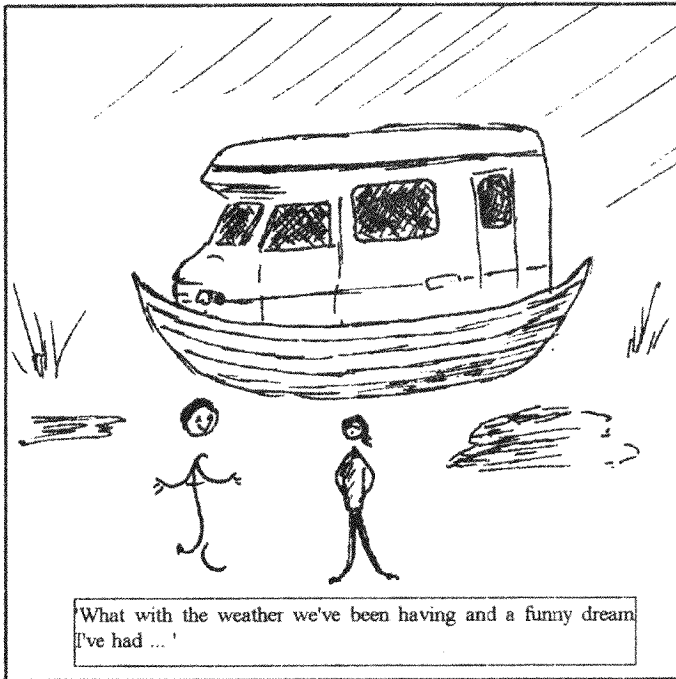




AUTO-SLEEPER
OWNERS' CLUB

Newsletter



No. 158

November 2001

Chairman's Chat



Professional advice about becoming a Company

ON THE AFTERNOON of Friday, 28 September, your Committee met a solicitor to learn more about the advantages and disadvantages for the Club of becoming a Company Limited by Guarantee (CLG).

As we suspected, at present all members of the Club would be obliged to contribute to any deficit should the Club's assets (including anything payable by insurance) fail to meet any award made against it. Alternatively, any member could be sued as an individual for the whole sum involved.

The main advantage of becoming a CLG would be that each member's liability would be limited to an agreed sum, which could be as little as one pound (£1). The disadvantages would be the obligation to file with Companies House, certain documents each year, including an annual return of Directors and Company Secretary and the audited accounts for the year. In addition, there would be costs to be met - the one-off cost of registration (about £20), the fee for filing the Annual Return (a similar sum payable each year) and the legal costs of transferring the Club's existing rules to the new company (estimated at no more than £2,000).

As a non-profit making company not issuing shares, the Club as a CLG would qualify for exemption from many of the regulations applied to trading companies.

The solicitor considered that the terms of our current Constitution were satisfactory. As a CLG, the Constitution would become the Company's Articles of Association, and some re-wording might be necessary without changing the essence of our current rules. Future amendments to these Articles could only be made by a majority of 75 per cent of those members present and voting at a General Meeting. In addition, it would be necessary to allow proxy voting by all members, but not postal voting.

The Company would be registered in the first place by filing a Memorandum of Association signed by its Directors (the members of the Committee). It would be necessary at a General Meeting to approve the

winding-up of the Club at an agreed date, and the transfer of its assets, liabilities and members to the new company.

We enquired whether, as has been suggested, the same advantages could be gained by increasing our public liability insurance cover. The solicitor replied that this was possible. The problem would be in deciding what would be an adequate indemnity level. Something might happen for which the Club was not insured, and there was a real danger that the Club would incur a liability that was not covered by insurance. At present we have an 'all risks' policy covering the Club's physical assets - urns, radios, office equipment, etc. - but *not* members' property, even when it is in use at rallies. There is a Directors' and Officers' policy protecting members of the Committee and rally marshals against inadvertent acts and omissions (but *not* wilful actions) when acting in an official capacity. Perhaps most relevantly, we have a public and employers' liability policy which protects the Club against legal liability for claims up to a limit of £1,000,000. It must be remembered that a large part of this seemingly impressive sum could be swallowed up by legal fees and costs, and leave a significant shortfall to be found by members to meet a claim.

Would increasing our public liability insurance be preferable? What should the indemnity level be - £2,000,000? £5,000,000? The additional cost would be considerable and would have to be paid each year. After the tragedies in New York and Washington premiums may well double or treble - even if underwriters continue to be willing to offer the cover.

