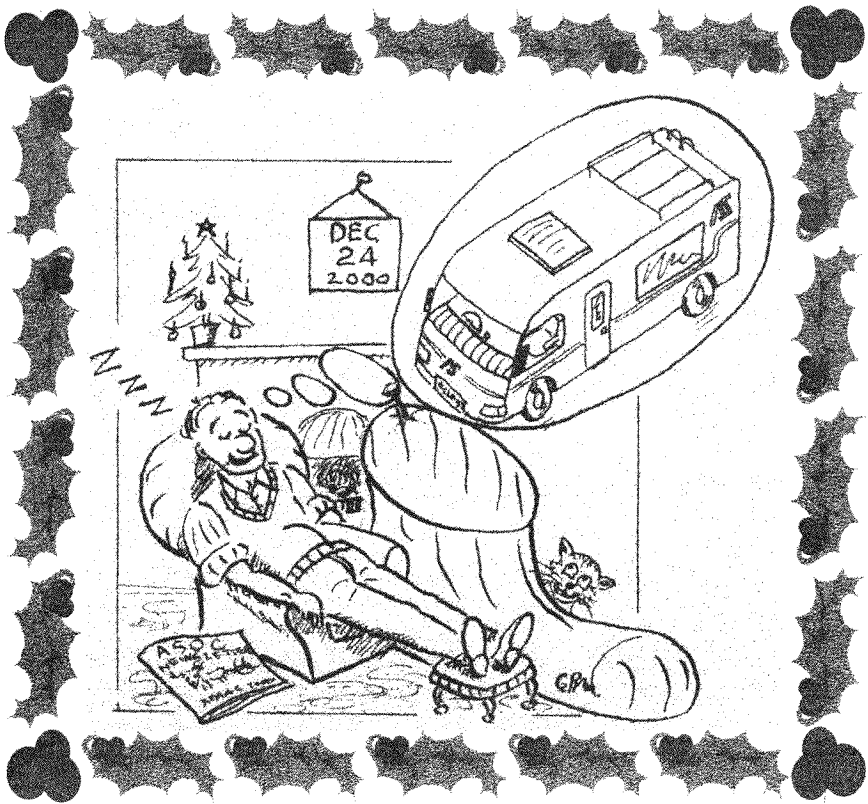




AUTO-SLEEPER  
OWNERS' CLUB

# Newsletter



No. 147

December 2000

***From the Editor***

## **As it happened**

WHEN I BECAME EDITOR I found that for understandable reasons the Club as such did not have a complete set of *ASOC Newsletters*. Now, through the good offices of past and present members of the Committee, that position has been rectified. My thanks to Ken Richards, one of our earliest members, who supplied an almost complete series and to Rosemary and Terry Legg whose contributions filled in the gaps.

The complete series gives a valuable month by month account of the Club's activities, official and unofficial, and will be invaluable to anyone who wants to write a history of the Club in the future.



WE HAVE HEARD of members whose homes have been damaged in the recent floods and storms. If you have suffered, we hope you have not lost too much that you valued, and that drying-out and repairs will not be prolonged.



IT MAY SEEM a bit premature when you receive this in early December, but we wish all our readers a very happy Christmas. Try your hand at the competition on page 17 for a grand mystery prize from Auto-Sleepers.

***Ian Day***

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***From the Membership Secretary***

## **Membership renewal**

THERE IS GOOD NEWS and even better news. The good news is that you can have another year of Club membership by simply sending in your cheque for £15 (unless you pay by standing order) together with the pink renewal form included with this *ASOC Newsletter*. The even better news is that the fee of £15 is unchanged for yet another year.

Please still send the pink form in to me even if you pay by standing

order; we do need confirmation that our records are up-to-date. Please also advise me if (heaven forbid) you do *not* intend to renew your subscription. Don't forget, your current membership ends on 31 December 2000, unless your membership number is 4045 or higher. If you do not pay or send me the form, you will receive no more newsletters.

**Ian Ross**

*Ian's phone number is shown on the back page, or you can e-mail him at: [ianross@zoom.co.uk](mailto:ianross@zoom.co.uk) - Ed.*

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### **Chairman's Chat**



### **Reason to renew subs on time**

EACH YEAR, with December's *ASOC Newsletter* comes a form inviting members to renew their subscription for the coming year.

