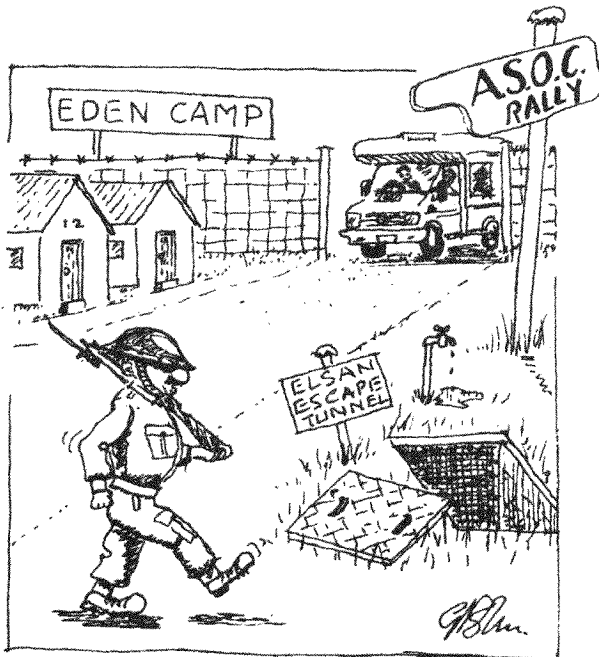




AUTO-SLEEPER
OWNERS' CLUB

Newsletter



No. 145

October 2000

Escaping from sites

HOW DO WE CHOOSE SITES we want to visit? Probably by picking the area we want to go to and finding a likely base in a site directory. Sometimes friends might recommend one. Whichever method we use (and I can't be the only member who's used a pin on occasion), once we've arrived at our base, most of us like to get out and about to shop or explore the surrounding area. That isn't always easy, especially if there are reasons for not moving the van after we've set up. It would certainly be helpful if sites included information about how near bus stops and rail-way stations are. Unfortunately those details aren't often included and it's possible to be marooned or to have to up anchor because public transport isn't available, or is too far away to be practical to take us shopping or sight-seeing.

Several members have mentioned to me how helpful they find it when rally details say there's a handy bus stop or that the nearest town is within walking distance. Most marshals are very good at getting such information, but I suspect published guides will take a long time to come round to printing something similar. While some of the club guides make a stab at it, larger commercial sites often seem to operate on the basis that 'once they're in, we don't want them to go out' and won't supply the commercial guides with public transport details.

We can help each other, through *ASOC Newsletter*, by sharing any information we get. If you write in about your travels, please mention local transport arrangements at sites where you stayed.



E-MAIL MESSAGES with attachments are causing me no end of bother when they arrive on the editorial pc. Some are fine, but others are virtually (sic) impossible to disentangle from their associated codes and symbols. If you do use e-mail (and I am very happy to receive copy that way), please send your message plain and not as an attachment.

Ian Day

Chairman's Chat



Necessary rules

ALL CLUBS HAVE RULES which members must obey, and ASOC is no exception. Some rules are imposed on us. Our 'Exemption Certificate', granted by the DETR (Department for the Environment, Transport and the Regions), permits us to hold rallies on unlicensed sites, without planning permission, for up to five days.

This means that no rallier may be on site for more than 120 hours. A breach of this rule could cost us our Certificate

Some rules we make ourselves. These form the Club's Constitution, which needs to be reviewed regularly. The Constitution requires a quorum of 120 members at any General Meeting. This means that if only 119 members are present, the Annual General Meeting cannot take place. Unfortunately, the Constitution gives no guidance on how to proceed if this happens, and your Committee will consider this problem later in the year.

Some rules are agreed by the Committee without being written into the Constitution. These are flexible and describe the roles and responsibilities of Committee members, their day-to-day tasks, and how meetings are conducted. Copies of these will be sent willingly to the many 'out there' who would like to consider standing for election at next April's AGM.

Ray Whiley

Squashed Insect Syndrome

WHILST MOTORHOMING in the Australian Outback I drove through a cloud of huge insects, which sounded like machine-gun fire as they hit the vehicle before baking themselves on to the bonnet. A retailer recommended using bicarbonate of soda mixed into a paste with water, which I found to be perfect. It works just as well at home, far better than a commercial product I had been using.

Ian Ross

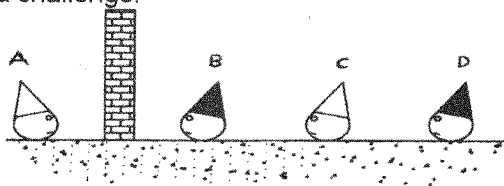
When I've got rid of the indigestion, I'll use the rest of the big jar of bicarb in the medicine cupboard to give the pesky varmints a pasting - Ed.

From the Factory

A warm 'hello' from Ian Capes

HI EVERYONE. Firstly, may I thank both Charles Trevelyan and Ray Whiley for the kind words in last month's *ASOC Newsletter*. It was also kind of Charles not to mention my age - I can keep that one up my sleeve. I am genuinely looking forward to meeting the Committee on 30 September, and thank them for the invitation. I have many questions and ideas for Auto-Sleeper customers, but I won't bore you with them now. As Charles mentioned, I can see a great value in the organisation and hope that together we can build and strengthen our relationship. After all, you are our users and as such are the most important aspect of the business.

Finally, a challenge:



A is looking at the wall
C can only see B

B is looking at the wall
D can only see C + B

They are all buried up to their necks and about to be executed. They have been given one chance of reprieve, but have only one chance to answer. He has told them there are four people, where they are situated, that two of them have white hats and two have black hats. If anyone can shout out the colour of hat he is wearing, they will all be saved. Get it wrong and they will be executed immediately. Who calls out and why?

