

# **AUTO-SLEEPER OWNERS' CLUB**



**NEWSLETTER 138  
MARCH 2000**

Hello.

I have often said that items sent in, particularly advertisements, will **NOT** be guaranteed inclusion in any particular Newsletter. If you bother to read the back page you will see that items must be with the Editor by the 10th of each month to have any chance of inclusion in the following month. This will apply even when the new Editor takes over later this year. It is simply not possible for you to send in anything on, say, 28th February with a demand that it be included in the March Newsletter. Please remember, this stuff has to be typed, then arranged for printing, printed and sent to the professional printer. He, in turn, has to print all 1500 or so copies, fold, staple and insert them into envelopes. From another source, the Membership Secretary, the labels have to be printed and sent to the printer. They are then fixed to the envelopes together with a suitable stamp and the whole lot given to the Post Office for delivery. By 28th February the stuff is already with the Post Office! To recall an old wise saying - "Things Take Time!" So please, remember this in the future and don't embarrass the new Editor. Luckily I don't embarrass easily!

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## **Stolen Van**

My wife and I had a Flair, E 428 LHD, which we bought four months ago. We kept it on the road beside the house rather than in front. On 13th January 2000 we found that it had been stolen even though it had a special lock and key, supposed to be thief proof, and a cross over steering wheel clamp. It may have been taken on a transporter but neither we nor anyone in the area heard or saw anything during the night. I had done a lot of work inside the van, like turning the seat behind the driver's seat to take our large Porta Potti. I also made a special cover to fit over the draining board and sink. We are both disabled and my wife has to use a wheel chair. Our motorhome would have been the only way of getting about during the coming summer.

If anyone has seen the van, please contact Thanet Police on 018 4323 1055 (case No. GZ395000) or Maidstone Crime Desk on 016 2265 0065 (ref: GZ39500) to advise them. Thank you.

*Leslie Smith*

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## **ATTEMPTED THEFT**

A year ago I was pleased to be offered the chance to park our Symphony on a piece of secluded land a few hundred yards from our house. Just before Christmas a neighbour called to say that the side window was open. On examination we discovered that someone had used something like a bradawl to push through the thin piece of plastic which is between the sliding window and the metal frame of the sliding door. This had pushed open the plastic catch and they had opened the window. I guess that when they reached through and unlocked the nearside front door and opened it the alarm sounded. They must have run away before attempting to enter the van.

As it was a week before Christmas it is not surprising that I am still waiting for a new window in the middle of January. But I thought members might like to know that I have secured the window by buying four locks of the type shopkeepers use to lock showcases. I bought four to put two on the nearside and two on the offside window. This may help others, unless someone has a better idea. A-S say that the windows are vulnerable and suggested a wooden peg wedged in the opening clip. Our local hardware shop obtained the four locks for £19.00 and I "Tensioned" them by using a piece of clear plastic tubing as a spring. I covered the outside bar with a piece of flat hose pipe to stop them scratching the windows.

*Jeanne & Mike Hall*

I have used this type of lock on the sliding windows of a Bedford Dormobile Debonair - after I had a radio stolen! Even those are not entirely thief proof but they do deter the casual chancer. For the sliding windows in the coachbuilt vans it was suggested some years ago that a nut and bolt of suitable size be put into the catch to prevent a thin bar being pushed through the gap between the "bubbles" to pull the catch and open the window.

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### **MILLENNIUM CELEBRATIONS**

Rain didn't dampen our spirits as we saw in the New Millennium at Hidden Valley. Sixty of us had gathered for the special celebrations which *Sandra and Bernie Wisely* had organised so well. Susan, Melvyn and the staff of Hidden Valley, who gave up

their New Year for us, looked after the inner man in a way only those who have been before would really appreciate. Hunger was unknown and elastic waistbands essential.

We were very sad for *Cedric* in his disappointment at not finding his knighthood in any of the newspapers to hand. Someone whose blood may not be very blue but whose heart is as large as any of the Royals dubbed him on both shoulders and when he arose he was a happier man, and all credit to him, his rise in the world hasn't changed him at all! Yet.

The usual fancy dress competition took place. Imaginations had had a field day, producing the man from Auto-Sleepers, Mr TD Peugeot, to the ghost of 1999, who slumped gracefully on the floor at the sound of Big Ben when he was accosted by Year 2000. The winner was *Elizabeth Grimsley*, a sexy, leggy waitress with a tray of lurid drinks. Each evening we had different DJs who were kept on their toes with ASOC banter; were amazed at our rendering of Music Man, after which a request was made to know what pills *Henry* was on; and were impressed at how well we tripped the light fantastic, not to mention shake and move.

The more intrepid of us braved the rain and trudged through mud and puddle in an effort to keep in training for the next evening's entertainment. That buzzard watching us on a post, was it called Charles? *Cedric* looked the part with his rucksack on his back but it was all show and when *Maureen's* (his wife) waterproof 'knickers' fell down all he had in it to help was a 4d map bought at a boat sale and I am told, and I say this in confidence, and in your ear, some second-hand incontinence pads! Being prepared is highly commendable, and *Cedric*, it's great to know you can help old ladies in difficulties. But do you really think that was what Baden Powell had in mind? I know everyone would agree that it was the best New Year's rally yet and would want to say a special 'thank you' to *Sandra and Bernie*. A great deal of planning goes on to make a rally such as this a success and their hard work paid off and was much appreciated. I think they in turn, with us, would want to thank *Henry Catley* and *Cedric Jones* for giving so generously of themselves, in making us laugh so much, adding icing to the already excellent cake.

