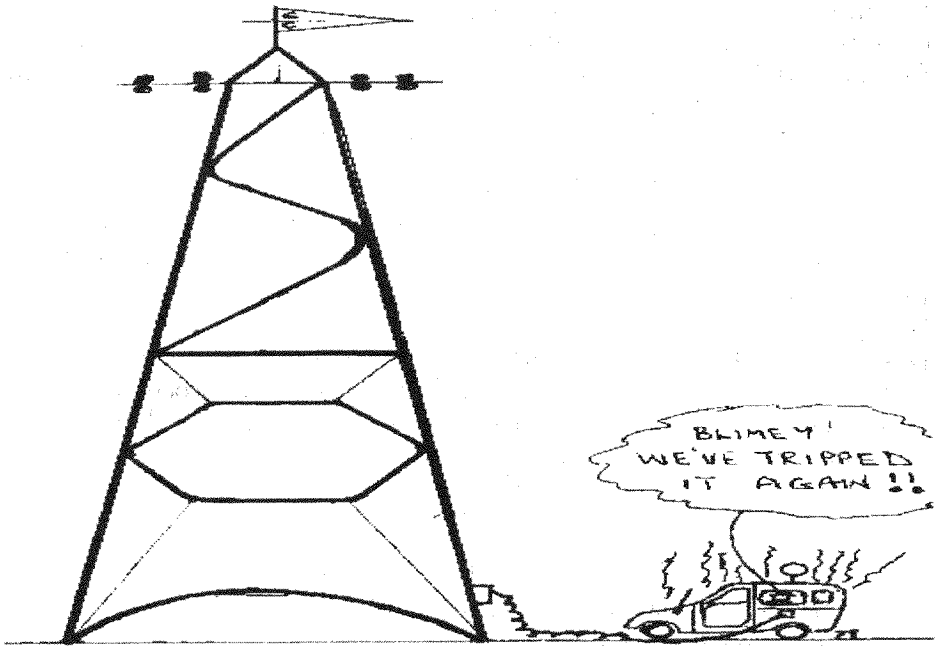


AUTO-SLEEPER OWNERS' CLUB

HOOKED UP ON MOTOR CARAVANNING!



**NEWSLETTER 110
NOVEMBER 1997**

Hello.

Oops! My finger slipped, yet again. The correct telephone number for *Maurice Payne* of the Technical Information Group is 0131 336 3385 and not as printed last month. Sorry about that. Incidentally, I have been asked why I print the telephone numbers in the format of the big towns, four digits, three digits and four digits, when many are quoted by various people as five digits and either three and three or six. The reason is quite simple. Some time ago I saw a note, presumably from BT, indicating that the big town format was the one they preferred. I tend to agree as all the major towns and cities have their number in this fashion and, rather than mess about in the production of the Newsletter, I opted for the same format throughout. Some of the programmes for computers available now also re-align telephone numbers into this format. But hold on, in a couple of years or so it will be all change again for many of us. We'll see what the preferred format is then.

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RENEWAL FORMS

Please note that the dreaded pink Renewal Forms will be coming to you next month, that is in December. May I ask you **Please** to fill the form in and send it back to me as soon as possible so that the records can be kept up to date. If you wish to send the form in with a cheque post-dated to 1st January 1998 that is quite all right with me. As long as the forms come in so that I can do the necessary processing. With around 1,500 vans (or about 3,000 people) as members there is a fair amount of work to be done. Many thanks.

Sheila Henthorne

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Workshop Manuals

This may be of use to members with a Peugeot J5 or Boxer who may be wanting a workshop manual. There is a company in Paris which produces these manuals and although written in French, the diagrams are very clear. With a good French dictionary it should be easy to work out the wording.

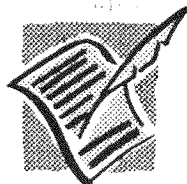
I purchased one for my Peugeot J5 for FF. 200, inclusive of post and packing. The manual comes complete with a very good wiring diagram. The address to write to is: L'Expert Automobile, 19 Rue des Filles-du-Calvaire, 75140 Paris, Cedex 03. Hope this may be of help.

Basil Abbott

According to Ceefax, the current exchange rate (26th September) is 9.47 francs to £1.00 so the cost seems to be just over £21.00.

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Touring Journals



For those of us who keep notes of where we've been and what we've done there is a new gadget called "Forget-Me-Not Touring Journals". There are two versions, the "Start Up" and the "Super". They have been designed by Liz Lawrence of Bristol, who is herself a keen motorhome owner. They consist of a high quality binder with a range of different, removable, refillable pages. There is also a souvenir pouch and postcard pockets to keep all the other items which will bring back memories.

The main pages have space to record everything about your trip, journey details, favourite shops, places you see and site details etc. There are pages of useful information, personal details, conversion tables, touring checklist and the like. Pages for van details, maintenance records and touring expenses are included. The "Super" version includes more pages for day trips, notes, shopping lists, addresses and has a fold-over front flap and a handy pen attached.

The prices are £17.95 for the "Start Up" and £24.95 for the "Super" plus £1.95 in each case for post and packing. You can order or get further details from Forget-Me-Not Journals, 2 Charnwood House, Marsh Road, Ashton, Bristol BS3 2NA Telephone no: 0127 554 0124 - and if you speak nicely to Liz and quote your Club Membership Number you might even get a small discount!