Answers on a postcard, please, to Charles Trevelyan at Auto-Sleepers Ltd. The winner will be draw from the correct responses received by the end of October and the winner will receive two Auto-Sleeper polo shirts. - indicate the sizes required on your postcard. Thank you for participating, and good luck.

Ian Capes, CEO

Philip Daley

ON 11 AUGUST the Club lost one of its Founder Vice-Presidents. Philip had suffered a brain haemorrhage on 26 July whilst with a group of Club friends visiting the well dressings near Chesterfield. He will be sorely missed by his wife, Rita, and his daughter, Carol Bowler, to whom our sincere condolences are offered.

Many members will no doubt be wondering who he was because he was a rather private man who was willing to help in any way he could but did not like the limelight. Philip, together with Rita, was part of the original *ad hoc* committee who got the Club going in 1988. In his own words in the very first edition of *ASOC Newsletter*, 'Rita actually volunteered to be acting Secretary because she had been a full-time secretary and also liked using word-processing and filing programmes on our micro-computer. As for me, I didn't see it coming in time to say "no", so landed the job I am now trying to do.' That was as the very first Editor, who set the tone for those who follow.

But not only was he the Editor. He and Rita set the Newsletter up, photocopied it in the early days and later printed it in their own home. They then did all the rest: collating, folding, enveloping (with the help of local Club members), labelling and posting it to arrive at members' doors normally on the first day of each month. Together they also provided a printing service for whatever was needed in the Club. If all that wasn't enough, Philip also helped set up a number of the Club events which are still running, and did anything else required.

Philip had joined the Royal Navy during the War as an ordinary seaman, then served in Special Forces, training with the human torpedoes in their early days. Still with Special Forces, he was sent to the Far East, where he joined the submarine 'Tradewind' as Navigating Officer. After the War he worked for Shell Chemicals, where he met the new typist. He married Rita in 1949.

Both of them were deeply involved in the Birmingham Motor-Cycle Club, where he became President, and later they had a motor cruiser on the UK canals. After several trips to the Continent by car they bought their first

motorhome in 1984. At home, Philip kept up-to-date with technology, especially his pc. He appreciated good wine and good food, and

enjoyed his garden with its pond. He had been studying maps of Spain in preparation for a holiday in September.

The Club will not seem the same without him.

Harry Henthorne

IT IS ALWAYS deeply sad to learn of the passing of a good friend, but from the Club's point of view, devastating to learn of the passing of a founder member. I first met Phil, and Rita of course, shortly after John Cox had proposed that we form the Auto-Sleeper Owners' Club. Our first meeting, almost 12 years ago, was on an autumnal afternoon in a particularly cold waiting room at our previous factory. Of course I had no ideas whom I was meeting, nor indeed knew much about them. Shortly after John, Phil and Rita arrived with Frank and Dilys Stinchcombe and the Club was founded.

From our first meeting I realised what a delightful person Phil was. He had a wry sense of humour that often defused awkward situations, and one who could never do enough to help. He was one of life's most genuine souls, never one to thrust himself forward, but always in the background with sound advice and good counsel. So often after lengthy and rather muddled discussions, Phil extracted the salient points and through his wisdom gave us a clear sense of direction. He was a person one immediately liked, and one with whom there was never a harsh word. Few people in life honestly say that nothing is too much trouble, but Phil was one - unique in the rushed world in which we live.

He was surprising generous with his help, since there can be (with Rita) few others who would volunteer to have a printing press in their house on which to produce early issues of *ASOC Newsletter*. I remember once visiting them at home where I was met with that delightful smell of fine engine lubricating oil.

Phil leaves a gap quite impossible to fill, and his passing is a great loss to us all. I will miss him enormously. To Rita and Carol we all send our very deepest condolences.

Charles Trevelyan, President

Tyres double-whammy

AUGUST'S ITEM covering Eric Jones' 'Tired tyres trouble' struck more than a chord with us.

On 31 July this year we were moving east along M4 after a pleasant stay at Chasewater Park near Truro (a lovely quiet site with very good rates for over 55s) when, a couple of junctions before Swindon, there was a terrific bang under the Legend. The off-side rear tyre had blown out. Fortunately we usually cruise at 55-60 mph and stay in the near-side lane. Margaret was driving and did a great job controlling the van and pulling it on to the hard shoulder. Inspection showed that the tread had come away from half the tyre, pulled off the mudflap but hadn't damaged the fibreglass mudguard.

Because we had Carefree Multi-trip insurance taken out before 'going south' for the winter, we were able to phone Europ Assistance for help. It took what was for us an unhappy two hours beside a very busy M4 for the mechanic to reach us, but the wheel was soon changed (although he wasn't too happy when he saw the spare was located right underneath the floor) and we were on our way again by four pm.

Heading north on M1 south of Leicester the whole van began vibrating and the impossible happened - the other rear tyre blew out. We think you stand more chance of winning the Lottery than having two blowouts on the same day.

This time Europ Assistance took two-and-a-quarter hours to reach us, and it was 11.15 pm before the van was winched aboard the transporter (we had, of course, no spare wheel) and we were taken to ATS Tyres in Leicester where a tyre fitter opened the depot for us. We had to pay a call-out fee of £55 plus VAT (of which Europ Assistance have since refunded £50), but we were past caring by then. The tyre fitter said he had never seen a tyre remain inflated after the whole of its tread had separated. The tyres were Korean 8-ply Hankooks. Two weeks before the blowouts, the van had passed its MoT.

