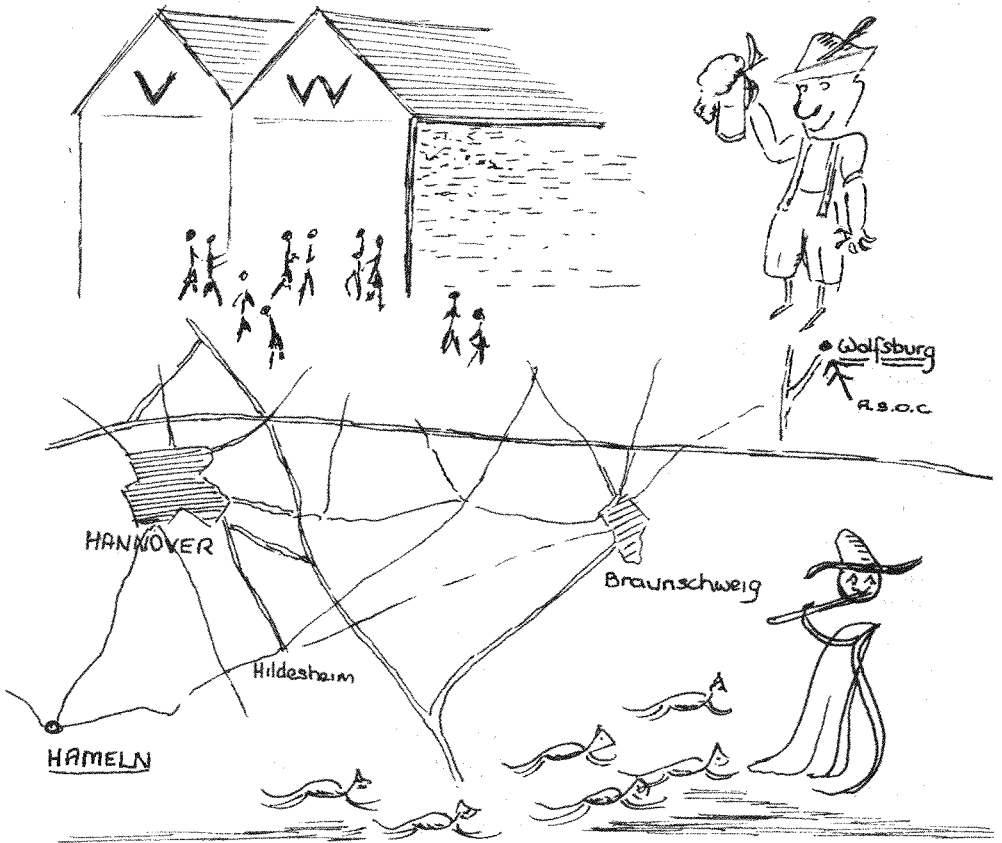


AUTO-SLEEPER OWNERS' CLUB



NEWSLETTER 96
SEPTEMBER 1996

Hello.

Hardly surprising, I have had no telephone calls regarding the printing of the Newsletter as mentioned last month. As a result I recommend that you read the next item in this issue. Several people have commented on the apparently large amount which the Club has retained in the bank and have even suggested that it should be ploughed back to reduce the costs of rallies etc. Now you will understand why your committee, under the then able leadership of *Arthur Irving* took that route so that when the need arose we would not have suddenly either to reduce the number of issues or increase the subs. That we shall have to increase the subs is no longer really in doubt, is it? No doubt your committee will have something to mention at the next AGM ready to be brought into operation for 1998.

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PRINTING THE NEWSLETTER

I apologise to the new members who will find this boring, but briefly, the Newsletter was printed, firstly on a photocopier, then by a small printing firm who charged little and went out of business overnight. *John Tidbury*, our Treasurer, managed to get it photocopied by the firm he works for, but this was unwieldy. Eventually, after contacting a number of local firms and obtaining quotations which seemed rather high, *Philip and I* persuaded the Club to buy a Ricoh printer so that the Club would be in control. This has been in our home ever since. From time to time we, and other members of the committee, have obtained quotations as a check on the savings made; the results were most satisfactory. I also discovered a print finisher in case we needed help in collating and folding. When the volume of work caused me to contact them again, they explained that 80 gsm paper was too light for their collating machine, and anything less than 100 gsm would fly all over the room. I then discovered "Donefast Printing" by accident, and after negotiations Mick Hughes, the proprietor, has collated and folded the Newsletter for the last 15-18 months. In discussions with him, he has agreed to take on the whole job, from printing to posting - something that only small printers will consider. We also felt that no Club Member could be expected to take over now on a voluntary basis.

The August Newsletter consisted of 1500 copies with 7 pages. There were 1391 labels to stick on to envelopes, which had then to be filled and franked. The job is not difficult but it has required us to be home for the last week of each month for the last five years, with a couple

of exceptions, and although we have had very willing helpers, it is still a commitment we no longer wish to make. The cost of printing has only involved paper, ink and masters - about £100.00, each month (no wages involved). Collating has cost a further £120.00 approx. per month. (Total - approx. £220.00.) A sum of around £650.00 to £700.00 will now have to be paid out for "print to post" (excluding postage). But in addition, Mick will print the extra items - booking forms, renewal forms, AGM paperwork etc. and will to put these into the envelopes with the Newsletters, just as we have done, and thus save the Club the cost of a further envelope and postage to each member. I should warn you though, this extra work *may* make the Newsletter arrive slightly later than in the past, but this should be a few days at most.

The printing machine, which has served us so well, is rather large for a sitting room, and the other paperwork required by the Secretary, Rally Co-ordinator and Regalia Officer can either be done locally for them, or Donefast will do this. Mick is interested in taking the Ricoh as his Photo Litho machine makes expensive plates and they take a long time to prepare - excellent quality for very large print runs, but unnecessary for Church Magazines and our Newsletter. We have asked the Ricoh suppliers for a realistic price, since they know the machine, and it has been offered to Mick on this basis

Mick Hughes has a small printing business and produces quality work as well as "bread and butter" Newsletters, and has been known to work into the early hours of the morning to meet our schedule when another client needed a rush job. I feel our Newsletter will be in good hands. Naturally enough, we have requested other quotations, and four replies brought quotations within £115 of one another, the lowest was chosen.

