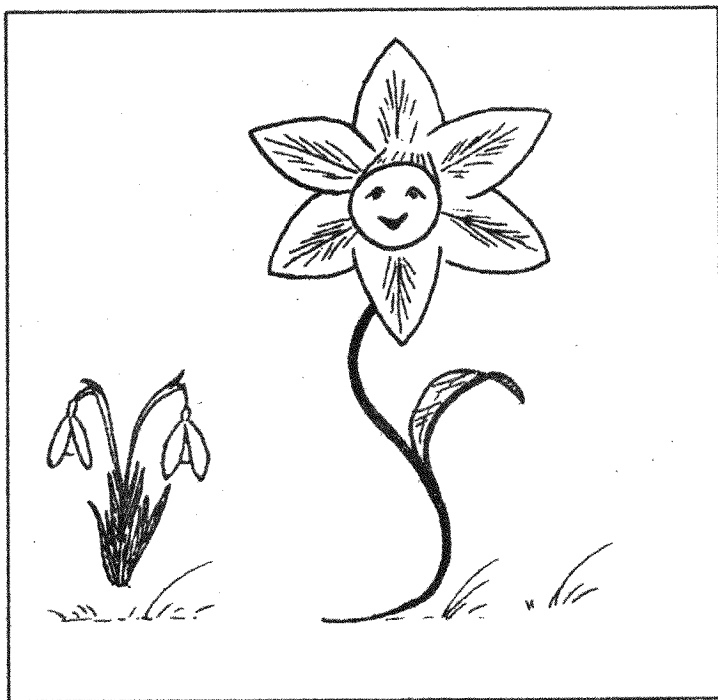




**AUTO-SLEEPER
OWNERS' CLUB**

Newsletter



No. 162

March 2002

From the Editor

THANKS from all of us to Ray Whiley who stood in for me while Jean and I were in USA and New Zealand, and ensured you received the February issue on time. As anyone who has experience of newsletters and has had to deputise knows, preparing a 'one off' for the press is much more difficult than doing the job on a regular basis. Adding the task on to the many other things our Chairman has to do must have made it even harder.

Keeping it simple

THE MORE I have to do with this hobby of ours, the more convinced I am that we need to keep it as simple as possible. Whether it is in the way we organise our own vans for comfort or in the way the Club and its activities are run, it seems to me we need to opt for simplicity rather than complication.

Do I hear hollow laughter? With the proposal to become a CLG to consider, what chance has simplicity got? The answer to that lies mainly in our own hands. Fortunately our Constitution, as it has been developed over the years, already provides a good framework. Some changes will have to be made to comply to the Companies Act, but that doesn't mean we need to go overboard and invent a whole lot of new rules - the Act doesn't require them.

Like all clubs, ours has amongst its members both those who want every 'i' dotted and every 't' crossed, and those who think that the rules don't apply to them and they can do pretty much as they please, regardless of how that might affect the well-being of the Club. The Committee's job is to keep the Club on an even keel by steering between the two and checking the excesses of both, advising change when it can't be avoided - but not otherwise - and, above all, keeping things simple so that the organisation helps and doesn't hinder.

Some of what opposition there is to our becoming a CLG seems to be based on a fear that if it goes through, the Club will somehow be completely different. There is no reason why it should and we can rely on the good sense of our members to make sure that doesn't happen.

Ian Day



Committee ready for AGM

ON A WET and blustery weekend in January, seven members of your Committee travelled to Moreton-in-Marsh for the latest Committee meeting, which was, as usual, also attended by our President, Charles Trevelyan.

Much of the day was spent discussing the third draft of the Articles of Association, which members will be asked to approve at the Annual General Meeting if they accept the Committee's recommendation that the Club should become a Company Limited by Guarantee. The Articles - the rules of the Club - will consist of the current Constitution (except where this needs to be re-phrased for legal reasons) together with clauses which we understand are required by the Companies Act.

At the same time we considered a letter from a Club member drawing attention to anomalies which he had found in the current Constitution. We discussed these carefully and agreed with all but one of his comments, which we felt had to be ruled out for practical reasons.

As I have written previously, comments and suggestions by members are always welcome and will be discussed by the Committee. I have been disappointed that so few have joined in the debate over the Club's possible change of status. I was, however, very encouraged to hear from a member who had recently been involved in the formation of two companies - one a Company Limited by Guarantee - and who offered to share his experiences and speak at the AGM.

Finally, a reminder. If you wish to stand for election to the Committee, your nomination form must be received by the Secretary by 19 March. We may need one or two newcomers to the Committee this year. At least two groups of one of the largest clubs have recently become dormant as they were unable to form a committee. Surely ASOC, with over 3,000 individual members should be able to find twelve to accept management rôles?

Ray Whiley

Once you are over the hill, you start to speed up - G.B.

AGM is at Newark

A MEMBER HAS QUESTIONED just where the AGM rally is being held, because the notice calling the AGM says 'Newark', but the booking and volunteer forms say 'Nottingham Show Ground'.

To make it quite clear, the rally will be at the Newark and Nottinghamshire Agricultural Showground, Newark. The site is about two miles from the A1 and lies between A17 Newark-Sleaford and A46 Newark-Lincoln.

Against becoming a company

WE HAVE BEEN members of ASOC since 1989 and have studied the question of our Club becoming a CLG closely.

We support John Normandale's opposition to the proposal and believe the emphasis being placed on possible claims involving all members borders on scaremongering. We accept that trying to insure against every eventuality results in enormous bills, but most people are prepared to take reasonable risks when it comes to all types of insurance.

