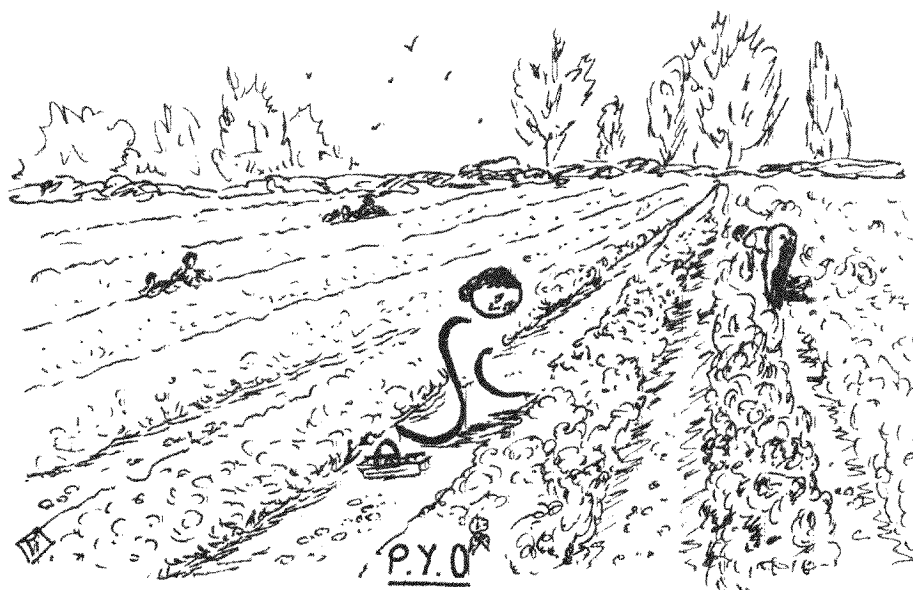


TENTH ANNIVERSARY YEAR

**AUTO-SLEEPER
OWNERS' CLUB**

1989 - 1999



**NEWSLETTER 133
OCTOBER 1999**

Hello.

Does anyone read the back page of the Newsletter? Every month it shows clearly that the last date for receipt of items for possible inclusion in the following month is the **TENTH** of the month. Almost every month I receive items, perhaps dated 12th or even 25th where the sender asks for it to be included "in next month, please". I'm sorry, but the printer needs time to print the Newsletter and then to collate, fold, staple, insert it in an envelope and post it. And I need time to type (or scan) the data into my computer, arrange it for printing, inserting headlines, contents and so on and preparing it for the printer. So please remember, (a) to get items to be to arrive here by the tenth of the month and (b) that there is no guarantee that any item will be included in any issue. Thanks.

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Club & Company Rally

We would like to thank all who were concerned in making the weekend at Malvern so enjoyable. It was our first rally but certainly will not be our last! The unfortunate hitch during the fireworks display at the end couldn't mar what was an excellent and well organised weekend.

Barbara & Laurie Bartram

#####

We would like to thank personally all those people who worked so hard and all the members too for making the 10th Anniversary rally such an outstanding success. Everyone was so wonderfully generous for the Charity. Our thanks also to everyone who has worked so hard for the Club over the last 10 years.

Barbara & John Cox

#####

May we take this opportunity to say how much we enjoyed our 2nd Club & Company Rally. The organisation was first class and the quality of the cheese and wine provision is to be commended. Many thanks to all concerned. The chosen charity, Lupus, is close to my heart being a D.L.E. sufferer.

Heather & Peter Martin

#####

My husband and I together with our handicapped son attended the 10th Anniversary Rally in July. We had such a wonderful weekend that I felt I wanted to thank everyone involved for making it such a happy time for my family and myself. Please convey our feelings to everyone who had obviously worked so hard to make the weekend so successful.

Mavis Highton

#####

A bsolutely the tenth was the best
N o wonder "our" Club is ahead of the rest.
N ew and old members, with friendship renewed
I nside the hall were many tables of food.
V ery good planning had it all worked out fine
E very couple could choose a bottle of wine.
R aising for 'Lupus' over three thousand pound
S howed there are generous people around.
A lot of hard work - and a whole lot of fun
R oyal Marines dance band pleased everyone
Y ou ALL must be thanked for the weekend. Well Done!

Beryl & Bernard Fletcher

#####

This is just to say 'Thank you' for the very enjoyable weekend we spent at Malvern. It was our first ASOC rally and we were very impressed with all the organisation that must have gone into the event and with the entertainment provided. The free tea and coffee provided in the Avon Hall was very much appreciated too - especially in view of the hot weather we had.

Everyone was so friendly and by talking to others who had vans similar to ours we were able to learn quite a few tips and modifications which looked very useful. My husband has already started to implement some of them. This might have been our first ASOC rally but, God willing, it will most certainly not be our last!!

Doris & David Newing

#####

Thank you for such a wonderful weekend. You even arranged the weather so that we saw the Malvern Hills. So many exciting events to watch and to join - so much thought and hard work by a few. The marshals were cheerful and friendly despite

the heat and everything was well organised yet fun.

Our thanks to all who worked so hard to give us ordinary members such a memorable weekend.

Margaret & Michael Elliott

#####

We wish to thank the Committee for arranging such a fantastic 10th Anniversary Club & Company Rally, not forgetting all those who helped to provide such an entertaining weekend. It was GREAT.

