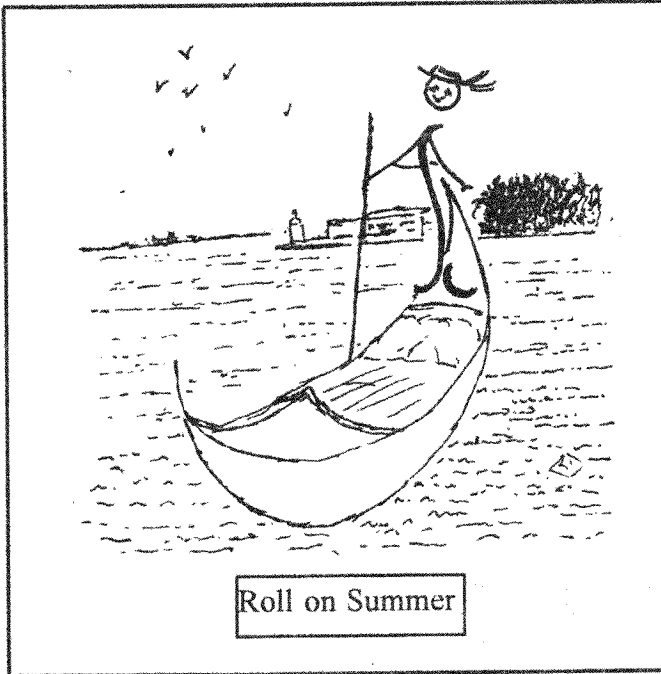




**AUTO-SLEEPER
OWNERS' CLUB**

Newsletter



No. 164

May 2002

From the Editor

Enjoy!

THE FINE WEATHER in late March and April will have encouraged us all to finish preparing our motorhomes for the summer ahead, and to plan where we want to go and what we want to do.

The great thing about our hobby is that usually the only limits to its enjoyment are the ones we set ourselves. Last year's Foot and Mouth epidemic seriously restricted travel in this country but didn't prevent journeys to Europe. Wherever there are passable roads, bridges and ferries, we are free to take our second homes with us to familiar places, to explore areas we have been attracted to by publicity on television or through tourist brochures, to which friends have recommended us, or which we simply fancy visiting. If we want to go sightseeing or be in crowds we can be, or if we look to spend our time in quiet havens or remote fastnesses that, too, is possible.

A zest for life and a spirit of adventure are the marks of our fraternity, together with the ability to cope with and even to enjoy the unexpected. Like the motorhome owner (not 'one of us') staying at Moreton-in-Marsh this spring whose attention was drawn to birds flying in and out from under his van. When he lifted the bonnet he found a nest well on the way to completion in the engine compartment. Had the birds had more time, completed the nest and laid a clutch of eggs, he might have had a real problem. But who would expect that to happen when away in the van for a weekend? And what about a Customs search at Dover on the way *out* of the country, which happened to us last October? Even getting lost can have its compensations by introducing us to places we wouldn't otherwise have known about. In France a few years ago we found ourselves on an autoroute not on our map. Trying to get back on route again, the road through a small town was closed for an hour or two for a procession and fête. Another delay for us, but it was very pleasant to be welcomed by the townsfolk after we left our vehicle and were enjoying coffee outside a café watching the procession go by.

Wherever your fancy and wheels may take you this year, travel safely and *enjoy!*

Ian Day

Chairman's Chat



At the NEC

DURING OUR TWO DAYS representing the Club at the NEC in February, Barbara and I were pleased to be able to meet and talk with members and prospective members of the Club. Our thanks are due to Auto-Sleepers Ltd for giving us space on the company's stand.

The Committee are aware that our Club area was less attractive than that of some other clubs and we discussed possible improvements with Ian Capes and Anthony Trevelyan at the Show, and with our President, Charles Trevelyan, at the March Committee meeting. At future shows we would like to use our space for a display of photographs showing Club activities, and for letting prospective members see examples of *ASOC Newsletter* and regalia.

During our free time at the Show, we visited the ACCEO lounge for yet another cup of coffee and a chat with Jean Groves, who is now the ACCEO Committee member responsible for the Association's newsletter, *ACCEO Matters*, as well as for negotiating the discounts available to individual members of ACCEO. (ACCEO is the Association of Caravan and Camping Exempted Organisations and represents some 200 clubs which hold a Certificate of Exemption permitting them to run short rallies on unlicensed sites.) Jean - whom many members will remember from her stand at the Club's tenth anniversary Club and Company rally - hopes to negotiate many more special offers for individual members on, for example, equipment, sites, ferry crossings, insurance and more general products and services.

Ray Whiley

Familiar ring? 'In 1965 we were blissfully ignorant of Northern Ireland's import restrictions on food - Britain had had an outbreak of Foot and Mouth disease. When we landed at Larne every item of food we had ... was dumped on the quayside and duly burnt. So we had to *buy a cup of tea!*' - Emily and Frank George, quoted in *ASOC Newsletter*, September 1990.

Voting requirement correction

I MUST APOLOGISE to members for writing in 'Proposed Amendments to the Constitution' last month that they required a majority in favour of 'two-thirds of the members present and voting'. I am grateful to John Normandale for pointing out that the majority required by our current Constitution is 'two-thirds of the members *attending* the meeting'.

This rule will, of course, be applied at the Annual General Meeting.