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Crete & Italy

I am "inspired" to put pen to paper (sorry, I'm not into I.T!) by my recent holiday experiences and an article in the August Newsletter on my return home. I refer to *Chris Fookes* article with this title.

I travelled, with my cousin, to Greece via the Ancona/Igoumenitsa ferry in my Rimini. Like *Chris*, we travelled "camping on the deck". (There seems to be a bit missing from my Newsletter, the bit about Fred/Georgiou plugging us up to the ships electrics.) [See September issue. Ed] *Chris* seems to have missed the best bit by not travelling at one of the busiest times of the year. OK, the deck camping was a novel

experience but the total chaos at the port of Ancona was almost unbelievable, even when one has previously experienced Sicilian ways.

I would like to pass on a bit of useful information in case anyone is thinking of using these ferries. To make the chaos more effective one has to park, go to the "Stazione Marittima" (the building containing the desks of all the shipping lines and the police) and queue to get the ticket stamped. Then take the boarding card, filled in en route, to the police. This done, one returns to one's vehicle, makes one's way to the ferry and hopes that one can find a way through the traffic to the officer-in-charge of boarding. The boarding pass must be given to him and the passport shown to another policeman. When one is safely on deck, having reversed into place as directed by the ship's crew and drinking whatever takes one's fancy, the time comes to be amazed at the whole experience. It is one of those holiday nightmares which makes a good story, after the event!

Incidentally, we stayed on the side at Modena on both outward and return journeys and found it a very convenient stopover. It is well signposted from and back on to the Autostrade and it is very shady. The facilities are adequate with a small shop and snacks to buy.

We had a lot of minor problems on this trip, the most worrying of which concerned the auxiliary battery. On our second night, in southern Germany, just after pushing the seat forward and lowering the back, smoke was billowing out from underneath. After rushing out and round to the driver's door I wound up the seat and realised that the seat stay (broken) had rubbed against the battery wires, thereby causing a short (I guess). The underneath of the seat has burn marks. Not understanding electrics very well I had to get somebody out the following morning to check (a) for safety and (b) for use of the battery. I had to pay a call out charge of £60.00 plus for this check, a bit of insulating tape and peace of mind. Thereafter, we had no more problems from the battery. Has anyone else had such a problem?

All in all we had an interesting and eventful trip lasting just over five weeks. Now it's back to work!

Linda Loughnane.

I will apologise, yet again, for what appears to be a slight fault in the transfer of the words from the word processor to the desk top publishing programme which I use. (I'm waiting for the latest version!) It seems that the movement loses bits and pieces and sometimes, as in

August, I miss it. You should have seen the September edition after it had been proof read (by *Sheila*) and at that stage appeared to be perfect. But when I re-printed what was supposed to be the final copy I had lost bits and pieces all over the place. It was, I hope, put right before it went to the printer. No doubt you will let me know if it wasn't!

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The Dordogne Region

We have just returned from the Lot and Quercy areas, part of this region. After years of holidaying in France we find it strange that still so few of the sites which do remain open until around 15th September are patronised by the "natives". Like many other parents who had to conform to school holidays, it is such a joy to be able to holiday "out of season", but this philosophy doesn't seem to apply to the French. The disadvantage of visiting sites in September is that often some listed facilities are not available. There is nothing worse than arriving at around 4.00 pm at a site with an inviting swimming pool, booking in and then finding out that "because the filter system has been turned off, you cannot use the pool". If other members of the Club intend visiting this area next year and would like information on the sites we used I shall be pleased to pass this on.

Joan Joselyn

Joan can be reached on 0127 358 2909

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Shepton Mallet

We have just returned from the Club rally at the Motorcaravan Show at Shepton Mallet. We would like to express our thanks to *Rosemary Bevis* and her helpful and willing team who made the rally very enjoyable in spite of the changeable weather. It's nice to be members of such a well behaved Club. There were over a hundred vans on 'our' patch but you would never have known it!! There are other clubs that could certainly learn from 'us lot' in that respect!

Irene & Alan Chennells

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German Wine Festival Rally

We've just got home from this, our first ever rally. May we please say "thank you" to *Ena & Roy Coleman* for without them we would never have got there. I was already a bundle of nerves at the thought of driving

on "the wrong side" and then, when I got a phone call an hour before we were going to set off telling me that we had no "scout" I flipped!

I was like a headless chicken. But luckily I picked *Roy's* phone number and rang him. From then on it was great. *Ena & Roy* really looked after us all the way through the trip and right back to Dover. Everyone on the rally was helpful and friendly and now all we want to do is go on another rally.

Kathleen and Barry Hempstock

This item came with an accompanying letter which hoped that it would be in time for the October Newsletter. Seeing that our two adventurers only got home on September 14th and then had some problems to face it certainly couldn't meet the cut-off date of the 10th!

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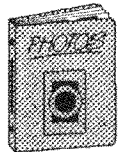
The Loo Run

As first time ralliers with ASOC we went to the Shoreham Air Show. I was then initiated into the members ritual of the Torchlit Loo Run, ably led by none other than the Hon. Chairman himself! The Rally Marshal apologised for the non-appearance of the brass band and promised to do better next year.

Seriously, though, a great rally, nice people and we hope to fit in some more rallies next year.

Pat & David Mayne

David sent me a couple of photographs which he had scanned onto a disc for possible inclusion in the Newsletter. These were of the run mentioned but unfortunately the resulting print was much too dark and a bit fuzzy. You would not have been pleased with the results, so I had to leave them out.



