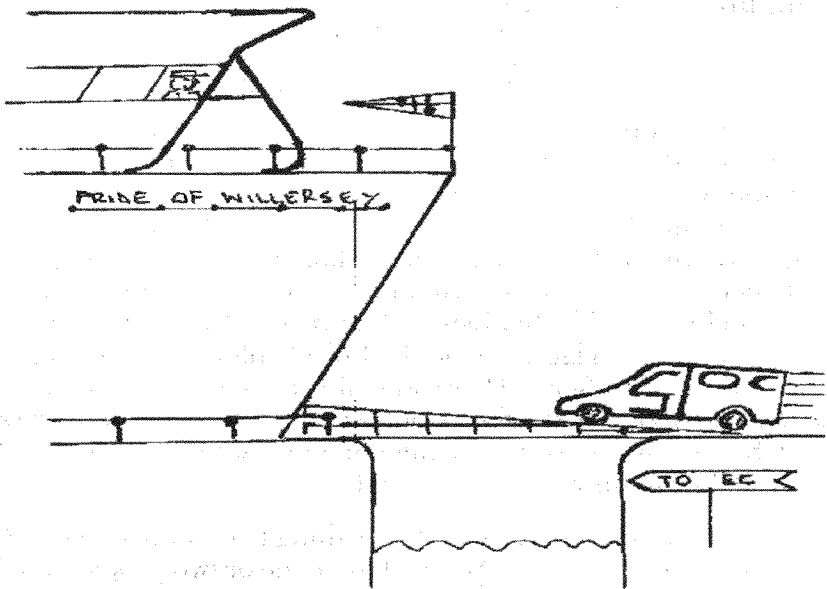


AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 107
AUGUST 1997**

Hello.

I wonder if everyone feels as I do when the holiday is over - was I really in wherever it was? We are back from a couple of weeks in south western Scotland where we had comparatively good weather. That is when we compare it with what the weather forecasters were saying about the rest of the UK and what we heard about when we returned home. But in fact we were in shirt sleeves (or blouse sleeves if you must - for *Sheila* that is!) for most of the time. And on our return we found quite a lot of Club work waiting for us including 29 messages on the answering machine. That piece of modern machinery seems to have got itself tied up a couple of times because at least two of the messages were too garbled to understand. So if you telephoned and left a message but haven't heard from us - please ring again.

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Club & Company Rally

What a wonderful weekend that was! The weather, in the main, was good with just a couple of light showers to cool us off a bit together with some rain during Saturday night. It was great to see so many happy, smiling faces around and to hear the constant buzz of chatter both inside and outside. The stalls selling things which **you** provided for the benefit of our chosen charity, the Stroke Association, had a constant stream of buyers. The hobbies stalls attracted a lot of attention as did the table where the "Tiggers" (the Technical Information Group) showed what they could offer. There was also a steady procession of people around the trade stands, the display of new A-S vans and, of course, into the A-S stores shop. Not to mention the refreshment marquee which, as usual, the Company kindly provided.

There was, so I was told, "something to do or see all day long and well into the evening too". So much that one or two people said they had missed one item because they were watching or doing something else! My thanks to everyone who took the trouble to tell me that they enjoyed the Newsletter. Your appreciation makes the work worth while. The only complaint I received was that there were not enough pages each month!

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BIKE RACKS

I was intrigued by *John Johnson's* note in the June Newsletter (page 8) passing on A-S recommendation against fitting a bike rack. I think it

would be very helpful to many other members if *John* would kindly make it completely clear whether the advice related to the Trophy only, to several models or to all.

And exactly why, though I guess it is to do with reinforcement and local stresses around the fixings. But it would be nice to be sure that there are not other considerations. Perhaps *John* would elucidate.

Barry Crawshaw

We might even get a write-up "From the Factory" on this subject!

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I Dunno!

We parted company with our caravan when we moved to Devon some years ago. The usual questions started - "Settled in?", "Do you like it here?" (or there, whichever was appropriate!) We missed our van and decided to venture forth again. So the trusty Cavalier went and (yes, you've guessed it) the Duetto moved in. In our opinion our research proved the Ford the most comfortable (we both have back problems) so the A-S Duetto conversion and reputation followed. We've a new generation (cheaper to service) Ford with Turbo (due to the Devon hills). Now we are asked "Do you like it?", (Yes); "Do you find the engine tight?", (Dunno); "Does the Turbo help?", (Dunno). Never having driven a diesel before we just climb aboard and go. The bottom line is it ain't got the storage of a caravan and we also have a wheelchair on board as well as the boots hiding somewhere. I've cracked a bit of room (well, my wife did) by leaving the spare cushions at home. We leave the passenger seat reversed and by moving it three notches back from fully forward and by raising the bridging section sufficiently to clear the obstacles it angles nicely below the front of the seat when sliding the bed out. We make up the height of the seat by using a cushion from one of our folding chairs. This makes a bed about 6' 6" long and I'm only 5' 8". I've also gained a bit of height with the two lockers over the cooker and sink. I've raised the two locking guides about ¾" which raises the doors when open so that I can eliminate the Limbo (oh! me back!) dance when sorting out bowls of cornflakes. (5' 8" comes in handy!)

Other bits have happened such as turning the hanging rail through 90 degrees so that clothes are readily available and a couple of plastic hooks over the television shelf housing to support a portable Grundig radio (can't get at the Ford radio as the wheelchair resides between the front seats when on site). I'm about to purchase suitable brackets to fit on the inside of the rear door onto which I can wind the mains hook-up

cable. Don't know why we take it as we haven't used it. I'm now looking forward to meeting other Duetto owners to collect more ideas. Finally, the 2.0 litre Cavalier returned 38 mpg when solo and the Duetto (nearing 4,000 miles after two months) returns 32 mpg and is real fun to drive.

Julie and Ian Morgan

This item has been "on the spike" for some considerable time. By now I hope our intrepid members will have had more fun with their acquisition and will have met other members and shared ideas.