Clearly, I cannot report everything which was said during our meeting. Nor did we wish to make a hurried decision in our Committee meeting the next day. We have gone home to think things over until our next meeting on 24 November, when we must make a decision on what to recommend to the Annual General Meeting. You will be kept fully informed of *both* sides of the argument; then the decision will be yours. In the meantime the Committee is making a few supplementary inquiries - for instance whether becoming a CLG would affect the Exemption Certificate permitting us to hold rallies on green-field sites; and we have to look at how the Articles of Association should be worded to retain everything included in our current Constitution.

The logo used to introduce 'Chairman's Chat' is described in my clip art collection as 'preacher'. My apologies for a longer 'sermon' than usual!

Ray Whiley

From the Editor

Keep on waving

IT'S VERY PLEASANT to be greeted by a wave or a flicking of headlamps from other motorhomes as we travel along, but it does seem to be a custom that's dying out now more motorhomes are taking the road. Although it seems to have begun in Britain, we noticed on recent trips to the Continent that more waves to vehicles with foreign registrations have been returned than used to happen, and occasionally we've been caught out in this country by a visitor who's picked up the habit and saw us and waved before we could.

Such pleasantries not only help to pass the time on long journeys, but also acknowledge the common interests all motorhome drivers share. I have no doubt that they can also play a small part in reducing the frustration of driving on congested roads with its tendency to cause road rage.

This isn't a major issue - but isn't it the little things that make all the difference? Keep on waving.

Ian Day

From the Chairman, AGM Sub-committee

AGM Newark 2002

PLANS ARE NOW well ahead for the AGM rally at the Newark and Nottinghamshire Agricultural Showground, Newark, from Friday 3 to Monday 6 May 2002. Booking forms will be going out in the New Year.

There will be the usual social gathering on the Friday evening with a bar and snacks available. On the Saturday our AGM will be held in the morning with the usual dinner dance in the evening, while information about activities in the afternoon will appear when the programme is published.

On the Sunday afternoon Heather Tidbury and Sheila Henthorne will be holding two workshops for both men and women where they will demonstrate the art of Tea Bag Folding and Using Peel Offs.

I am negotiating with Waitrose of Newark for a delivery of newspapers (*Daily Mail, Daily Express, Independent*), bread and milk on the Saturday and Sunday. Members attending will need to state their requirements when they send back their booking forms.

Nora Venables

From the Press Officer

2002 Photographic Competition

CAN YOU IMPROVE on the magnificent standard of photography displayed at this year's Club and Company rally? The competition will be held once again in 2002 with two classes - general and humorous - prints only - with cash prizes for the first three in each class. The only rule is that an A-S motorhome must appear in each picture. Digitally altered or genetically modified photos will *not* be accepted. Any size print, but not too large, please.

Judging will take place at next year's Club and Company rally, and it will be necessary for owners to collect them after the event. With the owners' consent, some may be used for publicity purposes.

Please get snapping and send your pictures to me at 9 St. Mary's Rd, Bluntisham, Huntingdon, PE28 3XA, with your name, address, phone and membership numbers on the back. Don't wait for next year - send them now.

Brian Smith

Oiling the midges

JIM ANDREWS' item about Scottish midges (September issue) rang a bell with us. We'd read in the *Daily Telegraph* that Avon bath oils are supposed to be good midge repellents, and also the Avon Skin So Soft range. As we have only just succeeded in tracking down an Avon lady to get some of them, we can't report on their effectiveness yet.

We had a great trip to Scotland in May in the pre-midge season, so that might be the best solution.

Sheila and Jeff Scott

From the Factory

Duetto handbooks

We received an e-mail from Eric Ferrand, too long for publication, detailing problems he had had with battery voltage drop in his three year old Duetto automatic, as a result of which he found that the main and leisure batteries were wired in parallel. A-S advised him that the second battery not only served the interior accommodation, but also some aspects of the automatic gearbox. A possible solution would be to fit a third battery. Ford eventually accepted that their wiring was wrong and were prepared to correct it. Eric's local dealer has now effected a satisfactory remedy.

General points Eric made were that the handbook for his Duetto did not show a correct wiring diagram, that changes and modifications are made to vans in manufacture that are not fully documented in the handbook, and that owners need accurate handbooks to help deal with problems when they arise. We referred his e-mail to Auto-Sleepers. In the reply from our President, Charles Trevelyan, members will be pleased to see that the problem is being addressed - Ed.

