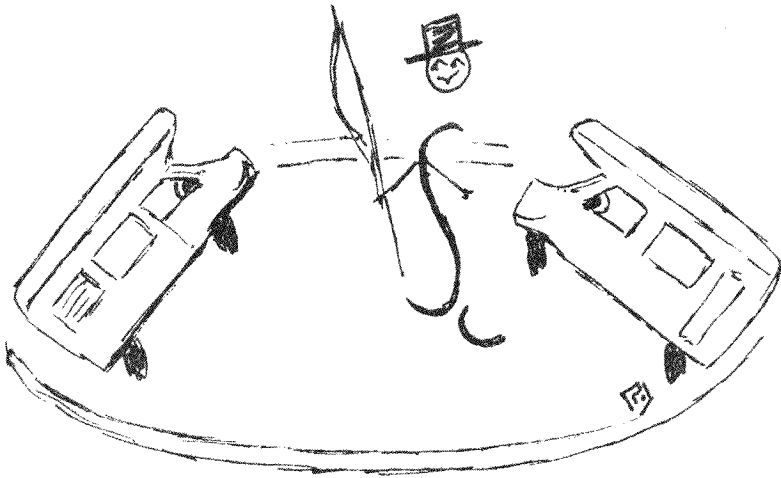




# ***AUTO-SLEEPER OWNERS' CLUB***

[www.asoc.fsnet.co.uk](http://www.asoc.fsnet.co.uk)



Unusual things to do with an Auto-Sleeper

Circus - "Liberty Coachbuilds"

## ***NEWSLETTER 169 OCTOBER 2002***

Hello.

I'm still in the throes of sorting out the various bits and pieces I have received. So if you have sent an item in to me which has not yet seen the light of day, do not despair. If you could see the pile of paperwork which is on my computer desk you would wonder how I manage to find anything! In fact, I recently obtained a CD copy of the Encyclopedia Britannica. Being a bit careful I filed it with the other CD's that I have. Today I went looking for it and because it was properly filed I couldn't find it. Not until the memory finally clicked in and I looked at the rack. And there it jolly well was! So there is hope for your bits and pieces yet!

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## Postal Service

This is a matter which is causing some problems. Please make sure, if you are sending anything to a member of the committee, to a rally marshal or, most importantly, to the Treasurer, that you put the correct amount of postage onto the envelope. It seems that some folk are a little casual about the cost of the postal service today. But if there is insufficient postage on an envelope it attracts a surcharge of 80p. Worse than that, though, is the fact that the delivery officers are not permitted to collect cash nowadays so the intended recipient has to go along to the sorting office (or distribution centre as it may be called) to collect the post. Very few people live next door to such an office so it involves a drive or a bus trip with the attendant fuel/fare costs and the problem of when to be able to get there. And all because somebody did not bother to weigh the packet and put the proper stamps on. I emphasise the post sent to the Treasurer because (a) you may be sending your rally details to him (with stacks of VAT receipts), (b) because he is still in full time employment, as is his wife, and (c) it is a good drive from their home to the office. After a day's work I certainly would not like to have to go out again, just because YOU didn't put enough stamps on the package!

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## Oops!

I'm sorry! In the article about Insurance on page 13 last month, I accidentally made *Lilian & John Coats*' van ten years older than it is. Their Talisman was registered in 1998, not 1988. Finger trouble I suppose!

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## Stolen Wheels & other things

The August issue of the Newsletter has an A-S being used for a dog-show. I used to have an elderly cousin in Rhodesia who lived in two caravans under a sort of Dutch barn: one was for her and one for her prize dogs. When she wished to show the dogs, they all travelled together in the smaller van. Failing health forced her to move into an old age home - perhaps if she had used a motorcaravan rather than a towed one, she could have carried on longer!

My letter in May about Duetto back-door locks - I gather the *Pughs* had a lot of helpful suggestions and have solved their problem. I also complained about our Duetto's engine noise necessitating the use of ear plugs on motorways. The question was asked as to how we could hear the radio through them: they are soft foam ones, as sometimes provided on airlines, so they reduce noise without cutting out all sounds.

Alas, we have something less pleasant to report: the theft of all four wheels when we were away and the Duetto was parked under a Dutch barn next to our house. The thieves must have come by night, as the area is quite busy by day, and they either knew we were away or assumed we were asleep. They used slabs from a nearby pile to support the vehicle - not very stable! I suspect the wheels were "stolen to order" for someone, not an A-S owner, who fancied nice alloy wheels instead of standard steel on his Transit van. Anyway, our friendly neighbourhood garage came to the rescue again and replaced the wheels, and our insurance kindly paid most of the bill, but of course our premium has gone up.... (I shall not name the insurer, but someone phoned the garage owner and queried all sorts of items on the bill until he was forced to ask them how much they really knew about such things !) We have also invested in a set of locking nuts, which I recommend all other Duetto owners to consider, and we park close to the walls so that future thieves can only reach the two nearside wheels, even if they can get the locking nuts undone...

We have just taken our Duetto on holiday to France and Spain, where it looks quite small next to all the big coachbuilts - but it's much easier to manoeuvre! We even spent a night in the municipal campsite of the small town where the Blair family stay and survived a tremendous downpour with thunder and lightning, electricity going off and on, river outside rising

(fortunately not much), trees toppling (fortunately not on us nor any other campers) - the Duetto kept us safe and dry.

*Petronella Clark*

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## **Thank You**

May I, through the Newsletter, offer a big THANK YOU to all the members who took the trouble to telephone me to offer advice. I now know that Cruise Control can be fitted and that Air Rides will cure my other problem. It is so nice to belong to such a friendly and helpful Club.

Thank you all.

*Bryan Orchard*

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## **Scam Warning!**

The reason this is working so well is it plays on your good will!