Ray Whiley

From the Chairman, Club and Company Rally Sub-Committee

Club and Company 2002 rally - 12 to 14 July

INCLUDED WITH this issue of *ASOC Newsletter* you will find application and volunteer forms for the Club and Company rally at the Three Counties Showground, Malvern, together with comprehensive information about it.

Because the Annual General Meeting co-incides with the start of Club and Company rally applications, there will inevitably be delays in the sending out of acknowledgments. Please be patient. Please also note that the closing date for applications is 28 June, after which date no applications can be accepted.

Baz Wellard

From the Press Officer

Thirteen years ago

OVER THE EASTER WEEK-END, I spent several hours engrossed in reading early copies of *ASOC Newsletter* kindly donated to the Club by a retiring member. In spite of my wife, Sylvia's, reminders that 'the grass needs cutting', I found it much more relaxing to sit in the conservatory and watch her weeding while I delved into the historical documents.

As we approach an AGM at which we may change our legal status, it is interesting to reflect on how it all began.

In June 1988, John Cox wrote to *MMM* suggesting that a club for owners of Auto-Sleeper motorhomes could be popular. He was encouraged to make contact with A-S by a letter from Managing Director, Anthony Trevelyan, who favoured the proposal. About that time, John received letters from Frank Stinchcombe and Rita Daley offering to help with organisation. That July there was a meeting at the factory in Willersey at which John, Frank, Charles Trevelyan and Neville Jelfs (also of A-S) agreed to go ahead with the formation. A draft constitution and rules were drawn up.

At a subsequent meeting in September, which Rita and Philip Daley were able to attend, having been abroad for the one in July, jobs were allocated: Charles as acting Chairman, Rita as acting Secretary, Frank as acting Treasurer, John as acting Rally Secretary, and Neville to represent the factory. A newsletter was thought to be essential and Philip was appointed as Editor. Frank's wife, Dilys, could not be present, but she subsequently took over the organisation of badges and regalia.

It was decided that the immediate task was to prepare details of a Club for presentation in the Spring of 1989. The group were heartened and encouraged by the financial and material backing promised by Auto-Sleepers, and hoped that sufficient interest would be generated to make their efforts worthwhile.

The Inaugural Meeting of the Auto-Sleeper Owners' Club took place at Cotswold Hoburne Caravan Site, South Cerney, Glos. on 1 April 1989. *It was estimated that 470 people attended!* - the rest, as they say, is history.

But what an enormous debt we owe to that original *acting* Committee of seven.

Brian Smith

'I'm now at the age where I've got to prove that I'm just as good as I never was' - Rex Harrison.

Contacts for bulk gas

THROUGH ME, the Club has been a member of the Autogas Installers and Retailers Association for a number of years, and from time to time I've received a list of Autogas filling stations. This has helped members with bulk LPG tanks fitted to their motorhomes find where they could obtain gas in bulk. Additionally, a number of members have been put into touch with an installer of LPG tanks so that they could visit and discuss the benefits of installing a tank to replace the normal LPG bottles and buy gas at a lower cost, as well as avoid the handling and positioning of heavy gas bottles.

In a recent letter to me, the Secretary of the Association has informed me that he is retiring following recent health problems. His considerable help will be missed. However, he advised that many functions the Association pioneered are now covered by the LPGA website www.lpga.co.uk or a phone call to 01425 461612 will raise their advisory service. Members will find these two contacts of considerable use.

When the late Phil Daley and I fitted our tanks in the 1990s there were only about 50 outlets throughout England, Scotland and Wales where we could buy LPG. Now, the latest list mentions in excess of 1,000 outlets.

Information on LPG suppliers by county or region can also be found at www.est.powershift.org.uk/ps_lpgmap and, of course, I would be happy to talk on bulk LPG tanks with any interested member.

Arthur Irving

We'll be pleased to put members in touch with Arthur, one of the Club's former Chairmen, who has wide practical experience and knowledge of this subject - Ed.

Our Japanese members visit the UK

WE HAD THE CHANCE to visit the UK last October, unfortunately not the time of the Club and Company rally, and experienced the driving. Unfortunately again, our travel was not in an Auto-Sleeper-made

motorhome, but by a normal passenger rental car. It is somewhat funny that the car was not made in the UK or Europe, but by a Japanese manufacturer - Mitsubishi.

We visited Salisbury, Devon, Bath, the Lake District and Stratford-on-Avon, and enjoyed the historical places and beautiful nature.

The UK motorway system is splendid, and we now understand the situations in some articles in *ASOC Newsletter* reporting tyre bursts on motorways. One of the surprises was the number of motor-caravans and trailers. On Japanese highways one seldom meets motorhomes coming in the opposite direction - not more than five a day - but on UK motorways we met so many that we gave up counting!

Another surprise was that UK motorways are toll-free. Japanese highway tolls are expensive. For example, Tokyo to Kyoto (487.5 kms) will cost 10,050 Yen, which equals about £50. That no charge is made for the UK system was a great help as we mistook the direction several times and had to go off and re-enter. If we did the same thing in Japan, returning would cost us at least an additional £5 each time.

At service areas on the motorways, we met owners of Auto-Sleeper motorhomes three times. If my memory is correct, they were a Bedford, a Symphony and a Clubman. We approached them each time by introducing ourselves as owners of an Auto-Sleeper, from Japan, but found they were not members of ASOC. However they welcomed us and wished us pleasant driving in the UK.