We normally run our rear tyres at 55 psi and the fitter inflated the replacements to that pressure, although the manager of ATS in Chesterfield couldn't tell me, when I asked him a week later, what the correct pressure for the Legend should be. However the tyres seemed a bit

soft so we are now running with them at 60 psi, which gives a slightly harder ride.

This was our first major problem in over ten years. If the next one is another ten years away, perhaps it will be someone else's to deal with.

Arthur and Margaret Fairburn

Ask the makers of the new tyres what the right tyre pressures are for your vehicle. It's very chancy to go by 'feel' - Ed.

More Contrans tribulation

I, TOO, HAVE been having tyre troubles. Returning home through the Scottish Borders, the rear driver's side tyre on my Boxer Executive exploded, leaving a large hole in the tread surface. At least I knew where the cranked handle was to release the spare - except that it wouldn't release. The man from the AA tried, too, with no success. The mechanic from the local garage tried, eventually having to undo the four bolts holding the carrier to the chassis. Did you know that the carrier bracket is a Ford part?

Imagine my amazement when I opened my September ASOC *Newsletter* when I got home to read the letter from Eric Jones. My tyres are also Continental Contrans (195/70 R 15C Radials) which have done 13,500 miles. I have been in touch with Continental Tyres who have agreed to inspect the damaged tyre. They have also suggested that I have the other tyres checked by a tyre specialist and get a written report on their condition. Perhaps other members with these tyres should check carefully for any sign of damage and, if in doubt, obtain expert advice, as a blow-out on the move is alarming, if not dangerous.

Geoff Bowen

Annual charity nominations

IF YOU would like a charity to be considered for the Club's annual effort, please send details to Baz Wellard at 18 Greenwood Close, Fareham, Hants PO16 7UF to reach him by 31 October. The Club likes to choose lesser-known national charities supporting causes directly affecting Club members or their close family.

What a life

IF IT'S TRUE that laughter is the best medicine, everyone who attended the Peacock Inn, Cutthorpe, rally is now as fit as a fiddle.

It all started formally enough with marshal Ted Hancock welcoming us on the first evening. We were all delighted to see Ray Young obviously on his way to full recovery, although still very sore, after his serious illness. Jan Hicklin had made and decorated the magnificent birthday cake presented, with much singing of 'Happy birthday to you' and 'Twenty-one today', to Sylvia Smith with a card and large badge proclaiming 'I'm still not sixty!'

After a Friday exploring the delights of Chesterfield, when everyone was gathered for a communal meal on a beautiful evening, who should arrive carrying his big Red Book but Michael Aspel (in the shape of Ted Hancock) to announce, 'This is Your Life - Cedric Jones.'

Cedric, of course, was speechless - well, almost. We were told of his early life in Liverpool and introduced to his very first teacher, Miss Blossom Tyme (Barbara Kaye). When he was twelve and moved up from the infants, he came under the influence of headmaster Ben Dover (Ray Whiley) who produced the very cane he had occasion to use frequently on the young Jones' posterior. Cedric was apparently very good at sport. We met swimming instructor Duncan Goodnews (Neil Rogers) who explained that he had tried to teach Cedric to swim under water, but unfortunately he always came up. About that time Cedric had his first romantic liaison when he used to meet Alice Slack (Irene Boydell) behind the bike sheds. Although Cedric claimed he was only patching her tubes, Alice told a different story.

Leaving school at 21 with an 'O' level in Embroidery, Cedric had several jobs and formed a close friendship with Pete, who later emigrated to Australia where he became famous as Crocodile Dunrong. He sent an e-mail of greeting and good wishes. Having failed at most other occupations, Cedric joined the constabulary. As the crime rate escalated, he got involved, in the cause and course of duty, with WPC Anne Cuffs (Jean Sellers), who reminded us of the goings-on in the cells on night shift.

Cedric maintained that as a result of his treatment at the hands of Blossom Tyme and, particularly, Ben Dover, he became introverted and

found it difficult to make friends. However he was overcome with emotion when, as he closed the Red Book, Michael brought forward, adorned with bush-hat complete with corks, none other than that old mate, that sport from Oz - Pete Crocodile Dunrong (Vic Hicklin). Many wet hankies and a sitting ovation, all round.

Two well-supported walks on Saturday morning gave marshals Jan and Vic Hicklin and Pam and Ted Hancock peace and quiet to gather their thoughts for that night's dinner in the Peacock. The boules competition afterwards was completed in darkness assisted by torches and (occasionally correct) shouted directions.

With Sunday morning's coffee came thanks to the marshals - and a letter from Cedric's solicitors.

Brian Smith

WE WOULD like to praise the first-time marshals of the Peacock Inn rally. We had a marvellous time, glorious weather and a wonderful meal on Saturday. Bus timetables were an added bonus, with the bus stop on the doorstep. Thanks to Jan and Vic, Pam and Ted for a wonderful time.

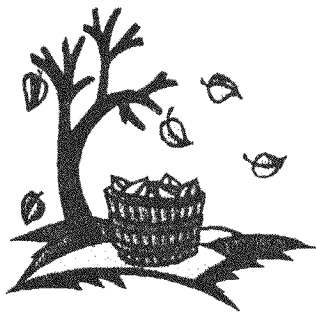
Jean and Jack Sudron

Ode to a balloon flight

We flew through the air with the greatest of ease,
But in a balloon, not on a trapeze.
Up in the air we rose, really sublime,
We reached two thousand feet in double quick time.
The trains and the cars looked really like toys,
The sound of the burners the only noise.
The views over York were really so good,
We were moving so slowly, you'd think we were stood.
Then, all too quickly, we came down to earth
And all had to help put it back in its berth.
We then had champagne to finish the day -
Fantastic and fabulous - what more can we say?

