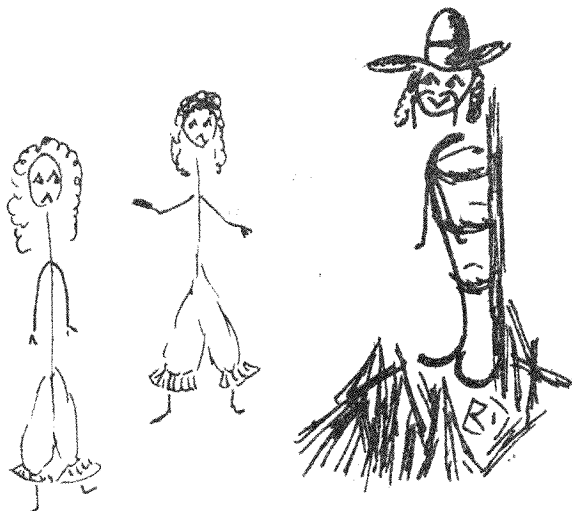


[www.asoc.fsnet.co.uk](http://www.asoc.fsnet.co.uk)

# **AUTO-SLEEPER OWNERS' CLUB**



We'll have to let him go! I thought he said he'd made it as the Witch's mate but he actually said he'd made the matches wet!

## **NEWSLETTER 170 NOVEMBER 2002**

Hello.

I shall have to begin with a re-iteration of a very old plea. The closing date for items for the Newsletter is the TENTH of each month. Having said that, may I draw your attention to the notice on the back page which clearly states that no guarantee can be given that any item will appear in the next or any issue. From time to time over the years I have received requests that an item should be published in the such-and-such issue. Naturally enough, given a certain law, these regularly appear just as that issue becomes full or just after the closing date. So - please do NOT ask for anything to be in a particular issue.

-----oooOOOooo-----

### *Shoreham Air Show Rally*

Being rather new to the Club, having only attended about 5 rallies so far, we would like to say what an excellent rally this was. Our thanks must go to *Shirley & Chris Sturgeon* and their helpers (*Dave, Tony and their good ladies.*) The location on the airfield gave us all a front seat to watch the excellent flying displays. Saturday saw us gather for an evening meal but the highlight must be at the going down of the sun each evening at 8.00 pm. We were called to muster our thunder buckets and march to the waste disposal across the runway to the tune of the *Dambusters March*, played by *Chris* on his ghetto blaster!

Thanks again for a very enjoyable rally.

*Sheila & Fred Robinson*

-----oooOOOooo-----

### *Lichfield Rally*

We would like to say a big Thank You to all who attended the 5th Lichfield rally. They made this celebration weekend so very enjoyable for ourselves and our other birthday and anniversary girls and boys! It is hard work running rallies but it is so worthwhile to see everybody enjoying themselves.

A special vote of thanks goes to all our helpers. Without them we could not have run so successfully. Also thanks to our celebrity guest, *Rupert*, for coming from *Nutwood* to spend some time with us.

*Trish & Ted Pratt*

-----oooOOOooo-----

## Peterborough Rally

I think I can add another first to *John Sawyer's* letter in the August Newsletter. I had booked to attend this rally - through ASOC - and sent off the relevant fees. Shortly after booking something arose which prevented us from attending other than on the Thursday, meaning that we could only stay for Thursday night. I wrote to Warners explaining and asked if there would be any adjustment. I was told that they could alter the booking but there would be an administration charge of £2.00 which I agreed to pay immediately by credit card, assuming that there might be some adjustment to the fee. I received no further contact from them but I did notice the debit from my credit card account. I queried this assuming that the charge was to cover the cost of making some return of part of the fees.

I was informed that the fees would have been the same, irrespective of the time spent at the rally. Consequently it seems that the charge was simply because I had the audacity to inform them of the alteration. Moral? If you change your plans, don't tell the organisers if they happen to be Warners as it will cost you. It will be a very long time before I attend Peterborough or York again.

*Peter Durrant*

This is a copy of the letter which *Peter* sent to Warners. In turn, Warners, sent a reply to me which is quoted here:

"In reply to a copy of a letter we have received from Mr Peter Durrant recently sent to you, please find below our comments:

For several years we have charged visitors from the day of arrival regardless of how many nights they stay and this is stated on the booking forms/advertising. In the past we have found that people used to abuse the system and paid for one night but stayed for four - which seems unfair when someone has paid for four nights. As you can appreciate, we have over 3,000 units at our events and to check every single motorhome to ensure they leave the appropriate night would be an enormous task. If Mr Durrant had arrived on Thursday with a Friday ticket the marshalls would have charged the extra £2 on the gate.

With regard to an 'administration charge', Warners exhibitions do not make any additional charges for alterations to bookings.

I hope you will be able to print this letter in response to Mr Durrant's previous letter and if possible could you please forward a copy of your newsletter.

Maxine Shepherd - Exhibition Manager"

*Peter* replied to the copy sent to him:

"I thank you for the copy of the letter sent to *Mr Henthorne* setting out your rather feeble explanation for your charging system. It does not alter the fact that by writing to you to explain that I could only attend for one night instead of four cost me an extra £2, the logic of which still escapes me. Neither does it alter my views set out in my previous letter.