Eric Ferrand expressed concern that the handbook of his Duetto was to a degree inaccurate. Until recently all handbooks were written by myself unaided, amongst my many other tasks, and I have to agree that certain aspects of our handbooks were at times out-of-date, while some areas merit improvement.

To this end, in August I handed over responsibility for all handbooks to our Design Department under the direct responsibility of Stephen Small, our Design Manager. He was tasked by our Managing Director with up-dating all our handbooks and ensuring that the information was both easily understood and, of course, current and accurate.

I am thus confident that all future handbooks will reflect this improvement, and I certainly appreciate Eric Ferrand's concerns. However, we unfortunately do not at present have the resources to update handbooks particularly for a model that ceased production almost eighteen months ago, but I do thank Eric very much for bringing this point to our notice.

Charles Trevelyan

Travelling is a state of mind - but you have to have the mind - G.K.C.

Flag competition winner

FOUR ALL-CORRECT ENTRIES were received for the World Flags Competition in our July issue. They were from Jeanette Cadney, Dorothy Reynolds, Pat Salter and Mike Trim.

The names of these four senders of all-correct entries were placed into a hat and the name of the winner drawn was Michael Trim. We are sending the prize of a hamper to him.

Our congratulations to the other three all-correct entrants, and a 'thank you' to all those who entered the competition.

Charles Trevelyan



I WAS very surprised to find that I had won the World Flags Competition (with help from my wife). A big 'thank you' to Auto-Sleepers who sent us a lovely hamper as our prize.

Mike Trim

New TIG Chairman

AT ITS LAST MEETING the Committee appointed ex-Chairman Andrew Entwistle to be Chairman of the Technical Information Group Sub-Committee ('Tiggers').

Andrew will be pleased to receive suggestions for modifications and requests for information. He will also be interested in hearing of interesting ideas and of matters members think Tiggers could usefully look into.

He can be contacted by phone at 01422 843057, by letter to 8 The Dell, Mytholm, Hebden Bridge, W. Yorks HX7 6DP, or by e-mail at SubOAndy@aol.com

Motorways. In 1962 the U.K. had only 175.25 miles of motorway, which increased to 1994 miles by 1996 - Whitaker's Almanack.

Access to Boxer batteries

AT THE CLUB AND COMPANY RALLY, Graham Burbridge visited the 'Tiggers' stand to report that the leisure battery on his 1997 Talisman situated under the driver's seat was completely inaccessible without removing the seat. Graham and I inspected the Executive in the new vehicle display and, lo and behold, it was the same.

A-S later confirmed to Graham that a manufacturing step at Willersey which machines out stops on the seat runners as supplied from Peugeot, had been missed out in some cases. This could have affected any Peugeot-based vehicle.

Graham has had his problem rectified at Willersey and we are assured that the production line is now aware of the position. However, if there are other members who can't slide their driver's seat forward sufficiently to remove or service the battery, the information below from Charles Trevelyan should help.

MODIFICATION TO FRONT SEAT RUNNERS ON PEUGEOT BOXER-BASED MOTORHOMES TO IMPROVE ACCESS TO LEISURE BATTERIES

- 1 Release 4 x 6mm allen bolts securing o/side seat to the seat box
- 2 Release 4 x 6mm allen bolts from seat runners and remove runners from the seat
- 3 While holding the seat runners securely in a vice, grind or file off the two pressed indents on the front end of each seat runner lower section and repaint repaired areas with satin black paint
- 4 Re-assemble the seat and refit to the seat base
- 5 Ensure that the seat slides freely before fully tightening the securing bolts

However, things are not always as simple as they seem and some models have a ply cover to the battery which could complicate the procedure.

In my own case, although the seat slides forward to its fullest extent easily enough, it's difficult to slide back again. I've found the answer to this is to apply pressure by leaning on the front of the seat while sliding it back.

Brian Smith, TIG Liaison Officer

As with all modifications, do this work only if you are confident of your skill - otherwise leave it to the professionals - Ed.

Club website on line

THE ASOC website has now been approved by the Committee for a trial year. Its address is www.asoc.fsnet.co.uk The idea is that the website may be useful to both existing and prospective members. If you would like to view it, but don't have a computer linked to the web, you can always ask your children, grandchildren, or friends. Facilities may also exist at your local library, where you should find the staff very helpful. In addition there are cybercafes in many towns providing web access.