Rita Daley

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Rallies

We felt that we should drop a short line to give you our thoughts on Club rallies. Although we have only two under our belts, (Bentley and Godalming), we should like to say how welcome we were made by everyone and also to thank the very hard-working Rally Officers. Both *Audrey* and I, not forgetting Sam the Retriever (Blood Brother of Jean Allen!), thoroughly enjoyed ourselves. We are now looking forward to our next rally, the Club and Company. Thanks once again.

Audrey & John Algar

Burn Gliding Club

On a bright and blustery day we arrived at Burn to stay
(Next day)

Auto-Sleepers everywhere, groups of people here and there,
chatting, laughing without a care
While above us, flying high,
graceful "birds". Will we have a try?

(Next day - Yes)

What a thrill, beyond compare, to be gliding through the air
While down below us our vans in line
altogether in the glorious sunshine
The sky above is marvellous.

All too soon our time is up so we return with nary a bump.
(Sunday)

To church we go to say a prayer, "Thank you for our time up there"
Before, all I did was dream,
so "Thank you" Alan Guest and his team.

Marjorie Wilson

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Club & Company Rally

We would like to thank everyone who donated or bought items from the Bric-a-brac stall. This all helped to make it a success, so raising £121.70 for the charity. We both enjoyed meeting everyone and hope to see you all again next year.

Phyl & Maurice Humphries

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Club & Company Rally

As relatively new members to the Club and not having attended rallies before we decided to give the Club & Company a visit this year. Having read various letters in the Newsletter from certain first time ralliers who were, apparently, ignored and left early our doubts began to grow as to the wisdom of this venture. Indeed, the day before departure I could gladly have called it off!! However, we went ahead and upon arrival we were met by friendly marshals and promptly directed to our pitch. We decided, after a cup of tea, that we would go to the formal opening by our President and Chairman and then, as we have no interest in quizzes or Old Tyme dancing, that would be it for the night.

We entered the Avon Hall at about 7.15 pm and seated ourselves, along with another couple, at one of the tables whereupon an immediate friendship was formed. We heard the speeches, we then formed a quiz team with our new friends, known as *Val and Henry*. We enjoyed the quiz very much, with the able assistance of *Jean and Brian* who were seated at the next table! We also participated in the dancing and the evening ended with *Val and Henry* sharing a chat and a cup of tea in our van until 11.30 pm.

Saturday was equally enjoyable with a visit to the Company Stores shop and various displays. The evening found us once more in the Avon Hall with our friends *Val, Henry, Brian and Jean* who was joined by her husband *Rolf*. We ended up swaying and dancing (?) to the superb band "Der Bier Barons". Another great evening!! On Sunday morning we attended the Salvation Army service and in the afternoon we had a walk round the field. We spent the whole afternoon chatting to various people. We enjoyed the event so much that we stayed over until Monday and wished it could have gone on all week. Will *Jean and Rolf* from Exmouth and *Brian* please contact us so that we can forward the photographs?

In conclusion, can we say a very big thank you to all the marshals, the committee and the others who made this such an enjoyable event for us. It was very much appreciated.

Brenda & Ron Mitchell

First timers who didn't wait for someone else to do everything for them and, as a result, enjoyed themselves! Their telephone number is 0127 458 2806 for following up the photos.

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Club & Company Rally

I am the idiot (according to my wife!) who lost his credit cards at the rally. Having just received the August Newsletter it reminded me that I'd not yet written to ask if, through the Newsletter, I could thank the person (a Club member) who handed my wallet of cards in to *Ian Ross* at the Regalia Shop. I tried at the time to find out who it was but without luck.

So my very grateful thanks to that person, to *Ian* and the others in the shop and to the announcer for returning my cards. Hope to see you at Malvern next year or at another rally.

John Wilson

Club and Company Rally

Having just returned home I was reflecting upon what was a very successful weekend. A number of thoughts went through my mind. What a lot of effort had gone into the organisation and preparation for the rally. How efficiently we were marshalled to our places - clutching our detailed and helpful programmes. The cheerful way in which everyone took part - both Club and Company members and those manning the craft and charity stalls as well as the trade stands and how willing they were to provide any service asked for. The youngsters employed by the showground to keep the toilet blocks clean despite the inadequacies of design and equipment over which they had no control; also those who kept the litter bins emptied. As Club members we would like to thank everyone who put so much effort into making the weekend a success.

My musings then turned to the many A-S units which were there - what a wealth of experience is shared by their owners. How useful to be able to share these experiences of the vehicles and conversions; of the modifications, additions, extensions etc. which people had carried out. The problems they had encountered and how they had resolved them. We share these experiences at rallies but why not more so in our Newsletter? Why do we rely on the commercial magazines for reports on models new and old? How many of their "testers" have the vast experience of ASOC members? How many share their vehicles with their children or grandchildren, dogs, cats etc.? How many prepare their vehicles for a 3 or 4 month trip - packing all that is needed to cope with a variety of weathers and countries - then return and come up with an objective assessment?

We often have accounts from members about their actual travels but few long term reports on the base vehicles and conversions. Perhaps over a year a review of, say, 3 A-S models could be undertaken, maybe one every four months. Members could send in their opinions, reports, modifications, ideas etc. and these could be brought together and condensed into a suitable length for publication. The information culled might be of value to the Company in their future design projects. I wonder what other members think?

On another subject. France and the credit card/Eurocheque problem. During the past two months in France Credit Agricole banks were all willing to change Eurocheques on presentation of the Eurocard

and passport. The cashiers said that all their branches had the same policy. Supermarkets and petrol outlets all accepted Barclays VisaCards. Drawing money at the hole in the wall machines - as long as the VisaCard sign was on the machine all was OK. And by the way, we received a very good exchange rate.

Sandy & Bill Burnett

Here is one member's (your Editor's) comment about the idea of the vehicle reviews. The suggestion is very sound indeed but who is going to be the recipient of the various reports so that they can be collated and then condensed? There is quite a lot of work involved and I am fairly sure that I would not have the time to spare.