Picture the scene:-

You are sitting at home and there is a knock at the door. On answering it you are confronted by a respectable looking woman in a suit, who is lightly distressed. She explains that her car has broken down further down the road and she needs to contact her husband to come to her aid. Is it at all possible to use your phone to call him?

You allow her to use the phone, but being the suspicious type you stand with her as she makes the call. She dials the number, and asks to be put through to Mr Smith / Brown / Stevens (Whatever). She holds the line for about thirty seconds. She continues, "In that case can you ask him to leave the meeting for a minute I need to speak to him quite urgently." She apologises again and explains they are getting him out of a meeting.

A couple of minutes goes by and she starts to speak to her husband. She explains the situation to him, tells him what has happened to the car, is annoyed because she now can't get to her meeting, and asks what she should do now. She listens for a few seconds and then says, "Well as soon as the meeting finishes can you come to Cardiff Road / Leicester Road / Surrey Street (Whatever), where the car has broken down". Another few seconds go by, "OK, I'll see you in about twenty minutes then."

She puts the phone down, and thanks you ever so much for your kind assistance, even offering you a pound for your trouble, but of course you decline, it's no trouble. She leaves and everything is fine.

Or is it? The day or week before knocking on your door she set up her own premium rate line with a telephone company at the cost of about £150, and she has dictated that calls to that number should be charged at £50 per minute. She has dialled that number. The conversation she has had with her "husband" is entirely fictitious, there is a pre-recorded voice message on the other end to give you the impression she is talking to someone. She has been on the phone for about five minutes, that call just cost you £250, the majority of which goes into her pocket, and the first you know about it is when you get your bill a month later.

To rub a bit of salt into the wound, she hasn't even committed a criminal offence. You've given her permission to use your phone. There have been 5 reported occurrences in Luton recently. Would anyone reading this please pass it on to friends and colleagues etc. otherwise it could cost someone a lot of money.

*Ian Wood*

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## **USES FOR VANS**

We travel all over England going to Country Fairs, Steam Fairs and Agricultural Shows displaying vintage agricultural stationary engines. We will be at the Midland Game Fair 14th/15th September.

*Richard and Lindsay Trill*

This is nothing new. *Sheila and I* used to travel around in our previous A-S towing a trailer full of older motor cycles. It was a lot of fun, but has been superseded now by doing things for the Club!

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## **Accidents will Happen**

We had just left the German rally in June and were in the Necker valley, at a small site at Gudelsheim, when *Eileen* fell and fractured her right elbow. The purpose of this article is to recount some of the things which we found it was helpful to do, or to have, during subsequent days in the hope that such information might benefit someone else.

Firstly, it would have been very useful to have been able to speak the language! We met few people who could speak more than a few words of English. Occasional French proved to be the common tongue. In the hospital *Eileen* "got by" fairly well with limited spoken language and plenty of non-verbal communication and the fact that, being a nurse, she knew what questions were being asked and what explanations given. However, she never properly understood whether she was asked if she had ever had a blood transfusion or if she was willing to have one. (The answer was 'no' either way, but you can see the problem!)

When the accident first happened the camp site warden was very helpful and indicated that he would take us to the hospital in his car. This proved to be in Mosbach, 17 kms away and it would have been difficult for us to have found the hospital unaided. His kindness was typical of the support we received from the German people throughout and such goodwill was a major factor in enabling us to cope with the situation.

Before we left for the hospital I raced back to the van to collect passport, insurance, money, regular prescription detail etc., all of them, of course, being in the most inaccessible spot! Back to the warden's office and some instinct of self-preservation made me pick up a site brochure. This proved invaluable in the next few hours when various hospital computers wanted an address in Germany. I also showed it to the taxi driver who, some hours later, drove me back. I was proud of myself for remembering to get a receipt from him - insurance claims already looming large in the mind.

Talking of insurance, *Eileen's* form E111 was accepted by the hospital without any bother. No other form of insurance was asked for or other charges levied. She was asked to show her passport. Mosbach was not a private hospital but an ordinary German "NHS". *Eileen* was admitted through A&E. If either of these factors had been different I believe our insurance (Red Pennant) would have wanted to give prior permission for admission.

*Eileen* had taken with her a GP prescription giving the pharmaceutical names (not the British trade names) and the doses of her routine medicines. This proved to be very valuable. The German doctors understood it and she was saved a lot of explanations. She was in hospital

for five days and we had two outpatient appointments the following week. The treatment was excellent. The hospital facilities scored higher than British in some areas and lower in others - but that is another story. Unlike the British practice, the German patients took day clothes into hospital with them (in the case of *Eileen's* room mate two suitcases full!) They expected to get dressed during the day even when they were confined to bed. Wardrobe space was provided.

During those 11 days I stayed in the van at Gundelsheim and travelled into Mosbach twice a day. The pitch we had was lovely, by the river under a double line of trees. It was a quiet, peaceful retreat after the traumas of hospital. Until the last night when a class of German school children arrived - but that too is another story. And before you ask, *Eileen's* arm is making good progress. We are grateful for the good treatment she received.

*Janet Sutterby & Eileen Kellard*

From what I've seen of prescription forms, this seems to suggest that doctors the world over can understand each other's writing but nobody else can.

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## *THE LAND OF THE MIDNIGHT SUN*

This was a holiday of a lifetime, organised by G.B. Privilege. The company had booked all our 25 camp sites and planned our route so that we could not get lost. There were 21 motorhomes in total, 4 of which were Auto-Sleepers (and all members of ASOC). Our ultimate destination was to reach the North Cape on 21st June to see the midnight sun.