Baz Wellard

Problem solved

WITHIN AN HOUR of my receiving the October issue of ASOC *Newsletter* containing the item about my clutch problem, the first member contacted me with an answer to it. What service!

After going to the main VW dealer in Worcester and leaving the vehicle for the day to have the system checked and requesting a new slave cylinder, I was informed that they had bled the system and it seemed okay, but they hadn't fitted the cylinder because they hadn't got one (and this was a main dealer). As I was off to Edinburgh the next day, I could only hope it would get me there.

When we arrived at the Slatebarns CC site, the owner directed me to a small garage where I was told that the trouble was most likely to be the master cylinder as the slave cylinder would show leaks. The master was changed and all is now well. I've towed a caravan around Scotland for three weeks, up some steep hills needing a positive gear change, so I

think it has had a good test.

Many thanks to the members who took the trouble to e-mail me with information. Quite a few had had the same trouble, although most had found that the slave cylinder was the problem.

Alan Butler

Your Club needs you!

'There aren't any rallies in our part of the world.'
Yes, this is a comment that we've so often heard.
Well now is your chance to prove it's not true,
Because to run lots of rallies, 'Your Club Needs YOU!'
For that time of the year has once more arrived
When next year's new rallies list is to be compiled
Ready to appear with January's Newsletter sheet
- the brand-new rally season there, you to greet.

A field, a school yard, a posh commercial site,
Any of those venues could be just about right
As a place to meet, for a group of good friends
At a rally. For two nights or five - it all depends
On what you want and can quite easily arrange
At a favourite location, somewhere new or just strange!
Or why not get together and work along as a team
To run a 'Show' rally? Don't just sit there and dream.

'But what about V.A.T.?' we hear you all say,
'What kind of biscuits and how do we pay?'
Don't worry and wonder or sit down and pine,
'Cos there's plenty of help at the end of a line.
For the Rally Co-ordinator will help all that he can,
With ideas and the info. for a good rally to plan.
So, why leave it to others? Come join in the fun,
For we're sure you'll have lots, if a rally you run!

'A Rally Marshal'

This was received with a note attached: 'P.S. With apologies to the poets in the Club' - Ed.

NOVEMBER 2001

Rally Supplement

Because of the Foot & Mouth outbreak please check with the relevant marshals, who will be following Defra guidelines, as to whether a rally is taking place. If you are attending a rally and the site becomes an infected area then you may find that your van may be placed in quarantine for a period of time.

If you are planning to run a rally in 2002 then please let me know before the end of November. This will mean that your rally will be in the provisional rally list that is circulated with the January Newsletter.

*******HELP REQUIRED. Marshals are required to run the following rallies in 2002;**

Motorcaravan Jamboree, the Kent County Showground, Detling. 17th - 19th, May .

Warners' Midsummer Event, Lincoln Racecourse 19th -21st. July

The Shepton Mallet Show, 12th -15th. September . *****

31st. December- 2nd. January New Year Rally. Hidden Valley, North Devon. If you are interested then please contact Sandra & Bernie Wisely at 2 Mount Pleasant, Bishops Itchington, Southam, Warwickshire. CV47 2QE. Tel.No. 01926 614 194.

******* NOTE Change of dates *******

9th - 13th November. (4 nights). Sedgemoor Carnival Weekend, Burnham on Sea Holiday Village, Somerset.

Rally marshals: Linda & Brian Ellis & Sheila & Ivor Barnett.

Site Fee: £31.00 (incl.VAT) for 4 nights. This amount includes electricity & Euro(hardstanding) pitches plus toilet block facility. Rally Fee: £2.35 (incl.VAT).

Booking slips and cheques to: Brian Ellis, 52 Golf Links Road, Burnham on Sea, Somerset. TA8 2PP. Tel.No. 01278 784 524.

Sorry **NO PETS ALLOWED.** (We tried but the site is bound by a contract clause).

Attractions: Site as last year, Burnham on Sea Holiday Village is on the sea front and about 5 minutes walk from the town centre, 2 ½ miles from M5 junct. 22.

Firework Display Sunday 11th. on Burnham sea front.

Carnival Monday 12th. in Burnham Town Centre.

Directions: Junct.22 M5, Burnham on Sea exit. To the large (Edithmead) island, turn **left** and follow signs for Burnham Holiday Village, (Taunton A38) approx 1 mile, straight over island (A38). Over railway bridge then turn second **right** signposted Burnham Holiday Village. To mini island by petrol station, turn **left** towards Burnham town centre and holiday village.

