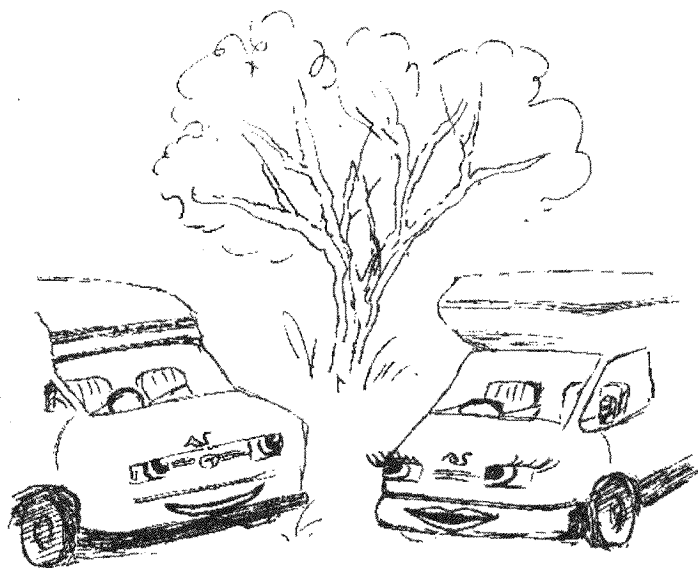


TENTH ANNIVERSARY YEAR

**AUTO-SLEEPER
OWNERS' CLUB**

1989 - 1999



"I hear they are starting an Auto-Sleeper Owners' Club."
"Ooh. Then we *can* go on meeting like this!"

NEWSLETTER 127
APRIL 1999

Hello.

Please take a careful look at the cover picture this month. As it is our actual tenth anniversary, the Inaugural General Meeting being held in April 1989, I thought it worth while to present another copy of a cartoon which appeared at around that time. Hope you like it!

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Sorry!

My apologies to members for accidentally putting the date as 10th April 1998 on the Agenda for this year's AGM which was included with the March Newsletter. Would you please take a pen or pencil and change your copy to 1999. This does not affect the validity of the Agenda as it is obvious that this was just a typing mistake. Another typing mistake seems to have crept into MCM where the day of the AGM is given as Sunday. It is of course at 10.30 on Saturday morning - See you there!

Ray Whiley

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Millennium Bug

This is a new slant on something which has been in the headlines for some time now. *Barbara & John Cox* telephoned to suggest that members with newer vehicles which may have some form of computer or computer chip embedded within their circuitry would do well to check their insurance cover and their membership of the various repair/recovery services. It seems that if a breakdown occurs as a result of the bug you may not be covered by the insurance for any repair and the roadside services may charge you quite a lot for any sort of recovery. So be warned - check your personal details. It seems that many of the more recent vans may possibly be affected. I have checked with my own insurance broker and have been advised that the insurance industry takes the view that they will pay only for unforeseen events. Their view, apparently, is that problems with micro-chips involving the change of the year should have been foreseen. The simple (?) explanation given to me was that if your burglar alarm is at fault because of the bug and you get your property damaged,

they will pay for the damage but not for the repairs to the alarm. Does that make sense?

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Maintenance Manuals

Barry Crawshaw telephoned with the latest address for Peter Russek Publications Ltd who are now at Dashwood House, Dashwood Avenue, High Wycombe, Bucks., HP12 3ED. The telephone number is 0149 444 0829 if you want to ring to check the price and availability of manuals.

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Breakdown and Rescue Services

Further to the information provided recently by *Rosemary & Alan Jones* on the weight and size limitations imposed by Britannia Rescue. I thought that the quoted length limitation of 5.2m must be wrong as my Duetto, which is 5.55m long, has already been rescued and loaded onto a trailer by Britannia Rescue. However, I checked with Britannia Rescue who told me that the figures quoted by *Alan* were correct but that vehicles which exceeded those values could still be rescued provided Britannia Rescue were fully informed at the time the vehicle was covered. As my wife and I are expecting delivery in April of our new Ford Pollensa which exceeds all *Alan's* figures, we were very relieved by what Britannia Rescue said. So I say to all ASOC members seeking rescue cover, try Britannia Rescue and give them all the facts.

Beryl and David Davis

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Club and Company Rally

**Three Counties Showground, Malvern,
23rd - 25th July 1999**

It will not be long before the clocks go forward and we find the Club and Company Rally almost upon us. The Committee wanted a very special event to celebrate our tenth anniversary and I really think we are going to be able to deliver. We didn't want to make too big a change from what seems to have been such a successful format. However, with a little bit of profit carried

forward from recent years ploughed back into the kitty, we can add that extra bit of quality. We have negotiated a special deal with the showground to have both the Avon Hall and the magnificent Severn Hall. The company are using the Avon Hall for their shop and hospitality. The Club have the Severn Hall for the evening entertainment. The Friday evening will get under way with a small party offering a modicum of food, drink and cake to celebrate our tenth anniversary. Following this we can enjoy the ever popular quiz and some other entertainment.

During the day on Saturday the Company intend to give us an interesting and fun time and I know that we are going to have a great day. The entertainment for Saturday evening gave rise to much thought and discussion amongst the committee members who considered many options suggested by members. However, lighting, dressing room and stage problems, as well as costs made us feel that a really excellent dance band was the answer. So which is the best dance band in the UK? The Dance Band of the Royal Marines, of course, whose musicianship and presentation cannot fail to be appreciated by dancers and non-dancers alike. Thanks to a concerted effort by *Baz Wellard* who managed to persuade them to come to Malvern they are now firmly booked. The proceeds from our charitable week-end are going this year to LUPUS UK, a very worthy cause which needs our support because most of us know so little about it. Lupus is an auto-immune disease where the antibodies also attack the patients own body tissue. I was surprised to learn that it is more common than MS, muscular dystrophy and leukaemia, which are all so well known to us and have good research funding. We will have an opportunity to learn more about it at Malvern. The weekend will wind up with the usual Salvation Army service on the Sunday morning and the presentation of the cheque to Lupus UK. Watch out for the Rally application form with the May Newsletter. Come and join us, helping us all to have a truly memorable weekend.

