



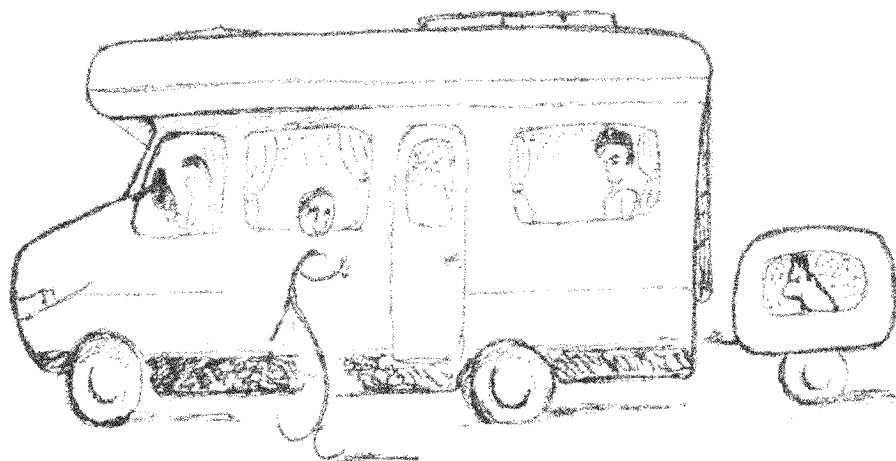
www.asoc.fsnet.co.uk

AUTO-SLEEPER OWNERS' CLUB

A Company Limited by Guarantee.

Registered Office: Orchard Works, Willersey, Nr. Broadway,
Worcs., WR12 7QF. Registered No: 4616969

N. E. C. !



NEWSLETTER 173
FEBRUARY 2003

Hello.

Yet another month with more panics! First of all our washing machine packed up and we had to wait some time for it to be repaired. Then, just as I thought all was settled down, my computer packed up. All I did was switch it on, honest! But it decided to switch off again and I had to call the magician (although he said he was a technician) in to mend it. Apparently the power supply had failed on me and he replaced it. So all is well and you can receive your Newsletter as usual.

You will probably notice that the heading on the front cover has changed slightly because we are now a Company. (And that makes me, among all the rest of the Committee, a Company Director! Won't that look good on any job applications!!) But seriously, the Company details are now recorded on the cover and will continue to be so. Other details will be found if you visit the Website, the address of which is also on the cover. Do have a look at it, you will find it quite interesting. If you haven't got a computer linked to the Internet, you may well find that your local library has one and will be pleased for you to use it for the visit.

I hope that you have made all the necessary checks on your van before the start of the season. With the weather that we have experienced over the last couple of weeks, it will be better to find problems now than when you are on your way somewhere.

---====oooOOOooo-----

Club & Company Rally 2003

This year's rally will be held at Malvern from 11th to 13th July. The sub-committee is busy putting together a programme of events which we hope you will enjoy, especially after last year's superb event.

Last year's rally was a great success in every way - except one! Unfortunately the number of Club members volunteering to assist over the weekend fell to an all time low. In fact we didn't really have enough people, and it was only thanks to the efforts of a few that we were able to run the event.

If that happens again this year, then ASOC will not be able to run this rally in 2004, because we could not guarantee public safety. So please, when the booking forms arrive, offer us a couple of hours of your time, it's not much to ask. The jobs are not onerous and do not require great physical strength!

IT'S UP TO YOU!

Andy Cavell

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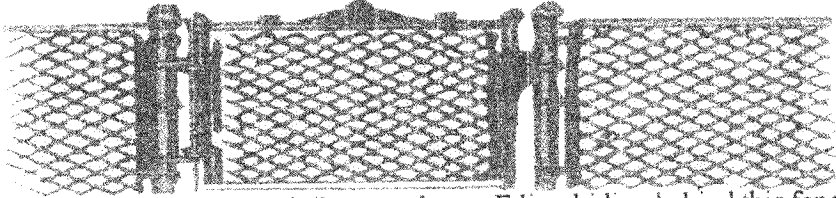
Anagrams

(Tongue-in-cheek)

Fairly often, the phrase "*Must have been designed by a man*" crops up flippantly in our Newsletter but, fortunately, does not cause umbrage because the higher intellect recognises it immediately as a compliment, albeit a somewhat dyslexic one. No doubt the originator meant to say "*Maybe human, 'e designed best van*" but, somehow, the letters became all jumbled up. Never mind, let us hope that the fairer element would be equally forgiving when we mean to say "*Mother in law*" but it gets jumbled and comes out as "*Woman Hitler*"!

Over to you Ladies, with my compliments for the New Year.

Brian Maddox



You will find both *Brian* and your Editor hiding behind this fence to avoid any brickbats which may be thrown!

====oooOOOooo====

NERVOUS ABOUT GOING ABROAD??????

From time to time, I have heard members comment that they would love to take their vans abroad, but aren't sure about travelling abroad for the first time.

We are now able to offer the perfect solution - a five day, escorted trip to Paris, with all ferries and camp sites booked for you and rounded off with a meal in a top French restaurant. This trip would not be organised by the Club, but would be run exclusively for our members by a professional organisation.

