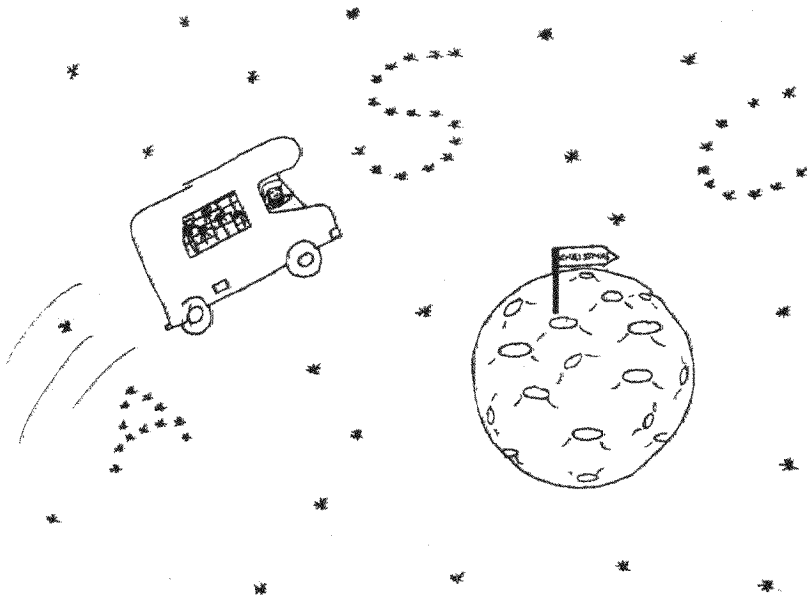


TENTH ANNIVERSARY YEAR

**AUTO-SLEEPER
OWNERS' CLUB**

1989 - 1999



NEWSLETTER 135

DECEMBER 1999

Hello.

You can see that I have changed the layout of the telephone numbers in the Newsletter. From what I have found out in the office in the City of London, BT appears to have decided that the way to show them is three figures, four figures and the final four figures. As an example, my phone number was shown as 0181 808 9112. The revised coding seemed to suggest that it would be 0208 808 9112 but it is now to be 020 8808 9112. So that's why the change has been made.

#####

Take a good look at the cover picture this month, please. I am indebted to *Ceri Hector* from Leeds for this and another cover picture. As this young lady has now reached the age of 14 years I, or my successor, can look forward to more offerings in the future. Isn't it nice to know that our younger members also take a great interest in the Club.

#####

You may have noticed, if you read last month's Newsletter, that I shall be retiring as your Editor at the next AGM. I mentioned that I would be pleased to hear from anyone interested in taking over the job and keeping the membership up to date with whatever news may come along in the future. I didn't hold my breath waiting for a reply - just as well! So far the response has been a resounding **ZERO!** There must be someone out there who can do the job. Where are you?

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Membership Renewal

Included with this Newsletter is the Membership Renewal Form. Please take a couple of minutes to fill it in and send to me with your cheque for **£15.00** if that is the way you usually pay. Please return the form even if you pay by Standing Order. It does help to keep the records up to date. This is the third year with no increase in subs - what a bargain! If your membership number is **3690** or higher then your current membership is valid until December **2000**, and you need do nothing. This also applies to

previous members who have rejoined the Club on or after 1st September 1999. Check your present membership card for the expiry date. Do please try and get these forms back to me ASAP, it really would be much appreciated.

Ian Ross

Membership Secretary

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Club & Company Rally (continued!)

I must take issue with *Angela & Bryan Orchard's* comments in the Newsletter. In my opinion there was nothing wrong with the acoustics in the Severn Hall. As for your correspondents being able to hear only *Charles Trevelyan* and no one else I would suggest that he is perhaps more experienced in public speaking than others who used the microphone during the evenings. Remember - these were "amateurs" in the art - their intention was to ensure that we had a cracking weekend. (And how well they succeeded!)

If people couldn't hear the quiz, how could it be claimed that the band was too loud? And as for not being able to converse with friends I would gently suggest that the purpose of each evening was to listen. There was surely plenty of time over the weekend for conversations? There was only one thing wrong with the 10th Annual Rally - IT HAD TO END! Well done the Committee and all their helpers.

Norman Rendle

#####

Just a garbled but very sincere note to express our appreciation of the considerable efforts which produced such a memorable weekend. Having read subsequent Newsletters we know that we are part of an overwhelming majority in that we have no criticisms to make. Incidentally we would also like to express our support for the difficult decision made concerning dogs in the hall.