We dispute the statement that 'our vehicles constitute high fire and explosion risks'. If insurance companies considered that to be the case the premiums would reflect the risk, which they certainly don't, and in any case should such an incident occur the damage would doubtless be covered by the said insurance.

We feel that anyone contemplating litigation against the Club for any reason would consider the action more likely to succeed if it was against a limited company instead of an ordinary Owners' Club, especially in these days of 'no win, no fee' actions encouraged by certain solicitors.

Should the proposal be accepted, what protection would there be for the Directors against an action brought by a member? More insurance? We are Chairman and Secretary respectively of a small limited company so do have some experience in this field.

Finally we would like to comment on the views in January's 'Chairman's Chat'. For many years we took an active part in Club affairs including

organising rallies and so we do realise the work that goes on behind the scenes. However, generally speaking we now feel that sadly the Club is losing its way, and possibly the Committee are losing sight of the purpose of an Owners' Club.

There seem to be fewer members prepared to run rallies now, which is what the Club is all about, and we feel the introduction of VAT registration must be a contributory factor in this. Having been very much concerned with VAT in our work we looked into the situation when the idea was suggested and submitted paperwork to the then Chairman which suggested that, in our view, registration was not necessary. Having gone down that road it seems it has just created extra work for the Treasurer and intimidated the membership who have no experience of dealing with it.

Arthur and Jackie Claxton

What you might call 'a broadside'. Members will make up their own minds about whether the CLG proposal will better protect their interests than remaining as we are. The high insurance risks are reflected in the high cost of the Club's public liability insurance. VAT was not an option - the Club had to become 'members' or risk prosecution. - Ed.

No attachments, please!

THE PROBLEM of computer viruses being spread by e-mails is well-known to internet enthusiasts and was highlighted in last month's issue.

As most of our readers know from the notices that have appeared from time to time, it is our policy not to open any attachments received when you e-mail *ASOC Newsletter*. Unfortunately, we still receive advertisements and contributions as attachments. When we e-mail back asking for the item to be sent to us 'plain' we sometimes get replies suggesting that whoever else may send e-mails which include a virus, that member is not one of them. We are quite sure no-one deliberately sets out to contaminate other computers, but we are advised that viruses and worms can be dormant in systems unbeknown to the user and activate when attachments to e-mails are sent. A recent virus sent e-mails to everyone on users' address lists and spread alarmingly. We have always to be on our guard.

For that reason, even though we have a powerful and continually updated anti-virus programme installed, we must continue to decline to open attachments. If a virus gets loose in the editor's computer, the resulting problems may mean that we won't be able to get your *ASOC Newsletter* to you at all. For most members sending material to us by e-mail there should be no problem because the copy can be written off-line without running up telephone costs.

And, of course, we always welcome contributions sent through the post in the usual way.

Nasty niffs - and an offer

FROM THE CORRESPONDENCE in recent Newsletters, it appears that many folk suffer from nasty smells emitting from sinks, hand basins and shower trays. I suspect that not many of us will wish to go to the trouble taken by Robin Gardner (January issue) and alter drain pipes and taps, and this will not always completely cure the problem anyway.

There is another solution. As has been said before, the problem is caused by particles of food - very often poured away with the washing-up water - lying in the pipework and tank, where it decays and causes the awful smells coming from the plug holes.

Firstly, try to avoid bits and pieces going down the drain. We pour our washing-up water through a nylon tea-strainer. It's quite amazing what that collects even if you have had only a cup of tea and a couple of biscuits.

Secondly, there are now products on the market specifically made for motorhome, caravan and boat owners who suffer from the 'nasty niffs'. We have been using one such, 'Super Digestyme Plus', in our van and so far have found it very effective and easy to use - you simply pour a small quantity down the plug hole from time to time. It's ideal when the van is laid up or winterised. It is a liquid which the manufacturers say 'contains a unique bacteria that effectively eats fats, cooking oils, grease and waste food particles. I even eats them in the waste pipes leaving behind a citrus fragrance.'

You can get it at caravan shops or by mail order from Camper Care

Products, Box 6035, Swadlincote, Derbyshire DE12 6ZU (Phone 10283 763666), quoting code SD2, when a 250 ml bottle will cost £11.99 including postage and packing.

Better still, Camper Care Products have offered to send a free sample together with an information pack to any member who sends to them an *A5 first class stamped self-addressed envelope* to them at that address and puts 'ASOC' in the top left corner of the envelope addressed to them.

Brian Smith

A radical 'gunge' solution

WHILE I DID NOT suffer a blockage, the rate of flow from the waste tank on my Talisman was very slow, apparently because a half-inch tap with a spout at 90° was fitted to the end of the discharge pipe. Replacing this with a one-inch straight through pipe, obtainable from Caravan Accessories (C.A.K.) Tanks Ltd of Aqua House, Princes Drive Industrial Estate, Kenilworth, Warwicks, CV8 2FD (Phone 0870 757 2324) cures this. As there is practically no constriction at these taps there should be no build-up of gunge, but making sure the tank is vented helps.

If Brian Green or any other members have friends or neighbours with a motorhome such as Swift, I'd imagine they would be pleased to demonstrate the one fitted to their van and also show the large inspection/cleaning cap.

David Maddison-Roberts

Members will have seen from Charles Trevelyan's note on p.14 of the January issue that Auto-Sleepers are able to retro-fit these taps and inspection caps. This letter from David (which we passed to Charles) is the recommendation to which the item refers - Ed.

What's all the fuss?

I DON'T UNDERSTAND all the fuss about water supplies in motorhomes especially that relating to smelly waste tanks. It's all so unnecessary.