*Pam Davies*  
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We attended the New year/Millennium Rally at Hidden Valley and would like to thank *Sandra & Bernie Wisely* for the hard work they did to make it such a superb rally. We have only missed one of these rallies since they started but this was quite the best yet. Our thanks also to Susan and Melvyn Tucker, the site owners, and their staff for looking after us so well and for the lovely food. Not forgetting the entertainers who kept us "entertained" every night. Thank you everyone.

*Beryl & Don Walker*

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Storm force winds, fog and floods with warnings all in place.

Motorcaravanners must be made long journeys to embrace.

Nevertheless the intrepid crew all travelled down to Devon

To join with other motley souls in a camper's joyful heaven.

Thanks to *Sandra and Bernie* the organisation was "*Wisely*" done. Their welcome was warm and friendly, a foretaste of the weekend to come.

Plenty of good food and wine, entertainment and lots of fun. The Fancy Dress on News Year's Eve by the Waitress and Pirate was won.

People came from far and near to laugh and be quite pally.

To greet the new Millennium at the Hidden Valley rally.

Composed by *Brenda Jarvis, Diane Leader, Wendy and Neil Barnes*. Pity they didn't name the winners of the fancy dress - then non-attenders would have known too!

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**Thank you**

*Marjorie Wilson* would like to thank everybody for their kindness during her present illness. Your letters and cards have been very much appreciated. Your support has helped her along considerably. Many thanks.

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**There's Motor Caravans and there's Devon lanes**

Anyone who has tried exploring Devon's hinterland will know that its roads can be winding, frighteningly narrow, and beset with blind bends, high humps and crazily steep dips into sudden dark coombes - and those are the A-class ones. Devon's B-class and minor lanes are something again! Hedges and vertical banks on

many of the sunken ways are barely seven feet apart, and ten or more tall, while passing places are few and of the "tuck into the shrubbery and breathe in variety. But Devon is not alone in having less than comfortable width for caravans, of whatever kind.

So, on 'swallowing the anchor' in early 1999 (we had for over 35 years had a succession of small cruising yachts, but felt the time was right for us to explore inland Britain), *Judy and I* chose a motor caravan, rather than a towed outfit. Long ago we'd had a go at both kinds, and remembered how the "get up and go" without lots of 'business' ability of a compact single unit most suited our particular style of touring. Choice of which motor caravan was another matter, but we finally plumped for a Topaz, on the long wheelbase VW. Its over-all width (and this is the point of my writing) is just under 6' 5" (1.93m). Living in the Lake District, we shunned coach built vans, because the lanes there (unlike the softly plant-lined Devon kind) have sharp, rough, dry-stone walls. 'Nuff said!

For a variety of reasons, we also chose the biggest petrol engine they did (2.6 litre) - and an automatic gearbox. Both have more than proved their worth, the automatic box being a tremendous boon. A mite harder on fuel than a manual one, its advantages when worming through slow-moving traffic, or wiggling up and down hilly by-ways (and slowing up round blind corners in Devon lanes), turn what could otherwise be quite hard work into un-tiring and deeply enjoyable driving. Narrowness of vehicle was also important because we like to stop without too much difficulty in the car-parks of towns and villages, where finding space even for a biggish car might be tricky. So far, R. van Winkle, as we call him, has found room everywhere, though his sliding side door is sometimes useful! Came the Great Eclipse in '99, and Winkle upped and offed to South Devon. We still haven't actually seen a total eclipse of course, but even with the cloudy sky of that unforgettable day, we wouldn't have missed the extraordinary, wildly exhilarating feeling of personally hurtling uncontrollably through space while standing still, as the totality shadow passed over us at some 1,600 mph. Having arrived at our selected 'Eclipse' site (near Kingsbridge), we'd spent a rewarding day seeking out a hilltop position with a long view westward over the coombes and hills. We eventually found one, but - it had not struck us that even on hilltops, Devon roads

tend to be sunk deeply beneath field- or at least hedge- level. Some were so narrow that Winkle was actively brushing leaves and twigs along both sides at once, for considerable distances, yet we always came through unscathed. And being very easily reversed using the excellent VW mirrors, backing up on the astonishingly rare occasions when we met something, proved no problem at all. Had we selected a coach-built job, I firmly believe there is no way we could have enjoyed 'hidden' Devon as we did, nor found our way to such fascinating little creeks, hamlets, nor even through the almost jammed holiday crowds, down to some of the more popular and spectacular, bays. It was a particular pleasure knowing that our vehicle caused no inconvenience to others, yet even four extra inches of extra width, as on a coach-built vehicle, would have scuppered us, time and again.

So, our advice to anyone seeking a change of van is "think narrow, before you think roomy". Like sailing cruisers, motor caravans (land-cruisers, after all) are inevitably a compromise. In our view, it's well worth putting up with modest internal space, in order to be uninhibited about where you can drive. Money aside, one doesn't have to rough it, even at that. The Topaz, for example, certainly provides the two of us with much luxury and comfort, and its neat little shower-room and loo is a usefully discrete facility, even when parked somewhere public. I know one has such features in bigger, wider, altogether more gracious and spacious coach-built vans- but we don't see many of those in some of the places we get to in R. van Winkle.

#### *Jim Andrews*

Having come up "through the ranks" from a bicycle and a tent, via an old Morris J2 van (remember them?), a lifting roof Romany and on to the present Clubman GL I would tend to argue a bit with *Jim*. We take our van through the very minor roads all over the country, including Devon. We did get caught last year in the Lake District with a severe width restriction which caused us to do about a 14 point turn. But we haven't really found major problems with the coachbuilt which frequently "brushes the bushes".