Derek and Connie Hemsworth

*A raffle at Club and Comp'nie had as prize
Balloon trips for members to float 'cross the skies - Ed.*



October 2000

Rally Supplement

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

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

Please remember to complete both sides of the Rally Slip before sending to the appropriate rally marshal with the rally fee & site fee, if applicable.

Rally slips are required to be sent to the rally marshals at ALL rallies & Shows with the exception of the A.G.M. & Club & Co.

I am looking for volunteer marshals for a new Motorcaravan Show to be held at the Harrogate Show Ground on 4th.- 6th.May 2001.

This show will be organised by Stone Leisure.

If you are interested then please contact me for further information.

Water Taps.Please DO NOT use drinking water taps for rinsing toilets.

NEW RALLY 3rd.-7th.November.(4 Nights) Burnham on Sea Holiday Village.For the Somerset Carnival 2000.
Details later in supplement.

NEW RALLY. 6th.-8th. 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:£5.00 per night inclusive,electric hook-up. Rally Fee:£2.00.

Booking/Rally 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 Turkey/Vegetarian includes Sweet.-£5.95

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

10th-13th.October.(3 nights) Park Cliffe,Nr.Windermere, Cumbria.

Site Tel.No. 015395 31344(Emergency only). E-mail: parkcliffe@btinternet.com
Rally Marshals:Jill & James Bertlin.

Site Fee:£8.00 per night. Electricity:£3.00 per night. Rally Fee:£2.00 per van.
Booking/Rally slips to Mr. & Mrs. J. Bertlin,"The Rockeries",LINDALE, Cumbria,LA11 6LQ.

Tel.No. 015395 34500. Cheques payable to: Mrs. J.E.Bertlin.

Jill & James invite you to a new venue this year,**limited to 25 vans**,for a 3 day mid week rally for the "retired" led by the retired!(Workers of course welcome!) This site overlooking Lake Windemere, is situated in 25 secluded acres of fell land and has been thoughtfully designed to blend in with the country and appeal to the visitor who has travelled to enjoy the tranquillity and breathtaking beauty of the Lake District.

There is a fully equipped launderette,heated ladies & gents shower/toilet blocks,small licensed restaurant and bar with take-away service and well stocked licensed mini-market.Hopefully hard standings for all.

Attractions:The Lake District National Park. Activities: walking,Golf & Sightseeing.A gathering including a 3 course Dinner(Menu with choice) has been arranged in "Squirrels" for the Thursday evening,7.30 p.m.@£10.00 per person(gratuities incl).

On Tues & Weds evening a 2 course meal will be available @£7.00pp.

Directions:Leave the M6 at junct. 36, follow A590 to Newby Bridge, then turn **right** at roundabout onto A592.After 3.3 miles,turn **right**, site signposted. 1/3mile on right.

Warning Approach from Bowness-on-Windemere is not recommended as the turn left to Park Cliffe is difficult to negotiate off busy main road.

Extra nights must be arranged with Mr.John Tattersall on site Tel.No.above.

13th-15th.October.(2 nights).Eden Camp,Nr.Malton,North Yorks.

Award winning Modern History Theme Museum

Rally Marshals: Enid & Geoffrey Mackey. Mobile Tel.No. 07712 271 872

Site Fees:£8.00 per unit per night.(includes admission to museum).

Rally Fee:£2.00.NO ELECTRICITY. All hardstandings on car park.

Elsan disposal & water available.

Booking/Rally slips to:G.B. & E Mackey,17 Beechers Grove, Woodham,Newton Aycliffe,Co.Durham.DL5 4TE. Tel.No. 01325 313087. Cheques payable to: G.B. & E. Mackey.

Attractions:Eden Camp has been named the Country's Top Visitor attraction.Set in a 6 acre former P.O.W. Camp it is living history and the only one of its type in the world.The site fee covers unlimited access to the museum and exhibits during the weekend.Malton is a leisurly 20 minutes walk away.We have the use of HUT 12 for the weekend.There will be a social get together on Friday evening, Saturday evening "Stage Door Canteen" bring your offerings for an American Supper and dance to the big bands,Dress of the period 40s(optional). Also quiz & raffle.

Rally opens 12 noon.Friday & Closes 12 noon. Sunday.

Directions:Junction A64 York to Scarborough Road & A169 Malton to Pickering Road.

Any vans arriving after 2030hrs(8.30p.m.) will have to park outside the gates as these are locked between 2030 & 0800 hrs. LIMITED TO 35 VANS.

20th.-22nd.October.(2 nights).Quorn & Woodhouse Railway Station,Nr.Loughborough,Leics.

Station Tel.No.(Weekends only & when station open) 01509 416 704

Rally Marshals: Elizabeth & Bill Grimsley.

Site Fee:2.50 per unit per night. NO ELECTRICITY.Rally fee:£1.00 per person.

This a GREEN FIELD SITE using the station car park.Toilets available when station open.Booking/Rally slips to:Mr.& Mrs. E.W. Grimsley,24 Paul Drive, Leicester.LE4 9FY. Tel.No.01162692220.

Cheques payable to:E.W. & Mrs.E.Grimley.

Attractions:Enjoy a nostalgic trip on Britain's only Main Line Steam Railway,between Loughborough Central and Leicester North.A £1.50 money off voucher will be available for each unit to use on the train during the weekend. Loughborough -Good shopping and Britain's first Carillon.Leicester City centre can be reached by bus from the station.Mountsorrel-Family Farm & Museum with animals,old cars and farm machinery. Saturday Evening 21st.October.

We have booked the Skittle Alley at "The Manor" a Pub/Restaurant opposite the station. Hot food available will be sausages, onion gravy, mashed potatoes & peas @ £5.00 a head.