I can only assume that as you are incapable of devising a system of checking entrants, you use this as an excuse to charge the same full fees be it for one day or the whole period."

In a further letter to me *Peter* said that he assumed that he would hear nothing further. Watch this space!! Incidentally, I believe that Warners get a regular copy of our Newsletter every month and have done since the Club started, so there should be no need for an additional copy!

-----oooOOOooo-----

## **Cruise Control**

In reply to *Harry Mackley's* query I thought the following might help. Having had experience of Cruise Control in two cars I decided to have it fitted to my Clubman. Being an electrical engineer during my working life I considered fitting it myself, but decided to have it done by someone who not only knew about the systems but also knew the vehicle it was being fitted in. He would know all the wrinkles - I didn't.

I finally decided on a firm in Kidderminster called Easycruise. They were very helpful and their after-sales service was also very good. For my Clubman the required parts were:- (1) an electronic control unit with bowden cable which connected to the existing throttle cable; (2) a clutch disengagement switch which must be fitted to a diesel engine with manual transmission; (3) a control switch mounted on the steering column and (4) a "speed sender" which is attached to the speedo cable. The total prices for the parts, including VAT was - in 1999 - £286.07. I cannot remember the exact price for fitting but it was somewhere around £430.00 including parts and VAT.

When the control is activated the control unit memorises the speed at the time when the button was pressed. The speed sender sends pulses to the control box whose frequency rises or falls in line with the changes of speed. The control box then adjusts the throttle to bring the speed back to where it was. If the accelerator is pressed, e.g. to overtake, the original speed will be regained when the accelerator is released. Applying the brake or pressing the clutch immediately disengages the cruise control. There is another switch on the control switch which performs two functions. One is

to revert to the set speed after having to disengage the system for whatever reason and the other to increase the speed in steps of, say, one or two mph depending on the system. Modern vehicles have electronic speedometers which are driven by electronic pulses so it is possible that a speed sender would not be required. A reputable installer should be able to advise.

A couple of points about using a cruise control. When starting up a hill it can get to the point where the set speed cannot be maintained because the gradient is too great. The mere act of pressing the clutch and changing gear will disengage the control. From the safety point of view, it is nice that you can rest your right foot. When driving normally with your foot on the accelerator it is automatic in an emergency stop that your right foot goes to the left and on to the brake pedal. However, with the cruise control you must not forget where your foot is and you could be more relaxed. Not a problem, but you must be aware of this.

One of the biggest advantages is when driving within a speed limit. If the limit is, say, 50 mph you can set the control to that speed. You can then keep your eyes on the road instead of the speedometer.

I changed to a Talisman and removed the control which EasyCruise installed in the new van, so it is easy to change over although there may be some different parts required. Was it worth it? Definitely yes! Driving is much more relaxed and it is even better on the continent where the roads are far less congested and you can cruise at the same speed for miles. EasyCruise telephone number is 015 6282 7730.

*Tony Smith*

#####

There has been some correspondence regarding cruise control recently, particularly fitting it to "drive by wire" Transits. I had, until recently, an Excelsior and had CC fitted by Adroit Services, after two other exhibitors at the Peterborough Show said it couldn't be done. Because of the cableless throttle control, operation is by a lever that has to be fitted to the pedal inside the cab and it worked very well during the 2 years I had it fitted. I had hoped for an improvement in fuel consumption but there wasn't a measurable difference, (It averaged 23mpg over 16,000 miles in the 3 years I had it), but of course as I became used to driving the van, and I stopped being careful with the new engine, my style probably changed. I did, however, find it reduced the driving effort and prevented the speed being "sucked" up to the speed of surrounding cars, particularly on 2 and 3 lane roads, and am now looking into having it fitted to my new Van, this time based on the New Fiat, which incidently, has CC as a factory option.

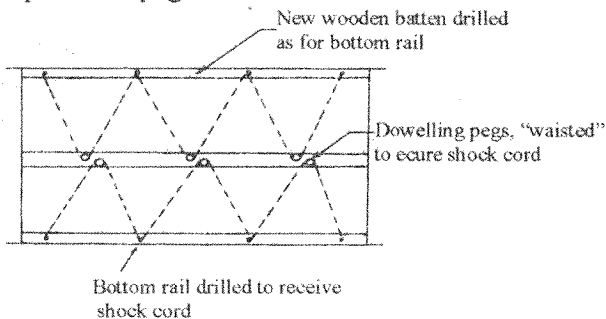
Regarding the use of the small roof cupboards above the rear kitchen: We used one of these for coffee, tea bags, sugar etc in small coffee jars, and the other breakfast cereals in "Tupperware" containers. We never had any problems with falling, but of course the Talisman ones may be even smaller than the Excelsior's.