We left Newcastle on June 2<sup>nd</sup>, which was a very wet day, to travel overnight to Stavanger. There were 176 motorcycles aboard which all had to be strapped down individually, thus somewhat delaying our departure. We had unusually hot weather for the first 2 weeks with wonderfully clear conditions to photograph all the fantastic scenery. Then began our daily driving, ranging from 40 to 235 miles. Every night we stopped at a designated camp site, occasionally we had a 2 night stop to give us a rest. Sites were generally in very picturesque positions overlooking lakes or fjords, or in orchards, with beautiful scenery all around. The standard varied considerably from the occasional large spacious site with all the facilities, to the much smaller ones which were more basic and barely had

enough electric hook-ups for us all to have one. At one site where there were enough hook-ups, the whole system gave up several times during the evening as more campers arrived and plugged in. There were campers from all over Europe, especially from Germany. Some days, while driving, we saw more motorcaravans than cars.

Our route up the west coast of Norway took us on to many ferries to cross fjords, and through even more tunnels whenever there was a mountain or rocks in the way. On our return we used a new tunnel opened earlier this year which was 16 miles long, followed by another of 11 miles. Occasionally the only route was up and down the most torturous steep zig-zag roads. One took us to the high viewpoint (4,500 feet) of Dalsnibba overlooking Geirangerfjord, followed by an incredible descent to the town. A 2 night stop gave us time for a boat trip to view the waterfalls cascading into the fjord from the sheer mountain sides. We were occasionally well above the snow line where there were summer ski slopes busy with skiers and snow boarders.

We were on a ferry when we crossed the Arctic Circle on 13th June. The next day most of the group took the 4 hour ferry from Bodo to the Lofoten Islands where our first sight-seeing stop was at the village with the shortest name called 'A'. These islands contain old picturesque fishing villages where time has almost stood still and really high mountains with jagged peaks. We crossed to the Vestalen Islands which are not quite so mountainous. Back on the mainland 3 Auto-Sleepers broke away from the main group for one night at Alta, to give us more time to visit the museum and 4,000 - 6,000 year old rock carvings. This was our last site before the final leg of our drive to the North Cape. We did this on 21st June when the weather was horrendous with severe gales, lashing rain and poor visibility - some of us wondered why we were doing it! After 2,000 miles and nearly 3 weeks of continual driving we were at the most northerly point in Europe. At Nordkapp that evening we all gathered in the lounge/bar which has a large panoramic window facing directly to the North Pole and the midnight sun - yes, the weather conditions improved enough for us to see the sun at midnight. We had a champagne and caviar reception, before going out to take photographs of the sun, still well above the horizon. It was a very cold, rough, windy night parked on an exposed car park with dozens of other motorhomes, over 1,000 feet above the Arctic Ocean.

Our route south took us through Finland and Sweden with one night in each. The northern part of all 3 countries is Lapland, but we did not see Father Christmas! At the site hotel in Finland we had a group dinner

consisting of reindeer meat. In Sweden we called in at a visitor attraction called the "Ice Hotel" where we saw the year round display of ice carvings housed in a special building which was like walking into a freezer. Here you can spend a night in an igloo wearing and sleeping on special furs to keep out the cold. The thought of a whole night in there made us feel colder than ever! On our way we traversed the longest and highest road pass in Europe with awful weather to match the cold inhospitable scenery. No one was wearing shorts on this day! We were just able to see the melt point of 2 glaciers through the mist and cloud and it was another area for summer skiing. We visited several of the very old stave churches which are made only of wood and date from the 11th and 12th Century. They are now very much restored, but nevertheless quite remarkable buildings, especially inside. There were probably at least 1,000 stave churches throughout Norway in the Middle Ages but now there are only 28 still standing, mostly in very rural areas in southern Norway.

Between the two long tunnels mentioned earlier was the village of Flam where we took a train ride from the valley up precipitous mountain sides to the Myrdal Plateau, a climb of 3,000 feet in 18 miles through 20 tunnels. The Flam Railway is one of the world's most attractive and spectacular railway lines and nowhere else is there such a steep journey on normal tracks. It connects with the main line between Oslo and Bergen. We reached Bergen on Friday 5th July, and by now the weather was not good - cold, wet, and windy at times - but they say Bergen has rain on 360 days of the year! The holiday culminated with a visit to Edvard Grieg's house and an excellent private 30 minute piano recital on his piano, followed by a farewell dinner in a waterfront hotel. Then it was onto the final ferry from Bergen on 9th July to arrive 25 hours later in a sunlit Newcastle.

*Elizabeth and Bill Grimsley*

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### ***Club & Company Rally + Tyres Again***

The Eleventh Club and Company Rally has come and gone. It was also our 'eleventh' and horror of horrors, in the same 'van! Yet again, it was a great weekend and made even more enjoyable by the excellent weather. We all owe *Baz* (and not forgetting *Dorothy* and all the many volunteers that make such an event possible) our sincere thanks for all the time and effort over the last four years organising this event to such a high standard. The standing ovation that he received really said it all!

After what must seem a long four years as Chairman of the C & C Sub-committee, it's obvious that Baz deserves a rest from what must be a very difficult task. Nevertheless, I am a little dissapointed that he has not remained on the main committee as I believe that his organising ability and knowledge gained over the past four years would be an asset to our club at that level. Thanks *Baz* and please come back soon!

We are again hearing of a batch of tyre failures on motorcaravans. Similar base vehicles being used on a daily basis do not seem to suffer this problem and yet they are generally abused more with regard to overloading and fast driving (the 'white van man'!) than our vehicles. I believe (and it's probably been said before!) the answer is that we tend to stand our vehicles, which are always laden due to the conversion, in one position for long periods, especially over the winter months thereby putting excess strain on one section of the tyre which weakens the structure at this point enough to cause failure when the tyre becomes hot during motor-way driving.

The answer could be to make a point of moving our vehicles more regularly. A short road test once a week seems a good idea and when not in use, keep them covered to protect them from uv damage. 'Silverscreen' wheel covers do the job admirably but don't stay on very long when driving, or so I'm told!! Even with all these precautions, it is still advisable to replace those 'new looking' tyres every 5 years!

*Alan Chennells*

What's wrong with the older vehicles? Ours is now 10 years old and there are many excellent vans about which make ours look like a spring chicken. So let us not hear any more about "horror of horrors", please! So far as the tyres are concerned, it is very advisable to check your tyres. They are your only contact point with the road surface.