Brian Hooton

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FROM THE FACTORY

Over the past twelve months significant advances have been made in the operation and co-ordination of the Design Department with a number of targets being successfully achieved.

The computer aided design (CAD) system has been upgraded to the latest version of software and an additional work station has been added to the set up. This has allowed the Drawing Office to better utilise the time available to generate drawings and with greater flexibility. This has made it possible to achieve a greater throughput of work and more importantly produce a more accurate, higher standard of design for production assemblies. One member of the team now produces full CAD models of all assemblies to allow right first time designs to be created with the elimination of components not going together correctly. This was evident on the Rambler and Ford Styrofoam prototypes where very little further work was required from the designed components to assembling the complete vehicle. Over the past twelve month period 300 prototype components have been designed, 70 assembly drawings have been generated and 201 production part drawings have been produced.

Positive moves have been made from a standardisation point of view in terms of producing the Ford Styrofoam vehicles with only one extra component of furniture compared with the Peugeot vehicles. We have standardised on the existing range of furniture mouldings for the Rambler without adopting any additions. The department took on CEN testing and got approvals for most vehicles first time without re-testing. All the furniture in the Styrofoam vehicles has been re-designed to make it compatible with the new mini fix system which should speed up assembly and improve accuracy and rigidity. The Rambler has also been designed with this type of construction.

A large scale resin vacuum forming tool has been produced which has been somewhat of a first. Although initially there were development problems with the tool, long term it will prove to be an economical and reliable method of manufacture. Our sub

contracting vacuum forming moulder has been impressed by our ability to produce such a tool from a zero level of experience. On the tooling front we have produced a number of large tools for ABS moulding which have considerably reduced the complexity and labour content in manufacturing together with lifting the quality - noticeably the window surrounds for the Symbol/Symphony Rambler and Symphony/Symbol sliding door window surrounds. ISO 9001 procedures were written to cover the management of the department and after approval and presentation these have been implemented.

Stephen D Small - Design Manager

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Also from the factory

I was interested to read various articles in the February Newsletter. May I make the following comments:

1. Cascade Water Heater - 1998 Talisman. May I thank *Brian Wise* for his very perceptive views regarding the hot water system in his Talisman. To this end we will make mention of this in our future handbooks and in so doing will ensure that all future owners are aware of this.

2. Some Questions. I read *Michael Skuse's* questions with interest and perhaps I might make comment on his first, namely on the subject of tyre pressures. In the past, of course, we have advised owners of the tyre pressures that we would recommend largely from information we ourselves had received from owners. We were only too pleased to pass on this information. Subsequently we were advised that we should not suggest specific tyre pressures on the grounds of Product Liability. As an example, let us assume that we advised the owner of an Auto-Sleeper of certain tyre pressures - and at the time of this advice the pressures that we recommended were suitable for the tyres thus fitted. If this hypothetical owner were to use the tyre pressures advised by us but on a different make of tyre and then had an accident for which the tyre pressures were a contributory cause, we could then be to blame. This in turn could lead to our company being sued for damages. As a result of this we must, as we do in

all our handbooks, advise that the tyre pressures used are those that are published in the base vehicle user handbook. If, in the case of Peugeot for example, these pressures are superseded by revised ones, this information is usually published in the form of a self adhesive label on the drivers B post.

Specifically, and in the case of *Michael Skuse's Legend*, he should therefore refer to those pressures published in the base vehicle handbook since, quite obviously, all our models are built well within the weight limitations of each base vehicle. It is these tyre pressures to which owners should adhere.

3. Executive Suspension. A few words on *Harry Roberts'* very pertinent letter. He is indeed absolutely right to suggest a periodic application of Waxoyl to the rear leaf springs of his Executive. Remember, of course, that when doing so it is advisable to jack the vehicle up so that the weight is taken off the rear springs, which in turn will allow them to open slightly and thus Waxoyl or indeed any penetrating oil be applied liberally between the leaves. From experience we have also found that a Silicone based lubricant is extremely effective. In his letter he also mentions the matter of crazing wheel trims. The manufacturers of the wheel trims that we fit informed us recently that a batch had the incorrect primer applied and thus in certain conditions the aluminium paint tended to craze or at the worst flake. Any owner who has this problem should return to their supplying dealer whereupon the defective wheel trims, if as described as above, will be replaced with new.

Charles Trevelyan

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From a Founder Member

It seems a different lifetime since *John Cox, Frank and Dilys Stinchcombe and Philip and I* set up all the paraphernalia required to start the "Auto-Sleeper Owners' Club". We had our problems, such as "no pets at South Cerney site" and that comma at the end of "Owners'" which often got into the wrong place. Fortunately, we got most of it right and the following committees have been able to build on those early footings.

A problem with a growing club is that the early members have had the euphoria of helping it to grow but later members have high expectations. I am sure many think of us in the same light as the Caravan Club, or Camping and Caravan Club. It is difficult for them to imagine that the people running a club with such a large membership are doing so (probably on the kitchen table) without payment and with other priorities from time to time. So there are bound to be mistakes. But there are many, many things which are done which make things run smoothly and you do not even see the bumps.

As a Vice-President I get copies of the minutes and note that there are still weighty decisions to be made at each meeting, as there have always been. There are sub-committees (bringing in other members), some investigating potential problems and some to organise the two large rallies in April and July. I get a feeling of strength and commitment from these minutes and feel that the Club is in good hands. *Philip and I* have enjoyed our work for the Club and hope that present and future new members will support it in any way they can. Regards.

Rita Daley.

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Tigger News

On the subject of tyres and pressures, we did undertake to try to get some definitive data on the matter. This is now translated into Ideas Sheets Nos. 36A and 36B. We also have a "Truck Team" technical manual from which we can give members specific tyre data. Sorry, but BRMA have asked us not to circulate it. For further information contact me on 0131 336 3385.