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## Farewell

Sadly, we leave the Club with many happy memories of friends we have made over the years. *Jeff's* sight is failing and he can no longer drive. It has been good while it lasted and we wish the Club and members a very happy future.

*Barbara & Jeff Worley*

We shall be very sorry to see this couple leave us. They have both worked very hard for the Club for many years. I am sure that I speak for everybody when I say that we wish them both all the very best for the future.

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## BATTERIES

On page 13 in January *Richard Little* mentioned his problems. As an engineer/tech whose work involves use of SLA rechargeable batteries I would agree that there could be a problem with the electrics of the base vehicle. What is needed to trace the fault is a 'series current test report' which should be done when the ignition is off. This can be done by an auto-electrician or by *Richard* himself. The editor has my telephone number so if he would like a full explanation I would be happy to explain.

*Ron Burton*

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I was interested to read the letter from *Richard Little*. I, too, was plagued with such a problem, on a previous Motorhome (not an A-S), although this was based on the earlier Peugeot Express van. After owning this (from new) for a couple of years, I was finding regularly that if left about three weeks standing idle, there was insufficient battery power left to turn the engine over - although being a Turbo Diesel, I did think this would probably require more than my earlier petrol version. I had this checked out by my local Peugeot garage, who could find nothing amiss, neither with current being drained whilst standing, nor any problem with charging whilst driving. No problems were experienced with the leisure battery. Having lost confidence and concerned that we may get 'marooned' whilst on sites, I subsequently purchased a heavy duty battery booster/starter/charger. This was regularly used, and always carried in the van, so that at least - on the assumption that we usually hooked up to mains on site - we would always be able to

get going again. This was a useful and indeed essential accessory.

However, we subsequently found an even better piece of equipment - thanks to Eddie Jones of Van Bitz, at Taunton. A 'Battery Mate' was installed, which charged up the vehicle battery via the leisure battery. This worked even if not plugged into mains, and was totally successful. As I was normally able to connect up to mains even when at home, this meant both batteries were kept fully charged. The unit is electronically controlled to ensure no over-charging. I never found out what the original problem was, but this certainly overcame it, and the unit now resides in my new A-S Symbol (just in case....!). I hope this will be of some interest to other members - Van Bitz is well known to many (they were exhibiting at Malvern in July), and can be contacted on 018 2332 1992.

*Keith Taylor*

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### *Chairman's Chat*

Why is it that the deadline for my piece comes along I have a goodly dose of Writers Block? I usually think of many subjects that I can use when out with Poppy but just when I need the inspiration the mind goes blank.



We, the Committee, are preparing for the AGM and have been so for several weeks. The menus, music and the Sunday service have been finalised. What we now need is for you to complete your application forms and send them in! When preparing for this event we never forget that the most important feature is you! Our membership. We can prepare the most fabulous of weekends, but if you don't come along it is all for nothing. This meeting is the time when you can have your say about how your Committee has managed the Club's affairs for the past year. So come along and have a fine weekend.

We have listened to many requests and this year have arranged rallies before and after the AGM weekend. This can help to make a reasonable break and spread the cost over a longer period. Yes, I am repeating myself when I say that this year the weekend is a good deal, with additional meals available if you

require them. The bonus this time is the availability of toilets, some for disabled, at all times. So get those application forms completed and send them in.

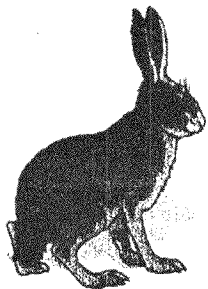
The next Committee meeting is scheduled for late in March. At least this time we shouldn't need to worry about snow, so that only leaves us the fog and rain. I marvel at the commitment of our Committee members who, despite what ever the elements throw at them, arrive smiling for the meeting. Consider some of the distances involved, from Norwich, Havant, Scarborough, Richmond, London, Fareham, Upminster or Alford (Lincs). Between all of us we cover a distance of 3000 miles approximately to meet at Moreton-in-Marsh. *Betty and I* always arrange to arrive on the Thursday afternoon, as do several other Committee members. We need a day in between the journey and meeting to allow for a rest.

Why do we carry out these duties? Because we are like others before us who cared about the members of our Club and the principles that brought us altogether. We in our turn hope and work so that we too can hand over to our successors a vibrant, friendly caring Club.

Having looked at the rally list that *Neil Rogers* has prepared, there is an excellent range of rallies from one end of the country to the other. Thanks to those members who have taken up the challenge and are "having a go". Wonderful! But come on, you slow coaches, let's have a few more. Be adventurous, have a go! You never know, you may get to like running a rally.

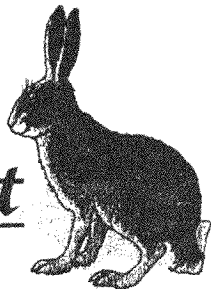
At the end of May *Betty and I* are off to Germany to a celebration of our friends Golden Wedding. After that we intend to drive down to Bavaria to explore some of those old but well preserved villages and towns, which feel as if they had jumped out of fairy stories. We wondered if others might wish to join us to form an informal group, which can meet at chosen places, but also to wander off for a day or so. Unfortunately we can't arrange for a fully organised rally but we can have a loose gathering of friends. If you wish to know more call us.

