now fully booked.**

### **12th - 14th April; The Ranch Caravan Park, Honeybourne, Nr Evesham, Hereford & Worcester.**

Your rally marshals: Felicity & Tim Goodfellow.

Site fee: £4.25 per night. Electricity (restricted): £2.00 Rally fee: £1.50

Booking slip to: Mr & Mrs T Goodfellow, Chiltern Heights, Plowden Park, Aston Rowant, Oxfordshire. OX9 5SX

Telephone: 01844 351668

Cheque payable to: T Goodfellow.

Attractions: Good site in Vale of Evesham (Blossom Time?), clubhouse, bar, meals, shop. Stratford-upon-Avon and Tewkesbury near. Trains to Worcester.

Directions: Honeybourne is about 5 miles East of Evesham on the unclassified road between Bidford-on-Avon (Shakespeare country) and Weston sub Edge (near Willersey). If you intend to visit the factory in connection with this rally PLEASE PLEASE phone to make an appointment well in advance. The Ranch is between the Domestic Fowl Trust and the railway station. **Limited to 45 vans.**

**19th - 21st April; Annual Dinner & A G M Rally, Wicksteed Park, Kettering, Northants.**

The special booking form was enclosed with the February Newsletter. Please book as soon as possible - this makes Jackie's job a lot easier. Spare forms from Mrs J Claxton, Flat 13, Albany Mansions, Upper Maze Hill, St. Leonards on Sea, East Sussex. TN38 0YD Telephone: 01424 714915

**25th - 38th April; National Motor Home & Tourer Show, East of England Show Ground, Peterborough.**

Our rally marshals: Audrey Crouch and Team.

Complete booking form in MMM, (closing date Friday 5th April). Special Club rates are: 4 nights(Thurs - Sun incl) £19.00, 3 nights (any Thurs - Sun incl) £17.00, 2 nights (any Thurs - Sun incl) £15.00, 1 night (any Thurs - Sun incl) £10.00. Mark the form clearly "A-S O C" and send to NMTS, The Maltings, West St., Bourne, Lincs PE10 9PH

Cheques payable to Warners Group Holdings Plc

Complete one of our rally slips and post that with £1.00 rally fee to: Mrs A M Crouch, "Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops. SY13 2TB Cheque payable to: A M Crouch. Telephone: 01948 840894. If you have difficulty obtaining a booking form send a stamped, self-addressed envelope with your £1.00 rally fee (& booking slip) to Audrey and she will send you a form (if you ask for one!). **No arrivals before 2pm Thursday.**

**10th - 17th May; Isle of Avalon T.P., Glastonbury, Somerset.**

Rally marshals: Ena & Roy Coleman.

Site fee: £5.50 per night. Electricity: £1.60 per night. Rally fee: £1.50

Booking slip to: Mrs E Coleman, 30 Kent Avenue, Minster, Sheerness, Kent. ME12 2DZ Telephone: 01795 873526

Cheques payable to Mrs E Coleman

Attractions: Glastonbury, the Tor and Abbey. Saturday meal if numbers justify. Mid-week Beer & Skittles with meal. Lots of local interest.

Directions: A39. At Glastonbury by-pass turn off at s/p B3151 MEARE, WESTHAY, WEDMORE. 1st Right s/p GODNEY. Site on Left 100 yards. There is **no limit** on the number of vans. Bookings can be for any number of days up to SEVEN. After that arrange with site owner.

**17th - 19th May; Long Hazel Caravan & Camping Park, Sparkford, Nr. Yeovil, Somerset**

Rally marshals: Linda & Trevor Hargreaves.

Site fee: £3.75 per night. No Electricity. Rally fee: £1.50

Booking slip to: Mr & Mrs T Hargreaves, 13 Churchmoor Road, Colehill, Wimborne, Dorset. BH21 2LN Telephone: 01202 886855

Cheque payable to: Mr T D Hargreaves

Attractions: Fleet Air Arm Museum, East Somerset Steam Railway.

Directions: At junction of A303 and A359 take A359 towards Sparkford village. Site in on the Left as you enter village.

\*\*\*\*\*

The Club's Rally Team, any of whom who may be contacted for help, guidance or general support regarding rallies and the running thereof:-

|                        |              |              |             |
|------------------------|--------------|--------------|-------------|
| RALLY COORDINATOR      | BOB BRINDLE  | 01777 711588 | (Retford)   |
| Area Representatives:- |              |              |             |
| SOUTH                  | JERRY HAXTON | 01483 223476 | (Woking)    |
| SOUTH WEST             | JEFF WORLEY  | 01935 24049  | (Yeovil)    |
| SOUTH EAST             | STELLA ROSS  | 01708 228075 | (Upminster) |

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

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: .....