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TALISMAN ARMRESTS

My new Talisman is everything I expected it to be by why did A-S fit those useless armrests? I do not know if my arms are shorter than usual, but when the rests were down they fitted onto my "funny bone" (?) just nicely and were therefore most uncomfortable. However, help was at hand at the Peterborough show from Mike Sharpe of TEK seating. He supplied me with another set of armrests with a longer "throw" on the bracket which fixes the rests to the seat. It was a fairly simple job to remove the backing from the seats and fit the new armrests. It is also necessary to remove the padded upholstery from the existing armrests to fit to the new units. I was able to do this at the show with a very limited tool kit, so any DIY'er could do it.

The result is well worth it. Mike did me a part exchange deal at the show because my van was brand new. So I'm not sure of the actual cost. A phone call to Mike on 0166 448 0869 would soon answer this. I hope this will be of benefit to any other short-armed ASOC members.

Ron Greenland

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Southern Portugal in Winter

If any member has any useful tips, advice, recommended site or up to date experience of a winter trip across Northern Spain and down through Portugal we should be very interested to hear from them. Our address is "Grasshoppers", 7 South Close, Alresford, Hampshire, SO24 9HS. Many thanks.

Trisha & Philip Ferris

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Odds and Stories

It is said that the odds against winning the National Lottery are about fourteen million to one. (We're still with the hopefuls!) But what are the odds against the following happening? Five years ago we bought a new Talbot Harmony from a dealer in Cardiff, where we live. A year later we put it in part exchange for a new VW Clubman - the deal being struck with Berkshire Motor Caravans, in Newbury, Berkshire. They are one hundred miles away from us.

Imagine our surprise when walking down our road just a few weeks ago. Lo and behold, there was our old Harmony on someone's driveway. Sold four years ago a hundred miles away and it turns up just 500 yards from where we live! We wonder what tales it could tell about the last four years.

Deanne & Norman Rendle

"Well, I had just got used to my owners when they dumped me. Then I sat for a long time among other vans - so I made sure I got bought by some neighbours of theirs. That'll show 'em!"

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More Odds

We have just returned from the Club and Company Rally which we enjoyed very much indeed. As we cannot normally get away at weekends it was our first rally, despite having been members for over three years. We were very much looking forward to the Event and were in no way disappointed. We found it a well organised and interesting occasion. The whole weekend, however, took on a significance that no-one could have predicted.

Whilst looking round the stalls on Saturday afternoon, I spotted a figure disappearing into a trailer whom I thought I recognised as my cousin. I had not seen him for almost thirty years. It did indeed turn out to be him and so we were re-acquainted and spent the rest of the weekend filling in the missing gaps. That we should share an enthusiasm for motor-vanning in general and Auto-Sleeper in particular is a huge bonus. We had always been told that "the Club and Company" was rather special but we didn't realise that the service extended to finding lost relatives!!

As a result of our experience, we have been wondering what else ASOC might stand for. The best we can come up with, at present, is

“Association for Spotting Old Cousins”!!! Our thanks to all concerned with this years rally; our especial thanks for the unexpected bonus. We are a little apprehensive about booking for next year as we are unsure what other unexpected surprises might be forthcoming !

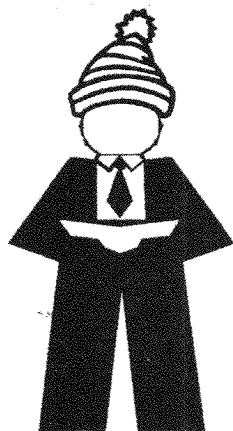
Gwenda & Cliff Warner

What a charming story - I wonder how many times such a thing might happen in any particular sport or pastime?

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Chairman's Chat

By now, the Club and Company Rally is behind us and, judging by the great efforts that the two teams (one from the Club, the other from the Company) have put in to this year's event, then it will have been not only the best attended with about 459 vans booked in for the weekend, but the best one yet!



The Committee met towards the end of June and was fully occupied not only with the Club and Company Rally but, believe it or not, with next year's Annual Dinner Dance and AGM. It occurs to me that apart from those involved with these events, how many of our members realise that just from the Club side the budget for this year's Club and Company Rally is not far short of £10,000.00? Most of this is covered by

attendance fees received from members, rent from the traders and so on. If there is a shortfall in income, for whatever reason, then some of the Club's reserve finance will be used to subsidise the event. It's either that or increase the attendance fees which would make it difficult for some to attend not only this rally but also the Annual Dinner Dance and AGM. We try very hard to keep the cost to you, our members, as low as possible, but try as we might we won't please everybody!

Some of you may know that we are reviewing the Club Constitution and Rules in some depth in order to iron out a few wrinkles. This will be only the second time it has been amended since the Club started and if any revisions are proposed and adopted it should be some time before we need any further amendment, I hope.

Neil Rogers, our Rally Co-ordinator, brought us up to date with his

work and I am quite sure he would welcome anyone who would like to talk to him about running a rally. It is not difficult to run one so why not have a chat with *Neil* or any members who have already done so? There is plenty of help and advice out there so all you need to do is ask and I am sure that once you run a rally you will find it enjoyable and rewarding. Looking at the latest rally list you can see the occasional one where the hobby of the rally organiser is easy to guess. I find it very interesting to have the opportunity to attend one of these events, such as the Shoreham Air Show. This would satisfy the longing of a middle aged schoolboy whose long suffering wife must cringe at the mention of yet another "interesting" weekend! That reminds me of a time when someone asked Betty what the ages of her children were. She replied, with a straight face, "8, 10 and 31"! How about that for a put-down?

I think you have had enough of me by now so, as always, I wish you safe and happy travelling and don't forget to smile.

Andrew Entwistle

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THE GREAT TREK

On a Tuesday in June (last year) the Great Trek commenced. Five Auto-Sleepers set off for a month in Europe. The *Dewhursts* (with a Clubman), the *Goodfellows* (Amethyst), the *Kayes* (Executive), the *Pycocks* (Legend) and the *Wanes* (with a two week old Duetto). The plan was to visit Poland and the Czech Republic via Berlin. All the vans were polished and gleaming as we moved in convoy along the motorways of France, Belgium and Holland. Quite and impressive sight!

It was scorching hot and we were pleased to have the excellent sun blinds and insect screens - the latter were essential as we were plagued by "midgies" and "mossies". Most people were badly bitten, some in places it would not be tactful to mention!! At each camp site the vans were admired by fellow campers who were not shy at asking to look over, under and around the vans. The Dutch were particularly interested and on discussing the prices thought our vans were very good value for money.