It has always been important to complete and return that form promptly to the Membership Secretary, whether paying by cheque or standing order. Under the Data Protection Act we have to ensure that our membership records are accurate and up-to-date, and the renewal form always brings to light changes in membership details that have not previously been notified.

There may be a reason for promptness which we had not previously realised. Although the Constitution allows members up to the end of February to renew their subscriptions, it was said at the recent ACCEO AGM that where a subscription is due on 1 January, the legal position appears to be that membership ceases on 31 December. The Committee will, of course, investigate this statement, as it could mean that late-paying members no longer enjoy full membership of the Club after that date. This has implications for attendance at rallies and insurance cover

The law continues to make day-to-day management of the Club more difficult and raises problems whose existence we never realised. Often, as in this case, the problems are brought to light by the experiences of another club; certainly your Committee needs to remain ever vigilant.

Barbara and I wish all members a very Happy Christmas.

**Ray Whiley**

***From the AGM Sub-Committee Chairman***

## **All set for 2001 AGM at Banham**

Arrangements for the next AGM are now complete. The rally at Banham Zoo will begin at midday on Friday, 20 April 2001.

Catering will be by Style Catering of Norfolk County Services who cater for civic functions in and around Norfolk, including parties of more than 500 people. The Sub-Committee has met their General and Catering Managers on site to discuss our requirements. Bar meals will be available on the Friday evening from 7 to 9 pm, with a waitress-served three-course meal on the Saturday at 6.30 pm.

The Barry James Trio will again be playing background music until the meal ends, and then until 11 pm for dancing.

Booking forms and menu details will be enclosed with January's *ASOC Newsletter*.

Efforts to find alternative future AGM locations continue, so far meeting with success at venues in Oxford and Newark.

As Charles Trevelyan said in last month's *ASOC Newsletter*, Stephen Small, A-S Design Manager, will be attending this AGM rally to conduct seminars and discuss the strengths and weaknesses of A-S vehicles with members, and to receive suggestions. The seminars will be on Friday, Saturday and Sunday afternoons from 2 to 4.30 pm. Because accommodation is limited, as many as possible of those arriving on Friday are asked to attend that day's event, while those staying on to the follow-on rally should go to Sunday's, to leave Saturday's free for members leaving on Sunday.

***Nora Venables***

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## **Auto-Sleepers widen appeal**

FROM IAN CAPES, CEO of Auto-Sleepers, comes information of new products and changes in the A-S way of doing business.

New models, incorporating improvements suggested by owners, were

launched at the Earls Court Show in October. There are many new graphics and fabrics, but those traditional to A-S will still be available as options.

New vehicles sold after 24 October come with A-S's own fixed two-year manufacturers' warranty (extendible to three years at a charge) as part of the firm's quality commitment.

An Auto-Sleeper insurance policy aimed at giving best cover at a competitive price, has been introduced and is available through motorhome dealers.

Ian says that the changes are designed to appeal to a wider range of prospective customers, whilst keeping faith with existing loyal owners, and to help A-S compete better with imports from the rest of Europe.

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### ***From the Factory***

## **Project development at Willersey**

TWO YEARS HAVE PASSED since I last wrote for *ASOC Newsletter*, which means there's some catching-up to do.

As you all know, we have new owners. The take-over has been received excellently by all the staff without exception, and the new owners have all our support and 100 per cent commitment. We have substantial and extremely exciting plans to develop Auto-Sleepers.

The new Directors are committed to a future at Auto-Sleeper's spiritual home at Willersey, and that commitment will be strengthened in the coming months. I'm currently working on a major project to develop our Willersey base into a factory that will be the envy of all our competitors. These plans are pretty fluid at the moment, but the early indications are very promising.

Amongst the other things I've been working on that may be of interest are:

- Induction training programmes
- Training and skills matrices
- The introduction of the new Ford models, which some of you

- may have seen at Earls Court in October
- Relocating the Styrofoam Coachbuilts line into the main factory
- Locating Research and Development in its own satellite factory
- Developing build instructions for the production lines
- Introducing stage working which greatly improves the manageability of quality and training

With three others from the Factory, I took and passed City and Guilds in the 16th Edition Wiring Regulations.