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Canterbury Rally

Thanks to the very hard work of *Joyce & Gordon (Matthews)* what a tremendous weekend we had. Our thanks also to the "A Team" who came to our rescue when we needed to change a tyre on our Amethyst. Removing the spare was impossible as the releasing handle was an incorrect fit for the holding nut. However, a crew of stalwarts, seeing our predicament, were quickly on the scene not only with suggestions but with practical help. Eventually the nut was released and the wheel changed. We are extremely grateful to them for their willing help and

dread to think what might have happened if we had been on a busy thoroughfare or out in the wilds. We intend to bring this matter to the attention of Fords who should have provided the correct tool for the job on the base vehicle.

Jean & Ivor Thomas

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Rambling Recipes

For the newer members of the Club let me introduce *Nial Reynolds* who is the Originator, Author, Printer and Publisher of a cookery book whose title is as shown above. It started life as his own collection of recipe notes which, for a bit of fun, he collated into booklet form and offered for sale at the Club and Company Rally back in 1995. All available copies were sold and a revised edition produced. That one too soon sold out. The third edition, with revisions and inclusion of more recipes, is now available and has been well received. The Camping and Caravanning Club magazine of September 1997 said "This chatty book has so many stories about the recipes that you almost feel that you are in the kitchen gossiping with the chef while he is cooking." Others have described it as "What a jolly book! It's an entertaining read as well as being informative." Perhaps the most welcome comment that *Nial* received was a writer in MMM who said "Delia Smith came with us, more recently *Dr Nial Reynolds* joined her". *Nial* says that he is honoured to be bracketed with one who has been such an inspiration to him.

Now that Christmas is coming, this little volume might make an appropriate sock or stocking filler (depending on who does the cooking in the van!). It might be even better for the one who does **NOT** do the cooking - they would learn how easy it is to provide a good, interesting and enticing meal without having to go through a long apprenticeship! Having read it myself, I am amused that a lot of the recipes consist of opening tins, putting the contents into a saucepan and heating. Not too difficult, even for a complete idiot. (Stand up at least 75% of our membership!) If you would like copies, they are available from *Dr Nial Reynolds*, 49 Arden Way, Market Harborough, Leicestershire, LE16 7DB. The cost is £6.50 for one copy or £6.00 per copy for two or more. And that includes postage and packing. Go on, spoil yourselves! Or give a friend a treat!!

Harry Henthorne

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Morecambe Bay - and the sea shore generally

I read with great interest the poem about *Daisy Wane's* walk across Morecambe Bay. Well done, with a guide! May I make a plea that no one should ever go more than 100 yards or so from the shore unless they have a guide? The Bay is quite an extraordinarily dangerous place. From Cartmel Wharf in the north down to low water mark of spring tides is about 7 miles. When the tide comes in it travels faster than a man can run and there is no escape.

In the summer of 1951 I had occasion to walk from Hest bank across the sands to the bank of the Kent River to place a sample of mussels. I was about half an hour later than expected when I returned. I was puzzled that the Fishery Officer who was looking after us was in a rare state of panic and relief when I turned up. Two days later I went with a colleague to retrieve the mussels. All went well and it was a very pleasant walk in the sunshine until we were about half way back.

There was a very shallow little stream. I stepped into it and my foot went down well over the ankle. I laughed. "There's a bit of quick-sand here, Dick?". I took another step forward and that went in as well. "By God there is!" I shouted and soon found myself up to my knees. Dick ran across to me and pulled me out. Had I been by myself I would almost certainly have gone right in and nobody would have heard my shouts on the beach about three miles away.

I am told that if one does get stuck, the best plan is to lie on one's back and try to swim out backwards. I hope I never have to try it. Nowadays, when I am in dodgy places, I carry a stout stick and prod the ground at each step in front of me. The sea, and the sea side, is a fascinating place as long as you remember that the sea is a cruel, remorseless and implacable enemy. If you remember that you can have lots of fun.

Nial Reynolds

P.S. I hope that this is not too long winded, but after nearly 30 years of working on the beaches and the sea in all its various moods as well as racing small yachts for about 25 years, I do feel strongly about it.

N.R.

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The Autobahns

We have just read in the Motor Caravan Monthly a letter from a reader who was stopped on the German Autobahn for exceeding the speed limit and was fined on the spot. Two German policemen, who were very courteous, stopped him and told him that any vehicle with a Maximum Laden Weight in excess of 2,800 kg is classed as a lorry and must obey lorry speed restrictions. For lorries the maximum speed is 50 m.p.h. (or 80 kms.p.h..) and **NOT** 80 m.p.h. (128 kms.p.h.). Also the signs for no lorry overtaking must be obeyed. These are a circular sign with a red border, a black car to the right and a red lorry on the left.

As all our coachbuilt vans exceed this weight limit members should be aware of this restriction and the possibility of on the spot fines. Similarly, the Topaz is just about on the weight limit so members should be very careful.

Barbara & John Cox

As many members will know, the *Cox's* moved to up into Yorkshire a little while ago. In case you want to write to them the new address is 22 Bempton Gardens, Bridlington, East Riding of Yorkshire, YO15 5HQ and the telephone number is 01262 671 762.

