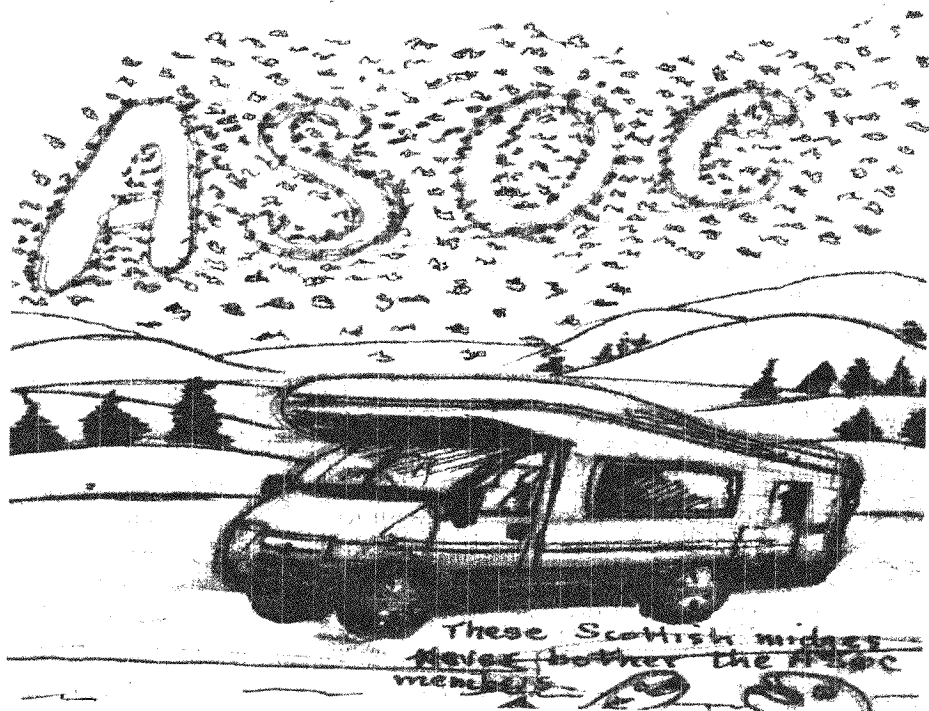


AUTO-SLEEPER OWNERS' CLUB



**NEWSLETTER 121
OCTOBER 1998**

Hello.

I know that we haven't had much of a summer this year, at least in this country, but don't forget that winter will soon be upon us. And you must remember to "winterise" your van - drain out the water system entirely. This means that when you think you have drained everything you should open all the taps and blow through from the taps so that the last residue of water is expelled. That way you can avoid freeze-up and consequent costs for repairs! Don't forget that our "Tiggers" have some good ideas towards winter use and other things. For more details contact *Maurice Payne* on 0131 336 3385.

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From the Membership Secretary/Secretary

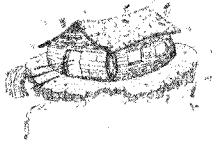
Members are reminded that their Membership Cards must **NEVER** be passed to anyone else, especially if they sell their van. You may, of course, give details of the Club to non-members and I shall be very pleased to send them an information pack. Please send names and addresses of prospective members to me - preferably in writing.

My thanks to members who advise me of changes to be made to the Club records: address, telephone number, van model and registration, etc. Again it is helpful to have these **in writing**. Please remember that I need to print labels for your Newsletter soon after the middle of the previous month. Any changes of address which are notified after the labels have been sent to our printer cannot be used until the following month. If you change your address and your Newsletter is not forwarded to you, please let me know so that I can send a replacement. My address is 21 Ellcar Rise, Eaton, Norwich, Norfolk, NR4 6HR

Ray Whiley

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Treasurer



Please note that *John Tidbury*, our Treasurer and contact for Europ Assistance, has moved. His address is now The Moorings, Faringdon Road, Shippon, Abingdon, OX13 6LW and his telephone number is 0123 553 8593.

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Gear Change in VW T4

Joan Joselyn (September Newsletter) has trouble with a difficult gear change in closely defined circumstances. We had a rather similar difficulty, hard to get out of gear after driving 40 - 50 miles together with a stiff gear change for the first few miles after a cold start, in our Trophy on a 1994 2.4D. The VW dealer had suggested faulty clutch plates. In the course of a service the VW trained owner of a private garage noticed black specks while changing the brake fluid. This led him to the clutch master cylinder in which the O-rings were apparently deteriorating. Replacement of the clutch master and slave cylinders, together with an application of a gear oil additive to be on the safe side, has cured the problem completely. The van has run happily for nearly a year, including a journey to the Spanish rally and back.

Perhaps the supply of O-rings around 1994-95 was sub-standard, or a batch of brake fluid at the time may have been at fault. In *Joan's* case the involvement of the brakes in the symptoms seems also to point to a fault in the hydraulic circuit. We have recently written to comment on a similar case which appeared in the MMM. Would it be appropriate to contact VW about this problem? And might not A-S be in a stronger position to do so than the Club or an individual member?