We have a 1989 Rambler and have always used water straight from the tank. Early on we disliked some of the highly chlorinated supplies, so we fitted an in-line Jabsco water filter. I put it under the sink, which was a tricky job, but not too bad. I imagine there are plenty of places where one might fit.

The filter cartridge needs to be changed every year or so and that is quite easy. This filter takes out all undesirable tastes and makes the water good to use for all purposes.

Waste water goes straight down the plug hole into a Wastemaster sitting underneath. I use the Wastemaster to carry the Thetford cassette to the emptying point each morning. The whole operation takes only a few minutes. It could be done every two days or so, but I prefer to do it daily.

There is no smell from any part of the system, and it is all so simple. Is it relevant to mention that I spent my working life as a microbiologist, very largely concerned with water purification?

Jabasco have a high international reputation for water pumps, filters and other water handling equipment. They have a most useful website: www.jabasco.com.

Nial Reynolds

As we're sure Nial would confirm, if you are drawing your drinking water through a filter, it is important to check that the filter can deal with harmful bacteria - Ed.

From the Factory

Re-connecting the waste tank

AS IS OUR USUAL PRACTICE, we referred Robin Gardner's item about re-organising the pipe runs to and from the waste and water tanks (February issue) to Auto-Sleepers for comment.

After studying Robin's letter and diagrams, Stephen Small, A-S's Design Manager has written to him saying that the proposals for the connections to the waste tank seem all right, but warning of the need to make sure that there is no back flow of water from the basin up into the shower tray. That would not be desirable, especially with the potentially more difficult

flow path for the waste water with the inclusion of a 'U' trap.

He also says that the water tank modifications seem to be all right.

Wiring diagrams

IN ADDITION to his suggested alterations to water and waste pipe runs, Robin Gardner also asked whether there were electrical wiring diagrams, and if there were, whether they could be made available to owners.

Stephen Small has advised that A-S have wiring harness diagrams for all their current vehicles which can be made available to people who have the necessary knowledge to understand them.

However, all vehicles made before the EN Approval Marking were wired by hand and A-S only have the schematic information given in the standard handbooks.

Quite clearly there's no point in amateurs like me asking for information which would only confuse me further - Ed.

Mobile phones abroad

WE HAVE RECENTLY RETURNED from a troubled visit to France where we experienced major mechanical troubles and would like to say a special 'thank you' to Charles Trevelyan for his words of comfort and advice.

We were not helped by problems with our mobile phone. Can any members let us know the answer to Continental mobile phone use? The slow and expensive system we have is One2One, which charges £1.50 a minute for all calls - incoming and outgoing. For example, should we buy a mobile phone on the Continent?

Carol and John Whalley

With so many mobile phone schemes available now, I'm sure most of us would like some guidance from our experts - Ed.

Scooter carrier advice wanted

MY WIFE AND I are interested in buying a Pollensa on the Ford chassis in the near future. It will need to be adapted for my wife who is disabled and uses a 4-wheeled electric scooter. We need to take the scooter - or a scooter - with us when we travel, and I've been researching the best way to do this. We have never owned a motorhome and so are complete novices and need to do our homework.

In our travels we've seen motorhomes with platforms for disability scooters fixed to the back and had assumed it would be a simple matter to fix one to a van. Not so. Up to now I've found only one motorhome owner who has fitted such a rack, but that was not to an A-S and I'd like to talk to an A-S owner who has done such a job.

My wife's scooter weighs 93 kg including a total battery weight of 26 kg (which could be removed once the scooter was on the rack). The rack would weigh about 30 kg and be fixed to the chassis, while ramps for loading weigh 10 kg. With the batteries removed after loading, the carrying weight would be about 107 kg. The rack would increase the overhang by 30 inches, making the new overhang greater than 60 per cent of the wheelbase.

I've discussed the question of overhang and weight on the rear axle with Denzil Brunning, A-S's Homologation Engineer. An EC ruling regarding overhangs and the higher payload of the new Ford chassis may well mean that we could carry our scooter on a rack behind a Pollensa such as I describe.

I'd be grateful for comments or advice from ASOC members, especially those with first-hand experience of fitting racks for four-wheeled scooters.

Paul Hatton

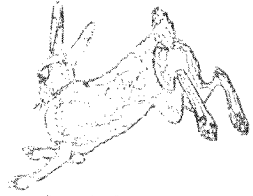
Paul and Jenny Hatton are prospective ASOC members. As you see, help from those with knowledge will be welcomed. They can be contacted by e-mail at JennyH@Freenet.co.uk or we will pass letters on - Ed.

Where there's smoke, there's usually toast - Anon.



March 2002

Rally Supplement



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

1. Warners' Midsummer Event, Lincoln Racecourse 19th.-21st. July
To date I have had an offer to assist at the above rally but NO offers to marshal. No marshals - No rallies!

May I remind you that, unless otherwise stated in the Rally, Supplement, all rallies are applied for by posting a rally slip, with a cheque for the appropriate amount, to the rally marshal. Unless otherwise stated ALL rallies start at 12 noon. Please do not arrive early. If you are unable to attend a rally inform the marshal as they may be able to allow another member to take your place.

STOP PRESS. 30th April-May 3rd (3 nights). Stourton Hill Farm, Shipston on Stour, Warwickshire. This rally will NOT now take place.

December 2002/January 2003. 10th. Hidden Valley New Year Rally. Watch this space for dates.

3rd. June - 16th. June 2002. Kirchzarten & Oberammergau. THIS RALLY IS NOW FULLY BOOKED. ***Members attending this rally are reminded that they must arrange their own ferry bookings and any insurance that is required.