If interested please state numbers requiring food on booking slip, but pay on the night.

DO NOT send money for the skittles in advance, but we must know how many require food so that it can be ordered.

Directions: Quorn is situated south of Loughborough close to the main A6 road, it is easily found by following the brown signs, but make sure you end up at Quorn and not one of the other stations as they are all marked with brown signs. The station is on **left** of Woodhouse Road opposite the Manor Pub before railway bridge.

Please **DO NOT** arrive before 12 noon. — *Give us time to get there!*

26th.-29th. October (3 nights). Eastham Hall C.P., Lytham, Lancs.

Site Tel.No. 01253 737 907. (Emergency only).

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

Site Fee: £10.00 per night, *includes electricity* and use of the centrally heated hall.

Rally Fee: £2.50 (couples), £1.50 (singles).

Booking/Rally slips to: Mrs. B. Kaye, 14 Firthwood Road, Coal Aston, Dronfield. S18 3BW.

Tel.No. 01246 412 679. Cheques payable to B. & V. Kaye.

Attractions: All the fun of the sea-side at Lytham, St. Annes, Fairhaven & Blackpool.

Thursday. Coffee evening.

Friday evening. A coach trip to Todds

Motor Caravans for a Social Evening including refreshments. Cost between £2-£3 per person for coach. DO NOT send money for coach.

Saturday evening. Fish & Chip supper in hall. We also exchange Christmas cards with friends (Saves postage). Bring any spare camping equipment and we will have a Bargain Table.

Please indicate on rally slip if you wish to go on the coach trip - also if you want fish & chips.

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.

26th.-29th.October.(3 nights). "Beautiful Burford",Burford School,Burford,Oxon.

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

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

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

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

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

Attractions: GREEN FIELD site-hard standing,slightly sloping.Heated hall for evenings.5 minutes walk to pretty Cotswold village of Burford & Garden Centre.**Friday evening** American Supper.**Saturday** Cheese & Wine Evening £3.50 per person.Soft drink option at £2.75 per person.Please state Red/White wine/Soft drink required, **1 bottle per couple**, send money with rally slip.

Directions: On the A40 at Burford turn South onto A361 towards Swindon, within 100yds turn **right** into School rear access road.Then follow ASOC signs. Can arrive from 10.00 a.m. Thursday.

LIMIT of 35 VANS,

THIS RALLY IS NOW FULL

3rd. - 7th.November.(Friday to Tuesday 4 nights). Somerset Carnival ,Burnham On Sea Holiday Village.

Site Tel.No.01278 783 391 (Emergency only).

Probable limit of 25 vans.

SORRY BUT NO DOGS ALLOWED ON THIS SITE.

Rally Marshals: Linda & Brian Ellis.

Site Fee:£27.00 (includes electricity). Rally Fee:£2.00

Booking/Rally slips to:Mr.B.Ellis,52 Golf Links Road,Burnham on Sea, Somerset.TA8 2PP.

Cheques payable to:B.Ellis. Tel.No. 01278 784 524.

Attractions: Site on sea front,easy walk to town centre and shops.Burnham Carnival Monday evening through town centre.Burnham firework display Sunday evening 5th.Nov. on beach Highbridge open air market Sunday,15 mins. walk from site.

Directions:M5 junction 22 Edithmead,Burnham on Sea.**Straight across** big island.About 1 mile,**straight across 2nd. island**,Tesco supermarket to your left.At mini island junction,petrol station ahead,**turn left**.Follow this road about ½ mile to another mini island (Petrol station to your right).**Turn right** into Marine Drive.About ¼ mile,**turn left** into Burnham on Sea. Holiday Village. Additional nights can be arranged through site.

**9th.-12th. November.(3 nights).Oxon Touring Park,
Shrewsbury,Salop.**

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

Rally Marshals: Helen & John Greenwood.

Site Fee: £9.75 per night. *This includes electricity.* Rally Fee: £1.00 per person.

Booking/Rally slips to: John Greenwood, 5 Ellesmere Road, Mynydd Isa, Mold,
Flintshire.CH7 6UJ.Tel./Fax. 01352 754 794. Mobile: 0701 0702 919.

Email: jdvw@jdvw.freeserve.co.uk Cheques payable to John Greenwood.

Attractions:The site is reasonably flat,hard standings,Park & Ride to
Shrewsbury next to site!!Full site facilities.

Directions: From the A5 from N,S,E & W follow the signs for OXON Park &
Ride and follow the international camping sign.

We need a minimum of 25 Vans for this rally.

31st.December-2nd.January.Hidden Valley T.P.New Year Rally.

If interested please contact the marshals,details etc can be found in the earlier
Hidden Valley rally 6th.-8th.October.

If you are thinking of running a rally please remember to check the availability of
dates with me **before** booking with a site. We depend on volunteers within the
Club to act as rally marshals.If you know of a suitable site why not think about
running a rally.It is not difficult and help is available.It is important that all
potential rally dates and venues are checked with me first as,unless they are
approved by the Club, no rally can be held.

**I will require the dates of rallies for 2001 by the end of November
if they are to included in the provisional list issued with the
January Newsletter.**

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

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:

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

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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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Tilting Talbot turn-around

MIRACLES CAN STILL HAPPEN. We have had about 50,000 miles of Talbot-Express gear-linkage-itis. First it was an extremely difficult change down from third to second gear, which was cured. Then it was the impossibility of engaging reverse if the van was parked near-side down - most inconvenient when parked close up to a brick wall. That was cured. More recently came the often difficult/impossible of task getting into first gear, especially uphill surrounded by HGVs.