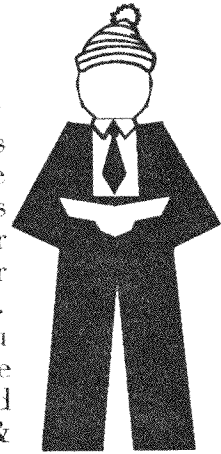
Maurice Payne

In the light of paragraph 2 of *Charles Trevelyan's* letter members would be wise to take great care of the information they obtain, from whatever source, about tyres and pressures.

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Chairman's Chat

I hope that as many members as possible will attend our AGM at Kettering on Saturday 10th April in the interests of democracy and accountability. That may sound a little stuffy but it is a good idea to have these periodical sessions where the Committee has to account for the management of our Club. It does help us to focus our minds. There is also an Open Forum after the main meeting which is an informal session for questions to and answers from your Committee. Before I leave this subject I must commend to you and thank those of the committee who have decided not to seek re-election for good and varied reasons. *Brian Hooton* has co-chaired the Club & Company Rally sub-committee for some years



now and it is thanks to his drive and to the team with him that weekend has been so well organised. I know he has spent many many hours of his own time arranging for all the members making it to Malvern to have a great weekend. *Ray Young* has been my Vice-Chairman for the last two years and has taken on a number of roles including chairing the Constitution sub-committee. He will present the proposed changes to the AGM. *Ray* has been a diligent and thorough worker for the Club. It was thanks to his diligence and research that we are ready for the next ten years. So thank you *Brian and Val (Hooton)* and thank you *Ray and Joan (Young)*.

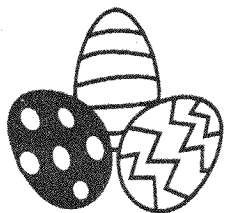
Geoff Scholey, who was our PRO, sadly died late last year and I want to thank *Betty* for the good work that he did for the Club. I may not always have agreed with him but I always respected him. He served us all well.

You may feel that this is just an empty gesture that the Chairman has to carry out. Let me assure you all I genuinely appreciate all the work that our Committee members carry out on behalf of us all in the Club. I mean what I say! That our Committee members come to meeting after meeting, most having to travel long distances and many times in terrible weather, is a

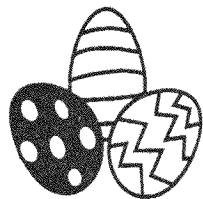
constant reminder of commitment and duty. Something which in today's world that is all too often ignored.

When I raised the question of Drink Driving I never thought it would have resulted in such a reasoned and qualitative exchange of views. But then that is a sure sign of an interested and responsible membership, long may it continue. Thank you all for your views; keep sending them to *Harry*. Change of subject but still one dear to all motorists' hearts. The proposal to charge Vehicle Excise Duty based on engine size. Most of our motorhomes have sensibly an engine of a moderate power. Firstly, for the very obvious reason of coping with the weight of the van and secondly, so as not to be a hindrance to other road users. If the government tax on engine size goes through then we shall have to pay what ever the charge is. I have no doubt at first it will only be a moderate increase, but what of future years? We as a Club have made a reasoned response to the debate, but it would do no harm to lobby and/or write to your MP pointing out the basic facts that for many owners this is their one and only vehicle and for others, like *Betty and me*, it is a second vehicle. The salient point on that is that we seldom have both vehicles on the road at the same time. Most of us travel at moderate speeds and keep our engines in good order by having our vans regularly serviced for optimum performance. Plus when we arrive at our chosen destination we often park up and use public transport as a means of getting about. (If I am not careful the government will be paying us a rebate!!) Take the opportunity to write and inform the decision-makers or don't complain when the regulations come into force.

Last item! Poppy our red setter was walking me quietly through the wood one day last week when I found a good stick to throw for her. Having done just that she took off at full speed down hill. I can throw a stick much futher if I do that and she has to work much harder to bring it back. She came to the stick and her front end stopped! Unfortunately for her, her back end kept going, Yes you have guessed it she ended up rolling down the hill for quite a distance, legs all over the place and no stick! She regained her feet covered in leaves and twigs to find me roaring with laughter leaning on a tree. She was indignant that I found her mistake so



April 1999 Rally Supplement



Ralliers please note that rallies start & finish at 12 noon, unless otherwise stated. Early arrivals and late leavers can invalidate our Exemption Certificate.

N.B. Green Field rallies are those where there are No facilities, except for Elsan emptying and drinking water. There may be limited toilet access, see rally details.

May I remind all ralliers of the importance of ***NEVER*** using drinking water taps to wash out chemical toilets. If there is only one tap then please take a container already filled with water to rinse out the toilet. Refill the container carefully later!
Failure to follow this section of the Club Code of Conduct will lead to action being taken by the Committee.

Please remember that only Club members are allowed to attend our rallies.

N.B. New rallies (not on original list).

"Wonderful Wensleydale." 26th -30th. August. Leyburn, Wensleydale, North Yorks.

Christmas Shopping Rally 18th -21st. November Oxon Touring Park, Shrewsbury.



STOP PRESS.—Where are the 40+ vans that could not get onto the Brittany Rally? Here we have another French Rally arranged especially for YOU! Do not delay get your applications in as soon as possible as the Marshal has to arrange numbers with this popular site.

23rd. June-3rd. July. Le Logis du Breuil, Royan, France. (This site was used by the club in 1993)
10 nights—Arrive Wednesday 23rd. June, depart Saturday 3rd. July.

Site Fees: 90FF per night including 6A electrics. These site fees are payable to the site owner at the rally.

The site is situated in farmland next to a forest, set back from the coast. The toilet block is adjacent to the rally area, it is up a small slope and includes disabled facilities. There is a swimming pool, tennis court & shop on site. Good for walking and cycling. Possible excursions—coach trip to Cognac, guided walk through forest for breakfast on the beach and possibly a "Gastronomic meal".

To book please send a SAE and £10.00 rally fee (non-returnable once booking accepted) to:
Mrs. C. Bowler, "Applegrove", Whatcote Road, Oxhill, Warwickshire. CV35 0RA.