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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!

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Is this your first A-S O C rally? Please tick box YES  NO   
Number of people in your van: Adults ..... Children .....  
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POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!

words. What about "zythum"? Defined as "a kind of beer made by the ancient Egyptians - much commended by Diodorus". (Chambers Twentieth Dictionary, New Mid-century version - my favourite dictionary although now, regrettably, getting a little out of date, as am I!)

*Jack Dawson*

Makes me think of the names theme again - does this mean that he's the son of a jackdaw?

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## **POWER ASSISTED STEERING**

Has anyone fitted power steering to the VW T3 rear-engined (1990) Trident or similar? Information sought by a new member, *John Morris*, of 17 Newbridge Gardens, Bath, Avon, BA1 3LT or telephone 0122 542 1590.

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*Joyce & John Yearby* queried the fitting of P.A.S to their Talbot Express. On reaching the age of eighty I had P.A.S fitted to my 'H' registered Express 2.5 T.D Sportsman with splendid results. At no time has the vehicle felt anything but thoroughly stable. We get a bit of wind in Cornwall!

Fitting P.A.S. is an expensive modification but well worth every penny.

*Anthony Urling-Clark.*

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Any modification to a van that costs the best part of £2,000.00 needs a lot of thought. I certainly thought long and hard before we had it done to our 1989 Rambler. Since then we have covered about 10,000 miles without any problem at all. The van is now delightfully easy to handle. The most noticeable benefit is at low speeds, parking manoeuvres are dead easy, no effort at all. On the open road it is still dead easy. "At Speed", whatever that stupid expression is supposed to mean, there are still no problems. It is just a nice easy vehicle to control.

Think about it; all the newer vans are being fitted with P.A.S. I imagine that all buses and heavy lorries have had it for years. It is not some new fad that one has to be wary of, it is a well established piece of engineering and long overdue on our leisure vehicles.

On a slightly different topic, we had problems with a disintegrating gear box in France in 1994. The final upshot was that we had a new gearbox fitted in the summer of '95. It is a delight. I suspect that it may be the new model that is now going into the Boxer. Life is indeed good in the Rambler nowadays.

And on still another topic, the old standard Electrolux fridge has to be more or less level, that is within three degrees. They translate this as within 1.5" in a 30" drop. This is quite a big deviation and I suspect more than one would normally tolerate on a pitch. So don't worry unduly. If the van is level enough for comfort the fridge will be happy too. Incidentally it won't work if the sun is shining full blast on the bodywork over the place where the cooling coil is trying to do its job. We have a piece of silvery ex-balloon fabric which I fix under the black plastic on the outside above the fridge and which reaches down to almost ground level where it is secured by lines and pegs. This seems to help. There is an opening in the fabric where it goes over the fridge vent.

*Nial Reynolds.*

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## **C.B. AND THE MOTOR CARAVAN**

Citizens Band radio became legal in the UK in 1981 and the Department of Trade and Industry's specification for the sets was MPT 1320. The radios were marked with the figures "27/81" in a circle to show that they complied with that specification. These sets are legal in the UK only and the vast majority of UK users use them. The frequencies they use range from 27.60125 to 27.99125 megahertz (Mhz). In 1986 the DTI issued a new specification, called MPT 1333, so that UK users could have access to the European CB bands (26.965 - 27.405 Mhz) Such sets are marked "PR27GB" and whilst they are legal for the UK and Europe they have not sold very well because users are unable to talk to owners of the "27/81" sets. The DTI has now decided to update the specifications. MPT 1320 will now be MPT 1382 and the mark of compliance will be "PR27/94". Although built to a higher specification they will still use the older frequencies and will be legal in the UK only. Just to complicate matters, the technical specification of the European sets is now called "ETS 300 135", the mark is "CEPT PR 27" It would be much easier if the DTI would allow manufacturers to produce sets with 80 channels covering both sets of frequencies.

The majority of members who are CB users use their sets for the following reasons:

1. The ability to have continual communication when travelling with other members so that they can discuss navigation, when to stop, etc., as well as being able to chat generally .
2. The ability when travelling, especially on motorways, to listen to the truckers (who use channel 19). They usually give warning of

motorway holdups (known as "square wheeling") and often advise on which junction to leave by and where to return.

3. Being able to call when lost with a good chance of being helped by a local CB user, many of whom are housebound or disabled and are only too pleased to guide you on your way.

4. The confidence that in an emergency or if you break down that you have a reasonable chance of getting help and, if required, the emergency services called out for you.