Last year I had Auto-clutch fitted by TB-Turbo. A couple of months ago, a Mr Lawson from Glasgow rang after referral from TB-Turbo to see whether I was a satisfied customer. In our discussion I suggested that he should get his gear-change problems sorted out first, and he told me about an MMM reference to someone near Bournemouth who had devised a new linkage.

A month or two ago we had a new linkage fitted by its inventor, Derek Findlay of Delphin Designs (01202 840 749), 87 Merley Ways, Wimborne, Dorset BH21 1QW, who has an honours degree in mechanical engineering, designs things to do with the motor trade and is quick, efficient and punctual.

The improvement was tremendous, but I was still not happy about first gear. When I phoned him and left a message he rang back early the next morning and was with me a quarter of an hour later, made a minor adjustment and all was well.

The difference is truly amazing and the van is truly a pleasure to drive now. However I have had to change my grip on the gear lever from a very firm whole-hand grasp to a gentle two finger and thumb tip, combined with a delicate movement towards the gear required - much as one does with a small car.

At the same time as he fitted the linkage, Derek changed the gear-box oil and included a PTFE additive. It was encouraging to hear that he considered both the Talbot petrol engine and gear-box as generally extremely strong and reliable. Maintaining the oil in the gear-box is vitally important and the linkage is the one weak part in the whole system. I paid a total cost comfortably under £200.

Nial Reynolds

Caravan van to motorhome

WE HAD CARAVANS for over twenty-five years, both touring and residential, but in March 1999 Bill had a major operation and was advised not to push and pull a caravan about. We had looked at motorhomes in the past, but the prices always put us off. Because we didn't want to give up our caravanning we now had no alternative but to bite the bullet.

We took delivery of a new 2.4 diesel Clubman in June 1999 after a very good part exchange deal but were surprised to have to sign to say we had thoroughly examined the new vehicle and that everything was in order. We signed reluctantly and afterwards discovered there was no instruction book, no strap for the front overhead locker lid and trim missing from the kitchen unit. Phoning the dealer, we were told instruction books weren't available, that they would try to get the missing strap, but couldn't understand the missing trim. With no result two months and a number of phone calls later, we called in at Auto-Sleepers where our problems were immediately solved.

In February we went to the NEC Show without intending to buy a new vehicle, only to see about having a turbocharger fitted as we were disappointed with the 2.5 engine's performance. However on the Auto-Sleeper stand we were approached by a number of dealers and closed a very good deal for our Clubman against a Gatcombe TDI - a model we took a liking to. Although we have had one or two problems since we took delivery in June, Cotswold Caravans, the dealer we bought from, has attended to them quickly.

We are delighted with the Gatcombe and its engine performance, which already returns over 33 mpg. The beds are easier to make up, both as singles and double, the kitchen arrangement is a vast improvement with more cupboard room and a four-burner cooker. Perhaps more attention could be paid to cabinet assembly: we have had to repair the front locker support which is screwed into a thin board instead of screwed and glued. The side lockers suffer the same defect and we have screwed and glued the supports for the cupboard locking clips. On the three holidays for which we have so far used the Gatcombe we feel we have been demonstrators. Numbers of people have asked to see over it and in each case have said they were most impressed.

We have been very pleased with the support we have had from the

dealers. There is no way we would go back to towing.

Bill and Dorothy Every

Verbal check-list

BEFORE MOVING OFF, we use this check-list which David calls out from the driving seat while Doreen check the items.

Gas off inside
Gas off outside
Steadies up
All three rooflights closed
Electric cable disconnected
12-volt power off
Water off
Fire bucket in
'Reserved' number in
Fridge on 12-volt
Fridge door secure
Bathroom secure
Doors secure
Lockers secure
Step in

Doreen and David Palmer

There's a lot to be said for this sort of routine - airliners and ships use something similar - Ed.

Thanks

I WOULD LIKE to thank all the members who sent me cards, telephoned or visited me during my unexpected spell in hospital recently. A special thanks to my wife, Joan, who made the drive into Lincoln daily to visit me, even though she had not driven for some years.

All appears to be going well, so far, and we have managed to get back to rallies.

Ray Young

More thanks

WE WOULD LIKE to thank Barry and Yvonne Loveland and their staunch helpers, Tony and Lyn Fowler, for the superb rallies they have organised at the Shoreham Air Show for the past five years. For most of those who go, it is a must - like the Club and Company.

John and Jojo Gobbett

WE WOULD LIKE to express our sincere thanks to Yvonne and Barry Loveland for all the hard work they have done in the past five years running the Shoreham Airshow Rally with the help of Lyn and Tony Fowler. Many of us have attended all five and have never been disappointed with the organisation, the meal or the warm reception we have always received.

Barbara and Nelson Lacey



WE WOULD LIKE to say how much we enjoyed the 'Wonderful Wensleydale' rally over the August Bank Holiday weekend. We must thank Neil and Pauline Rogers, Ben and Evelyn Mansfield and everyone who helped and were always ready to help. Their organisation could not be faulted.

Ken and Ivy Farley

The organisation was superb - even to making sure that the heavens didn't open until Jean and I got back into the van after our bike ride. Now that's influence - Ed.

Electronic wizardry

EARLIER THIS YEAR we took a long-overdue step forward and up from camper vans to a coach-built - a five year-old Amethyst.

Most of the rest of the winter was occupied trying its many facilities out. There were some small 'wear and tear' faults needing attention, but nothing major, thanks to having bought from a reputable dealer.