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Chairman's Chat

I am often asked is what is the advantage of joining the Club and I suppose that on the surface we have few tangible goodies to entice people to join us. On the other hand what we have to offer is group of like-minded people who use their vans plus a very varied rally program to meet friends we have not yet met or see places we have not yet visited. I will hazard a guess that we as a body possess a great digest of information. Not only concerning what we desire in our motor caravan but also on dealers, insurance matters, motoring and recovery organisations (who will and who won't recover our vans), alarm systems, suppliers of equipment, sites and so on. A veritable encyclopaedia of knowledge which, I am sure, some academics would love to tap. Whilst we as a club do not favour any one company it only takes a request at a rally for information on any subject

to realise the range and depth of experience, good, bad and indifferent available to us all.



We are well on with the discussions with Wicksteed Park for next year's Annual Dinner and Dance, the AGM and presentations from equipment suppliers. I know I am prejudiced, but I think once again we are going to have a very interesting and enjoyable weekend. We have as our Saturday afternoon technical spot Eddie Jones, of Van Bitz fame, talking about Vehicle Security. What Eddie doesn't know about security, or the lack of it, isn't worth knowing. We are also trying to find a guest speaker for you ladies, so watch this space as discussions are still in progress. To any one who has never attended this event please don't be put off by the name for this is a most informal relaxed and light-hearted function. The AGM takes about two to two and a half hours, if we spin it out. There is no compulsion for any one to attend the meeting but if you want to attend and speak up about any point you wish, we will listen to you. Writing this piece has just reminded me of *Pam Robinson's* contribution when she spoke so clearly. We listened to her with sense of awe for *Pam* was hit seriously by a stroke some years ago. I felt like jumping up and cheering for she spoke clearly and with feeling. From what was said by many people later I was not alone. Well done *Pam!* My reason for this piece is a reminder to those good folk who will spend time away early in the New Year. If you wish to attend the Annual Dinner and Dance PLEASE, PLEASE, make your reservations before you leave. With our experience we know that some forget and then we have to refuse requests once the closing date has gone. So remember, it is much easier for us to cancel a reservation than to try to oblige some one later. Don't forget to include said reservation in your list of "must do" jobs.

Now comes the next advert for next year, 1998. *Sheila Henthorne* is stepping down from the Committee, after serving since the Inaugural General Meeting. This will leave us with but one lady on the Committee. Now I am asking you ladies to give the matter some thought. Ask about the work and functions of the Committee because we really need more of you ladies to join us and sort the male Committee members out. Right, girls, think about what I am asking of you. Please call me or any other Committee member if you wish for any information.

This leads me on to results of some market research that I saw, some time ago now. I found it enlightening on the subject of customer satisfaction for research showed that a dissatisfied customer would tell nine times as many people as a satisfied one! So here is my grumble.

Many of us cross the Channel on a fairly regular basis, but has any one else has noticed the big increase in ferry fares on the western Channel

RALLY SUPPLEMENT **November 1997**

NEW RALLY

**7th.-10th.November Larmer Tree ,Rushmore Estate,Tollard Royal,
Wilts.**

Rally Marshals: Rosie & Terry Ball.

Site Fee: £ 16.00 per van for weekend. NO ELECTRICITY. Rally Fee: £ 2.00.

Booking slips to: Mrs.R.Ball,61 Merley Ways,Wimbourne,Dorset,BH21 1QW.

Tel.No. 01202 883050. Cheques payable to: Mrs.R.Ball.

Rally is from Midday Friday 7th to Midday Monday 10th.Please do not arrive before Midday on Friday.Stay any number of nights.

We have managed to book the whole grounds for our exclusive use for the weekend,ground suitable for wheelchairs,dogs welcome ON LEADS(but not in gardens).Hall available for wet weather use and meetings.

There is hard standing for over 50 vans plus extra grass field.

TOILETS are available from about 8.00 a.m. to 10.00 p.m.

Attractions: Licensed bar for Saturday night.A home cooked meal has been arranged if sufficient people show interest. There is a choice of Chicken,

Steak & Kidney Pie or Vegetarian @ £8.00 per head for two courses including a sweet **Please send money and state choice when booking**

Send S.A.E. for leaflet on Larmer Tree and/or confirmation of booking.

Visit Wiltshire this weekend and go on to Weston-Super-Mare for the following weekend.

Directions:Situated just off the A354 between Blandford Forum and Salisbury.

From either direction on B 3081 between Shaftsbury and Sixpence Handley follow the BLUE & White sign in Tollard Royal to the Larmer Tree.

Map ref. 943169.

NEW RALLY

14th.-18th.November Weston -Super -Mare Rugby Club .

For Highbidge & Somerset Carnival **Note Friday to Tuesday**

Site Telephone No. 01934 682530 (**Emergency only**)

Rally Marshals:Linda & Brian Ellis.

Site Fee:£5.00 per night,including electricity Rally Fee: £2.00.

Booking slips & cheques to: Brian Ellis, 26 Chelston Road, Northfield,
Birmingham,B31 5BU. Telephone No. 0121 608 4261

Attractions: Toilets, clubroom, bar. Beer & Skittles Saturday night. Carnival in Weston on Monday evening. About an hour and a half of fantastic floats in procession that passes a view point about 5 mins short walk from site, or can be watched from the streets of the town. The site is on Weston-Super-Mare Rugby club ground near the railway station and town centre, about two miles from Junction 21 M5, within walking distance of town centre shops and sea front.

Directions: From J21 M5 take Weston-Super-Mare new link road. Over three traffic islands, past the sports ground on right along Herluin Way. At next island bear right on one way system-Marchfields Way. At next island the rugby club is in front of you. Go straight on about 100 yds., take the small road on your left-Sunnyside. After about 100 yds. turn into club car park and site.