Here in Japan it is now the season of cherry blossoms blooming and the comfortable time of new green in the country will come soon. So we are preparing to make a little journey - this time in our Clubman.

Masahisa and Mieko Matsubara

It's good to hear from our friends in Japan. The comments on the excellence of our motorways will surprise some members. We are so used to them that we sometimes forget just what a benefit they are - although I suspect the Matsubaras did not have to use the M25 around London, the M6 around Birmingham or the M60 around Manchester during rush hours. It was a shame they weren't able to meet other Club members while they were here. Perhaps next time? - Ed.

From the Factory

Auto-Sleepers move ahead

THIS MONTH we thought you would like to have some feedback from the factory to let you know how Auto-Sleepers are progressing and what improvements we've been making recently. Some of the news is business-related and some of it is 'human interest'.

You can't get much more 'human' than Auto-Sleepers' Chief Executive, Ian Capes' fund-raising marathon efforts. Hot off the press is the news that Ian's Paris Marathon run on 6 April was a triumph. Out of about 25,000 participants, Ian completed the course in a personal best time of under four hours and came in ahead of at least 50 per cent of the runners. Not bad for a part-timer and certainly not bad for the charities that will benefit from his perseverance. Thanks are due to everyone who has supported him in his (literal) marathon efforts both this year and last year in New York. We'll try to let you know next month just how much he's managed to raise.

On the more serious side of things, Auto-Sleepers have been quietly improving many of its internal production procedures to ensure it maintains its quality position in the market. Part of this drive has included the strategic acquisition of Woodcraft, the Willersey-based manufacturer of trim panels and furniture components for motorhomes.

By buying Woodcraft, the work force, machinery and buildings can be dovetailed into Auto-Sleepers' existing manufacturing facility, giving both companies an opportunity to maximize space and equipment. Plans are already under way to transfer the Auto-Sleeper furniture assembly workshop to the Woodcraft premises to allow the current production line to extend and cater for increased production levels.

All Woodcraft employees were taken on by Auto-Sleepers and given full transfer of employment rights.

On another note, we know that many existing Auto-Sleeper owners, as well as many prospective owners, have been waiting for the new Peugeot Boxer chassis to appear. It was due to be available early this year, but has not yet appeared. At the factory, we have been looking

forward to its introduction, too. Unfortunately Peugeot have postponed the launch until May, which means that despatch from our production line will be June at the earliest. However, while patience is needed for a time, we have no doubt that the new chassis will be well worth the wait.

- dBpr

From a Founder Vice-President

Finding you're not always right

SINCE I'VE BEEN ILL and was thrust into the passenger seat, things look different.

For a start, I've had to let my wife, Barbara, drive my beloved van when I thought that only I could drive it. How wrong I was. It took me twelve years to find that out, so the moral of this is - let the wife drive! Don't be a chauvinistic driver, because you're not the only one who can do it. Believe someone who learned the hard way.

John Cox

As you can tell from this, John is back on form. It was good to see him looking so well at the most recent Committee meeting - Ed.

Swivelling Talisman seats worthwhile?

IN A PREVIOUS Newsletter there was a request for a swivel seat for a Talisman.

Can I ask anyone who has fitted one their opinion as to whether or not they would recommend this alteration? Does it give you enough leg room; how far can you actually turn, etc?

Sue Chandler

Sue can be phoned at 01482 896112, but - as with all such inquiries - we'd be pleased if those replying could share their experiences by also sending them to the Newsletter - Ed.

Solo traveller wants help

USING MY DUETTO, I would like to tour solo to France and Italy this year and would appreciate any advice members can give. I would especially love to visit Rome.

Bryan Jones

If you can help Bryan's phone number is 01942 607832 - Ed

Anti-virus software

REGARDING THE VIRUS PROBLEM. Perhaps members who are on the .net may not know of AVG 6.0 anti-virus software. I have been using it for two months now and seems excellent, and in my opinion is far superior to one of the commercially-available products.

It can be downloaded free from www.grisoft.com and routinely checks all computer files - and you are able to list file types to be checked. It also acts in live mode, checking all files received and also e-mails in and out. On outgoing e-mails it can insert a message verifying that they have been checked for viruses.

Within the past few days I've encountered my first file with virus content and it was eliminated speedily and easily.

Eric Ferbrache

AVG is one of several anti-virus weapons installed on the editorial computer, and I agree with Eric's comments, but none provides total protection. Thanks for the contributions and e-mails - Ed.

Do the leaves predict the summer weather?

If the oak's before the ash
Then you'll only get a splash;
If the ash precedes the oak,
Then you may expect a soak.



May 2002 Rally Supplement



STOP PRESS 28th. & 29th. September A/S Open Weekend. A rally will take place nearby for this event. See June issue for details.

22nd. - 27th. August Van Bitz Due to circumstances beyond our control this rally will not now take place.

31st. December 2002 - 2nd. January 2003. 10th. Hidden Valley New Year Rally.
All those who are interested in attending this popular rally please send a SAE to:
Sandra Wisely, 2 Mount Pleasant, Bishops Itchington, Southam, Warks. CV47 2QE.
Tel.No. 01926 614 194.

Assistant Marshals required for Hatton World, 2nd.-5th. July. Please contact myself or the Rally Marshal, details in rally advertisement.