John Read

-----oooOOOOoo-----

## High Level Lockers

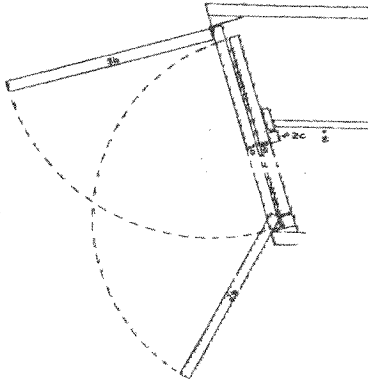
Audrey Goldsmith's letter about these has attracted some more comments! And they go to show what an innovative lot our members are. Harry Emblem agrees entirely saying that the sloping fronts give a more spacious feel to the van it can result in a cascade when opening the cupboard after a journey. "We tend to store lighter items, spare kitchen rolls or loaves of bread in them, rather than sauce bottles. The lack of a centre partition means that storing a French baguette is no problem." He uses a side locker as a library and the heavy item problem then comes to the fore. His solution is to use a small guage shock cord from top and bottom rails looped over pegs fitted to the centre rail. His sketch shows this.



Margaret & Bryan Ingram suggested curtain wire, such as used for net curtains, across the opening which has proved very successful for them. They say that bottles remain secure and can be lifted out without removing the wire.

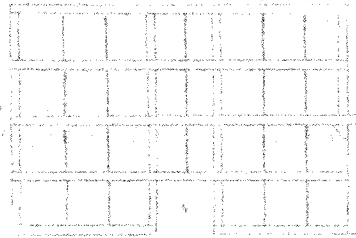
Robin Gardner has fitted an inner door to both cupboards. This is, in essence, a wooden frame with cross members and 1.6mm brass rods filling the gaps to stop small items falling through. He says that as the shelf is set back, there is a space between the closed door and the shelf. The frame is fitted in this gap, hinged at the bottom (so opening outwards and downwards) and when closed is held in place by two plastic catches. Thus when the outer door is opened one can see any items that have fallen

forward. These can be pushed back through the openings and the inner door safely opened. Make sure you allow a space in the frame for the outer door catch and the stay.



CROSS SECTION OF CUPBOARD

- Key: Outer door 1a - Closed; 1b - Open  
 Inner door: 2a - Closed; 2b - Open  
 2c. Inner door - location of catch  
 3. Cupboard shelf



INNER DOOR FRAME

- Key: 4. Area for outer door latch  
 5. Location for inner latch  
 6. Shelf level  
 7. Corner strengthener  
 8. Brass rods.

All dims to suit size of cupboard  
 Joints are Tee, Cross or Corner Halvings

*Bob Fryer* mentioned that A-S had received complaints about the design some 8 - 10 years ago. He says that it appears that the designers are not end users and, as *Stella* says, "Must have been designed by a man!" He says that some owners have adapted the cupboards by putting in a new base and bring the door profiles forward. In his case he has installed a piece of 1/8" angled clear plastic for each cupboard, the length being slightly less to cater for the door stays. The depth of its base to fit the cupboard base and the angled upright some 4" high. We store all our condiments, wash-up liquid and, in square "Oxo" or "Bovril" jars, coffee, sugar, dried veg etc. as these fit nicely. To date we have had no accidents on opening either door.

#####

As I said, we do have innovative members. Tiggers, please take note!

====ooO000Ooo====

*Chairman's Chat*



By the time you read this at the beginning of November, progress on the formalities leading to the incorporation of the Club as a Company Limited by Guarantee will have been discussed at Committee meetings on 11th and 12th October. However, the Editor's deadline means that a report on the

outcome of that discussion must wait until the December Newsletter - and we hope that incorporation will take place during that month.

Soon after the AGM, drafts of the proposed company's Memorandum and Articles of Association were submitted for review to the solicitor who has been advising us in this matter. He suggested that the memorandum needed considerable expansion, by including a "conventional list of objects" common to all such companies, to make legal any activity which the Club might wish to undertake in the future. His comments and suggestions on the articles were valuable, and in our response we asked him to prepare a revised draft incorporating his proposed amendments to our original wording. On the whole, these amendments clarify the articles and confirm in writing what has in fact always been the practice of the Club. Some of the amendments are required by law - for example, stating circumstances in which an individual may not be a company director.

It is clear from our solicitor's advice that members must prove their eligibility to continued membership on renewal of their annual subscription, ie. by completing the renewal form enclosed with the Newsletter and returning it to the Membership Secretary giving details of their current Auto-Sleeper.

If we can keep to our proposed time-table, the formal documents for incorporation will be sent to Companies House in early December. These documents include the Memorandum and Articles of Association, details of the company's directors (that is, the members of your Committee) and a formal declaration by the Secretary that all legal requirements have been complied with. If there is no problem, and a swift reply is received from Companies House, I hope to be able to confirm in the New Year that the Club has become a limited company.

*Ray Whiley*

====oooOOOooo====

## Electric Step

Have any Symbol owners had an electric step fitted below the sliding door? If so, we should be obliged if they could contact us, by letter to Chron denn, Church Street, Skirwith, Penrith, CA10 1RQ; by e-mail to Chrons@chronserve.freemove.co.uk; or by telephone or fax on 017 6888 7080. Many thanks.

*Chris and Ron Lyon*

====oooOOOooo====

## Passing Times

Alas, time passes and changes must be made as its effects touch us all, well at least our two young 'uns anyway! Our hard working and much loved Harmony has finally become too small to accommodate the fast growing youth of today. We considered adapting the front seats to make a single bed for our 10 year old (going on 16) but it would only have delayed the inevitable by a few months.

While visiting the Lincoln Midsummer festival we came across a suitable replacement which fulfilled our requirements, the most important being an over-cab bed that my wife could get into easily. Added to the offer of a reasonable part exchange the temptation became too much so we bought it.