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French Highwaymen

We were travelling south on the N7 in France, just north of Montellimar and had to stop at a red traffic light. A French car with three occupants stopped so close behind me that I was sure that they were going to run into the back of my van. One of the passengers jumped out of their car and crawled under the rear of my van. The lights changed to green and I drove off, but only to find after a few hundred yards that my rear offside tyre was flat.

Within a few minutes I was approached by a young man who, in perfect English, claimed that he was from a nearby service station. He offered to help me and I accepted. He then walked down the road and returned with another very tall man who, unbeknown to me, ordered my wife to leave the van whilst it was being jacked up. When I saw my wife out on this very dangerous road I realised that all was not well and, on looking up, I saw the tall man in my van going through my briefcase. I chased them off with the jack handle in my hand. They ran off down the road with my credit cards, camera, calculator etc. I drove to the nearest tyre depot where it was confirmed that my tyre wall had been slashed with a very sharp instrument. The replacement cost was £101.21.

On arrival at the camp site I met another camper who had had a similar experience. There is no doubt in my mind that a gang operate on this stretch of road looking for elderly British travellers. As usual, the French police make reporting such incidents so difficult that holiday-makers with limited French just give up.

Fred Rogers

Perhaps this will be a warning to others who may be travelling in the area. Look out for cars crowding in behind you in traffic and at lights.

Van Bitz

This firm has moved from its old address in Brixham. They are now at Cornish Farm, Shoreditch, Taunton, Somerset, TA3 7BS and their telephone number is 0182 332 1992.

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Electric Cable Storage

Members may be interested in our method of storing the electric hook-up cable on our Duetto. There is just enough space inside the rear offside door. I made several brackets from galvanised steel plate and fixed them to the door with the existing self-tapping screws which hold the trim panel. (You can cover them with carpet fabric to match the decor.)

The method is to mark the centre of the cable with tape, start at this point and wrap it doubled around the brackets until the plug and socket ends just drop into place. It only needs 5 double coils to store a standard length cable.

Geoff Whatley

A photograph accompanied this item and it shows that the cable is neatly stored.

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Matters of Weight

Envious of our neighbours during sunny rallies earlier this year and looking forward to another hot summer we decided that, during the Club and Company rally we would have a roll-out awning fitted to our Rambler GL "Wayside Rose". Some doubts came when we heard that the police were stopping and weighing motor caravans and that the result of being over the weight limit could be a fine of £1,000.00 and three penalty points on the driver's licence.

However the quoted payload for the Rambler is 550 kg. When we were towing, our caravan's payload was only 150 kg. Realising that this was very little, I weighted everything we put into it, always keeping a margin of at least 10 kg by putting heavy items like the battery, spare wheel and the D-B leveller into the car when travelling. We now put more or less the same things into the Rambler - and of course the battery and spare wheel were already included in the ex-works weight. So we were all right - weren't we? Then an article in the July MMM raised further doubts, so we decided that before making the final decision we

would have the van weighed. Where? Trading Standards at County Hall suggested two public weighbridges - one belonging to a waste paper merchant, the other to the local District Council and both on the same site three or four miles from home.

We set off for Malvern a week early, on our way to a local CC centre rally and then four nights on a Club site so we needed everything - including hook-up cable, vacuum cleaner, ironing board, travel iron and electric kettle. We filled up with diesel, topped up the fresh water tank, filled the 12.5 litre drinking water container, loaded my display shelves and models for the hobbies exhibition - in short we put in everything we were ever likely to need on a tour. At the weighbridge £7.00 changed hands and we were given our certificate. Maximum permitted weight 2,550 kg. Actual weight 2,490 kg. In addition, both axle weights were given and these fortunately were well within the limit too.

With 60 kg to spare, we went ahead with the Omnistor awning (14.5 kg) and a tie-down kit (must remember to put it on the bathroom scales). Now all that needs to be done is to use a spreadsheet on the computer so that we can check the actual weight of the van as we add items or take some out for a special purpose. Like giving a lift to one of our sons (75 to 85 kg) or going for some DIY materials.

We have no cycle rack (50 - 60 kg) and no cycles (about the same weight for two). Our chairs are very light weight and we put all loose food (e.g. coffee) into plastic containers rather than using the original glass. We have no pets in the van. What we had not realised was that the ex-works weight does not include a full fresh water tank nor any allowance for the driver. Cause for thought?

Ray Whiley

Having seen some of the items which emerge from trailer and motor vans, I wonder just how many people are actually over weight - I mean in the vehicles, not themselves! This is one of several items which Ray has kindly sent in for the 'spike' and which are much appreciated.

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Solar Panels

I promised to let you have a further report on our Solar Panel on our return from a two month trip to France and Northern Spain. We returned home just too late to attend the Club and Company rally so apologies for not being there to discuss the panel with interested members.

Barry Skillington assumes we are always using our Talisman, also our only vehicle, but we seldom move the van once on site. We prefer to cycle, walk and use public transport. On this trip of 2338 miles we did not leave a site by van for shopping or sightseeing once. On a 3 week stay on the Aquitaine Coast in the pine forest of Les Laudes we "saved" £85.00 by not hooking up to the site electricity for which there was a daily charge of 32 francs for 6 amps!

I am sure our alternator works well but it was nice to see our leisure battery taking in a charge from the solar panel each day that we were static so we always had over 13 volts available. When the battery was down to 12.5 volts after a dull day it soon picked up even from filtered sunlight reaching the panel below the great pine trees. We certainly don't think our purchase has been a waste of money for our type of camping. With the possible saving of hook-up fees on this trip being £143.00, we shall have the cost of the equipment covered in a couple of seasons.

As a further point of interest, members might like to know that our diesel cost of £179.00 for the tour worked out at 35.42 miles per gallon. We shared the driving throughout using minor roads, N roads and the splendid Autoroutes but tried to maintain a light right foot and a steady 50-55 mph. Tolls cost £61.60 (France £35.90, Spain £25.70) and the site fees totalling £414.80 averaged at £7.00 per night.

The only real problem was keeping the fridge cool! The drinks cupboard was too warm to keep the bottles there. Even the glasses were so warm we had to wash them in cold water before use. What's the answer, folks? A second vent or a fan seems to be the answer. We should like to know the easiest solution - a letter or phone call would be appreciated!