Margo & Colin Lumb

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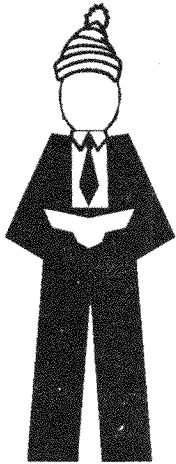
Thanks

Betty & I would like to say thank you to all the members who have written, sent cards or phoned with their good wishes for my recovery from my illness. The support we have received has been tremendous and we will both be forever grateful. I am at present having pre-operative treatment which, all being well, will culminate with an operation either towards the end of this year or the beginning of next. Kindest regards to you all.

Geoff Scholey

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Chairman's Chat.



This month I am reporting on our last Committee Meeting, held on 22nd August 98, when all the members attended for what we could have called a brainstorming session regarding the Club and its future. We had what at first glance appeared a very big agenda but as we got down to our discussions several items naturally flowed together which certainly helped in our deliberations. I shall do my best to make my report interesting and to the point.

As you may gather, with a Club the size of ours the annual turnover is taking us ever nearer the VAT threshold so we must be prepared and not let ourselves be caught out, leaving the Club open to penalties. We have some members on the committee who have knowledge of this tax system which helped us to focus our debate. I had supposed that what counted was the annual turnover, i.e. at the end of our financial year, but, as *John Tidbury*, our Treasurer, informed us it is the turnover for the preceding year from each months accounting, e.g. June 97 to June 98, July 97 - July 98 etc. We decided to form a small sub-committee to seek advice from Customs and Excise and report back to the Committee.

As regards ACCEO, at their AGM in October I shall be accompanied by *Ray Young* (Vice-Chairman) and *Ray Whiley*

(Secretary). We have been mandated to vote against a proposal to charge member clubs a fee of £1.00 per membership per year which for us would be £1571.00. A situation we consider totally unacceptable when we look at the services provided by them. There are some other basic matters, which we need to raise at the AGM, one of which is that no matter what the size of the club each has but one vote. This is not the best method when you consider that some 80% of clubs have between them only 50% of the membership whilst the remaining 20%, of which we are one, have 50% of ACCEO's membership. As always we shall report back to the Committee.

We looked at communications between and for Committee members. When you consider how widespread our Club membership is, this is likewise echoed within the Committee. Many of us already have PC's (personal computers) equipped to receive faxes, which does help. I must stress that having a PC and being computer literate is NOT a requirement for membership of the Committee. After all a computer is only as good as the person using the machine! What the Club needs is people with common sense and an interest in the Club. Whilst we shall make use of these facilities it will not prevent us from informing and involving all Committee members in decision making. We asked *Janet Sutterby*, our Minutes Secretary, to prepare an item for inclusion in the Newsletter after each of our meetings so you can all be interested in the management of the Club. We also thought that there would be times when we shall need to increase the number of Newsletter pages. This would increase the costs, a situation we shall monitor. We discussed the role of the Committee and its membership and decided that for the time being there was no need to increase the number of members. We looked at the role of the Chairman and the period for holding the office, which we also left for the Constitution sub-committee to debate, as was the means to recognise good service to the Club. We had a good meeting, clarifying some issues whilst a few others were left to sub-committees who will, in due course, report back to us on their deliberations. I don't think any of us came away without some extra work, but then that is what we are there for!

To lighten the mood and change the subject another Fire Service tale. One spring afternoon there came into the station an elderly lady carrying her unconscious cat with its head stuck in an empty salmon tin. We placed the cat on a desk and used our tin opener to remove the bottom of the tin to allow the cat to breathe. That done, we were about to cut the tin off when the cat, which had regained consciousness, jumped onto the floor and out through the door. It ran across the main road and off through the cemetery of a church near the Fire Station. Off after it went we firemen fearing for the cat's safety, as it still had the tin on its head. We ran into the cemetery in hot pursuit of this errant feline. Working in there was a gardener trimming up the grass edging. One of us called out to him asking if he had seen a cat with a salmon tin on its head run by. "No lad", said he and added, "What colour was it?" We ran on a couple of yards or so and then collapsed laughing! I ask you, how many cats do you see running around with a tin covering its head? We never did find the cat, although I believe it did return home some days later, minus the tin! With that fishy tale I'll wish you goodbye and, as ever, smile!

Andrew Entwistle

====oooOOOooo====

From the Factory

It is now seven months since Bill (Cook) and I became majority shareholders in the Company. The objective was, of course, to ensure the continuity and independence of the business. To date all seems to be running very much to plan. Although we are both relatively old hands at A-S - I have been with the Company for eight years and Bill for thirteen, we have in our new roles both been very surprised at what may best be described as *tempus fugit*. Events certainly happen very quickly, not least with the Birmingham Boat and Caravan Show in February, the recent excellent Club and Company Rally and, even as we write, we are planning in earnest for the forthcoming Earls Court Caravan Show in October.