We have thoroughly enjoyed our introduction to motor caravanning with the Harmony. It has given us 2 years of excellent holidays in this country and abroad. We have also enjoyed the Club Newsletters (though we never go round to attending any rallies), and the help members have given us with finding some parts. We would like to give you all our thanks for the help and entertainment and to wish you Bon Voyages. If you see a 'K' reg Swift Royale, give us a wave! All our best to the future of the Club.

*Diane & Martin Perry*

Don't worry, we're not proud. We give a wave to ALL our friends in motorhomes of whatever make. It is one of the pleasures of this pastime of ours. We have occasionally had to explain to a (temporary) passenger that they are all our friends, even if we have never met them. Best of luck with the new van - but how long before the length of the "young 'uns" indicates a further change - perhaps to a bus!

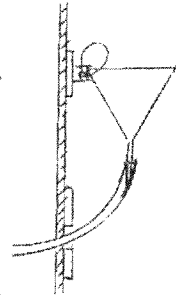
-----oooOOOooo-----

## Water, Water (but not everywhere!)

I thought perhaps you would like to include my idea for easier water filling (before I submit it to MMM magazine for Tenner a Tip) to our motorvans when not able to use a hose pipe. This simple device leaves both hands free for pouring water from a container whatever the size used. I find this works perfectly on smooth sided bodywork with suction pad moistened with clean water.

Parts List:- 9" of ½" food quality hose pipe; 1 x 5" plastic funnel (white or clear); 1 rubber suction pad with small hole in stalk. I purchased such pads very cheaply from Silver Screens Supplies at a Motor Caravan show, as fitted to their Interior Screens.

Make -up:- Simply drill a very small hole close to the top of the funnel connect funnel to suction pad using plastic wire or similar, and push one end of hose into base of funnel. Warm the hose to obtain a good tight fit or use a suitable glue. While trotting to and from the water tap I lay a clean cloth inside the funnel to keep out airborne nasties. A very poor sketch is shown here.



*Pat & Roy Pethers*

I've seen something like this in use before, but it is certainly a good idea!

-----oooOOOoo-----

## ***Rallies - Isle of Man (?)***

I returned from a family visit in early September thinking what a super place I.O.M. would be for a future ASOC rally. I then met some members from there at the York rally and read the letter from *Dawn & David Cowin* in the last Newsletter. So now may I ask - if I organise a rally for 2003 in the I.O.M. would any of you support it? It would be an ideal opportunity to support our Manx members and enjoy the delights of the Island and its welcoming people. The drawback might be the cost of getting there!! At 2002 prices 5-day special returns cost between £139.00 and £159.00 plus length supplements for over 5.5 metres. 7-day or longer, mid-week travel returns between £159.00 and £199.00 plus supplement. Site fees are around £10.00 per night. The best time for cost of travel would be either May or October.

If you think you might like to go, please write or phone (you can leave a brief message on the answering service) by the end of November if possible. Here's hoping. My address is 46 Elizabeth Crescent, Queens Park, Chester, CH4 7AZ and the telephone number 012 4467 5180.

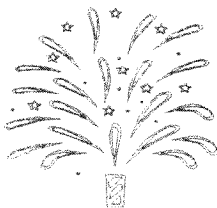
*Gill Hopkins*

Now there's an idea for something a bit different and we have had rallies to the continent in the past - so why not?

-----oooOOOoo-----

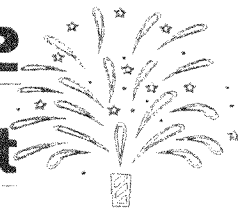
## **Shepton Mallet Show**

May we say a big "Thank You" to the rally marshals who made us most welcome to this show. Especially to *Jan Hicklin* for all her help. It was our first rally with the Club and we intend to join you again next year.



# November 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.**

**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.**

**\*Two new foreign rallies for 2003. Only applications by rally slip accepted.\***

**8<sup>TH</sup>. - 15<sup>th</sup>. June. (7 Nights Sun.-Sun). Delftse Hout Caravan Site, Delft, Holland.**

Rally marshals: Tricia & Ted Pratt & Jan & Vic Hicklin.

Site Fees: £ 11.50 approx. per night. Rally Fee: £15.00.

Fuller details will be available to those booking the rally. Bookings will only be accepted for the full 7 nights. Please send an SAE, rally slip and cheque for £15.00 payable to P.M. Pratt, 3 Grafton Road, Stapenhill, Burton-on-Trent, Staffs. DE15 9DN.

**NO TELEPHONE CALLS PLEASE Bookings by rally slip only. Limit 25 vans.**

**19<sup>th</sup>. June - 3<sup>rd</sup>. July (14 nights). Sarzeau, South Brittany, France.**

Rally Marshals: Dorothy & Baz Wellard, assisted by May & Derek Armitage & Brian Thomas.

Site Fees: circa £9.00 per night, Electricity circa £1.64 per night (subject to exchange rates) payable direct to site management. Rally Fee: £15.00 non-refundable unless unsuccessful. Please do not organise to arrive early, however extensions can be arranged with the management when on site.