Particularly memorable was the welcome given to us as "first time ralliers". At no time did we feel strangers. The inspired booking of the Royal Marines Dance Band was an absolute winner

- please can they come again next year? The wine and cheese was most unexpected as it was actually a cheese buffet/ meal/ supper/ snack/ whatever with wine. It was most enjoyable and, we hope, rewarding for the hard workers who managed it all. To sum it all up - a well balanced weekend - over too soon! Once again, many thanks and here's to the next time!

Ena & David Dunkerley.

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Have YOU found a "BLACK HOLE"?

Since acquiring our Trident I'm very conscious that there is an area I just can't reach with the vacuum cleaner or any of the various "sticky ended" or makeshift "tweezers" we've concocted. It is at floor level, in front of the deep "drop-in" cupboard, underneath the rear seat and drawer. Apart from quantities of food-crumbs that get swept off the work-top, I knew there was at least a dirty knife and a comb lurking thereabouts. Whilst "hanging over" the seat back trying to find a way in I also spotted a pill bottle in the corner. (I knew I'd packed the damn thing!) It doesn't appear easy to gain access from the rear compartment and we considered getting the drawer out but were worried we might not be able to get it correctly located back again. Are other Trident owners aware of this phenomenon and can they supply a remedy, please?

Joan Joselyn

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Fridge Problems

I was interested to read the letter from *Tony Hutley* in November regarding the trouble with his fridge. We had a faulty fridge and sent for the Electrolux rep. I was advised that it was my responsibility to remove the fridge from its housing. So I had it out and ready when the fitter arrived. He diagnosed the trouble as soot on the burner housing. He then asked US if we had an old toothbrush which he could borrow. He cleaned the burner with OUR toothbrush and presented us with a bill for £40.00!! Yes, that's Forty Pounds! I then had to put the fridge back and connect it up again. I admit that the fridge worked OK afterwards. But it

was an expensive lesson. So I intend to remove the fridge at intervals and clean the damn thing myself with OUR TOOTHBRUSH!

Derek Hemsworth

#####

I would like to reply to *Tony Hutley*. My wife and I run a small Domestic Appliance repair business. We have no need to advertise as we have a regular round of customers requesting service. We also do not have a call-out charge, preferring to offer a fixed fee for repair plus the cost of any parts.

We are not, however, a charity and if we are called out and find nothing wrong or that just advice is required, we do make a small charge. A five minute stay in the house does not take into account the time taken to get there, etc. In *Tony's* case it would seem that he paid the Engineer for sound advice as the fridge is now hopefully still working. We would like to point out that only absorption fridges may be turned upside down - NOT those with compressors.

Joy & Nigel Wilkins.

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Ford Ravenna at the Works

It's been a while since I sent an article for the Newsletter. This is mainly because I've solved my payload problems at a stroke! I've sold the Symphony and bought a Ford Ravenna, in fact the show model at Peterborough. *Pat and I* always liked the layout when it first appeared on the Boxer but didn't like the dark blue upholstery. At the show we struck a deal with our local dealer with the help of the factory (Thanks, Stuart) who agreed to exchange the blue cushions etc. to Caracatoa. (It is now an option.) The medium wheelbase Ford Transit is a delight to drive and being rear drive the steering has much better turn in and is far more manoeuvrable than the Symphony despite being 3 feet longer. And the 2.5TD diesel is well able to power the Ravenna even at motorway speeds!

However I did have a number of minor problems which the dealer failed to sort out (including extra bits that I was paying for!)

and a quality problem that the Factory wanted to deal with. So I ended up taking the Ravenna to the Orchard for attention by the Aftersales Team. Neil Hunt ran through all the problems with me and his staff set to work sorting them all out. He very kindly organised transport to Evesham where I spent an enjoyable day walking around town and by the river. I had previously twisted the Quality Manager, Alan Curry's arm to give me a quick tour of the styro production which he kindly did when I arrived back at the factory. This was an eye opener as he showed me the start to finish production process. A-S actually design and make their own chassis extensions to suit the model being produced (and get the chassis manufacturer's approval). They then design and make the floor to suit, which is of bonded construction with all the necessary strengthening to suit the internal fittings etc. The floor is then glued together in a press and then bolted on the chassis. The styro models have side walls of bonded construction with an outer skin of glass fibre (supplied on a roll). These are fitted to the floor after the furniture is fitted and a bonded roof applied to make the box, again adding the top cupboards which naturally strengthen the joint. The glass fibre roof, front and rear are added over this structure with large overlaps to prevent water entering and are glued on. Obviously the adhesives used are very specialised and are impervious to water damage. Anyway, I only hope the adhesives used for the styro models have a very long life!!

