

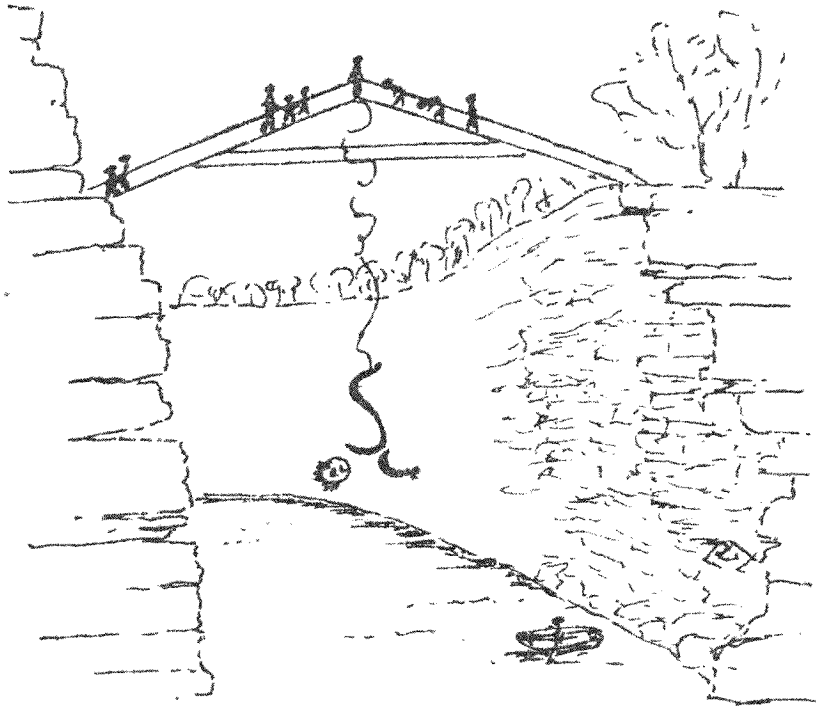


AUTO-SLEEPER OWNERS' CLUB

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www.asoc.fsnet.co.uk



NEWSLETTER 174

MARCH 2003

Hello.

I've just received the printed version of the February Newsletter and outside it is snowing! As this is the start of the March edition I thought that at least I should be thinking more in line of spring weather. Never mind, though, it shouldn't be too long before the warmer times return.

As I was a bit short of input from "you lot" this month, *Sheila Henthorne* has again helped out by preparing a puzzle for you. We hope you enjoy it! Don't forget, any items will be gladly received even if they are not finally printed. This includes pictures for the cover too.

====oooOOOooo====

Annual Dinner & AGM Rally

Are you coming along to Newark this year? Have you sent your booking form in? Don't forget to send it in before **29th March 2003**, but if you have any special needs you should make sure that you send it by **8th March 2003**. This will enable the necessary background work to be done in time for the rally itself.

If you have sent it in and have not had an acknowledgment in about a week after you posted it, please contact *Sheila Henthorne* to check that she has received it. There have been cases of postal items going missing from time to time and you would not want your booking form to be one of those, would you?

====oooOOOooo====

LE - JOG

The best laid plans...started to go wrong early. The trip from Lands End to John O'Groats by motor-cycle could be undertaken at last. My aim of leaving at the end of May was thwarted by granddaughter's arrival for half-term with her parents collecting her the first week-end in June, and the youngest decided to visit that week-end as well. Hell!!! It never occurred to me that we have three birthdays - grandson, me and eldest daughter - within a week, so a cake with 7 candles and a drawing of a BSA V-twin motorcycle on top left me speechless.

Monday, 7th June 2001. Rode the 112 miles from home to Lands End to sign on for my trip. Coming back the re-arrangement of the Junction of the A.39 and A.30



since I was last that way somehow led to Bodmin. Luckily I know the minor road from there to Camelford back on the A.39 from the time when I was interested in the Bodmin Steam Railway. When getting the bike ready I'd put a smear of grease on the speedo cable and hadn't tightened it up enough so a few Cornish miles were covered before I realised that the cable was spinning in the breeze. Because of *Dorothy's* commitments we couldn't leave for JOG until 2.00 pm on Wednesday. She drove our camper for the first time so I had to get off the bike if any reversing was needed. My original plan had been to avoid the motorways as far as possible except when we had to get round Bristol and Glasgow. But because of my late start I ditched my route via Taunton and the A.38 and settled for a steady 60 mph up the M.5. The camper disappeared into the distance! I had been told that we were going round Gloucester rather than across the Severn Bridge to pick up the A.49. On the western side of Gloucester I stopped to phone her. I was somehow in front. By the time we got together again it was easier to find Bed and Breakfast than a campsite and we had a good dinner at the Red Lion at Huntley.

