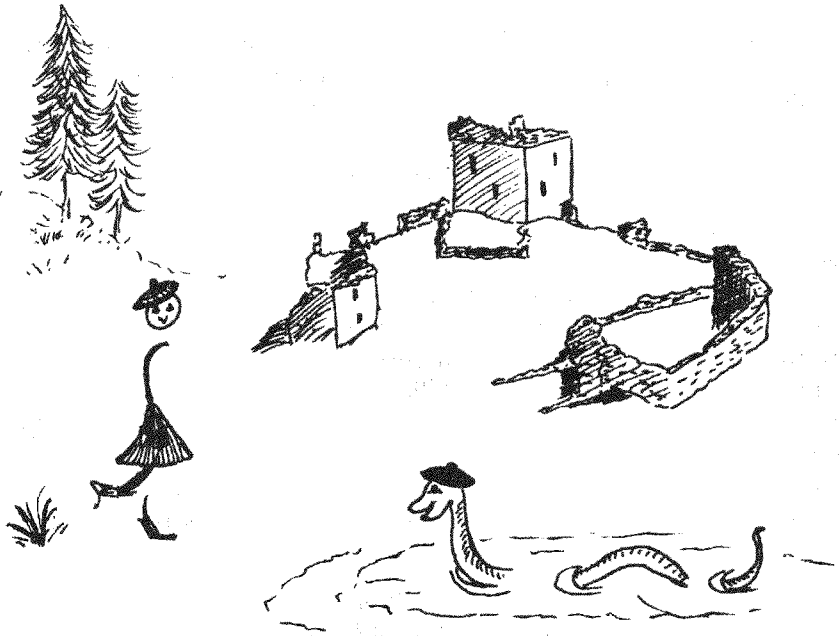


# **AUTO-SLEEPER OWNERS' CLUB**



**NEWSLETTER 97**  
**OCTOBER 1996**

Hello.

## TENTH

Please take a very careful note. The printing arrangements for the Newsletter have now been transferred to a commercial printer. As a result, the closing date for receipt of items for inclusion in the Newsletter will now be the TENTH of every month. This is to enable your Editor to prepare the necessary papers to send to the printer so that he can slot our job into his normal work and still, hopefully, get your copy to you at about the same time. It may be, on occasion, that you receive your copy a day or two late, it all depends upon the exigencies of the moment (whatever that means!)

So don't forget!! The TENTH of each month from now on - but still do not ask for anything to be included in a specified month, particularly in "next month's Newsletter" because it may not happen.

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## Duetto

We took delivery of our new Duetto on 1st August and are very pleased with the specification and performance so far. Very comfortable to drive and for our journeys to date the non-turbo diesel engine has proved adequate for the job. Minor problems are a "stuck" roller blind (even after being warned to treat it gently) and a warped shower door - both faults to be rectified at the Willersey works later this month. The Ford dashboard switch for heating/fresh air refused to work for the first week but mysteriously started to function properly after a bumpy ride "off road" in the Yorkshire Dales! Fingers crossed, as my local Ford dealer was suggesting having to remove the front panel to check the switch - not a quick job!

May I also pass on a site tip. They are few and far between on Portland Bill but the owner of The Old Higher Lighthouse will allow motor caravans on a space adjacent to the guest house. Marvellous coastal views and cliff top walks. Contact Mrs Fran Lockyer on 0130 582 2300 for more information.

*Anne & Jack Taylor*

The directions given are from Weymouth you go towards the lighthouse at the end of the Bill past the Eight Kings public house and then past the Lower Lighthouse Bird Observatory. Just after that there is an access road marked "M.O.D. Navy. Private Road" which you must

follow to the Old Higher Lighthouse. Unfortunately, no indication of costs was given.

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## Water Problems

Ref. *John Dinning's* letter in August. When the water in the hot water system is heated to thermostat temperature it expands by approximately 20% of its volume. As this expansion cannot return to the feed tank due to the non-return valve fitted, the only remaining route for it to travel is to the atmosphere via the pressure relief valve.

I have studied other Cascade heaters working on camp sites and they all appear to work in this way quite happily. Mine has done so for 3 years now. I cured my drain plug leak by fitting a slightly thicker 'O' ring than standard, but that was after two and a half years good service. I hope this observation will be of some help.

*Tony Cadby.*

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Re the isolator valve for the Cascade water heater. I have installed a 15 mm Ballotex valve, with lever, in the cold water supply line to the heater. The advantage of this valve is that it has compression fittings on both sides which enables connection into the supply line by way of short pieces of copper tube and Jubilee clips. The lever is sufficiently cranked for the valve to be located inside the box cover, being secured to the floor by a nylon pipe clip holding each piece of copper tube, while the lever itself is operable on the outside of the box cover (subsequent to a small cut-out being made at the bottom edge of the box-cover wall, of course.)