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

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 - 10.00 a.m. & 6.00 - 8.00 p.m.
Rally Marshals: Jan & Vic Hicklin.

Site Fee: £7.50 per night, includes Electricity. Rally Fee: £1.75 per van +50p per person all incl. 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. Tel. No. 01803 612 669.

This rally is now full

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: £8.00 per 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 Wednesday 15th.. 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 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. Rally Fee: £2.35 Couple, £1.75. Singles. All include VAT.

No Electricity.

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

hostelries not far away.

Directions: From Colne, take the A56 S.P. Skipton & Barnoldswick. At Kelbrook roundabout **turn left** into Kelbrook, site on **left** in 1/2 mile.

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.

6th -10th June(4 nights). Vintage Steam Event, Belper, Derbyshire.

Emergency Tel.No.07939 288586 (Marshal's mobile).

Rally Marshals: Jeanne & Mike Hall.

Site Fee:£20 per van for whole period which includes unlimited access to Steam & Vintage Event and evening entertainment. Rally Fee:£1.20 per person Incl.VAT).

GREEN FIELD SITE, NO ELECTRICITY, water & Elsan disposal.

You may arrive after 2.00 p.m. on Thursday.

Booking slips & cheques to Mike & Jeanne Hall, 45 Nottingham Road, Belper, Derbyshire.DE56 1JG. Tel.No. 01773 824 565. Cheques payable to M.T.Hall.

Attractions: Unlimited access on Saturday & Sunday to Steam & Vintage Event during the day and, in the evening, to the beer tent with live 50s/60s music.

Other attractions: Within the Derwent Valley World Heritage Site; Belper town centre 500 yds; Farmers' Market; Derwent Valley Visitor Centre half mile; Peak National Park 10 miles; National Tramway Museum 6 miles; Arkwright's Cromford Mill 8 miles; Denby Pottery 5 miles; De Bradelli Mill Outlet 300 yds.

Directions: Belper is on the A6 between Derby & Matlock (signed from A38) The site is off the A6, 200yds on the Derby side of Belper's only roundabout through a gate signed "Belper RUFC". Adjacent to Babington Hospital, and opposite Gibfield Lane.

18th -21st June(3 nights). Hoddom Castle C.P., Hoddom, Lockerbie, S.W.Scotland.

Site Tel.No.01576 300251 **for emergencies only.**

Rally Marshals: Moira & Allan Blackstock & Noel Bonner & Pat Holland.

Site Fees:£8.50 per night incl. Electricity & VAT. Rally Fee:£2.50 incl.VAT

On Site-Large toilet/shower block, Bar, Restaurant, Golf, Tennis, BBQ area, Dog exercise area etc. all set in a wooded estate. Possibility of a guided walk and evening meal/takeaway, room booked for evenings.

Booking forms and cheques to A.& M. Blackstock, 39 Sumpter Croft, Penwortham, Preston.PR1 9UJ. Tel.No. 01772 749 178.

Attractions: Places of historical interest, good shopping and Solway Coast all within easy driving distance,

Directions: From A74(M) Take junction 19 at Ecclefechan. At roundabout, turn **left** into village and turn **right** at the Church on the B725(Dalton) road. Two miles along this road at Hoddom Bridge the entrance is on the **right**.

2nd -5th July (3 nights). Hatton World Craft Centre & Shopping Village, Nr. Warwick.

Emergency Tel.No. 07714170958.

Rally Marshals: Helen & Geoff Gray.

Site Fee:£4.00 per night. (Incl.VAT). No Electricity. Rally Fee:£2.35 (Incl.VAT).

This is a **GREEN FIELD** site. Booking forms & cheques to:G.Gray, 73 Woodstock Gardens,Pencoed,Bridgend, CF35 6ST. Tel.No. 01656 862 423.

Attractions:The Shopping Village is adjacent to the Rally Field and has 25 Craft/Speciality Gift Shops,an Antique Centre,a Farm Park and a Bar/Restaurant(serving lunches & afternoon teas).The Rally has been booked to coincide with the Royal Show at the nearby National Agricultural Centre at Stoneleigh,Warks.

Directions:From A46 Warwick By-pass take A4177(Warwick-Solihull).In approx. 2 miles,after passing the Waterman P.H. (on left) BEAR LEFT onto B4439 then follow signs for Hatton Country World. **Arrival Time:**Please do **NOT** arrive before 2.00 p.m.

5th - 8th. (July (3 nights).Prestwood Steam Fair,Great Missenden,Bucks.

Rally Marshals: Ann & Norman Ailward.

Site Fee:£14.00. No Electricity. Rally Fee: £1.20 per van.(Incl. VAT). This is a **GREEN FIELD SITE & OWN TOILETS ESSENTIAL.**

Booking slips to: Mrs. A. Ailward,15 Earl Howe Road, Holmer Green,High Wycombe,Bucks.HP15 6PU **No arrivals before 1.00p.m. Friday.**

NOTE.New address & phone number will be available in the June Rally Supplement.

Attractions:Unlimited entry to a two day Steam Fair.

Directions:A413 Gt. Missenden,Bucks.A4128 Prestwood and follow Steam Fair signs.

5th - 9th.July(4 nights). Siddington Village Hall,Nr. Macclesfield,Cheshire.

Emergency Tel.No. 0789 0876 859.

Rally Marshals:Elizabeth & Bryn Morgan & Nora & Ven Venables.