Thursday. We got off to an early start - up the A.49 - for lunch in the Safeway supermarket in Shrewsbury. They were doing fish and chips for £1.99 that week. A fan of the Cadfael stories by Ellis Peters has to look around the town, doesn't he? Madam ignores my instruction to go straight out to the ring road and takes a short cut. Another long wait and a phone call set me off on an enjoyable stem-chase. Re-united, we took the M.6 round Warrington and Preston to Junction 32. The A.6 took us through the dreadful one way system in Lancaster to a campsite at Bolton-le-Sands.

Friday. Woken by a cockerel, so up early. Another van had thrown some bread out and a rabbit pinched it from the cockerel. Followed the A.6 over Shap Fell (lovely road but c-c-cold - wished I'd had winter gear on) stopped at Penrith to warm up, took the M.6 to get round Carlisle. From Greta Green used B.7076 as far as possible. Steady 60 on an empty road alongside the A/M. 74. At Larkhall joined the M.74/M.8 in the forlorn hope of getting round Glasgow before the evening rush hour. 4 miles of stop/start, because I'd decided not to get separated again didn't do my clutch any good. Just as well, though, or we would have been slanging each other again. The signs led us onto the A.82 by a different route than the map showed. We stopped at Ardlui at the top of Loch Lomond. The nights were getting shorter and there were damn peacocks on the site. Celebrated the start of my second childhood (70th birthday) in a hotel alongside the camp site.

Saturday. Tyndrum, en route for Fort William, swarming with police! Just a PR exercise to remind the modern bikers not to be silly on the superb roads. Photographer insisted on me sitting on a police bike while 4 cops posed around the Comet. Promised photo never arrived. Piper at the viewpoint overlooking Loch Tulla was a motorcyclist in Plymouth. Tugged up for the Scotch mist through Glen Coe. Still lots of snow on the peaks. Stopped in Safeway, Fort William for more fish and chips, toilets and fuel before heading for Spean Bridge and the lonely but impressive Commando Memorial. A visit to Castle Urquhart on Loch Ness provided some much needed exercise - "if someone collapses we call the chopper in!" Inverness was by passed by using the A.833 to Dingwall, another lovely biking road. A few miles up the A.9 brought us to the Dornoch Firth Bridge with a lovely campsite and pub. The camper was left there on Sunday while *Dorothy* rode pillion to John O'Groats. We could see oil rigs out in the North Sea as well as a few parked close inshore. The speedo gearbox shed its innards on the way up showing 1,005 miles while still some 40 miles short. While many of the petrol stations were shut that day there is one almost at JO'G. Whilst having our photos taken under the signpost a group of vaguely familiar modern riders was also there. "We've been playing tortoise and the hare up through Scotland, haven't we?" One said that the staccato note from my stainless silencer as we'd come up Loch Lomond had made him think that there was a helicopter around. Back at Dornoch one brave soul walking to Land's End for charity was given free camping. Who says the Scots are mean? We gave him a cup of tea and a donation. He was gone early next morning with a target of 40 miles a day.

Heading south, the A.9 skirted Inverness down to Stirling, the A.80, M.73, M.74 took us round Glasgow and back onto the B.7076 where we found a campsite. By now we were getting our act together. If *Dorothy* saw me looking in my mirror she would signal and pull out to cover my overtaking.

Tuesday. Stopped in Gretna Green for a photo then detoured via Windermere to avoid Shap Fell. Spent the night at the Six Arches campsite near Garstang. Unfortunately the six arches carried the West Coast main railway line. Still, we slept through it. Wednesday night found us at the Tudor campsite and pub, Slimbridge, so we spent several hours in the Wildlife Sanctuary on the Thursday. Leaving mid-afternoon in steady rain, stopped to top up the battery at a garage used by local Vincenteers - free. Turned right onto the A.38 intending to join the M.5 to go round Bristol then revert to the A.38 to Taunton. Stopped 100 yards down the road as my visor was misted up, demister was in the van. No sign of *Dorothy*! Obviously seen the sign for M.5 and turned north. "Where are you?" "Just going round

Gloucester". Luckily there was a bus shelter to sit in while I waited. Because of the rain and the misted up visor I couldn't arrange to meet her further down the road. Once she arrived I cleaned the visor and we headed south. As it was getting late we stayed on the M.5 to Taunton where Sainsbury's 2 meals for the price of one went down well. Thursday night was spent at a campsite on the edge of Taunton and then on Friday we travelled about 14 miles to Horton for the Vincent-HRD SW section's Midsummer Rally. The section doesn't give awards so I couldn't claim the Furthest Travelled.