Because a portion of the supply line hose is now anchored to the floor it is necessary to provide a piece of hose of increased length on the downstream side of the valve sufficient to allow the Cascade unit to be withdrawn through the outer wall of the van structure for maintenance. The Ballotex valve can be obtained either with a lever or with a screwdriver slot for its operation.

May I recommend a useful repair firm for glass fibre repairs? It is M Thomas Motors who are on the Langage Industrial Estate at Plympton in Devon - about five miles east of Plymouth on the north side of the A.38. They have done a couple of excellent repairs on our Talisman GL for reasons which I will not disclose!

Can anyone help me re interference on my CB radio generated by

the windscreen wiper motor on reversal of movement of each stroke? This problem has been present (and is still present) on two Talisman GL (1991 and 1994 reg) using two different radio units - albeit inexpensive ones. This is a rather exasperating condition because it is in dirty weather conditions that one more often needs to be in contact with a companion vehicle.

*Roy Loveys*

My only suggestion is to open the window and shout - LOUDLY!

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## How Tyred can you get?

As I said in the May Newsletter we hoped to go to France and Spain again this year. We did and spent the whole of June exploring the West coast of France and carried on to San Sebastian. This time we had no trouble with thieves. Obviously our old Sportsman is now adequately fortified.

However we had a little problem in Spain which I should like to warn others about. We parked in a camp site and went off to the camp shop to see what was on offer. We were away from the van for about ten to fifteen minutes. On returning to our pitch *Brenda* said "I can smell gas". I walked round the vehicle sniffing and when I got to the sliding door I could "hear" the gas, let alone smell it. Telling her to get away, I gently opened the rear door, went inside, lifted the seat and shut off the gas. Then I opened the driver's door and waited for the gas to clear. The problem was the flexible pipe from the regulator which had actually fractured almost through. This I remedied by cutting out the damaged piece and the repair lasted until we got home.

On the way home, about 10 miles south of Bordeaux, we were ambling along at about 50 mph when the van suddenly bumped at the back. "What was that?" we both asked simultaneously. We pulled in and looked at the tyres. All appeared to be OK so on we went. Now we had a vibration in the back so *Brenda* went back and said it was something to do with the rear wheel behind the driver. Stopping again I got out and this time got down under the skirt to examine the rear tyre. I snagged my hand on hot wires from inside the tyre? Yes, we had lost the tread for about three quarters of the way round the inside half of the tyre. I couldn't believe my eyes. The tyre was still inflated and all of them were checked before we left home.

A quick wheel change and we were away to look for a garage to get

another tyre. We had only to go about 5 miles. The man took my wheel and I translated that he said "A very old tyre, 11 years old" as he pointed to a number on the tyre. Not really taking much notice, just being glad to get another tyre, I paid up the £68.00 he asked. As he put the tyre on the van he said "This one is 1 year old!" again pointing to the number.

On our return home I immediately bought a new gas pipe to find the date "April 1996" stamped on it. What I replaced, I'm ashamed to say, had October 1985 on it. This was the original pipe. I've since been to tyre depot to find out the coding on tyres. My old tyre, being 11 years old, means that it was probably the spare which replaced an original tyre, what with only 60,000 miles on the clock and being laid up most winters. We have a 1986 model.

It is quite simple when you know how. To start with you look at the tyre and decide by the condition of the walls if you think it is over ten years old. That's the guessing bit. Now look around the tyre for an oval with possibly letters and numbers in it.

STX 264

264

It could be only numbers according to the make. Also it may only be on the inside of the tyre. We are interested only in the last three numbers. Say it is 264 as shown. The "26" means the 26th week of the year and the "4" means the 4th year of the decade. As I said, the guessing part is June 1994 or 1984? See the reason for 10 years old?

I hope that this stops someone from "treading" the French motorways.

### *Brenda and Wally King*

It has been said before that the gas pipe should be renewed at regular intervals, say every two years. But having had problems similar to *Wally* with tyres on the previous Bedford Clubman I can sympathise. Now I shall look at those numbers with more knowledge!

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## **Boxer Battery & Gearbox Problems**

It seems that some folk are still in ignorance or confusion regarding this problem. Open the bonnet. On your right, under the windscreen washer jets, is a grille with a tapering space underneath. At the bottom should be a rubber piece. Put a hand under and feel it. If it is a short stubby object you need the modification because this will just dump water onto the gearbox.

The mod is a cranked rubber tube which will lead water about a foot away. My dealer calls it - 'Tube-drain' - part number P00006448F2 and it cost just £4.94. However, this will not cure the battery trouble as this is the only drain in the gutter. If the vehicle is leaning slightly to the 'off' side water will run away from the drain and overflow the gutter onto the top of the battery. Water lying on the battery will pick up acid and when it overflows will corrode the battery tray and various electrical wires in the vicinity - NOT a good thing!