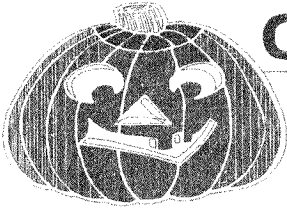
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## French A26 AutoRoute

### Dodgy Cash machine and Stolen Credit Card

Unusually, at junction No. 2 of the French A26 AutoRoute at Tournehem, near Calais, one has to pay on entry if heading for the Channel ferry port or the Channel tunnel. On approaching the barrier, round a sharp blind bend on a very short slip road, one is presented with two choices:

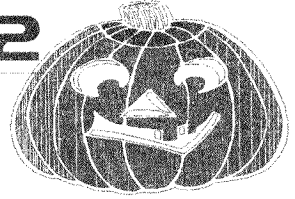
1. Keep right and pay by card or coins at an automatic machine.



**October 2002**

**Rally**

**Supplement**



**Please remember that all rally bookings, unless otherwise stated in this Supplement, are made by post by sending a rally slip to the relevant marshal.**

**All rallies start at 12 noon unless otherwise stated in this Supplement.**

**HELP required. Due to unforeseen circumstances we require a marshal for the Grouse & Claret rally planned for 13<sup>th</sup> - 16<sup>th</sup> February 2003. Please contact the Rally Co-ordinator if you are interested.**

**31<sup>st</sup>. December 2002 - 2<sup>nd</sup>. January 2003. 10<sup>th</sup>. 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. We will require new marshals for this rally from next year. If you are at all interested please contact the Rally Co-ordinator.**

**1<sup>st</sup>-3<sup>rd</sup>. October. (3 nights) Hartsholme Country Park, Skellingthorpe Road, Lincoln.**

Emergency Tel., 077 68 16 45 22. (Marshal's mobile).

Rally Marshals: Janet Sutterby & Eileen Kellard.

**THIS RALLY IS NOW FULL**

**4<sup>th</sup>-6<sup>th</sup>. October. ( 2 nights). Quorn & Woodhouse Station,Nr. Loughborough,Leics.**

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

Rally Marshals: Elizabeth & Bill Grimsley.

Site Fee:£3.00 per unit per night (Incl.VAT). NO ELECTRICITY. Rally Fee:£1.25 per

person (Incl.VAT). This is a GREENFIELD SITE using part of the station car park. Toilets available on the platform,only when the station is open.

Rally slips to: Mr. & Mrs.E.W.Grimsley,24 Paul Drive,Leicester,LE4 9FY.

Tel.No. 0116 269 2220. Cheques payable to E.W. & Mrs.E Grimsley.

**Attractions:**Enjoy a nostalgic trip on Britain's only Main Line Steam Railway,between Loughborough Central & Leicester North.A money off voucher will be available for each unit to use on the train for unlimited rides during the weekend.Loughborough- good shopping and Britain's first Carillon.There is much to see at the station.Leicester City Centre can be reached by bus from the station.The National Space Centre is in walking distance from Leicester North station.Mountsorrel family farm & museum,with animals,old cars & farm machinery.

Saturday evening.We have booked the Skittle Afley at "The Manor",a pub/restaurant opposite the station.Hot food is available at £5.00 per head.If interested please state numbers on rally slip,but **pay** on the night.DO NOT send money for the skittles in advance,but we must know how many require food so that it can be ordered.

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

Please **do not** arrive before 12 noon -give us time to get there! Limit of 30 vans.

**4<sup>th</sup>-7<sup>th</sup>.October ( 3 nights).Bracklesham,Nr. Chichester,West Sussex.**

There is Life South of the Watford Gap.

Emergency Tel.No. 07785 55 1229.Marshals' mobile.8.00 - 10.00 am & pm.

Rally Marshals:Mo & Mike Valentine.

Site Fee:£7.00 including Electric per night. Rally Fee:£2.35 per unit (Incl.VAT).

OWN TOILETS ESSENTIAL.Fresh water,Elsan disposal point & rubbish bins on site.

Rally slips to:M.Valentine,11 Hamilton Close,Langstone,Havant,Hants.PO9 1RP.  
Tel.No. 02392 482818.

Dogs accepted on leads at all times.

**Attractions:**Sea Bird Watch Site close by,City of Chichester 4.5 miles,City of Portsmouth,Goodwood Racecourse,Petworth House,Aundel Castle,West Wittering Beach.Shops 700m.,Fuel 500m. & Good Pub Food 200m.

**Directions:**A27 Chichester by-pass,roundabout turn onto A286 Birdham/West Wittering 4 ½ miles roundabout 1<sup>st</sup>. exit A2198 - Earnley/Bracklesham/West Wittering.Site 500 M on **left**. Tawney Nursery.

**MAXIMUM 30 Vans.**

*No arrivals before 1300hrs. please.*

### **11<sup>th</sup> - 13<sup>th</sup>. October.( 2 nights).Leighton Buzzard Scouts**

#### **Rally.Leighton Buzzard,Bedforshire.**

Emergency Tel.No. 07719 886 429. (Marshal's mobile).

Rally Marshals: Pat & David Mayne.Marion & Ian Wood.

Site Fee:£10 per van. NO ELECTRICITY. Rally Fee:£2.35 per van.(Incl.VAT).

Rally slips to: David Mayne,27 Mentmore Rd.,Linslade,Leighton Buzzard,Beds.LU7 2NY. Cheques payable to D.H.Mayne.Tel.No. 01525 634 824.Please send a SAE for directions etc.

We have the use of toilets,showers,hall & kitchen throughout the weekend until 3.00pm Sunday.American Supper could be arranged for Saturday night if sufficient interest plus Fri/Sat- bring games /cards drinks etc. to the hall.Scout field may require wheel mats/boards in case of inclement weather.Please come prepared.