A stray dog, an obvious cross with a Yorkie and possibly a Dachshund, a lovely little dog just big enough for a motorhome, has adopted our daughter, Christine. It is a dog about two years old. Unfortunately there were a few bitches on heat and so, always full of



# March 2000

## Rally Supplement



*My thanks to Barbara & Jeff Worley for their contributions to rallying in the Club for many years. We all wish them well for the future.*

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

No prizes for noticing the "deliberate" mistake in the guide to new ralliers. No.10, last sentence should read. *Avoid causing embarrassment by arriving BEFORE the start times.*

Please remember that ALL rallies start and finish at 12.noon unless otherwise stated in the rally information.

**Note that the Portavadie Rally in June will now run from the 1<sup>st</sup> -5<sup>th</sup> June.**

**Advance Notice.31.12.00 - 02.01.01 There will be another New Year Rally at HiddenValley C.P.**

**Please DO NOT try to book for this rally until the information appears in this supplement.**

**9<sup>th</sup> -14<sup>th</sup> April The Dutch Bulbfields Rally is fully booked.**

**13<sup>th</sup> -16<sup>th</sup> April (3 nights) National Motorhome & Tourer Show, East of England Showground, Peterborough.**

**Emergency Tel.No.07714 091 349(Marshal's mobile on 8.00-10.00 am & pm). Rally Marshals:Pauline & Neil Rogers,Evelyn & Ben Mansfield,Jean & Ian Sellers & Joan & Ray Young.**

Please use the booking form enclosed in the February Newsletter if possible.If you use forms from the magazines please mark the form *ASOC* and note the

special Club site fees:

Thursday to Monday £25.00, Friday to Monday £23.00, Saturday to Monday £21.00.

**Please note** that ***ALL BOOKING FORMS MUST BE RETURNED, WITH THE SITE FEE, TO THE ORGANISERS, WARNERS, by 17<sup>th</sup> March*** if you wish to rally with the Club. After this date you will be sited with the public.

**THEN** complete a Club rally slip and return it, 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 collect the **Club** rally information pack from the marshals before parking. The rally ends on Sunday but you may stay on the site until 12 noon Monday.

**No arrivals before 2.00p.m. Thursday.**

**27<sup>th</sup>-2<sup>nd</sup> May.(4 nights).Burn Gliding Club,Burn Village,Nr.Selby, North Yorks.**

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

Rally Marshal: Alan Guest.

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

Booking slips to Alan Guest, 27 Chiltern Drive, Ackworth, Pontefract, West Yorks. WF7 7DW. Tel.No. 01977 612 773. (after 6.30pm.) Cheques payable to A.Guest.

**Attractions:** Gliding trial flights/ lessons over weekend (subject to weather).

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

**28<sup>th</sup>-1<sup>st</sup> May.(3 nights).A.C.C.E.O. Millennium National Rally, Lincoln Racecourse.**

The ACCEO Millennium Rally, hosted by the National Mardon Owners Caravan Club, will be held on the Lincoln Racecourse Showground from Friday 28<sup>th</sup> to Monday 1<sup>st</sup> May 2000.

The cost for the weekend is £25.00 and we are promised a variety of attractions including a table top sale, line dancing, tug of war, hog roast, trade stalls and live entertainment on Saturday evening. (For the young of heart-all ASOC members, surely-there will also be a bouncy castle!)

As ASOC secretary, I need to make all bookings on behalf of Club Members and you will be most welcome to join Barbara & myself for the weekend. If you would like to come, please send us the usual ASOC rally booking slip together with your **cheque** for £25.00 (covers 2 adults & 2 children) payable to :

ACCEO/NMOCC to reach us no later than Monday 20<sup>th</sup>.March and a separate cheque for £1.00 rally fee payable to R.E. & B. Whiley.

Please send the rally slip & TWO cheques to:

Mr. & Mrs. R. Whiley, 21 Ellcar Rise, Eaton, Norwich, Norfolk. NR4 6HR  
Tel.No. 01603 452 593. The fee for each additional adult is £3.00 and for an additional child £1.00. (If you require further information about this rally, telephone the NMOCC: Shaun 01606 330837 or Michael 01132 664029).

**Pre A.G.M. Rally**

**2<sup>nd</sup> - 4<sup>th</sup> .May. (2 nights Tues.-Thurs.) Clare Priory, Suffolk.**

Site tel.No. 07775 693 533. Marshal's mobile.

Rally Marshals: Stella & Ian Ross.

Site Fee: £5.00 per night. NO ELECTRICITY. Rally Fee: £2.00. GREEN FIELD.

Booking slips to: Mrs.S.Ross, 33 Grosvenor Gardens, Upminster,  
Essex. RM14 1DL

Tel.No. 01708 228 075. Cheques payable to Mrs.S.Ross.

**Midweek Pre A.G.M. Rally**, only about 40 miles from Banham Zoo, where the A.G.M. commences on Friday 5<sup>th</sup>.May. A quiet green field site in the grounds of Clare Priory, a few minutes easy walk into the village of Clare. You can arrive from 9.00a.m. Tuesday, rally must end Thursday 2.00p.m. Borders on to Clare Castle Country Park. Fish/Chicken & Chips, outside weather permitting, on Wednesday evening. £3.00 per person, state choice and send payment with rally slip.

**The rally is also open to members not going to the A.G.M.**

**Directions:** 10 miles west of Sudbury. A1092 Clare/Haverhill Road. Turn Left ¼ mile from Clare S.P. Priory, Site on left in 300yds. Ignore Brown Signs in centre of Clare -pedestrian access only.