Ralliers must make their own ferry/travel arrangements. Please do not forget adequate insurance cover for your trip abroad whatever the rally.

6th-20th June 1999 Camping Le Bohat, Brittany, France.

This rally is now **FULLY BOOKED.**

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**8<sup>th</sup>-11<sup>th</sup> April.(3 nights) A.G.M., Kettering.** The special booking sheet was enclosed in the January Newsletter for this rally, **note the closing date for ralliers.** Please support this rally as decisions concerning the future of the club are made at this meeting. If you cannot rally then please attend as a day visitor.  
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15th-18th April.(3 nights) Square & Compass Public House, Normanton-on-Trent, Notts.
This rally is now full.

22nd-25th April.(3 nights) The National Motorhome & Tourer Show, Peterborough.
Emergency Tel.No.0589 145 874 (Marshal's mobile available 8.00-10.00 morning & night).
Rally Marshals: Pauline & Neil Rogers & Ben & Evelyn Mansfield plus helpers.
Complete a booking form from either M.M.M. or Which M/Van magazines.
Mark the form **ASOC** and return with payment to the organisers (address on form) by **31st March** if you wish to rally with the club. *After this date you will be sited with the public.*
The special rate for ASOC members is £24.00 for up to 4 night. This includes two adults & three children. Extra adults £5.00 each.
Then complete one of our rally slips and send, with £1.50 Rally Fee to N.C. & P. Rogers, 3 Appleby Close, Aldbrough St. John, Richmond, North Yorks. DL11 7TT. Tel.No. 01325 374 540.
Cheques payable to: N.C. & P. Rogers. **Please send the rally slips to the marshals by Tuesday 13th April. After this date they cannot be accepted.**

No arrivals before 2.00pm. Thursday.

29th April-3rd May.(4 nights) Burn Gliding Club, Burn Village, Nr. Selby, North Yorks.

Club Tel.No.01757 270 296 (Emergency only).

Rally Marshal: Alan Guest.

Site Fee: £3.00 per night.

No Electricity.

Rally Fee: £2.00

Booking slips to Alan Guest, 27 Chiltern Drive, Ackworth, Pontefract, West Yorks. WF7 7DW

Tel.No.(after 6.30p.m.) 01977 612 773

Cheques payable to: A.Guest.

Attractions: Meal to be arranged on Saturday evening. Please indicate on slip if interested. Gliding lessons or trial flights over weekend (subject to weather conditions).

Directions: From M62 junction 34 take A19 towards Selby, Gliding Club signposted in Burn Village.

30th April-2nd May (3 nights). Calshot Activities Centre, Calshot Spit, Southampton.

Site Tel.No. 01703 892 077(Emergency only).

Rally Marshals: Christine & Jim Hazel.

Site Fee:£7.50 per night. No Electricity.

Rally Fee:£2.00.

Booking slips to R.J.Hazel, Squirrels Leap,12 Wild Rose Crescent,Locksheath,
Southampton.SO31 6TG.

Tel.No. 01489 576 520. Cheques payable to: R.J.Hazel.

Attractions:Calshot Spit overlooks the Solent and is adjacent to Hampshire Council Activities Centre and Calshot Castle. There are 33 toilet and shower facilities. In addition to outside aquatic activities, the main hanger has a ski slope and climbing wall. Bar and light refreshments available and there is a restaurant on site. The Beaulieu Motor museum, Palace House and Gardens, Exbury Gardens (azaleas, camellias and rhododendrons) Lepe Country Park and Hythe (ferry to Southampton) are all within a 7 mile radius. Bucklers Hard Maritime Museum (10 miles), Lynton-Saturday market (15 miles). Good walking area. Saturday evening meal. 2 courses and coffee (choice of four main meals plus vegetarian) £8.50. Please send money with booking form.

Directions: Leave M27 at junction 2, take A326 south past oil refinery. Bear left on B3053 and follow the brown tourist signs to Calshot. Through main gate-site approx. 200 metres on right.

Rally commences after 2.00 p.m. on Friday

Limit of 25 vans.

6th-9th May (3nights) River Laver Holiday Park, Ripon, North Yorks.

Site Tel. No. 01765 690 508. (Emergency only)

Marshals: Betty Scholey assisted by Ben Mansfield.

Site Fee: £3.50 per night. **Plus £1.50** for Electricity *if required*. There are only a limited number of electrical points on the rally field. First come first served.

Rally Fee: £4.00. includes £2.00 per van for the use of a barn on Friday & Saturday evenings.

Booking slips to: Mrs. B. Scholey, 1 Ambleside Walk, Wetherby, West Yorks. LS22 6DP.

Tel.No. 01937 586 094. Cheques payable to Mrs. E. Scholey.

This is a Green Field site. You are not allowed to use the facilities on the caravan site.

Attractions: Thursday market in Ripon, Fountains Abbey, the beautiful Cathedral and the Town Crier in Ripon itself, Lightwater Valley and the Nidderdale Walk. Then further afield Knaresborough, Harrogate, Pateley Bridge, York, Grassington, Castle Howard etc.

On Saturday evening we shall be running a Tombola and would like each van to give a prize, if possible. All who buy tickets will win a prize.

Directions: Take the B6265 road from Ripon to Pateley Bridge and the site is about one mile on the right.

13th-17th May (4 nights). Severn Gorge C.P., Nr. Ironbridge, Salop.

Site Tel.No. 01952 684 789. (Emergency only).

Rally Marshals: Barbara & Alan Potter.

Site Fee: £7.00 per night. Electricity: £2.00 per night. Rally Fee: £2.00.

Booking slips to Mr. & Mrs. A. Potter, "Westbrook", Mill Lane, Monks Risborough, Bucks. HP27 9LG. Tel.No. 01844 274 021. Cheques payable to: B.A. Potter.

Attractions: Ironbridge (World Heritage Site) several museums—Coalport, Blists Hill Victorian Town, Antique Centre, Hawkstone Park & Follies, Severn Valley Railway.
Friday evening "Games evening". Saturday evening supply your own food and we will cook your bar-B-que?
Directions: East of A442 at Madeley. Please enclose SAE for map and confirmation of booking.
Please report to reception on arrival. Maximum 30 vans.