The fact that the end product is a very attractive body and interior, which is built to a high standard and durability, is because everybody at A-S, from the design team right through to final inspection ensures that the quality is kept. It says a lot for the loyalty and skills of the workforce. With the number of vans being converted and/or built at the time of my quick visit, the logistics of getting the right bits ordered or built to get each van finished defies belief for what should be regarded as bespoke vehicle production. Long may they continue!

David Mayne

Please do **NOT** expect a factory tour if you should need to go to the Orchard. Unlike the big car manufacturers, whose production plants cover hundreds of acres and who seem to have reasonable room for guided tours the Orchard is a very small plant

for the amount of production and every nook and cranny is fully utilised. That's why your committee have never been able to organise any factory visits.

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FROM THE FACTORY

In order to make our monthly contributions as varied as possible, we endeavour to have a different author for each issue. It falls to me as the Financial Director and indeed Chairman of A-S to pen a few words for the Christmas issue. This is the first time I have done so and I undertake this task with a degree of fear and trepidation! Our Year 2000 Company Magazine is issued as a supplement to the December issue of Motorcaravan Magazine. In this you will not only read about the Gatcombe but also the Sherbourne. This, our very latest model, is being launched at the Earls Court Caravan and Leisure Show which opens on Friday 26th November 1999. We will be only too delighted to show you this model on our stand - this year we are on the ground floor; our stand number is D10. A warm welcome will await you but, knowing the size of the Club, please do not all arrive at once - unless you want to order one, that is! This new vehicle is most attractively styled and has a central "L" shaped dinette area, adjacent to a well equipped kitchen. The latter not only includes a four burner vitreous enamel hob, grill and oven but also the large Electrolux 135 litre RM4505 refrigerator with a separate freezer compartment above. To the rear there is a distinct changing area where the Thetford cassette toilet is fitted and opposite which is a separate shower compartment. Water is heated by the Carver Rapide whilst the Carver SSOOA room heater with Fanmaster is part of the standard specification, as is the Heki roof light. The furniture, to A-S latest Continental style, is made of real wood and with its curvaceous appearance is extremely attractive. The seating material is particularly appealing and, interestingly, the design is such that there is a single front facing seat in the rear complete with inertia lap and diagonal seat belt. Access to one of the seat lockers can also be gained through an exterior hatch.

Of laminate sandwich construction, finished in glass fibre for durability, the bodywork is extremely attractive and compliments

the design of the long wheelbase VW Transporter on which it is based. Engine options range from the 2.4 five cylinder diesel engine through to the 2.5 litre TDI engine and 2.5 litre petrol engine. Automatic transmission is available with certain models. The coachlines are finished in a most attractive burgundy colour, whilst the stainless steel roof rack and ladder blend with the design. Our Company Magazine will of course be available at the Show and will be available in our dealer showrooms as well. If by chance you are unable to obtain a copy let us know and we will send you one by return of post. In the magazine the Sherbourne's pictures are artistic impressions - obviously we had to go to press before the vehicle was photographed. However by the time of the Caravan Show, we will have brochures with detailed photographs that will indicate what a splendid vehicle this is!

For my part it was good to see so many of you at the Club and Company Rally in July. *Charles Trevelyan* showed me many of the letters that he had received saying how so many of you had enjoyed this event. I certainly enjoyed it enormously. I think we have set ourselves a pretty difficult task to better this for the Year 2000, but rest assured that, in conjunction with *Baz Wellard* (Chairman of the C & C Sub-Committee) and his team, this wonderful weekend will be even better than ever. May I end by thanking you as always for your support of our Company - we all value our links with the A.S.O.C. very greatly and I always find it most heartening to see how, year by year, the Club continues to grow. To say we are proud of our allegiance with you would indeed be an understatement! With kind regards and best wishes to you all.

Bill Cook

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Chairman's Chat



Here we are the last month of last decade of the last century of the present millennium. If I briefly take a look back over the lifetime of our Club I marvel at just how far we have developed and evolved. One man's persistence gave birth to a lively, healthy, growing association of like-minded people. As at all births there was a dedicated group of willing and happy volunteers to help

the new 'child' to a good start in life. In the ten years of its existence our Club has increased to some 1600 or so members (that is motorhomes, nearer 3,200 people!) and brought together many owners from all walks of life from throughout the country, the Channel Islands, Europe and one couple in Japan. What of the future? With the help of you our members we shall progress carefully whilst undertaking the prime reason for the club, namely encouraging owners of A-S motorhomes to enjoy using them in the delightful company of other like minded people.