On my Symphony I cured this by drilling a small hole in the plastic of the gutter and 'super-glueing' a length of windscreen washer tube to lead the water away below the engine. I urge you to do this if you haven't already. I learned the hard way when "Henri" just stopped one day and I had to call out Mayday. A wire from the fuel pump cut-out - situated under the battery - had been corroded right through! If you want to talk about the problem, feel free to call me on 0148 784 1786.

*Brian Smith*

A similar note was telephoned in by *John Coates* but in his case the price was £4.20 plus VAT or £4.99 in total.

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## **Same again**

Having noted the details in the June Newsletter I visited the local Peugeot dealer in Coventry. They checked with Peugeot who did, in fact, say that they were aware of a problem. I asked the dealer to replace the drain tube which they did at a total cost of £23.79. However I was not aware of the original position of the tube but I did note, on a later occasion, that the outlet of the replacement tube was situated over the back of the gearbox and water flowing from this tube would fall over the linkage cable. I returned to the dealer to express my concern over this but was assured by the manager that it was perfectly OK. I would be interested to hear from any Boxer owner who (a) knows the position of the original tube and (b) who has had the modification done and can tell me the position of the new tube. My telephone number, if anyone can help, is 01902 633 4871.

*Bernard J Abbott*

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## **And Again!**

My Executive was one of those whose gearbox failed in 3rd recently. **THREE** rebuilds later Peugeot admitted that the water draining onto the gearbox was causing failure in 3rd and also that part of the box

had been re-designed. The water outlet was modified. I can confirm that at least one other member has had exactly the same problem (and 3 re-builds) and the modified outlet fitted. It would appear that dealers have not been notified of the problem but if you persist Peugeot will eventually admit it. Now my battery is causing considerable corrosion - back to the dealer yet again!

*Brian Betterton*

Further comments have been received from *Steve Waldron* who has had similar problems which, after discussion with the dealer, have now been repaired. He advises everyone with a Boxer chassis to discuss the modifications with their dealer. George Hinton, the Deputy Editor of the Caravan Club Magazine also wrote to say that he had been corresponding with an A-S owner in Hertfordshire about the same problems plus the drive shafts. Following an inspection by a Mr Booker of Peugeot the importers agreed to replace the battery with one which doesn't admit rainwater; to modify the bonnet gutter; to replace the front cross-member corroded by leaking acid; to provide a two-year extended corrosion warranty and to carry out whatever was found necessary to cure drive shaft knocking for the second time on an 'M' registered vehicle. Thanks to all correspondents on this severe problem which may now result in correction and cure where necessary.

I suppose that as motor cars have only been around for about 100 years, there are still teething troubles! But I would have expected this sort of problem to have been discovered and cured much earlier than this - before the chassis went on the market even!

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## **Check the Czech Republic**

Since 1963 we have camped on many different sites of varying quality in Austria, Belgium, Bulgaria, France, Germany, Great Britain, Greece, Italy, Luxembourg, Spain, Switzerland, Turkey and the former Yugoslavia so we have learned to keep an open mind. For nearly 25 years our camping holidays have been in various A-S vans. Everybody has to make up their own minds but these are our experiences in the Czech Republic and Slovakia at the beginning of June 1996.

We drove through northern France, Belgium and Germany and entered the Czech Republic on the E.50 for Plzen. Within half an hour of crossing the border we were stopped, with two German and Belgian cars, by armed police (no Czech registered vehicles!). We were told that 10 kms back we had exceeded the speed limit and "we had to pay a lot

of money" (300 crowns, about £7.00). We are very conscious of speed limits, especially in foreign countries and a motor caravan packed for a holiday is not Damon Hill's preferred racing vehicle!. I asked for a receipt, as recommended in the Lonely Planet guide to Central Europe and was given several pieces of paper. One of the Germans was protesting but we did not see the outcome. We drove away in disgust. Later in our holiday we were told of a British motor cyclist who was also stopped for "speeding".

We tried to forget the incident and after an overnight stop near Plzen we went on to Prague. The site at Brnik at the south of the city had a barrier, was guarded all day, and we had pedestrian and vehicle passes to get in and out of the site (all very necessary in the circumstances). The tram stop was nearby and there was a regular service into the city.

Prague is full of beautiful buildings and even in June there were thousands of tourists. We did some shopping in a small supermarket in the city. When we got to the check out my wife found that her purse was missing from her bag. I searched the shop while she retraced her steps to the last place she remembered having it but we could not find it. We are very careful with our belongings and, like most people in big cities, security conscious so we can only assume that it was stolen. When we went to the police station to report the loss it was a routine procedure. We were handed a form in the appropriate language. As we were filling it in another British couple came in with exactly the same story as us.