During these months we have visited many dealers throughout the country. So often we are asked whether we intend

producing in volume the sandwich construction vehicles at the expense of our panel vans and not least our glassfibre monocoques. Quite obviously this was never our intention - our aim being to produce a range of models, of all types and construction, that will meet the needs of you, the users. In our discussions too we have explained that our plans for the future are of evolution and not revolution!

To this end the Company is managed by a team of four, *Anthony Trevelyan, Charles Trevelyan*, Bill and myself. This provides the necessary balance and furthermore ensure that there are no sudden and rapid changes. 37 years of hard work by many members of the Company has won us the position as being leaders in the field and, not least, as the UK's longest established manufacturer of motor caravans. Our role is to maintain and indeed enhance that position.

Might we end by saying how much we both look forward to meeting as many of you as possible over the coming months. We will, of course, be at Earls Court, albeit not every day since clearly we have to run things at this end. We thank you all for your loyalty in purchasing an A-S and hope that as the years go by our new models will have the same - or hopefully even more - appeal than in the past.

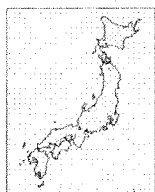
Steven Riley

The letter accompanying this item was dated 13th August and suggested that it was the contribution for the September Newsletter! Naturally it took a couple of days to reach me after that and was much too late for the closing date which, as always, is shown on the back of the Newsletter. Items received after the tenth day of each month are most unlikely to make it into the next following edition.

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East and West

I am writing from Tokyo, Japan, perhaps Far East in your standard. At the time of retirement, after preparation of several years, I purchased a Clubman GL in order to



enjoy the life. I found the application form for the Club. Thanks to the work of the old and new Membership Secretaries my wife *Mieko and I* have become members even though we live far from the UK and could not participate in a rally. We also appreciate the welcome from the committee and the Chairman.

The Newsletter is useful not only for information for good maintenance but also to grasp the way of living in the western world. There would not be much difference between East and West these days. But I would like to touch on two points. One is shoes. Even though we Japanese are somewhat westernised, shoes are not used in the home and at traditional places such as a shrine, temple and typical Japanese restaurant. They must be taken off at the entrance. I clearly remember a conference delegate from Europe who was not paying attention on a sightseeing tour and entered a castle. The guardian ordered him to take his shoes off immediately. We are accustomed not to use shoes in the living part of the motorcaravan so a shoes locker is necessary around the entrance but no space is available. Of course, in the driving position we do use shoes.

Next is the electricity voltage. In the case of DC used in cars there is no problem because the same 12v is adopted. But for AC the situation is different. In Japan the power company provides 100v 50Hz or 60Hz depending on the geographical position of the consumer. Two frequencies is another problem. Equipment in the van is designed for 230v so that a step-up transformer must have been added to the circuit. This modification would cause some disturbance if inadequately handled.

It is very interesting to use in Japan a motorcaravan made in the United Kingdom on a chassis from the Federal Republic of Germany. I wish that we could attend the Club and Company Rally even if it is impossible in our own Clubman GL.

Masahisa Matsubara

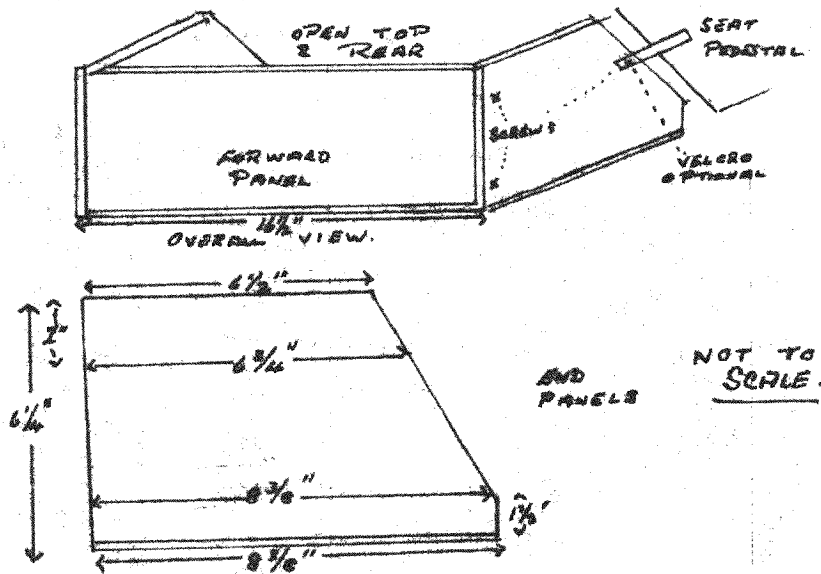
I am really pleased to be able to include a letter from our only (so far) Japanese member. It would be nice if he and his lady could get over to Malvern one year, even if only as a day visitor. They would be very welcome indeed. I don't know where the

adjustment to the AC voltage is made to transform it from 100v but if it is done before export I am sure it would be very safely carried out. As for the shoe locker, a couple of postal deliveries after this I received the next item. It may help.