5. On some rallies where the site is difficult to find, the marshal may arrange a "talk in" service to help you find it. This has worked very well on a number of occasions.

6. The ability to call up other A-S vans when passing them. This happened to me when I came across 3 A-S vans on the autobahn in Germany. We were able to agree to stop at the next service area and have a coffee together.

The channel which has been adopted by members is channel 37. If you now decide to buy a set, don't forget that you need a licence which, at present, costs £15.00 per annum and can be obtained from The Radio Licensing Centre, PO Box 884, Bristol, BS99 5LF and their telephone number is 0127 225 8333.

*George Wane*

A couple of points that *George* has omitted. First, it is illegal to use a hand-held microphone whilst driving, (This applies to mobile telephones too, although you wouldn't think so!). Leave it to your passenger or use a hands-free microphone. Next, if you live in or very close to any large urban area you will no doubt be beset by the "clever" users who seem to delight in swearing, playing music or causing other forms of havoc on the airways. All illegal, but they don't often seem to get caught. This is why many of us have given up. In times gone by there have been a number of "convoys" of CB users which have caused a fair degree of mayhem on the roads and in the destination area. Someone I know got involved in one with the result that his car was a write off. People were so busy being radio operators that they forgot the roadcraft!

As a matter of fact, no single channel can be deemed exclusive to any form of communication. In the beginning channel 9 was supposed to be reserved for emergencies, channel 14 for calling one another and channel 19 for those who were actually mobile at the time. It took very little time for this system to fall by the wayside.

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# **FIRST AID**

Many members doubtless carry a first aid kit. I thought mine was very comprehensive but when giving aid to someone who had severed the arteries in his wrist, although I was able to stem the bleeding, I got a fair amount of blood on my hands. When the ambulance arrived the first thing the crew did was to don cheap plastic gloves. With cuts on hands and a casualty with Aids one could be in trouble.

So I have now added a packet of these gloves to my kit. They can be bought cheaply in most chemists, etc. I can also recommend carrying in the van the First Aid Manual of the St. John Ambulance Brigade and Red Cross. Very comprehensive, well indexed and illustrated with simple instructions it could turn out to be a life saver if needed in a remote area, (It even tells how to deliver a baby, but I doubt if I'll ever need that chapter!) W.H.Smith, other booksellers and most chemists should have the book in stock. I took my so-called Advanced First Aid certificate at the start of the 1939-45 war and it's amazing how methods have changed. In that respect the book has been a godsend.

*Ron Wallis*

You can understand why, in the St. John and Red Cross circles, the First Aid certificates are valueless at the end of their three year term. (I think it is still three years.) Within the St. John, if you are a uniformed member, there are refresher courses much more frequently.

I took my certificate somewhat later than *Ron* but I agree that methods have changed considerably. In any of the ambulance emergencies shown on the television you always see them put the gloves on before they start work on the patient. It is a good idea to add them to your kit.

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## **GREEN CARDS AND EUROCHEQUES.**

After reading the item in the January Newsletter I wrote to my Insurance Brokers (Devitt Insurance Services Ltd) for guidance. They confirmed that "a green card is not necessary if visiting EEC Countries or those countries which have signed the EEC Agreement outside of the Community. These would be the Slovak Republic, Sweden, Switzerland, Finland, Denmark and the Czech Republic. However if you visit these countries without notifying your Insurance Company then the cover is the minimum requirement of the law. If full cover is required whilst travelling these countries a green card or travel pack should be issued by the appropriate Company.

With regard to charges, the Insurance Company state that they do not charge for the issue of the green card but they will charge for the upgrading in cover to Comprehensive and Insurance Brokers should not be allowed to add on any additional administration charge for the issue of these documents.

At the moment the only Insurance Company that I know of who issue a pan European Policy is the Norwich Union and within their Policy they state the countries which it covers. Their Policy also includes a Spanish bail Bond and effectively, under this Policy, you can come and go as required without the necessity of a green card or Bail Bond. However it is pointed out in their guide that fines are levied in Italy for not producing a green card on request even though this contradicts EEC law.<sup>7</sup>

A further item which may be of interest to Club Members is that I have been informed by my Bank that Eurocheques are no longer being accepted in France (with effect from 1st January 1996). The reason given is that clearance of the Eurocheques is taking too long and is adversely affecting cash-flow.

*Doreen and David Palmer*

Many thanks for useful information.

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## **Trophy Mods**

I have successfully moved the crockery storage on our Trophy from the small overcab cupboard to the much more convenient nearside roof locker (as on current models). It was an awkward and somewhat time consuming operation and gave an insight into the sound construction of A-S cabinet work. Anyone contemplating this alteration may wish to benefit from my experience and can telephone me on 0190 378 2810.