Dates and costs will be advised when we know if we have enough interest. Seasoned travellers will also be welcome. If you would be interested, please drop me a line to 24 The Close, Hampstead Norreys, Thatcham, Berks RG18 0RY or email to andy.cavell@ukgateway.net

Andy Cavell

====oooOOOooo====



Tyres



Following recent letters in respect of premature tyre wear and tear, I have collated the following information, based on the advice recommended by the British Rubber Manufacturers Association.

Incorrect tyre pressures would not only adversely affect the handling, but can lead to dangerous tyre failure.

If changing tyres, fit the correct specification. Never replace the tyres with ones of a lower speed or load capacity specification.

Drive at a speed that is comfortable for both you and the vehicle. Never exceed the speed limits. Avoid rapid manoeuvres if possible.

Check the tyres regularly, especially when the vehicle has not been used for some time. Look for signs of age deterioration, such as side wall cracking and deformation. Remove from the tread any sharp penetrations such as trapped stones. If the vehicle is going to stand for some time, cover the tyres to protect from sunlight and take the weight off the tyres.

Stephen Small

Design Manager - A-S.

A rather abbreviated version of what was printed last month.

====oooOOOooo====

From the Factory

The story of the Luxor launch

As many of you probably saw, Auto-Sleepers launched its new "A" Class at the Earls Court Caravan and Outdoor Leisure show on 5th November in a splendid display of sound and lights. It all looked very impressive on the day, but here is the real story, the story of the trials and tribulations of the marketing department leading up to the launch of the most important new Auto-Sleeper for years.

The budget was small but the task was huge and for weeks the marketing department struggled to develop a low budget, big noise event. Eventually we got music and lights in the form of Sam Cartwright, the brother of one of the members of the marketing team. He even had a smoke machine! Everything seemed to be going smoothly until, a week before the show, we discovered that his smoke machine was not an 'Earls Court approved model' and, therefore, could not be used. Disaster! But after several mad phone calls an approved model was eventually found and picked up the day before the show. What else could happen?

The day of the show finally arrived. The afternoon before was spent

rehearsing the launch - every detail was practiced again and again. A large cover had been arranged for the Luxor, which was going to be removed to music after a brief speech by Ian Capes, Chief Executive of the Auto-Sleeper Group. Ian was very keen to use the best technology and a lapel mounted radio microphone was ordered in especially for his speech.

The clue here is to never trust technology! There was music and lights before the launch, which attracted quite a crowd. And when this had died down, Ian made his speech. It was all going swimmingly (he even got a few laughs) until the best technology around blew up in his pocket! He played it cool, though and shouted the rest of his speech over the crowd.

As his speech ended, Nell McAndrew, of "I'm a celebrity, get me out of here" fame, arrived on the stand for a photo opportunity. She got right in there and didn't mind lining up with the Auto-Sleepers crew to pull off the cover and reveal the vehicle. Needless to say, the crew weren't complaining much either...

In its great wisdom, the marketing department had decided it would be an excellent idea to put a smoke machine under the motorhome, so that when the cover was pulled off, smoke would rise from under the vehicle, creating an air of mystery and glamour. Unfortunately, when the cover came off, no one saw any smoke until it was completely removed, when it all came pouring from under the back end of the vehicle and all over Nell McAndrew. What a photo opportunity!

But not everything had 'gremlins'... The most reliable piece of machinery at the launch was without doubt the Luxor! It was a huge success at the show where Auto-Sleepers sold half a dozen and is still receiving daily enquiries. Something must have gone right!!

Many thanks to Peugeot who kindly sponsored the launch of the new vehicle!

Anna King - decibel group

====oooOOOooo====

Insulation

In answer to David Baldwin's plea for a solution to his degenerating glass fibre insulation, you mentioned insulation foam in a spray can. Yes it is still available: Polycell make it, as do several other firms. You should find it at your local B&Q or other similar DIY store. Failing that, at any building suppliers, as it is frequently used by the

building trade to weatherseal holes in brick walls where pipes have been fitted through.

The only cautionary advice I would give is to be very careful when using it: it continues to expand for about fifteen minutes after leaving the can and it is virtually impossible to get off any fabric that it comes in touch with!!! I should know; I accidentally got some on a fleece jacket and it is taking forever to wear off! Also be careful to follow the manufacturer's advice on cleaning the nozzle. It is impossible to remove once it has set.

Peter Swannell

====oooOOOooo=====

Eye Watering - Continued!

Thank you for putting my letter in the January 2003 Newsletter. I will be interested in any other members comments.

Firstly, despite my problems with the heating, I am more than pleased with the A-S Legend, the build quality is first class. In answer to *Charles Trevelyan's* reply, although the motor home is three years old, it has done so few miles that I believe that the heating system had never been used. So many items in the motor home are un-used. The heater, when in fan mode, does draw air in from beneath the wardrobe and the front, but nevertheless, has been installed as the manufacturers instructions with the rear plate removed.

My question is, was I correct in removing the glass fibre, and what is its purpose in the void beneath the wardrobe?

Alan Robbins

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ACCEO - AGM

The AGM was held at the Stratford-upon-Avon Racecourse on Saturday, 12th October 2002. It was a very pleasant venue and, being a five day rally, gave some members the chance to walk into Stratford-upon-Avon or explore the surrounding area.

Before introducing the committee the Chairman called for a minute's silence in remembrance of the President's wife who had recently passed away.