**Attractions:**Saturday Market,Living History Heritage Day in High Street with re-enactments,exhibits and"Glenn Miller" Band.Variou town,country & canal walks from site.Canal boat trips plus a small local steam railway available.Many good restaurants,& snack bars in town within walking distance( 10 mins)  
Newsagent/local shop 100yds.

Safeway S'market 250 yds.You can stay from 12 noon Friday until 5.00pm. Sunday.

**LIMIT of 20 vans.**

**10<sup>th</sup> - 13<sup>th</sup> .October.(3 nights).Ackworth Cricket Club,  
Nr.Pontefract,West Yorks.**

Emergency Tel.No.01977 612 773. Rally marshal's home No. will check for messages.

Rally Marshal: Alan Guest.

Site Fee:£3.00 per night. NO ELECTRICITY. Rally Fee:£1.75 couples,£1.20 singles.(Incl.VAT).Cheques & Rally slips to Alan Guest,27 Chiltern Drive, Ackworth,Pontefract,West Yorks. WF7 7DW. Tel.No. 01977 612 773.

**Attractions:**Pontefract 2 miles, Nostell Priory 2 miles.

**Directions:**A638 side of Boot & Shoe,Ackworth Cricket Club. ½ mile roundabout A638 to Wakefield.

**24<sup>th</sup>.-27<sup>th</sup>.October(3 nights). Eastham Hall, C.P.Lytham,Lancs.**

Site Tel.No.01253 737 907 Emergency only.

Rally Marshals:Kath & Norman Benyon,Barbara & Vic Kaye & Evelyn & Ben Mansfield.

Site Fee:(As last year)£10.00 per night(incl.VAT)Includes electricity & use of centrally heated hall. Rally Fee:£1.50 per van +75p per person.(Incl.VAT). Rally slips to Mrs.B.Kaye, 14 Firthwood Rd., Coal Aston,Drenfield.S18 3BW.Tel.No. 01246 412 679.Cheques payable to B. & V. Kaye.

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

**Thursday.** Welcome coffee evening.,

**Friday** 5.30 pm a coach to Dobbies Garden centre for a meal £5.00 a head - followed by a demonstration(to be announced later) then plenty of time to browse round two floors of books,pictures,glass,candles,outdoor clothing,gifts etc.Coach will be approx £2.50/75 per head.PLEASE SEND MONEY FOR MEAL but NOT the coach.

**Saturday** Fish & Chip supper in the hall.Why not wear a Jubilee hat,prize for the best effort. We also exchange Christmas cards with friends.Bring any spare camping equipment for a Bargain Table.Raffle draw & Quiz.Please indicate on Rally Slip if you wish to go on the coach& also if you want Fish & Chips.

**Sunday** Coffee & biscuits in the hall---Rally ends.

**Directions:**A584 to Lytham on entering Lytham at first mini roundabout turn **right** over railway bridge to next roundabout.Turn **right** again s.p. Kirkham.Site on **right** after ½ mile.

**1<sup>st</sup>-3<sup>rd</sup>. November.( 2 nights). Eden Camp,Nr. Malton,North**

**Yorks.**

Emergency Tel.No. 0777 557 0182.

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

Site Fees:£8.50 per unit per night (includes VAT & unlimited admission to museum & use of Hut 12 for weekend). **No Electricity.** All hardstanding on car park.Elsan disposal & water available . Rally Fee:£1.35 + 50p per person (incl.VAT).

Rally 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:** Eden Camp is a modern history theme museum set in a P.O.W. camp.Malton is within walking distance of the camp.

Friday evening get together & Saturday evening an American supper in Hut 12.1940's dress optional.Meals served in the Naafi.

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

Rally opens 12 noon Friday & closes 12 noon Sunday.

Late arrivals will have to park outside gates which are locked between 2030hrs. & 0800hrs. **Limited to 40 Vans.**

**8<sup>th</sup>. - 12<sup>th</sup>. November( 4 nights). Sedgemoor Carnival.Burnham on Sea Holiday Village,Marine Drive,Burnham on Sea.Somerset.**

Emergency Tel.No.01278 783391(Site), 07711 375 323 (Marshals' mobile) or marshals' home Tel.No. 01278 784 524

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

Site Fee:£ 31.00 (incl.VAT) This includes electricity & "Euro" pitches with hardstanding plus toilet block Rally Fee:£2.35 (incl VAT).Total cost £33.35.

Please pay by mid October.

Sorry NO pets allowed,site rules.

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

Rally starts at 10.00 a.m. Friday 8<sup>th</sup>.November.

The carnival is probably one of the best "Free" shows you will ever see and raises thousands of pounds for local charities.

**Attractions:**The Holiday Village is on the sea front and about 10 minutes walk from the town centre. Sunday evening there will be a fireworks display on Burnham beach and Monday evening is the Carnival procession through the streets of Burnham.

**Directions:**M5 junction 22 Burnham on Sea exit, to the large (Edithmead A38) island, turn **left** and follow signs for Burnham Holiday Village, (Taunton A38). In approx one mile straight over island (A38). Continue over railway bridge by caravan sales, then turn second **right** signposted Burnham Holiday Village. To mini island by petrol station, turn **left** towards Burnham town centre. Holiday Village about a quarter of a mile on the **left**.

*Limit of 47 Vans.*

*The provisional Rally List for 2003 will be distributed with the January 2003 Newsletter please inform me of the dates and locations of rallies for 2003 before mid November 2002.*

*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.*

*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: .....

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

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

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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).....

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).....

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!**

2. Keep left, signed for the opposite carriageway and an information office.

Unfortunately, if you arrive at the automatic machine without card or coins, you are directed to go to the information office to pay. This entails walking across two lanes of fast moving traffic, having left your car creating a queue at the barrier. Reversing to gain the other lane would be a dicey business; into the path of traffic approaching from round said blind bend & then would apparently leave your only exit after the information office to be down the wrong carriageway, heading away from the Channel!