There is a LIMIT of 20 VANS on this rally.

27th.-30th. November. Briarfields C.P. Cheltenham, Glos.

3 nights Christmas Shopping Rally.

Site Tele./Fax No. 01242 235324.

Rally Marshals: Dorothy & David Ellis.

Site Fee: £5.50 per night including electricity. Rally Fee: £1.50.

Booking Slips and cheques payable to D. Ellis, 25 Thornhill Road,

Upper Cymbran, Gwent, NP44 5TF. Tel. No. 01633 862 558.

Attractions: Level modern site, frequent bus service stops outside gates to Cheltenham and Gloucester. Extra night at same rate.

Directions: Leave M5 at Junction 11 towards Cheltenham. At first roundabout turn left onto B4063. Site on left.

NEW RALLY Christmas Special at the "HOLLIES"!!!!!!

11th.-14th. December (3 nights) The Hollies Touring C.P., Little Budworth, Cheshire. Site Tel. No. 01829 760414

Rally Marshals: Brenda & Don Sampson.

Site Fee: £2.70 per unit a night. Electricity: £2.00 per night. (32 available).

Rally Fee: £2.00.

Booking slips to: Mr. & Mrs. D. Sampson, 5 Churston Road, Childwall,

Liverpool, L16 9IS. Tel. No. 0151 722 9379. Cheques payable to: B.M. Sampson.

Attractions: Newly built clubroom, well stocked farm shop/garden centre. Herb garden/pub meals 600/800 yds. Other pubs with food within 2 miles.

Saturday night-Country & Western,£1.50 per person *If interested please send money with slip.* American supper,come prepared.Use of club any other time free.

Bring your own alcohol any time.Shop on site-well stocked selling class specialities,greengrocers and provisions.pick up your own Christmas tree to take home.Buy two and branch out!(Don's not mine).

There is a possibility of a trip to Chester,if interested please indicate on slip.

Bring your surplus motorvan bits & pieces for a Bring & Buy sale.

Chester 12 miles,Tarporley 4 miles, Little Budworth 2 1/2 miles.

Directions:West on A49 towards Tarporely.Site is two miles on left after passing A556 and half a mile before the A54.Site is at rear of Hollies Garden Centre.

30th.December-3rd.January.NEW YEAR'S RALLY,Hidden Valley, Ilfracombe.

If you are interested in attending this popular rally with a full programme of meals and entertainment and require full details please telephone Sandra & Bernie Wisely on 01271 46400 or send a SAE to Mrs.S.Wisely, 12 The Laurels,Roundswell Village,Barnstaple,North Devon,EX31 3QY

Please note that the 1998 Spanish Rally is fully booked.

****Advance Notice. Grouse & Claret,Rowsley,Derbyshire.**

February 13th,14th & 15th(3 nights) 1998 Full details later.

Details of the Dutch Bulbfields Rally (May1998) in the September Newsletter

Rallies 1988

As you will all know only too well time passes very quickly.I am already taking provisional and definite bookings for rallies in 1998.If you wish to run a rally,whether as an experienced Rally Marshal or as a new Marshal and you have a specific date in mind please contact me as soon as possible to avoid any disappointment.The provisional programme already includes some 20+ rallies.

We have some new possible venues and need marshals.If you are interested please contact me or the area co-ordinators.

Please remember to check the availability of dates with me before booking a rally.The availability of dates can change very quickly as new rallies are arranged so do not leave confirmation with me too long after checking dates.

Do you have a special interest?(LEGAL!).If so why not think of organising a rally to cater for those with the same interests.I know that we have golfers,fisher persons,hikers and other specialist interests.We already have rallies at Steam Fairs and Air displays. Is there a need for others?Please let me know what you think.

If I am to be able to print a comprehensive list of rallies for 1998 early in the New Year then I will need information,i.e. dates and locations by 10th December please.This applies to new rallies as well as rallies being repeated from this year.Other rallies can still be planned and organised during the year.

Rally Marshals.

When you organise a rally please remember that if you have a raffle then as the rally is being run by you on behalf of the club any profits must be returned to the club.Donations to good causes can only be made by a separate collection specifically for that cause.

Also if using the **Exemption Certificate** for a rally **not** being held on a commercial site then **All** those attending the rally **MUST** be paid up members.This is laid out in the regulations governing the issue of the Exemption certificate.No longer can we allow people a trial rally to see if they like it before they join the club.

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

*Neil C. 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,North 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:

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..... 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!

X-----

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**:

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Payment MUST accompany this slip - cheques payable to marshal.

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

of late? I was so surprised at the fare asked for P & O's Portsmouth - Le Havre route that I wrote to the company's Managing Director. I more or less got the brush off. I wrote again pointing out that there are a huge number of people such as us who cross the Channel regularly. We have the good fortune to be able to choose when we wish to travel and if the Company want for us to pay our fares well in advance when making our reservations then the Company had better take notice that "Grey Power" is a group who's business is to much sought after. I feel that some of these larger companies don't deserve our custom and they appear to have attitude problem. I think that these companies ignore their customers at their peril. Wouldn't be wonderful if Richard Branson operated a ferry service across the Channel.

I am pleased to report that *Roy Coleman* is now well on the mend. *Ena* has asked me to thank everybody for the cards she has received.

Betty is calling me for my meal and being one who takes eating seriously I will end now by wishing you safe travelling. Smile please - you know it make sense!