I also swapped over the cab seats so that the fore and aft operating levers are now more accessible when sliding the seats forward prior to bed making.

*Derek Hockley*

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## **Tyron Bands**

Members may be interested to learn that these are indeed still available being very well known in Police circles and to the sensible caravanner. They were developed to enable Police vehicles to be driven out of riot situations even with deflated tyres. Many Police forces also fit them as standard to traffic division vehicles to minimise the effect of a high speed deflation.

In 1992, whilst towing a caravan at 60 mph on a French motorway, I had an instantaneous deflation of the offside (left) tyre when it was penetrated by a foreign body thrown up from the opposite carriageway. Although we suffered a very frightening jack-knife the Tyron safety bands undoubtedly prevented our outfit from turning over. We escaped with minor damage to the car and caravan and seriously palpitating hearts.

Tyron Safety bands can be contacted in Bedford on 0123 478 2800. They are available at many major caravan dealers and through the nation HI-Q tyre dealers. The latter are probably the more appropriate for motor caravanners. I shall soon have them fitted to all 5 wheels of my 1995 Executive at a cost of about £220.00. Fitting takes about 2 hours.

*Sean Hollands*  
#####

In the summer of 1994 we saw just what happens when a front tyre bursts at speed. We were travelling in our Legend at about 60 mph in the near side lane of a northern section of the A1(M) when we were passed by a tatty Merc. van doing 80+ in lane 3. His offside front tyre burst, he hit the centre crash barrier, somersaulted into the air across the front of our vehicle and embedded the Merc. into a freshly dug culvert. Luckily, he missed all other vehicles on the road but the back of the van burst open on impact and its contents were spread across the motorway. The driver, a gypsy, survived with minor injuries. He was NOT using Tyron Bands!!

Oh yes, the contents of the Merc? PIGS' EARS (used to manufacture dog chews!). Thousands of pigs' ears!! A day to remember! And please, no comments about silk purses!!

A quote for Tyron Bands, which work by preventing the bead of a deflated tyre from entering the well of the wheel thus keeping the tyre within the rim, was £150.00 all in (4 wheels) for our Legend (Transit). This from High ! Tyreservices. Interesting?

*Alan Chennells*

Now who would make such a comment? Other than to inquire how to sort out sows' ears from the pack of pigs' ears.

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## *What's in a Name?*

Dear Editor,

Please don't think we are offended  
We're sure that you no slight intended  
But we really think you've got no hope.  
Your "religious" list missed out the POPE!

*Jenny & Ron Pope*

Dear *J & R*, I still have hope  
Another Henry shunned the Pope  
And C. of E. began to kindle.  
The list was made out by *Bob Brindle!!*

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### Thanks

May I, through the pages of the Newsletter, thank all concerned for their prayers, kind messages, get well cards and general support during *John's* recent heart surgery. He is home now, receiving plenty of TLC and improving daily. It is really nice to know, and very comforting to have, such good friends to call upon at stressful times like this/these.

The "Cheeky Chappie" is looking forward to being out and about on the rally scene before long - you have been warned! Once again, a big "Thank You" from us both.

*Irene Maltby*

ASOC. does definitely also mean "A Society Of Carers".

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### Obituaries

We learn, with regret, of the passing of *Ken Lewis* of Hereford who died on 25th January 1996. Our sympathy and condolences go to his wife, *Jean*, and his family.

#####

Also *Jim Alldridge* died on 5th January 1996. Those who attended the Club and Company Rally in 1995 will remember *Jim* dashing around on his invalid tricycle but always with a big smile. Our condolences and sympathy go to his wife, *Jean*, and his family.

#####

*Bob Brindle* telephoned to tell me that *Brent Harrison* died on 13th February. He was apparently getting his van ready for a rally when he collapsed. Again our condolences and sympathy go to his wife, *Margaret*, and their family.

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Harrison Safari Room (front & sides) to suit 3 metre Fiamma Rollaway awning. £150.00 ono. telephone Margaret & Les Deaville on 0168 456 7408 or write to them at 27 Green Lane, Malvern Wells, Worcs., WR14 4HT.

#####

Legend GL March 1990. 2 litre petrol., automatic, 23,500 miles. 4 berth, double glazed, flyscreens, roof rack, bike rack, Fiamma awning, mains hook-up, 2nd battery, immobiliser, blown-air heating, water heater, 3-way fridge, shower/toilet, sink/cooker, stereo radio with 4 speakers. Several extras. VGC. Sale for health reasons. £16,500. Telephone Melvyn Crapp on 0190 856 3795 or write to him at 4 Littlemere, Two Mile Ash, Milton Keynes, Bucks., MK8 8DR

#####

Universal De-luxe folding pedal cycles (2). 3 speed, carrier racks. One with front basket. Little used. £30.00 each.