On 12th June this year, being without sufficient coins we used a credit card, inserted same into the slot, watched the barrier rise, took the ticket, for the princely sum of 2.8 euros (18.37 francs) and waited..... The credit card never reappeared and pressing the green help button produced no response. By this time traffic was queuing behind us, so we left without the card.

Once on the cross channel ferry the card was cancelled; quite a wise decision because later the same day it was used on the A75, which runs south from Clermont Ferrand, several hundreds of miles away, down to the Mediterranean. It was used again on the same road on the 24th June and at least twice more in unspecified areas.

## **SPORTY TRAILERS - PRAISE**

We would like to commend the service of Sporty Trailers of Gainsborough, Lincolnshire (Tel: 01427 811116), who fitted a retractable platform to the back of our 1995 AutoSleeper Executive on Peugeot Boxer chassis, to carry *Rosemary's* electric pavement scooter. The work entailed 3 visits; to assess the vehicle and take measurements; to leave it for a few days for the work to be done and collect the vehicle on completion.

At all times, on the phone, by e-mail and face to face we received unflinching courteous and professional advice from Gordon Holmes (the boss) and all his staff, especially his PA Sylvia Smart and Graham (the electrician). 8 months on we are completely satisfied with the modifications which have given *Rosemary* so much more freedom when away with the motorhome. Removing the scooter for use takes about 5 minutes and replacing it on the platform a little longer. A very clever,

individually designed item for *Rosemary's* particular scooter, but which Sporty Trailers could easily modify for any type of scooter, etc.

*Sean & Rosemary Hollands*

====oooOOOooo====

## EMAG

I was interested to read the article about the Peterborough Rally in the August Newsletter, in particular the reference to "Emag". *John Sawyer* must be a good salesman. He suggest he is the West Country distributor...but does not even publicise his address!

Where, please, where are we members to get details of his "secret gadget"? Is John on e-mail? If the device is as good as the article infers, I imagine he will be swamped with demand! Or you could pass my address on to *John*.

*Eric Ferbrache*

(who sends greetings from GUERNSEY, Europe's holiday island in the English Channel.)

This comment has been passed to *John Sawyer* via e-mail and he has contacted *Eric* directly.

====oooOOOooo====

## Springbok Rally

Yesterday (5th August) we returned from one of the most pleasant and refreshing rallies we have attended. Namely Springbok, run by *Sylvia & Norman Brice*. It was so very pleasant and a joy to be there. First, we were greeted with the words "Park wherever you like, get settled and then come and have a cup of tea". MUSIC to old Fuss-pot's ears. Can't remember hearing those delightful words for a long time.

The rally went along just nicely with no fuss and no arguments. We met folks we have known awhile and also some new people. Everyone I spoke to said it was a great rally and so very relaxing. Thanks to *Sylvia and Norman* and all who attended to make it so.

*Scrooge & Jojo*

That's how the letter was signed so I cannot possible be aware that Mr Johnny Gobbett Esquire, Sir, was the author!

#####

Congratulations to *Sylvia & Norman Brice*, who incidentally were first time Rally Marshals, for such a successful weekend. Thank you for the enthusiastic way in which everything was organised, including the skittles evening, the buffet, the quiz and endless cups of tea and coffee. We thoroughly enjoyed their company along with many other ralliers. Thanks to you and your helpers.

*Veronica & Mike Baxendine*

#####

We would like to thank the helpers and all who attended this rally. The management and residents of the Merchant Seamen's Home enjoyed your company over the long weekend. So thanks once again for what we hope, as our first time as marshals, was enjoyed by all.

*Sylvia & Norman Brice*

====oooOOOoo====

## **Various Things from the August issue.**

I read with interest various things regarding our vans. Several things are so obvious that until we are reminded of them, the answers evade us. First, tyres. The fault here is more than likely due to our own lack of knowledge. And, of course, TRUSTING the salesman and supplier who just happens to have over-ordered his stock or can't get rid of this or that brand of tyre. Even our 'P' reg Duetto weighs almost 3 tons in old money and coachbuilts must be heavier. Also we don't weigh everything we chuck into the van. REMEMBER that we have a commercial vehicle, never mind the fancy names. So we need tyres fit for the purpose, or in other words with 8 ply rating. Extra strong to carry the weight. If we hit a good quality pot hole at 35 mph with our 3 ton van there is a possible load on the tyre of 4 - 6 tons! There is no point in fitting a posh car tyre. The correct tyres may be cheaper because they do not have to be rated at speeds up to 100 mph!

Duetto beds. Ours are now fantastic. We sleep two single, but after experimenting, we sleep by the sliding door with head to front and seat tilted to 45 degrees forward. Sleeping head to toe we find fantastic.

Cruise control. We have one in the Duetto. I would not be without it. Works in any gear at almost any speed. Anyone who is not yet sorted out, I shall be happy to talk to you with any information you need. My phone number is 016 8431 0431

*Geoffrey Williamson*

====oooOOOoo====

# Thank You

On behalf of Ivy and myself, may I say a bit Thank You to all who helped us when I had my two falls at the Club and Company Rally. On Friday evening I fell and broke my collar bone and on Sunday morning I fell again and gashed the back of my head. Thanks to *Angela, Evelyn, Ben* and the others who helped me back to my motorhome.

Another thank you to all concerned on Sunday morning for calling the ambulance and then helping us to get ready to go on the low loader. One good friend even emptied the loo for us. The St. John Ambulance people were fantastic. Although they had finished their duty on Sunday they waited and then came and got us from the hospital.

*Ivy & Ken Farley*

-----oooOOOooo-----

## **THROBBING TRIDENT TAPS!**

I too have experienced this problem and have rectified it. Suspecting air in the system, I tightened the jubilee clips as much as possible but to no avail. So I replaced all the clips with new ones and have had smooth flowing water for 8 months now. I can only imagine that air was entering the system due to the old clips failing to give a tight fit.