A Guide for new ralliers.

Any member in the Club may rally but there is a procedure to follow.

1. If you see a rally that you wish to attend advertised in the Rally Supplement of the Newsletter then complete a rally slip which you will find in the Rally Supplement.
2. Complete ALL sections on both sides of the rally slip. Ensure that ALL family members attending a rally are listed on the slip, the number is subject to the sleeping capacity of the van.
3. Calculate the amount of money to be sent to the Rally Marshal named in the rally information. This includes site fees for the number of nights of the rally and the Rally Fee. The Rally Fee is a one off payment for a rally, NOT a per night fee.

4. Return the RALLY SLIP and the CHEQUE for the total amount of the cost of the rally to the Marshal, whose address is given in the rally information. If you wish to have confirmation that you have been accepted on the rally please enclose a SAE.
5. Return the rally slip and cheque as soon as possible to the named marshal as rallies are very popular. If you find that you cannot attend the rally then please inform the Marshal as soon as possible as they may have others waiting to attend. We always try to give a telephone number for the site or the Marshal's mobile. If you are delayed please telephone the Marshal on site, if possible.
6. The only rallies that this system does not apply to are the Club A.G.M. & the Club & Company Rally. THE APPLICATION FORMS FOR THESE TWO RALLIES ARE SENT OUT WITH THE NEWSLETTER. All relevant information is given on these forms including closing dates.
7. REFUNDS. The rally fee will have already been used so there will normally be no refund. Site fees may only be refunded when it is possible to fill the vacant pitch. This will be subject to the terms agreed with the site owner by the rally marshal.
8. For large Show Rallies ie. Peterborough, York, Stratford, Shepton Mallet & Detling the bookings are made through the Show organisers and payment should be sent to them, using the appropriate forms to be found in Motorhome magazines, before the closing date. Forms for Peterborough & York Shows are now being issued with the Club Newsletter. Special Club site fees are sometimes available and these are advertised in the Rally Supplement in the Newsletter. When you have sent your application form and fee to the Show organisers then send a completed rally slip to the Club's Marshal with the appropriate rally fee. You *cannot* book with the Organisers at the special Club site fee and then rally elsewhere on the site.
9. Please remember that rallies start and close at 12 noon, unless otherwise stated. Failure to keep to these times can cause the Club problems with the Exemption Certificate used on green field sites. Early arrivals can also cause the marshal problems. To avoid causing embarrassment please arrive at a rally after the given start time.
10. Extra items such as trailers, cars (with vans) etc. may only be accepted on site with the prior agreement of the marshal. Finally if you have any problems with booking for a rally then please contact the Rally Co-ordinator. The address, telephone number & e-mail are at the end of the Rally Supplement. If the Rally Co-ordinator is not available please leave a message on the answering machine or send a fax or an e-mail and your enquiry will be dealt with as soon as possible. Please remember that all our marshals are volunteers and that they give of their time freely so that we may enjoy ourselves.

25th-28th.April.National Motorhome Show,Peterborough.

Emergency Tel.No.07714 091 349(Marshals' mobile on 8.00-10.00 am/ pm).

Rally Marshals:Pauline & Neil Rogers,Evelyn & Ben Mansfield & Jean & Ian Sellers.

Please use the booking form enclosed in the last Newsletter if possible.

If you use forms from the magazines please mark the form ASOC and note the special Club site fees:Arrive Thursday:£25, arrive Friday £23, arrive Saturday £21.

Please note that ALL booking forms **MUST** be returned to **Warners** the organisers by **2nd April** if you wish to rally with the Club.

The rally finishes at 12 noon Sunday but you may remain on site until 12 noon Monday.

*****Then you must also complete a Club rally slip** and return it,with the Rally

Fee of £1.75 couples,£1.20 singles (both inclusive of VAT) to:

N.C. & P. Rogers,3 Appleby Close, Aldbrough St.John, Richmond, North Yorks.DL11

7TT.Tel.No. 01325 374 540.Cheques payable to N.C.& P. Rogers.

Please collect the **Club** rally information pack from the marshals **before** parking.

If you book using the special Club fees then you **must** rally with the Club.

No arrivals before 2.00p.m. Thursday.

3rd-6th.May (3 nights) A.G.M. Newark Showground, Notts.

Please return the booking forms before the closing date of **9th.March**.

6th - 9th. May (3 nights).Sherwood Forest C.P.,Nr.Edwinstowe, Notts.

Site Tel.No. 01623 823 132 Emergency Tel.No. 0777 557 0182.Marshal's mobile,8.00 - 10.00a.m. & 6.00 - 8.00 p.m.

Rally Marshals: Jan & Vic Hicklin.

Site Fee:£7.50 per night.includes Electricity & VAT. Rally Fee:£1.75 per van +50p per person,including VAT.

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

Attractions:

This rally will enable members to "rest" after the AGM.Those taking part will be able to stay at Newark until Monday a.m.(Please DO NOT arrive before 12.30 p.m.) The site is close to Edwinstowe(Major Oak),Mansfield & Nottingham.It is in a wooded valley with a river running through it.Ideal for walking and cycling.There are fishing lakes in the site.

Directions:

From the **Ollerton** roundabout take A6075 signposted Mansfield/Chesterfield, through Edwinstowe.Take first **left**(after X roads) signpost Old Clipstone B6035.Site on **right** ¼ mile passed the Rare Breeds Farm.

**9th - 14th May (5 nights). Burn Gliding Club, Burn Village,
Nr. Selby, N. Yorks.**

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

Rally Marshal: Alan Guest.