**LIMITED TO 36 VANS**

**Please note that the A.G.M. will be held at Banham Zoo, near Norwich, Norfolk, 5<sup>th</sup> - 7<sup>th</sup> .May.**

**Please return the booking forms, which were in the February Newsletter, by the closing date, 7<sup>th</sup> .April.**

**8<sup>th</sup> - 12<sup>th</sup> .May. (4 nights Monday to Friday). Applewood Caravan & Camping Park, Banham Zoo, Norfolk A.G.M. Follow - on Rally.**

Site Tel.No. 01953 888370.

Rally Marshals: Barbara & Ray Whiley.

Emergencies:07899 853 988 (Marshals'mobile 8.00-10.00 am & pm).

Pitch fee: £ 3.50 per night plus electric hook up £1.50 per night.

Rally Fee: £1.00 per van plus 50p per adult.

Booking slips to: Mr. & Mrs. R Whiley,21 Ellcar Rise, Eaton, Norwich,  
Norfolk. NR4 6HR. Tel.No. 01603 452 593.

Cheques payable to: R.E. & B.Whiley.

Attractions and directions as for A.G.M.

This rally is offered to enable members to enjoy a longer stay in Norfolk.Those taking part will remain on the A.G.M. rally field for the Sunday night and move to the five acre rally field,which has 50 marked pitches on grass with electric hook-ups before 12 noon on the Monday.

Please state the number of nights on rally slip.

Early booking would be appreciated.

### **11<sup>th</sup>-14<sup>th</sup>.May (3 nights).Ripon,North Yorks.**

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

Rally Marshals: Marion & Jim Henwood.

Site Fee:£3.50 per night. Electricity:£1.50 per night,*limited* numbers,( first come first served). Rally Fee:£4.00.Includes £2.00 per van for the use of barn for Friday & Saturday nights.

Booking slips to : J.Henwood, 1 Fairfield Ave., Linthorpe, Middlesbrough.  
TS5 5HB.

Tel.No. 01642 805 237. Cheques payable to J.Henwood.

**This is a GREEN FIELD site you are NOT ALLOWED to use the Caravan Site Facilities.**

**Attractions:**Ripon,Fountains Abbey etc.

**Friday.**Weather permitting,a walk will be organised and a pool supper in the evening.

**Saturday.**Proposed coach trip to Lightwater Valley (Factory Outlet shops) £2.00 per person.Price could vary depending on number of persons going.Money with slip please,if interested.

**Saturday Evening.** Fish & chips in barn.Please indicate on slip if required.

**Directions:**Take the B6265 from Ripon to Pateley Bridge.Site in 1 mile on right.

### **11<sup>th</sup>-15<sup>th</sup>. May (4 nights). Little Cotton Farm C.P.,Dartmouth,Devon.**

Site tel.No. 01803 833 675. Additional nights must be arranged with the Site Owner,Paul White.

Rally Marshals: Pam & Terry Holtom.

Site Fee:£5.50 per night.

Electricity:£1.80 per night.

Rally Fee:£2.00 couples, £1.00 singles.

Booking slips and cheques payable to T.Holtom,8 Courtland Road,Torquay, Devon. TQ2 6JR. Tel.No. 01803 612 669.

**Attractions:** Dartmouth -a naval port and harbour.Boat trips up the River Dart to see the old market town of Totnes(market day Fridays).Steam railway trips to Paignton.Many National Trust & English Heritage properties in the area. Proposed Saturday evening meal in nearby licensed Football Club premises.This site is adjacent to the "Park & Ride" into Dartmouth.

Dogs welcome but **MUST BE KEPT ON LEAD AT ALL TIMES.**

S.A.E. for confirmation and travel instructions.

**19<sup>th</sup>.-21<sup>st</sup>.May. Motorcaravan Jamboree,Detling.Details next month.**

**18<sup>th</sup>.-21<sup>st</sup>. May.( 4 nights).Penybont T & C.P.,Bala,Gwynd,Wales.**

Site Tel.No.01678 520 549.

Rally Marshals:Helen & John Greenwood.Tel.No. 0701 0702 919 (Mobile).

Site Fee:£8.95 including electricity per night. Rally fee:£1.00 per person.

Booking forms & cheques to: John Greenwood,5 Ellesmere Road, Mynydd Isa, Mold,Flints. CH7 6UJ. Tel./Fax. 01352 754 794.

E-mail [jdvw@jdvw.freemove.co.uk](mailto:jdvw@jdvw.freemove.co.uk)

The site has hardstanding ,camp office & shop,heated toilet block.Very close to the town and Bala lake.A site that we have used before now upgraded to 4\* status.Full site facilities.

**Directions:**From A5 take the A494T to Bala.,On entering Bala from N.E. follow B4391 and site is on right round sharp bend.

**26<sup>th</sup>.- 30<sup>th</sup>.May. (4 nights). Lower Greenhill Farm, Salterforth, Barnoldswick,West Yorks.**

Site Tel. No. 01282 813 067 **Emergencies only.**

Rally Marshals: Ivy & Ken Farley.

Site Fee: £3.00 per night. **No Electricity.**Rally Fee:£1.50 couples. £1.00 singles.

This is a **GREEN FIELD** site;---**No toilets**

Booking slips to: K.D. Farley, 45 Kelsall Ave.,Blackburn,Lancs.BB1 5RV.

Cheques payable to I.M.Farley. Tel.No. 01254 721 459.