The minutes of the last AGM had been circulated and were passed as a true record with no matters arising. Officers reports were given as follow:

Chairman - thanked the retiring chairman - John Page. He reported that DEFRA was not too concerned with pup tents but their main concern was the availability of toilet facilities at rallies.

Vice Chairman - acceptance of rallies in National Parks. Neville Simmons to be the Association's National Parks Officer.

Secretary - asked that member clubs sent the information required to ensure that renewal documents for insurance were sent to the right club officer.

Finance Officer - financial statement which had been circulated showed a balance of £13,340.00 which was an increase from the previous year in spite of a decrease in subscriptions. (Club memberships up by £47.00 but personal memberships down by £270.00.)

Publications Officer - advertising revenue for ACCEO matters was down slightly due to a change of officer but it was improving and she had established new contacts.

Motions from the Executive Committee to amend the Constitution were carried.

Open Forum

This was held after the AGM and delegates were able to present their concerns and opinions. Feedback was requested from members about postage of ACCEO Matters. After explanations were given on the procedure the officer responsible promised to rectify the method to ensure clubs did not have to pay excess postage.

Location of AGM 2003. Most delegates wanted the AGM to be held at the same venue next year providing better arrangements could be made for the entertainment accommodation. The event is to be organised by Piscatorial Ramblers Caravan and Camping Club. It was explained from the platform that the AGM had been a victim of its own success. The increase in numbers had caused the somewhat crowded conditions, added to the fact that the racecourse authorities had given a figure which included all the hospitality suite and not each room. The situation had not been improved by problems with last minute bookings by clubs and individuals. It was announced the following morning that next year the bookings for the camping and the entertainment would be separate with limited entrance to the entertainment on a first come, first served basis to avoid overcrowding.

All in all this was a very pleasant rally, well organised by the host club (West Midlands Travel Caravan and Camping Club) with good camping facilities, excellent entertainment on two evenings and an

exceptional raffle with a good range of prizes from member clubs and local businesses.

John Hallett

John actually attended as a delegate for another club but as ASOC were unable to attend this year we thought you might like to see his report. He has also asked that he might apologise to *Roy Pether* for suggesting that he might not get "A Tenner for a Tip" from MMM. He has agreed to eat his quote of humble pie when the mince variety has gone down!

In case you have been left wondering a little, DEFRA is the government department which is responsible for the issue of our exemption certificates, which is why there is so much interest in their deliberations.

====oooOOOooo====

At Harmony Story and Tyres

Having highlighted that extra carpet may limit throttle travel, is it worth mentioning Land Rover's advice to ensure that adding mats (or carpets) does not affect braking performance? Carpet cutting can also be needed to restore full clutch pedal travel. With this done and *Derek Findlay's* modification fitted, even an Express gearchange can be made acceptable.

When one of the named tyre companies received claims alleging defective tyres it produced evidence of similar accidents caused by under inflation. When we had a slow puncture the "Pressure Guard" indicated this so that the tyre pressure could be restored and the vehicle driven to a garage. These "Pressure Guards" cost £12.50 for a set of 4 (20-42 psi or 50-70 psi) from Auto Unique Ltd of Pangbourne. Tel: 087 0011 2710 or www.auto-unique.co.uk. Apparently they are activated by use so an unused vehicle will need separate checking.

On giving Michelin details of the base vehicle and maximum axle weights, the tyres available were described and we agreed on those most suitable for the intended use. As suggested, I later supplied the front and rear axle weights with the vehicle in touring trim so that pressures could be recommended.

David Maddison-Roberts

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Insurance

Following on from *Terry Hammond's* problems on insurance in the January issue. The question of insurance has been discussed on many occasions in MMM. As a result at 2001 Earls Court Exhibition I was able

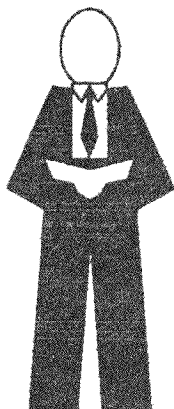
to discuss the added value benefits of joining The Camping and Caravanning Club. Through their Members Scheme I paid £196.40 compared with £408.35 for a 1993 Talisman GL. The premium for the current year is now £203.75. The best offer through a broker is £317.57. In addition through the CCC group membership scheme for the RAC I enjoy European Cover for £76 instead of £300 supplement for a normal member.

As often quoted in MMM, we need to keep shopping around in this very competitive insurance market place.

John Cullin

====oooOOOooo=====

Chairman's Chat



On 13th December 2002, the Club was registered at Companies House, Cardiff, as a Company Limited by Guarantee and not having a Share Capital, with the registration number 4616969. The new company's registered office is at Orchard Works, Willersey, near Broadway, Worcestershire, WR12 7QF and we are grateful to our friends in the Auto-Sleeper Group for allowing us to use this familiar address. Of course, we shall not have a staffed office there: the registered office is to meet legal requirements for a permanent address to which official documents can be sent, especially by Companies House, and there will thus be no need to change the office address when there is a change of Club Secretary.

The Club's Articles of Association and Bylaws are enclosed with this Newsletter, and you should read them carefully as they are the rules by which the Club is governed.