RALLY LIMITED TO 35 VANS.

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.

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!

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!

Rally : Date:

Your name and address(Please PRINT)

.....

..... Post code:

Phone No: Van Reg:

Membership No Day/Time of arrival

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

Name Phone No

Please complete both sides of the form!

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

Names of Adults

Names of Children (including ages)

Extras: Please indicate which you would like, if available:
Electricity: Yes No Saturday night meal if any: Yes No
Have you any special needs? Yes No If Yes please specify:-

Full payment MUST accompany this slip-cheques payable to the marshal.
POST FORM TO REACH MARSHAL 14 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:
Electricity: Yes No Saturday night meal if any: Yes No
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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 14 DAYS BEFORE EVENT,IF POSSIBLE PLEASE!

It's a gas

I BOUGHT MY TALISMAN in March, having previously owned a Camelot for four seasons. The design suits me perfectly and I certainly hope to keep it for many years, health and pocket permitting.

Running on petrol was expensive and I decided to investigate the possibility of converting to LPG. I wrote to MCM asking for information and comments from others who'd converted, but had little help. I decided to go ahead anyway. One converter suggested the gas tank could go behind the rear wheels, but I didn't want 'Taffy' to sit up and beg. I phoned Auto-Sleepers where Charles Trevelyan said the tank should be as near the chassis cab as possible.

I found another converter who happened to be nearer and slightly cheaper. Within a week he'd ordered a 70 litre tank which would fit in a suitable position, and the job was completed. Now 'Taffy' doesn't cost more per mile to run than my Fiat Punto, and I should have paid for the conversion in less than two years.

The 1991 Talbot Express was easy to convert as it has no catalytic converter, has a manual choke (the choke's only needed in the coldest weather when starting on gas) and the tank was standard. The whole job, including VAT and a tankful of gas was £930. I'm really delighted with it and have done over 5,000 miles since the conversion. There's no noticeable loss of power, and getting gas is no problem. I've been told that every day another outlet starts selling gas, and I have a list of suppliers throughout the country from the internet. If the gas does run out, it's only a matter of flicking a switch to run on petrol. The price of gas ranges from 30 ppl, to 40 ppl. The average price in this country is 37-38 ppl, and in France, 33 ppl. Gas hasn't quite the calorific value of petrol but the savings are really very worthwhile, as well as being kinder to the engine and the environment.

If anyone would like to know more, I'd be more than happy to help. I've no connection with the converter.

Mary Cave

We'll pass on any letters addressed to Mary - Ed.

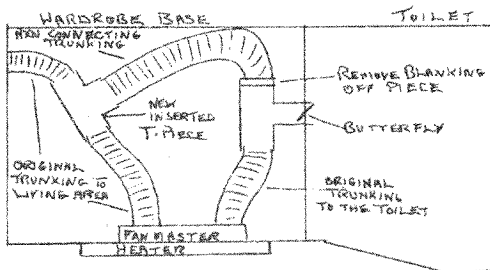
Driving a hard bargain can lead to a lot of running expenses - G.B.

Hotting up

WHEN WE WERE OUT in our Excelsior (which is new to us) recently during a chilly spell, we noticed how little difference the Fanmaster made to the temperature in the habitation area, but the toilet was like an oven.

Upon inspection of the Fanmaster after removing the wardrobe floor, I was surprised to find that there were two outlets, one going to the living area and one to the toilet, which results in the toilet getting 50 per cent of the heat.

To correct the situation, I have had a T-piece put into the trunking which serves the living area, the blanking-off piece removed from the T-piece which serves the toilet and the two connected with a short piece of trunking. The air can now be shut off in the toilet, or reduced with the butterfly, therefore directing more heat to the living area. No doubt this situation could relate to other models also.



Getting the heat where you need it is a problem. Our Amethyst has no blown-air outlet at the front end to combat draughts from the cab - Ed.

Wat-er to-do

PLEASE would Tom Claxton who wrote about wild camping in the October issue, tell us where he disposes of his grey water and toilet waste, as he did not mention this?

We have witnessed wild campers tipping toilet waste into the sea in Spain.

Derek and May Armitage

Cruise Control?

OVER THE PAST twelve months or so I've been suffering considerable pain in my right leg and buttock after driving for an hour or even less - so much so that I'm considering getting rid of my Clubman and giving up caravanning altogether, but I know I would miss it dreadfully. I am aware that at 72 years of age I can expect to suffer some aches and pains - I do after all have osteoarthritis in the lower spine. However I consider myself fit, keeping so by cycling, swimming, bowling, etc.