Ever hopeful, we left Prague a few days later and travelled down to Ceska Budejovice which has a pleasant square. The Masne Kramy (one of the beer halls) is well worth a visit for the food and the atmosphere. It is a pleasant walk from the site to the centre of the town. However it must have been the campsite cleaner's holiday, there were no doors or curtains on the showers and the mosquitoes were vicious. They were even biting through the material of my polo shirt - and that was in the daytime! Insect repellent had no effect on them. A Dutch woman on the site told us that in Prague she had money taken out of the breast pocket of her blouse and a Dutch man's friend had his caravan broken into on a small campsite in the country.

There was a strange atmosphere in the places we had visited in the Czech Republic. The people were neither hostile nor friendly. We decided to try Slovakia and on our way visited Cesking Krumlov which is

an attractive little town.

We were not made welcome when we arrived in the evening at the site in Bratislava and were told by a French camper that four Dutch caravans had been broken into during the daytime and a German woman had her handbag with money and passports taken from her van when she went to get water. We decided that after ten days in the two countries enough was enough. That night we did not leave anything outside our van and, as we drove away the next morning, the Dutch caravans were in a circle, Wild West style, with four people sitting in the middle to watch them while their compatriots visited the city.

So we "escaped" to the comparative safety and cleanliness of Austria which is more expensive but, in our experience, the people are friendlier and the sites are usually of a high standard. We had intended going to Hungary but did not feel like taking another chance.

I have made notes on the sites we visited if anyone is interested. Perhaps this part of our holiday was just unlucky but, unfortunately, there were other people who were being "unlucky" as well. This is not hearsay but from first-hand accounts. The rest of our six week holiday was spent very pleasantly in Austria and Italy - well away from the Czech Republic!

*Gloria and David Morton*

I'm sure that a lot of our members go to out of the way places just to see whether I can read and type the names! On a serious note, it does seem that it would be worth while avoiding these two countries until they have had more time to get used to the idea of tourists.

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**GET WELL SOON**

At our rally at Woodchurch I learned that *Al Gatehouse* has been in hospital in Bournemouth. On behalf of all Club members I send our very best wishes to him for a speedy recovery and to *Sylvia* so that she has the strength to keep up!

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**THANKS**

As quite a number of you will know we were involved in a car accident in July. I'm please to say that *Arthur* is now fit and well and after fracturing my collarbone I am recovering slowly. We would like to thank all ASOC members who wrote, telephoned and enquired about

our well-being. Your thoughts helped us on the way to recovery.

We have missed seeing you all at rallies but hope to join you again in October at Whitchurch. Many thanks to you all once again.

*Joan & Arthur Dewhurst*

We are all glad to know that you are improving. From personal experience I know that collarbones take around eight weeks to knit properly - and then you still have to take care.

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## WEYMOUTH (AND OTHER PLACES) PARKING

Concerning the letter from *Jean Collins* in the August Newsletter warning of problems parking motor caravans in Weymouth. *Jean* may be interested to know that I have been in correspondence with the Chief Executive of Weymouth Council about their attitude towards motor caravan parking.

I have a letter from Mr D Furley, Borough Treasurer of Weymouth, stating that they are currently reviewing their parking policy towards our vehicles. I have also obtained a written promise that parking wardens have been instructed not to issue fixed penalty fines to motor caravans parked legally in their car parks. I have asked for clarification as to whether this will also apply to sea front parking areas and have requested that consideration be given to removing the "no caravannette" signs from the town. Members should also be aware that at the moment there are signs on all car parks in Weymouth forbidding the overnight parking of motor caravans whether they are used for sleeping or not. Hopefully the review of this regulation will lead to the removal of these signs.

I have also been making the point that whilst Weymouth provides overnight parking and sleeping facilities for the many yachts which are moored in the harbour which is right in the town centre, they are apparently against motor caravanners being provided with similar facilities. I have suggested that if such a facility was available at a fee, as we have recently found is provided in many French towns and resorts, it would be of an advantage to their tourist industry. Perhaps other members could write to Weymouth Council, or indeed to other local authorities which provide berthing facilities for yachts with similar requests, we could find council officials taking more notice of us. After all, a yacht is only a 'floating motor caravan'!

The address to write to is:- Mr D Furley, Borough Treasurer, Weymouth and Portland Borough Council, Municipal Offices, North

## Forthcoming Rallies.

### **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.

Directions: 3 miles North of Banbury on A423 Banbury to Coventry road turn Right s.p. Great Bourton. Site 200 yards on right. From M40 Junction 11 follow signs A361 SWINDON;

forward at 1st & 2nd roundabouts. At 3rd roundabout turn right onto A423 sign to Great Bourton.

Site 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.**

### **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. (continued overleaf.)

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, lakeside railway and Leisure Centre with swimming pool.