Site Fee:£4.00 per night.(Includes payment for the use of the Village Hall).Rally Fee:£1.88 per person.(Incl. VAT).

Cheques payable to B. Morgan.SAE for confirmation of booking & directions to B.& E. Morgan,44 Mersey Road,Heaton Mersey,Stockport.SK4 3DJ.Tel.No. 0161 432 4869.

This is a **GREEN FIELD SITE**, with use of the Village Hall toilet facilities. **Most pitches are SLOPING SO BLOCKS WILL BE REQUIRED.**Nearest shop & Pub 2.5 miles.

DOGS allowed on **LEADS.**

Attractions:Jodrell Bank Telescope & Arboretum 4 miles.Macclesfield market town & Silk Museum 5 miles.Capesthorne Hall 1 mile. Redesmere ¼ mile. Saturday American Supper.

This rally will be ideal for those travelling from Scotland & the North to the Club & Company Rally.All welcome,there is a limit of 30 vans with a minimum of 25 vans.

12th - 14th.July Club & Company Rally.Three Counties

Showground,Malvern,Worcs.

Application forms in this Newsletter,please note closing date.

18th. - 21st. July (3 nights). Abbeygate College,Nr.Chester.

Emergency Tel.No. 01244 332 077.

Rally Marshals: Jean & Duncan Ellis.

Site Fee:£5.00 per night. Rally Fee:£3.00 couples,£1.75 singles.(Incl.VAT).

Booking slips to:Mr.& Mrs. D.Ellis,6 Tudor Close,Shotton,Deeside,Flint.CH15 1NY.

Tel.No:01244 812 761.Cheques payable to:D.Ellis.

Saturday evening buffet & dessert £5.00 per person.

Directions:From North M6,M56,M53 take A41 s.p. Whitchurch.In approx 2 ½ miles after entering Waverton **turn right** for Saughton.Beware humpback bridge,carry on through village then left hand bends down hill - college gates on **left**.From South A41 Whitchurch to Chester.After entering Waverton **turn left** at Black Dog.

At T junction **left** over bridge then as above.**LIMIT OF 35 Vans.**

19th. - 21st. July Midsummer Music Festival. No rally.

25th. - 28th. July (3 nights). Beacon Park,Lichfield,Staffs.

Rally Marshals: Tricia & Ted Pratt,and helpers.

Site Fee:£4.50 per night.(Incl.VAT). No Electricity. Rally fee:£2.35 (Incl.VAT).

Booking slips/cheques payable to: P.M.Pratt,3 Grafton Rd, Stapenhill, Burton upon Trent, Staffs.DE15 9DN. Tel.No. 01283 538 818. You may arrive Thursday p.m.Note that this is virtually a GREEN FIELD SITE, toilets & disabled toilets are available in Beacon Park.

Friday: Some special celebration of Ralliers birthdays & wedding anniversaries may take place,weather permitting on Friday evening - more information on arrival.

Saturday Evening - Get together includes Jacket Potato,Dessert & Drink - £4.00 per head, **pay with booking slip.**

Attractions Adjacent to Lichfield City Centre & Cathedral.Small golf course,pitch & putt,tennis & bowls.

Directions: Beacon Park is situated in Lichfield just off the A51 Tamworth to Rugeley Rd.Go round the island with Bowling Green Pub in the middle,take A51 Rugeley/Stafford Rd,turn immediately **right** down Walsall Road,then **left** into Lower Sandford St..Follow signs for Car Park Beacon Park,through the car park keeping to the **right**.

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.

Neil C. Rogers

3 Appleby Close,

Aldbrough St. John,

Richmond,

North Yorks,

DL11 7TT.

Tel/Fax. No. 01325 374 540 E-Mail. ncr@nasuwl.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:

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Rally : Date:

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Phone No.: Van Reg:

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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!

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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.

POST FORM TO REACH MARSHAL 14 DAYS BEFORE EVENT,IF POSSIBLE PLEASE

Cruise control is tops

WE HAVE HAD CRUISE CONTROL on our petrol-engined Boxer Executive for several years and would not be without it, particularly on the Continent and motorway runs here. It enables us to exercise both legs to avoid the dreaded Deep Vein Thrombosis and cramp in legs, thighs and hips. It is easy and fun to use in that one can adjust the speed by half-a-mile per hour steps to match the general traffic flow. Because it is immediately switched out by brake application, it is quite safe.

May I also say that fitting an electric clutch actuator has enabled me to keep driving without changing to an automatic. I had a very painful knee, which could perhaps be said to suffer from many years of 'clutch pedal depression'.

Fitting sprung seat bases works miracles for our backs by smoothing out the hard ride of the Boxer, which is a vehicle I would be most reluctant to change and so lose its marvellous road-holding.

I hope this may be of some interest to other members. I'd be happy to provide further comments and information if required.

David Ward



Fit your own

HAVING VENTURED into cruise control three years ago, I can rate it as 'tops' for relaxed motoring, but I'm sure much also depends on the base vehicle engine.

In the early nineties, I owned a 2-litre petrol-engined Legend. Living in the Channel Islands, our journeys were mainly on the Continent. Because of our love of Switzerland we usually drove from St. Malo to Interlaken, a route with a mixture of motorways and cross-country roads traversing hills and valleys across France. Top speed could be achieved at rare intervals, but it dropped significantly on hills, which needed many gear changes. Our philosophy for such journeys is to travel continuously, get to the destination, then relax on arrival. As sole

driver I found tiredness developed in my 'accelerator' leg.