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Storage Boxes

I have made a couple of boxes which fit forward of the front seat pedestals in our VW Clubman. They hold an amazing amount of clutter - all totally necessary of course!! Penny uses one for several pairs of shoes. I thought other members might like to copy them so the drawings are enclosed.



Notes: 1. End & forward panels may be more or less than $\frac{1}{2}$ " to suit.

2. Base - Hardboard or plywood - $\frac{1}{8}$ "

3. Ends screwed & glued - base glued and tacked.

4. It is not necessary to fix these but Velcro could be used as shown.

David Morris

I had to re-draw the patterns because the originals are (a) in light pencil and (b) with notes all over the place. If you send me any drawing, please make sure that they are in **BLACK** ink and are uncluttered - otherwise the scanner cannot read them. Any notes should be in clear block letters. If you want fuller details on these storage containers, please contact our Tiggers who have the original drawings

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Praise for the Amethyst

I refer to *Alan Campbell's* comments in September's Newsletter. I have owned an Amethyst since August 1996. It has covered more than 10,000 miles and I have not experienced a single problem. Before that I ran a Ford Legend for five years, again without any problems. Full marks to A-S and to Ford.

Ken Kershaw

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TYRE PRESSURES

I thought some way along similar lines to *Maurice Payne* (September) regarding the tyres on my 1993 Clubman, although for different reasons. My original tyres, Klebers, developed cracked sidewalls at less than 7500 miles at three years old. Except for the first winter the van had been jacked up for the winter months. I considered raising the matter with Kleber but Brownhills said there was no hope of any help from them as I was not the first buyer. They spoke from experience.

My previous van, shod with Michelin 8 ply tyres, still had the originals when I sold it at eight years of age. So I checked prices for Michelin, Pirelli etc. commercials, £110.00/£120.00 each. I therefore considered the mileage covered in my van and went to A.T.S. to enquire about budget tyres. I had heard from Club members that they were happy with them. I purchased Nokias at

October 1998
RALLY SUPPLEMENT

N.B. Ralliers please note that rallies commence at **12 noon**, unless otherwise stated. Early arrivals can invalidate our Exemption Certificate.

When sending a rally slip to a rally marshal please remember to include both site fees and rally fee, unless otherwise stated.

To all ralliers please put your christian name on the rally slip. This will enable the marshal to welcome you in the informal style that the club is known for. It would also be of great assistance to marshals if you remember to put your membership number on the rally slip.

May I remind all ralliers that dogs must be kept on leads at all times when on a rally field and exercised away from the vans using a dog walk, if available. Failure to do so places the rally marshal in a very difficult position.

NEW RALLY.

1st - 4th October. (3 nights) Camping & Caravan Club Site, East Horsley, Surrey.

Site Tel No. 01483 283 273. (Emergencies only).

Rally Marshals: Sally & Jerry Haxton.

Site Fee: £6.20 per night. Electricity: £2.00 per night. Rally Fee: £1.50.

Booking slips 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. available in the evenings for our use. Fishing lake on site, well stocked. Trains to London & Guildford half hourly with a large & safe car park at station (1 mile). R.H.S. Gardens at Wisley, (2 miles) with large car park.

Directions: Leave M25 at Junction 10 take the A3 South towards Guildford. In approx. ½ 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.

Limited to 30 vans.

9th.-11th.October.Meathop Fell Caravan Club Site,nr.Grange over Sands,Cumbria.

Site Tel.No.01539 532 912(**Emergencies only**).

Rally Marshals: Jill & James Bertlin, Daisy & George Wane.

Site Fee:£5.00 per night. Electricity: £2.25 per night. (payable on arrival to site office).

Rally Fee:£2.00. Booking slips to Jill & James Bertlin, The Rockeries, Lindale, Grange-over-Sands, Cumbria. LA11 6LQ.

Tel.No. 01539 534 500. Cheques payable to: J.E.Bertlin.

Attractions: A picturesque Caravan Club site, hard standing, heated toilet block with privacy cubicles. An ideal base for visiting the many wonders of South Lakeland. Evening meals available, 5 minutes walk. 18 hole Golf course (very flat!) 2 miles.

Directions: From M6 Junction 36 follow A590 sp. Barrow for approx 10 miles. At Meathop roundabout turn left onto B 5277 sp. Lindale & Grange and then immediately left sp. Meathop—follow Caravan Site signs.

Limited to 20 Vans.

22nd.-25th.October.Bronte Caravan Park,nr.Keighley,West Yorks.

Site Tel.No. 01535 691 746 (Office hours. **Emergencies only**).

Rally Marshals: Betty & Andrew Entwistle.

Site Fee:£7.00 per night. Electricity:£1.75 per night. Rally Fee:£1.50
Booking slips to:Mr.M.A.Entwistle,8 The Dell,Mytholm,Hebden Bridge,West
Riding of Yorkshire,HX7 6DP. Cheques payable to:M.A.Entwistle. Tel.No. 01422
843 057.Levelling blocks may be required on parts of the site.