13th-16th May (4 nights) Little Cotton C.P., Dartmouth, Devon.
This rally is now full.

21st-23rd May (2 nights) Wellington Country Park.

Site Tel.No. 07775 693 533. (Marshal's mobile).

Marshals: Stella & Ian Ross & Dorothy & Baz Wellard.

Site Fee: £4.00 per night. No Electricity. Rally fee: £2.00.

OWN SANITATION ESSENTIAL. GREEN FIELD SITE.

Booking slips to: Mr. I. Ross, 33 Grosvenor Gardens, Upminster, Essex. RM14 1DL.

Tel.No. 01708 228 075. Cheques payable to I. Ross.

Attractions: Quiet green field 8 acre rally site in grounds of 350 acre Duke of Wellington estate.

Admission to Park included in site fee. 35 acre lake with rowing boats for hire plus fishing (extra cost). Miniature railway, crazy golf & nature trails. National Dairy Museum and Deer park.

Approx 3 miles from Stratfield Saye House, home of Duke of Wellington.

American Supper (outside) Saturday evening, weather permitting.

Directions: From A33 (about 4 miles South of M4 Junction 11) turn East signed Riseley onto B3349 and follow signs to Country Park.

21st-23rd May (4 nights) Motor Caravan Jamboree, County Showground,

Detling, Maidstone, Kent.

Rally Marshals: Ena & Roy Coleman.

Fee for Jamboree £22.00. (send to organisers) No Electricity (charging facilities for the disabled).

Rally Fee: £1.50, singles £1.00. **SEND RALLY FEE ONLY**, after end of March please,

to Mr. & Mrs. R. Coleman, 30 Kent Avenue, Minster on Sea, Sheerness, Kent. ME12 2DZ

Cheques payable to E. Coleman.

Application forms available from Rally Co-ordinator (address at end of Supplement). Please enclose a **SAE**. Return these forms to the Jamboree organisers at address on form by 17th May.

28th-31st May. (3 nights) Van Bitz, Cornish Farm, Shoreditch, Taunton, Somerset.

Site Tel.No. 01823 321 992 (Emergency only).

Rally Marshals: Betty & Andrew Entwistle.

Site Fee: £3.00 per night. NO electricity. Rally Fee: £2.00.

Booking slips to: Mr. & Mrs. M.A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Riding of Yorkshire, HX7 6DP. Tel.No. 01422 843 057. Cheques payable to: M.A. Entwistle.

Attractions: Taunton the county town of Somerset with castle and many historic buildings. Nearby is Wilton House, there are many small villages worthy of a visit. Possible "Ram Roast".

Directions: From M5 junction 25 follow signs for Taunton. At first set of traffic lights at Creech Castle turn left s.p. Corfe B3170. Take 3rd. left into Ilminster Road again follow signs for Corfe. Bear right at roundabout onto Blackbrook Way. Bear left at next roundabout and follow road to the end "T" junction which is the B 3170. Turn right and then take the next left into Killams Drive. Take 2nd. left into Killams Avenue and follow the road passing housing estate and finally over motorway bridge. Cornish Farm is immediately after the bridge on the left hand side. IGNORE the first entrance to the main house-proceed to the second entrance (with C.L. sign) which is a little further along the road into the orchard.
LIMIT of 30 vans.

3rd -5th June. (3 nights). Stokes Bay, Gosport, Hants. Please note the new dates.

Site Tel.No. Mobile 07979 800329 (Emergencies only).

Rally Marshals: Dorothy & Baz Wellard.

Site Fee: £4.25 per night NO Electricity. Rally Fee: £2.00.

Booking slip to: Mr. & Mrs. B. Wellard, 18 Greenwood Close, Fareham, Hants. PO16 7UF.

Tel.No. 01329 231 259.

Cheques payable to: Mrs. D. Wellard (please include £3.00 each - cost of fish & chips, if required).

Attractions: Greenfield site with views across the Solent to the Isle of Wight. Naval ships, submarines, nature reserve, sail boats, walks along sea front (bistro & café on front) & sea fishing. Village of Alverstoke 400 yds. with small shops & 2 taverns. 2 miles away is Gosport easily reached by bike, bus or van (no height barriers). Street market on Saturday so car parks busy. City of Portsmouth by ferry from Gosport. Fish & chip supper (£3.00 each) delivered on Saturday evening. Outside get together if the weather is fine!

Directions: Leave M27 at junct. 11 s.p. Fareham Central A27 & Gosport A32. Follow signs towards Gosport (A32) then follow signs to Lee-on-Solent sea front (A3385). At Lee-on-Solent sea front turn left along coast for 1 ½ miles turning right directly after Army camp (RHS) into Browndown Road. At next roundabout take 2nd. exit along coast road. At next roundabout take 3rd. exit. Site gate on right in 20yds.

3rd -6th June, Stratford Motorcaravan Fair, Stratford Racecourse.

Site Tel.No. 07775 693 533 Our mobile.

Rally Marshals: Stella & Ian Ross. & Evelyn & Ben Mansfield.

Site Fee (Special Club Prices) Thursday to Sunday £23.00. Friday to Sunday £18.00.

Saturday to Sunday £13.00. Rally Fee: £2.00.

Send Rally Fee (£2.00) with a **Rally Slip** and **SAE** to: Mr. I. Ross, 33 Grosvenor Gardens, Upminster, Essex. RM14 1DL. Tel.No. 01708 228 075. Cheques payable to I. Ross.

By return you will get a Club booking form which should be sent to the Organisers with the site fee to obtain tickets.

25th -27th June. Clare Priory, Suffolk.

Site Tel.No. 07775 693 533 (Marshals' mobile)

Marshals:Stella & Ian Ross.

Site Fee:£4.00 per night. NO Electricity.

Rally Fee:£2.00.

OWN SANITATION ESSENTIAL. Greenfield rally.

Booking slips to:Mr.I.Ross, 33 Grosvenor Gardens,Upminster,Essex.RM14 1DL.