*Bill Gray*

-----oooOOOooo-----

## *A Reminder from the Membership Secretary*

It does not seem like twelve months since I wrote my reminder for the Newsletter. But yes, renewal time is almost here and again, with the approval of the Committee, I shall accept renewals from 1st November. The membership year remains the same, 1st January - 31st December.

Last November I received renewals from almost half of the membership and for that I would like to say a very big 'Thank You'. If your renewal is paid by Standing Order mandate, will you please still complete and return the renewal form to me. This is to enable me to keep the Club records up to date. Something which may be even more necessary when we become a Limited Company.

Will you also please make sure that you include your Telephone Number and e-mail address (if you have one) on the renewal form. This

information, like all the rest, will be kept confidential in accordance with the Data Protection Act.

*Norma Caley*

-----oooOOOooo-----

## Sound Proofing

*Robin Gardner* asked about this in September. We have a '98 Talisman with 2.5 turbo-diesel. Powerful but quite noisy. A few months ago I had NoiseKiller fit a sound proof kit for £250.00 (fitted).

This has made a considerable difference, especially when accelerating and at motorway speeds. It is no longer annoyingly noisy and we can converse comfortably at higher speeds. Travelling is now a lot more civilised and I would certainly recommend having a kit fitted. Yes, it is still a van, but more enjoyable to drive. If *Robin* would like to discuss this he is welcome to phone me on 017 0732 8091.

*Dale Emery*

-----oooOOOooo-----

## Scottish Members

In answer to the question posed in August, I would agree with the first statement made after the letter. A very rough calculation involved in a trip from, say, Edinburgh to the rallies that month is approx. 190 miles. The closest was Durham at 130 miles.

However the second statement left me horrified. Can anyone think that there are virtually no roads or sizeable "habitations" north of the central belt? Granted, it may not be motorway all the way with frenetic traffic and non-stop conurbations but, to quote John McEnroe, "You can not be serious!" What about Perth, Aberdeen, Dundee and Inverness etc.?

The beauty of Scotland is stunning and the tranquility wonderful. To watch deer drink from a pool at the foot of "Schiehailion". Or seals swim at "Gallant Head"; or the sun sink into the Atlantic can be pure magic. If you want motorway style travel and centrally heated shower blocks on sites in or near large towns, so be it. But you are missing the point of owning a motorhome.

We have rallied to York, the Club & Company, the Dordogne etc but we also love to wander the north of England, the borders and Scotland north of that central belt. We have met lovely people and always hope to meet more. However, we 'Auto-Sleeper Scots' do like to discover "North Britain" and to appreciate it. Finally, I don't suppose that there are many ASOC members in Scotland having a relatively small percentage of the

British population and very few A-S dealers. We had owned two A-S vans before we even knew the Club existed. Perhaps members who sell their vans could leave information about the Club and how to join in the van. None of the pre-owned vans we have seen have provided any information, nor have the dealers.

*Sylvia Millar*

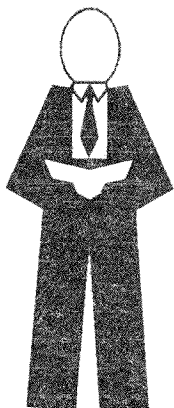
*Sylvia* signs herself "GB English born almost Scot". The comments were made in a light-hearted way and no offence was intended. We have been right up through Scotland on many occasions, East to West and in the middle too. Yes, it is lovely; yes, there are many towns and villages; no, we don't use motorways so they were not missed. There is nothing nicer than a field in the middle of almost nowhere to stay for the time being. The real point was that there are fewer people up there, so fewer ralliers. Unless you want the midges to come down South and rally!

-----oooOOOooo-----

### *Chairman's Chat*

One of the problems (or perhaps privileges?) of being Chairman is the need to find a relevant topic for each month's "chat". That may be why the Committee wisely limited the maximum tenure of the Chairman to three years - 36 topics must be enough for anyone to think of!

From time to time, a theme is suggested by a comment made by a member. One recently sent me an e-mail in which he said: "Obviously the workings and practice of the committee will be covered by suitable documentation, which ordinary members will not be aware of. Maybe making it available will satisfy those members who wish to know". Such documentation certainly exists, and copies are sent to any member showing interest in seeking election to the Committee.



It would be very difficult to summarise in one month's chat every aspect of the Committee's work. First and foremost, the Committee's actions and decisions are governed by the Constitution (or Articles of Association when the Club becomes a Company Limited by Guarantee). All actions and decisions made by the Committee are subject to the agreement of members - which is why the Committee is bound to report on the year's activities at the Annual General Meeting.

The Committee is elected by the members at the AGM - and the names of those proposed for election are circulated at least 28 days before

the meeting. Should there be too few nominations to form a Committee of twelve, the Chairman has discretion to accept nominations from the floor.

The Chairman may also choose not to seek nominations from the floor - perhaps in the hope that members not at the meeting might volunteer for a particular rôle. This in fact happened at this year's AGM, and it was encouraging when three members offered to be Minutes Secretary.

Any vacancy such as this, or arising during the year, is filled by co-option. This means that a member offering to fill the vacancy must be formally proposed and seconded in Committee, with a vote in favour of a simple majority of those present. Any member co-opted in this way must then seek re-election at the next AGM.

Although discussions at Committee meetings are often fairly informal, all decisions are made in this way - proposed, seconded and voted on - and any decision made becomes that of the whole Committee, no matter what the views of an individual member may be.

*Ray Whiley*

-----oooOOOooo-----

## *Rallies*

*David and I* live on the Isle of Man and would love to attend the rallies shown in the Newsletter. We both work for the Education Board here and can only take time off in the school holidays. A big problem is the cost of the ferry. The cheapest fare is a 'Starlight' at £189.00 which arrives in Heysham at midnight on the Friday/Saturday morning. We would have to return on 2.15 am Monday morning to get here at 6.00 am and then straight to work. You can see we don't have much time! The boat gets fully booked very quickly and there are only limited spaces for the 'Starlight'. We notice that the last rally in October finishes on the 27th and our half-term does not start until the 28th - school holiday times are different from the UK.