I attended the Club and Company Rally and would like to thank everyone I spoke to there. It was a fabulous rally and I've already put my name down for next year. It was great to see Neville Jelfs there - the first time we'd met since he left. If you watched the rounders match between A-S staff and A-S owners, you might remember me because, firstly the bat slipped out of my hand and nearly hit someone, but secondly, I scored a run with the last ball.

For most of my time at the rally I helped on the technical desk, where I hope I was of assistance to members. I found the whole weekend extremely enlightening, and have passed to our Design Manager all your design improvement ideas.

See you all at Club and Company 2001.

*Terry New, Projects Development Manager*

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## Japanese Summer

MEMBERS WITH A GOOD MEMORY may recall that we stayed at home in the summer of 1999, but this year my wife, Mieko, and I spent almost a month visiting Hokkaido, one of the four large islands constituting Japan, in our Clubman. As Hokkaido is located in the north, the climate is comfortable in summer, which encourages many Japanese people to visit the place to enjoy their summer vacations.

In order to avoid holiday congestion, we planned to return home before the start of the main vacation season which corresponds to the school holidays from 20 July to 31 August.

Hokkaido's local government and city authorities are eager to encourage visitors from the main island and have established many comfortable camping sites, together with the Hokkaido Autoresort Network Organisation. The 39 member camping sites have to satisfy certain conditions.

A typical Autoresort charges an admission and day-camp fee of 800 yen for an adult, with 200 yen for children up to and including high school age and 5,000 yen a night for motor caravans (£1 = c 150 yen). Facilities include flush toilets, handicapped toilets, hot showers, washing machines, a powder room, cookhouse and playground. Pets are prohibited.

We used only twelve of these sites and visited only part of Hokkaido, although we went to Japan's most northerly point, Cape Soya. We are planning to visit the island again in two year's time.

After coming back to Tokyo, I found that Hokkaido Autoresort Network Organisation has an English Home page. Members on the .net can visit it at: <http://www.auto-net.or.jp/> where they can see a map of the island and an introduction of its member campsites. Have a nice journey on the screen.

**Masahisa Matsubara**

*Good to hear from our Japanese Member again. A virtual trip on the .net is worthwhile; if only it could be a real one - Ed.*

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**From the President**

## **Talisman and Executive tyres**

OVER PAST MONTHS I have noted that concern has been expressed with Continental Tyres fitted to Talismans and Executives. We have been notified, either by letter or through *ASOC Newsletter*, of six instances of failures of Continental tyres on these models.

Immediately the problem came to light I informed the Peugeot Motor Company. Peugeot are now dealing with the matter, and whilst I cannot yet say whether a recall will be initiated or what action will be taken, I felt that members should know that this matter is being taken most seriously. As soon as I have anything further to report I will notify owners, both individually and through *ASOC Newsletter*.

If any owner has had problems with Continental tyres fitted to either the Talisman or the Executive, a letter to me at Auto-Sleepers would be appreciated, and I will inform the Peugeot Motor Company without delay.

**Charles Trevelyan**

*Members will be pleased at this evidence of A-S taking quality control and safety so seriously. I've received another letter which I hope to include next month but in the meantime have passed to Charles - Ed.*

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## **Trans-Peninne triumphs**

HAVING JUST RETURNED from the rallies at Windermere and Malton, we have to write to express the pleasure they gave us and all to whom we spoke.

Windermere was wet. Hard standing was difficult to attain, but once settled we were able to enjoy superb views, facilities, food, exercise and company. Our thanks to James and Jill Bertlin and Peter and Sue Coward, whose sterling efforts in the initially appalling weather conditions ensured our pleasure.

On to Malton, 100 miles across the breadth of Northern England - a wonderful scenic run. Here we were incarcerated in a camp incorporating the living history of recent events, including World War Two experiences. To live again the heart-stopping moments of air raids, the warmth, fears and hopes of wartime and the fun of gathering at an 'American' Supper - I mean banquet - and subsequent dancing to Glen Miller *et al* was marvellous. Many came in their 1940s outfits, from Spivs with 'gold' jewellery and 'silk' stockings in their inside pockets, to ARP wardens complete with genuine gas masks, helmets, badges and whistles. It was superb.

Many congratulations to Enid and Geoff Mackey for their organisation - and this their first rally, too. It was a marvellous weekend, with no time to finish an escape tunnel - but then we weren't really trying.

On a personal note, our thanks to Rae and Phil Gledhill for sorting out our clutch problems. If it's true and generous friends you need, then join ASOC. You'll never be alone.