One of the American style palm rests on the twist-grip or a large diameter spong grip would have made life a lot less tiring but I wasn't saddle-sore. No, I don't want to do it again! Yes, we're still speaking to each other!!

My 1951 Vincent Comet 500cc is now towed to shows and vintage rallies so that we can eat and sleep in comfort but it does get ridden as well. Our local bike club's motto is "Ride it, don't hide it" which I translate as "Thrashed, not stashed" as evidenced by the colour of the exhaust pipe. Trouble is, if I bring it to the Club and Company rally for the hobby section I'd bore the pants off anyone who looked even vaguely interested. The Flair, which is the 1989 version and I bought 3 years ago, has just had a proper re-spray (remove mirrors, window seals etc, plus new rear doors and sills) so it should last me for another 10 years. It was bought because *Dorothy* said I was too old to be pushing a motorbike up a plank into a Transit van in which I slept during wet or cold weather while attending shows such as the Bristol Classic Show at Shepton Mallet in February. I still enjoy sleeping under canvas when its warmer.

Dai Davies

This was sent in as a contribution to the general theme of "What we do with our Auto-Sleepers". *Sheila and I* know a little of what happens at those shows as we used to tow a trailer with rather smaller motor cycles and mopeds to various shows in the south east.

====oooOOOooo====

Cruise Controls - ???

I have received this item from several sources so I thought I would include it for your education (??) and amusement.

Apparently a gentleman in the United States purchased a large motor home. Having driven onto the Freeway on his journey home, he set the cruise control at 70mph and calmly left the driver's seat to go to the

back and make a cup of coffee. Not surprisingly, the vehicle left the road, crashed and overturned. The gentleman sued Winnebago for not advising him in the owner's manual that he could not actually do this. The jury awarded him £1,666,666.00 plus a new motor home.

The company actually changed its manual on the basis of this suit, just in case there were any other complete morons buying its vehicles!

I don't think we need a similar inclusion in the A-S manuals. After all, our members and other purchasers must be more intelligent because they bought an A-S!!

My thanks to *David Kirkman et al.*

====oooOOOooo====

Chairman's Chat



This month, as promised, I would like to mention more comments made by members on their renewal forms. One member ("having a senior moment") asked "What is ACCEO?" This question was last answered in November's Newsletter and at various other times in the past. ACCEO is the Association of Caravan and Camping Exempted Organisations - an umbrella group representing, at national level, clubs such as ours which hold an Exemption Certificate.

Another member suggested 1) sending the Newsletter by e-mail (not practical - all Committee members are volunteers working in their spare time); 2) allowing members access to information via a web site (the Club's web site, regularly updated by *Baz Wellard*, has existed since 2001 and its address is given on the cover of each Newsletter); 3) sending and receiving renewal notices by e-mail (see above - renewal notices are enclosed with the Newsletter by our printer, and he could certainly not be expected to sort members who have e-mail from those who haven't).

One member suggested that an Ordnance Survey reference number should be included in the information for each rally. (In fact *Barbara and I* did this for our first rally at Banham Zoo, Norfolk, in June 1997 and I am sure that if marshals included the reference number in their rally information it would be printed.)

"At last there have been some rallies this year south of the Watford Gap". Yes, and there would be more, both there and elsewhere, if members would offer to run them! The Committee, and particularly the Rally Co-ordinator, does not organise a rally programme and then seek

marshals - it's up to you to offer. (Another member asked for as many rallies as possible to be held north of a line from the Wash to the Mersey!)

Fortunately, not all of your comments are critical and those which express appreciation and thanks to all who work voluntarily for their Club are very much appreciated. I will quote just one: "My commiserations to those voluntary Committee and other workers who are the butt of Club members who criticise but do not themselves help or volunteer."

Ray Whiley

Just a thought. It has always seemed to me that the reason that there may be more rallies "north of Watford" is because, when you look at the map, Great Britain is narrower the further north you travel. Therefore it may be closer to travel to a rally than it would be, say, from Canterbury to Truro. Also down here we have the dreaded M.25 to contend with and the rush of people heading to and from the Channel ports.