Andrew Entwistle

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House Insurance

I wonder how many motor caravan owners (or others) experience great difficulty in choosing an insurance company to cover their house and contents during extended absences from home. We usually enjoy a 90 day spring stay in Spain. My existing company insisted on charging a 50% levy on the premium, i.e. an increase from about £200.00 to £300.00 per annum!

I have just telephoned 15 companies (all on 0800 numbers) and found that the majority have a 30 day limit on "unoccupancy" (with security safeguards taken) which is not extendable. One company offers 40 days and two have a limit of 60 days. Of the two at 60 days, one charges 50% extra for any excess up to 90 days absence; the other has just reduced its 50% surcharge to 15% (SAGA).

However, my "shopping around" has paid off handsomely. I have arranged to reduce the cost of my insurance to £156.00, all in, and there is no limitation whatever to an "unoccupancy" clause (providing full security measures are taken). The company merely ask that they are notified of any extended period of absence. The company is the

Prudential. The policy is called "Plain Speaking Home Insurance". I have found the company far superior to most to deal with. I feel that some members might wish to check them out for themselves.

As an existing insured, if I submit the name of someone who then takes up a policy, I receive a £10.00 Marks & Spencer voucher and the new member receives £15.00 off the premium for the first year. If there are any such takers, I will guarantee to donate half my voucher value (i.e. £5.00) to Club funds. If the new member of the Prudential is changing the insurance policy from a mortgage company's direction (for which a £25.00 withdrawal penalty is often imposed) the full £25.00 is paid to the new policy holder.

If anyone wishes me to submit their name to receive the policy details for consideration, please telephone me on 0120 248 3658.

Ken Critchlow

This sounds a promising avenue; if enough people change over it might make the other insurers (and particularly brokers) wake up a bit.

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European Travel

After the problems that some travellers have apparently experienced with Green Cards (or the lack of them), Visa Cards and Euro Cheques, it would appear from an article in MMM (September 1997) that they may now be heading for more trouble with the form E.111. A copy of the item is enclosed and the details may save some fellow members being refused treatment abroad.

Doreen & David Palmer.

The item shows that there are reports that the form E.111 is being refused if it is more than two years old. The form is actually valid indefinitely. That is of no value if the provider of treatment (particularly France) refused to recognise them as valid after two years. The Department of Health says that although EU hospitals should not be rejecting the forms there is little that can be done to stop them. So it may be worthwhile to renew your E.111 after two years. Anyone experiencing problems with the form while abroad may be able to obtain help by contacting the DSS Benefits Agency in Newcastle on 0191 218 777. But always remember that this form is NOT an insurance policy nor a substitute for proper travel insurance. It covers limited emergency medical treatment only. It does NOT cover on-going treatment, repatriation or other associated costs.

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Mattresses

We took delivery of a new Amethyst on August 1st this year. After one four-week holiday the dinette squabs are showing signs of deformation on the front edges. This has been reported to both A-S and the dealer and we await replacements offered by the former.

Alan Campbell

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DENMARK

Members contemplating a visit to Denmark next year might note that the road bridge across Storebelt between Nyborg and Korsor is almost complete and due to be open by June 1998. Toll charges have not yet been set. Some Danes anticipate that it will still be cheaper to use the 60 minute Vognmans Ferry. For the three hour ferry crossing, with our Talisman, from Kalundborg to Aarhus we paid £26.00. The cost of the 90 minute crossing from Odden to Ebeltoft would have been £49.00! Using either route makes very little difference to the road mileage (kilometre-age?) between Copenhagen and Randers.

Eoin McCallum

---==ooo000ooo==---

TROPHY BIKE RACKS

In reply to *John Johnson's* letter in the September issue. My Trophy's job number is D770 and after travelling around Europe in 18 months of ownership with top speeds on the German Autobahns and over the rough roads in the south of Italy I have covered some 14,000 miles (returning 32 mpg on diesel) I have seen no ill effect. The stability of the van is excellent and there is no problem with the GRP moulded body. The cycle rack I have had fitted is a Brutraert Omnibike+. I have had the Trophy from new and would recommend it to anyone. I have had no troubles with the refrigerator and only a few teething problems at the start.

My only grumble is that I wish something could be done about the blinds. I have had 4 replaced and 2 re-tensioned. Is there an answer to this problem? I would like to know if anyone has any views on this.

Apart from that, I think my Trophy is a real prize. (How's that for a slogan?)

Bill Hewlett

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Spain

We intend travelling in our Duetto to the Benidorm area of Spain. We hope to stay there for about six weeks and perhaps we shall leave the UK around the end of January. The crossing could be by ferry of through the tunnel to Calais. Any information on routes via Perpignan or Bayonne together with some idea of costs would be much appreciated. Tel: 0192 322 3289, Fax 0192 381 7648 or write to 7 Dellfield Close, Watford, Hertfordshire, WDI 3LB. Thank you in anticipation.

Donald Wallace

Sounds like a contact for *Geoff Scholey* who has been to Spain many times.

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Getting the best from your diesel powered van

Today's diesel engines are lightweight high (engine) speed units quite often derived from petrol engines and having therefore similar characteristics. Their piston speed is as high as, if not higher than, some petrol engines that were used in vans 30 years ago. They therefore cannot be classed as Pluggers or Sluggers or even Low Speed Pullers. They have been designed to give their power at higher engine speeds, typically from 4000 rpm to over 5000 rpm. Maximum Torque can also be spread over a range between 2000 rpm & 3000 rpm. I have selected one of the most popular makes to give a simple comparison between the petrol and diesel engine performance figures.