However, we do have a couple of minor criticisms. The first being the acoustics in the Severn Hall. We and others at the end of the hall could not participate in the Quiz because we could not understand one word. Nor could we hear the speeches of anyone other than *Charles Trevelyan* who has the magic touch with the mike. Secondly, why do the bands have to blast everyone out of the hall? We know that today the young play everything at full volume. But most people in the room were, dare we say, middle aged or over. Please ask the band to turn the volume down next year. If they do not, remind them that "he who pays the piper calls the tune" - so You choose the volume. We come to meet old friends, then cannot converse in the hall.

We hope that we are not alone with these criticisms. No doubt future letters will let us know.

Angela & Bryan Orchard

There is not a lot the Club can do about the acoustics as the Severn Hall (and the other halls too) were built for the purposes of an agricultural show ground. As for the volume, this has been mentioned more or less after every Club & Company Rally and try as the organising committee might, it always seems to be too loud for some.

====ooo000ooo====

Holidays & Malvern

We write in order to express the enjoyment we experienced in a recent month's travel in the UK and the pleasure of our third Club & Company Rally in four years; we just had to make it for the Club's tenth anniversary. Arriving at Poole Harbour in Dorset on

28th June we travelled up to Tewkesbury Abbey campsite which is rapidly becoming a second home. Another of our favourite haunts in the area is the Fleece Inn in Bretforton, three miles to the east of Evesham. Even the lady in the small antiques shop opposite the pub has become a friend. We kept off motorways completely this year and found 95% of the roads in excellent condition and a sheer pleasure to drive on, in contrast to our stop-go small roads. Everywhere we thought the standard of driving was really high. Not having to keep up with fast traffic, we were able to appreciate the attractive, lush countryside much more and there is plenty of it over there. We went to Wales for the first time, North Wales via Shrewsbury, and visited fifteen places of interest in one week. We can well understand Welsh pride both for the scenery in Snowdonia and for the courage and fortitude of people in the not too distant past. At least, those unfortunate Russian slave workers who were in the islands during WW II digging tunnels for the German forces had electricity with which to see. The slate miners might have had no alternative to the conditions they had to work in, one candle per man, but one can appreciate the brotherhood that developed. From Wales we travelled to Derbyshire on our way to see 'Last of the Summer Wine' country. Going over Holme Moss, a name I knew from childhood because of the radio transmitter station, we gazed at the grandeur of the peaks, so different from the Alps and our highest cliffs, 450 feet! Sid's Café, Wesley's shed, that pub and all the other filming scenes were visited on a mini coach trip run by the cafe staff in Holmfirth. We've never seen so many very steep, twisting hills. Great scenery. Two days later we were dismayed to learn of the death of Bill Owen alias 'Compo'.

Our vehicle had developed a small gas leak putting the grill out of commission. However, on telephoning Brownhills in Newark, Nottinghamshire, we appreciated obtaining a complete vehicle service a few days later. One of our problems in the islands is that there are no motorcaravan sales companies, rather than vehicle main dealers, so a trip to the UK for servicing is essential fairly frequently. There are many boat chandlers in the islands but they are too busy to be interested in caravans etc.

From Newark we moved to a caravan site in northern

Norfolk in order to obtain a fresh supply of traditional fruit wines from Broadland Wineries at Cawston. We had first tried these excellent wines at the Fleece Inn four years earlier. Having made fruit wines ourselves in the past, we find the Broadland's products excellent. Finding space for 30 bottles amongst the usual items in the back of a Trooper isn't easy, except with a little forethought. *Maureen* spent the first nine years of her life in Suffolk until late 1938. As we find this one of the most attractive counties in England we spent several days in the area. The centre of Cavendish is really delightful and I never tire of being there. After East Anglia we still had the rally to attend so drove across the country back to Tewkesbury for a couple more nights prior to going to the Three Counties Show Ground. Needless to say we went to the Fleece again. At the ground there was so much to see and do that our time was fully occupied. Many compliments and much thanks to the organisers for a splendid show. It was all over far too quickly. Good fortune favoured us in that we again met several couples we now look forward to seeing whenever possible. On our way back to Poole we passed through Ledbury, another favourite town, where we spent an hour watching some of the twenty groups of Morris dancers from all over the country. It was one of those unexpected delights stumbled across that help to make a holiday that much more enjoyable. Yes, we do have Morris dancers, even a ladies group. As we drove south we noticed the effect the very fine weather had had during our month. The countryside had changed from the lushness to a crisp parched colour; it was very warm. From Poole harbour, a quick dash across the Channel and we were on our small roads again. Many years ago I used to have an awful feeling of claustrophobia when returning to the island but I've got used to it. However, we'll be off again before too long. One of the most attractive areas is the Malvern Hills. We have promised ourselves much more time there on our next UK trip. So it looks like another rally for us in a year or two. Till next time.

Harry Aubin

====ooo000ooo====

Help, please

We were among the very large gathering for the great rally at

Malvern and thoroughly enjoyed the whole weekend, as I am sure did everybody. What a lot of hard work went into making it such a success.