**Maureen and Cedric Jones**

*Geoff Mackey produced our Christmas cover sketch, 'Dreaming of an A-S "A" class', and also October's prison camp scene - Ed.*

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## **Converted to ASOC**

WE HAVE CARAVANNED for nearly 40 years and have attended perhaps ten rallies in that time, mainly at the insistence of my brother-in-law and his wife - so you could say we were not really ralliers. However, last year and being well past our three score years and ten, we changed our trailer van for an A-S Symbol and after eighteen months decided to attend the rally at Park Cliffe in October.

Any apprehensions we had were soon dispelled on meeting Jim the rally marshal. We enjoyed the warm welcome and get-togethers very much - everyone was so friendly.

Our 2001 New Year resolution must be to make an effort to join more rallies in the future (or should resolutions be kept a secret?).

*Enid and Andrew Little*

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## **It's a gas**

MY WIFE AND I did a six week tour of Norway, Sweden and Finland in our Duetto. Knowing that Calor gas is unavailable there, I took three 907 Camping gaz cylinders, which fitted comfortably into the gas compartment, but because of the low temperatures above the Arctic Circle we used a lot of gas for heating and it soon ran out.

We found Camping gaz is not obtainable in any of those countries. It was necessary to buy one of their own propane cylinders, available from certain garages but it was too large for the gas compartment and had to stand on the van floor. Next we had to find a regulator, which are not sold by the garages, but only at hardware stores in the larger towns. You can trade the cylinder back before you leave Scandinavia, but I decided to keep mine for use on a return trip.

We also found that the electric hook-ups on sites are of the German type. Again, an adapter was hard to find until we found a garage with a supply.

My advice would be to buy one before you go.

**Brian Green**

*Thanks for this useful first contribution about holiday snags - Ed.*

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### **Legend-ary shudder**

WHILE ON HOLIDAY in France and Spain, my Legend developed a braking problem. On applying the brakes after a long motorway journey, a shudder could be felt through the steering wheel, which was not noticeable when braking from low speeds in towns. Back home, one mechanic thought the problem was caused by warped discs while another suggested having the front wheels balanced. Has any other member experienced the same problem?

**Harry Toner**

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### **Competition winners**

CONGRATULATIONS to the winners of the A-S competition in our October issue. The entry from John and Verna Palmer of Middlesex was firstout of the hat when the prize was drawn from all the correct entries.

C saved the condemned by deducing that he had a white hat on because, as B in front was wearing a black one, if C's was black, D behind would shout, 'White'. But as D didn't shout, it could only mean D was looking at one white and one black hat in front of him and thus could not know what he had on. So, C concluded correctly, his own hat was white.

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### **Helping hand wanted**

WE ARE TOTAL NEWCOMERS to motorhoming and take delivery of a Gatcombe in December or early January. Is there a Gatcombe owner willing to 'show us the ropes', as we are technically incompetent?

**Vic and Glenna Lovett**

*Vic and Glenna live in North Yorkshire near Middlesbrough. If you can help, the phone number is 0164 232 2799 - Ed.*



# December 2000

## Rally Supplement

*A very Merry Christmas & a Prosperous New Year to all members*

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

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.

*If you have to withdraw from a rally and the marshals cannot find a replacement then it may not be possible to refund your site fees. The rally fee will have been already committed so there will be no refund..*

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

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

This show will be organised by Stone Leisure. If you are interested then please contact me for further information.

*Proposed Rally in France 2001*  
*11<sup>th</sup> - 22<sup>nd</sup> June 2001. Camping Les Deux Vallees, Vezac, Dordogne, France.*

*The application list for this rally is now closed.*

Please remember that if you are interested in attending this rally then you

will have to book your own ferry places as well as arranging any insurance that is required.

**15<sup>th</sup> - 18<sup>th</sup> February 2001.( 3 nights).Grouse & Claret,  
Rowsley,nr.Matlock,Derbyshire.**

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

Rally Marshals: Jan & Vic Hicklin assisted by Evelyn & Ben Mansfield.

Site Fee: £7.00 per night Electricity included. Rally Fee:£1.50 plus 50p per person.

Booking slips to:Mr. & Mrs.V. Hicklin, 381 Manor Road, Brimington, Chesterfield, Derbyshire.S43 1PP. Tel.No. 01246 236 157.Cheques payable to:Mrs.J.Hicklin.