Site Fee: £4.70 per night (incl. VAT) **No Electricity**. Rally Fee: £2.35 (incl. VAT)

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

Attractions:

Gliding trial flights/ lessons over weekend (subject to weather). There is a market in Selby on the Monday.

Directions:

From M62 junct. 34 take A19 towards Selby, Gliding Club signposted in Burn Village.

**9th - 13th May (4 nights). Little Cotton Caravan Park, Dartmouth,
Devon**

Additional nights can be arranged with the Site owner Paul White Tel.No.01803 833 675.

Rally Marshals: Pam & Terry Holtom.

Site Fee: £6.00 per night (incl. VAT). Electricity £2.00 per night (incl. VAT)

Rally Fee: £2.35. Singles £1.20. (both incl. VAT)

Booking slips & cheques made payable to Terry Holtom; 8 Courtland Road, Torquay, Devon. TQ2 6JR. Tel. No. 01803 612 669.

Attractions:

Dartmouth's 5th. Annual Music Festival with musical events throughout the town, including the Royal Marine Band. Dartmouth is a naval port/harbour and popular holiday resort. Scenic boat trips either out to sea or up the River Dart. Picturesque steam train journeys available from nearby Kinswear to the seaside resort of Paignton.

PARK & RIDE facilities into Dartmouth adjacent to site.

Proposed Sat. evening meal.

DOGS welcome but **MUST BE KEPT ON LEAD AT ALL TIMES**. (Doggy walk part of site facilities). S.A.E. for confirmation & travel instructions.

NUMBERS LIMITED.

**NEW. 14th - 16th May (2 nights). "Hamble Ramble", Riverside
Park, Satchell Lane, Hamble, Hants.**

Site tel.No.023 8045 3220. Emergency only & to stay before or after the rally.

Rally Marshals: Lyn & Clive Denton.

Site Fee:£8.00per night includes electricity & VAT.

Rally Fee:£1.35 Couples,£1.00 Singles(Incl.VAT).

Booking slips to: Clive Denton,34 Charles Knott Gardens,Southampton.SO15 2TF.

Tel.No. 023 8022 4621. Cheques payable to: Clive Denton.

Attractions:

A walker's rally starting with dinner(main meal or snack) at The Gaff Rigger,adjacent to the campsite and nearby marina,on Tuesday evening(14th.)

On Wednesday15th..there would be a riverside walk of approximately 4-5 miles.stopping for lunch,at the Fox & Hounds pub.

I need to book both of these venues so I need to know if one or both meals are required.Coffee on the 16th. a.m. will be at a café.

Directions:

Leave the M27 at junction 8 and follow signs to Hamble taking the B3397 passing Tesco on the left.Continue on this road through traffic lights after the Hound roundabout.Take 1st. left Satchell Lane and site is about 1 mile on the left.

THERE IS A LIMIT of 20 vans.

14th - 17th .May (3 nights).Park Cliffe Camping & Caravanning Estate,Windemere Cumbria..

Site Tel.No.015395 31344.

Rally Marshals:Jill & James Bertlin & Sue & Peter Coward.

Site Fee:£8.00 per night (incl.VAT). Electricity,if required,£3.00 per night.(incl.VAT).

Rally Fee:£2.35 (incl. VAT).

Booking slips & cheques payable to Mrs.J.Bertlin,The Rockeries,Lindale,Grange -over-Sands,Cumbria.LA11 6LQ. Tel.No. 015395 34500

Attractions:

Situated in 25 secluded acres of fell land.Ideal location for walking,golfing & sightseeing or just being lazy!There is a fully equipped launderette,heated ladies & gents shower/toilet block,electricity to all pitches.

" Squirrel's" is a small licensed restaurant & bar with a take-away service and well stocked licensed mini market.

On Thursday night a special meal will be arranged at "Squirrel's".

Directions:

Leave the M6 at Junct. 36, follow A590 to Newby Bridge, then turn **right** at roundabout on to A592. After 3.3 miles turn **right** at signpost for site. Entrance to site is 1/3 mile on **right**.

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

Motorcaravan Jamboree,Detling Show Ground. No Marshal has volunteered to run this rally so there will be no Club presence.

31st.May. - 4th.June(4 nights).Lower Greenhill Farm,Salterforth, Barnoldswick,Lancs.

Emergency Telephone.No. 07881798045 (Marshals' mobile).

Rally marshals:Ivy & Ken Farley.

Site fee: £3.53 per night.

No Electricity. Rally Fee:£2.35 Couple,£1.75

Singles.

Cheques made payable to Mrs. I.M. Farley.Send booking slips to Mr.& Mrs. K.D.Farley,45 Kelsall Avenue, Blackburn,Lancs.BB1 5RU.Tel.No. 01254 721459

Attractions:

Skipton & Clitheroe Castles.bus service into Skipton.Various Mill shops in the area.Two hostelrys not far away.

Directions:

From Colne, take the A56 S.P. Skipton & Barnoldswick.At Kelbrook roundabout **turn left** into Kelbrook,site on **left** in ½ mile.

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,there will be no Public Liability Insurance and 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 Evening meal: 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)

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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 Evening meal if arranged: Yes No

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

Full payment MUST accompany this slip-cheques payable to the marshal.
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Four into Two

OUR CLUBMAN, *WAYSIDE ROSE 3*, is one of the less common four-berth models. We prefer this as, although we have no use for the bed in the luton, removing it gave a large volume of useful storage space. However, chairs, bedding, windbreak, large umbrellas etc. which we kept 'aloft' both during the day and whilst travelling, even though covered with a travel rug, always looked less neat than the fitted furniture in two-berth models. Although secured by straps whilst we were on the road, it always caused apprehension lest anything slipped and fell.