Some time during the rally, I think, I lost my watch. I have phoned *Baz Wellard* to ask if it had been handed in but it has not, so far. It is a ladies' Rotary gold plated watch with a gold plated bracelet. If anyone has found it, please telephone me on 0120 287 7421. Many thanks.

Shirley Cain

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Fourth Dutch Bulb Fields Rally 2000.

Winifred and I have completed our arrangements for this 4th Rally to be held in April 2000, and intend to use the same format as in the previous three Rallies. It will be organised to take advantage of the cheaper 5 day returns offered by the various Ferry Operators. We will stay one night in Delftse Hout, in a National Park, some 15 minutes from the centre of Delft and the other 4 nights will be at Rijnsburg, in the bulbfield area.

It is our intention to help those members who have never taken their Motorhome abroad before by advising them of the requirements for a continental holiday. We shall ask experienced continental campers to accompany an inexperienced member from the port of landing to the camp sites and back to the port on a 'one-to-one' basis ONLY. Information will be sent regularly on the various items needed for this kind of holiday so that inexperienced members can obtain all they need in plenty of time. It is not intended to travel in convoy and those who wish to travel independently are welcome to do so.

Next year Easter is very late and is followed, at the next weekend, by May Day Bank holiday. So we have decided on the middle of April which should, subject to Mother Nature's whims, allow us to see the bulb fields at their best.

Our Programme is

Sunday, 9 April 2000.
and stay overnight.

Arrive at Delftse Hout

Monday, 10 April 2000. A guided tour of Delft, in the morning and afterwards leaving for Rijnsburg, about 50 miles, for an evening welcome at 1930.

Tuesday, 11 April 2000. Visit Flora Veiling, 5 minutes away, for a guided tour of the second largest flower and plant Auction House in Holland.

Wednesday, 12 April 2000. Coach tour to Amsterdam, visiting a clog maker and a cheese farm followed by some free time in Amsterdam and a canal cruise, returning through the bulb fields and stopping off at a large bulb grower's gardens. In the evening a three course meal has been arranged.

Friday, 14 April 2000. Leave Rijnsburg.

The Camp site, at, Rijnsburg, is about 10 miles from Keukenhof Park, the show place for the Dutch bulb growers where, literally, millions of bulbs have been planted to give a superb display of colour. Various growers have their own 'Sample' displays where you can place your order for bulbs for delivery in September. You can, easily, spend a whole day in Keukenhof using many rolls of film and can eat in one of the restaurants or snack bars or enjoy your picnic in one of the several picnic areas.

During the Rally you will have time to visit such places as Leiden, The Hague, Madurodam or Gouda or one of the seaside towns of Noordwijk, Katwijk or Scheveningen. All are within an hour of Rijnsburg.

If you are interested please write, enclosing a stamped addressed envelope to *Winifred and Arthur Irving*, 89 Pingle Road, Millhouses, Sheffield S7 2LL and we will contact you near the end of October 1999 asking you for a firm commitment and a non-returnable deposit to cover Rally Fees, Plaques and other expenses so that we can confirm the number of pitches we shall require. The Rally will be for a **Maximum of 25 Motorhomes.**

If you intend to stay on the continent after the Rally it is essential that you keep to the above programme as firm bookings will have been made with the Site Owners who will expect payment **in full.** If you, as an experienced continental camper, agree to accompany an inexperienced member you will be expected to be

with them from the port of landing and back to the port of sailing.

Arthur Irving

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Chairman's Chat

As I am preparing this piece *Betty and I* are preparing to depart for Germany via North Sea Ferries Hull to Zeebrugge. It is an indulgence using this route even at the discounted weekend special fares. The van goes for £108.00, half the weekday rate which helps. I would rather use the difference for filling the diesel tank a couple of times. At least whilst on the continent fuel will be much cheaper than here. Whilst I am on the subject of fuel prices, I can't understand why there is no reward for owners of vehicles who have changed for one with modern 'greener' engine systems. If there are no incentives to be environmentally friendly then why change? Yes, I understand we have to change our lifestyle and so we have in many ways.

I have recently read an article by a Senior Executive of the German Lorry Company M.A.N. who declares that the modern diesel engine is 'cleaner' by some 90% than an engine of 1990 and he now believes that the various fuel suppliers should look very hard at the fuel composition and encourage users to run on these new fuels. I think that the government should also help users by reducing the truly vast amount of tax on the acceptable fuels, but I shan't hold my breath waiting for this event.

I am happy to be visiting Germany once again where motorhome users are catered for and even, dare I say, welcomed with parking areas specially equipped for us with showers, water points, toilets and toilet emptying points and a two night stopover is permitted. I can't wait to visit one of the coffee shops with their mouth-watering range of gateaux's and portions that please even me. From what our German friends tell us we are permitted to stop over night on the many Parkplatz's that are there for we weary travellers. I have often wondered why we don't copy this idea for our motorway system, I am sure most users would welcome such places.

Now for the commercial, we need more members to run rallies. Remember these rallies are the lifeblood of the Club. Anyone can run a rally, it is not too difficult, honest. It must be fairly easy or this brain-damaged individual would have great problems running one. If you have a place that you visit ask yourself; would other club members find this interesting and is their some area there suitable? We have had many rallies run on a car park or school drives.