I am considering investing in a cruise control and/or firmer higher seating such as Volkswagens used to have, and would like to hear from any member with similar problems as to whether or not they had any relief using such innovations, or just another pain (in the wallet).

Incidentally, I don't regard people who tell us about faults found in their new or nearly-new vehicles as 'whingers'. After all, our choice of motor caravans is not the cheapest on the market - quite the contrary. I feel the Company and our members should be aware of other people's difficulties and at least lend them a sympathetic ear, rather than condemn them for not carrying out their own repairs. Everybody is not blessed with such skills, nor would they want to invalidate any warranty there may be on the item they repair.

John Johnson

Citroën wheelspin

I HAVE a 1995 Citroën 2-berth Hi-lo front wheel drive and suffer bad wheel spin due to its heavy back end. In addition some banks are un-negotiable in wet weather. Have members any good advice about overcoming this?

I would also like to know whether I can fit a cycle rack to this van. My phone number is 01745 343 418.

Ken Leigh

Helpful Hint: Sleeping bags take up a lot less room if they are rolled up and secured with a couple of bits of good quality cord - John Parker

Talbot windscreen water

THE WINDSCREEN on my 1991 Talbot Express Harmony has a water leak on each side. I did the obvious and had a new screen and rubber fitted *twice* by windscreen specialists, to no avail. In conversation with the service manager of my local Peugeot/Talbot dealer, who had owned a similar vehicle himself, I gathered that the metal screen surround tends to rust or rot underneath the rubber seal. He also said that even if the bodyshop carried out extensive repairs, the same thing would recur before long.

Has anyone else had this problem and can tell me what to do? I can't afford to buy a new vehicle and although aged, I don't wish to give up caravanning.

Maurice Wright

Awning or utility tent?

AS I AM ONLY about five feet tall and occasionally travel on my own, I would have difficulty in putting up an awning on my Symbol.

During the summer I met a couple at Englethwaite Hall Caravan Club site who had a Duetto and a small 'kitchen' tent they had bought in Spain. They did tell me the name of the makers, but I can't now remember what it was. If they are Club members and read this, I'd be pleased if they would write to me care of the Editor. I'd also be grateful for recommendations from other members, other than for the Suncamp utility tent.

Julia Thornton

Letters addressed to Julia will be passed on - Ed.

Thanks and squeaks

THANKS TO ALL the members who phoned after my request in the September issue and gave me tips about my A-S and for their help in trying to find me the right coloured spray paints. Writing to ASOC *Newsletter* really works.

I wonder if I can ask for more help on something I only remember when I go out in my 1994 VW T4 and the squeak starts again. It seems like the drive side wheel and happens only when I'm moving. A member I spoke to at Lower Yalberton Park, Paignton, told me he'd had a similar problem with one of the A-Ss he'd owned and thought it might be the bottom drive wheel, but because I'm driving, I can't investigate.

Unfortunately I didn't get the member's name, but if he remembers, I wonder if he could get into touch and explain it to me again. Or anyone else who's experienced it. My phone number is 07947 343571 and my e-mail address roger.mason2@btinternet.com

Roger Mason

Another riveting experience

JOHN WARD'S item 'Riveting experience' in the August issue was very relevant when we returned home having had exactly the same problem with the Zig panel in our 1994 Clubman - his is obviously a more recent model. Three of the rivets on the MC 3000 M panel had failed on the live feed side, so the fuses hadn't blown. This problem was clearly due to poor riveting.

A phone call to Willersey and six (yes, six) to Zig Electronics resulted in a replacement fuse box module being sent. It was a simple matter to replace in the back of the panel, but beware: remember to disconnect the battery and 'bridge' the positive spade connectors *before* starting work.

Gordon Finlayson

Filtered water supply

ON THE SUBJECT of drinking water quality straight from a van's holding tank - several years ago I installed a 'Nature Pure' water filter system by General Ecology in our 'old' Legend and we've been enjoying spring quality water on tap ever since. We would certainly not wish to be without the system now.

Fitting an extra single faucet in the sink was a little difficult, but well

worth the effort. If any member would like to know more, they can write enclosing a sae to 9 Huntercombe Lane South, Taplow, Maidenhead, Berks SL6 0PQ or e-mail me at alanchennells@lineone.net - but do expect some delay in receiving a reply.