Camping Le Bohat is a site at which Dennis & Eleanor Oxley have run successful rallies before, and has full facilities plus a swimming pool. Le Bohat is 225 miles from Cherbourg, 400 miles from Calais, 11 miles south of Vannes and only 1.5 miles from the town of Sarzeau. Ideal numbers 20-25 vans. Fuller details direct to those attending in due course.

Applications, please, on a rally slip with an SAE and cheque for £15.00 payable to Mrs. D. Wellard, 18 Greenwood Close, Fareham, Hants. PO16 7UF. **NO PHONE CALLS PLEASE.**

**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.

**RALLY FULL.**

**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: .....

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

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

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

↓ .....

Rally: ..... Date: .....

Your name and address(Please PRINT) .....

..... Post code: .....

Phone No.: ..... Van Reg: .....

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

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

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

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

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

Names of Adults .....

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

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

Electricity: Yes  No  Evening meal: Yes  No

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

Full payment MUST accompany this slip-cheques payable to the marshal.  
**POST FORM TO REACH MARSHAL 14 DAYS BEFORE EVENT,IF POSSIBLE PLEASE!**

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

Names of Adults .....

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

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!**

It was lovely to speak to some people whose antecedents came from Ireland and to assure them that we are not all bad. Thank you again for making us feel so at home.

*Beatrice and Robert Gordon*

-----oooOOOooo-----

## **Trident Troubles**

We bought our Trident on 1st March 2001 and within a week noticed that the rear window wipers were not working. The local garage told us this was due to a wiring fault. (Mileage - 120). All went well until July/August when the van appeared to be surging when the petrol indicator was on the quarter mark. In September it broke down; the AA chap was baffled. The fault, initially, was thought to be due to an immobiliser (for some reason two had been fitted). Diagnostic testing proved negative but within a week or so a rotted coil caused even more problems. (Mileage - 5,616).

All was well until January 2002 when it failed to start. Eventually it was decided to remove one of the immobilisers. The AA chap was again baffled but felt because it had been heavily undersealed some might have got into the tank, thus causing a blockage. But he told me that whatever the problem was, it was serious. (Mileage - 7,837).

I was about two miles from home when a "spinning" noise developed. On arriving home I left the engine running for *Keith* to hear the noise. He recognised it as being a starter motor problem and told me to switch off the engine, but the engine would not switch off. As smoke billowed out of the engine he ran and got a spanner while I phoned the Fire Brigade. Thankfully, he was able to disconnect the battery and remove the gas bottle before the flames appeared. The van was parked outside our front door and the outcome could have been disastrous. Yet again faulty wiring was regarded as being the cause. (Mileage - 13,000).

After seeing the van taken away for the fifth time by a recovery service I decided enough was enough as I cannot risk endangering lives by keeping the vehicle. It seemed that the suppliers wanted to put the onus on the manufacturers but Trading Standards suggested that it is the suppliers responsibility. I have now been able to exchange the vehicle with the suppliers but at quite a cost to us.

I wonder if any other Members have found themselves in such a situation.

*Rita Jones*

-----oooOOOooo-----

## Information Wanted

I have a 1987 Talisman and wish to fit a Thetford cassette toilet. The 1988 and later Talisman had these fitted from new. I have the toilet but cannot locate a drop down door for access from outside the van. I am trying to locate one as fitted to the later model and I believe that the styling altered about 1992. I am told that Cheltenham Laminates do not have the mould and A-S does not hold a supply of doors. I wonder what happens if this part of a Talisman was damaged in an accident. Would the lack of a door make it a write-off? I have contacted two van breakers who advertise in MMM but they do not have a door. Does anyone know where I could obtain one, or of someone who could make one? Any help or advice will be most gratefully accepted. My e-mail address is [pafuseruk@ntlworld.com](mailto:pafuseruk@ntlworld.com) and my telephone number is 018 8927 1214.

*Geof Myatt*

I suppose that one way out of this would be to cut the hole in the side of the van and use that bit to make the door. You would need to bond suitable hinges to it and, of course, to make a frame, fit a lock etc. And with my skills I certainly would not recommend it! But it might work if you can find a craftsman. Any other solutions, please?

-----oooOOOooo-----

## TYRES

After 20 years of towing I have switched to a motorhome but am finding great difficulty in ascertaining the exact tyre pressure I should be running at. Can anybody advise what is the correct pressures for a 1999 Ford Transit Pollensa running on Michelin X 225/70R15C? The dealers and A-S tell me they cannot help and I should consult the Ford handbook. That gives a pressure of 41lb front and 53lb rear but specifies that it is for a refrigerated van. There is no mention of any pressures for a motorhome conversion. Do these pressures apply to the Pollensa?

*John Ware*

This is an on-going question which never seems to have been finally resolved. Advice which has previously been offered is to remember that you are driving the equivalent of a fully laden commercial van based on the chassis and to consult the tyre manufacturer for advice. If anyone has any other knowledge, please phone *John* on 016 2677 3972 or e-mail: [jware@heraldexpress.co.uk](mailto:jware@heraldexpress.co.uk)

-----oooOOOooo-----

## More Tyred Tales!

Members may be interested in yet another cautionary tale of potential hazards with tyres, as per our experience in France recently. Our vehicle is a year 2000 Talisman still with its original tyres; Pirelli Citynets.