Have you a hobby or pastime with events that you enjoy visiting? Why not try having a rally there? For example, Steam engine shows, or how about a county or country show? There is no rule that a room is required or a meal or coach trip. My advice is for the first rally keeps it simple. *Betty and I* have a general sort of rule that we enjoy what we do.

A story this time from a different source, a note sent to school to explain an absence.

Dear Mr. Smith,

Jimmy was not in school yesterday as he didn't get to bed until after 3 am and was therefore very, very tired so I let him sleep in. This due to spending most of Sunday night in hospital, having a toothbrush holder removed from his finger. They would not let him come home until the swelling had gone down a bit as he had no feeling in his finger due to it being on for such a long time. He is fine now.

Yours faithfully, A. Mother.

Keep smiling.

Andrew Entwistle

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A TALE OF TWO TYRES

Just 50 miles from Calais on the A26 Autoroute on the homeward stretch following 10 days in the Black Forest the saga started. Having overtaken three lorries, a loud whining noise indicated a problem. First I thought the noise came from the truck I had just overtaken but no, the noise stayed with me as I pulled over to the near side and then to the hard shoulder. The van pulled up in a straight line, but on inspecting, I found we had a



OCTOBER 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.

When completing a Rally Slip please complete BOTH sides.

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

Some people have contacted me concerning VAT and how it affects rallies. Do not worry about it. All that is required are VAT receipts for services or items used at rallies. You only have to ask for a VAT receipt when you purchase goods. *The important thing is that the receipt has the shop's VAT number on.* Also, when paying the rally site fees, ask the site owner for a VAT receipt. If meals or coach trips are arranged then either arrange for the ralliers to pay the supplier ie the landlord, or coach driver, direct or ask for a VAT receipt when paying the invoice. A full VAT receipt is only required if a purchase is over £50.00.

Please do not ask members to send monies for meals or trips with the site fees. These monies must be collected on site.

I hope that this helps to give some guidance to Marshals. Further information will follow as soon as the Customs & Excise (VAT) clarify the situation.

Some guidance to members concerning Green Field sites. A Green Field site is a site where there are drinking water and toilet emptying points and maybe rubbish disposal. Normally there are NO TOILETS or those there are maybe open for a limited time only. Do not expect any other facilities. Full site information appears in the rally information. If in doubt contact the marshal before the rally. A Green

Field Site does Not mean a site in a green field. It may be on a field on hardstanding or other surfaces but it does have LIMITED facilities.

NEW RALLY, 4th-7th. November Marwell Zoological Conservation Park, Nr. Winchester, Hants (Details later in this supplement).

1st-3rd. (2 nights). October. Burford School, Burford, Oxon.

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

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

Site Fee:£4.50 per night. NO Electricity. Rally Fee:£ 2.00.

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

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

Attractions:GREENFIELD SITE-hardstanding available,if weather bad,levelling blocks could be useful.Heated hall for evenings.5 minute walk to pretty Cotswold village of Burford and Garden Centre.Simple meal available Saturday evening consisting of Jacket Potato,Baked Beans & Sausage with Apple Pies & Custard. Price £2.60 each.Vegetarian Quorn Sausages are available.State if required.Please send payment with booking form.Applicants for meal must have a lot of patience and a good sense of humour as the meal will be cooked and served by Stella & Dorothy and their team of volunteer ASOC Chefs!!!

Directions:On the A40 at Burford,turn South onto the A361 towards Swindon, within 100yds turn right into School rear access road.Then follow ASOC signs.

Important:Definitely NO vans to arrive before 3.30p.m. Friday.

Limit of 35 vans.

THIS RALLY IS NOW FULL

8th-10th.October.(2 nights) Meathop Fell Caravan Club Site,Nr.Grange over Sands,Cumbria.

Site Tel No.(Emergencies only).015395 532 912.

Rally Marshals: Jill & James Bertlin.

Site Fee:£5.00 per night. Rally Fee:£2.00. Both of these fees are payable to the Rally Marshal with rally slip. Electricity:£2.20 per night.***This is payable on arrival to the site office.***

Booking slips to: James & Jill Bertlin, "The Rockeries", Lindale, Grange-over-Sands, Cumbria. LA11 6LQ. Tel.No. 015395 34500.

Evening meal Saturday at Woodlands Hotel (5 minutes walk) Main Course, Sweet & Coffee £10.00 per person.

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. 18 hole Golf Course (very flat!) 2 miles.

Directions: From M6 Junct.36 follow A590 s.p. Barrow for approx 10 miles. At Meathop Roundabout turn left onto B5277 s.p. Lindale & Grange and then immediately left s.p. Meathop follow Caravan Club signs.

Limit of 20 vans.

THIS RALLY IS NOW FULL.

**8th.-10th.October.(2 nights).Hidden Valley Touring & Caravan Park,
Nr.West Down,Ilfracombe,North Devon.**

Site Tel.No. (Emergencies only). 01271 813837.

Rally Marshals: Sandra & Bernie Wisely.

Site Fee:£7.00 per night inclusive.Hardstandings,electric hook-up & T.V. connection.Rally Fee:£2.00.

Booking slips & enquiries with SAE to Sandra Wisely,12 The Laurels,Roundswell Village,Barnstaple,North Devon.EX31 3QY. Tel.No. 01271 346 400.Cheques payable to Sandra Wisely.