Would it be possible to enclose this area, giving an even larger storage space with increased safety? Clearly any conversion would have to be compatible with the rest of the van. The answer came in the Company shop at the year 2000 Club and Company rally where I saw for sale a luton locker lid intended for one of the larger models - Executive or Amethyst perhaps. Could it be used? How much would it cost? The salesman was unsure of the price but offered to find out while I measured it and went back to the van - fortunately not far away - to measure up. Joy! It would fit beautifully, giving the largest possible access opening in the width and height available, and leave room for two side cupboards at right angles to it (not aligned to the 'cutaway' as in the two-berth Clubman.

A tenner duly changed hands - and a lot more as at the same time I bought sufficient green lining material to ensure that the panels of any new cupboard matched the rest of the van's lining. At the same time I found a piece of veneered plywood which would make doors for each of the new side cupboards. Several members saw Barbara and me staggering back to our mobile home with these materials and asked what they were for. During the following months I was often asked how the work was proceeding.

It wasn't. For a variety of reasons work could not be begun until two or three weeks before the year 2001 Club and Company rally. However, knowing that questions would again be asked at that rally, I decided that something must be done and a visit to our local DIY shop resulted in the purchase of several sheets of 6 mm MDF, a pack of timber for framing, and various items of hardware.

In spite of my apprehension - at school, I had only half a term in a

woodwork class, producing a plant label with a very wobbly joint and being invited by the master in charge not to return - the job proved surprisingly easy. The first step was to use a 1200 x 600 sheet of hardboard to make a pattern for the main bulkhead - by trial and error (perhaps more error than anything else) - but in the end it seemed to be a reasonable fit. This was used to cut the bulkhead proper from 6 mm MDF, after which a hole was cut in it an inch or two smaller all round than the locker lid. (I was pleased that I had recently received as a gift a new power jigsaw.) After fitting light timber framing, this was covered with lining material using spray adhesive from the Company shop. Later the centre of the lining was cut away, leaving a generous allowance to be folded inside and glued using UHU (Several giant tubes of UHU were bought from our local 'everything £1' shop.)

The next step was to make the side cupboards, again from MDF with a light timber framing and covered with lining material, after again making a hardboard pattern first. Doors for these were cut from the veneered plywood and the edges finished neatly using 'hockey stick' pattern wood moulding - probably the most expensive item for its size of the whole conversion. The inside of the doors was covered with a closely matching wood grain 'sticky back plastic' and the same material used to cover the floor and sides of the cupboards on the inside. The units were then placed in position on the floor of the luton, and drilled so that two plastic furniture joiners - as used for flatpack DIY furniture - could be used to join each side cupboard to the main bulkhead. It seemed that the assembly might move slightly, so I fitted two brass brackets inside the main bulkhead and used one screw on each to fasten them to the luton floor. Those two screws are the only way in which the original structure of the van has been interfered with.

The final task was to fit the doors (using A-S hinges), brass knobs, magnetic catches and small brass security hooks for use while travelling.

I feel that the job was well worthwhile: we can now use the whole of the luton, including the side wings, for storage both on site and on the move, and the appearance is much better. The new cupboards weigh less than the bed parts which were removed - in any case, with an 870 kg payload there is little need to worry - and the new units can be removed in ten minutes leaving the van unchanged from its ex-factory state.

Ray Whiley

Are you ... ?

Are you an active member, the kind that would be missed,
Or are you just contented that your name is on the list?
Do you attend the meetings and mingle with the flock,
Or do you just stay at home - and criticise and knock?
Do you take an active part, to help the work along,
Or are you satisfied to be the kind that just belong?
Do you ever voluntarily help the guiding stick
Or leave the work to just a few and talk about the clique?
Come to meetings often and help with hand and heart.
Don't just be a member - but take an active part.
Think this over member - you know right from wrong.
Are you an active member - or do you just belong?

- Author untraced.

Sent in by *Sylvia and Norman Brice*

Write up your mods

FROM READING ASOC *Newsletter* it would appear that a large number of ASOC members have made modifications to their motorhomes. I, for one, have made quite a few modifications or alterations to mine. But I wonder what thought has been given by current owners to when the vehicle eventually changes hands. Will the new owner find and enjoy the additions, or will they (in some cases) know how to operate them?

If the sale is direct to the new owner, the information can be passed on at first hand, but will he remember everything he is told? If the sale is through dealers, what chance has the new owner of getting the information from them?

Modifications fall into two main areas: the 'passive' and the 'active'. Passive ones are usually obvious, but if they are not will the new owner find and make use of them? And how is he to know where the active ones are situated or to use them?

None of us knows when we are likely to sell our vehicles, so I decided to be prepared and have written up all the modifications made to my motorhome about which a new owner might need help or instruction. Headed

'Legend Extras', I've fixed the sheet of paper into the front of the A-S Instruction Manual. I don't know whether anyone has done this before, but I feel it's the least we can do, as old hands, to help new owners know what personalised modifications have been made and allow them to get the full potential from their purchase. They have a lot to find out when they take over a vehicle, especially if it's their first motorhome.

Robin Gardner

That's a good idea and will be appreciated by new owners. Has anyone else done this? - Ed.

Seeing the New Year in

WE WOULD LIKE to thank the 26 hardy members who made the journey South to North Devon for the New Year rally. Although the weather was cold and frosty, it stayed dry and we did see the sun occasionally.