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., Lytham, Lancs**

Your rally marshals: Kath Benyon & Barbara Kaye.

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

Booking slips to: Mrs B Kaye, 14 Firthwood Road, Coal Aston, Sheffield S18 6BW

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 89Q.

Phone: 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: .....

Day/Time of arrival .....

In the event of an emergency at the rally whom should we contact?

Name: ..... Phone: .....

*Please complete both sides of the form!*

-----  
Rally: ..... Date: .....

Your name and address (please PRINT) .....

..... Post code .....

Membership No: ..... Phone No: ..... Van Reg: .....

Day/Time of arrival .....

In the event of an emergency at the rally whom should we contact?

Name: ..... Phone: .....

*Please complete both sides of the form!*

Is this your first A-S O C rally? Please tick box YES  NO

Number of people in your van: Adults ..... Children .....

Extras: Please indicate which you would like, if available:

Electricity: Yes  No  Saturday night meal if any: Yes  No

Have you any special needs? Yes  No  If 'Yes', please specify:-

.....  
Payment MUST accompany this slip - cheques payable to marshal.

POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE - PLEASE!

✕-----

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Quay, Weymouth, Dorset, DT4 8TA. It might also help *Jean Collins'* case if she wrote to Mr Furley outlining her problems with regard to parking and asking for a review of the penalty fine and consideration of a refund.

If other members would like to contact me with regard to parking problems in Weymouth or elsewhere I would be willing to co-ordinate a campaign to try to persuade local authorities to be more amenable to our chosen form of transport. My address is 56 Quarr lane Park, Sherborne, Dorset, DT9 4JB and my telephone number is 0193 581 4772.

*Brian Underdown*

This sounds like a worthwhile cause, in line with the "Height Fight" being run by MMM. Perhaps we should refer to it as the "Park Lark".

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## ***Weights***

It has become evident that there are divergent views on the question of weighing motor caravans. I'll be honest and say that it was several years before I gave the question any thought. Obviously the vehicle has been built to carry two people and all the bits and pieces one needs on a holiday. Our needs are fairly small; we are not into wind surfing or using mountain bikes and certainly have no desire to carry a generator and a small motorbike. Could we, if we wanted to?

I have read this year's copy of the A-S magazine fairly carefully. After all, it "tells us all we need to know about A-S and their latest models". There is no mention anywhere of MGW, unladen weight or Pay Load. As far as I know, no converter gives any information about the carrying capacity of their vehicles. I know it is in the handbook one should get with the van (we didn't) but by then you have parted with the cash!

Perhaps next year's issue of the A-S Magazine might give some thought to this.

*Nial Reynolds*

I seem to recall reading a report somewhere that someone had bought a van and then discovered that if it was filled with fuel, water and gas there was no load remainder for bedding, food or even driver and passenger!

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## The Travelling Gourmets

The Eastern counties of England are not generally renowned for their gastronomic delights although, as we have found, there are some notable exceptions. Some of the better meals we have had have been in pubs. One of this year's meals was in Dedham, Suffolk, at the Marlborough Head. Dedham, as many will know, is the heart of Constable country. Flatford Mill and the River Stour are close by and merit a visit at any time of the year. Those, like us, who have sailed on the river will know how beautiful the area can be. It has a stillness and calm which is the hallmark of "sleepy" Suffolk.

The Marlborough Head is directly opposite Constable's school and the handsome church tower that features in several of the artist's paintings. Parts of the pub are reputed to date from the 15th century. Certainly those above average height will need to be careful as there are lots of low beams. The pub was first established in 1704, the year of the Battle of Blenheim and the victory by the Duke of Marlborough.

The menu contains a number of interesting items including venison, duck and a good selection of fish. If you have room for pud (portions in this area tend to be large!) then try the home made sweets such as oranges in brandy. A two course meal should leave you with change from a tenner. If you're in the village at other times of the day coffee and afternoon tea are available. For lunch and dinner, especially at weekends, you will need to arrive early as the pub's tables fill up quickly; there are some tables in the small garden attached by the car park.

If you don't want to stay in the area we can also recommend the National Trust tea-room at Flatford Mill for its good range of cakes and afternoon teas. We stayed at a Caravan Club CL within half a mile of Dedham, The Mallard Restaurant, Mill Lane, run by John Newsome.

*Mike Randall*

*Mike* said, in his letter to me, that as new motor caravanners, and new to A-S too, they were very impressed with the Club and Company Rally. The organisation appeared to go without a hitch and they were grateful for the efforts of all concerned.

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## PRINTING, PACKING AND POSTING

Last month *Rita Daley* gave us a brief summary of how our

Newsletter has been printed over the years of the Club's existence. She and *Phil* have made a massive contribution to this task over the years and in doing so has save the Club many thousands of pounds.