Tel.No. 01708 228 075. Cheques payable to:I. Ross

Attractions:Quiet greenfield site in Priory grounds,3 minutes stroll to pretty village centre and

Clare Castle Country Park.About 3 miles to Cavendish,Sue Ryder Museum and Tea Shop.

Fish & Chips or Chicken & Chips meal Saturday evening(Outside get together,if fine)

£3.00 per head. Include payment for meal with booking slip please.

Directions:On the A1092 about 10 miles West of Sudbury.In Clare follow signs to Priory.

Limit of 30 vans.

Advance Notice.31st December-2nd January,"Millenium Rally",Hidden Valley,North Devon.

If you are interested in this extremely popular rally to be held later this year then please

contact Sandra & Bernie Wisely on 01271 346 400 or write,please include a SAE, to:

12 The Laurels,Roundswell Village,Barnstaple,North Devon. EX31 3QY.

New Ralliers please do not forget to fill in a rally slip from this supplement and return it to the Marshal of your selected rally.Please enclose a cheque for the correct amount and a SAE if you require confirmation of booking.**Early application is essential.**

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

As usual rallies can still be arranged during the year.If you are interested in running a rally then please think ahead.Good advance publicity is essential for a successful rally.Please remember to check the availability of dates with me **BEFORE** booking with a site.

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

E-Mail. ncr@thisisthenortheast.co.uk

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

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

Is this your first ASOC rally? Please tick box. Yes No
Number of people in your van: Adults..... Children.....

Names of Adults.....

Names of Children (including ages).....

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:-

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

Is this your first ASOC rally? Please tick box. Yes No
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Have you any special needs? Yes No If Yes please specify:-

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

Rally : Date:

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

..... Post code:.....

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

Membership No..... Day/Time of arrival.....
In the event of an emergency at the rally whom should we contact?

Name..... Phone No.....

Please complete both sides of the form!

f.....

Rally : Date:

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

..... Post code:.....

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

Membership No..... Day/Time of arrival.....
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.....
.....

..... Post code:.....

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

Membership No..... Day/Time of arrival.....
In the event of an emergency at the rally whom should we contact?

Name..... Phone No.....

Please complete both sides of the form!

funny and sulked at me for a good ten minutes or so before she forgave me. With that little smile I'll leave you now. See you at Wicksteed Park?

Andrew Entwistle

-----ooo000ooo-----

Boxer Brakes

Super motorhome - thank heavens for the Boxer warranty! That's our verdict on our A-S Pollensa, one of the first of the new models on the road in August. It's comfortable to drive and very manoeuvrable while the 2.3 TDi is surprisingly quiet. It did, however, develop a major braking problem caused by the bottom of the rear offside shoe sticking to the drum. New sets of shoes and drums had to fitted. According to Renwicks, the Peugeot main dealer at Exeter whose service was first class, the problem has never been known before on a new Boxer - hence their report to Peugeot Techno who insisted on the vehicle being weighed before release to check the rear axle weight. We have enjoyed several hundred trouble-free winter miles since and may we add, as newcomers to the Club, how much we look forward to the excellent monthly Newsletter.

Monica & Kingsley Squire

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More Brake problems

I read with interest about the problems that *Jackie and Barry Grandage* are having with the vibrations on their Harmony van. A few years ago I experienced almost identical problems, not with a van I might add, but with a 2 litre Cortina. After many visits to the garage for wheel balance and bearing checks, I noticed that I could correct the vibrations by braking quite hard. A subsequent visit to the garage revealed that the offside brake assembly was faulty and the fitting of new brake pads and shims corrected the problem. All this in spite of the car still being under warranty and having done under 3000 miles. I thought it was worth a check!!

John Barker

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Boxer Gear Change (1)

Further to my note last month I have now had my 6 months free service completed. The verdict of the engineer is that the gears are now OK. The new season is upon us so "the proof of the pudding..." Incidentally, the dealer is Birtwhistles of Northwich, not Norwich as shown.

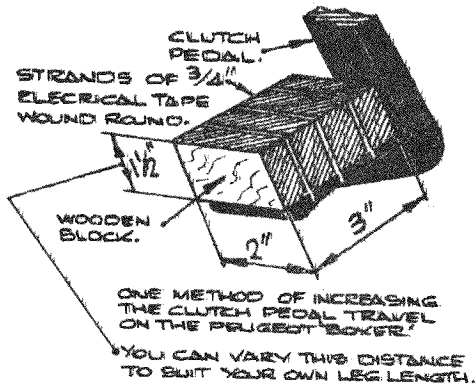
Peter Studd

Sorry - flying fingers flew wrongly. The error was also noted by *Joyce & Michael Thomas*.

#####

Boxer Gear Change (2)

John Coates' article in January and the subsequent follow ups. May I add my two pennorth? When we acquired our 1998 Symphony last July I had similar problems de-clutching, the clutch spring being quite strong. As mentioned in previous letters, the answer is to make sure you depress the pedal fully.



Well, with an inside leg measurement of 29", my seat well forward and my knees almost touching the ignition key I still couldn't depress the pedal fully. So I solved the problem by simply making a wooden block to fit over the pedal and secured it (as shown in the sketch) with ordinary DIY electrical tape. 8 months and 5,000 miles on I have had no further trouble. The extra inch and a half extension to the pedal makes all the difference. I would add, however, that it is most important to change gear SLOWLY. The van is not quite like a car in this respect.

Tom Nunn

-----ooo000ooo-----

Fuel Leak

Some months ago you published a letter from me requesting information about turbo conversion of diesel engines, by TB Turbo of Lancaster, from Club members who had had this work carried out on their 'Clubman' (VW T4). A number of members very kindly responded, and I have since had the conversion carried out. I have been very impressed with the result, particularly the reduced need for gear changing and the ability to maintain a reasonable speed when ascending steep inclines.