One day we pulled into a layby for the usual mid-morning coffee break during a typical cross-country journey on N roads at speeds of up to about 60 mph. (How are French roads so much quieter than ours? I cannot reconcile the figures of a population roughly comparable with ours in a country of twice the geographical area with their amazingly quiet, if not virtually empty, roads. Driving is such a pleasure.)

As our vehicle came to a stop, the rear offside tyre deflated with an explosive shriek. After recovering from the fright, and thanking heavens that we were not still bowling along in top gear or descending the 1 in 8 hill on which we had stopped, we discovered that the valve had burst. I could only guess at the reasons for this: a) because of the narrowness of the layby I parked with the nearside wheels up on a kerb, the extra weight on the offside had no doubt been the deciding factor in when the valve split; and b) the factory fitted valves were quite long (about 5.2mm) projecting beyond the level of the wheel rim and on the previous day I had scrubbed that one tyre quite hard when making a difficult turn in a congested village street. Careless? Of course! A common enough event? Probably. And that probably damaged the valve irreparably.

Thanks to the Caravan Club's Red Pennant travel insurance cover, the 'recovery' and repair costs and even our mobile telephone call costs were re-imbursed in full and speedily (though a bit more help at the time to make contact with a local garage who would attend the scene, remove the wheel and take it back to their base for repair would have been useful. I had to describe in my schoolboy French our predicament, whereabouts etc., to four different non-English speaking telephone receptionists/garages before contact the right one).

Since returning home I have had all the valves replaced with shorter ones (4mm) which do not project beyond the rim. The ATS quoted cost for this was about £7.00 per tyre (to include rebalancing) but the price is well worth the extra (presumed) safety. A-S might like to consider not using tyres with these long valves. Has anyone had a similar experience?

Tom Haynes

Wouldn't it be nice if someone would invent a solid tyre with the ride qualities of a pneumatic one? It would solve lots of problems!

-----oooOOOooo-----

## Air Suspension

Every Motorhome should have one (or a pair!). Our two year old Ravenna has been great but it did tend to 'rock and roll' a bit on corners, in cross winds, etc. Solution - fit air suspension. In less than an hour and for circa £350.00 the ride and handling has improved out of all recognition. It is a far better vehicle to drive. For those interested TOWtal in Stone-on-Trent do a first class job. No, I am not on commission; I am just a convert!

*Alex York*

-----oooOOOooo-----

## Thank You

Many thanks to all our friends who helped us find a "new" van. And to *Baz Wellard* for his help at the Club and Company Rally. We now have an Amethyst and are enjoying being away for a month, joining the Leicester rally and then the one at Leighton Buzzard.

Thank you all again.

*Rosemary & Terry Legg*

-----oooOOOooo-----

## Rear Carriers - and Norway

There has been a lot of correspondence about fitting bike carriers etc. to the rear of vehicles. I have never seen a warning given about the restrictions imposed by the Motor Vehicles (Construction and Use) Regulations; i.e. that the overhang of the vehicle, including fittings, shall not exceed 66% of the wheelbase (measured from the rear axle to the rear of the overhang). The situation is more complex for double axled vehicles. I see many motorhomes which appear to be in breach of the regulations.

I read with great interest the *Grimsley's* article about the trip to Norway. We went there in 1999 and 2000 by ferry with our campervan and in 2002 without it. I am very curious to know what they did about gas. The ferry operators told us, confirmed by e-mail, in 1999 and 2000 that we could only take one cylinder of gas regardless of size. We explained about the difficulty of different fittings/pressures and they stated that there was no way that additional gas could be carried on the passenger ferry as this would be in breach of the shipping regulations relating to hazardous substances and therefore would commit a criminal offence. We contacted their Norwegian head office and visited the office in Bergen in 2001, both of whom confirmed this. They said that the only way round it was to find a shipping line that could send the gas ahead, but they didn't know of any that

would do so. We used DFDS to Kristiansand who placed the additional cylinders in safe storage for tansit. I would be pleased to know how the *Grindleys* did it as it might allow me to use a more convenient route next time.

*Graham Snowden*

It makes you wonder just how the ships manage to cook things for their caterings services. It can't all be electric, surely!

-----oooOOOooo-----

### *Handbook - I wish!*

Why would a major motorhome manufacturer send out a vehicle to the dealer without the base vehicle handbook? According to the dealer, the new Boxer base vehicle handbook is waiting to be translated into English. I rang A-S to find out when it might be available to be told that they were on order, but with no known delivery date.

I have a new vehicle with no information, so simple questions such as "where are the jacking points?" or "how does the CD/radio work?" remain a mystery. What do I do if I break down or need help? I don't even have a list of dealers to phone or an emergency telephone number to call. Surely these details must be available in English somewhere. Has any new owner managed to obtain such basic information?

*John Morris*

I would have thought that a call to any Peugeot main dealer might have elicited the required basic info, because there must be many commercial vans around which are similar. But I am sure that in the event of need a telephone call to the A-S Service Centre people would also bring forth help. It always has done when I have needed assistance!

-----oooOOOooo-----

### **A.C.C.E.O.**

I understand from our Membership Secretary, *Norma Caley*, that there are many people who do not who what these letters mean. In fact they stand for the Association of Caravan and Camping Exempted Organisations. These are many clubs, like ours, who hold Certificates of Exemption so that we can all hold gatherings, rallies or meets on land which would otherwise need planning permission for a site. ACCEO looks after the interests of all those who are enjoying such certificates, and the reasons for them.