**Attractions:**Skipton & Blackburn markets on Saturday,Skipton Castle.

**Directions:**From A59 Skipton/Clitheroe turn South on B6251 through Barnoldswick to B6383.Site 0.5 miles South of Salterforth on right.

**26<sup>th</sup>-30<sup>th</sup>. May. ( 4 nights). Caravan Club National Rally,Cornbury Park,Oxon.**

*Details of this rally have already been published in the Newsletter. Bookings had to be made through Ray Whiley. It is too late to book now.*

**Will Rally Marshals please send me the information for their rallies for insertion in the Newsletter as soon as possible please. This will enable me to give their rally plenty of publicity.**

If you are thinking of running a rally please contact me or the area assistant. 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 assistant, for further information and 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@nasuwt.net](mailto:ncr@nasuwt.net) Please note the new E-mail address***

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

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: .....

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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!**

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

ambition, off went little Wukie. To curb these wanderings it was decided to castrate the little man, for his own safety. Deep in rural Normandy Christine's worry was that he would be shot, hence the operation. The details we explained to Emily, five and half years old, and after a few questions she was content. Come the evening meal we reminded everyone not to feed Wukie because of the op. Laurie, ten, was out playing when all explanations were made and so came the inevitable question 'why?' Emily drew herself up and fixed Laurie with a withering look as she spoke. "Laurie! I have already explained all of this operation to you! He is going to have his little b\*\*\*\* cut off! Please remember that!" We all tried not to laugh out loud at Emily's descriptive outburst, but not very well.

Don't forget those application forms, please. Keep smiling.

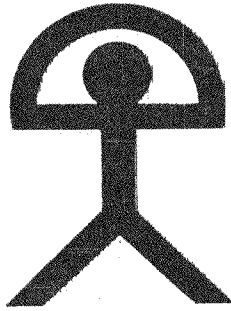
*Andrew Entwistle*

====oooOOOooo====  
THE SKIPPING MAN

For the benefit of *Jan & Mike Senior*, who referred to this in January, the figure may have been Indalo Man. This is specific to the province of Almeria, Spain where they can be seen in all sizes, one 50 feet high on a reservoir banking. An information note says: In the Cueva de los Letros was found a little man shaped figure holding a bow between its hands. It is believed to come from Neolithic times. In Mojacar there was a custom of painting the "Indalo" on house walls. It was considered a totem which defended people from thunderstorms as well as the 'Mal de Ojo' and other evils. It was believed to be a 'Genius' (presumably a Genie! - Ed.) that had the power of getting hold of the rainbow between its hands. It is worth noting that prehistoric cultures brought their own symbols and beliefs, Mojacar being the oldest and most traditional one, and it is natural that people in this place would keep it as a representative symbol.

Iberian people called the lord "Indal" which comes from the Iberian root "Inda" meaning powerful. Its leaders were also called "Indi-ibill", "Indi-ortes" etc., The totem has become the symbol of the Almeria people. It assures youth everlasting and is said to be powerful to its owners when it is made from gold from Rodaouilar, Almeria. The totem is shown overleaf.

*Brenda & Ron Mitchell*



Another, similar, comment was received from *Sheila & John Read* who suggested I might have 'boobed' with my interpretation in January. But both are "matchstick men" and both appear on members' vans!

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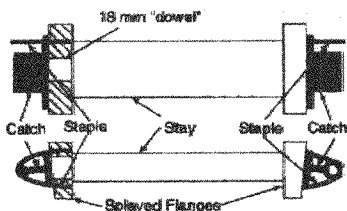
## Door Stay for Coachbuilt

After we collected our 'previously enjoyed' 1995 Excelsior, we discovered that the little black nylon door stay was nowhere to be found. The helpful man in the A-S shop at the Club and Company rally told me that the bought-in price of these is now so high that he no longer stocks them. So I made our own stay, which has been much admired at rallies.

Basically you need an extra pair of the standard black door-hold catches. AS changed their supplier, so that the current version of the catch is smaller than the one that was originally fitted to our 1995 model. So I bought two pairs at the rally. (If you have to change the ones fitted on your van, do remember to put sealer round the screws to prevent water ingress.) The stay is a 350 mm length of ash about 40 mm x 20 mm. This length gives adequate clearance for the fridge vent, yet holds the door snugly to the side of the van. I formed an 18 mm diameter spigot at each end, which is in effect a round tenon.

A splayed flange 60 mm x 40 mm x 20 mm thick, with an 18 mm hole, was fitted at each end, to give a vertical grain for holding the small screws that fix the catches. The faces of these flanges are angled so that they mate comfortably with the catches on the body of the van. Two horseshoe-shaped 'staples' were fitted above the

two catches, to stop the whole thing dropping through. These are simply lengths of black-insulated cable from some 2.5 mm twin and earth, which are poked into drilled holes in the two flanges.



**Door Stay for Coachbuilt**

The stay lives under our sink unit, and works a treat.

*Michael Wood*

-----ooo000ooo-----

## A Puzzle

We have had various adventures with our Peugeot Pollensa and have slowly become accustomed to its idiosyncrasies (or alternatively the penny has just dropped about the way things work.) For instance do not drive with the silver screen of the Heki roof light closed - it will be dislodged from its track and possibly creased. On a recent journey we ran into very heavy rain and in time heard a low volume alarm sound which appeared to come from the fuse box area. On stopping and turning the ignition off the sound stopped. Restarting and travelling a modest distance restarted the 'alarm' which became louder. Investigation led to the folding step alarm so the contacts were dried and the alarm ceased to sound. Regrettably, after a few miles, this peace was disturbed by the resumption of the alarm sound. The weather was too wet to make closer investigation possible but shielding of the alarm switch in a plastic bag appeared to produce a solution - for a while - but even then the buzzer started to sound again, although with diminishing frequency and this coincided with the end of the rain. I am satisfied that the problem arose from the door-step alarm but I cannot work out why. If the alarm is activated when the switch is open (i.e. the step is down) and the ignition is switched on what could make the switch function as open when it was indeed closed? The design of the assembly is such that the alarm switch is

substantially protected from rain by the step itself. We have driven through heavier rain before with no effect and I was satisfied that the step was correctly folded. Any suggestion on why this should happen and whether I need to take precautions of any sort would be welcome.