Each year, you are asked to make any comments or suggestions you may have on the back of your pink renewal form. These are always reported to, and considered by, your Committee, and I would like to use the remainder of my Chat this month to mention a few. One suggestion was that members who are happy to chat with others display something in their 'van. (My feeling is that most members are more than willing to talk.)

More than one member expressed dissatisfaction with joining in August only to be asked for a renewal subscription for 1st January. This underlines the importance of reading the rules before signing. Other members were surprised that the renewal form was distributed in October.

This, in fact, was at least partly due to a request from members who spend the winter in Spain! There is no need to pay until 1st January although early payment helps to spread the load for our Membership Secretary, *Norma Caley*.

Some members complained at being asked to complete a renewal form each year when they pay by standing order. Unfortunately, members do not always inform us of changes in their membership details - address, A-S model, etc. - and we are bound to keep accurate records of members both by Data Protection requirements and now by the Companies Acts.

There was support for using the showground at Newark as a permanent venue for the AGM.

If the Editor permits, I hope to mention more of your comments next month.

Ray Whiley

No problem. It all helps to fill the space in the Newsletter!

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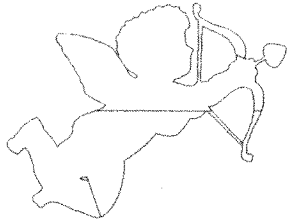
Dutch Rally

We have been ASOC members for nearly a year now since we bought our Symbol and have enjoyed reading all the various articles. Of particular interest in the latest edition is the list of forthcoming rallies and, following the great success of the two rallies that we enjoyed attending last year, we will certainly try to attend some more in 2003.

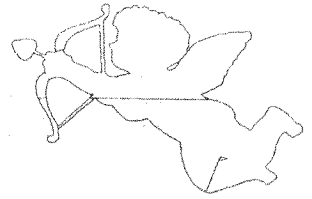
We note the new rally in Holland. *Celia and I* spent a fortnight in Holland at the end of October. Our first week was in the very picturesque and unspoiled part, near Hoom, whilst the second week was spent at the "Delfste Hout" where the ASOC is holding the rally. As a campsite it is to be recommended, being in the middle of a country park with a large lake and extensive footpaths, but it is only a 20 minute flat walk to the centre of the lovely old town of Delft. If you are not feeling energetic the bus goes from right outside the camp gates.

We used our Symbol to visit many of the attractions in the area, but the buses and trains are really cheap, so we used public transport to get to Rotterdam and Amsterdam. From Delft and Hoom there were half hourly trains (more frequent in the rush hour). If it hadn't been windy and wet we would have cycled a lot too.

Apart from the obvious sights to see, one of the more unusual and very interesting was the visit to the huge automated flower market and auction at FloraHolland, which was breathtaking with its size and the variety and colour of all the blooms. There are signs to find the entrance -



February 2003
Rally Supplement



May I remind you that, unless otherwise stated in the Rally Supplement, all rallies are applied for by posting a rally slip, with a cheque for the appropriate amount, to the rally marshal. Unless otherwise stated ALL rallies start at 12 noon. Please do not arrive early.

If you are unable to attend a rally inform the marshal as they may be able to allow another member to take your place.

Will Marshals please send me the rally information for this Supplement at least three months before the date of the rally.

Hidden Valley New Year Rally.

We will require marshals for this rally next year. If you are interested please contact the Rally Co-ordinator. If no volunteers are forthcoming we will lose this rally as there are many other clubs waiting to claim both dates and location.

8TH - 15th. June. (7 Nights Sun.-Sun). Delfse Hout Caravan Site, Delft, Holland.

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

Tel.No. 01283 538 818

Limit 25 vans. Spaces still available.

19th. June - 3rd. July (14 nights). Sarzeau, South
Brittany, France.

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

THIS RALLY IS NOW FULL

13th. - 15th. February). Grouse & Claret, Rowsley,
Nr. Matlock,

As the Grouse & Claret is due to be refurbished during the early
months of the year we have had to cancel this rally.

MARSHALS REQUIRED for the following shows.

Contact the Rally Co-ordinator if interested.

9th. - 11th. May Thames Valley & Motorhome Show, Newbury
Showground.

16th. - 18th. May Motorcaravan Jamboree & Leisure Show, Detling, Kent.

18th. - 20th. July. Midsummer Music & Leisure Show, Lincoln
Racecourse.

NEW. 13th. - 16th. March 2003 (3 nights) Elm Cottage Caravan
Park. Little Budworth Cheshire.

Site Tel. No. 01829 760544 emergencies only. Limit of 30 vans.

Web site www.elmcottage7.freecserv.co.uk.uksite

Rally marshals Elizabeth and Bryn Morgan and Nora and Ven Verables.

Site fee: £5 per night. Electricity :£2 per night. Rally fee: £1.18 each person. All
inclusive of V.A.T. Dogs allowed but must be on a lead on the site.

~~Attractions:~~ Nantwich, Chester, Little Budworth Country Park, Salt Museum and
the Anderton Boat Lift. The Shrewsbury Arms Pub, which serves food, is 400
yards away.

The level site is a well draining one. Pitches have hard standing for the vans but access to this is across the grass so wellingtons or suitable footwear is desirable. Application by post please. Rally slips and cheques to: B. Morgan, 44 Mersey Road, Heaton Mersey, Stockport, SK4 3 DJ. Tel. 0161 432 4869. Mobile 07890876859.