I have been following with interest the recent correspondence regarding clutch failure on the same base vehicle. Fortunately I have not had the problem, but did experience another last year which might be of interest to members. I took my 'Clubman' to the Exeter VW Agents for its annual service and inspection, just prior to a three-week holiday in Southern Ireland. After a week or so we noticed on several occasions a leak of what appeared to be water underneath the front of the engine, immediately after stopping. There was, however, nothing obviously amiss with the cooling system and other visual checks were negative. The problem continued to occur but there was no overheating and the visual checks were still negative. One day when parked next to another VW motorhome with German number plates, the owner approached us and in halting English intimated that we had a fuel leak. With the aid of an English/German dictionary he explained that he had had a similar problem and that the fault was in the fuel pump. We assumed that the necessary repairs might take some time to organise. As we were near the end of our holiday and the leak did not appear excessive, we decided to seek help on our return home. The diagnosis was confirmed and the faulty pump sent for specialist repair. I discovered that the normal warranty period for the fuel pump is three years. The pre-holiday service had been carried out within that period, but our return home was just outside it. I suggested however that it would not be unreasonable to expect VW to cover the cost of repair under warranty. The dealer advised VW accordingly and I was later informed that VW had offered to meet 50% of the repair cost. I responded by pointing out that they either had, or had not, an

obligation; given that they had offered 50% this appeared to me to be an acceptance of responsibility. I invited them to reconsider on the grounds that:

1. Given that the fault became apparent soon after the start of the holiday, it was probably there at the time of the service and inspection. (I had also noticed an unexplained (apparent) increase in fuel consumption in the period prior to the service.)

2. I was unable to return the vehicle within the three-year period as I was out of the country, but did so immediately upon my return.

3. The vehicle had only covered 13,000 miles, very considerably less than would have been the case after three years, had the base vehicle ended up in its usual guise of a working goods vehicle, rather than a motor caravan.

The dealer passed on my comments to VW who responded positively and I received a full refund. The moral of the story is that it sometime pays to be persistent .

The explanation for the leakage appearing to be water, was that the fuel had collected in a tray underneath the engine. Rain water, which had been channelled away under the bonnet, had also collected in this tray. On stopping the van, this spilt from the tray and it was this which caught our attention. It was only after collecting a sample into a container that it became evident that the water was contaminated with diesel fuel.

John Francis

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A Puzzle

Please could you tell me what model I own? It is a high top Talbot Express 1985, light brown with dark brown stripes and contrasting interior. She is a 2 + 2 berth and the only markings are AS incorporated in with the stripe at the back. Is it a CL, CXL, Fanfare etc? I am having the van re-sprayed and would like to put back the original stripes, markings etc.

Jan Olszewski

This letter was passed to me by *Ray Whiley*. *Jan's* telephone number, if you can help, is **0163 982 2979**. My suggestion is to pop into the Orchard if you are around there. Someone there would be bound to know.

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France Passion

Have you heard of "France Passion"? *Eric and I* joined three years ago, although we have not used its facilities yet. We hope to do so this year and I am sure it will be very enjoyable. "France Passion" provides an invitation Package for Motor Caravans (Camping-cars) for free overnight parking with selected wine-growers and farmers throughout France.

It is organised with the collaboration of Independent Wine Growers, the National Confederation of Private Cellars and the Chambers of Agriculture "Bienvenue a la ferme" holidays network.

It costs 170FF or (25.92 euros) per year. For this you are sent an Invitations Booklet giving you names and addresses of participating wine growers and farmers, with directions and maps, and how to use your Invitations Carnet. The rules which apply are those of a guest and host relationship. There are no services and one needs to be completely independent.

The 1999 Invitations Package runs from Easter 1999 to Easter 2000 and will be available from 25th March 1999. The headquarters of "France Passion" are in Carpentras; the address is France Passion B.P. 57 84202 Carpentras Cedex France; Fax: 04 90 60 48 69; E-Mail: info@france-passion.com; Website: <http://www.france-passion.com>.

We have also come across a "Guide Officiel des Aires de Service" which give details of all services areas all over France where one can stop overnight, fill with water, empty the toilets etc. Also some of these Aires de Service are on the motorways, most of them are in small towns, campsites (private or Municipal), some hotels have them too. There are 1.500 Aires de Service listed in the book. The book can be bought in France. I have enquired at W.H. Smith but they could not find it on their list even with the ISBN

number which is 2/902417-18-7. We hope this may be useful to someone. Happy Motorcaravanning.

Eric and Denise Stow.

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TURBO DIESEL

Just a few thoughts on my new 1.9 Turbo Diesel Symphony. I am a little disappointed in that I am only getting about 26 m.p.g. when my 2.5. T.D. Rhapsody always returned 31 m.p.g. The extra power made driving so much easier. I do regret that I did not have the larger engine in my new van but I thought that with modern technology the m.p.g. would be about the same in spite of the vehicle being heavier though how much I do not know. The old one had a heavier engine and much bigger wheels and the new Peugeot clearly is better streamlined. Also I noticed in the mag. that someone was claiming over 30 m.p.g. for his coachbuilt van which really amazed me.

Possibly an unusual occurrence with my new van. On a fairly long trip power seemed OK on the flat but on hills was sadly lacking. While overtaking an articulated lorry and being followed by other cars I got into an awkward situation when the lorry speeded up. Later that day when looking under the bonnet I noticed that a joint in the pipe between the turbo and the inter-cooler had come adrift with a gap of about half an inch. It took quite a force to pull the two parts together and tighten the clip. Seems the length of the flexible piping was skimped. This made me wonder if the lack of power would be the same on a normally aspirated 1.9 diesel engine or if there is some difference in the gearing or timing.

Ron Wallis

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Wanted

Advice and items to purchase

My wife and I have recently purchased a 1989 Legend after 30 years of towing and are over the moon with it, taking every opportunity to drive off to a new destination. As yet we have no interesting motor caravanning tales but have plenty of "towing a

caravan" tales to relate, perhaps on a future occasion. As good as the Legend is, there are quite a few items that we wish to purchase. The most important of these is an illustrated handbook. If anyone has a copy that we could borrow and photocopy we would be very grateful; all postage costs would, of course, be re-imbursed.