As we neared Berlin, the roads of the former East Germany proved a real test for van, driver and passengers. They were incredibly rough and bumpy. Hour after hour, everything that could rattle and shake did just that! It's a credit to the way the A-S vans are constructed that after two days of this all five vans survived unscathed. No van had anything shaken loose - don't know about the occupants, though!

We camped at Potsdam and from there travelled by local transport (a bus then a train) to visit Berlin. We took a tour in an open bus and visited all the famous places. We were told that at present Berlin is the largest building site in Europe. After that we headed towards Poland. As we clocked up the miles we were all pleased with the vans' performance and the fuel consumption was excellent. No bother crossing into Poland; both German and Polish guards seemed more interested in admiring the vans.

We spent eight days in Poland. The camps varied in quality but all shared the same friendly atmosphere. At one, a bridal couple arrived in all their finery and asked to have their photograph taken in front of the vans. We were delighted to oblige! Quite a compliment to A-S. For most of our excursions we left the vans on site and used public transport. It was cheap, reliable and very efficient although crowded. Our impressions of Poland are many and varied. We were amazed at the sheer number of churchgoers on Sunday, including a large proportion of young men. Young children could be seen walking to school unaccompanied. The friendliness of everyone we spoke to, many waving to us as we passed in the vans. The variety of scenery. The two young prostitutes who appeared in the middle of a motorway, miles from anywhere, in the centre of dense woodland. Further on, the hundreds of brightly coloured garden gnomes for sale by the side of the road.

A visit to Auschwitz by six of our party proved a sombre experience but one they would not have missed. Four intrepid members visited the Wieliczka salt mines and walked miles underground. The beauty of Krakow with its lovely old buildings. The stirring music from the International Military band competition which we enjoyed in the large Market Square. The grandeur of the Tatra Mountains and from Zaczopane, the exciting trip by cable car up the mountain, coming down by ski-lift.

Two camps rate a special mention. Camping Smok at Krakow had a lovely atmosphere and a very friendly, helpful lady in charge. Her friend, who ran Auto-Camping Comfort at Zaczopane, spoke excellent English and had some of the cleanest, smartest loos and showers we have ever seen anywhere. Well worth a visit!

On to Prague via excellent motorways where the vans could really show their paces. We settled in a small site not too far from the city. It was so crowded that it was possible to shake hands with our neighbours

and not leave the vans. *Joan (Dewhurst)* celebrated her birthday in Prague and we had a party in the Clubman. All ten of us, somehow, sat comfortable and had a very convivial evening. Prague is a wonderful city, know as the "City of 100 Spires". We admired Prague Castle, the magnificent St. Vitus Cathedral; the Charles Bridge with its stone monuments; the Old Town Hall with its famous Astronomical Clock; Wenceslas Square etc. There were many musical events on offer and everyone wished we had time to attend some of these. We all want to return and spend more time there in the future.

So began the homeward journey. Through Germany to Heidelberg; along the Rhine and Moselle valleys into Luxembourg, then Belgium and back to Calais. Altogether we covered over 3,500 miles. The vans were easy to drive, economical in fuel, extremely comfortable to live in for a month. We cooked some excellent meals and were very grateful for our own super "facilities". We had dozens of laughs; an occasional swear and we still all remain the best of friends. We are all firmly committed to our lovely A-S vans.

The Dew-Good-Kay-Wy-Wan

[So called because I understand it was a joint effort. Ed.]

It is nice to learn that folk really enjoy each others company and the use of their vans.

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CCNR - 1998

Every year, over the Spring Bank Holiday weekend, the Caravan Club National Rally (CCNR) is held in the grounds of a stately home somewhere in Britain. In recent years the venues have included Tatton Park, Knebworth House, Holkham Hall and Weston Park. Although 11% of the members of the Caravan Club are motor caravanners, only about 1% of the units attending the CCNR are motorhomes. This year, *Barbara and I* saw only about 30 motor caravans on site out of a total attendance of more than 3,000 units. Of these, only three others were Auto-Sleepers, none of them with any sign of ASOC membership.

I have arranged with the Staff Director (Events) of the Caravan Club that any ASOC members wishing to join us at the CCNR next year could be pitched together and this suggestion has been approved by the ASOC committee. For this to be possible, all booking forms and payments will have to be sent to the Caravan Club early in the New Year in the same envelope. I shall be pleased to do this for all members

wishing to take part in what we have always found to be a thoroughly enjoyable weekend. The rally is not limited to Caravan Club members.

Unfortunately, the 1998 venue has not yet been announced. However, any member who might be interested is invited to send me a stamped, self-addressed envelope (marked "CCNR") as soon as possible for more details of the rally and of the way in which a block booking could be made. This does not, of course, at this stage commit any member to attending the rally. My address is 21 Ellcar Rise, Eaton, Norwich, Norfolk, NR4 6HR.

Ray Whiley

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[And from the same pen as the previous item:]

On the Level

Although modern refrigerators are more tilt tolerant, most of us still like to pitch our vans as level as possible. We had no problems in our Rambler GL using our two hollow black plastic wedges (filled with concrete left over from a DIY job at home) and an assortment of pieces of wood - until we arrived at Knebworth Park in May 1995. There we found that our pitch ran diagonally across the slope - and despite the "help and advice" of two-wheel neighbours, we eventually had to settle for something rather less than a perfect level.

The problem was knowing how much to raise each of the other three wheels compared with the lowest. Back at home, I thought about this and decided that the answer must lie in mathematics. If the angle of slope between one wheel and another could be measured, then knowing the distance between wheels it ought to be possible to calculate the amount of packing needed. I made a "clinometer" - all right, I cut a six inch square of plywood, drew a vertical line down the centre, glued on a plastic protractor upside down, drilled the protractor at the point from which the angles radiated and pivoted from this a transparent plastic pointer with a line scribed down its centre. Placing the base of this plywood on the van floor now gives me the angle of slope - between front and back wheels on one side or between the wheels on each axle.

I then used my computer Spreadsheet program to calculate the amount of packing needed to level each wheel. This, of course, depends on the wheelbase and track of a particular chassis, but for the Rambler a slope of 1° fore and aft means that a wheel needs raising $2''$, whereas the

RALLY SUPPLEMENT

AUGUST 1997

7th-10th. August, (3 nights): Cardale Woods, Beckwithshaw, Harrogate, North Yorkshire.