Attractions: Worth Valley Railway,Howarth,Skipton,Bradford(National Museum
of Film,T.V. & Photography),East Riddlesden Hall,Halifax(Piece Hall) & Mill
shops.

Directions: From Halifax follow Keighley signs.Look for site sign on left shortly
after Crossroads roundabout. From Bradford follow Keighley signs.Pass Railway
station along Worth Way turn left after ½ mile at traffic lights following Halifax &
Howarth signs on A629 look for site on right.

30th.October-1st.November Chesildene Caravan Park,Bournemouth.

Site Tel.No. 01202 513 238(**Emergencies only**).

Rally Marshals:Linda & Trevor Hargreaves.

Site Fee:£3.75 per night. Electricity:£1.50 per night. Rally Fee:£2.00.

Booking slips to:Mr.& Mrs. T. Hargreaves,13 Churchmoor Road, Colehill,
Wimborne,Dorset.BH21 2LN.

Tel.No.01202 886 855.Cheques payable to:T.D.Hargreaves.

Attractions:Bus stop nearby with regular services to Bournemouth town centre &
Christchurch.

Games evening on Friday with a Beetle Drive etc.and a Fish & Chip Supper will be
arranged for Saturday evening.(Optional Halloween dress for Saturday evening!).

Directions:On the A3060 north of Bournemouth,near the Hampshire Centre,full
details sent with confirmation,please send SAE.

Limit of 25 Vans.

*******RALLY FULL (waiting list).**

NEW RALLY.

6th.-8th.November (2 nights).Historic Dockyard, Chatham,Kent.

Emergency Tele.No.on site marshal's mobile. 0467 398 393.

Rally Marshals:Dorothy & Baz Wellard.

Site Fee: £5 for two nights. Toilets, Yes. Electricity NO. (except for wheelchair charging). Rally Fee: £1.50.

Concession rate into exhibition for both Sat. & Sun. £6.30 per adult. (children £5.50).

Booking slip to: Dorothy & Baz Wellard, 18 Greenwood Close, Fareham, Hants. PO16 7UF.

Home Tel. No. 01329 231 259. Cheques payable to: Mrs. D.A. Wellard.

Attractions. Be an honorary Man, or Maid of Kent for the weekend! Rally on hardstanding giving access to the Historic Dockyard exhibition covering 8 major attractions over 80 acres. Also, in the locality, is Britain's premier Napoleonic Fortress-Fort Amherst and also the award winning museum of the Royal Engineers. Shopping in Chatham in 1 mile.

An evening meal has been arranged provided we have a **minimum of 30**. Fresh fish cooked in Kent Ale batter with chipped potatoes followed by tea or coffee @£5.00 per person. Alternatively a meat dish or vegetarian can be arranged. Please indicate which you prefer on the rally slip.

Directions: From Junct. 3 of the M2 or Junct. 6 of the M20 take A229:A230 & A231 following the brown tourist (anchor) signs through Chatham to the site. At site pass the coach park and turn left into the main arena.

Many thanks to Gill Hopkins & Margo & Colin Lumb for taking on the Hollies rally.

10th.13th.December(3 nights).The Hollies, Little Budworth, Nr. Chester.

Site Tel.No.01829 760 414(**Emergencies only**).

Rally Marshals: Gill Hopkins & Margo & Colin Lumb.

Site Fee: £3.00 per night. Electricity: £2.00 per night. (20 available, possibly more but book early!). Rally Fee: £2.50. (We have to pay for heating the room this year!).

Booking slips to: Mrs. Gill Hopkins, 46 Elizabeth Crescent, Queens Park, Chester. CH4 7AZ.

Tel.No. 01244 675 180. Cheques payable to M.G.Hopkins.

N.B. There are limited toilet & shower facilities at this site

Attractions. We have the use of a heated clubroom, well stocked farm shop with specialities, vegetables, fruit, provisions & garden centre. Christmas trees for sale! Herb garden/pub 600yds, other pubs within 2 miles. Chester 12 miles, Tarporley 4 miles, Little Budworth 2 ½ miles.

COACH TRIP TO CHESTER Saturday £3.00 per person. Please send money with booking slip.

Also possible Ramble and /or Birdwatch Friday -please indicate on slip if interested in either.

Directions: On A49, site on left 1 ¾ mile South of A456 and ½ mile before A54. Site at rear of Hollies Garden Centre.

(GR 117/583679).

If you wish to find out whether a rally is fully booked or still has some vacancies then please contact the relevant rally marshals. They are the only people who know the latest and full details about bookings for their rally.

PLEASE REMEMBER TO SEND RALLY APPLICATIONS TO MARSHALS AS SOON AS POSSIBLE TO AVOID DISAPPOINTMENT. DO NOT FORGET TO INCLUDE A SAE IF YOU REQUIRE CONFIRMATION OF YOUR ACCEPTANCE.

There are still plenty of dates available if you are interested in running a rally. For more information please contact me, Please remember to check the availability of dates with me **BEFORE** booking with a site.

Before booking rallies on rally fields attached to caravan sites please contact me for some important information about such sites.