May I ask that, as one of your resolutions for the New Year, you think about organising a rally for the Club, please? We do need some new rally marshals because when we look at the list of names of marshals the same names feature all too regularly. So come on you good people don't be bashful, give it a try! You will never know how much fun and satisfaction there is in running a rally until you give it a go. There is a wealth of experience in the Club if you should need advice on the where, when and how of rallying. Would you prefer to assist some one else at a rally first? Ask *Neil Rogers* for the advice he has prepared to help all of us avoid the pitfalls. Do you have a favourite site or a pastime that may be of interest others or just a whim to attempt it? Be a devil, give it a go! We have held rallies at a steam fair, a country fair, a school fund raising weekend, in village halls and many more venues. The scope is immense, the variety is as big as you want to make it.

Another Fire Service story. Answering a call on the day of the Whit Walks we came across the procession. Walking in front was a couple of men carrying a huge banner. The policeman leading indicated to them to move out of our way! Unfortunately, they went in opposite directions! There we were, the pride of the county, with the banner draped across the front of our machine, towing two rather red faced men behind us. We, of course, had to stop and release the offending banner; our sub-officer was none too reverent about the abilities of the men. We were delayed less than a couple of minutes, even though it felt much longer, and were just in time to pluck a family from a small inferno. All's well that ends well.

Finally *Betty and I* wish you all a very happy and contented Christmas. We shall be in with our grandchildren in France, smiling, we hope!

Andrew Entwistle

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Look After Your Brakes!

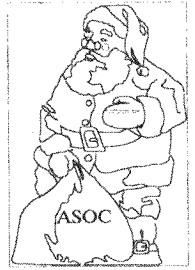
I would like to tell you my experiences as a cautionary tale so that others can avoid the troubles I have had with my 1995 Boxer-based Harmony.

In 1998 we undertook our third annual continental tour, this time to Germany. Having experienced mechanical failures on our two previous tours, both of which were directly related to the very poor servicing I have received from my local Peugeot main dealer, this time we thought that we deserved a trouble-free holiday. However, this was not to be. North of Frankfurt, going uphill round a series of hairpin bends, our beloved Harmony suffered a complete loss of braking. We were recovered by the ADAC and then spent a very frustrating night and day at a garage whilst they established that no suitable brake master cylinder would be available until the other side of the weekend, by which time I should have been back at work. We therefore had no alternative than to leave the 'van there and return home by hire car. We had a difficult journey home culminating in a Channel crossing as foot passengers with our many belongings loose, the promised GB hire car not materialising on our arrival at Calais.

Two weeks later, the 'van arrived home and, rather than take it to a garage (one garage in particular!) I decided to investigate the problem myself. On stripping the master cylinder (classified as a 'non-serviceable item', therefore no component parts are available) I found it to be contaminated with sand-like materials. Further, in the brake fluid reservoir I found other debris including the remains of insects. Only minor wear to the seals within the master cylinder was evident, probably commensurate with 13,000 miles of use. I therefore assumed that some of the debris had lodged within the master cylinder seals thus preventing sealing. After meticulously cleaning the internal



December 1999



Rally Supplement

A Happy Christmas and a Prosperous New Year to everyone, and many thanks to all Rally Marshals for their time and effort which helped to make the 1999 rally season a success.

When completing a Rally Slip please complete BOTH sides.

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

31st December-2nd January, "Millenium Rally", Hidden Valley, North Devon.
THIS RALLY IS NOW FULL

If you are going to the NEC Show in February why not combine it with a rally?

21st-24th February (3 nights). Hollyfast Caravan Park, Wall Hill Road, Allesley, Coventry.

Site tel.No. 01203 336411 (Emergency calls only from 8.00p.m. to 8.00 a.m.).

Rally Marshals: Pauline & Neil Rogers.

Site Fee: £8.50 per night. (includes access to room at night). Electricity: £2.00.

Rally Fee: £2.00 (couples), £1.00 (singles).

Booking slips 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.

Attractions: There should be hardstanding for all plus all the usual facilities.