Stella & John Read

A PS to the letter "hoped it would reach me before the cut-off date". Unfortunately it missed last month but is in good time for this issue! The telephone number, if you have any suggestions about the fridge, is 0127 188 3064 and the address is 3 Dan-y-Graig, Sunnyside, Combe Martin, Ilfracombe, Devon, EX34 0JL.

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The Boxer Saga

Many members have written in, each with something to contribute towards the saga of the gearboxes and batteries. It would take up far too much space to include each one of them so in an effort to provide the best

Forthcoming Rallies.

13th - 15th September: Astley Green Colliery, Higher Green Lane, Astley, Tyldesley, Manchester.

Rally marshal: Bryan Piper.

Site fee: £2.50 per night. No electricity. Rally fee: £1.50

Booking slip to: Mr B R Piper, 24 Newearth Road, Worsley, Manchester M28 7UU

Telephone: 0161 950 5272

Cheques payable to B R Piper

Barbeque on Saturday evening if enough interest - no set price, pay for what you eat! Meals can be had from Friday teatime to Sunday (breakfast £2.50). Toilets open all day.

Directions: From M6 junction 23 follow signs for Manchester A580. 4th set of traffic lights turn Right onto Higher Green Lane. About 75 yards turn Left onto lane leading to site. From M62 junction 14 follow St Helens sign onto A580, turn Left at 4th set of traffic lights then as above. The pit headgear is a prominent landmark. Site will be open from 1pm Wednesday, site fees for Wednesday & Thursday to be arranged. Busses stop outside pit for Leigh & Bolton every 20 minutes. A donation will be made to the Red Rose Steam Society, who run the Museum on site, out of the proceeds from the rally. Stationary steam engines, Mining equipment, Railway equipment, Bridgwater Canal, walks along tow path, motorcycles on site on Sunday.

13th - 15th Sept; Motor Caravan Show, Royal Bath & West Showground, Shepton Mallet, Somerset

Your rally marshals: Rick & Mary Lockyer, 12 Sylvana Close, Hillingdon, Uxbridge, Middx. UB10 0BH Telephone: 01895 239 430 Cheques payable to R Lockyer.

To join the Club Site, complete booking form in current Motorhome Monthly and send remittance to them then fill in A-SOC rally slip & post it to Mr R Lockyer, with rally fee of £1.50. If you need a booking form enclose a stamped, addressed envelope with a request.

20th - 22nd September; Chichester Camping, Southbourne, Chichester, West Sussex
Your rally marshals: Arthur & Jackie Claxton.

Site fee: £5.60 per night Electricity: £1.65 per night Rally fee: £1.50

Booking slip to: Mr & Mrs A Claxton, Flat 13 Albany Mansions, Upper Maze Hill, St Leonards on Sea, East Sussex. TN38 0YD Telephone: 01424 714915 or John & Daphne Normandale on 01424 772765

Cheques payable to: A Claxton.

Attractions: Seashore walks, flat biking country, bus & train service to Chichester, Portsmouth & beyond. A communal get together on Saturday evening, weather permitting - bring your own BBQ & food.

Directions: Site is on the A259, Chichester to Havant road, on the outskirts of Southbourne village. **Limited to 30 vans**

20th - 22nd September; Somers Wood Caravan & Camping Park, Meriden, Warwicks.

Your rally marshals: Pete & Wendy Fisher.

Site fees: £4.50 per night. Electricity: £1.80 (10 hook ups only). Rally fee: £1.50

Booking slip to: Peter & Wendy Fisher, 27 Sunnyside, Walsall Wood, Walsall, West

Midlands. WS9 9LD Telephone: 01543 377777.

Cheques payable to: P R Fisher

Attractions: A recently opened level site with showers, in a woodland setting, adjacent to Stonebridge golf course with its 21 bay floodlit driving range. Meals are available at the golf

course clubhouse. Meriden is the geographical centre of England. The site is close to the National Exhibition Centre & The National Motorcycle Museum and is about half way between Birmingham and Coventry. Warwick and Stratford-upon-Avon are also within easy reach.

Directions: From the junction of the A45 and the A452 at Stonebridge Roundabout (between Birmingham & Coventry) take the A452 towards Balsall Common and Kenilworth. After about a mile take the first exit from the roundabout towards Meriden. The site is in Somers Road about 4 - 500 yards from the roundabout, on the left. **Maximum 25 vans**

20th - 22nd. September; Northern Motor Caravan Show, York Racecourse, York;
Your marshals are Andrew & Betty Entwistle 8, The Dell, Mytholm, Hebden Dridge, West Yorkshire. HX7 6DP Telephone : 01422 843057. Aply assisted by Neil & Pauline Rogers. A-SOC members who have already booked with Warners and wish to pitch in the Club area please send a Club booking slip and rally fee of £1.00 to Andrew who will arrange space.

26th - 29th September; Hurworth Community Centre (Nr Darlington, Co. Durham)
Rally marshals: Neil & Pauline Rogers.
Site fees: £3.60 per night NO Electricity Rally fee: £1.50
Toilets available when Centre open - own sanitation advised.
Booking slip to: Mr & Mrs N. C. Rogers, 3 Appleby Close, Aldbrough St John, Richmond, North Yorkshire DL11 7TT Telephone 01325 374540 Cheques payable to N C & P Rogers
Attractions: Meal Saturday evening (£3.50 - £4.00 each.) Please indicate if wanting meal. Money will be collected on arrival. Room available evenings. Darlington railway museum, Richmond & Yorks Dales, Barnard Castle & Durham Dales.
Directions: A1(M) past Scotch Corner, take Exit 57 to Darlington. At first roundabout continue on A66 signed Darlington. At second roundabout turn right onto A167 signed to Northallerton. In approx two miles turn left in Hurworth Place into Hurworth Road, to Hurworth. Site on left in 1/2 mile. **Limited to 35 vans.**

27th - 29th Sept; Merley Court, Wimborne, Dorset.
Marshals: Terry & Rosie Ball.
Site fee: £4.30 per night Electricity: £1.60 per night Rally fee: £1.50
Booking slip to: Mr & Mrs T J Ball, 61 Merley Ways, Wimborne, Dorset BH21 1QW
Telephone: 01202 883050 Cheque payable to: R Ball.
Attractions: Wimborne Town including The Wimborne Minster, Wimborne market. Cycle path into Poole Town centre and Poole Pottery. Directions: Site off roundabout at junction of A31 & A349 South of Wimborne, see brown signs. Site is adjacent to Merley Bird Gardens.
Rally limited to 40 vans.