When I bought our current 2.5 turbo-diesel Medallion, I used it as it was for a year to get the engine run in, then decided to add a new engine management control to increase engine power by enhancing control over the turbo-boost, and cruise control.

I bought and fitted both units myself - relatively easy for someone with a little understanding of mechanics and engines. The little black box of the engine management unit was fitted and simply plugged into an existing connector on the cable harness, and a T-piece inserted on a vacuum line to the engine. No setting up was needed. The unit gives a significant boost as turbo speed rises - comfortable acceleration is possible in fourth gear climbing a 12 per cent gradient at 40 mph.

Fitting the cruise control was technically more demanding, entailing finding a place to fit the servo unit which acts as the accelerator, connecting the control box so that it can monitor speed through the speedometer or dynamo, or by a sensor fitted to the drive shaft. However there were adequate instructions to assist with the choice and installation.

The benefits? The claimed fuel saving is probably justified, though not the 20 per cent suggested. In three years' driving over mainly hilly terrain, including Switzerland's mountain routes and passes, a 26.8 mpg average has been achieved, with which I am perfectly satisfied. Relaxed driving has become possible - probably more so on the Continent where roads are less busy than in Britain - and symptoms of 'accelerator leg' tiredness no longer occur.

Are there disadvantages? Yes and no. Cruise control can be used, or just left off. It is useless if congestion is high and if constant gear-changing is needed. One has to be aware of potential hazards appearing because when 'cruising' the ability to slow by easing the foot on the pedal is lost and the positive action of switching cruise control off by means of a steering column lever has to be taken. The ultimate question: was it worth the cost? In my opinion, an unreserved 'Yes'. To cruise at a steady 60 - 70 mph with feet relaxed and the extra power available for motorway inclines is just magic.

Eric Ferbrache

Mods, valve extensions, cruise control

BECAUSE RECORDING MODIFICATIONS (March and April issues) was such an obviously good idea, I didn't write in, but perhaps I should have done.

Members may be amused to read that about 15 years ago the Managing Director of companies owning the garages I use asked me to look at a car which had failed to sell at an auction he'd attended. He said it drove much better than my vehicles and he thought it would be a nicer towing vehicle for my wife. There was no handbook in the vehicle and, although there were different operating instructions on the plate by the gear levers, it was only when I was checking the underneath of the vehicle after I'd bought it, that I discovered I had a Formula Ferguson transfer box providing ABS!

Seven years ago, Ken Anderton made me eight Sparelines, as he then called them (April issue), to enable the garage workshop foreman and our family to check our motor vehicle and trailer spare tyre pressures more easily. They are still giving good service.

The cruise controls I've used for the past eight years since damaging my right knee apprehending a car thief, change the automatic gear boxes, but leave manual changes to the driver. I advise those who tell me they've been caught speeding to invest in a cruise control or, where their vehicle has one fitted, to use it and stay awake.

David Maddison-Roberts

David (from Dorset), Eric (from Guernsey), David (from Kent) - in order of appearance, as they say - and earlier contributors are all obviously enthusiastic. Has anyone had problems with cruise control? - Ed.

French sites guide

THE Guide Officiel des Etapes Touristiques Camping Cars (February Newsletter) is available from Deneway Guides and Travel Ltd, Chesil Lodge, West Bexington, Dorchester DT2 9DG (Phone 01308 897809).

Keith and Daphne Garnsey

Soaped up

ROBIN GARDNER'S comments about waste water from the wash basin (April issue) suggests that it contains no solid matter. Well, we tend to use such things as soap and tooth paste, and have found that whatever we do, there is always a bit of residue. This to such a degree that after about nine years' use without trouble, we suddenly found a blockage causing an unwanted overflow. It was easily corrected with good, old-fashioned, soda and hot water, but people shouldn't be too complacent about the contents of waste water.

Sheila and Harry Henthorne

The editorial charabanc has suffered the same problem (cured in the same way) after a rather shorter time. Perhaps it's something to do with having an editor on board; Harry was, of course, my long-serving predecessor and Sheila our Membership Secretary - Ed.

Having it all

WE HAVE A 1999 Pollensa on a Ford Transit chassis. Our aim is to make driving as easy and stress-free as possible in order to gain the maximum pleasure from the time we spend motorhoming. After all, we *are* on holiday, so we *are* going to enjoy ourselves.

Luxury no. 1: *Automatic transmission.* Specified with the van. More relaxed driving; more time to concentrate on the road; more time to notice the scenery. If I couldn't get one with automatic transmission, driving a motorhome for me would be like driving a commercial vehicle, rather than going on holiday.

Luxury no. 2: *Navigation system.* When those navigating got to a certain age, they found it difficult to switch spectacles quickly enough. 'Normal' glasses were needed to read road signs, while 'old' reading glasses were necessary to find names on maps, and 'the new reading glasses I can't get on with' had to be used to read directions in minute script in site guidebooks. However this balancing and juggling act inevitably leads to delay in obtaining navigational solutions and transmitting pertinent instructions - leading to accusations about why

the driver didn't turn at the critical point five minutes before, though he couldn't possibly have known at the time because he hadn't been told.