Approx 10 minutes away from the National Boat, Caravan & Leisure Show at the NEC. (Tickets are cheaper if booked in advance, see m'van magazines). Three pubs for food, Coventry & Birmingham close by.

Directions: N.W from Coventry on A4114. Follow road until you reach roundabout.

Turn Right (Exit Browns Lane Plant). Follow road past Jaguar Factory entrance and turn left at next roundabout. Proceed for a short distance and turn Right at White Lion PH. Site on right in about ¼ mile. Report to office upon arrival.

Early booking would be appreciated.

Rally commences at 2.00p.m.

Then why not follow on with this rally?

24th.-27th.February(3 nights).Grouse & Claret,Rowsley,Nr.Matlock,Derbyshire.

Site Tel.No. 01629 733 233 (Emergencies only, Landlord).

Rally Marshals: Nora & Ven Venables assisted by Sheila & Ivor Barnett.

Site Fee: £6.00 per night Electricity included. Rally Fee:£2.00(couples),£1.00(singles).

Booking slips to:Mr. & Mrs.V. Venables, 15 Langley Gardens,Merry Hill, Wolverhampton, West Midlands.WV3 7JN Tel.No. 01902 332 105.Cheques payable to Mrs. N. Venables.

Attractions: Use of clubroom,bar meals in Grouse & Claret.New Retail Outlet next door to site.Chatsworth Park & Garden Centre?Farm shop.Mill & Craft centre.Bus stop outside site buses to Matlock & Bakewell.The area is a walkers paradise.Extra nights can be arranged with the landlord.

Please bring your own indoor games for evenings, (for mixed company!)

Directions:On A6 between Matlock & Bakewell.

******Rally commences after 2.00p.m. On Thursday Limited to 29 vans.**

Please note that the A.G.M. next year will be held between the 5th.-7th.May at Banham Zoo,Norfolk.

Do we have any volunteer marshals to run the rallies at the Motorcaravan Jamboree to be held at Detling 19th.-21st. May or The Motorcaravan Fair to be held at Stratford Racecourse 9th.-11th.June?

I am now taking rallies dates for next year, 2000.If you are thinking of running a rally please contact me.

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:

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

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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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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!

components, the unit was carefully rebuilt and then reassembled to the vehicle. During bleeding of the system, the brake fluid flushed through emerged with the colour and consistency of black coffee with sugar, or in this case, sand. Much to my satisfaction, the brake system then performed well. However there was a nagging doubt in my mind as to whether I should have fitted a new master cylinder. So with our fourth main holiday looming in July 1999, I purchased a spare cylinder (about £93.00) just as 'insurance' in case I was caught-out again. Incidentally, would you believe that there were three different sizes of cylinder fitted in the early years of Boxer production?

With tools, brake bleeding pipe and spare cylinder stowed in the 'van we set off for France. After about four days, whilst running downhill on the Auxerre ring road the 'low brake fluid' warning light briefly flickered. On the campsite, I identified that brake fluid was leaking from the 'Compensateur' valve (mounted on the body underside, just ahead of the near-side rear wheel). This valve controls the pressure to the rear brakes in response to vehicle loading, and the rubber boot which protects it from ingress of dirt was 'balooning'-up with the volume of fluid that had leaked out. The local Citroen garage provided me with a replacement (circa £32.00) which, after getting one brake pipe union changed to suit (units for early vans with equal sized ports were no longer available) was then fitted to the van. This was not an easy job, particularly using levelling blocks as ramps! However, with wife on the brake pedal and the girls topping-up the reservoir (much to the amusement of our fellow campers) we bled the system, and away we went. The remainder of the holiday was trouble-free. On our return, I managed to disassemble the failed compensator valve finding it heavily contaminated and with minor damage apparent on the main seals on the unit.

Main points of the story:

Vehicle manufacturers always specify changing brake fluid at quite conservative intervals, primarily to offset its hydroscopic nature and thus avoid brake fade due to boiling under severe braking. I'm sure most of us have exceeded the recommended intervals without major problems. But henceforth I'll be paying

closer attention to their recommendations. I understand this to be doubly important with ABS installations.

Once a brake system is contaminated, it appears that one can suffer the consequences at any time thereafter: I am seriously concerned as to which part will fail next year despite intensively flushing through the system with new clean fluid on two occasions.