Other items that we are keen to purchase if any of you do not use them any more include:

1. A bike rack, for two mountain bikes. 2. Two captain's seats. 3. A Fiamma roll out awning. 4. A Safari Room to suit a Fiamma awning.

We would also be pleased to receive any advice on the preferred options for TV aerials and my wife would be particularly grateful for any advice on how to remove the curtains for washing. Please feel free to phone (0130 437 5517 - home or 0130 464 1675 - work), e-mail (tolsos@pfizer.com) or write (361 London Road, Deal, Kent, CT14 9PS) whichever is easiest.

Steve Tolson.

#####

ADVICE PLEASE.

I am the very proud owner of a Harmony. But I have a problem and would be so grateful for some advice. The roof is covered with tiny black spots. I have tried hot soapy water, polish and turps to no avail. Can anyone help with removal advice please?

Fred Tottman

#####

Wanted

Recently I had my Rambler broken into and 2 cushions were stolen. They are the seat cushions - base and back. The cover was "Anthony Blue". I understand that the firm who made the cushions for A-S has gone out of business and the material is out of stock. Has anyone got 2 cushions they do not require that will fit my Rambler? Or does anyone know who may have any of the material to enable me to get two cushions made. If so, please give me a ring on 0151 259 4831.

Brian Greenhalgh

Covers, with or without foams, for any seat parts in 1988 Legend. Tel: Mark Fitzgerald-Hart on 0142 332 4565 or write to Ornham's Lodge, Boroughbridge, York, YO5 9JH.

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FOR SALE



Clubman GL on VW chassis. 2 litre petrol engine. 'K' reg, only 19,500 miles. Two owners, FSH, PAS, alarm, Fiamma awning, Silver Screens, Top-box etc. MOT. Excellent condition. £19,500.00. Also Safari screens by Harrison, unused, to fit Fiamma F45 2.5m sun blind (VW Clubman GL), surplus kit. £160.00. Rambler front seat bench. £10.00.

Square table top. £10.00. Wire clothes horse. £6.00. Tel Roger Yeatman on 0120 248 5063 or write to 173 River Way, West Christchurch, Dorset, BH23 2QN.

Thanks for the donation.

#####

Clubman automatic 1984 (A) with usual A-S finish plus Captains Chairs on swivel. Excellent condition for year with only 54,233 miles. New tyres, battery, all hoses, brakes and cam belt, renewed last year. Illness causes sale. £7,500.00. Telephone Denis Craven on 0120 633 0039 or write to "Tyneford", Birch Road, Birch, Colchester, Essex, CO2 0LY.

Thanks for the donation.

#####

Ford Amethyst, 2.5 TD, manual. October 1995 'N' reg. 10,000 miles. 2/4 berth. Non-smokers. sophisticated alarm/immobiliser, Omnistor awning, Omnistor 4 bike rack, external 12v socket for fresh water tank, tow bar and electrics, lockable ladder cover, Silver Screen. All in immaculate condition. £27,750.00. Tel: Jane & Peter Williams on 0120 269 7721 or write to 3 Upton Way, Broadstone, Dorset, BH18 9LT.

Thanks for the donation.

#####

Awning and Safari room suitable for a Talbot Express

Camelot (in the orange brown and cream of the Camelot). Used for two seasons only. Reason for sale is that we now own a Talisman and unfortunately does not fit this model. Price asked £500.00 or near offer. Telephone: Stan Byers on 0179 353 2997 or write to 68 Marlowe Avenue, Walcot East, Swindon SN3 3HL



#####

Legend GL, 1991, 2 litre turbo petrol. 2/4 berth, double glazed, usual facilities. Radio/cassette player, alarm, other extras. 30,000 miles. Full service history. One owner, non-smoker, no pets. £16,000.00 ono. Tel: David Couch on 0169 263 1004 or write to "Cobwebs", 5 Racing Reach, Horning, Norwich, NR12 8JR
Thanks for the donation.

#####

Legend 1997 'P' reg. LWB turbo-diesel. 4,500 miles. Always kept in a garage. Many extras including 3.5m Fiamma awning, twin cycle rack, Thatcher alarm, Air-ride suspension, Silver Screens, reversible extractor roof fan, front bars with driving lights, TV aerial. £30,000.00. Please phone Ray Lostak on 0170 875 6232 or write to 58 Hog Hill Road, Romford, Essex, RM5 2DH.

Thanks for the contribution.

#####

Symphony, September 97 (R). 2 litre petrol (injection). 16K miles. All mod cons, extractor fan, Status TV aerial. £22,500.00 ono. Tel: Colin Mellor on 0160 979 6429 or write to Little Orme, Lead Lane, Brompton, Northallerton, North Yorkshire, DL6 2TZ.

Thanks for the donation.

#####

Two Phillips "Folda" folding cycles with 16" wheels, Sturmey-Archer 3 speed and rear carrier with fitted carrier bag. £50.00 each. Steel front bumper for Talbot Express, colour dark grey. £20.00. Toshiba black and white TV, mains/12v. £15.00. Tel: Fred Cleal on 0173 323 4915 or write to 29 Cherryfields, Ham Lane, Orton Waterville, Peterborough, PE2 5XD.

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

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

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

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

Committee Members:

Andrew Entwistle	Chairman	0142 284 3057
Harry Henthorne	Newsletter Editor	0181 808 9112
Brian Hooton	Chairman, C & C Sub-Ctee	0123 576 4782
Arthur Irving		0114 236 5698
Ben Mansfield	Chief Rally Marshal	0172 336 9769
Neil Rogers	Rally Co-Ordinator	0132 537 4540
Ian Ross	Press Officer & Regalia Officer	0170 822 8075
Janet Sutterby	Minutes Secretary	0150 746 2449
John Tidbury	Treasurer	0123 553 8593
Baz Wellard		0132 923 1259
Ray Whiley	Secretary & Membership Secretary	0160 345 2593
Ray Young	Vice-Chairman & Chairman, AGM Sub-Ctee	0150 752 3467
Charles Trevelyan	President	0138 685 3338