4th - 7th October; Barnstones, Great Bourton, Banbury, Oxon.
Rally marshals: Phyllis & John Bates
Site fee: £4.00/ night. Limited electricity £1.50 per night - disabled priority Rally fee: £1.50
Booking slip to: Mr & Mrs J F Bates, The Cedars, The Green, Adderbury, Oxon. OX17 3ND.
Telephone: 01295 811106 Cheque payable to: J F Bates
Attractions: Banbury Market 3 miles Saturday 9 - 4. Stratford upon Avon 16 miles. Upton House & Gardens (NT) 7 miles. Dog exercise area. "Cheese & Wine" on Sat. evening can be arranged - advise if interested.
(continued on page iii)

Directions: 3 miles North of Banbury on A423 Banbury to Coventry road turn Right s.p. Great Bourton. Site 200 yards on right. From M440 Junction 11 follow signs A361 SWINDON, forward at 1st & 2nd roundabouts. At 3rd roundabout turn right onto A423 sign to Great Bourton on right in 2 miles

11th -13 th October; Whitchurch Cricket Club, Whitchurch, Salop.

Marshals: Audrey Crouch and Team.

Site fee: £2.50 per night Electricity: NO Rally fee: £1.50

Booking slip to: Mrs A M Crouch, "Sydney", Sylvan Close, Higher Heath, Whitchurch, Shrops. SY13 2TB Telephone: 01948 840894 Cheque payable to: A M Crouch.

Attractions: Clubhouse open for the rally, all facilities. Bar open Saturday evening, meal £2.00 per head, send with rally slip. Coach trip to Wrexham on Saturday, book and pay for this on arrival.

Directions: From North on A49 follow Town Centre signs. At roundabout stay on main road bearing left, over traffic lights past Mobil station then 2nd right (S P WEM). From South on A41 take road signposted Town Centre - B5395 (offside lane). Over next roundabout then 1st left (s.p. WEM). Turn right for the Cricket Club. **Limited to 40 vans.**

NEW RALLY - FIRST NOTICE.

11th - 13th October; Hamble Ramble, Riverside Park, Satchwell Lane, Hamble, Hants
Rally marshals: Clive & Lyn Denton.

Site fee: £5.00 per night. Electricity: £2.00 per night. Rally fee: £1.50

Booking slip to: Clive Denton, 34 Charles Knott Gardens, Hulse Road, Southampton. SO15 2TF. Telephone: 01703 224621 Cheques payable to: C Denton

Attractions: 3-course dinner at the R.A.F. Yacht Club on Friday evening, £12.00 each, 7pm. Saturday 11 am six mile walk with stop for pub lunch. Bring walking boots and dogs! Punch & Judy Show Saturday evening (weather permitting)

Directions: From the M27 Junction 8, down Hamble Lane. In about 1 mile turn left into Satchel Lane. Site on left ½ mile.

Limited to 16 vans.

18th - 19th - 20th October; Camping & Caravan Club Site, East Horsley, Surrey.

Your rally marshals: Sally & Jerry Haxton.

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

Booking slip to: Mr D Haxton, "Almond Tree House", Send Hill, Send, Woking, Surrey. GU23 7HR Telephone: 01483 223476

Attractions: Toilets, showers, recreation room, table tennis, darts, etc. room. Fishing lake on site stocked with carp, tench, etc. ½ hour train service to London & Guildford. R.H.S. Gardens, Wisley 2 miles. Hampton Court, Claremont Gardens, Esher. Coach trip to Windsor on Saturday, approx cost £3.50 per person. A mini-bus with driver will be available on Saturday for a set-down & pick-up service to local attractions & station.

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

24th - 27th October; Newbridge Caravan Park, Brassmill Lane, Bath.

Rally marshals: John & Josephine Barrett.

Site fee: £5.50 per night includes electricity. Rally fee: £1.50

Booking slip to: Mr & Mrs J V Barrett, 18 Broomground, Winsley, Bradford-on-Avon, Wilts.

BA15 2JT. Telephone 01225 8666846 Cheques payable to: J V Barrett

Attractions: All pitches on hardstanding. Park & Ride bus to Bath opposite site. Also buses to Bristol. Nearby Bath to Bristol cycle track on old railway line. Marina bar/restaurant 200 yards along river tow path. (Extra nights after the rally at same price).

Directions: From M4 Junction 18 follow A46. At new intersection with A4 follow signs for Bath Centre to traffic lights at A36 intersection. Do NOT turn left but drive straight on to mini roundabout and follow signs A4 Bristol/Newbridge for about 1½ miles. Brassmill Lane is on left just before Murco petrol station.

From A36 (South-East) Turn left at intersection then as above.

From A4 (West) /A39 (South-West) follow A4 & City Centre signs. After river bridge turn right by Murco petrol station just past entrance to Park & Ride.

25th - 27th October; Penybont Touring Park, Bala, Gwynedd. (In the Snowdonia National Park)

Your rally marshals: Helen & John Greenwood.

Site fee: £7.60 per night Electricity: £1.60 per night. Rally fee: £1.30 (Yes, £1.30)

Booking slip to: Mr & Mrs J Greenwood, 5 Ellesmere Road, Mynydd Isa, Mold, Flintshire.

CH7 6UJ. Mobile phone: 0831 405377 Cheque payable to: H Greenwood

Attractions: Meal arranged for Saturday night. NEW *1996 All pitches have electricity & Hardstanding. NEW 1996 toilet block. Small shop on site. 10 minutes walk to town. The site is close to Bala Lake, sailing club and lakeside railway. Leisure centre with swimming pool close by.

Directions: Approach Bala via A494/A5 from Corwen. On entering Bala turn left onto B4391 at large coach & car park on left, follow road past end of Bala Lake; site is on right just after sharp left hand bend.

30th Oct - 3rd November; Eastham Hall C.P., Lyham, Lancs

Your rally marshals: Kath Benyon & Barbara Kaye.