It is impossible to identify who was responsible for the original contamination of my brake system: all I do know is that it wasn't me! The aforementioned main dealer's 'mechanics' are, from my bitter experience, fully capable of such carelessness, but the brake system is one area that they have had no need to touch. I therefore assume, regrettably, that the contamination originated from the manufacturer. I know that, unlike the home mechanic, manufacturers re-cycle brake fluid that is flushed through brake systems, but not without extensive filtration. There is always a possibility that the filtration systems failed at the time that my van was manufactured, and therefore other members' vehicles could also be at risk.

Has anyone else suffered similar problems?

Stuart Lamb

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Electrical Problems

Thanks to everyone who phoned with suggestions for curing our problems. Some of you were so quick off the mark that you called before we had received our Newsletter! Several people asked us to let them know how we get on. It may be some time before we see any results. Partly because of the intermittent nature of the problems and partly because our van does not holiday much over the winter. But we will let you know how we get on. Incidentally, our wayward Talisman is the one with the Setter on the back. Happy Christmas!

Louise Storey & Jim Botterill

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THANK YOU

May I, through the Newsletter, say Thank You to all who have written to me following the sudden death of my dear husband *Jock*. I have had well over 100 letters and cards and it has been

impossible to write to each of you. Those who attended the service of thanksgiving know that instead of flowers I had asked for donations to the R.N.L.I. as *Jock* was a Life Governor and well over £1,000.00 was given in his memory.

Jock & I really enjoyed meeting friends on the many rallies we have attended over the years and in time I hope to continue. But things will be different without *Jock* beside me. My thanks again to you all.

Doreen Hammond

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Shoreham Air Show

The weather forecast was good so on Tuesday evening we erected a large awning to act as base. Because we were actually sited on the airfield we had to wait till flying stopped at 8.00pm to carry out Task No. 2 - Walk across the main runway to find the loo emptying point. Gain access by cutting down brambles and nettles otherwise the famous run cannot take place. On Wednesday morning the pitches were marked and the perimeter fence erected with pennants and flags flying. Arrivals started and by 9.30pm all were accounted for. On Thursday some went on bike rides, some out for the day and the rest relaxed on site. A tour of the airport proved very popular at 6.30pm. On Friday a lot happened very quickly. From our privileged position we saw the whole show being built up, planes flying in, marquees and stands springing up all over the place and people driving vehicles with orange flashing roof lights everywhere. The Security Supervisor soon sniffed out our tea urn and arrived regularly. By late evening everything was in place. Saturday saw the start of the air show proper. Flying displays from models to fast jets, classic car show with lots of ground displays and stall plus the fun fair etc. Our preparations for the evening included borrowing wind breaks to make an instant "pavement cafe" and the ralliers brought their own tables and chairs. At 6.30pm everyone assembled, the side of the awning was lifted and the buffet served. Afterwards, while everyone was relaxing, the announcement "The loo run is at 8.00pm" brought loud cheers. All interested parties gathered with loo and water in hand and set off. The only thing missing was the brass band. On arrival at the

dispatch point one of the party, no doubt inspired by the air show, suggested setting up cross beams to illuminate the target.

On Sunday we had the usual gathering for coffee, biscuits and the raffle draw. The whole weekend is geared to raise funds for the R.A.F.A. and this year they benefited to the tune of some £70,000.00 to which we had contributed, a creditable effort by any standard. We would like to thank all those who came along to make it a memorable occasion. We are currently waiting for a decision about a show in 2000. If there is one, we shall run a rally.

Yvonne & Barry Loveland, Linda & Tony Fowler.

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MARKET RESEARCH

At the AGM our President, *Charles Trevelyan*, asked members to complete a questionnaire. Views were sought on equipment they would like to be offered in A-S motorhomes. This summary gives, in percentages, the preferences shown: A = vital; B = necessary; C = desirable; D = not really necessary.

	A	B	C	D
Air suspension (rear axle)	4.2	2.8	43.6	42.2
Alloy Wheels	1.4	0	16.9	76.0
ABS braking	18.3	18.3	46.4	12.6
Electric cab windows	4.2	7.0	32.3	49.2
Central locking (cab doors)	9.8	18.3	29.5	33.8
Tinted window glass (cab)	11.2	9.8	38.0	36.6
Footwell courtesy lights	11.2	21.1	33.8	29.5
Cab overhead light console	4.2	25.3	30.9	28.1
Driver's air bag	23.9	12.6	29.5	18.3
Driver's & passenger's air bags	26.7	18.3	30.9	19.7
Tow bar including ball hitch	2.8	4.2	16.9	71.8
Offside dinette/nearside bench	8.4	8.4	18.3	22.6
Rear U-shaped dinette	9.8	8.4	18.3	22.6
Rear L-shaped dinette	5.6	4.2	8.4	40.8
Caravan air conditioning	5.6	9.8	40.8	36.6
Microwave	5.6	7.0	38.0	39.4
Fridge with separate freezer compartment	38.0	15.5	28.2	11.8

Vitreous enamel sink/drainer	25.3	5.6	18.3	46.4
Stainless steel sink/drainer	38.0	28.2	7.0	5.6
E & O E.				