Attractions:A meal will be available on the Saturday night with entertainment.The choice of meal will be Roast Dinner/Vegetarian- £3.50. Sweets.-£1.50. Tea/Coffee extra.

Directions:Take A361 signed Ilfracombe,West Down is about 5 miles before Ilfracombe.

Limit of 25 vans.

THIS RALLY IS NOW FULL.

28th.-31st.October.(3 nights).Eastham Hall C.P.,Lytham,Lancs.

Site Tel.No. Emergencies only.01253 737 907.

Rally Marshals: Kath & Norman Benyon-Barbara & Vic Kaye.

Site Fee:£9.50 per night.(includes electric hook -up). Rally Fee:£2.50.

Rally slips & cheques to Mrs.B.Kaye, 14 Firthwood Road,Coal Aston, Sheffield.S18 3BW.Tel.No.01246 412 679.

Attractions:A weekend at the sea-side,a few miles from Blackpool with its many attractions.Friday night.A coach trip to Todds,Motorhomes,Preston where refreshments will be provided.This will be followed by a trip round the Blackpool Illuminations.Cost about £3.50 each depending on the number of people wishing to go.Please indicate on booking slip if you wish to go, on this trip.

Directions:A 584 to Lytham.On entering Lytham at first mini roundabout turn right over railway bridge to next roundabout.Turn right again s.p. Kirkham.Site on right after ½ mile.

NEW RALLY 4th-7th.November.(3 nights) Marwell Zoological Conservation Park,Nr.Winchester,Hants.

Emergency Tel.No. 07979 800329.(Marshal's mobile).

Rally Marshals: Dorothy & Baz Wellard.

Site Fees:£3.00 per night(Hard standing). GREEN Field Site No Electricity.

Rally Fee:£2.00.

Booking slips to:Mr.& Mrs.B.Wellard,18 Greenwood Close,Fareham,Hants.

PO16 7UF Tel.No. 01329 231259.Cheques payable to:Mrs.D.Wellard.

(DO NOT include cost of meal or entry fee).

Attractions:Marwell's animal kingdom is a registered charity and is one of Britain's largest and most important zoological parks and contains over 1,000 animals.

Marwell Park also breeds endangered species, great & small, and supports conservation work in those parts of the earth where relatives of the animals in care at Marwell either live or once lived.A special group entry fee of £7.00 per person has been negotiated(on presentation of your A.S.O.C. membership card) with a second day's visit at "two for the price of one".Pets are welcomed in the parking area but unfortunately not in the park!The park restaurant (Tree Tops) can put on a Senior Citizens 3 course meal at a cost of £5.00 at 16.30hrs on Saturday (closing at 1800hrs.) Please indicate whether you wish to attend and your choice of breaded plaice,chicken quarter or vegetarian.

Please **DO NOT** send any money at this stage.

Directions:Leave the M3 at junct.11 or junct. 5 of M27 and follow "brown sign" to B2177.

Or from the A32 through Wickham onto the B2177.The park is well signposted with "brown signs".

Limited to 30 vans-at present.

18th-21st. (3 nights). November. Oxon Touring Park (Caravan Club managed under contract site), Welshpool Road, Shrewsbury, Salop.

Emergency Tel.No. 01743 340 868 (Site office).

Rally Marshals:Helen & John Greenwood.

This site is very level with ALL hardstandings & ALL electricity with centrally heated toilets & showers.

Site Fee: £ 4.50 per night + £2.75 per night electricity = £7.25 per van per night.

This is a special price and it is essential that we get 25 vans, or more, in order to qualify for this price. Less than 25 vans and the price rises.

Rally Fees: £1.00 *per person*. Cheques payable to John Greenwood.

Booking slips to: John Greenwood, 5 Ellesmere Road, Mynydd Isa, Mold, Flint.

CH7 6UJ. Tel./Fax.No. 01352 754 794. E-mail jdvw@jdvwfreeserve.co.uk

Attractions: Park & Ride to Shrewsbury, next to the site, runs every 10-15 mins (except Sunday). Ideal for Christmas shopping. Local pubs with food (3) within very easy reach. The Shrewsbury Quest and the Welsh borders.

Directions: From A5 North, South, East & West take the signs for Oxon Park & Ride and follow the International camping sign.

This rally starts and finishes at 12 noon.

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

THIS RALLY IS NOW FULL

If the Club is to have a full rally programme then it is essential that we have volunteer marshals. Many of those who have been marshals this year have run rallies for a number of years and have run a number of rallies during any one year. Some have reached the point where they feel that the time has come to let others take on this job. Rather than a few run a lot of rallies each it is much better if a lot run a few rallies each!

In the year 2000 we will need some teams of new marshals to cover some of the large shows as well as small rallies. If you feel that you would like to help a marshal in order to get an idea of what is involved in running a rally, then please let me know.

I hope that during next year we will have a number of foreign rallies as well as local ones.

We also have an increasing number of members in Scotland. Some of these

members have approached me concerning the lack of rallies in Scotland. My answer is quite simple, if you want a rally in a particular area, wherever it is, then why not run one yourself?

I am now taking rallies dates for next year, 2000. If you are thinking of running a rally please contact me. For year 2000 rallies to appear in the provisional rally list issued with the January Newsletter I must have dates before the end of November 1999. Rallies may still be arranged after this date, as usual.

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.

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.