Alan Chennells

Trident troubles

DURING the most enjoyable weekend at Malvern in July, a family from the London area were parked behind us with an identical A-S. Chatting, we discovered we were experiencing the same minor problems with our vans such as the fire extinguisher sited on the passenger step having to be removed because it was continually being knocked off and exposing a dangerously sharp fitment, the sun blind on the sliding door being ill-fitting, and the tap spluttering and vibrating when it was turned on.

Coming back from a holiday in Wales in September, we stopped *en route*, after filling up with petrol. When we returned to the van three hours later, it failed to start. At first we were concerned that we'd filled up with diesel in error, but we hadn't. The AA man then thought the immobiliser was faulty, but he had failed to get it going and we got back home in a recovery vehicle. Our garage mechanic couldn't find anything wrong apart from the plugs being flooded. He cleaned them and it started, but when we went to collect it, neither he nor we were happy and we agreed to leave it with him for a few days longer.

When we picked it up we were told it was running perfectly, having been tested twice a day. Within a few hours it broke down again. The mechanic came and again said it was flooded. He dried it, turned the key and there was an almighty 'bang'. It was taken to the garage again where further inspection showed that acid escaping through the overflow lead from the battery had leaked onto the coil and rotted it. The problem was remedied and, thankfully, has been working perfectly up till now.

Keith Taylor and Rita Jones

Goodbye, but 'Thank you'

SADLY, after the death of my husband, Sydney, I've had to sell our A-S Rambler after 13 years - I only drive people up the wall, not motor vans.

I have wonderful happy memories of our travels in our second home. We were always pleased we chose this excellent vehicle which we never wanted to change because there was nothing better. My husband said he could still go down the lanes with the grass growing down the middle. Auto-Sleepers outstrip the rest for quality, service and the personal touch - we admired the total involvement of the Trevelyans and their Staff - 'a family who cared.'

I remember the Club and Company rallies at Malvern, particularly last year's where our godson was playing in the Royal Marines Band.

We have always been campers, being tent campers until our retirement, although I camped in a tent at last month's Camping and Caravanning Club's National Feast of Lanterns. In all we spent 1,064 'sleep nights' in the Rambler, and even slept in it in our garage when the house was overflowing for a family wedding.

I will always notice the Auto-Sleepers on the road and wish them 'Bon Voyage'. Good wishes to you all, and thank you to all the volunteers who put so much into the Club. Forget the recent whingers - there's nowt so queer as folk!

Pamela Chaundy

All good wishes for the future to Pamela. When writing, she asked for a copy of Sydney's article on his steering-wheel table invention from the August 2000 issue, which we've been able to send her. She also sent a donation for Club funds, which we acknowledge with thanks. - Ed.

Obituaries

Philip Longstaff It is with regret that we record the death of Philip Longstaff who died suddenly in hospital on 27 September. He was very well-known to members attending rallies. To Marian and the family we extend our condolences and hope it will prove possible for Marian to continue motorhoming.

Sid Bleay We were sorry to learn of the death of Sid Bleay on 30 September. Our sympathy and condolences go to his wife, Hazel. Sid and Hazel started with the Club in its fairly early days.

Nial's end-of-year sale

I AM HAVING an end-of-year sale exclusively for members of ASOC. 'Rambling Recipes' and 'The Double Skillet Cookbook' will each be available at the reduced price of £6.50 including post and packing. There are not many copies of either of them left - about a dozen or so.

'The Double Skillet Cookbook' is now out of print and no more will be printed. I seem to have lost the file in the process of transferring to a new computer! The 'Rambling Recipes' Fourth Edition has come to the end of its useful life. It will be replaced in due course by a fifth edition, but I do not know when that will be - probably in the next year or two. There are many improvements and alterations to be made to it.

As I do all my cooking in the van with a double skillet, there is really no need for a separate book on the subject. It will be covered adequately in the new 'Rambling Recipes'.

Nial Reynolds

Nial's address is 49 Arden Way, Market Harborough, Leics. LE16 7DB and his phone number is 01858 432 811 - Ed.