Rallies for next year 1999 are now being planned we have 22 already pencilled in. If you are interested in running a rally then please think ahead as I will be preparing a provisional rally list for inclusion in the January 1999 Newsletter and information will be required by the end of November for inclusion in this list. As usual rallies can still be arranged after this date but they will not feature in the list. Good advance publicity is essential for a successful rally.

New or possible rally marshals should contact me, or the area assistants, for further information or advice on running rallies. It can be fun and a very fulfilling experience.

Bookings are now being made for the year 2000. If you wish to run a rally on a specific date please think about booking early.

Please note that ALL information concerning rallies, dates, booking of sites 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/Fax. No. 01325 374 540*

Local assistants: Jerry Haxton (01 483 223 476) Woking, Surrey.
Jeff Worley (01 935 424 049) Yeovil, Somerset.
Bob Brindle (01 777 711 588) Retford, Notts.

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

Number of people in your van: Adults Children

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

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

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

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

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

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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!**

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!

£60.00 each, fitted, and am very pleased with them although they have so far only covered 2500 miles.


By the very nature of their construction 'C' tyres are harder and therefore with light loads one feels the road a little more. But on main roads, in touring trim, it is not noticeable. I do not notice any extra tyre noise. I was advised to keep to the same tyre pressures as for the 6 ply until such time as I found if there was any uneven wear. If *Maurice* was to increase pressures as he suggested he would certainly feel the road. Empty panel vans with tyre pressures of 50/55 lbs can jump all over the road but are all right when loaded. Also with increased pressures he would certainly have uneven wear and less grip because of the consequent reduction in surface contact on the road.

A local tyre dealer who sells some part worn tyres would not consider buying used Kleber tyres!!

Brian Ratcliffe.

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Friendship



Even without attending rallies it is very easy to feel a sense of belonging to ASOC. The cheery waves we give to (and receive from) other A-S occupants (hopefully all members!) and the camaraderie expressed through the monthly magazine. What happened to us in Bradford-on-Avon was a reminder of this. We stopped there at the start of a holiday in Somerset and North Devon. We enjoyed wandering around the town and picking up some bargains at a charity fete. On our return to our Symphony we found a note under the windscreen wiper - "Welcome to Bradford-on-Avon. From one ASOC member to another. John Barrett - 1518. See you at Malvern?" Sorry, *John* we didn't make it to meet you but your kind note was perfectly timed to start our holiday with a smile.

We stayed just outside Cheddar at a site owned by the White family (Wetheridge Farm). Although described as a "farm field" I wish our lawn was that level and the grass that short! We were made very welcome on arrival and they seemed genuinely pleased

when we decided to stay for an additional night. The directions they gave for a cross-country walk to the Gorge might have been easier to follow if we had had a map but it is an easy trek through the town itself. We'll stay there when we next visit and feel it's worth recommending, if you like Caravan Club CL's.

Colin Monks

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Cleanliness

From comments made by *Andrew Entwistle* in the September Newsletter it seems that yet again the minority (it only takes one!) is putting the health of the majority at risk. They are using designated drinking water taps to wash out toilet cassettes at the Club and Company Rally (and probably at other rallies too.) It was in 1996 that *Arthur Irving* first brought this practice to members attention. It would seem that 'the few' have failed to change their unpleasant, unhygienic and totally unsociable habits. People like this give motor caravanning a bad name. They park in lay-bys, empty their toilet cassettes into a ditch, their waste water onto the roadway and then drive away! And then we wonder why local councils install height bars to car parks and picnic areas. These motor caravanners are no better than the so-called 'travellers' that cause havoc around the country. There is no room for them in a Club such as ours. The committee should implement Rule 4 and cancel the membership of these ignorant persons in the interest of the health and safety of the majority.

To recap what was said in 1996. When we are on a site, such as a C.L., that has only one water tap we use a 1.5 gallon garden watering can for washing out or topping up our toilet. A 6 pint milk container (less milk!) is equally useful in this respect.

One last point. We enjoyed the Club and Company rally as usual. The organising sub-committee, their helpers and A-S staff excelled themselves, as they always do! I assume that the weather was organised by our President!!

Alan Chennells

I thoroughly agree with the use of a separate container for loo water. We carry a 4 pint ex milk carton but the principle is the

same. And at the Hunstanton rally three or four suitable containers were placed around the emptying point for just that purpose. People were asked to use the water from the containers and then refill for someone else to use.

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August Newsletter

I must take issue with *Maurice Wright's* letter, under the title "Now we know". Unfortunately, *Maurice* has misunderstood certain facts that I feel, not least for the sake of other readers, should be clarified without delay. Firstly, whilst five of our staff do own motorcaravans, we do offer our demonstrators, when available, even over the course of a weekend, to both our Managers and Foremen. Their feedback we find invaluable, as we do when members of our staff try out prototype vehicles before they go into production. Furthermore all new vehicles are extensively tested to a demanding and rigorous schedule by other selected members of our staff. Might I also correct *Maurice's* statements as follows:

1. Asymmetric loading plays a major part in the design and layout of our models. At times it is not possible to locate the water heater on the same side as the kitchen unit since in doing so asymmetric loading limits would be exceeded.