You will have noticed on your renewal form (if you have read it, that is!) that you have been asked if you are a member of this Association.

Whilst your Club is a member, it is open to all of our members to become individual members. If you should choose to join you will become entitled to a range of offers which could save you quite a bit of cash. In the Spring 2002 issue of ACCEO Matters (their magazine), one individual member is quoted as saying that he had saved enough on his ferry fares to pay for his annual subscription to ACCEO for life!

We send a copy of our Newsletter to ACCEO every month so they should be aware that not everyone knows about them, yet. They did come along to Malvern to see us and had a small stand with information there. But if you would like more information, you can telephone them on 019 0562 1673, write to ACCEO Head Office, Unit 6a, Top Barn Business Centre, Holt Heath, Worcestershire, WR6 6NH or visit their web site: [www.oakwood-village.co.uk](http://www.oakwood-village.co.uk).

-----oooOOOooo-----

## CHARITY CHOICE - 2003

Members will know that every year the Club selects a charity to benefit from the fund raising at the Club & Company Rally. Selection is made by the Committee from nominations by members. The criteria are that it should be a lesser known national charity from which you, or a member of your close family, has benefited. Nominations remain anonymous to the Committee until the selection has been made.

If you would like to nominate a charity for 2003 please write to me at 24 The Close, Hampstead Norreys, Thatcham, Berks, RG18 0RY by the end of December. Please enclose 15 copies of the charity's leaflet for distribution to the Committee. I will make the necessary copies of your letter. It would also be helpful if you could obtain confirmation from your charity that, if selected, they will be able to set up a stand at the rally (11th - 13th July) and that a representative will be available to accept the cheque on the Sunday morning.

*Andy Cavell*

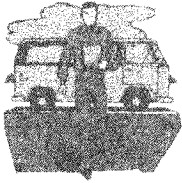
-----oooOOOooo-----

## Obituary

We were sorry to learn that *Ken Farley* had died suddenly in early October. Our sympathy and condolences are extended to *Ivy* and his family. Members may recall his letter in last month's Newsletter thanking people for their help after he had fallen at Malvern this year.

-----oooOOOooo-----

# WANTED



I am looking for a VW Topaz or very similar. A walk through van with toilet and shower facilities. 'N' or 'P' reg onwards, diesel. Any suggestions or offers to Ivor Smith at 7 Aldersley Avenue, Wolverhampton, West Midlands, WV6 9HZ or telephone 019 0283 1107.

The advertiser intends to join the Club if his search is successful.

#####

Electric bike for lady. Also exterior Silver Screen for Ducato/Boxer type cab. Tel: Duncan Thompson on 012 6028 1905 or 07 779 680 963.

#####

Elite rear spoiler for 1989 VW T25. Four Auto-Plas International wheel trims with 5 gold spokes. Chrome fog light bar. Tel: Mrs Steph Budnik on 017 3333 1577 (Peterborough).

Thanks for the donation.

====oooOOOooo====

## For Sale

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.



#####

Talisman GX 320M. 2.8Hdi Turbo diesel. 3,500 miles, reg March 2002. Overcab bed, Status TV aerial, external TV aerial socket, Fiamma Pro C bike carrier, Silver Screens plus all the usual features. The condition inside and out is as new. Manufacturers transferable warranty. £29,000.00. Telephone Robert Avery on 017 2786 2047 (St. Albans, Herts).

Thanks for the donation.

#####

External Silver Screens for pre 2000 Transit. 3 years old. £30.00. Dashboard left hand section, allows ISO sized radio/CD player to be fitted



in place of the large button "Tonka Toy" one. £10.00.  
Tel: John Read on 015 0256 0837 (Lowestoft)

#####

Duetto 2.5 Turbo diesel. 1997, 35,000 miles. One owner, immaculate condition, full service history and handbooks. Taxed, MOT. Thatcham Cat 1 alarm with central locking, electric windows, PAS, Status aerial, gas bottles/regulator, Silver Screens, A-S crockery. Full A-S specification. Many extras. Non-smokers, no pets. Genuine reason for sale. £19,995.00. Phone Dave Bull on 011 8961 1853 or e-mail DavidBull@ntlworld.com. Thanks for the donation.

#####

8 new "Chantal" vent straps (with fitting instructions if required). 48" length of "Crocus" pattern curtain material (new). All £1.00 each plus postage. Phone Pat & Roy Pethers on 017 9587 3896.

#####

A-S Harmony, Peugeot Boxer, 1.9 Petrol, P Reg. 35k miles. Omnistor awning. 2-bike Fiamma rack. Shower, cassette toilet. Full service history. £15,000. Telephone Ann Montgomery on 011 6299 4954 or e-mail Monty21@ntlworld.com. Thanks for the donation.

#####

Peugeot Pollensa, April 2001 'Y' reg. 2.8HDI with SX specification and cab air conditioning. 18 months transferable warranties. 9,500 miles. Chatham category one alarm/immobiliser. Other factory fitted extras include Ultraheat, full winterisation plus internal 66 litre fresh water tank, Omnivent extractor fan, Heki One (not Two) windup rooflight, Fiamma awning, Status 530 directional TV/radio aerial, rear radio speakers, swivel passenger seat, Fiamma cycle rack, etc., etc. Tel: David Ross on 017 3882 7645 (Perth).