The powered step functioned intermittently and finally failed to deploy, and there was a smell of burnt plastic. On investigation my nose led me

to the step control box, situated beneath the fridge. I opened it carefully as I have no experience of electronic gizmos, and found that a chip had burnt and there was some damage to the circuit board. It looked as if an expensive replacement was needed. Auto-Sleepers were very helpful but, because they had changed their gizmo suppliers some time before, could not offer a replacement and suggested remedying the problem could be expensive.

At this point my son came to the rescue. Although he had no experience of this type of unit, his work involves electronics and he had access to a parts catalogue. Within a couple of days the repair was complete at a cost, including a replacement switch, of £5 - which suggests that if you have an electrically-operated step and have problems with it you should befriend an electronics engineer.

I would be happy to help Club members with problems getting a replacement control box if they e-mail me at: Mpegg@aol.co.uk

Maurice Pegg

Farewell

IRENE AND PETER WILSON send greetings to their good friends in the Club and regret that they are having to resign their membership. In a letter they explain this has been caused by 'horrific latent damage to our motorhome surfacing at a recent inspection. It has been a very worrying time for us, but Charles Trevelyan has given us great support.'

New year rally at Hidden Valley

BOOKINGS ARE NOW being taken for this rally, which will be held from 31 December 2000 to 2 January 2001. If you are interested in attending it, please phone Sandra and Bernie Wisely (012 7134 6400) or send a sae to 12 The Laurels, Roundswell Village, Barnstaple, North Devon, EX31 3QY.

Most roads lead men homewards, My road leads me forth - Masefield.

Slovenian rhapsody

SOMEWHERE DIFFERENT for your holiday? Try Slovenia, a lovely country with scenery varying from alpine vistas to beautiful valleys and the Aegean Sea, and with a friendly people - especially if they find you come from the UK.

We spent about three weeks there in June. Most tourists using the campsites were German or Dutch and we met only five couples from the UK, including ASOC members Cynthia and Chris Foulkes. They were also staying on the site at Postojna, whose caves are not to be missed. We met them again in Bled (visited twice). We stayed at Camping Bled near the lake, around which there is a pleasant five-mile walk. The town is quite busy, has some hotels and coffee and cream slices to be recommended. Camping Zlatarog, 30 km from Bled, is on a lakeside with water warm enough for swimming and has a pleasant four km walk up to waterfalls. There is a cablecar, but that's risky to use.

Ljubljana, where the tourist office is very helpful, is well worth a visit and has a daily fresh produce market and new hypermarket. There we used Autocamp Jezeca, with frequent buses to town from the site. Mozirje's Camping Savinja introduced us to walking and cycling in the lovely Sanjia valley. Over to the east, Ptuj with its castle and old streets, is recommended. Autokamp Terme Ptuj there was our last stop before returning through Austria.

Would-be travellers will find the Caravan Club's *Caravanning Europe 2000, Vol. 2*, a good reference guide. Shopping in Slovenia is quite good but limited. The major supermarkets are Mercator and Spar, most shops close on Saturday afternoon and Sunday, although cafes and restaurants open. Local wines are good quality and the beer very palatable. Roads are good and improving, but there are tolls on the main motorways. Slovenia has a website at www.slovenia.tourism.si

Check that your vehicle's insurance includes non-EU countries. You you could be tempted to visit Hungary or Croatia. A vignette, bought as you enter, is necessary if you want to drive on Austrian motorways.

We'll be glad to provide more information via the Editor or by e-mail at harry@hrigby.freeseve.co.uk

Evelyn and Harry Rigby

What's in a name?

STILL THOSE NAMES KEEP COMING. Some of our members really let their imaginations rip when they name their motorhomes.

Take Brian and Sylvia Smith, for instance. When they bought their first, built on a Peugeot Boxer chassis, some unkind person - not an Auto-Sleeper owner - suggested that as it was a Symphony, 'Unfinished' might be appropriate. Shrugging that off as unkind, and because its diesel engine was a bit grumpy and noisy, Sylvia decided it had to be a male, and they settled on the only male Boxer they could think of: Henry Cooper. But Peugeot is French, so it had to be 'Henri' (pronounced 'On-ree'). When 'Henri' was traded in for another Symphony, but this time petrol-driven, the newcomer seemed much more ladylike, and perfectly logically the Smiths claim, was named 'Henrietta'.

On the other hand, Jean and Ken Fowler's Symphony is called 'Kefi' - Greek for that uplifted feeling the Greeks have when they get up and dance à la Zorba, like the euphoria (another Greek word) they feel when they go to Greece every spring. Having the name, they managed to get the Greek lettering to show it on the van thanks to information Club members gave them at 1997's York rally.

Doreen and David Palmer gave the name 'Skintanappy' to their lovely Legend. 'Skint' because that's what they were when they bought her, an' totally 'appy at having such a wonderful vehicle.

But what are we to make, not of 'Polly', James and Jill Bertlin's official name for their Pollensa (made, of course, with polystyrene - sorry, Styrofoam), but of the fact that the poor vehicle's name in the family is 'Polly Passion Wagon'? The mind, as they say, boggles.

Hook-up drive-off solution?

ALTHOUGH I HAVEN'T driven away with the mains cable still attached, I considered it was only a matter of time before I did and to make a modification to my Legend to prevent it happening.

A simple solution was to fit a mini micro-switch inside the vehicle's mains input plug housing, making sure it did not foul the entry of the mains plug

into the socket and that the switch was operated by the action of the door closing and depressing the actuating arm of the switch. One wire from the micro-switch was connected to a suitable earth and the other side was run under the vehicle and connected to the live (12vDC) side of the third door step's micro-switch. (Where fitted, that micro-switch sounds a buzzer in the cab if the step is left out when the ignition is turned on. Now the buzzer will also sound if the door covering the mains input socket is open for any reason - a fail-safe method.