2. Market Research - and this was again borne out by the questionnaires returned during the Club and Company Rally at Malvern - suggests that storage space is more important than inboard water tanks. Perhaps *Maurice* is not aware that inboard tanks are available as an option on the Ravenna, Pescara and Pollensa.

3. The loose statement of "Use the next chassis model up the range", does not take into account the extra cost of this base vehicle. At times this is considerable - and of course we do consider all chassis. But equally what must be of prime consideration is that the vehicle must be competitively priced and affordable.

4. Again *Maurice* is incorrect in believing that we use - I quote - "bog standard models" from the base vehicle

manufacturers. All our base vehicles are built to motorcaravan specification.

The types of specification that we agree with our chassis suppliers are that the base vehicle should be supplied with factory fitted windows, courtesy lights, lumbar supports, uprated suspension - even child locks on the side sliding doors - and much more too. We endeavour to ensure that the base vehicle specification, which is always unique to motorcaravans, meets where possible the needs of the motorcaravanner.

I trust this clarifies the points raised in *Maurice Wright's* letter - in no way would I wish readers to be so widely misled.

Reading *Merryn Potter's* very interesting article on towbars, owners of Talbot Express conversions (Harmony, Rhapsody, Rambler, and Sportsman) may be interested to know that towing brackets are available from Watling Engineering Limited, 88 Park Street, Village, Nr. St Albans, Herts., AL2 2LR. These towing brackets fit around these models that have water tanks fitted at the rear and furthermore allow a step to be easily retro fitted. We get several enquiries regarding the fitting of tow bars to these older models and I thought this information may be of use.

Finally, *Brian Ramsden's* letter entitled "Whistling in the Dark" leads me to believe that this noise may be caused by wind passing through the drain holes in the base of the glass fibre surround that adjoins the Luton to the cab. A little bit of tape over these drain holes will, on a trial run, demonstrate that this will overcome this particular problem. Once this has been proven a small infilling of silicone of these drain holes - not fully since the water must be allowed to escape - will do the job.

Charles Trevelyan

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Sunny Hunny Rally

There was a total of 36 vans at the Redgate Middle School at Hunstanton and the area lived up to its name. We were on the school playing field overlooking the sea and the weather was

perfect even to the extent that when it did rain it was at night. Our marshals, *Barbara & Ray Whiley*, did a tremendous job. On arrival we were greeted by them both and information regarding the water point etc. was explained. We were also presented with an envelope containing the most informative printed rally programme I have ever seen. It contained everything anyone would wish to know about the town, shops, banks, buses, markets, church services and just about everything else.

The rally started on the Thursday and we had the usual coffee meet at seven that evening. On Friday we had a fish and chip supper and on Saturday an American supper. Both of these were held in the school gym which was quite spacious although it meant that our marshals had to work hard to put up all the tables and chairs. On Sunday morning we again had the coffee meet and the raffle. This was unusual because only those who gave prizes received a raffle ticket which meant that everyone who contributed received a prize.

There was also a Treasure Hunt and *Barbara and Ray* had worked very hard to give all the clues in rhyme. The information package contained a special message for all rallying dogs. This asked that the dogs kept their owners on leads at all times as this was a children's playing field. Most owners obeyed this instruction with one notable exception, who shall remain nameless but who should have led by example. It was very unfair to our excellent marshals who worked so hard to give us all a lovely weekend.

Gerry Woolley

Our only complaint about this lovely and well run rally was that our Calor Gas ran out at three o'clock in the morning - as usual!

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Tigger News

Barry Loveland has produced Ideas Sheet No. 37 "Fitting a Retractable Step". This is aimed at Clubman (or similar) owners. Our first sheet for the Flair is being prepared by *Austin Joynston* who



has also offered to help members with electric/electronic problems. His telephone number - evenings only - is 0151 334 6779. Three more Ideas Sheets - 34 Window Security; 35 adding deadlocks and 39 Trooper/Trident cooker lid modification - are now available.

Boxer owners who are still troubled with water into the engine compartment via the scuttle or front wheel arch should ask their dealers to implement Technical Circular No. 1495 (4 pages).

We have just received the latest A-S After Sales Newsletter. Any members interested in seeing a copy of this or our earlier summary should contact me. The Tigger Test Report on the Ravenna has been passed to the company and is now available to members (cost £1.00) also from me. We are co-operating with A-S about members van problems reported to us - from 1996 - 1998. We have sent, at the company's request, our list of recorded data. Watch this space for further news!

Maurice Payne

Tel: 0131 336 3385 will, hopefully, get you through to *Maurice*. I have the current list of Ideas Sheet and I shall, if space permits, try to include it in this or the next issue of the Newsletter.

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MARKET RESEARCH QUESTIONNAIRE.