I would like to say a big "Thank You" to them both and to record my admiration for them for their commitment and patience. I would also like to wish them both many happy journeys in the future - no longer limited to the first three weeks of each month!

*Janet Sutterby*

And so say all of us.

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## **Heaters** (*Cascade*) and **Coolers** (*Electrolux*)

*John Dinning's* letter in the August Newsletter makes interesting reading. While my Clubman is of 1994 vintage I suspect the installation is similar. My letter on Cascade problems appeared in the February 1995 Newsletter. I begin to suspect a breakdown in communication between manufacturers. Shurflo water pump over-pressure is not the cause. I have just returned from holiday and, on putting a finger through that three-quarter inch hole immediately under the two hose connections, I again found traces of water. So the problem has recurred. However, a permanent solution is available.

On the Carver stand at the Club and Company rally I was able to purchase the older, ribbed, pattern of spigots, the cold inlet one even including a non-return valve. I am now informed by my local Carver agent that the smooth pattern spigot was introduced for use with semi-rigid pipework. In the event this was not universally adopted - my Clubman has flexible hose and Jubilee clips. A leak is almost inevitable at some stage. Tightening the clip on a smooth spigot is not a cure!

I have also had to replace the pressure relief valve. I found a weakened spring when I compared the old valve with the new. So far as the drain plug leak is concerned, Carver claim that their 'O' ring is the correct thickness and merely needs a smear of silicone grease. I prefer to use a thicker 'O' ring which projects above the shoulder of the drain plug. It is of the same internal diameter as the original and benefits from a smear of silicone grease. It has cured a problem that I first encountered on a 1984 caravan.

I too have found that the fridge does not attain a low enough temperature, particularly when connected to mains electricity, if the

ambient temperature is too high. The Electrolux instruction book refers to the possibility but does not quote a figure! So I have adopted the use of a fan as suggested in a previous Newsletter (Maplin's order code YZ 39 N). However, I have taken it a stage further. While not apparently feasible to connect the fan to a thermostat inside the fridge, following a discussion with 'Steve' of Propex Heating (0170 352 8555) at the Club and Company, I obtained a Mikuni NY16 variable thermostat similar to that used with Propex blown air heaters. While this obviously operates on ambient temperature, there is clearly a relationship between the temperature inside and outside the fridge. By trial and error and the use of a fridge thermometer, a setting of '5' on the Mikuni dial ensures a fan cut-in temperature at 25 deg.C while the internal temperature of the fridge remains cold enough, though you will need to experiment with your own fridge 'stat setting. On the Mikuni, use terminal 2 for 12 volt supply, terminal 5 for positive supply to fan and terminal 7 for negative. On the Clubman I have fitted it adjacent to the doorstep light and tapped into its supply which is permanently live. Since the fan uses a mere 300 milliamps no additional fuse has been needed and my battery condition/voltmeter needle doesn't even twitch. The green warning light illuminates when the fan switches off - the red does not illuminate in this application. The Mikuni will switch up to 2 amps. When using a fridge thermometer, remember that the temperature on the door can be some 3 - 4 degrees higher than on the top shelf, so check both.

*Gordon Finlayson*

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## Legend Rock and Roll

I'm writing in reply to *Dorothy & Simon Ekins* who are worried about the wonderful soft ride of the Legend. When we bought ours in December 1989 we were also concerned, so much so that we took it to our local Ford dealer for a check up. He could only find one thing wrong; one rear spring was lower than the other. This was changed under the warranty.

We have now done almost 82,000 miles and the Legend has just passed the MOT with flying colours (same shock absorbers!). About three years ago we fitted M.A.D. rear springs. These are coil springs that can easily be fitted between the rear axle and the chassis. These were to assist us in carrying a Honda Max on the back. But now we have returned to cycling and carry two mountain bikes instead!

Some friends of ours who have an Auto-Trail say that their van is

like a truck compared with ours. So do not worry about your "featherbed" ride. We think it's great. Mind you, we take our time - no wheelies! And when we return from Spain in the Spring the Legend needs more T.L.C. to bring home our annual supply of vino and brandy - but no problem!!

The M.A.D. springs can be obtained from a company called Ashley Banks at Peterborough and are easy to fit, if you don't mind getting black hands!

*Margaret & Arthur Fairburn*

I can just imagine that Legend with the full load of wine in the water tank, on the roof rack and everywhere else. You'll recognise it too - it's the one with the wheels in line with the windows!

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## LEGEND VISIBILITY

Having found that the visibility was restricted in wet weather, particularly on the passenger side, I discovered 'Motor World' who were able to supply me with a 24 inch wiper blade as a direct replacement of the 22 inch blade fitted. They produced a 26 inch version too but could not get it to fit on the Ford wiper arm. This suggestion may well be of use to other owners of vans based on the Ford Transit chassis as other accessory shops including Halfords have told me that 22 inch was the largest obtainable!