*Ted Bailey*

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## **Boxer Talisman 1998**

Model 320M Chassis, petrol engine. Last year you kindly published our appeal for advice/assistance in order to try and resolve the problem of our creaking van! The noise which is very loud both when the van is stationary and on the move only seems to disappear under wet or damp conditions! Over the past year we have tried numerous ploys to tackle the problem including :-

1. April, making the long trip to by appointment to Willersey for A-S to fit rubber wedges at key points on the chassis. Unfortunately it was pouring with rain on the day of the work and I wasn't able to try it out under dry conditions until I arrived home. I discovered the work undertaken had made no difference at all to the noise.

2. During a dry May the noise was so loud that rear passengers were unable to hold a conversation! I therefore returned again all the way to Worcestershire and on a dry day Neil Hunt, the Chief Workshop Engineer, carried out yet another inspection. This time A-S were quite sure the noise was coming from the rear suspension of the vehicle. They could only manage to reduce the noise by spraying oil into the suspension but in their opinion this would only last for a few days until the oil dried up. This I found to be perfectly correct. A-S thought the fault was the responsibility of Peugeot and as I had raised the problem during the period of the warranty I had the right to seek their assistance to resolve this problem which I did.

3. In June, on the advice of Peugeot, my local garage removed the inserted shims from the double leaf springs as this they advised would stop the noise. It made not a scrap of difference!

4. At the rally at Malvern in July I sought the advice of the Air-ride representative who was very confident that a set of Air-rides would solve our problem. So for an investment of £400.00 we had

a set fitted at the rally. By the time we arrived home on a hot dry day we realised that once again it was going to make no difference.

5. At the end of the year Peugeot have no more ideas and are not prepared to help. Our local agent is saying why not have a new set of double leaf springs fitted or maybe two single leaf springs or maybe you could even try a spring conversion kit! This will all be at your expense of course and we can't guarantee that any of them will get rid of your creaking noise. The only other advice we have received is to pack the springs with grease and to seal it in with waterproof tape which seems to us rather not quite the right thing to do to a 2 year old van which has only done 13,000 noisy miles.

HELP! HELP!! HELP!!! Is there anyone out there who can offer a solution which will enable us to enjoy our motorcaravan in peace and quiet!

*David and Jackie Hines*

-----oooOoo-----

## Lead Free etc.

*Babs & Mike Surridge* can be reassured regarding their petrol dilemma. We have a 'G' reg (1989-90) Legend which used to run on 4 star leaded petrol. Since July 1999 it has been running on lead free. How come? We used a Broquet! Let me explain.

We have that most rare of assets, a super garage man who keeps our 3 vehicles in perfect order at a reasonable price. He introduced us to the Broquet. This is a small metal tube about 5" long which is inserted in the fuel line to the carburettor (or dropped into the fuel tank) and contains a catalyst in pellet form. When introduced into the fuel supply of petrol or diesel engines it reacts to improve the efficiency of the combustion process. It works for some 250,000 miles (400,000 kms). It not only helps the combustion but removes and inhibits the build up of carbon deposits, waxes and gums that usually form. This results in fuel savings, reduced exhaust emissions and the use of unleaded petrol in any petrol engine. It was invented in 1941 to allow aircraft to use poor Russian petrol. It has been officially tested by many authorities.

I am known in my family to be a cynic. I never believe anything unless I've seen it, taken it apart, tried it and asked lots of awkward questions - but this thing works. The Legend mileage is now 53,289. Consumption has improved but will be more

accurately assessed since the van will be in greater use in the spring as I'm over my heart by-pass operation. The cost of the Broquet, from my garage anyway, is about £80.00 including VAT and labour. I reckon it will be easily recouped on petrol saving. Broquet can be contacted at 7 Regent Place, Rugby, CV21 2PJ or by phone on 017 8854 0068. If any member wants more information please contact me on 019 2640 1609.

*Colin Plum*

This keeps popping up in various way. Some people appear to be very much in favour of the gadget, as *Colin* is, but others have been against it because it has been said that the lack of lead affects the valves more than anything else. You make your own mind up, doan cher?

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## **Obituary**

We have just learned of the unexpected death of *Gordon Hill* who had a heart attack in May 1999. Our condolences and sympathies are offered to his widow, *Pauline*, and family. *Pauline* intends to continue membership of our Club.

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## **EXCHANGE**

We would like to swap our 'N' reg (1996) Amethyst (Excelsior layout) automatic for a Duetto automatic. Cash adjustment either way. Tel: Liz & Barry Powles on 012 0983 1467 or write to The Willows, Drym, Praze-an-Beeble, Camborne, Cornwall, TR14 0NU.

Thanks for the donation.

====000000000====

## **Wanted**

A 14" wheeltrim for a 1992 Trooper. Will purchase second-hand or would appreciate the name and address of a supplier. Please contact Hazel Kitching on 012 2638 4653 or write to 12 Eden Close, Barugh Green, Barnsley, Yorkshire, S75 1RA.