E. & O. E.

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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f.....

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!

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

Names of Adults.....

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

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

rear offside (UK) flat. The van, a Boxer based Executive, is 3½ years old and has covered 24,000 miles. This led to the discovery of two things of which I was unaware.

The van is insured with Comfort Insurance and includes RAC European recovery. As the hard shoulder of the section of the A26 on which we were travelling was under repair, the side was finished with hard mud and I could not see any emergency telephones, even using binoculars. I used the mobile to call the telephone number given to me with the Comfort Insurance documents. I am not sure whether I spoke to someone in the UK or France but I was told that they could not help me. It was explained to me that as most, if not all the French motorways are privately owned, I had to find and use a motorway telephone and use the service which the company owning the motorway would send out to me. It would also be necessary to settle their account at the time. As I had no francs or Eurocheques, this was done in sterling and D marks to my considerable disadvantage in the exchange rates.

It seems that RAC, AA, etc. are unable to help. The motorway company will either deal with your problem or tow you off the motorway. You settle their account and if further assistance is necessary, then your own recovery service will take over. It then becomes necessary to re-claim the sum you paid to the motorway recovery company from your own recovery service. This account was settled by RAC without any problem albeit at the franc rate of exchange and not the motorway company exchange rates. Moral 1 - carry francs or Eurocheques. The cost incidentally, to me, was £70.00 to change the wheel and the service provided was efficient and the breakdown vehicle arrived within 25 minutes of the telephone call.

Would that were the end of the tale. On my return to UK, I arranged for the punctured tyre - now ruined - to be replaced. My tyre dealer said he was unable to obtain a replacement Pirelli for about two weeks and suggested an alternative. I would have preferred to have kept to the same type of tyre but could not wait two weeks. The tyre mechanic looked at the other tyres on the van

and said he noticed that I had already had two new tyres on the front wheels. This came as a complete surprise to me as I had never in the three years of ownership from new had any tyre problems until the puncture in France. He pointed out to me that the two front tyres were made in Germany as opposed to the rear ones which were made in Italy; front and rear tyres had completely different dates of manufacture and, most worrying, the front tyres were not adequate to carry the axle load permitted. They were meant for a maximum load of 730 kgs whereas the Boxer front axle weight is up to a maximum of 1650 kgs or presumably 825 kgs per tyre. I had obviously been living fairly dangerously for 3½ years and 24,000 miles.

This begs the question how and where were the wrong tyres fitted? I explained the problem to the company from whom I purchased the van and they were extremely helpful and co-operative. They contacted A-S and *Mr Trevelyan* in turn contacted Peugeot. This correspondence brought a telephone call from the Peugeot Customer Service Department. From this conversation it seems that Peugeot were aware of the problem as a number of Boxer vans had been sent out from the factory with the wrong type of tyres fitted. Just as simple yet frightening as that. I was told that a recall letter had gone out to those customers that could be traced, but surprisingly, (or is it?), I was not one of those contacted. Peugeot have offered to reimburse me for the cost of the two new tyres. Moral 2 - If you own a Boxer van, go out now and check that the tyres comply in detail with those set out in the Owners Handbook. This does of course assume that the correct handbook was supplied with the van!

Peter Durrant

====oooOOOooo=====

Executive Problems

We have a 1995 (September) Boxer Executive. And we have had some problems.

Brake Failure. On 25th May 1999 our Peugeot dealers serviced the van including changing the cam belt. This involved removal and refitting the brake vacuum pump belt tensioner wheel and bolt.

On 3rd June whilst leaving AutoRoute A16 at Le Touquet, with just 64 more miles on the speedometer, the brakes failed entirely. This was the first brake application since leaving the Calais Shuttle terminal 30 miles earlier. The tensioner wheel and bolt had fallen off, resulting in total brake failure. They were found lying in the offside plastic mud shield situated below the engine block. I can assure you there is absolutely no braking effect left once the vacuum pump fails. This is contrary to the very much reduced (but still there) braking effect left when a car brake servo pump fails. About 1 1/2 hours later we were on our way, having experienced the 3rd most frightening event of my life. Investigation revealed that Rootes had, during the previous few months, become aware of a few cases of this bolt becoming detached, mainly on vehicles with air conditioning (which I do not have). To prevent this they had, before my service, adopted the practice of applying Loctite to the bolt threads on all Peugeot Boxers before tightening. Unfortunately they failed to do this during my service. They have apologised, refunded my out-of-pocket expenses (mobile phone used by the French mechanic to ring the RAC, for a payment authorisation number for work carried out) and made an offer of compensation which is still under negotiation. Incidentally, it may be of interest to know that on toll motorways the breakdown motoring organisations are barred from attending their members until their vehicle has been removed beyond the exit toll barriers. In our case we came to a halt (just) before the exit toll, where the very efficient toll office lady called their own approved breakdown garage. I actually drove the vehicle, at snail's pace, past the barrier (after paying the toll!) and the mechanic fixed things in the car park. He was obviously not aware of the Loctite method, but we got home safely 2,000 miles later.