NB Members who completed the questionnaire did not necessarily respond to all questions.

Ray Whiley

====ooo000ooo=====

Help!

Can anyone help, please? We have a Boxer Executive requiring some form of deadlock to give extra security to the rear door. We shall be pleased to hear any thoughts and recommendations. Our telephone number is 012 1350 5865. Many thanks.

Prim & Barry Glover

====ooo000ooo=====

SLIGHTLY HELPFUL HINT.

Those of us who have a Symphony, Symbol, or similar high top, will know that the blanking off of the nearside rear door with furniture or fittings prevents the driver seeing any vehicle close to your tail. Very disconcerting. My 'solution' was to purchase a small adjustable mirror with a suction cup on the back. Mine has a knob which you turn to increase the "suck". This is placed at the top right hand corner of the windscreen and adjusted to give a view of the nearside rear. Presto, things become visible. An added advantage is that you now have a assortment of mirrors to look at which is useful when reversing. The mirror only falls off about twice a year, depending on how well you cleaned the screen in the first place. Other members may have better solutions and I shall be glad to hear of them.

Pat Johnson

Reminds me of the method of placing one mirror as suggested and another positioned so as to provide a forward view along our nearside. Very useful when travelling abroad.

====ooo000ooo=====

PHOTOGRAPHIC COMPETITION

In the end there were 31 entries and it was very difficult to choose between them. They were displayed completely anonymously at a committee meeting and, after much heart searching and discussion, each member chose three in order of merit. The winners are:

First prize, £30.00. *Brian Smith* of Bluntisham, Cambs.

Second prize, £20.00. *Rosemary & Alan Jones* of Alderley Edge, Cheshire.

Third prize, £10.00. *Tonie Smith* of Chichester, West Sussex.

Congratulations to the winners and thanks to all who took part.

Pam Davies

---==ooo000ooo===---

Tiggers (Technical Information Group)

Albert Brown has joined us and is prepared to take telephone inquiries, send out our documentation and answer questions on electrical problems in particular. His telephone number is 019 5385 1965 or you can write to him at "Hazelmere", 7 Hardingham Street, Hingham, Norwich, NR9 4JB. He is a welcome member of the team.

Maurice Payne

---==ooo000ooo===---

Obituary

We have been advised that *Leslie Deaville* passed away on 20th October 1999. We offer our sympathy & condolences to *Margaret* and the family. *Margaret* tells us that she has sold their van as she doesn't drive and will now be leaving the Club.

---==ooo000ooo===---

Wanted

One/two small wheeled bicycles. Please phone Chris Simpson on 012 7087 3191 or write to her at 22 Wooland Road, Rode Heath, Stoke-on-Trent, ST7 3TJ.

#####

VW T3 Trooper, 1987 - 1991. Please contact Sonia Davenport at Forge House, Heveningham, Halesworth, Suffolk, IP19 0EP.

#####

Legend, Clubman or Executive. Our wish list for basics is a coachbuilt, diesel, four berth, shower, toilet, blown heating, H/C water, kitchen at rear, non-smokers, no pets. In accessories we would like a roof rack plus ladder, bike rack, Air-Ride suspension, awning/safari room, low mileage, swivel seats, childrens seat. Our price range is up to £12,000.00. Please contact Jean & Stephen Spry on 017 0546 1594 or write to 13 Fernhurst Close, Hayling Island, Hampshire, PO11 0DT.

---=====000000000=====---

For Sale



Dahon folding bicycle in a carrying case. 3 speed Sturmey-Archer gears, mileometer, bell, carrier. £70.00. Phone Irene & Stan Brittain on 019 0273 3596 or write to 391 Prestwood Road, Fallings Park, Wolverhampton, WV11 1RH.