For sale

DUETTO 2.5 DIESEL 2+2 BERTH. 'N' reg., May 1996. 42,500 miles. Omnistor 5000 awning and brand new Harrison drive-away awning erected once only. New front brakes and discs, new ball joints, new exhaust, new tyres in May 2001. Habitation checked May 2001. MoT to July 2002. Service record. Excellent condition. No smokers or pets. **£19,500.** Phone Noel Crook 01462 814703 (Beds.).
This appeared last month with an incorrect dialling code. Sorry Noel - Ed

EUROVENT AUTO VILLA free-standing awning. Grey/red. Little used. **£150.** Phone Phil Baker 0121 355 3223 (Birmingham).*

FOR SALE. Silver Screen for Boxer: **£20.** New ground sheet (green), 3-metre, with fitted eyelets: **£12.** Cab carpet, monogrammed A-S, fit Executive: **£10.** Oven shelf 15 x 11½ ins, fit Symphony: **£5.** Oven shelf 13 x 14 ins, fit Executive: **£5.** Set of as new green curtains, fit Symphony: **£12.** New white shower curtain: **£5.** New crockery rack: **£3.** Tip-up sink, still boxed, fit Executive: **£10.** New door 'fly curtains': **£5.** Towel ring and toilet roll holder **£3.** Bookshelf (green): **£2.** Battery cover, fit 2 litre petrol Boxer: **£1.** Phone P. Newbert 01977 794054.

DAHON FOLDING BIKES. Two 'low-mileage' Dahon folding bicycles (blue) with 16 ins wheels, 3-speed gears, rear rack and carrying bags. Vgc. £225 the two. Phone Michael and Jean Brereton 01926 494528 (Warwicks).*

SYMBOL 2-LITRE PETROL 2+2 BERTH. 'Y' reg., 2001. Balance A-S warranty 30 months. Extras incl. electric windows, cab armrests, CD player, extractor fan, Fiamma 2-bike rack. Alarmed. Garaged from new. Non-smokers, no pets. £23,950. Phone Eric Stanley 01243 821261 (W. Sussex).*

SILVER SCREEN for Clubman. Excellent condition. Very little used. £30. Reason for sale: changed vehicle for a Symphony. Phone Peter Lloyd-Jones 01694 723755 (Shropshire).*

EXECUTIVE 2.5 DIESEL. 'P' reg., 1997, 25,000 miles. Usual A-S fittings plus 3-speed roof fan, Status TV aerial, Fiamma 2-cycle rack, Van Bitz alarm/immobiliser, extra power socket and speakers. Non-smokers, no pets/children. Immaculate. £22,500. Phone John Loose 01372 457882 (Surrey).*

TOWBAR, MOTOR SCOOTER, SCOOTER RACK. Towbar for Talbot Express Talisman or Executive. Uses existing holes in chassis. Galvanised scooter rack with ramp to fit towbar £400 ono. Will split. 1992 Honda Elite motor scooter, 7,800 miles. 150 cc, water cooled four stroke. MoT and tax. £600 ono. Phone Keith Bates, 01793 740637 (Wilts) Village 1 mile from Junct 15, M4.*

TROOPER CYCLE RACK AND LADDER. For use on Trooper, Fiamma two-bike rack, can be extended to four. Used only twice, as new: £85. Internal ladder (in bag): £15. Phone Eddie and Maria Nutter, 01282 868467 (Lancs).*

SYMBOL 2.5TDI, 'W' reg., Mar. 2000, 6,000 miles. Extras incl. Omni- stor awning, step, 3-spd roof fan, solar panel, alarm, 2 swivel cab seats, 2 leisure batteries, Status aerial, CD player, tow bar. Non-smokers, no pets/children. Current warranties. Too many extras to list. Also matching trailer on Al-Ko chassis incl. storage box and m/cycle rack negotiable. Excellent condition: £26,950 ono. Phone Mike McLaughlin 01425 619961 or mobile 07790 588684.*

TALISMAN 2.5TDI. Nov. 1998, 20,000 miles. Awning, extractor fan, solar panel, Silver Screens. Carefully maintained and stored under cover. £22,500 ono. Phone John Scott 01244 381035 (Chester).

AWNING, OVEN AND GRILL. Drive-away Eurovent Autovilla awning, 11 x 8 ft. Bordeau and beige. Side fitting to high-top van, complete with curtains. Excellent condition, £175. Countess built-in oven and grill in full working order, but some deterioration of case work. Would also be useful for now unobtainable spares. £25. Phone Bob Fryer 01273 414544 (E. Sussex).

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

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| | | |
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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 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.

Notices of items wanted or for sale are printed free, but small donations towards Club expenses are appreciated and will be acknowledged on publication. Please make cheques payable to 'Auto-Sleeper Owners' Club' not 'ASOC'.
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