Tyre Tread Failure. Having travelled just 12 miles from home on the M20, on a hot July day, *Rosemary & I* suffered the unnerving experience of having the complete tread of our rear nearside tyre detach itself and take up residence on the hard shoulder. We came to rest with just a small deflection of the steering and damage to the rear step. Despite losing 10 lbs pressure, the tyre remained inflated, and held that until it was

changed a week later. Inspection of the other 3 tyres that had received most use showed telltale stress cracks horizontally around the base of the tread. HI-Q tyres said they had seen a few of this make/model of tyre with the same problem and on their recommendation I now have 5 Goodyear Cargo tyres fitted. Both the RAC patrol and HI-Q tyres said they had never before seen a completely detached tread where the tyre had remained inflated. They like to think that if it had deflated, the Tyron safety bands would have held us in good stead. The vehicle had travelled about 17,000 miles on the original Continental tyres. The only previous problem was a nail puncture, which brought the spare into use at the front. We use the vehicle regularly but inevitably it does stand on our drive for lengthy periods between use. We have not protected the tyres from ultra violet light, although we used to when we had a caravan and HI-Q tyres said it is advisable to do so. They also advised against the more costly Michelin tyres as they are more prone to stress cracking than the Goodyear's. I now have 4 'Parked wheel covers', made to measure in black vinyl (vinyl being the only material that will defeat ultra violet light), by Gardner of Wakefield, 76 Wakefield Road, Flushdyke, Ossett, West Yorkshire WF5 9JX Tel: 01924 265367 Tel/Fax: 01924 262696. They have a catalogue of every conceivable type of bag and will make special sizes to order (don't forget to allow for any wheel clamp). I placed my order by phone at midday on 13th August and they arrived before midday on 16th August (who says British service is poor?). Continental Tyres have awarded me a 100% refund of the tyre value and I am considering approaching them for the cost of a new step.

We seem to have an affinity with motorways as the second most frightening experience of my life was a jack-knife when towing a caravan on a French AutoRoute in 1992. That event started the thinking that led us to convert to a motor caravan, in the belief it would be a safer mode of transport... .. Still, these three events all occurred on motorway. With so much more space in which to sort oneself out it probably resulted in our getting away with things more or less physically unscathed. 'More or less', advisedly, as nerves were duly stressed on each occasion.

We also had another unfortunate incident in France on this year's holiday, when one of their trees got up and attacked the rear mounted cycle carrier (only fitted a week before we left the UK). And I was only quietly reversing off a bit of soft ground on a riverside campsite. Never trust a Frenchman or his trees!

Sean Hollands

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SWEETIE QUIZ

ALL THE ANSWERS ARE EDIBLE! ! ! ! !

1. Wobbly infants
2. Wise guys
3. Where refined people live
4. Edible fasteners
5. They may grow on you
6. Nine Ten Eleven
7. The occult perhaps
8. Home for alcoholic teeth
9. Fallen fruits
10. Sport for Princes
11. 100% Metal
12. Carriers for milk products
13. Tartan granite
14. For being good children
15. Aromatic spheres
16. Royal herbs
17. Bovine peepers
18. TV stars
19. Mothers "local" perhaps
20. Happy times

Our friends, Comfort Insurance, prepared a quiz for the C & C Rally and presented prizes to the lucky winners. This is the first one and I shall try to print the remainder over the coming couple of months. The answers will be found on page 19.

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Embellishers

I am the owner of a Bedford CF250, 1980, still in 'as new' condition both for running and in appearance. Regrettably, I am

one Chrome Plated Embellisher missing. This was held on by the centre hub cap. A mechanic didn't put this back on properly and a car ran over the embellisher. If anyone can help me I would be grateful. My Bedford doesn't look complete without it. My telephone number is 0191 396 1386

W R Pope

[Sorry, haven't got a forename. - Ed.]

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ASOC goes to the Sea

In July, in brilliant sunshine, over 60 members enjoyed a rally with a difference at Southwold, Silly Suffolk by the sea! This was not a rally for couch potatoes. After the day's chores, shopping and sight seeing were over there was a serious Beetle Drive. (As if anyone would dream of cheating. You wouldn't, would you? It's just not done.) The next afternoon we basked in the sun supervising and barracking as we took turns in numerous competitive ball games devised by our worthy rally marshals, *Barbara and Ray Whiley*. I'm sure it was only the wind that moved the posts and blew the balls about but I have to say that there were times when a less trusting person than myself might have thought otherwise! In the background a row of knickers fluttered from which the nautical amongst us cleverly deciphered the coded message they told. 007 would have been proud. The weekend ended with an American supper. The table groaned with the tasty morsels that had been rustled up in our motorvans but we forced ourselves (for politeness' sake only you understand). You will be pleased to know we all slept well. It was good rally. Thank you, *Ray and Barbara*.

Pam Davies

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France Passion

In the April Newsletter mention was made of a useful publication entitled "Guide Officiel des Aires de Service". I have been interested to obtain a copy but, to cut a long story short, I have been told that the 1999 print run was withdrawn for technical reasons. The 2000 issue will be available next year.

The supplier is: The French Book Shop / Warehouse whose

telephone number is 0930 289 191. They will supply any book published in France.