Thanks for the donation.

#####

Fiamma Carry Bike rack for sale. To suit VW T4 vans (lift up back door) to carry two cycles or carry box. As new. No longer required due to new van.



£75.00. Tel: Simon Sutton on 017 7385 6901 (Belper, Derbys.) or e-mail [simon@suttcottage.freeseerve.co.uk](mailto:simon@suttcottage.freeseerve.co.uk). Thanks for the donation.

#####

Eurovent Coachman motorhome annexe, new and unused, still in box. Burgundy/Grey. £250.00. Also Hope Safe-T-Bar with tow ball. Strong rear-end protection. Fits Herald Valencia or Aragon. Excellent condition. £200.00. Tel: Alan Robbins on 013 8683 0079.

Thanks for the donation.

#####

Gatcombe, 'W' reg, Spring 2000. VW 2.5tdi. 27,000 miles. Excellent condition, fully serviced, non smokers, no pets. Two bar, bottle jack, Silver Screens. Gloucester area, willing to meet at convenient place for serious purchasers. Owned from new. £26,950.00 inc VAT. Tel or fax: Chris Ward on 014 5284 9051; e-mail [chris@practicalplastics.co.uk](mailto:chris@practicalplastics.co.uk).

#####

Legend, 1989 'G' reg, 2 berth, Auto. 2 litre petrol, FSH. 58,240 miles. Very good condition. Side awning, Air-Ride system, slam locks, gear lock through chassis. Registration number professional marked on roof. Tow bar, electric hook-up cable, Silver Screens, levelling blocks and other items included in sale if wanted. Sale due to ill health. £11,500.00. Tel: Colin Plum on 019 2677 6345.

Thanks for the donation.

#####

Genuine exterior Silver Screen to fit facelift Talbot, Peugeot or Ducato cab, approx 1991-1995. Excellent condition. £35.00. Tel: Duncan Thompson on 012 6028 1905 or 07 779 680 963 (Congleton, Cheshire).

#####

Pro-Tec winter cover, purchased last year, as new. Suit Symphony, Boxer or similar. Cost new over £200.00; accept £100.00. Tel: D Cadman on 017 8228 9109 (day) or 017 8250 3030 (evening). (Stoke-on-Trent).

#####

## Contents

Shoreham Air Show Rally.....	2	Shepton Mallet Show.....	10
Lichfield Rally.....	2	More Tyred Tales!.....	13
Peterborough Rally.....	3	Air Suspension.....	14
Cruise Control.....	4	Thank You.....	14
Chairman's Chat.....	7	Rear Carriers - and Norway.....	14
Electric Step.....	8	Handbook - I wish!.....	15
Passing Times.....	9	Charity choice - 2003.....	16
Water, Water (but not everywhere!).....	9	Obituary.....	16
Rallies - Isle of Man (?).....	10	WANTED.....	17
		FOR SALE.....	17

\*\*\*\*\*

## Committee Members

President	Charles Trevelyan	013 8685 3511
Chairman	Ray Whiley	016 0345 2593
Vice Chairman & Rally Co-ordinator	Neil Rogers	013 2537 4540
Secretary	Janet Sutterby	015 0746 2449
Treasurer	John Tidbury	012 3553 8593
Membership Secretary	Norma Caley	017 7263 2734
Minutes Secretary	Mike Hall	017 7382 4565
Chief Rally Marshal	Ben Mansfield	017 2336 9769
Chairman, AGM Sub-committee	Nora Venables	019 0233 2105
Chairman, Club & Company Sub committee	Andy Cavell	016 3520 1976
Regalia Officer & Chairman TIG Sub-committee	Andrew Entwistle	014 2284 3057
Press Officer	Brian Smith	014 8784 1786
Newsletter Editor	Harry Henthorne	020 8808 9112

\*\*\*\*\*

Any item appearing in this Newsletter may be freely used by other publications. Please acknowledge both Author and Source

\*\*\*\*\*

Items for the Newsletter **MUST** reach your Editor by the **TENTH** of the month. You may post them to 144 Devonshire Hill Lane, London, N17 7NH or E-mail to [harry\\_henthorne@lineone.net](mailto:harry_henthorne@lineone.net). **PLEASE NOTE:** Any E-mail which has an attachment will **NOT** be opened. The Editor reserves the right to edit or omit items. Advertisements for items to be sold or wanted by members are published free of charge; however small donations to Club funds are appreciated and will be acknowledged. No guarantee can be given that any item will appear in the next, or any, issue of the Newsletter. Cheques should be made payable to "Auto-Sleeper Owners' Club" and NOT to 'ASOC' as the bank will not recognise this.

\*\*\*\*\*

**IMPORTANT:** Contributions from Members are published in good faith in the hope that they will prove useful or interesting. All reasonable care has been taken to ensure accuracy but no modification or suggestion has been tested by the Company, the Club or your Editor. Therefore no warranties are expressed or implied nor indemnities given. You try them out at your own risk.

\*\*\*\*\*