There were a number of seasoned New Year ralliers as well as many new faces. New members Alan and Pauline Haydon from Exeter, who had bought their van and joined the Club only five weeks previously, were welcomed and said they had thoroughly enjoyed themselves. We look forward to seeing them on future rallies.

Terry the Chef, Martin and Dawn and the staff of Hidden Valley did us proud as usual, and we were well entertained by Sarah, Kevin and Colin over the three nights. Our thanks go to Andy and Angie for running the raffle and to Cheryl for her quiz on the optional evening, helping us to get to know one another and into the party spirit.

The site has been provisionally booked for next year, which will be the tenth year for ASOC at Hidden Valley over the festive period.

Sandra and Bernie Wiseley

When you destroy a blade of grass
You poison England at her roots:
Remember no man's foot can pass
Where evermore no green blade shoots.

- Gordon Bottomley (1874-1948)

Different motorhomes in NZ

ALTHOUGH its wasn't the main reason for our visit to New Zealand, we were able to spend about three weeks touring the country. We hired what over there they insist on calling a campervan, probably because the vehicles tend to be more basic than what one Kiwi called our 'mobile lounges'. We gave the hire van a good test, travelling about 3,500 miles in weather varying from the sublime to the ridiculous, even though it was high summer. In the South Island, for instance, floods and washouts closed the main road both behind and in front of us and we had to follow an 80 miles diversion, mainly through low cloud over steep, winding, secondary roads to reach Dunedin. Later we were to have temperatures well into the 80s.

Motorhomes, by whatever name, are very popular in NZ and far outnumber trailer vans. The differences between the standard van and its British equivalent are interesting. Some are fitted with bench seats in the cab and have no direct access to the rear, most have lino instead of carpet on the floor, the majority come equipped with microwave ovens, heaters have no thermostats but are either 'off' or 'on' and there is no gas option for working the fridge, but air conditioning for use on site is a popular extra. Sandwich construction is general and, although vans come with a wide variety of internal layouts, the furniture finish is not always as good as we are used to from UK and Continental makers. Apart from a few imported models, the majority of conversions are carried out by a former CI subsidiary in NZ.

We had opted for a diesel hi-top built on a Fort Transit chassis, with automatic transmission and PAS. It took us from Auckland, down through the North Island to Wellington and, after we'd crossed Cook Strait by ferry, to Bluff, which is the most southerly town in the South Island. Then it was north again by way of the Southern Alps and the West Coast. At Picton we put it back on the ferry to the North Island before driving up through the Wairarapa and Taranaki to the Bay of Islands 150 miles north of Auckland.

Driving in New Zealand is a pleasure. Roads are quiet, especially in the South Island where the entire population is only about the same as that of Auckland city in the North. (The whole country has just 3.8 million people.) The main, and most secondary roads, are tarmac. Had it not been that we wanted to visit one minor historic place of special interest

to us which was well off the beaten track along what became a gravelled road, we need never have left tarmac. However the gradients, especially through the passes across the Southern Alps and other ranges, were sometimes as much as 1 in 4. The van never let us down, but its automatic transmission struggled a bit on the steeper grades.

All the sites we stayed on were part of Top Ten, one of the two or three groups of independently owned and operated sites. Facilities were good on them all. Because they also catered for tent campers and had motel rooms, there were communal kitchens, lounges with TV, laundries and permanent barbecues. We had little niggles: not every site had hair dryers in the ladies' showers, for instance. Sites were not always near towns, but those that weren't often had small shops with limited ranges of food available. Site fees were generally lower than in the UK, even after taking the advantageous exchange rate between the pound sterling and the NZ dollar into account. Fees always included electricity, which was usually a 16 amp supply - necessary when gas is used only for cooking. Because it's the norm for each pitch to have its own hook-up point, tap and (often) waste water drain, hook-up cables, which are fitted with the same blue plugs we know here, are sometimes much shorter than our standard length. In our case that meant we weren't always able to position the van for the best view. However, one improvement on British practice was that the hook-up cables on all the vans we saw were, like ours, wired in without exterior sockets and with dedicated lockers for storage.

When we visited NZ six years ago, we hired a larger van with manual gears to tour the South Island. Comparing the two we thought that while the first had living space advantages and was possibly more willing to tackle the hills, this year's model won - mainly because the automatic transmission came into its own when there were long distances to travel between towns, especially on the easy gradients of the plains.

If you haven't yet had a chance to visit this far-flung part of the Commonwealth, take any opportunity that comes your way.

Jean and Ian Day

Cruise control?

LOOKING BACK through old issues of *ASOC Newsletter* I found that

quite a few letters were printed early in the 1990s about the pros and cons of fitting cruise control to motorhomes. Like most such correspondence, no firm conclusion was reached, although advice was given by one member about actually fitting it as a d-i-y project.

Motorhomes have come a long way since that correspondence was published, but cruise control doesn't yet come as standard. If you have it on your van, why not write in to let others know what you think about it?

Hope Safe T Bar address

I UNDERSTAND some people have been unable to make contact with the manufacturers of the Hope Safe T Bar. They are Hope Technical Developments Ltd, High Street, Ascot, Berks SL5 7HP, telephone 01344 624855.

Sean Hollands

Helpful Hints

TO END THIS MONTH, here are a few from the many hints we've found in back issues of *ASOC Newsletter*, which are still useful.