Very many thanks to all who completed the Market Research Forms they were given when attending the Club and Company Rally at Malvern. The findings were most useful, as were the supplementary comments that were also made, and will undoubtedly help us to produce new models that are more in line with our members requirements. Interesting points were the fact that so few people liked red exterior paintwork, the fact that demand for single beds and double beds was evenly split and the titles of the magazines that were read were most interesting which in turn will undoubtedly influence our decisions when placing future advertisements.

On a personal note, may I say how very much I enjoyed the

Rally, a view that I suspect was echoed by all present. Unlike cricket, the rain did not stop play!

Anthony Trevelyan

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Obituary

I am sorry to have to inform the Club that my darling wife *Helen Mavis* died on 15th August from cancer. We were both most disappointed not to be able to run the rally at Driffield scheduled for 4th June. I am trying to decide whether to continue rallying on my own. We enjoyed them so much but things will never be the same again.

Michael Mawer

Our sincere sympathy and condolences are offered to *Michael* and his family. I can only hope that he will continue rallying as I am sure *Helen* would have wanted. From personal experience I can advocate this route and I am sure quite a number of our members would agree.

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FOR SALE

'P' reg Boxer harmony, 2 litre petrol in excellent condition. Only 16,000 miles. Usual A-S fitting with Status TV aerial, water heater, blown air heating, cupboard above wardrobe with TV shelf. Non-smokers, no pets. £19,500.00. Tel: John Fox on 0152 272 0110 or write to 17 Mayall Court, Waddington, Lincoln, LN5 9PY



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Renault Recro, 1993 'K' reg. 1.7L petrol. Excellent condition. 21,000 miles. MOT Aug. 1999. Extras inc. awning etc. Non-smokers, no pets. £11,750.00. Tel: Ron Platt on 0162 542 9938 or write to 5 Bollinbarn, Macclesfield, Cheshire, SK10 3DL.



Harrison 'Safari Room' in brown/lawn to fit 3 metre Fiamma awning. Perfect condition, used once, changed van. £100.00. Tel: Denis Chandler on 0140 326 5556 or write to Wickhurst, Old Wickhurst Lane, Broadbridge Heath, Horsham, West Sussex, RH12 3NA.

Thanks for the donation.

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Safari Room, brown & beige, used on 1987 A-S Legend with 5,000 Omnistor awning. £200.00 ono. Tel: Peter Jones on 0179 240 4136 or write to 15 Belle Vue Road, West Cross, Swansea, SA3 5QA.

#####

"Arabella" is looking for a new home! A-S Legend GL on Ford Transit base. Dec. 1989 'F' reg. Excellent clean condition, 24,000 miles only from new. Two owners, non-smokers. Brand new set of tyres, new exhaust system fitted, tax & MOT. Full A-S specification, mains electric, H&C water system, gas hob/oven, shower room, cassette toilet, ducted heating etc. Stratus TV aerial. Bargain £11,250.00. Tel: Dorothy & Simon Ekins on 0190 476 4670 or write to 22 Ploughmans Lane, Haxby, York, YO32 2WR.

Thanks for the donation.

#####

Amethyst Ford 2.5TD, manual. October 1995 'N' reg. 9,700 miles. 4 berth. Sophisticated alarm, Omnistor awning, Omnistor 4 bike rack, external 12v socket for fresh water tank, towbar and electrics, lockable ladder cover. All in immaculate condition. £27,750.00. Tel: Jane or Peter Williams on 0120 269 7721 or write to 3 Upton Way, Broadstone, Dorset, BH18 9LT.

Thanks for the donation.

Silver Screen for Ford Transit Legend, brand new, package still sealed. £60.00. Fiamma awning tie down kit for awnings up to 6 metres, unused, never out of box. £10.00. Grip-Trak pairs, packages still sealed. Two available. £5.00 each. Electric hook-up cable, 25 metres, package still sealed. £16.00. Tel: Mike Mason on 0180 331 4888 or write to The Old Surgery, 39 Moor Lane, Watcombe, Torquay, Devon, TQ2 8NU.



#####

Peugeot Boxer Executive, 2.5 diesel, reg. May 1997, 11,000 miles. Green trim with freesia upholstery. Extras include twin door pockets, both front swivel seats, child's overcab bed and cupboard, extra sockets, Air-ride suspension, cycle rack with light board socket. £27,500.00 ono. Genuine reason for sale. Tel: Geoff Scholey on 0193 758 6094 or write to 1 Ambleside Walk, Wetherby, West Yorkshire, LS22 6DP.

Thanks for the donation.

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Peugeot Boxer Executive, 'N' reg, 2.5 TD. Many extras including swivel seat, Omnistor awning, 2 bike rack, Top Box, Safe-T-Bar and tow ball (unused), immobiliser, alarm, insulated screen, TV aerial, swivel table etc. Non-smokers. Excellent condition. £25,850.00. Tel: Brian Betterton on 0123 482 2364 or write to The Thatched Cottage, High Street, Pavenham, Bedford, MK43 7NU.

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The TENTH of the month is the last day for items to reach

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