Harrison side and front awning panels. Suitable for Omnistor 4000 3.0 metre awning. Height 7'10"; width 9'10"; depth 7'5". Beige & dark brown. As new. Cost £250.00 - sell for £120.00.

Telephone Enid or Geoff Mackey on 0132 531 3087 or write to them at 17 Beechers Grove, Woodham Village, Newton Aycliffe, Co. Durham, DL5 4TE.

#####

Omnistor Safari Room to fit 2.6m awning, excellent condition. £160.00 (current list price £498.00). Quilted Silver Screens to fit VW T4. £40.00. Brigade 12v "Backalarm" (reversing bleeper) £5.00. Twin terminal horn (superior to existing VW T4) £5.00. Or £200.00 the lot. Sale due to van change. Telephone Rick Lockyer on 0189 523 9430 or write to him at 12 Sylvana Close, Hillingdon, Middlesex, UB10 0BH.

#####

VW VHT 1986. 1915 cc water-cooled. 74,000 miles. Very good condition. £7,500.00. Contact Lew Gilmore on 0179 372 9238 or write to him at 39 East Drive, Blunsdon Abbey, Swindon, Wiltshire, SN2 4DP.

Thanks for the donation.

#####

Cycle rack to carry 2-3 cycles. Will suit most A-S vans, e.g. Talisman, Harmony etc. Cost £145.00 will accept offers near to £50.00. Also Fiamma top box. £125.00 ono. Telephone Val or Alan

Holden on 0156 274 8663 or write to them at Maple Lodge, Rhuddlan Way, Kidderminster, Worcs., DY10 1HY.

#####

1993 Clubman. Auto. 9,000 miles. Omnistor awning, gas tank, central locking - including coach door, electric tinted windows, alarm and immobiliser system. Hope tow bar. Bathroom window. A cherished vehicle with many more extras. £25,000.00 ono. Phone or fax Sarah Stevenson on 0181 332 2003 or write to her at 10 Kings Road, Richmond, Surrey, TW10 6NW.

Thanks for the donation.

#####

Awning, 2.6 metre Omnistor Light. Used 3 times only. £195.00. Throttle cable complete for Talbot Express. Unused. £5.00. Gear shaft actuator (modified design) for Talbot Express. Unused. £9.00. Telephone David Ward on 0135 783 410 or write to him at 1 Fraser Avenue, Littlesea, Weymouth, Dorset, DT4 9EH.

#####

Awning to fit side of VW Trident motor caravan or similar design van. Reason for selling - change of van. Excellent condition. £175.00 ono. Telephone Kath & George Griffiths on 0130 482 0974 or write to them at 11 Rokesley Road, Dover, Kent, CT16 2EQ.

Thanks for the donation.

#####

Trident 2.4 diesel. September 1993 'L' reg. 15,000 miles. P.A.S. Alarm, Captain's seats, Mohawk aerial, removable stereo. Waste tank, charger, 2nd battery, Propex heating. F.S.H. Extras. Immaculate. £16,850.00. Please contact Paul Kosak on 0138 658 4296 or write to him at Brook House, Laverton, Broadway, Worcestershire, WR12 7NA.

#####

1991 Ford legend, petrol. Low mileage (15,925), excellent condition. Full service history. Omnistor awning (new), alarmed, Airide suspension, Silver Screen. £15,750.00. Please phone Jean Alldridge on 0152 537 6882 or 0152 585 0194 (evenings only, please) or write to her at 42 Miles Avenue, Leighton Buzzard, Beds., LU7 8LG.

#####

Ford Legend 'G' reg, 1990. Blue/white, 2 litre petrol. 4 berth with Omnistor awning. One owner, non-smoker. Garaged, excellent condition. £16,000.00 ono. Phone Ivor Barnett on 0158 489 0428 or write to him at "High Level", Farden, Bitterley, Nr. Ludlow, Shropshire, SY8 3HU.

*Sheila* has asked me to tell you that if you haven't yet received your membership cards it is probably because you pay by standing order and you have not returned your renewal form. There have been a couple of cases where she has known that someone has resigned from the Club but has forgotten to cancel the order. So if she hasn't received the form she doesn't really know whether you want to continue or not.

And that's that! Must wash the van (soon!) - it looks clean enough now with the snow on it! See you next month.

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

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