Please include a SAE for confirmation of booking, site directions and further details.

There are two small toilet blocks each with one shower. There is also a shower for the disabled.

We will have the use of the sites "Noggins" barn for our evening get together with possibly an American Supper on Saturday evening.

If there is sufficient interest we will organise a coach trip on the Saturday to Nantwich and Stapeley Water Gardens. The cost will be approximately £5.50 each person.

Please indicate on the rally slip if you are interested in this trip but **do not** send any money.

NEW. 27th-30th.March (3 nights) The Motorhome & US RV Show, The Showground, Great Driffield, East Yorks.

Emergency Tel.No. 0777 557 0182 Marshals' mobile.

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

Site Fee: Special Club prices. Arrive Thursday £28.00 Friday onwards £23.00.

Rally Fee:£2.35(Incl.VAT).Send rally fees,£2.35 with rally slip & SAE for Show application form to Mrs. J. Hicklin,381 Manor Road,

Brimington, Chesterfield, Derbyshire. S43 1PP. Tel. No. 01246 236 157.

NEW. 4th - 8th.April (4 nights) Long Hazel International C & C Park, Sparkford, Somerset.

Emergency Tel.No. 07714550731. Marshals' mobile 8 -10am & 6 -10pm.

Rally Marshals: Barbara & Alan Potter.

Site Fee: £7.00 per night. Electricity: £2.00 per night. Rally Fee: £2.35 all incl. VAT.

Rally slips to: Mr. & Mrs. A. Potter, Westbrook, Mill Lane, Monks

Risborough, Bucks. HP27 9LG Tel.No. 01844 274 021.

Cheques payable to: Mrs. B.A. Potter

Attractions: Within easy reach :Yeovilton Fleet Air Arm Museum,Sherborne Abbey & Castle,N.T. properties & gardens. Within walking distance to Haynes Motor Museum.

Directions: Situated 8 miles north of Yeovil, just off the main London Penzance trunk road.400 yards from the new roundabout at the end of the Sparkford by-pass (A303) on old road into the village.

**NEW. 4th-8th.April (4 nights). Peak Rail,Rowsley South Station,
Nr. Matlock,Derbyshire.**

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

Rally Marshals: Jeanne & Mike Hall.

Site Fee:£4.70 per van per night.Rally Fee £1.20 per person (both incl.VAT).

Water & Elsan disposal. GREEN FIELD site but toilets open during station hours. There are two electrical hook ups which could be used if people have a special need.

Booking slips & cheques to Mike & Jeanne Hall,45 Nottingham Road,Belper, Derbyshire.DE56 1JG. Cheques payable to M.T.Hall. Tel.No.01773824565.

Attractions: In the picturesque picnic area of this enthusiasts steam railway,beside the River Derwent with miles of walks.10% off all-day tickets for steam trains to Matlock £6.00 adults,£4.50 seniors to ride all day or spend time in Matlock. Within the Derwent Valley World Heritage Site & the Peak National Park.Nearby are Chatsworth House,Haddon Hall,Carriage Museum & Bakewell's famous Market on Mondays.Buses to Sheffield,Matlock,Bakewell,Stockport & Manchester.

Directions:3.9 miles north of Matlock(Bakewell directions) on the A6. Going north turn left on to Harrison Way just after Shalimar Restaurant & follow Peak Rail signs.

**10th.- 13th.April (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.Bus stop nearby with cheap fares to local towns.

Fish & Chips plus a pub that serves breakfast for £3.00 and other food.

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

24th.-26th.April.National Motorhome Show,Peterborough.

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

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

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

If you use a form from the magazines please mark the form ASOC and note the special Club site fees:Arrive Thursday:£28,arrive Friday £25, arrive Saturday £22.

Please note that ALL booking forms *MUST* be returned to

Warners the organisers by Friday 28th.March if you wish to rally with the Club.

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

*****Then you must also complete a Club rally slip** and

return it,with the Rally Fee of £1.75 couples,£1.20 singles (both inclusive of VAT) to:N.C. & P. Rogers,3 Appleby Close,
Aldbrough St.John, Richmond, North Yorks.DL11 7TF.

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

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

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

No arrivals before 2.00p.m. Thursday.

If you wish to organise a rally in 2003 then please contact me as soon as possible to enable me to advertise the rally in this supplement.

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:

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.....

..... 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:-

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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 doesn't matter which one, just drive around the perimeter road until you come to the arrows for tourists and park (ignore the multi-storey for cars!) next to the restaurant. From there the tourist trail is marked with signs and footprints. There is a video in English and multilingual explanations. Although the market opens really early in the morning we arrived at about 9am and there was still plenty to see until well after mid morning.

Holland is really geared up for tourists and most people (even toilet attendants) speak English. We crossed from Dover and drove up through Belgium using motorway all the way in just over 3 hours, though the ferry to the Hook of Holland is much nearer if you prefer cruising.

On another topic completely, we had Air Rides fitted to the Boxer at the Club & Company Rally, in place of the solid rubber cones on the rear axle. As you would expect the ride is a lot softer and roadholding is improved. We can thoroughly recommend them.

Now all we need is to find out how to stop all the blinds from rattling and our first year will be complete. Looking forward to meeting new and old friends.

Celia & Alan Waugh.