• Rally Marshals: Doris & Harry Bowker.

Site Fee: **£2.50 per night, NO Electricity, Green Field Site.**

Own sanitation essential.

Rally Fee: £2.00

Booking slip to: H. & D. Bowker, 11 Kings Road, Shaw, Oldham, OL2 7BJ

Tel. No. **01706 845735**

Cheques payable to: H. Bowker

Attractions: Harrogate 2 miles. Walking distance to Northern Horticultural Society gardens and trial grounds at Harlow Carr. "Emmerdale" country.

Directions: Map ref. 104/270537. Leave Harrogate on B6162, site on right in approx. 2 miles.

15th & 16th. August. The Detling Transport & Country Festival, County Showground, Detling, Maidstone, Kent (on A249).

Rally Marshals: Vik & Margaret Irle.

Site Fee: £16.00 per van (up to 4 persons) NO Electricity

Rally Fee: £1.50

Booking slip to: Vik & Margaret Irle, Elizabeth Cottage, Warden Road, Eastchurch, Sheppey, Kent, ME12 4EX

Tel. No. 01795 880 364. Cheques payable to: V.M. Irle.

You may arrive 1200hrs. 15th and stay until 1200hrs. 18th. (No extra charge).

Attractions: A superb weekend for all the family, Steam engines, Military vehicles, Auto-Jumble, Cider making, Beer Tent etc.

Bread & Milk available on site.

No limit on numbers

27th. August - 1st. September: Shoreham Air Display Rally.

Shoreham Air Field, Shoreham, West Sussex.

From 2.00pm. 27th. August to 12.00noon 1st. September.

Rally Marshals: Yvonne & Barry Loveland.

Site Fee: £1.00 per night. No Electricity. GREENFIELD Site.

Rally fee: £2.00

Airshow tickets: £9.00 per adult, £4.00 per child, Saturday & Sunday Incl.

PAY IN ADVANCE.

Booking slip to: A.N. Fowler, 130 The Gardens, Southwick, West Sussex,

BN42 4AQ. Tel. No. 01273 594479

Saturday evening buffet meal available £2.50 per person; please state if required and send money with booking slip.

Attractions: Two day airshow with on ground entertainment.

Limited to first 30 vans.

Directions: On A27 between Brighton & Worthing. Leave A27 at Shoreham Airport, opposite Sussex Pad Hotel at traffic lights.

This is the only entrance for motor caravans.

27th. August-7th. September: Wunningen Weinfest Rally,
Germany. This rally is fully booked.

29th. August-5th. September; Holiday Rally, Moreton Glade, Dorchester,
Dorset.

Rally marshals: Barbara & Jeff Worley.

Site Fee: £ 4.25 per night. Electricity: £1.65 Rally Fee: £2.00

Booking slip to: Mr. & Mrs. J. Worley, 26 Houndstone Park, Gunners Lane, Brympton, Yeovil, Somerset, BA22 8SQ.

Tel. No. 01935 424049 Cheque payable to: B. Worley.

S.A.E. if confirmation of booking is required.

Attractions: A well equipped site; our seventh year here. Extra days at same rate. Trains to Poole and Weymouth (via Dorchester). Lulworth Cove, Poole Harbour, Studland and other attractions nearby.

Accessory Sale! Bring along any surplus van parts/accessories etc to sell during the rally.

Directions: Site on B 3390 next to Frampton Arms pub by Moreton railway station.

1st.-5th. September, (4 nights), Stoupe Cross Farm C.S. Whitby,
North Yorks.

Rally Marshal: Alan Guest.

Site Fee: **£2.50 PER PERSON PER NIGHT**

Plus £ 5.00 deposit (returnable) for toilet key. No Electricity. Rally fee: £1.50.

Booking slip to: A. Guest, 27 Chiltern Drive, Ackworth, Pontefract, West Yorkshire, WF7 7DW. Tel. No. 01977 612 773 Cheques payable to: A. Guest.

Attractions: Whitby 20 mins walk up/down 199 steps!. North Yorkshire coast and moors, Scarborough, North Yorks Moors Railway.

Directions: From A171 follow signs for Whitby Abbey.

Limit 20 Vans

5th.-7th. September: Highlands End Holiday Park, Eype, Bridport, Dorset.

Rally Marshal: Maureen Torah.

Site Fee: £ 6.25 per night. Electricity: £1.25 per night. Rally Fee: £1.50

Booking slip to Mrs. M. Torah, 14 Compton Road, New Milton, Hants, BH25 6EQ

Tel. No. 01425 618320 Cheques payable to: M. Torah.

Attractions: Meal on Saturday evening. South West coastal path Views over Lyme Bay. Heated swimming pool.

Directions: Off A 35 Bridport by-pass. Follow signs for Eype and Eypesmouth (narrow lane).

7th.-14th.: Welsh Holiday Rally, Brynich Caravan Park, Brecon, Powys.

Site Tel. No. 01874 623325

This rally runs from Sunday to Sunday but you may stay for less nights, if you wish.

Rally Marshals: Geoff & Helen Gray, assisted by Barry & Yvonne Loveland.

Site Fee: £ 5.75 per night. Electricity: £ 1.75 Rally Fee: £ 2.50

Booking slip to: G. Gray, 71 Woodstock Gardens, Pencoed, Mid. Glamorgan, CF35 6ST Tel. No. 01656 862423 Cheques payable to: G. Gray.

Attractions: A superior "Best of British" site in the Brecon Beacons National Park. Numerous scenic walks and drives in the area. Pleasant level walks on nearby canal towpath including Brecon town (1 1/2 miles.) Boat trips on canal and coarse fishing in reservoirs. Off peak rates available at local leisure centre for swimming, indoor bowls, ten pin bowling etc. Coach trip, if sufficient interest shown. Evening meal mid week. Bicycles would be useful.

Directions: Site is situated and well signposted at the roundabout of A 40 and A 470 about 1 mile East of Brecon.

11th. 14th. September: Northern Motorcaravan Show, York Racecourse.