**Attractions:** Use of clubroom, meals in Grouse & Claret. Retail Shopping Outlet next door to site.Chatsworth Park & Garden Centre,Farm shop.Mill & Craft centre.Bus stop outside site buses to Matlock & Bakewell.The area is a walkers paradise.

Extra nights can be arranged with the landlord.

**Directions:**On A6 between Matlock & Bakewell.

**Limited to 29 vans.**

**31<sup>st</sup>.December-2<sup>nd</sup> .January.Hidden Valley T.P.New Year Rally.**

If interested please contact the marshals; Sandra & Bernie Wisely,12 The Laurels, Village, Barnstaple, North Devon. EX31 3QY. Tel.No. 01271 346 400.

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 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.

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 at least 3 months before the actual rally.

*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 (01483 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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Phone No.: ..... Van Reg: .....

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

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

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

**Please complete both sides of the form!**

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

Names of Adults.....

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

**Extras:** Please indicate which you would like, if available:

Electricity: Yes  No  Saturday night meal if any: Yes  No

Have you any special needs? Yes  No  If Yes please specify:-

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

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

Names of Adults.....

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

**Extras:** Please indicate which you would like, if available:

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Have you any special needs? Yes  No  If Yes please specify:-

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

## **Notes and Queries**

### **Harmony hiccups**

DIFFERENCES NOTICED between the fittings in our N reg. Harmony traded in for the W reg. equivalent have concerned us, although the fuel consumption is much the same.

Our heads were uncomfortable on the cab seats because the headrests had been installed back-to-front. I managed to unpick the stitching to slot them in the right way around. There is one less storage locker. The crockery is too big, with mugs instead of cups and saucers, secured by Velcro, less easy to use than elastic straps and snap fasteners. The rounded cover over the wheel in the toilet does not (like the previous flat surface) provide a handy spot for towels. The kitchen sink spout will not turn left and right, unlike its predecessor, so we cannot use the sink for storage when travelling. We took the van back to Willersey for a gaping gap under the window over the kitchen sink letting in burning-off fumes (and a potential draught) to be stopped up. The earlier drop-down work-top across the back of the van no longer exists - apparently it was a safety hazard.

Most of the changes have to do with storage, or less of it, making it a challenge to stow our usual items, but there have been improvements with a safer lid to the front overhead compartment, the heater thermostat moved further from the heat source, and a removable bathroom sink; and the quality of fittings remains high.

One other item: our local Peugeot main dealers always manage to damage something like our water hoses because they aren't used to servicing motorhomes. 'One-stop' servicing would be brilliant.

**Marilyn Laws**

*As promised last month, the letter from Marilyn has been sent to Auto-Sleepers to help them in their quest for feedback - Ed.*

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### **Service from Cheltenham Laminates**

WE HAD A PROBLEM with our rear door lock, which unlocked itself if someone tried the door handle (anyone else with the same problem?).

At the suggestion of Auto-Sleepers, we contacted Cheltenham Laminates direct. Hearing that we were about 60 miles away, they asked if we could go across the same afternoon. We did and drove straight in for service with a smile. Within three-quarters of an hour we were back on the road with the door locked and readjusted.

That's service.

*Chris and Christine Ward*

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### **What a flaming mess**

ON THE VILA-SOL SITE near Benidorm, I had to change the camping gaz bottle one evening, but didn't use the indoor facilities that night because we were having a barbecue.

Next morning I was putting the kettle on, but when I turned the gas on there was a hissing noise and it would not light. I tried again and it did the same. The third time it exploded, covering the whole of the rear of the kitchen in flames - I was somewhat singed! Fortunately my wife was outside and I quickly joined her. To be honest, I panicked and only after some seconds remembered my fire extinguisher, which I was able to reach without much danger to myself. *It did not work.* Nor did any of the half-dozen or so owned by people who came to our aid. We all stood for some time until a young man found the camp site's and put the fire out with a couple of blasts from that.

There is considerable damage to my Clubman and we had to spend the remainder of our holiday in a hotel on the advice of the Caravan Red Pennant service. I bought the four years old van in April. According to the reputable dealer from whom I purchased it, it had been fully serviced. They obviously forgot the extinguisher. From now on, it's a fire blanket for me.