MAKE	BHP at RPM	TORQUE lb/ft at RPM
Ford 1.8 D	60 / 4800	81 / 2500
Ford 1.8 tD	70 / 4500	100/ 2500
Ford 2.7 tD	100/ 4000	163/ 2200
Ford 2.5 tDi	70 / 4000	107/ 2500
Ford 2.0i Petrol	115/ 5000	125/ 2700

The petrol (injected) engine develops more power than ALL the diesel engines and less torque than only ONE of them, the much bigger 2.7 tD. They all run at speeds above 4000 rpm to develop full power. The most important thing that favours the diesel engine is fuel economy, particularly on urban running. So why am I telling you all this? Well from the data, you will see it is no good buying a modern diesel if you

expect it to perform like a truck engine of the past! Neither will it drive like your car with its unnecessarily high power to weight ratio. You may have approximately the same power as your car to propel over 2.5 tonnes along. The secret therefore is to drive it accordingly, using the gearbox correctly to obtain the power that is available when you need it. For example it is not unusual for me to obtain the following speeds in the gears:- 1st - 15 mph. 2nd - 30 mph. 3rd - 50 mph. 4th- 60 mph. Over 60 mph - 5th gear. Some extra noise has to be tolerated but the engine of my VW T4 runs smoothly at these engine speeds. On some A & B roads 5th gear is never used! I very rarely engage 5th gear below 50 mph and although it is not fashionable at the moment, I always change down before I reach any obstruction to my progress so that I am in the correct gear to accelerate away again immediately. What the engine does NOT like is, for example, 30 mph in 5th gear! In fact in traffic or in town 3rd gear is the one most used. On motorways do not expect your fully loaded van to cruise up gradients in 5th gear at the same speed as on the level. If you want to maintain your progress change into 4th gear before your speed falls below 50 mph. If you are concerned about MPG, do not worry, it will not have any noticeable effect and you will enjoy driving so much more. My VW T4 driven in this way always returns 28 MPG. If you are unable to change your driving style then the only thing to do is to buy a van with a much LARGER engine and suffer the extra weight and fuel consumption.

Maurice Payne

I've got the Clubman with the VW T4 diesel too but I find that it will burble along very happily in 5th from around 30 mph upwards. In fact, in London traffic I find that I tend to go up and down through the gears like a yo-yo! But the engine pulls well in all gears, it doesn't like trying to start away in 3rd gear (yes, I did it a couple of times by accident - and it made it!) and I do spend a lot of time in fourth. And I still find that I can often leave the high revving 'boy racers' standing when leaving traffic lights - maybe because I'm watching the traffic and not trying to impress people.

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WANTED.

Lightweight front screen (Silver Screen) for VW T4.
Contact Joan Joselyn - see For Sale below.

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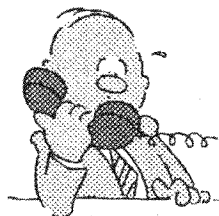


Cycle rack, Fiamma or similar, for VW Trident, type 2. Tel: Sheila & John Small on 0169 542 1344 or write to Sunnyside, Clieves Hill Lane, Aughton, Lancashire, L39 7HP.

#####

I would like to obtain a workshop manual for a 1993 Peugeot/Talbot Express 2 litre petrol Harmony. Please telephone Alan Garner on 0136 987 0331 or write to Rahoy, Toward, Nr Dunoon, Argyll, Scotland, PA23 7UG.

#####



Having recently joined the Club I would like to obtain a workshop manual for my 'P' reg Peugeot Boxer 320M model no. G648, 2.5 litre diesel. Can anyone help, please? Tel: Don Cadney on 0148 021 2485 or write to 19 Castle Hill Close, Eaton Socon, St Neots, Cambridgeshire, PE19 3HW.

#####

I am desperately seeking a Talbot Rambler in V.G.C. for between £6,000.00 and £6,500.00. If anyone has such a van for sale please contact E G Piggott on 0120 621 3563 or write to Kyle, Hall Road, Copford, Essex, CO6 1BN.

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Available

I have been given some crockery, said to be from an early (around 1986) A-S which is to be passed on, with compliments, to any member requiring it. The pattern is comprised of brown (or orange) four-petal flowers which are intertwined with wheat ears. The base colour is beige. There are four dinner-type plates, four cups and four saucers. Anyone interested please telephone Harry Roberts on 0124 337 3573.



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FOR SALE



Harmony double bed conversion. £40.00. Eurovent free standing awning, burgundy and grey, curtains, full inner sleeping compartment. As new. £200.00. Telephone Steve Lively on 0130 578 0157 or write to 3 Ferndale Road, Weymouth, Dorset, DT4 7QZ.

Renault RCX High Top. 'C' reg (late '85). 1647cc. 42,000 miles. 2 berth. Propex blown heating, water heater, shower/toilet compartment plus all the usual A-S features. Dual batteries, stereo/cassette, electric windows. Latest Electrolux 123 electronic 3-way fridge. Re-upholstered and re-curtained by Unique Furnishings. Front seat head restraints. Mains electrics. New Pirana alarm, 'Topmarks' roof security marking. Nearly new tyres, recent brake overhaul, rust free body/chassis. Silver Screens for all windows and many other extras. Super condition - buying a larger van. £8,500.00. Tel: John Chennells on 0175 352 0417 or write to 10 Lower Cippenham Lane, Slough, Berks., SL1 5DF.