To maintain the peace, Father Christmas arrived with a Philips Cairn navigation system (now VDO). Brilliant. From Land's End to John O'Groats and all sites between, no arguments, no bother. Best thing is, the 'electronic lady' tells you what to do, doesn't chastise when you don't do it, but simply calculates another route with no hint of irritation in her voice. We missed her when we toured Ireland last year (no map disks are available for Ireland), but then the Irish expect their visitors to be permanently lost - a great way to meet the locals.

Having a navigation system takes the heat out of journeys to new locations. No planning - just get in, key in, listen and go. When I changed my family car to a people carrier I had the next generation of VDO installed immediately. This has an improved display quality, but in all practical aspects the earlier model works just as well. Because my wife can't see the display from her seat, navigation is no longer her responsibility - but then she was the one who paid Father Christmas in the first place. Whether out of love or exhaustion, I can't be sure.

Luxury no. 4: *Cruise control*. The people carrier had an 'extra' stalk which was cruise control. It's brilliant for keeping within the speed limit, giving more time to scan the road for kids and cats, less time glaring at the speedo, less panicking when you notice you're over a barcode in the road with a grey box looking at you, and especially useful on long motorway stints.

After a while I missed having one in the motorhome. I read the reviews and asked Conrad Anderson to fit one. (As a completely satisfied, impressed customer, I pass on their phone number: 0800 279 6939.) It didn't cost the earth and works like a dream. While in cruise mode I feel completely in control, can take the pressure off my right foot, accelerate whenever I want, resume manual control at the flick of a switch or whenever I touch the brakes, or let the cruise control accelerate gently to the last speed setting.

On the motorhome the only down side I've found is that when the engine can't maintain the set speed, climbing a long hill for instance, cruise control tends to 'let go' rather suddenly. If you aren't ready to take the pressure on the accelerator pedal, the vehicle can slow even more before you assert control, which can be embarrassing if you're caught unawares in the middle of overtaking. However you soon get used to this and automatically compensate.

Luxury no 3: *Reversing aid*. The people carrier also had a 'parktronic' reversing aid. You still use your eyes, but the extra confidence it gives makes reversing quick and easy. Conrad Anderson also fitted one for me. Fantastic. Don't ask me how they work - it seems to be some sort of radar magic. My wife is so impressed she wants one in her next car and reminds me every time she hears the bleeper when we park. Strangely, I often find myself trying to park in a forward direction when she's aboard. On the other hand, I can't wait for her to moan about missing 'Corrie' when we're down in Spain for the excuse to get on of those nice satellite TV dishes Del Boy is doing.

Bill Woodward

A rather longer piece (even after editing) than we usually publish, but it would have been a shame to split it up, wouldn't it? The editorial ears - and others, too, I expect - have turned a bit green with envy - Ed.

Duetto ear-plugs

FOLLOWING ON from Gordon and Betty Pugh's letter about the problem of locking the Duetto's rear door from inside (April issue), we also own a four year old Duetto which we bought almost new.

We wrote to Auto-Sleepers telling them of our serious problem with the back door. If we wanted to lock it from inside we had to feel in a little hole in the door and move a small lever or wire, apparently related to changes necessitated by the conversion from the original van. Sometimes it worked, but often it somehow got disconnected. For example, while we were on the Continent, my husband locked the door one night and thereafter it was impossible to open from the outside, with or without the key - although the inside handle still opened it.

The letter resulted in an invitation to return the vehicle to them. They changed the panel inside the back door so that there was a much larger hole lower down and a much easier lever arrangement to push up - all done while I waited, for no charge.

The only problem we've had since then occurred when my husband fiddled with the catch on the open door while he was talking on a cordless phone and we were packing to go on a trip. We had to get our

friendly neighbourhood garage to fix it.

What we don't like about our Duetto is that it's basically a Transit van and its diesel engine is so noisy at high speeds that we wear ear plugs on motorways and turn up the radio, saving conversations for later. Otherwise we're quite fond of it.

Petronella Clark

I'm intrigued. How can you hear the radio if you're wearing ear plugs? Or are they wired for sound? - Ed

Executive drips

WE HAVE a two-berth Executive with plain lining in the cab area over the front seats. When we were on a rally in Spain recently, we were discussing with another Executive owner the problems experienced on our journey through France, when condensation dripped from the cab headlining after a frosty night (-1.6°C). We were shown recent articles on a similar problem with a Clubman.

Has anyone else had this problem with the Executive and can there be a problem with damp in the roof insulation in the main body of the van? Is there a solution to the condensation that can be fitted retrospectively?

Stuart and Barbara Wilkinson

This item arrived just before our publishing deadline. We've sent it to A-S and hope to publish their response next month - Ed.

Give us a laugh

DO YOU THINK your Newsletter has been a bit short of smiles lately? I do, but we can only publish what you send in. I can't believe there haven't been any amusing motorhome experiences worth passing on to the rest of us. If you've had one, why don't you put pen to paper and let everyone read about it. Provided it raises a smile and is 'honest and decent' we'll try to find space for it - Ed.

Wanted

BIKE CARRIER, SILVER SCREENS. Fiamma bike carrier and interior Silver Screens wanted for 'V' reg., 1999, Duetto. Phone Bryan Jones 01942 607832 (Lancs).*



For Sale

FREE-STANDING AWNING. NR Motor Chateau. Suitable for coachbuilt. Colour grey/green. Not been used: **£200.** Phone Stephen Franks 01457 764718 (Cheshire).