*John Johnson*

*As well as an extinguisher, we hope. But, know-alls amongst us - when did you last have your's checked, if ever? - Ed.*

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The French market stalls charge you for what you are going to eat; the English for what you will have to throw away - Spike Hughes

## Egg-timing on the march

FOLLOWING OUR REVIEW of Nial Reynolds' *Nial's Easy Cook Book* in last month's *ASOC Newsletter*, he has written to say that he has now added the conversion table we suggested to books in stock.

My Jean has discovered that by looping a sufficiently long piece of string through the comb binding and hanging it over one of the upper locker knobs (*not* one over the hob), the book will stay open at the right recipe and can be read while the dish is being prepared.

Nial's egg-boiling method reminded me of a landlady I once had who used to time boiled eggs by singing 'Onward Christian Soldiers'. Soft-boiled needed two verses and choruses, and hard-boiled three or four, according to taste. However, to avoid bullet-like results if this method is used, it is important that the hymn should be sung briskly. If a small choir is assembled it is not wise to attempt to conduct proceedings with a soup ladle in a confined space.

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## Definitely not a screw loose

TO CLEAN the gas flue and burner, I decided to remove the fridge in my Clubman - a straightforward procedure according to Auto-Sleepers. The instructions were to disconnect the flue pipe at the external ventilator grill and remove the four screws, two from each side of the inside fridge walls, which secured the unit to the inside of the built-in wooden cabinet housing. That would let me extract the unit far enough to gain access to the gas supply pipe on top of the fridge, in turn allowing unimpeded removal of the complete unit. So much for the theory.

Despite much pulling and grunting, it refused to budge, although no obvious obstruction could be seen looking at the underneath or back of the fridge. Eventually, by sheer determination, I got it about four inches out of its housing, but couldn't get it back again. In total frustration I sought assistance, asking my wife to inspect. She volunteered to have a go and a minute or two later announced that she had got it out. She said she had succeeded by 'jiggling it about a bit.' Despite being a nurse, she is (dare I say it?) somewhat more heavy-handed than me, which may have contributed to her success.

Looking at the fridge sticking out into the van and now held captive only by the supply pipe, I noticed a spiky metallic object about 1½ inches long protruding from the fridge's side. It had a screw thread. When I got hold of it, it came away in my hand. The grab handle sited by the van's door has two feet, each fixed with three screws to the wooden cabinet holding the fridge. Yes, you've guessed. Five of the screws were ½ inch long, but the sixth's length was 1½ inches. It had penetrated the full thickness of the woodwork and entered the fridge's side wall, fortunately not penetrating its inner wall.

Inspection of the inside of the wooden panel showed the ½ inch screws had just breached the surface. My original attack must have broken the screw between the fridge's outside and the unit's inside. Although the fridge was then theoretically free to be extracted, the spike fouled the inside of the cabinet and prevented the removal because of the very close fit until my wife performed her jiggling act. You won't be surprised that this experience provoked one of my Victor Meldrew impressions.

*John Francis*

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### Coming clean

FOLLOWING ON FROM 'UGH!' in November's ASOC Newsletter, we, too, have been interested in 'special cleaning'. We notice that when our Topaz is in continuous use, we have to remove the bathroom washbasin almost every week, spray Thetford Bathroom Cleanser into the trough and leave it to activate to remove the dried soap, scummy hard water marks and hair caught in the outlet pipe's X-section. Then we wipe it around with a damp cloth to remove any debris in the pipe. In the kitchen sink with the usual plastic filter, we occasionally put diluted disinfectant.

We've been trying to think what we could use in future. Has the Club a commercial chemist member able to recommend what we should use to keep the system and tank clean, remove smells and break down solids so that water comes out of the drain tap easily, but which will not damage the components? Puriclean powder is recommended by our local dealer, and we have considered using washing soda. Any ideas?

*R. Longney*

## Flushed with success

REGARDING BLACK DEPOSITS and smells from waste water tanks, about three years ago I experienced the same problem with my Talisman. What I ended up doing is removing the waste tap and inserting a hose pipe connected to a water tap and filling the waste tank until the water comes out of the overflow (back flushing), then removing the hose to allow the water to gush out, bringing the black residue with it.

This back flushing at first needed to be done about six times before the water ran clear. Now I do it twice a year and do not have any smells etc. I hope this helps.