Rally Marshals: Betty & Andrew Entwistle. Rally Fee: £1.50

You **MUST** complete the booking form to be found in the current copies of M.M.M. or Which Motorcaravan and post it, with your remittance **DIRECT** to the organisers. Note the latest dates for booking. Please note the **SPECIAL** Rally Rates: 4 nights; £ 17.00, 3 nights; £16.00, 2 nights; £15.00, 1 night; £12.00

These are special rates for club members only.

IF YOU WISH TO RALLY WITH THE CLUB THEN MARK YOUR FORM CLEARLY WITH ASOC or Auto-Sleeper Owners' Club and return before the closing date, 11th. August.

Then complete a Club Rally slip and send it with a cheque for £1.50 to: Mr. M. A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Riding of Yorkshire, HX7 6DP. Tel. No. 01422 843 057

Cheques payable to: M.A. Entwistle

Full directions will be sent by the organisers with your tickets. The roads are also well signed around the outskirts of York.

Those who pay/book upon arrival pay more and cannot park in the club area.

18th.-22nd. September. Shepton Mallet Motorcaravan Show.

Rally Marshal: Rosemary Bevis and team.

Rally Fee: £ 1.50 send direct with slip to Rally marshal at:

16 Chapel River Close, Weyhill Close, Andover, Hants. SP10 3UE.

Tel. No. 01264 392 095 Cheques payable to: R. Bevis.

Book direct with the organisers, booking forms (special Club prices)

available from Rally Co-ordinator, address at end of supplement.

Please enclose S.A.E. Forms also in various magazines. (COSTS MORE).

25th.-28th. September. Camping & Caravan Site, Canterbury.

Rally Marshals: Joyce & Gordon Matthews.

Site Fee: £ 5.90 per night. Electricity: £ 1.70 per night. Rally fee: £1.50

Booking slip to: Mrs. J. Matthews, 35 Preston Park, Faversham, Kent, ME13 8LH.

Tel. No. 01795 538913 Cheques payable to: G. Matthews.

Attractions: A 3 day rally giving you the ideal opportunity for a day trip to Calais and top up for Christmas. Time also to enjoy the City of Canterbury.

Pub meal Saturday evening Please indicate on booking slip if interested.

Directions: From the Dover bound A2 turn left signposted Canterbury. At the 5th roundabout turn right and follow camp site signs onto A257 for 1 1/4 miles. Bekebourne Lane on right hand side.

26th.-28th. September. Howgill Lodge Caravan & Camping Park, Barden, Nr. Skipton, N. Yorks.

Rally Marshals: Ben Mansfield & John Greenwood.

Site Fee: **£ 3.00 PER NIGHT** Electricity: £2.00 per night. Rally Fee: £1.50

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

Mold, Flints. Tele. No./Fax: 01352 754794. Cheques payable to: J. Greenwood.

Attractions: Clear views of Wharfedale. Full facilities on site plus restaurant.

Directions: from A 59 Skipton/Harrogate road take B 6160 at Bolton Bridge, signposted Burnsall. After 3 1/2 miles at Barden Tower turn Right s.p. to Appletreewick. After 1/2 miles, at telephone box on right turn into lane and follow for 1 1/2 miles to Howgill Lodge.

2nd.-5th.October.Camping & Caravan Club Site.East Horsley,Surrey.

Rally Marshals: Sally & Jerry Haxton.

Site fee:£ 5.90 per night. Electricity:£1.70 per night. Rally Fee:£1.50

Booking slip to:D.Haxton,"Almond Tree House",Send Hill, Send, Woking, Surrey,GU23 7HR.Tel.No.01483 223 476. Cheques payable to: D.Haxton.

Attractions:Recreation room with darts,table tennis etc. and available in the evenings for our use.Fishing lake on site that is well stocked.Trains to London and Guildford half hourly with a large and safe car park at station,(one mile). R.H.S.Gardens at Wisley, two miles,with large car park.

Coach trip to Hever Castle on Saturday if numbers warrant,coach and entrance fee £10.00,please send money with slip if interested.

Directions:Leave M25 at Junction 10,take the A3 South towards Guildford, approx 1/2 mile take slip road B2039 s.p. Ockham & Horsley.Site on right, Camping & Caravan sign at entrance to site.Please report to Wardens on arrival.

9th.12th.October.Waldergraves Holiday Park,West Mersea,Essex.

Rally Marshals:Inge & Jack Britton.

Site Fee:£4.00 per night (Not £5.00 as shown in newsletter).

Electricity:£1.00 per night. Rally Fee:£2.00

Booking slip to: Jack & Inge Britton,2 Melrose Road,West Mersea, Colchester,Essex,CO5 8JB. Tel.No. 01206 384146.

Cheques payable to J.Britton.

Attractions:Restaurant & shop on site.Use of club house Saturday night for American Supper.Pitch & Putt and fishing on site.It is hoped to arrange a boat trip to 'Packing Shed 'Island on Saturday.Please indicate on slip if interested. Also Nature Reserve & Country Park within short drive.

If possible please book before 26th.August.

Directions:From Colchester onto B1025 to West Mersea,2nd turning right, follow Tourist Board signs to Park.

10th.-12th.October.Whitchurch Cricket Club,Whitchurch,Shrops.

Rally Marshal: Audrey Crouch & Team

Site Fee:£3.00 per unit per night. No Electricity. Rally Fee:£1.50

Booking slip to: Mrs.A.M.Crouch,"Sydney",Sylvan Close,Higher Heath, Whitchurch,Shrops.SY13 2TB. Tel.No. 01948 840894.

Cheques payable to:A.M.Crouch.

Attractions:Clubhouse open for the rally,all facilities.Bar open on Saturday evening.Pies, peas & jacket potatoes & sweet.£2.00 per person.

Send money with rally slip.

Saturday coach trip to Oswestry,please indicate on slip if interested.

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.

Limit 40 vans.

Further details on rallies below in September Newsletter

30th. October-2nd. November. Eastham Hall C.P. Lytham, Lancs.

Trip to Ice Show details in July Newsletter.

31st. October-2nd. November. Chesildene Caravan Park, Bournemouth.

28th.-30th. November: Briarfields, Cheltenham.

New Year Rally, Hidden Valley, Ilfracombe.

Please note that the 1998 Spanish Rally is fully booked.