Thanks for the donation.

#####

Silver Screens for Renault Trafic. Front is "lightweight", ideal for giving privacy without losing light. Rear are insulated and brand new. £40.00. Also Owner's Repair Manual for Renault Trafic (Petrol) Engine, sizes up to 1995 cc. £9.00. Tel: Joan Joselyn on 0127 358 2909 or write to 106 The Promenade, Peacehaven, East Sussex, BN10 8LH.

#####

Honda Suitcase generator EX650. As new, in box, 4 hours use only. Cost over £450.00. Accept £350.00 no offers. Set of 15" wheel discs from Clubman, as new. £20.00. Set of mud flaps, fit Peugeot Boxer, good condition. Half price at £20.00. Tel: Ronald Mitchell on 0127 458 2806 or write to 78 Branksome Drive, Nab Wood, Shipley, West Yorkshire, BD18 4BE.

#####

Duetto, 'P' reg. March 1997. Still under warranty. 2.5 turbo diesel, 4 berth. 5,300 miles only. Remote central locking with alarm system and immobiliser. Power steering, electric windows, wheel locks. Non-smokers, no pets. As new. Reluctant sale £24,000.00. Telephone Barbara and Patrick Everett on 0139 551 4294 or write to 8 Sidvale Court, Sidvale Close, Sidford, Sidmouth, Devon, EX10 9PJ.

Thanks for the donation.



#####

VW Trooper, 'N' reg, 1996. 2 litre petrol engine, 28 mpg on a run. Just run in. 7,900 miles only. Immobiliser and alarm fitted. Twin batteries, heating system. Four berth. Non-smokers, no pets. Always garaged from new. Omnistor awning fitted. As new, must be seen. Why pay £24,000.00? £19,000.00 ono. Tel: Jim Ireson on 0181 863 6743 or write to 8 Rugby Close, Harrow, Middlesex, HA1 1UB.

#####

Honda 80 cc scooter, colour red. 'K' reg. 3,000 miles. Taxed and MOT for 11 months. Very good condition. Price to include 2 white open-faced crash helmets with visors plus motor cycle rack to fit Talbot Express chassis. Price complete £600.00. Tel: Gerry Woolley on 0190 866 5165 or write to 1 Manor Close, Milton Keynes Village, Bucks., MK10 9AL.

#####

Peugeot Boxer Executive, February 1995 'M' reg. Petrol engine. 13,000 miles. Available November onwards. One owner, non-smokers, no pets. Excellent condition, regularly serviced with all manufacturer's modifications. Extras include engine immobiliser, Sony RDS radio/cassette with removable front and four factory fitted speakers, passenger side door pocket, under bonnet sound deadening, deadlock on caravan door, two extra mains sockets. Reason for sale - purchasing a new Legend next spring. £24,000.00 - NO offers please. Also Silver Screen to fit above vehicle - £35.00. Telephone: Frank Oldham on 0191 487 8308 or write to 52 Valley Drive, Low Fell, Gateshead, Tyne & Wear, NE9 5DH.

Thanks for the donation.

#####

Duetto external Silver Screens. £40.00. Duetto internal screens, 2 sides & 2 rear. £40.00. Set of front seat covers, i.e. 2 seat covers, 2 head restraint covers and 4 arm rest covers, tailor made by the Caravan Seat Cover Centre in green, for Duetto or any Ford based van. Cost

£85.00 six months ago - £45.00. A Reco Bakpaka 1100 box. This is brand new and finished in Ford ivory white to fit the Duetto coach lines. Box fits onto the back step, no drilling into the rear doors required. Cost £345.00 - still in its packing. £250.00. Telephone May & Derek Armitage on 0152 946 0231 or write to 3 Main Road, Little Hale, Sleaford, Lincs., NG34 9BB.



#####

Peugeot Boxer Symphony, April 97, petrol. 2,700 miles. As new. Fitted with alarm/immobiliser, Fiamma awning, bike rack and Status TB aerial. One non-smoking owner. Unexpected business commitment forces sale. £23,000.00. Tel: Tony Court on 0174 987 0617 or write to Wellington House, Lodge Hill, Westbury-sub-Mendip, Wells, Somerset, BA5 1ES.

Thanks for the donation.

#####

Silver Screens for VW T4 (Clubman). As new. £45.00. Cruise Control by Ultimate Design. Suit any petrol or non-turbo diesel. As new with full instructions to fit and use. £100.00. 2 bike rack by Fiamma. Suit Clubman or other A-S. folding type. £80.00. ono. Tel: Val or Alan Holden on 0156 274 8663 or write to Maple Lodge, Rhuddlan Way, Tudor Hill, Kidderminster, Worcs., DY10 1HY.

Thanks for the donation.

#####

Visa Potty, never used, as new. £25.00. Also eight cups and saucers in the usual A-S design. £8.00 or pro rata. Phone Lesley Monaghan on 0123 483 8481 or write to 4 Beauchamp Place, Willington, Bedford, MK44 3QA.

Thanks for the donation.

#####

Thank you to all members who telephoned regarding their attendance at the Earls Court Show on Owners' Day. The information has been passed on to the Company. Those who are going will see *Sheila Henthorne* there on the platform in the afternoon as our Club representative to answer questions. Don't ask awkward ones, please!

I'll be around, somewhere, but lurking more in the background. But for now, drive carefully, take extra care with the winter weather and don't forget to drain your tanks.

Your Editor
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