If you don't have a third step buzzer, simply run the wire from the plug micro-switch to the cab, find a suitable 12vDC buzzer and connect its lead to the dead side of the ignition to give you a fail-safe warning when you forget your mains lead is still in the socket.

Robin Gardner

Stephen Small, A-S Design Manager comments, 'A novel solution to a potential problem' - Ed.

Obituary

Marjorie Wilson. After a long illness, Marjorie died on 30 August. She had a long association with the Club. Her husband, Ron, was a Committee member and a Chairman of the AGM sub-committee, and after his death, Marjorie continued to attend AGM rallies at Kettering. We express our sympathy to their son, Stuart.



VOLKSWAGEN CLUBMAN 2-LITRE PETROL, 2-berth, 'P' Reg, 1997, 22,000 miles. First class condition. Non-smokers, no children, no pets. Extras include Fantastic fan, Fiamma bike rack, and Fiamma awning, Status tv aerial, reversing bleeper. £21,000 ovno. Ring, write or e-mail Richard and Evelyn Wilson (012 9231 7188) 5 Collins Drive, Loans, Troon, Ayrshire, KA10 7HA, richard@gm4bit.freeserve.co.uk*

EXECUTIVE 2-LITRE PETROL, Jan. 1996, 'N' reg., 21,000 miles. Thatcham 1 alarm, Air-Ride suspension, Omnistor awning, all usual A-S features. One owner. £22,750 for quick sale. Phone N.J. Riddett 020 8941 1314 (Middlesex).*

MOTOR CHALET AWNING, free-standing, complete with separate awning rail for fixing to vehicle. New, never used. Suitable for all motorhomes. Cost £400,

sell at £200 ono. Phone Mr Stevenson, 01782 660633 or 0411 843 432 (Stoke-on-Trent).*

REGISTRATION PLATE: A5 AAS. Looks like AAutoSleeper. Offers over £300. Phone Mr Stevenson 01782 660633 or 0411 843 432 (Stoke-on-Trent).*

SILVER SCREENS for VWT4: £45; small table-top/chrome leg/tripod feet: £25; levelling blocks: £10; Whale Superfill pump: £15; Fiamma tie-down kit: £5; two cycle-rack arms: £5; all as new condition. Also long electric hook-up cable (new): £15. Phone or write Roy Lefley (01530 271073) 4 Greenfield Road, Measham, Leics, DE12 7LB.*

BOXER HARMONY 2-LITRE PETROL PAS, 1996, P reg., 27,600 miles. Two-berth hightop. All usual fitments incl. shower, electric flush toilet, cooker, 3-way fridge gas/elec. water heater, blown-air heater, plus Omnistor awning, alarm, Status aerial, CD player, addit. kitchen work surface, free-standing awning. Excellent condition. Taxed and tested. One owner, non-smoker, no pets: £16,500. Phone Joyce Peters 0121 777 9433 (Birmingham).*

BOXER TALISMAN 2.5T DIESEL, May 1997, 17,000 miles. Usual appliances plus Omnivent roof fan, Fiamma 3m awning, overcab bed option, Van Bitz Strikeback alarm and immobiliser, with pager. Many other extras. Excellent condition. No pets, non-smokers. £23,950 ono Phone Jim Sykes 07747 610 571 (Cornwall).*

FORD LEGEND 2.5T DIESEL, January 2000, V reg., 4,000 miles. Still under warranty. Usual quality fittings throughout. Extras incl. Thatcham approved alarm, overcab bed, reversible roof fan, Omnistor bike rack, Fiamma pull-out awning. Immaculate condition. Non-smokers. £34,500 ono. Phone D Wybron, 01656 862188 (Glamorgan).*

FORD DUETTO 2.5 DIESEL, March 1996, 28,000 miles (just run in), tax and MoT to March 2001. Electric windows, heated driver's seat, central locking, alloy wheels, Scania tv aerial, silver screen. One owner from new, FSH, non-smokers, no pets. Excellent condition: £20,250. Phone Derek Robbins 014 0327 4533 (Horsham, W. Sussex).*

VW CLUBMAN 2.5TDI 102 bhp. 1997, P reg. 4-berth. Fiamma awning and cycle rack, Hope T bar, roof fan, Status aerial, deadlocks, etc. 16,000 miles. Excellent condition throughout, no smokers or pets. Full VW service history. Reluctant sale - too much work, not enough holidays. £24,000. Phone or e-mail Peter Stride, 01296 622779 (Bucks), peterstride@cwcom.net *

SILVER SCREENS. One set inside and one set outside Silver Screens for VW-type cab. £30 each set. Phone Alistair Gray, 0208 521 3461 (London)

*Note: Advertisements followed by a * means the advertiser has made a contribution to Club funds. To each we say, 'Thanks for the donation' - Ed.*

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Committee Members

President	Charles Trevelyan	013 8685 3338
Chairman	Ray Whiley	016 0345 2593
Vice Chairman & Rally Co-ordinator	Neil Rogers	013 2537 4540
Secretary	Pam Davies	023 9248 4972
Treasurer	John Tidbury	012 3553 8593
Membership Secretary & Regalia Officer	Ian Ross	017 0822 8075
Minutes Secretary	Barbara Potter	018 4427 4021
Chief Rally Marshal	Ben Mansfield	017 2336 9769
Chairman, AGM Sub-Committee	Nora Venables	019 0233 2105
Committee member	Andrew Entwistle	014 2284 3057
Chairman, Club & Company Rally Sub-Committee	Baz Wellard	013 8685 3338
Press Officer	Stella Ross	017 0822 8075
Newsletter Editor	Ian Day	014 2388 0233

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