Please note that **ALL** information ie. dates, rally bookings and rally details for the Newsletter should be sent to the Rally Co-Ordinator;

Neil Rogers,

3 Appleby Close,

Aldbrough St. John,

Richmond, North Yorks,

DL11 7TT.

Tel.No./Fax. 01325 374 540

Local Assistants: Jerry Haxton (01 483 223 476) Woking, Surrey.

Jeff Worley (01 935 424 049) Yeovil, Somerset.

Ray Whiley (01 603 452 593) Norwich, East Anglia.

Bob Brindle (01 777 711 588) Retford, East Midlands.

Rally Supplement prepared by Neil Rogers, 3 Appleby Close, Aldbrough St John, Richmond, N. Yorks.

Rally: Date:

Your name and address (please PRINT)

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

Rally: Date:

Your name and address (please PRINT)

..... Post code:

Membership No: Phone No: Van Reg:

Day/Time of arrival

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

Name: Phone:

Please complete both sides of the form!

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

Number of people in your van: Adults Children

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

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

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

Payment MUST accompany this slip - cheques payable to marshal.
**POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE -
PLEASE!**

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

Number of people in your van: Adults Children

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

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

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

Payment MUST accompany this slip - cheques payable to marshal.
**POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE -
PLEASE!**

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

Number of people in your van: Adults Children

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

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

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

Payment MUST accompany this slip - cheques payable to marshal.
**POST FORM TO REACH MARSHAL 10 DAYS BEFORE EVENT, IF POSSIBLE -
PLEASE!**

same slope side to side needs 1.2". On a 1° slope in both directions at the same time, if the rear offside wheel is the lowest, the front offside needs to be raised 2", the rear nearside 1.2" and the front nearside 3.2". (There is no need to be as accurate as this, of course, but it does give a quick idea of how far to go up the ramps, or which pieces of wood to use.) We had no problems when levelling at the CCNR at Holkham Hall, despite one wheel being in quite a deep hollow!

For members using the Talbot Express chassis, wheelbase 2923mm/115" and track 1690mm/66.5" the following table gives the elevation needed:

Angle of slope	Fore & Aft	Side to Side
1°	2"	1.2"
2°	4"	2.3"
3°	6"	3.5"
4°	8"	4.7"
5°	10"	5.8"

Clearly, it is better to pitch in line with or at 90 degrees to the slope if possible.

Ray Whiley

Reminds me a bit of a site at Portree on the Isle of Skye where I had to put the nearside wheels on a couple of boulders to get some semblance of level - and then had to find another, bigger, boulder to form a step to the van! And again at a site in Sheffield with a similar problem, this time with logs.

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A N A P O L O G Y

Dear Members who attended the Club and Company Rally at Malvern. We are sorry that we were unable to get around to spending enough time answering all of your queries and questions (another six or seven days would have helped). We must thank you for your patience, kindness and understanding through what, to us, is a pretty arduous and exhausting weekend. It is only your kind words and humour that keep us going to a point that we actually end up thoroughly enjoying the weekend. So to each and every one of you who attended what we think was the best Club and Company Rally to date, **A VERY BIG THANK YOU!**

From: The Auto-Sleeper "A" team of Neville, Phil, Neil, Scott,

Alan, Tony, Dave, Mitch, Carl, Steve, Dave and our many wives and children who all came (unpaid) to help out.

P.S. The ASOC Rounders Captain is awesome. We suggest you listen to her instructions next year!!

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The Scottish Rally

Once more we enjoyed the eight day rally at Oban. Each day brought the choice of something different to do. Golf, walking, coach tour of the Island of Mull and a boat trip on the Loch or relaxing on site in the sun. We suspect that the sun was part of the organisation this year. On the last Sunday a meal and show were organised which lived up to the rest of the rally in excellence.

At no time were the rally marshals showing signs of the problems they must have had in dealing with so many items on the rally agenda. A big thank you to *Beryl & Jack De Sadeleer* and *Annette & David Brook-Smith* for their efforts to make this a great rally.

Joan & Ray Young

#####

To all those who travelled from all corners of England to our rally we extend a very big THANK YOU for the way you all joined together to make this such a happy gathering.

We thank you for the menu received, maybe you would like the recipe:

Take 25 vans, 48 extremely nice people (large or small), place in a sheltered Scottish glen, add plenty of heat and just a drop of water. Leave for seven days.

If you are as lucky as we were you get something that is a joy to prepare, great fun to make and a delight to share.

Annette & David (Brooke-Smith), Beryl & Jack (De Sadeleer)

#####

Banham Zoo

We have just returned from this very successful rally which was run by "new marshals" *Barbara & Ray Whiley*. They are to be congratulated on their arrangements for looking after our well-being despite the inclement weather. About 30 vans took part and everyone seemed to enjoy themselves and were very welcoming to us who are not regular ralliers.

It was ironical that the previous night we had made a stop-over at the Camping Club site at St. Neots where we met another A-S owner who informed us that he was not a member of our Club and felt sorry for us going to a meet. He said we could come across a clique of friends who would not be very friendly. How wrong he was!

Stella & Bob Fryer

Of course you will meet a clique of friends at any of our rallies - and you will be one of that clique!

#####

Tuesday, 10th June, was a hot, sunny day in Norfolk - ideal for playing a game of boules or just lounging outside the van. Unfortunately our first rally as marshals didn't begin until the following day - and at 4.40 am the rains began. We had wondered whether anyone would come to Norfolk for a rally - and were very pleased when 28 other vans arrived to be greeted by two very damp and bedraggled marshals.

Despite the weather, which persisted until after the last van had left, everyone seemed to enjoy themselves. We had coffee/tea and biscuits on Wednesday evening under our large green canopy ("the marquee"). A party of 38 members visited the cidery across the road for a tasting. Many took advantage of the five-day Zoo pass (for only about half the cost of a normal daily admission). We sheltered again under "the marquee" and a large roll-out sun(?)-blind for an American supper on Saturday evening and just managed the Sunday morning get-together before the rain began again.

Many thanks to everyone who helped to make this rally so enjoyable for us; the members who sold raffle tickets and donated extra prizes, who struggled to put up "the marquee" more than once in wind and rain and who offered extra shelter for the supper. Above all, thanks to everyone for their good humour in putting up with the adverse conditions and for appearing during the very infrequent fine spells to get together in small groups to chat - which is, after all, what it is all about.