*Doug Williams*

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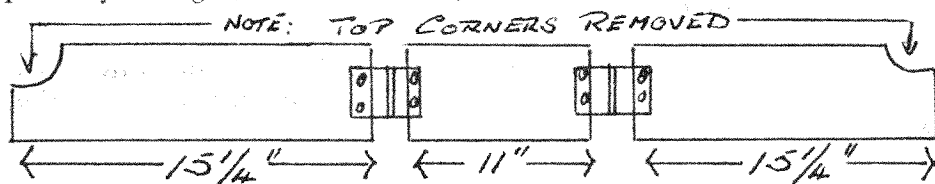
## Trophy Mod.

We decided that the three small cushions that form the lower part of the double bed in our Trophy used up valuable space during the day. so we came up with the following alternative which is just as comfortable at night. It takes up the minimum of space when stowed.

At the A-S Stores Shop at the Club & Company Rally we purchased a foam filled bed board upholstered in a blue-grey material. Just one of the several useful items we bought. It measures 56 x 15.25 x 1.5 inches.

Whether the single or the double bed is used we found that this board fits snugly across the space at the foot of the bed. Of course, it needs to be raised to the same level as the other cushions. This is achieved by making supports which sit on the cab seat bases with the seats in the fully forward position.

From three-eighth inch plywood cut two pieces fifteen and a quarter by two and five-eighths inch plus one piece eleven by two and five-eighths inch. Each of the two longer pieces is joined to the shorter piece by a hinge (see sketch below).



(NOT TO SCALE)

Move the longer pieces to form a right angled 'U' shape. The side pieces rest on the 14 x 1.5 inch fabric covered batten which is screwed to the base of the passenger seat. The cut-out shown is to accommodate the base of the seat back rest. The same arrangement is used for the drivers seat base but the sizes are two side pieces 12 x 3.5 inches hinged to one piece 13 x 3.5 inches.

Day time storage is no problem. Release the press stud straps holding the settee back rest and the bed board just fits behind and against the stored table top. Each plywood support unfolds and lays flat in the same space. The two straps screwed to the settee back rest may need slight re-positioning. During the day the small cushion used at the head of the single bed fits behind the driver's seat.

*Derek Hockley*

I am told that *Derek* has a couple more mods "if you are short of copy". I can always use notes about mods on any A-S vehicle which anyone may have found effective.

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## **CROSS STITCH PATTERNS**

Still they come! The indefatigable *Betty & Joe Jacobs* have sent me in the latest copies of patterns for A-S vans. The full list now reads as follows.

Amethyst	Bedford CB 22	Clubman GL
Duetto	Excelsior	Executive
New Executive	Flair	Frisky
Harmony	Legend	New Legend
LT 28	Omega	Rambler
Rapport	Recro	Rimini

Romero

Talent

Trident Mk I

Trooper Mk II

Sportsman

Talisman

Trident Mk II

Trophy

Symphony

New Talisman

Trooper Mk I

If you would like a copy of any of these patterns, a couple of second class stamps sent to your Editor will bring one to you - provided that you tell me which one is required and who you are!

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January 1997

We are advised that the "Outdoor Leisure 97" show will be held at the Bath & West Showground, Shepton Mallet over the period of January 17th - 19th 1997. This will be organised by the proprietors of Motorhome Monthly. Rally fees are - 4 nights (Thurs - Mon) £23.00; 3 nights (Thurs - Sun or Fri - Mon) £20.00; 2 nights (Fri - Sun or Sat - Mon) £15.00 and 1 night (Sat - Sun) £10.00. If you would like to book please send SAE to *Sheila Henthorne* as she has received a few forms.

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First of all, thanks to *Ken Critchlow* for the donation received in connection with the sale of his van. It wasn't finally sold through the Newsletter but he sent the donation all the same.

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*Edna and Roy Edwards* wrote to say thank you for putting them in touch with *Pauline & Peter Shaw*. The latter were selling a Clubman GL which the former were seeking - if you follow me! Anyway, the *Shaw's* sold and the *Edwards's* bought and are very happy with their purchase. They've been to France and Germany and are getting ready to go to Belgium and Holland.

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### WANTED

2 berth Auto-Sleeper motor caravan. Will consider any age as long as it is in good condition. Please telephone Barbara and John Mitchell on 0138 483 0667 or write to them at 9 Coniston Drive, Valley Fields, Kingswinford, West Midlands, DY6 9BZ.

These are not, yet, members of the Club but would like to be when they find a van.

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For FREE!

A new member, who could have joined a long time ago but thought that because he towed a van with his A-S he would not be eligible, has

available the Haynes manual for the Bedford (as used on the earlier Clubman) and a Spare Wheel Carrier to fit the front. If anyone is interested, please telephone Jean and Malcolm Payne on 0186 530 0168 or write to them at 20 Lincoln Farm Park, High Street, Standlake, Oxon, OX8 7RH.