VW CLUBMAN GL 2.5TDI Reg. October 1999, 7,500 miles. Cruise control, Full Strikeback alarm with pager and charger, cycle rack, back box, 3 speed in/out fan, Batterymate, etc. Full service records. Taxed to end of October. Asking: **£25,500.** Would consider part exchanging for a Trident with the same engine specification up to 3 years old. Phone Bill Burnett 01473 626500 anytime (Ipswich).*

STORAGE BOX, SNOW CHAINS. Under bike rack mounted, white painted, Sporty Trailer designed, aluminium storage box, 360mm high x 650mm deep x 1100mm wide. Cost £450 new, will accept: **£200** ono. If you're short of space, this could be the answer. Rud snow chains to fit wheel sizes 185-16, 195-14, 205-14, 205-15, 210-365 and 215-14. Used for less than one mile: **£35** ono. Phone Dave or Jan Benyon 01633 263217 (S. Wales).*

EXECUTIVE 2.5 DIESEL 2-4 BERTH. 'Y' reg., 10 months old, 5,000 miles. Still under warranty. Used for two trips. Uprated chassis, Michelin commercial tyres, electric windows, bike rack, extractor fan. Non-smokers, no pets. Reluctant sale (moving to Spain): **£28,000.** Phone Norman and Dee Thornberrow 01959 575946 (Kent) or mobile 0781 432 3779.*

AMETHYST 2.5 TD 2-BERTH. November 1998, 22,000 miles. MoT, Road Tax. Extractor fan, 2-bike rack, Van Bitz alarm. Full service history; Waxoyled. No pets or smokers. Excellent condition: **£25,000.** Phone Val and Gary Baxter 01394 459170 (Suffolk) or mobile 0794 674 8737. *

PEUGEOT TALISMAN II 2.5 TURBO DIESEL. 'E' reg. December 1987, under 53,000 miles. MoT August 2002, tax due 1 June 2002. Central heated Oministor awning and safari room, double Omni cycle rack. Full service and maintenance details: **£11,500.** Phone John and Vivien Price 01299 829953 (Worcs.).*

TALBOT EXPRESS, MOTOR CHALET. Talbot Express, 1986, only 58,000 miles. Very little use in recent years. Fair condition for age; good running order. MoT and tax. Recent new tyres and part exhaust. Needs some cosmetic work. Also Raleigh Motor Chalet (Marked Fiat L S) which fits the Talbot. Two bike rack for door mounting. **Offers** to Doug Johns 01348 873577 (W. Wales).*

SYMBOL 2 LITRE PETROL. 'X' reg. September 2000. Cycle rack, back box. Many other features. Most units (e.g. shower, cooker, etc.) never used. Medical reason for sale: **£22,000** ono. Phone Dennis Roake 01784 421016 (Mddx).*

CLUBMAN GL 2.5 PETROL AUTOMATIC 2-BERTH. 'L' reg., 1994, 22,000 miles. Cab air-conditioning, electric windows. Service history, Fantastic fan, Silver Screens. Two owners from new. MoT and taxed to December. Non smokers, no pets: **£17,750**. Phone Ralph Lindsey 01494 728640 (South Bucks).*

AMETHYST 2.5 TURBO DIESEL 2-BERTH. Reg. November 1996, 22,000 miles. 12 months MoT and Road Tax. Full service history. Always kept in garage except when on site. **£4,000** worth of extras. As new inside and out. Selling because retiring to West Country: **£21,500**. No serious offer refused. Phone Chris and Ivan Simpson 01270 873191 (Kent) after 7 pm or weekends. Mobile 0781 822 887.

SILVER SCREEN to fit Peugeot Boxer. Like new; only used a few times: **£35**. E-mail or phone or e-mail Valerie Hayne valerie.hayne@ntlworld.com 01446 411785.

FREESTANDING AWNING, TOW BAR BIKE RACK, LIGHTING UNIT. Free-standing NR Motor Villa awning suitable for high-top (Symphony or similar); green and grey; used once; new vehicle forces sale: **£200**. Pendle tow bar bike rack suitable for 4 x 4 or high-top motorhome; holds 4 bikes; complete with detailed fitting instructions; as new: **£85**. Also tow bar lighting unit for this; tubular steel, black plastic coated; 7-pin plug: **£25**. Phone Peter or Sue Coward 015 3943 5828 (Cumbria).*

LEGEND 2.5 TURBO-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: **£26,500**. Phone or e-mail John Cockayne 023 9236 9201, CockayneJS@aol.com (Hants)

Note: Where * follows an advertisement it means that the advertiser has made a donation to Club funds. To each we say, 'Thanks for the donation' - Ed.

Contents

Enjoy!	2	Swivelling Talisman seats	9	French sites guide	13
At the NEC	3	Finding you're not always...	9	Soaped up	14
Voting requirement	4	Solo traveller wants help	10	Having it all	14
Club & Company 2002	4	Anti-virus softwear	10	Duetto ear-plugs	16
Thirteen years ago	4	Rally supplement	Centre	Executive drips	17
Contacts for bulk gas	6	Cruise control is tops	11	Give us a laugh	17
Japanese members visit	6	Fit your own	11	Wanted	18
A-S move ahead	8	Mods, valves, cruise control	13	For sale	18

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