#####

VW Trident, 1990, 2 litre P.I. 75,000 miles. Full service history. Tow bar with auxiliary socket, Fiamma awning and 2 bike rack. New Sony radio/cassette with remote control, fly screens, swivel seat. 2 new batteries, blown air gas heater, fresh and waste water tanks, latest swivel table. New curtains, cushions and stool. Absolutely mint condition throughout. £10,995.00. Contact Kathy & David Pass on 016 0659 2858 or mobile 07 867 822 977 or write to Fair Oaks, Moss Lane, Clive, Winsford, Cheshire, CW7 3NJ.

This corrects the telephone number shown last month.

#####

VW Clubman GL, 2.4 diesel, April 1993. 20,000 miles. FSH, free standing awning, alarm, top box, TV aerial. Two non-smoking owners. £19,500.00 ovno. Tel: Derek Stimpson on 012 7879 4934.

Thanks for the donation.

#####

VW Trident, 2 litre petrol, 1999 'T' reg. Less than 2,000 miles. Under warranty until April 2000. Alarmed, non-smokers, only slept in for eight nights (sink never used). Extras include two Silver Screens and small tent. Genuine reason for very reluctant sale of cherished vehicle. £22,000.00 ono. Please ring Chris or John Eatwell on 017 2551 2700 or write to 52 Greenacres, Downton, Salisbury, Wiltshire, SP5 3NG.



Thanks for the donation.

#####

2 brand new cushions with covers and 3.5 yards 48" wide curtain material, pink floral, similar to 1996 Clubman. A-S price £69.68 - £30.00 plus p&p. New Sony car radio/cassette. £50.00. Phone Ron Mitchell on 012 7458 2806 or write to 78 Branksome Drive, Nab Wood, Shipley, West Yorkshire, BD18 4BE.

#####

Front Silver Screen with bag, fit Legend or any late Ford. As new. £40.00. NR Motor Chateau drive away awning, fit any large or medium motorhome. Used twice. £200.00. Contact Ray Lostak on 017 0875 6232 or write to 58 Hog Hill Road, Collier Row, Romford, Essex.

#####

Ford Excelsior, 2.5TD, manual, 'R' reg, 1998. 4,500 miles. Non-smokers, standard facilities plus tow bar and electrics, Thatcham immobiliser and alarm, swivel passenger seat, Omnistor awning, Omnimax aerial, "Snap-off" steering wheel, Silver Screens. One owner, as new. £30,500.00. Tel: Les Wardale on 015 1427 5345 or write to 224 Greenhill Road, Mossley Hill, Liverpool, L18 7HW.

Thanks for the donation.

#####

Following change of van. Omnistor Safari room for 3.5m awning. Six months old. £275.00. Free standing awning, used on Executive - would also suit high-top. £125.00. JR insulated external Silver Screen for Boxer. £40.00. Sliding-folding ramp



for wheelchair access. £100.00. Tel: Brian Betterton on 012 3482 2364 or write to 4 & 5 Monks Row, High Street, Pavenham, Bedford, MK43 7NS.

#####

VW Clubman GL, April 97, 2.4 diesel. 12,600 miles. Alarmed bike rack, tele booster aerial. Immaculate condition. £22,500.00. Tel Robert Millar on 013

1664 4427 or write to 2 Eskside West, Musselburgh, East Lothian, EH21 6HZ.

Thanks for the donation.

#####

Boxer Executive, 1995 'M' reg, 2 litre petrol, 20,000 miles. 2 berth, new Omnistor 5000 awning, Captains seats, alarm. Non-smokers, no pets. Immaculate. £20,500.00. Seeking to buy Legend 2 berth. Tel: Betty & John Dickens on 012 4453 3038 or write to 11 Glynnedale Park, Hawarden, Flintshire, North Wales, CH5 3JW.

Thanks for the donation.

#####

Fiamma bike rack for two cycles. To suit VW T4. Excellent condition. £100.00. Tel: Ted Hutchings on 015 9067 4498 or write to 9 Cannon House, Cannon Street, Lymington, Hampshire, SO41 9BR.

#####

Alloy wheelchair ramps, new and unused, complete with all fixtures and fitting including wheelchair "stay put" floor fittings. Ramps take seconds to put up or remove. Cost £600.00. No reasonable offer under £200.00 will be refused. Tel: Reg Rogers on 017 8449 1778 or write to 11 Broomfield, Octavia Way, Staines, Middlesex, TW18 2QD.

#####

Silver Screens (internal). Full set for Duetto. Only 12 months old, used just 3 times. £45.00. Please contact Barry Newth on 012 0445 1927 or write to 1 Higher Ridings, Bromley Cross, Bolton, BL7 9HP.

Thanks for the donation.

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

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

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

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