Site fee £8, includes electricity. Rally fee £1.50

Booking slips to: Mrs B Kaye, 14 Firwood Road, Coal Aston, Sheffield S18 BW

Telephone: 01246 412679 Cheques payable to: B Kaye

Attractions: Thursday 31st Oct: Coffee evening. Friday 1st Nov: 6.30pm Coach trip to Todd's Motor Caravans, Preston. Saturday 2nd. Pre-booked theatre trip in the afternoon - arrive back to Hot Dogs & Parkin (£1.00) followed by fireworks. Please bring one firework only (preferably not a banger.) Sunday: Coffee morning and raffle.

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

Limited to 50 vans

Rally Coordinator:-	Bob Brindle	01777 711588	(Retford, Notts)
Local assistants:	Jerry Haxton	01483 223476	(Woking, Surrey)
	Stella Ross	01708 228075	(Upminster, Essex)
	Jeff Worley	01935 24049	(Yeovil, Somerset)

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

service I have taken the liberty of culling the salient points from each one.

It seems that various dealers disclaim knowledge of the problem or, apparently, contact Peugeot who then tell them there is (a) no problem, (b) a known problem but no technical advice or (c) the appropriate technical bulletin number.

First of all, the Technical Circular is number 1495 and was dated 14th May 1996. This covers the ingress of water into the battery and thus the needed change of battery and/or battery tray. There is also a part number P 6448 F 2 which is required to take the water away from the gearbox and the battery. There is also a problem if you park your van on a right-hand camber as this encourages the water to go in the wrong direction. One enterprising member has made his own modification by using a piece of hose from an old vacuum cleaner to channel the water to where he would prefer to have it. Problems have occurred with the gearbox itself which is also covered by this circular. The general feeling appears to be if you have not had any modification done to your Boxer you should take it along to the Peugeot agent and have it checked. If they demur, you should insist on them contacting Peugeot directly and verifying whether or not your vehicle, battery, gearbox or whatever is part of the problem area.

My thanks to, inter alia, *Rosie Ball, Peter Durrant, John Allan, Chris Fookes and Sean Hollands* who have all supplied part of the information above. If I have missed anyone, my apologies. Of course, the total letters include more information that I have printed here but that is the way of "Editing"!

---===ooo000ooo===---

EXECUTIVE

We have a most satisfactory Executive Express, our second A-S, which in almost every way suits my wife, *Margaret*, and me admirably. However, (I suppose there is always an however!) there have been two niggles. One is the fault of Talbot's - namely the position of the radio speakers in the doors!! Why on earth they are there I don't understand. There is a grille for them in the fascia but they remain in the door. Even when rolling they are better heard outside the van than in the cab, especially as the engine is a diesel. When on site they are positively offensive and as such we have been carrying a portable radio. Today we are having them repositioned in the cabin. I only mention this as our August edition of the Newsletter came thro' the letterbox this morning

(1st August) and others do seem to be having similar troubles.

The other problem is entirely our own. *Margaret* has problems with her hand and wrist which has made gear shifting nigh on impossible. I am exploring the possibility of converting to an automatic transmission and wonder if any of our fellow owners have made this change. We have a 2.5 litre straight diesel, Peugeot J5. I have found that Peugeot never made an automatic variant (they are looking into the possibility of making one on the Boxer!!) and so far have failed to find a gear manufacturer who can help. Although I am at an early stage in the quest I should be grateful for any help!

Tony Burkhardt

If you have any suggestions, please ring *Tony* on 0148 320 8357 or write to him at Hazeldene, South Munstead Lane, Godalming Surrey, GU8 4AG. No doubt someone knows someone who know someone

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Duettoes and other matters

I have an automatic which came fitted with what Ford's call a Low Blow Turbo, meaning that it is always functioning. I was somewhat apprehensive that performance would be dull but I have found, after some 6,000 miles, that it is far from pedestrian. It will not match for speed the Trident which it replaced but there is no problem in keeping up with other traffic except that many drivers hate to be behind a motor caravan. I fully agree that handling is superb as is also the comfort, especially on long hauls. We have recently completed a 4 week tour in France and have no complaints on handling or performance. I too have reservations on paintwork and will have the van checked all round in the autumn. One small patch of rust on the inside top of the sliding door opening has been dealt with as it arose as a result of conversion. The thickness of the paint was quite evident!

We are getting used to the devil's tattoo which the rear roof vent creates at speed but we wonder what is the cure? I really would like to be able to leave the roof vents up at night and not get soaked if it rains. Perhaps my reflexes do not wake me in time?

When we took delivery in November the fridge had its winter covers in place. We found that when these were removed there was a piercing draught from the input vent to the Propex heater. Investigation showed that only the output from the heater was fitted with an "elephant's trunk" to deliver heated air into the van. There is communication with the

outside air from the fridge area so that the Propex compartment received cold air to heat rather than the air already warmed and circulated in the van itself. A piece of trunking was fitted between the heater and the input vent in the side of the settee box and the problem has been solved.

I have always thought that First Aid boxes should be as visibly accessible as fire extinguishers. After much deliberation I contacted A-S for a small cupboard to fit above the TV flap. They kindly made a suitable fitting to my specification and the price was, I felt, most reasonable.

We recently suffered a breakage of dinner plates from the china cupboard. The A-S "Spring Bouquet" were - and are - 9 inches in diameter as opposed to the 9.75 inches in the shops! We shall call at the factory a.s.a.p!

On the question of hoses for drinking water, we have used flat plastic hoses in conjunction with Hoselock fittings for some years. Before each tank fill the water is allowed to run for at least a minute and so far no resultant residual taste or smell has been detected. By using a variety of screw tap connectors, from continental metric to imperial, I have managed to get a satisfactory connection to most standpipes. The screw fittings and a few centimetres of 15mm copper pipe are fitted to either end of a piece of blue drinking water hose with jubilee clips. This arrangement allows a rubber Hoselock round tap fitting to join on to the 15mm pipe. One has to accept that pipework on a camp site is 100% OK and one never knows what is below ground in remote areas of Europe. Perhaps our non-standard approach is not as lethal as maybe cutlery in a bistro or hotel kitchen? We now have a hose labelled non-toxic which is 15 metres in length and marketed under the Kingfisher brand. This was purchased from Tam Leisure Ltd of New Malden, Surrey, telephone number 0181 949 5435. I think that Joy and King are the wholesalers.