Barbara & Ray Whaley

People do travel to all corners to attend rallies - we ran one in Norfolk which was well attended (and with some rain attached too!).

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The Club & Company Rally - Again!

I write to let you know the winners of the Concours d'Elegance. They are as follow:

Class A - Best Turned out Van - Brian Haslam; Duetto

Class B - Best Turned out Coachbuilt - Bill Stringer; Clubman

Class C - Best Turned out pre 1990 - Mr M Viveash; 1968 Commer.

Each winner received and engraved glass bowl which I presented on behalf of Nick Harding, the Editor of "Which Motorcaravan" and each winner received two T-shirts as well.

The questionnaires submitted to Farecla Products were put into a "hat" and I picked the winner. This was *Doreen and Jock Hammond* to whom a bottle of champagne was presented on behalf of Farecla.

For my part I was rushed off my feet for the whole weekend and had little opportunity to socialise.

Charles Trevelyan

I did speak to *Charles* myself for nearly ten seconds during the weekend!

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The Case of the Jumped Up Fuse

First, thanks to all involved for the work which went into making the Club & Company rally such an enjoyable experience. It was our first with the Club although we have rallied with the Caravan Club for many years. We know something of what is entailed in organising and co-ordinating them. We found we had to call for help as soon as we arrived on site on Friday afternoon. It was readily forthcoming from a variety of people and the following is a few lines of appreciation.

We made good time driving from Yorkshire to Malvern in our new Amethyst, eager to take part in this rally. The fridge was filled with perishables and had been turned on to 12 volt supply after initial cooling by gas. As we turned off the M.5 towards Powick early on Friday afternoon we looked forward to a long, cool drink when we arrived on site. Blissfully unaware that in a black box under the bonnet the 30 amp fuse controlling the charge to the leisure battery had decided to spring from its socket. No cool drink and no power to do so much as lower the step. We were flat, in more ways than one.

That was when the amiable Chief Rally Marshal, *Ben Mansfield*, rode to our assistance together with *Jim Henwood* who offered to lend his trickle charger. In no time at all they had helped me carry the sparkless accumulator into the disabled toilet where there was a 230 volt, 13 amp socket and we were in business. In the meantime, *Brenda and Ron Mitchell* slaked our thirst with tea which we couldn't brew for ourselves - gas stoves with Piezo ignition need electricity too. Unfortunately, the battery was so empty of energy that after five hours on charge it had summoned up too little enthusiasm to see us through the night. Then up rode more knights on white horses (in a white van, actually!). Steven Beeny and Paul Chippendale of Beeny Bits lent us a fully-charged battery overnight until on Saturday morning we were able to put alternative charging arrangements in place.

The rest of the rally was sheer enjoyment. The atmosphere was pleasantly relaxed, the entertainment of a high standard and everyone we met was very friendly. But our abiding memory is of the cheerful and willing help we were freely given when we needed it by the people mentioned, none of whom we had met before. Checking that the fuses are properly seated has now been added to my list of "things to do before setting off". I'm very thankful that this one didn't jump in June when we were on a 3,000+ miles trouble-free proving trip down to Italy and back.

Ian Day

The letter asked whether *Ian* could presume and call me *Harry*. As members will know, there is absolutely no presumption - we all prefer to be known by our given names rather than the more formal Mr, Mrs, Miss or even worse Ms. But I'm sure that members of the Club less new (see how I avoided calling you old?) than *Ian* will not be surprised by the help given!

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Crete and Italy

This information was gathered on a trip to Crete which we took in April, as we were determined to escape the politics which would be even louder in the run-up to the election. From friends and neighbours of ours who have changed their Seem Funny for a Club Mangle we learnt of a ferry that sails from Ancona in Italy to Patras in Greece. On its own this is not remarkable. What is worthy of note is that there is a deck reserved for lorries and motor caravans. This is a semi-open deck with its own toilets and showers. Even better, once you have driven aboard and up the ramp to your deck, Fred (or Georgiou) comes round and, with a long

The crossing took 22 hours (a faster ferry is promised for 1998) and there is also a service from Venice. The cafeteria on board was very reasonable and the duty free shop was cheap.

Be warned, though, that to travel from Piraeus to Heraklion is a different matter as you must have a cabin and that unless you are an early bird at the docks you may find yourself being asked to reverse up a 3 metre wide by 40 metre long ramp which ascends 5 metres and has no lights.

The ferries are run by Minoan Lines and their UK Agents are Viamare Travel Ltd, Graphic House, 2 Sumatra Road, London, NW6 1PU. Tel: (0171) 431 4560: Fax: (0171) 431 5456

We found them very helpful with lots of advice on routes to Ancona, and very prompt in sending brochures and handling tickets. We booked the Ancona-Patras legs with them which cost £352 for the return trip, and thought it value for money. To get from Piraeus to Heraklion we booked on the spot at Piraeus, and had to go through a bit of rignarole as credit cards were not accepted at the local agency. When all was sorted out we found that the UK agents had priced the fares at 400 drachmae = £1, whereas 'on the ground' we were paying at the rate of 427 to £1. Before making accusations of being ripped off it is only fair to remember that the rate of exchange is constantly fluctuating, and that the company has to settle on a fare structure months in advance. We also had the certainty of a berth before we left UK, and while we would have been OK at the time we travelled we could easily have come unstuck at a more popular time. In addition, it is also possible that the exchange rate could go the other way so although the gamblers may be prepared to take a chance there is a great safety net in making a booking with someone who understands exactly what you want. Crete was beautiful, although many of the sites were not really prepared for visitors in what they considered to be 'out of season'. We visited several sites and were very happy with Agia Galini.

On the way down to Ancona we stopped at a site called Spiaggia d'Oro at Lasize on Lake Garda and thought it was wonderful. We were invited to park and look around the facilities before deciding whether to book in. The place was spotless and commodious and we made a great mistake by only staying for one night before pushing on to a site at Modena listed in the Caravan Club handbook. This was a disaster, and we would have been much better off if we had stayed an extra night at

Lasize. On the way back we stayed at Lasize for 3 nights (and should have stayed for 4) and managed to have a tour round part of the lake on the vaporetta (steamers to you) at a highly discounted rate. We also had the opportunity to sample (would you believe it?) liquorice-flavoured ice cream. Finally, and this has nothing to do with anything, would you also believe the following BSE Recipes? "Silli con carne": "Cannelloonie": "Steak Ga! Ga!"