This is not, of course, the first rally to Holland which has been run by the Club. Members will recall happy stories from those arranged by *Winifred & Arthur Irving* in the past.

---ooOoo---

AGM 2003

With the Newsletter this month you will have received the booking form for the A.G.M. Rally to be held again at Newark Showground. Final details are now in place and it should be as good as last year, so come along and enjoy yourselves. The format will be much the same with the Rally opening at mid-day on Friday 2nd. May. Meet up with friends old and new at 7.00 pm in the Hall when our president *Charles Trevelyan* and Chairman *Ray Whiley* will welcome you all, and booked meals will be served from 7.00 pm to 9.30 pm.

On Saturday registration will commence from 10a.m. for the meeting at 10.30a.m. followed by the open forum.

The craft sessions this year, presented as last year by *Sheila Henthorne* and *Heather Tidbury*, will be in the Hall on both Saturday & Sunday afternoons. Eddie Jones of Van Bitz will give a talk on Saturday afternoon at 2.00 pm and Ian Capes, Chief Executive of Auto-Sleepers, will give a short after dinner speech on Saturday evening.

After the inter-denominational service on Sunday morning, as you will see on the form, meals if booked will be available from 1.00 pm. From 2.00 pm Brownhills will ferry interested members to their Leisure Centre. The Hall will remain open until 10p.m. with Bar facilities, probably from 7.00 pm. The Rally ends on Monday 5th. May and members must vacate the show ground by mid-day.

Nora Venables

-----oooOOOooo-----

Photographic Competition

I was disappointed to note in the January Newsletter that the photographic competition this year once again excludes "digitally modified pictures". At last year's C&C Rally I showed digitally produced images on one of the hobby stands and it soon became apparent that there was considerable interest among members in digital photography, many owned or were considering the purchase of a digital camera and were keen to produce their own images on a desktop printer.

I very much appreciate that in the past some digital prints were not of a very high standard but over the last couple of years digital cameras have become more sophisticated and desktop printers are now capable of producing excellent prints at reasonable cost. Perhaps it was not intended that digital prints should be excluded but only those which have been "digitally modified". Where do we draw the line?

If we take a roll of film to be processed we leave the experts to produce prints which have been adjusted by the processor to provide the best possible print allowing for errors in exposure, for example. If I make the same adjustment using imaging software the resulting print has been digitally modified because the pixels which make up the image have been altered or "modified". Should that print be excluded from the competition? Similarly if only a section of a film negative was enlarged to produce a print for the competition that would be accepted while if that was done with a digital image this would certainly amount to a "modification".

I hope that it will be possible to persuade the organisers of the competition to perhaps include a "section" for digital prints. This in my view will widen the scope of the competition and encourage those members who have an interest in digital photography to produce their own images and submit an entry. I readily admit to being enthusiastic about digital photography and I believe that as a Club we should embrace this huge

advance which has taken place in the way we may record our travels on "digital film"!

Dave Thomas

Your point is very well made, *Dave*, and I can assure you that it will be considered by the committee. It is, however, very difficult for the judges to be able to decide which picture has been "modified" within the intention of the competition and which have been otherwise adjusted. For instance, if I take a picture of a van and by use of software insert that into a completely different environment then that would be a modification which presumably would not be permitted but would be almost impossible to detect, if done by a keen enthusiast.

-----oooOOOooo-----

Hidden Valley

We would like to thank the 31 hardy members who made the journey South to North Devon for the annual A.S.O.C. New Year Rally. The weather was very wet and it remained wet throughout apart from a few very short dry spells before becoming even wetter. The weather however did not dampen the ASOC spirit and everyone partied and danced the nights away, making our last time as Rally Marshals at this venue that much more enjoyable.

Terry the Chef, Martin and Dawn and the Staff of Hidden Valley did us proud as usual (Terry even ventured from his kitchen to help serve the food on New Year's night) and we were well entertained by Sarah, Kevin and Colin over the three nights. Over the past 10 years apart from ourselves *Ray and Marion Tullett* have attended all the rallies here and given us much assistance during this time so a special thanks to them. This year we would also thank *Andy and Angie (Cavell)* for running the Raffle and *Cheryl* for her Quiz on the optional evening.

We would also like to thank all the ASOC members past and present that have joined us at Hidden Valley over the past decade to make these rallies so enjoyable. A Happy and Prosperous New Year to all ASOC members.

Sandra & Bernie Wisely

#####

We have just returned from our 5th New Year Rally at Hidden Valley, near Ilfracombe, and consider this to have been the best one we have been to. The camaraderie was good and the meals provided by the site restaurant were the usual high standard. Above all the high light of the whole rally was the excellent fancy dress parade, topped by none other

than "Abba" - wonderful - and all their "costumes" came straight out of their own wardrobes! It was difficult to recognise who everyone was from Father Christmas, and his little helper, making a late call, to Harry Potter, and even a stray fireman who was not on strike!!

Our only niggle was that participants of the rally were unwilling to mix around at meal times, even saving seats at the tables before meals. We would have liked to move around and get to know more members and not just those we already knew. Finally, many thanks must go to *Sandra and Bernie Wisely* for organising this very demanding rally for no less than ten occasions. It must have been made more difficult after they moved away from Bamstaple. We give you a very sincere thank you for all your hard work and forethought to make everything run so smoothly.