Stan Wilkens

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Rambling Reveries

In my time I have served on many committees. One of the more memorable was one where I was Secretary and no motions were ever proposed or seconded. The members all just rambled on ad infinitum. Taking the minutes was a nightmare. The ASOC committee is not like that, but as the meetings occupy most of a day there is a fair amount of

discourse. I find it helpful to close down all the senses, except that of hearing, and relax. There is not much need for me to say anything, there are many others to do it for me. In this way one can get a clear picture of what is really going on and some real gems of information come out.

I doubt if many realise that a person standing on the Malvern Hills during the Club and Company Rally would have seen that all the vans were arranged at regular intervals in dead straight lines. [See Editor's note on page 20.] Apparently it was a most imposing sight. The explanation is simple. Each one is parked with the front off-side wheel on a lump of sawdust. But just how does the sawdust get there? Well, it's just a matter of a large number of willing volunteers who get there a day or two early to measure it all out and to mark the spots.

The Chief Rally Marshal arranges all this plus the various marshals who guide us to our places. Everything has to go like clockwork to get 417 vans parked in the space of a few hours. That is why we all have to do as we are told without arguing, or the queue would stretch all the way back to Upton!

Who are these volunteers, anyway? They are just ordinary members who realise that someone has to do it and that it is a grand way of really getting into the Club. If you can spare, or make, the time there is a lot of fun and comradeship to be got out of it.

Nial Reynolds

As you will know if you ever turn to the back of the Newsletter, *Nial* is our PRO. and is making a very good job of it. He does relax during the committee meetings - we are just waiting for the snores!

#####

Ball Point Pen

Nial also tells me that at the Club and Company Rally he was handed a ball point pen so that he could autograph a copy of "Rambling Recipes". Unfortunately, the lady then left the pen on the table. If she will contact *Nial* describing the pen he will be pleased to return it.

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Legend Rock and Roll

In the August Newsletter *Dorothy & Simon Ekins* asked about the handling qualities of their newly acquired Legend. From the description of pitching fore and aft I believe worn front shock absorbers will be the

main cause of the problem and the rears will almost certainly be found to be weak. We had the same problem with our Legend at 15,000 miles. I fitted adjustable 'Koni's' on the front and standard, heavy-duty, units on the rear which cured it. I'm about to fit 'Koni's' on the rear to improve the handling even more. Koni shock absorbers are not cheap but are worth the expense.

Another worthwhile mod is the addition of 'Airide' air suspense units on the rear. These really do improve the road holding and are also useful for levelling up when on site! We would not be without them. As many motor caravanners will know, 'Airide' can be fitted by Symon-speed Ltd at most of the shows. Their telephone number is 0180 321 4620. There are other makes of air suspension units but I have no experience of these.

Alan Chennells

I never realised that 'Airide' units would aid levelling as well! And my apologies because in the August issue I accidentally referred to *Dorothy and Simon* as "Elkins" instead of the correct "*Ekins*". Sorry!

====oooOOOooo=====

Van Washing and Polishing

I don't wash our van very often [who does? - Ed!] but when I do I use a hose and brush set-up with Hozelock shampoo in the dispenser. It does a good-ish job, but probably not as good as a sponge wash would do. However, I would like to do a really good wash and polish sometime before winter. Would any member care to recommend a polish which will really work?

I've also had the Boxer water problem but had a very second-rate response from my dealer. I have modified our van by fitting a length of flexible plastic pipe (actually from an old vacuum cleaner hose) to take the rainwater away. Thankfully, no rain as yet but when I washed the van the gearbox remained dry!

Colin Monks

Good reports on polishes have been heard about "Farecla" and "MER". Both apparently need a bit of elbow grease when applying them but the results are said to be very good.

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THANK YOU

My sincere thanks to the member who, seeing me considering a "bike block" at the Club and Company rally, told me that he had one

lying idle in his garage. True to his word, the part arrived but regrettably without the name or address of the sender. This prevents me conveying my thanks direct. I just hope that he reads the Newsletter from cover to cover! Today I have fitted the block and both bicycles are now secure. I think that the gentleman's name is *John* but, whoever, thank you very much indeed.

Cyril Coombs

#####

Barbara and John Cox would like to thank all their many friends for the cards wishing them well on their house removal, They tell me that they have been overwhelmed with the number of cards received. Post is being re-directed from their old address. So thank you, everybody.

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Wanted

Mr B Abbott of 1 Higher Ream, Abbey Manor, Yeovil, Somerset, BA21 3SH has written again to *Sheila* as nobody appears to want to sell a Talisman or Legend. He is looking for one about 3 - 5 years old. His telephone number is 0193 571 706. So if you are changing your van and disposing of a Tally or a Leg-end then give him a bell.

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FOR SALE

Nudge-bar suitable for VW T4 chassis. As new. £110.00. Fiamma Ultra top box No.1. 108cm x 75cm. Complete with fixings. As new. £120.00. Telephone Geoff Senior on 0142 385 9062 or write to him at 8A York Lane, Knaresborough, North Yorkshire, HG5 0AJ.

#####

Talbot Talisman II, 1988. 2,000 cc. 35,000 miles. Service History. Extras include 4 speaker stereo radio/cassette, towbar, Status omni-directional aerial with amplifier. Electric flush toilet. Blown hot air heating. Excellent condition inside and out. £12,750.00. Telephone Margaret & Roy Williams on 0195 225 5935 or write to them at 40 Christine Avenue, Wellington, Telford, TF1 2DX.

Thanks for the donation.

#####

Chantal vent repair kit - New - cost £21.00. £15.00 inc. P&P. Also two Chantal vents from Talisman, good condition. Slightly modified to fit shower compartment. £10.00 each o.n.o. plus P&P. Workshop manual for Talbot petrol van wanted. Phone Alistair Gray on 0181 521 3461 or write to him at 61 Essex Close, London, E17 6JS.

#####

Equipment that has been used for disabled/wheel chair, for use in caravanettes etc. Now no longer required.

1. Double hinged extending ramps kit - extends to approx. 2 metres. This is secured to a track on the floor. Track for same.

2.1 "Quiklok" clamps for securing wheelchair in position. Both these items made by Unwins Safety Systems of Yeovil.