*Harold Cartwright*

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## Curing cooker-lid rattle

USE A BUNGY STRAP to keep the cooker lid down while travelling. Hooked from bottom drawer handle to the back of the lid, it stops all the bangs and rattles.

*Chris and Christine Ward*

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## Obituary

### Jeff Worley

We are sorry to record the death in October of Jeff Worley who was very well-known to many members. John Cox has sent this appreciation, which summarises Jeff's sterling service to the Club from its early days. We offer our sympathy to Barbara.

'It is with deep sorrow that I write this. I knew Jeff Worley since he first joined the Club. He was a quiet, unassuming person who worked hard for the Club. He took over the Rally Co-Ordinator's job, Vice Chairman, Chairman of the first Constitution Sub-Committee, and still found time, with Barbara, to run rallies. He just quietly got on with the job in hand and did it. Nothing was too much trouble. He will be sadly missed, but at the end of the day he could say "I did it my way".'

*John Cox, Founder Vice-President*

## Standard setters

WE FIRST MET the late Ron and Marjorie Wilson at what must be the smallest rally held by the Club - at the Outdoor Alternative Centre, Ynys Mon, Anglesey, in May 1996.

We arrived rather late at what was our second rally and had hardly stopped rolling before Marjorie and Ron were at the door to tell us the kettle was on, even before they introduced themselves. As we drank tea they gave us the news that only one other couple was expected and the rally marshal had strained his back and wouldn't be arriving either.

Ron had stepped at short notice and he and Marjorie proceeded to ensure that, although small, the rally would be memorable. They organised a programme then and there, as if it was for the Club and Company. The Centre Warden was persuaded to let us use their conservatory for a Cheese and Wine evening for six, including another couple who were first-time ralliers, joined by the Warden and his family. We were entertained by Ron and Marjorie's tales of the Club's beginnings, successes and disasters as Rally Marshals, and the exploits of some of the Club's 'characters'. They then organised a walk ending at a pub for a traditional ploughman's lunch of crusty home-made bread, Caerphilly cheese and the landlady's own pickled shallots.

To us Marjorie and Ron, and that rally, became a yardstick against which we've measured the many rallies we've attended since. We're sure it's their example that has helped encourage marshals who have followed to attain the same high ideals and standards.

They will both be missed by a Club to which they gave, unselfishly, so much of themselves.

*Eirwen and Ben Cox*

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## Obituary

**Ernie Holland** Betty has advised us of the death on 9 October of her husband Ernie. We extend to her our deep sympathy. Because Betty does not drive it is necessary for her to sell their Excelsior, which is advertised in this issue.

## Christmas Competition

COURTESY OF IAN CAPES, this puzzle for Christmas. Fill in the missing blanks and send the completed form to Charles Trevelyan at Auto-Sleepers to arrive *no later than* 18 December 2000. The lucky winner will receive a great New Year's present. What it will be is a surprise, but well worth your entry.

52	C in a P	<i>Cards in a pack</i>
7	P in a NT	
4	H of the A	
90	D in a RA	
24	BB in a P	
13	BD	
2	P in a P	
10	GBH on a W	
60	M in an H	
16	O in a P	
18	H on a GG	
3	M in a B	
1000	L on a M	
4	S in a Y	
32	P on a CB	
7	W of the W	
366	D in a LY	
2	T.S. at A.S.	

Careful, the last one is a bit of a trick and cheek!

Name ..... Membership No. ....  
 Address .....

### Found

IN THE SKITTLE ALLEY on Saturday evening at the Quorn Rally, a (gent's?) Peter Storm zip-up coat/mac, green with turquoise and dark blue sleeves, and blue hood, XL. Phone Elizabeth and Bill Grimsley, 0116 269 2220 (Leicester).

### Wanted

CRANKED TABLE LEG AND FITTINGS as fitted to Trophy, Trident, Trooper, Topaz. Need not have table top. Phone Keith Rhodes, 0174 336 3628 (Shrewsbury)\*.

**SILVER SCREENS FOR FORD EXCELSIOR.** Phone Angela and Bryan Orchard, 0128 478 3760 (Suffolk).

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## For sale

**FORD EXCELSIOR 2.5 DIESEL**, R reg., 8,000 miles.  
Excellent condition. One owner. Genuine reason for sale.  
£27,000. Phone Betty Holland, 0127 076 5747 (Cheshire).