Elizabeth and Bill Grimsley

#####

We were preparing the Clubman for the New Year's Rally at Hidden Valley. Every item of warm clothing that could be packed was being packed, because this was to be only our second-ever winter sortie since a rally in 1977, when it had been so cold that (a) we sat and shivered in a Sprite Alpine caravan and (b) (and this is the absolute truth) a fellow rallier's false teeth froze solid overnight in the glass of water beside his bed!

So, fully prepared, we arrived at Hidden Valley, to find Sod's Law prevailing. (He has a lot to answer for, that fellow). The weather was as mild as 1977's was cold, and the warm clothing stayed packed. True, one day it rained so heavily that I expected to see the Site owner planting rice, but it was thankfully mild. The Rally was marvellous, well organised by *Bernie and Sandra* from start to finish. *Deanne and I* are very grateful for everything you did, you made us very welcome and we thoroughly enjoyed the fruits of your considerable efforts. I'm sure everyone else did, too.

Norman Rendle.

P.S. Elvis IS alive, and apparently an ASOC member... I know, because I saw him at the Rally. If you don't believe me, ask *Cedric* (who wishes to remain anonymous!!)

-----oooOOOooo-----

Romania

I wonder if any member can offer advice, please. I intend to make a journey in July 2003 when I shall be travelling to Deva in Romania in my A-S Duetto.

I am a member of the British team, flying model thermal soaring gliders in the European Championship (still need more sponsors!). This will be my first time driving abroad. I can be contacted at 147 The Bassetts, Cashes Green, Stroud, Gloucestershire, GL5 4SW or by telephone on 014 5376 6932. Many thanks for any help.

David East

-----oooOOOooo-----

Cruise Control

I am grateful to *Ken Milward* for his article in the December issue and for giving contact details for Adroit Services. Since then Harry Wright has come and installed his system of Cruise Control in my "Fly-by-wire" Ford Transit Amethyst, and it seems to be eminently suitable. As a professional mechanical engineer I consider it a neat and effective installation which works very well, but I have done few miles yet.

For those who wish to know more about CC, Harry sent me the enclosed article which members should find interesting. He also supplies other useful items for motor caravans, of which a 12 volt microwave caught my eye. I wish all members "Happy Holidays" in 2003.

David Horder

PS At my last visit to the main Ford commercial dealer for a service the manager told me that there was no way CC could be fitted to my vehicle.

I wonder if anyone has experience of "Re-chipping" the engine management system of the Transit diesel? Van Aaken make interesting claims to improve the power, or fuel consumption, of these engines.

What does Cruise Control comprise?

The 'brain' of any system is the electronics module, which contains a microprocessor and is normally mounted behind the dashboard. The engine is controlled by an actuator which is linked by a bowden cable (like a bicycle brake cable) either directly to the throttle control on the engine or, more often nowadays with 'drive by wire' systems, to the throttle pedal. The driver has a unit, the command module, conveniently positioned on a stalk, on the dashboard or even on the steering wheel which allows him to operate the system. The cruise control also needs information on the speed of the vehicle and this can be obtained in a number of ways - from an electronic speedo; from an added transducer; from the vehicle's coil; from the 'W' terminal of the alternator or even from magnets fitted around the prop or drive shaft. It is also essential that the system instantly disengages

when the brake pedal is depressed so an electrical connection is made to either side of the existing brake switch in the vehicle and in many instances the clutch pedal operation is also sensed.

How does it work?

The driver operates the system by driving to the required speed and pressing a 'set' button on the command module. The vehicle then maintains that speed without the driver using the throttle pedal. If the brake pedal is depressed, the module is switched off or the clutch pedal is operated (if clutch operation is included) the system will disengage instantly. A touch on the 'resume' button will take the vehicle automatically back to the set speed. The driver can increase the speed of the vehicle by tapping the 'set' button, which will advance the speed by about $\frac{1}{2}$ mph per tap; by pressing and holding the 'set' button - which will cause the vehicle to gradually increase speed until the button is released or by pressing down on the throttle pedal and touching the 'set' button at a higher speed. The driver can decrease speed by 'tapping down' on the 'resume' button (about $\frac{1}{2}$ mph per tap); pressing and holding the 'resume' button and releasing it at a lower speed or braking (which will instantly disengage the cruise control system) and touching the 'set' button at a slower speed.

There are different command modules available which offer functions such as an 'engaged' light which indicates when the cruise control is operating; an additional button which, when touched, disengages the system or an infra-red module which mounts on the steering wheel. A memory module is also available which allows the driver to preset three speeds and by touching anyone of three buttons the cruise control will automatically reset the vehicle speed to that which has been preset. It is also possible to interface an aftermarket cruise control system with a vehicle manufacturer's control switch so that, to the driver, the system looks like original equipment.

There are two basic cruise control systems available which use either electric or vacuum actuators - either of which works effectively and safely on all types of vehicle. The vacuum actuator consists of a cylindrical actuator with a rubber diaphragm inside, the centre of which is connected - via the inner of a bowden cable - to the vehicle's throttle. The power to operate this actuator is normally taken from a pipe leading from the brake servo, which is cut, a 'T' piece inserted and a rubber tube attached which is then routed to the vacuum actuator. The disadvantages of the vacuum system are that because it uses a rubber diaphragm; over time it will wear

and any small puncture will cause it to become inoperative; it tends to be more sluggish in its operation; it tends not to hold the set speed as well as the electric system; in the case of a warranty problem with the vehicle the manufacturers could, if they were so inclined, state that the warranty is invalid because the vacuum source had been taken from the brake servo by cutting into an existing pipe. The advantage of the vacuum system is that it is cheaper.