Flask retainers: I've made straps from recycled Velcro to hold in place the two flasks we carry for drinks in transit (or in Transit!). One is fastened in the corner behind the driver's seat and the other on the ledge inside the wardrobe, hinge side with something non-slip underneath it. - Marie Winfield (March 1992). *We do something similar inside the cupboards over the sink in our Amethyst - Ed.*

Awning markings: Backing the van up to an awning? When the awning is in place with the van, with 6 inch galvanised nails, fix a white tape on the ground where the wheels touch; also place another marker that lines up with the van. It is easier to line up exactly without any assistance when the driver's door is open. - Pat & beryl Johnson (January 1991).

Hanging dresses: Few vans, if any, have wardrobes tall enough to hand a dress. To overcome this, turn the skirt inside out over the bodice, sew loops either side of the waist and hang from the skirt hooks

of a hanger. Or - less work and taking up less length - forget the loops and hang it up like a skirt on a spring skirt hanger - Dorothy Reynolds (October 1993).

Portable picnic table: May we please submit a simple idea for a portable picnic table for use outside the van, if you have two tables. Assemble the tops on to each end of the leg, using the smaller as the base. To avoid scratching use a piece of carpet, blanket or rubber mat on the ground - Marie and Tony Evans (November 1991).

Sad 'Farewells'

WE ARE SORRY to learn that David and Shirley Hammond are having to sell their Symphony because of David's failing eyesight, and also that as a result of a brain haemorrhage suffered by Bernard Abbott, he and Maureen are having to give their van up. We wish both couples well and are sorry to lose them. Their vans are advertised in this issue.

For sale



HARMONY 2 LITRE 2-BERTH. 'L' reg., 1993, 49,000 miles. PAS. MoT to October. Propex blown air heating, Status aerial, Silver Screen, swivel front seats, Fiamma awning, Van Bitz alarm, H & C, waste and fresh water tanks, wash basin, shower, toilet. Excellent condition inside and out: **£11,500**. Phone Ken Manning 01993 845152 (Oxford).*

BOXER SYMPHONY, PETROL 'S' Reg, 1998, 17,000 miles from new. MoT and tax to August 2002. Ready to go with all necessary equipment: chocks, back-box, storage tent, small colour TV etc. No smokers or pets: **£18,950**. Please phone David Hammond 01275 872926 (N. Somerset)*

FIAMMA BIKE CARRIER for VW type 2 camper van. Fits on to door without permanent fixings. Holds 2 bikes (Fiamma optional extra to extend to 3). Phone Robin Watkinson 0117 9683968 (Bristol).

EXECUTIVE 2.4TDI 2-BERTH. 'R' reg., 20,000 miles. One owner, non smokers, no pets. Tax and MoT to December 2002: **£23,000** ono. Phone Derek Pedley 01403 217023 (W. Sussex)*

TOP BOX. Fiamma Ultra Box 2 top box complete with fittings and

keys. VGC: £125. Tel/fax or e-mail Sean Hollands 01622 758043 (Kent)
sean.hollands@which.net

SCREENS, PORTAPOTTI. Taylormade internal insulated screens for VW T4 cab (3), rear and one side: £45 ono. PortaPotti '345', unused: £35 ono. Phone or e-mail Graham Snowden: 020 8597 0920 (NE London/Essex), Graham.Snowden@Newham.gov.uk

LEGEND GL 2.0 LITRE PETROL 2-BERTH. 'E' reg., 1998, 57,000 miles, MoT until Dec. 2002, taxed to June 2002. Only 3 owners, full service history since new. Rebuilt engine and complete new exhaust 2001. Superb runner. 2 swivel front seats; bike rack. No smokers/pets. Excellent condition. Only changing as 2 grandchildren now need overnight accommodation and a 4-berth is required: £9,500 ono. Phone or e-mail Steve Tolson 01304 375517 (Kent)
steve@cadeas.fsnet.co.uk

FUN TECH 350cc CAR. One year old, 600 miles. Fully equipped for towing/touring with every extra fitted: £3,750 ono. Phone Chris Simpson 01270 873191 (Staffs) weekends or after 7 pm.

FREE-STANDING AWNING. NR Motor Chateau. Suitable for coachbuilt. Colour grey/green. Not been used :£250. Phone Stephen Franks: 01457 764718 (Cheshire).*

TALISMAN TURBO DIESEL 2-BERTH. 'W' reg., June 2000. 5,600 miles. PAS, fitted S/F alarm, rustproofed. Illness forces sale: £27,500. Phone Maureen Abbott 01926 334871 (Warwicks).*

EXECUTIVE 2.5 DIESEL 4-BERTH. 'P' reg., Feb. 1997. 25,000 miles. PAS, usual A-S fittings, plus 3-way extractor fan, Fiamma 2-bike rack, Van Bitz alarm/immobiliser, Status TV aerial. Extra power sockets and speakers. Non smokers, no pets/children. 1 year MoT. Immaculate: £19,995. Phone John Loose 01372 457882 (Surrey).*

LEGEND 2.5 DIESEL AUTOMATIC 2-4 BERTH 'T' reg., 1999, 65 watt solar panel, full alarm, Auto Gas, awning, SOG Silver Screens, TV aerial, Omnivent, Overcab bed, roof rack/steps. No smoking or pets: £29,995. Phone or e-mail John Cockayne 023 9236 9201, CockayneJS@aol.com *

SYMPHONY, 1.9 TURBO DIESEL 2+2 BERTH. 'T' reg., March 1999, under 10,000 miles. Used 1 week only. Green trim, electric roof fan, New High Top awning, GT-Auto Thatcham alarm system Cat. 1, gas bottles, full oven, side rubbing strips: £20,000. Phone Ray Burtenshaw 01367 250106 (Cotswolds).

*Note: The * following an advertisement means the advertiser has made a contribution to Club funds. To each we say, 'Thanks for the donation.' - Ed.*

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