Chris Fookes

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Wanted



Has anyone got a good condition, low mileage VW T4 Trident for sale, please? If you have, please contact your Editor for the telephone number of potential buyers. Thanks.

#####

Flair (2 berth). Ideally 2.5 turbo diesel with intercooling, but will consider 2.5 turbo diesel or diesel. Preferably registered in 1996 or 1997. Telephone Austin Joyson on 0151 334 6779 or write to Stepping Stones, 24 Oakridge Road, Spital, Wirral, L62 2AS.

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For Sale



Silver Screen (External) for Clubman GL (VW T4). Good condition. £40.00. Phone Marion & Ken Hobbs on 0196 286 9879 or write to 4 Sleepers Delle Gardens, Sparkford Road, Winchester, Hants. SO22 4NU.

#####

External Silver Screens for a Ford based Amethyst. Used about twice. £40.00 ono. Tel: Angie & Frank Thompson on 0140 581 7068 or write to 44 Palm Grove Court, Thorne, Doncaster, South Yorkshire, DN8 4EB.

#####

"Nudge Bar", black P.W.S. type for new shape Ford Transit. V.G.C. £100.00. Please telephone Ted Newstead on 0118 977 2797 or write to 41 Allnatt Avenue, Winnersh, Wokingham, Berks. RG41 5AU.



#####

Ford Flair, 'G' reg. 32,000 miles. New leisure battery. Usual A-S specification plus alarm and extra 13 amp sockets and mains lights. New MOT. Non-smokers, no pets. VGC. £10,250.00 ono. Telephone Terry Harvey on 0149 486 2157 or write to 1 Wrights Lane, Prestwood, Bucks, HP16 0LH.

Thanks for the donation.

#####

Duetto, 1996 'P' reg. 2.5 Diesel, Excellent condition. Extras include central locking, fitted Fiamma awning, Status TB aerial, Silver Screens and extra security. £23,500.00 ono. Tel: Jack Taylor on 0194 421 6091 or write to 6A North Street, Thame, Oxon., OX9 3BH.

Thanks for the donation.

#####

Duetto, 'M' reg (April 95). 2.5 diesel. Alarmed. 3 metre Fiamma awning. Bike rack. 3-speed extractor fan. Full set Silver Screens + other extras. 15,500 miles. Full service history. £22,800.00. Tel: Gerald Cross on 0118 941 6673 or write to 195 Fairford Road, Tilehurst, Reading, Berkshire, RG31 6QT.

#####

Sportsman, Fiat Ducato 2000. Turbo diesel. 29,000 miles. 4 berth, bunk beds unused. Two owners, full service history. Warranty July 98. Non-smokers, no pets. Immaculate condition. Alarmed. Awning and many extras. £12,950.00 ono. Tel: Edward Shafto on 0191 584 2669 or write to North Gate, West Rainton, Houghton le Spring, County Durham, DH4 6NU.

#####

Apache Motor Chalet, free-standing awning, specially designed for A-S. Cost £500.00. Used once. Will sell for £250.00 ono. Phone Jean or Cyril Morgan on 0121 559 5986 or write to 60 Terrace Street, Rowley Regis, West Midlands, B65 0BQ.

#####



Cabanon Motor Chalet '96. Free-standing awning with open weave groundsheet. Cost over £400.00. Immaculate. £285.00 ono. Fiamma 2-cycle rack, as new, £75.00. Two electric hook-up cables (still wrapped) £15.00 each. Chrome tubular table leg and tripod feet, as new, £20.00. Telephone Shirley & Roy

Lefley on 0153 027 1073 or write to 10 Uplands Road, Measham, Swadlincote, Derbyshire, DE12 7HL.

Thanks for the donation.

#####

Silver Screen to fit VW T4 Clubman with twin arm mirrors. £20.00 (plus postage). Telephone Sheila & Harry Henthorne on 0181 808 9112 or write to 144 Devonshire Hill Lane, London, N17 7NH.

#####

Trac-Mats, set of 2 tough rubber mats with solid rubber studs both sides to get your vehicle out of any mud or snow. 5 ft long, folded in carrying case with instructions. The strongest track mats available. Never used. Cost £70.00, will accept £30.00 for quick sale. Phone Helen or John Gibson on 0190 535 1991 or write to 19 Evendine Close, Worcester, WR5 2DB.

STOP PRESS STOLEN VEHICLES

Please keep a lookout for these two vans recently stolen.

Legend - Registration No: **G 360 KNG**. Stolen from a car park at the Trevelyan College University, Durham. Property of *Roy Stables* of Beccles.

Talisman - Registration No: **G 732 ECX**. Stolen from driveway of *Dorothy & Tom Huntingdon* in Sheffield.

If you should see either of these, please let the police know and advise *Sheila Henthorne* who has included them on the stolen vehicles list which she keeps.

You will see that I have managed to delay the final preparation of this issue to include some of the comments from the Club and Company Rally. I was able to include a few items received after the usual deadline date but this is an exception - so don't expect it every (or any!) month.

Now to start collecting items for the various stalls next year. Where did I put those boxes?

Here goes - September issue - Closing date 10th August.

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

Any item appearing in this Newsletter may be freely used by other publications. Please acknowledge both Author and Source.

All contributions from Members which appear in the Newsletter are published in good faith in the hope that they will prove useful or interesting. All reasonable care has been taken to ensure accuracy but none of the modifications has been tested by us therefore neither the Editor, the Club nor the Company will accept any responsibility for the consequences if you try them out.

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Sheila Henthorne	Secretary & Membership - Secretary	0181 808 9112
Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman C & C Sub-Ctee	0123 576 4782
Arthur Irving	Vice-Chairman: Joint Chairman AGM Sub-Ctee	0114 236 5698
Ben Mansfield	Chief Rally Marshal	0172 336 9769
Neil Rogers	Rally Co-Ordinator	0132 537 4540
Ian Ross	Regalia Officer	0170 822 8075
Geoff Scholey	Press Officer	0175 675 2303
Janet Sutterby	Minutes Secretary	0150 746 2449
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