**VW TRIDENT 2.4-LITRE DIESEL**, N. reg., November 1995, 40,000 miles.  
High-top 2+2-berth. Fridge and heater. Taxed until August 2001, MoT until September 2001. RAC or AA inspection invited. As new and immaculate. No children or pets. £15,995 ovno. Phone Bob Jowett, 0127 478 3640 (W. Yorks).\*

**FORD EXCELSIOR 2.5 TURBO DIESEL**, January 1998, 22,000 miles. Luxury 2-berth in superb condition. Extras include Fiamma awning and bike rack, 3-speed reversible ventilator, full alarm system. Owned from new by non-smokers with no pets. £26,750. Phone John Davies, 0149 486 4328 (S. Bucks).\*

**FIAMMA SIDES AND FRONT** for A45 awning to fit hi-top van (will not fit our new van). Used for two weeks only: £100. Phone Don and Anne Bramley, 0175 488 0734 (Lincs).

**COVER FOR VW T4 CLUBMAN**. Lets air in, keeps water out. Photo available. £85 ono. Phone John and Joyce Wright, 0118 988 6990 (Reading).\*

**FORD EXCELSIOR DIESEL 2-BERTH**. P reg., June 1997. 19,000 miles. ABS braking and many extras. Full service history, Excellent condition throughout. Non-smokers, no pets. £25,500. Phone/fax or write Beryl and Ken Douglas (01903 775 540), Flat 4, Broadmark Beach, Rustington, W. Sussex BN16 2JF.\*

**SILVER SCREENS FOR CLUBMAN**. Excellent condition. £30. Phone Angela and Bryan Orchard, 0128 478 7360 (Suffolk).

**VW MEDALLION 2.8 Tdi**. September 1997. 7,000 miles. Awning and alarm. New price: £39,400. As new. Accept £28,950. Phone Ralph Cash, 0161 335 6399 (Stockport).

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

- Ed.



## The haunted site

I'VE NEVER BEEN ONE for ghost stories at Christmas, but sometimes you wonder. Just before Christmas one year we fetched up at a site in the orchard back of an old home that was more in a state than stately, but had electric hook-ups and a shower and such in the old stables. We'd just finished one of Martha's specials and I'd put washing-up kettle on, when she popped across to the facilities. While I was clearing away I heard a screech fit to take enamel off dentures and she came bursting back into the van and flopped onto seat, all pale and wobbly.

'There's a ghost!' she said when she'd got breath back. 'Out there in orchard. I were so scared I dropped the torch.'

'Don't be so daft. There's nowt. Act your age.' I said, sympathetic-like. 'You steeped currants for the spotted dick in too much beetroot wine.'

'Go and look for yourself,' she retorted, colour coming back into cheeks.

'Nay, lass. I'll fettle washing-up first and then go and fetch the torch.' When I went out, the torch were easy enough to find - it was lying on the ground, still shining. I picked it up and had a look about me. It was one of those clear, frosty nights with no moon but plenty of stars, and a bit of ground mist swirling around the trees. Nowt out of the way, in fact.

But, then, as I turned to go back to the van, I saw it. About a dozen yards away, beside an old, stunted pear tree. A white thing, seemingly floating out of f'earth 'til it looked ten foot tall, and waving its arms about. Seeing it shook me, but I kept my head and shone the torch at it. The beam went right through. I tell you, I went back to the van smartish.

'Did you see owt?' Martha asked. I told her only mist, but she gave me one of her old-fashioned looks and poured me another glass of parsnip. She wouldn't stay another night, so when I went to pay the owner in the morning I asked about history of the place.

'Not much to tell really,' he said, 'Oh, except for young Rupert. In 1765 he murdered his wife and tossed her body down the well in the orchard.'

*'Enoch'*



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Contributions for publication in *ASOC Newsletter* are welcomed and need to reach the Editor: **Ian J. Day, 10a Kingsley Road, Harrogate, HG1 4RB, North Yorks.**, or by e-mail to: [james@smooth.demon.co.uk](mailto:james@smooth.demon.co.uk) no later than the tenth of the month. Telephoned contributions cannot be received. While every effort will be made to publish acceptable material in the following issue, no guarantee can be given. Contributions or notices may be shortened or otherwise edited.

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