John Coates

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CAB ACCESS

My early retirement present to myself was a Ford based Pollensa with which I am utterly delighted. It is well designed, beautifully built and a delight to drive and park, even around towns. I could ramble on for hours about it but the reason I am writing is to pass on information about a cab door access step I have had fitted. My wife suffers from rheumatoid Arthritis and although managing to get up to the van door OK, was having trouble climbing into and out of the Transit cab. AVS (Accessible Vehicle Specialists) of Crewe (Tel: 0178 275 1761) have come to the rescue and fitted an electrical cassette step operated by a rocker switch easily accessed from inside or outside. Wiring can be arranged to give automatic retraction or a simple buzzer warning.

My wife is now much happier and if she's happy I'm happy! We haven't managed to fit in an ASOC rally yet but look forward to meeting some of the folk we wave at while on route.

Chris & Les Budd

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Obituaries

We have been advised that *Jock Hammond* died suddenly on 25th August. He was very well known in the Club, being always ready to give a hand, and he will be sorely missed by all his friends. Our sympathies and condolences are offered to *Doreen* and his family.

#####

Malcolm Rush passed away on 5th June 1999 having fought cancer for almost a year. He and his wife *Kay* had been members since close to the start of the Club and had enjoyed many AGM rallies. Our sympathies and condolences are offered to *Kay* and the rest of his family.

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FOR SALE

VW Talent. 2.4 diesel. 1996. 10,000 miles only. Full service history. Non-smokers, no pets. Lady driver, Fitted Fiamma awning. It's immaculate. Illness forces us to sell. **£19,950.00**. Ring Carole or Clifford Titmus on 0128 565 9356 or write to Lime Trees, 1 The Melos, Mount Street, Cirencester, Glos., GL7 1TJ.

Thanks for the donation.

#####

VW Clubman GL, 2.4 diesel. 1993 'K' reg, 17,500 miles. 2 berth + Luton. Many additional fittings including Van Bitz alarm, solar panel charging main and leisure batteries, TV aerial, Fiamma awning & safari room & cycle rack. One owner, non-smokers. Excellent condition. **£19,750.00**. Also Hercules Saxonette classic motor bicycle 'N' reg. Never used. As new. 30cc. Light weight, ideal auxiliary for motor caravan. Cost **£750.00** accept **£300.00**. Tel. Peter Peck on 0120 270 8439 or write to 'Hove-To', 28 Salterns Way, Lilliput, Poole, Dorset, BH14 8JR.

Thanks for the donation

#####

Fiamma Pro C Bike Rack for two cycles. Used one season only. Sale due to change of van with back doors. **£125.00**. Tel: Sheila or John King on 0158 262 1354 or write to 26 Westfield Drive, Harpenden, Herts, AL5 4LP.

#####

Legend, 1998, 'S' reg. 2.5 turbo diesel, 5 speed manual, one owner, only 1,400 miles. Factory immobiliser, **£500.00** "Strike Back" alarm, factory fitted over cab double bunk conversion. Non smokers, no pets. 12 months tax. Sale due to bereavement. **£30,950.00**. Please contact David Rush on 0137 347 2739 or write to Roselawn, Broadmoor Lane, Horsington, Somerset, BA8 0EQ.

Thanks for the donation.

#####

Talbot Express Hi-Top Rambler GL. 2 litre petrol. 1992. 42,000 miles. Shower, toilet, cooker, sink, fridge, heater, 2

Propane gas bottles, TV and aerial. Taxed and MOT till January 2000. £11,000.00 ono or exchange for car. Phone Alan Wiggan on 0154 325 5456 or write to 78 Birmingham Road, Lichfield, Staffs., WS13 6PJ.

Please note corrected address.

#####

VW Trident, 2.4 diesel, August 95. 18,500 miles. Non-smoker, no pets. Propex blown heating. Immaculate condition. Many extras. Taxed & MOT, service history. £16,950.00. Tel John Ruler on 0181 319 8436 or mobile 0860 694 865 or write to 248 Wricklemarsh Road, London, SE3 8DN.

Thanks for the donation.

#####

Boxer Symphony, 2 litre petrol, 'R' reg, Jan 98. Under 5,000 miles. All mod cons - Status aerial, Fiamma awning, 2 speed extractor fan, Immobiliser. Age & ill health our problem. a real bargain for someone. £21,000.00 ono. Tel Brian Harrison on 0155 367 4027 or write to 32 Ullswater Avenue, South Wootton, King's Lynn, Norfolk, PE30 3NJ.

#####

Talisman GL, May 1998, 2 litre petrol, 4 berth. 12,500 miles. One owner and full service history. Last of model with 4 forward facing seats with 3 point seat belts. Dash air conditioning, full Strikeback alarm with remote, 4 bike rack, Silver Screen. Non-smokers, no pets. All round excellent condition. Genuine sale. Best offer above £26,000.00. Phone Ian Smith on 0140 326 7230 after 7.00 pm or at weekends or write to 32 Rusper Road, Horsham, West Sussex, RH12 4BD.

Thanks for the donation.

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QUIZ ANSWERS

1. Jelly Babies. 2. Smarties. 3. Quality Street. 4. Chocolate Buttons. 5. Roses. 6. After Eight. 7. Black Magic. 8. Wine Gums. 9. Pear Drops. 10. Polos. 11. All Gold. 12. Dairy Box. 13. Edinburgh Rock. 14. Treats. 15. Aniseed Balls. 16. Imperial Mints. 17. Bulls Eyes. 18. Rhubarb & Custard. 19. Milky Bar. 20. Celebrations.

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

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