The electric actuator comprises an electric motor, geartrain and electromechanical clutch all contained in one unit. The disadvantage of the electric system is that it is more expensive. The advantages are that it does not use a rubber diaphragm in its operation; it does not cut into any of the existing pipework of the vehicle; it holds the set speed more accurately and is less sluggish.

What are the benefits of cruise control?

The main benefits of cruise control are no accidental speeding; better fuel economy (because the cruise control only uses sufficient fuel to maintain the set speed and no more, with a far greater degree of accuracy than in normal driving); more relaxed driving (because the driver can stretch his legs and alter his driving position easily); safer driving (because the driver concentrates on the road and other road users and does not have to worry about his speed).

What about future changes?

Cruise control has become more popular in recent years, which has led to greater reliability, improvements in its operation and a wider selection of features. Vehicle manufacturers still tend to offer cruise control either as standard on higher spec cars or as an option - but only for particular vehicles. Luxury car manufacturers (notably Jaguar and Mercedes) now offer adaptive cruise control on their more exotic models. This is simply a cruise control system incorporating forward looking sensors which indicate when the vehicle is getting too close to the vehicle in front and slow it down. Drivers wanting a cruise control system can have an aftermarket system installed by an experienced fitter and be assured that it will perform as well, if not better, than those offered by vehicle manufacturers.

Harry Wright - Adroit Services

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Motorhome Service Centre

Willersey

In line with last year, the Motorhome Service Centre would like to offer Club members a discount on all work booked in at the Centre during February and March 2003. On normal work a 5% discount is offered and on automotive work a discount ranging from 10% to 12% is offered depending on the level of automotive servicing.

On the SMMT Annual Habitation check 7½% is offered to Club members and in all instances the Club Membership Number should be quoted when making a booking.

For those who have not visited the Service Centre a warm and comfortable waiting room is available, together with television and refreshments.

A recent addition to the Centre is Mark Burdett who takes on a new role as our Dealer Support Technician. Mark liaises with our extensive dealer network on all matters, be they warranty or repair, offering advice and, if necessary, assistance as appropriate. He has a very smartly logo'd Volkswagen Transporter van that at some time you may well see passing you on the road!

To Club members, particularly, a very warm welcome is assured by all of us here at the Service Centre and to each and every one of you we send our very best wishes for 2003. Kind regards.

Charles Trevlyan

Having experienced the waiting room at the Centre I can certainly agree that it is warm and comfortable and I might even add soporific!

====oooOOOOoo====

For Sale



1995 Duetto, 2+2 berth, Fiamma awning, Silver screen, Pendle cycle rack, Alarm/immobiliser. Taxed & 12 months MOT. 52,000 miles. Full service history. £16,500.00 ono. Tel: Adrian Soble on 019 8976 2928 or 07 850 173 525 (Ross on Wye) or e-mail adrian.soble@btinternet.com

#####

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. No pets or smokers.
Genuine reason for sale. £19,995 ono. Phone
Dave Bull 011 8961 1853 or email
DavidBull@NTLWorld.com



#####

Talisman GL, 2.5 diesel. 'L' reg (Nov. 1993). 4
berth, 45,000 miles. Power assisted steering.
MOT and Tax October 2003. FSH. Fiamma Extractor fan, new CD/radio,
cycle rack, Thatcham approved alarm/immobiliser. £17,000.00. Also on
the lookout for nearly new Talisman with 2.5 TD. Telephone John Cullin
on 017 0787 3942 (Potters Bar) or e-mail john@cufcon.demon.co.uk.
Thanks for the donation.

#####

Ladies and Gents new Claude Butler aluminium hybrid mountain bikes,
shimano 21 gears, suspension forks and saddle stems. Full mudguards,
mirrors and bells. Cost £300.00 each. £400.00 the pair. Telephone
Dennis Peel on 019 0324 2132 (Goring-by-Sea)

#####

To fit VW T4 Clubman. Swivel base for passenger seat. £50.00. Also
Extrmal Silver Screen. 2nd hand. £35.00. Tel: Jean & John Powell on 015
5936 3622 (Llandysul) or e-mail powell.eryl@bopenworld.com.

#####

Talbot Symphony, 'L' reg (1993), 2,000 cc petrol, 55,000 miles. Good
condition. Ill health forces sale. Offers, please, to Margaret & John
Dealtry on 019 0478 2338 (York).

#####

Thule 420 high top roof rack with side windsurfing holder for 2 boards.
Ideal for any VW high top van. £75.00 plus delivery/postage. Phone
Rachel Hasker on 019 3547 2827 after 6.00 pm or 019 3543 1615 during
office hours (South Somerset)

#####

'G' Reg Talisman diesel, under 2,000 miles. Exceptional condition,
interior as new. New tyres and battery. Phone John Tremlett, 0121 743
3511 (Solihull). John is seriously ill and would like to sell the van as soon
as possible. The price asked is £13,000.00 but offers will be considered.

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