3. Rule winch (capacity 1400 lbs) - 12 volt - with control box and push button control. All as new. Original cost approx. £850.00. Price negotiable. Please ring Harry Semple for details on 0170 389 3131 or write to him at 4 Raymond Close, Holbury, Southampton, SO45 2GH.

#####

Ford Legend, 1991, 'J' Reg. 28,500 miles. 2.5 litre diesel. Power steering. Four berth. Airide suspension. Awning. Gas bottles. Hook-up cable. Radio (4 speakers). Two-bike rack. All usual A-S fittings. Workshops manual. Full MOT. Non-smokers, no pets. £19,950.00. Telephone Vernon Bennett on 0121 430 6693 or 0152 750 0904 or write to him at 38 Links Road, Hollywood, Birmingham, B14 4TP.

Thanks for the donation.

#####

1994 'L' Reg VW Trophy. 2 litre petrol with P.A.S. 21,000 miles. Contains all usual A-S refinements, shower, flush toilet, heating, oven and grill, Carver water heating. Has free-standing awning, 240v hook-up, water roll. Full service history. Very fine condition. Used by non-smokers. £19,600.00 ono. Telephone Marion Beale on 0150 760 4419 or write to her at Kenwood, London Road, Louth, Lincolnshire, LN11 8QH.

#####

Rambler 1989. Diesel. 39,000 miles. Immaculate order. Airide suspension, Fiamma awning. 4 x M+S tyres, twin batteries and charging unit, waste tank. All doors deadlocked. Sound deadened. Silver screens. Workshop manual. £10,700.00. Has covered less than 1,000 miles in the last two years. Illness forces sale. Please telephone Sandy Mudie on 0194 760 1300 or write to him at 1 Halls Yard, Whitby, North Yorkshire, YO22 4AG.

Thanks for the donation.

#####

Thule Weekender Top Box. Size 140 cm x 90 cm x 35 cm. Complete with mounting bars, locks, interior restraining straps and hydraulic struts for opening assistance. £200.00 ono. Telephone Doreen Shergold on 0120 345 5740 or write to her at 30 Naseby Close, Binley, Coventry, West Midlands, CV3 2HS.

Thanks for the donation.

#####

Hope Rac-Roll Scooter rack with lighting board. Unused and as new. £225.00. Telephone Brian Betterton on 0123 482 2364 or write to him at The Thatched Cottage, High Street, Pavenham, Bedford, MK43 7NV.

#####

Folding Bicycle. "Hercules Compact". 3 speed gears. Blue. Rear carrier and bag. Good condition but will soon require tyres. £35.00. "Cadac Scottel Braai Special" free standing gas barbecue with carrying case. As new. £55.00. Cassette Trolley (for Porta Potti only). £10.00. 2 "Super Gas" 6kg Propane cylinders. £10.00 the pair. Telephone Alan Chennels - Day 0175 352 0417 or "8 till late" 0162 866 4132 or write to him at 9 Huntercombe Lane South, Taplow, Maidenhead, Berkshire, SL6 0PQ.

#####

Renault Romero, 1996. Under 2,000 miles. Sale due to sickness. £18,000.00. Please telephone Jack Ingle on 0127 358 4264 or write to him at 52 Gladys Avenue, Peacehaven, East Sussex, BN10 8RN.

Thanks for the donation,

#####

Safari Room. Raleigh "Rollachalet" to fit 2.5 metre Fiamma awning. Excellent condition. £100.00. (We've changed our van.) Telephone Ron Greenland on 0189 525 6458 or write to him at 8 Beacon Close, Uxbridge, Middlesex, UB8 1PX.

Thanks for the donation.

#####

Talisman GL, 1989. 13,000 miles. Petrol. No pets, non-smokers. All usual A-S refinements including fly screens throughout, alarm and radio cassette. Factory fitted Fiamma awning and 3 cycle rack. Extras include bunk ladder and rear step (both A-S supplied). MOT to May 1997. Regularly serviced. £14,250.00 ono. Contact Richard or Sue Garner on 0118 970 1641 or write to them at Durley, Soke Road, Silchester, Reading, RG7 2PA.

Thanks for the donation.

#####

Talbot Express, 1985 'B' reg. 2 litre petrol. 70,000 miles. MOT & Taxed. Fully equipped. Good condition for year. £5,500.00 ono. Telephone Barrie or Jean Mitchell on 0145 825 0992 or write to them at The White Bungalow, Somerton Road, Langport, Somerset, TA10 9HA.

Thanks for the donation.

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A reminder on three points. (1) There is NO CHARGE for advertisements from members. (2) Thanks to all those who make donations. If you choose to do so, please remember to make your cheque payable to "Auto-Sleeper Owners' Club" in full. (3) Please do NOT ask for your advertisement to be included in the next or any special issue of the Newsletter. If it reaches me in time, and there is room, it will be included in the next issue.

With reference to *Nial's* comment, Chris Burlace of Motorhome Monthly has written to say that he has available a photo of the Malvern Rally. This was taken from "a mountain goat's view from the Malvern Hills". If you would like a copy, send him a cheque for £1.20 to include p&p, to 6 Rookes Close, Letchworth, Herts., SG6 2SN. The print is 6" x 4" and is a very good view of the site.

That's that for this month. Enjoy your travels and take care.

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

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Committee Members:

Steve Bowler	Chairman	0129 568 0279
Bob Brindle	Rally Co-ordinator	0177 771 1588
Andrew Entwistle	Vice-Chairman & Joint Chairman, AGM Sub-Cttee	0142 284 3057
Sheila Henthorne	Club Secretary and Membership Secretary	0181 808 9112
Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman, &C Sub-Cttee	0123 576 4782
Arthur Irving	Vice-Chairman & Joint Chairman, C&C Sub-Cttee	0114 236 5698
Ben Mansfield	Chief Marshal	0172 336 9769
Nial Reynolds	Public Relations Officer	0185 843 2811
Ian Ross	Regalia Officer	0170 822 8075
Janet Sutterby	Minutes Secretary	0150 746 2449
John Tidbury	Treasurer	0123 552 5730
Charles Trevelyan	President	0138 685 3338
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Philip Daley	Vice-President	0121 706 1816