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## FOR SALE

Eurovent Annexe, heavy duty, as new. 12ft wide, 9ft deep with skirting, groundsheet, curtains. £195.00 ono. Telephone Roger Carter on 0180 562 5090 or write to him at 35 Holwill Drive, Torrington, Devon, EX38 7LQ.

Thanks for the donation.

#####

Ford Duetto, 2.5 turbo-diesel, reg June 1996 (N) so has full Ford and A-S warranty. Complete with fitted alarm and Omnistor awning. Value over £28,000.00 - sell for £23,500.00 ovno. Telephone Ian Morgan on 0129 723 247 or write to him at 10 Armada Close, Seaton Devon, EX12 2UT.

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Having, sadly, had to part with our CB22 late last year we still have a rear door awning for sale. If anyone is interested, please telephone Linda & George Saint on any of these telephone numbers. Cornwall - 0120 921 5626. London - 0171 918 5067. Mobile - 0589 140 772. Or write to them at Rosekenwyn, Chapel Street, Redruth, Cornwall, TR15 2BY.

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Motor Scooter. 50 cc. Dual seat. 'N' Reg. 400 miles. 47 kg. As new - to include loading and carrying rack to fit A-S Clubman, Talisman or other van with tubular rear bumper. £595.00 ovno. Telephone Val and Alan Holden on 0156 274 8663 or write to them at 8 Rhuddlan Way, Kidderminster, DY10 1YH.

Thanks for the donation.

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Omnistor 3.5m Safari Room with built in skirt. Colour - Grey. Used one month only. £250.00. Silver Screen to fit facelift Talbot. Exterior fitting. Unused. £50.00. Omnistor Top Box type 130. Size 134 x 94 x 43 cm. £100.00. Telephone Gordon Stephens on 0182

261 6536 or write to him at 63 Oak Road, Bishopsmead, Tavistock, Devon, PL19 9LJ.

Thanks for the donation.

#####

10" Ferguson colour TV. 12v battery/240v mains. Portable. As new. £150.00. Tyre & Wheel 175 SR iz. Unused. £50.00. 74 ah battery as new. £10.00. Telephone Ron Dobson on 0125 372 4690 or write to him at 84 North Promenade, Lytham St Annes, Lancs., FY8 2QW.

Thanks for the donation.

#####

Hope Safe-T Towbar to fit Executive on Boxer chassis. Half price at £300.00. Towbar to fit VW T4 van (V.A.G. manufacture) £75.00. Safari room to fit Omnistor 2500 awning. New. £50.00 Can deliver to Bath or East Horsley Rally venue. Telephone Norman McPherson on 0181 398 5355 or write to him at 118 Manor Road North, Esher, Surrey, KT10 0AG.

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Omnistor Top-Box 940 mm x 800 mm. Fits Talisman etc. As new. £140.00. Silver Screen for facelift Talisman. £35.00. Large Fiamma levelling wedges. £10.00. Low wattage kettle jug. £5.00. Fiamma table leg tripod - alloy. £10.00. 15 inch long table leg - chrome. £5.00. 2 tailor made large seat cushions by Unique furnishings (replace 8 seat cushions). £30.00. Wheeled waste container. £5.00. Telephone Tony Cadby on 0132 966 5940 or write to him at 44 Old Farm Lane, Stubbington, Nr. Fareham, Hants., PO14 2BY.

Thanks for the donation.

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Duetto, 2.5 litre diesel. 1994 'M' reg. Approx. 10,000 miles. A.B.S. and heated front screen. Alarm, roof fan, awning, bike rack and more. £21,950.00 ono. Please telephone Paul Skinner on 0186 574 8232 or 0385 112 808 or write to him at 44 Broadoak, Headington, Oxford, OX3 8TS.

Thanks for the donation.

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Just as a footnote please remember that the closing date is now the TENTH of each month.

Also, you will find enclosed a questionnaire about the Club and Company Rally. If you are one of those who has attended in the past please complete as much of it as you can and return it as shown. YOUR views will help the sub-committee make the arrangements for your pleasure in the future.

And that's it for October - see you next month.

Your Editor  
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Tel: 0181 808 9112

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Andrew Entwistle	Vice-Chairman & Joint Chairman, AGM Sub-Ctee	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-Ctee	0123 576 4782
Arthur Irving	Vice-Chairman & Joint Chairman, C&C Sub-Ctee	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 Surterby	Minutes Secretary	0150 746 2449
John Tidbury	Treasurer	0123 552 5730
Charles Trevelyan	President	0138 685 3338
John Cox	Vice-President	0126 267 1762
Rita Daley	Vice-President	0121 706 1816
Philip Daley	Vice-President	0121 706 1816