====000000000====



## FOR SALE

Renault Rimini, 1991. One previous owner. 50,000 miles. MOT Feb. 2001. FSH. Mains electric, three-way fridge, stainless steel sink and hob with grill. Original A-S crockery and handbook. Sleeps two, singles or double bed and two additional rollaway bunks. £8,750.00 ono. Tel: Andrew Lewis on 020 8788 9940 or write to

21 Court Royal, Carlton Drive, Putney, London, SW15 2BJ.

Thanks for the donation.

#####

Ford Duetto, 2.5 TD automatic (not LE). First reg 17.12.99. Delivery mileage only. All usual A-S refinements. Save £1,500.00 from on-the-road price. £26,000.00 ono. Tel: Michael Homer on 015 6274 5344 or write to 152 St Johns Avenue, Kidderminster, Worcestershire, DY11 6AJ.

Thanks for the donation.

#####

Peugeot Boxer Harmony, 'R' reg, 2 litre petrol. 10,000 miles. 2 berth, shower/toilet compartment, Van Bitz alarm. Full service history. Non-smokers. £19,500.00. Phone Ron Sexton on 017 0845 5212 or write to 36 Plumpton Avenue, Hornchurch, Essex, RM12 6BE.

Thanks for the donation.

#####

Ford Amethyst, 'P' reg, April 1997. 2.5TD. 10,100 miles. Heated front seats, lumbar supports. 2 berth with overcab cupboard. Beds included for 4 berth. Strikeback alarm fitted June 1999. Fiamma awning, cycle rack, Status aerial. Non-smokers, no pets, no children. £29,500.00 ono. Telephone Beryl or Don Walker on 024 7667 2110 or write to 25 Pangfield Park, Coventry, West Midlands, CV5 9NN.

Thanks for the donation.

#####

VW Clubman 2.5 turbo diesel, August 1998. 3,000 miles. Power steering, Van Bitz alarm, Silver Screens. Showroom condition. £28,000.00. Tel: Brian Gee on 018 8957 7813 or write to 45 Cherrytree Road, Brereton, Rugely, Staffs., WS15 1AY.



#####

Silver Screens, internal, bagged. For Talbot Express 1994. £30.00. 2 chrome table legs, 1 x 23", 1 x 20" plus tripod. £20.00. Full set of A-S crockery, unused from new, cream/pink crocus pattern. £15.00. Ladder guard. £5.00. Spare bulb boxed set for Talbot Express. £5.00. Tel: Sheila & John Read on 012 7188 3064 or write to 3 Dan-y-Craig, Sunnyside, Combe Martin, Ilfracombe, Devon, EX34 0JL.

Thanks for the donation.

#####

Clubman GL, 2.4 diesel. Long nose Caravel front. Jan 1999. Totally unmarked, non-smoking fastidious owner. Available end of March. £23,000.00. Please write to Tony Marwick at 38 Bexhill Road, St Leonards on Sea, East Sussex, TN38 0YX.

#####

VW Trooper, 1998. Low profile elevating roof, 6' 6" high when closed. Super 2.5 litre petrol. 11,000 miles. PAS, cooker/grill, 3 way fridge, mains input, swivelling cab passenger seat, cab seat arm rests, inertia reel lap and diagonal seat belts, chemical toilet, blown air heating, tow bar, extra 240v points. Garaged, one owner, non-smokers, no pets, loose upholstery covers and carpet. Excellent condition throughout. £19,350.00. Telephone John Onslow on 017 0732 8771, write to 28 Handside Lane, Welwyn Garden City, Hertfordshire, AL8 6SF or e-mail john.onslow@which.net.

Thanks for the donation.

#####



Two Dahon folding bicycles in carrying cases, 1 blue, 1 red. As good as new. £170.00 each or £300.00 for the two. Phone Bryan Seed on 015 3944 3975 or write to 21 Windermere Park, Windermere, Cumbria, LA23 2NB.

Thanks for the donation.

#####

Peugeot Boxer Executive, 2.5 diesel, manual. 2 berth. August 1997, 'R' reg. 1 non-smoking owner, no pets. FSH. 14,000 miles. Many extras including Silver Screens and extra leisure battery fitted in parallel. Ramps and clamps for wheelchair also available if required. Superb condition. Serviced mid-February. Taxed and ready for the new season. Poor health causes reluctant sale. £24,750.00 ono. Tel Pat & Tom Calvert on 017 3370 5512 or write to 29 Vicarage Way, Yaxley, Peterborough, PE7 3YY.

Thanks for the donation.

#####

Talisman II, 'E' reg. Usual A-S features including shower and cassette toilet. Two owners, unused by second owner due to bereavement. Full service history, excellent condition, 52,000 miles. £11,000.00. Tel Margaret Ashfield on 018 6537 5196 or write to 20 Chorefields, Kidlington, Oxon., OX5 1SX

Thanks for the donation.

#####

VW Clubman 1994 'L' reg. 2.4 diesel fitted TB Turbo intercooler. 16,000 miles. One non-smoking owner, Omnistor 5000 awning, rear mounted spare wheel, free-standing table and other improvements. 12 months MOT and tax. £20,000.00. No offers. Tel: Dennis Healey on 013 8679 2794 or write to Little Hill, 19 Pepper Street, Inkberrow, Worcester, WR7 4EJ.

Thanks for the donation.

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

Your Editor  
Harry Henthorne  
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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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