We wish we could attend, but you can see our dilemma. How early are the rallies organised? For the six week summer holiday we have to book no later than February for a place on the boat. You can imagine the mass exodus that takes place with people trying to get away.

I just wanted other members to understand that it is not always a lack of support but there are genuine reasons for non-attendance.

*Dawn Cowin*

This does rather beg the question of owning a van on the islands. Perhaps we should have a "Man Tunnel (Munnel?)"; a "Channel Islands Tunnel (Chinnel?)" as well as the Channel Tunnel!

-----oooOOOooo-----  
**TROOPER TROUBLES**

I was interested to read the item from *Duncan Mackenzie* who has, unfortunately, been wrongly advised. The drawers are, of course, removable by undoing the nuts on the inner face of the side sections of each drawer, these being the nuts that that secure the runners to the drawer. Therefore, once the drawer has been detached, it can be withdrawn perfectly safely leaving the runners in situ, thus enabling lost items to be retrieved. I do hope this small snippet is of use to all owners who have the same design of drawer.

*Charles Trevelyan*

-----oooOOOooo-----

## For Sale



5 Pirelli City Net tyres 195/70 R15 C - suit Peugeot conversions. 4 with mileage of 5,000 miles £35.00 each. 1 brand new £40.00. Tel: Neil Rogers on 013 2537 4540 (Richmond, N.Yorks) or e-mail [ncr@nasuwt.net](mailto:ncr@nasuwt.net)

Thanks for the donation

#####

Two VW front seats, excellent condition. £80.00 each. Tel: Davis Snowsill on 016 2362 4239 (Mansfield, Notts.) or e-mail [davidandberyl@beeb.net](mailto:davidandberyl@beeb.net).

Thanks for the donation.

#####

Executive, Peugeot 1.9 Turbo-diesel, 2001 (Y), only 6,500 miles. Four berth. Fiamma cycle rack, TV aerial, Alarm. Balance of 3yr warranty. Excellent condition, stored under cover. £27,995.00. Fiamma 3-cycle rack for VW (Trident/Topaz etc). £80.00. VW Transporter tow bar, only £35.00. Tel: Alan Thomson on 017 2785 6623 (St. Albans, Herts.).

#####

1997 'P' Mercedes-Vito Montana, 2 ltr petrol high top. Taxed and tested to March 2003. 36,000 miles. New 3-way fridge, blown air heating, new rear

half exhaust, Sigma alarm system. Very good condition. Non-smoker.  
Ring Peter Lester on 07 985 590 037 (Surrey)  
Thanks for the donation.

#####

Internal Silver Screens (screen and door windows) for previous model  
Ford Transit. As new, used twice. £40.00. Tel: David Lepper on 014  
8348 0413 (Pirbright, Surrey).

#####

Ford Pollensa, May 2002 'Y' reg. New model Transit chassis with 2.4 TD  
120ps engine. 7,000 miles. Usual high standard A-S equipment level plus  
optional Truma Ultraheat mains heating, Status aerial, Omnivent rooflight  
2-way fan, front seat swivel, solar panel, inverter and extra leisure battery  
with switchover system allows extended use away from hook-ups. As new  
condition. Please ring for further details. £28,250.00. Tow straps, made  
of webbing, 5 ton breaking strain. 4m long with safety hooks both ends,  
just clip on and go! New and unused, 6 available. £15.00 each. Tel:  
Michael Chastey on 012 3747 8451 (Bideford, N.Devon).  
Thanks for the donation.

#####

Mercedes Medallion, 2+2 berth. Full over, freezer-fridge, heating, sun  
awning, Silver Screens. 2.9ltr turbo-diesel, 4speed auto box, cab air  
conditioning, ABS anti-slip system, disc brakes, rear wheel drive. 6,000  
miles. Reg April 2000. A super luxurious and relaxing motorhome. Age  
and infirmity demands sale. Cost £50,000.00 - accept £35,500.00. Tel:  
John Moore on 014 7282 3328 (Grimsby).  
Thanks for the donation.

#####

Ford Legend, 1990, 56,800 miles. 2 berth. 1993cc petrol. Full service  
history. 2 previous owners, non smokers, no pets. Screens (2 types),  
awning, alarm, cycle rack, ladder, mudflaps, recent tyres. MOT & service  
needed June 2003. £15,000.00. Tel: Roslyn Ings on 07 812 696 905 or  
write to 27 The Drive, Hailsham, BN27 3HW.  
Thanks for the donation.

#####

Screen by "Tailor Made" with fold down screen flap. To suit Peugeot  
Boxer. Little used. Ring Peter Whittaker on 011 6270 8318 (Leicester).

#####

Duetto. New auto/manual model. 2.4D. Registered Jan 2002. Micro-  
wave oven. Only 3,000 miles. £27,000.00. Please telephone Hazel  
Tickner on 012 7864 1027(Highbridge, Somerset).

## Contents

Postal Service.....	2	EMAG.....	12
Oops!.....	2	Springbok Rally.....	12
Stolen Wheels & other things.....	3	Various Things - August issue.....	13
Thank You.....	4	Thank You.....	14
Scam Warning!.....	4	Throbbing Trident Taps!.....	14
Uses for Vans.....	5	Sound Proofing.....	15
Accidents will Happen.....	5	Scottish Members.....	15
The Land of the Midnight Sun.....	7	Chairman's Chat.....	16
French A26 AutoRoute.....	10	Rallies.....	17
Sporty Trailers - praise.....	11	Trooper Troubles.....	18
		For Sale.....	18

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## Committee Members

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Chairman, AGM		
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Chairman, Club & Company Sub committee	Andy Cavell	016 3520 1976
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