====oooOOooo====

Wordsearch

A	P	P	L	E	L	K	K	I	D	B	R	O	O	K
G	R	A	P	E	E	I	P	A	A	N	A	N	A	B
O	R	K	I	R	O	W	M	A	D	N	O	M	E	L
O	B	L	N	A	C	I	K	E	B	A	S	T	R	A
S	B	A	E	L	F	F	O	T	U	N	O	C	O	C
E	U	R	A	S	W	R	O	O	L	R	B	R	H	K
B	G	L	P	A	D	U	E	A	A	S	H	E	L	C
E	E	Y	P	R	I	I	N	N	G	W	R	O	O	U
R	D	G	L	E	O	T	G	R	G	R	I	A	N	R
R	C	L	E	O	S	E	E	C	Y	O	L	L	E	R
Y	R	R	E	B	P	S	A	R	G	E	W	O	R	A
L	N	O	L	E	M	R	E	Y	W	R	M	I	G	N
H	T	S	T	R	A	W	B	E	R	R	Y	U	B	T
E	R	R	Y	E	C	N	I	U	Q	A	S	C	L	S
G	R	A	P	E	F	R	U	I	T	H	C	A	E	P

Find the Fruit!

Apple	Banana	Blackcurrants	Cherry
Coconut	Gooseberry	Grape	Grapefruit
Kiwifruit	Lemon	Lime	Melon
Orange	Peach	Pear	Pineapple
Plum	Quince	Raspberry	Strawberry

Answers on page 19

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Radio Thoughts

Listening to the BEEB whilst travelling in Europe - keeping up with your favourite soaps! Most years *Margaret and I* spend some weeks travelling around Europe in Billy (our 5 year old Executive). We do our own thing and try not to rush around too much. Part of the attraction of holidays is 'getting away from it all' though we have appreciated listening to BBC radio 4 LW on occasions when we have been within receiving distance (most of Holland, some way through France and Northern Spain). Recently I have been looking at how we might be able to listen to the BBC further afield in Europe. My first thought was the BBC world service. Radios with short wave bands can be bought relatively cheaply but advice seems to be buy a better radio and have digital tuning. Such radios are in the £150 - £200+ range. As we already have a good FM/MW/LW radio that seemed a big outlay for one additional station.

Further enquiries led me to discover that the World Service is relayed on a number of local FM networks around Europe but I haven't pursued that one yet as I was attracted to an advertisement for a satellite radio (Hitachi). This was on the market for £150 - £250. It looked promising but although it gave access to a number of free English speaking stations I could not confirm it included regular BBC broadcasts.

At the end of last year we had Sky Digital installed at home. Although this involves a 12 months subscription contract, it appears to be the cheapest route to satellite TV. At the end of the contract the installation belongs to us and we can cease paying further subscriptions. With a free viewing card from the BBC, however, we can continue to view all the free channels and to my surprise a wide range of radio stations including all of the BBC output.

Bingo! We already have a TV for our motorhome and after 12 months we will also be able to take the Sky Digibox (satellite decoder) away with us. With the addition of an appropriate satellite dish we should

be able to receive not only all the radio stations we may ever wish for but all the TV channels we receive at home as well, more or less anywhere in western Europe.

It is on this last point in particular that I would welcome other members experiences and recommendations. What size dish; what shape dish; which LNB (the bit in the middle of the dish that collects the satellite signals); roof mounted or free standing; tips/gadgets for pointing the dish at the satellite? Also names of helpful retailers.

I would be happy to collate your responses into a further article. You can either e-mail johnagate@onetel.net.uk; write to 6 St Nicholas Rd, Ilkley, West Yorkshire, LS29 0AN, or phone: 0194 3607 712.

John Agate

If you have any thoughts, please contact *John* and, if a suitable follow up article can be arranged, I shall be happy to include it in a future Newsletter.

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From the Factory

Auto-Sleepers website redesigned

The Marketing Department at Auto-Sleepers has spent 2002 reviewing the Auto-Sleepers website and, as a result of members' valuable input, we have re-briefed the designers to allocate several pages specifically designed for ASOC Members. We are also currently working on re-doing the entire site. The launch is planned for the end of February, when the site will contain new and useful information of direct relevance to ASOC Members as well as those looking with a view to purchasing a vehicle.

One of the new additions is the community page. This is a page designed with Auto-Sleeper owners and motorhome enthusiasts in mind. It will provide useful links and a forum for owners to post their stories and experiences on the road, advice to fellow motor caravanners and share fond Auto-Sleepers memories!

There will also be a news page containing details of recent news stories from the factory and the industry as well as stories covering unusual Auto-Sleepers owners and events.

Auto-Sleepers' new clothing range, which has already proved to be a huge success with ASOC Members and been mentioned in the Newsletter, is also available to view on the site, along with an order form which can then be sent direct to the factory for priority despatch.

As now, there will also be information on the whole range of Auto-Sleepers available, but in a much improved and easy to use format,

including internal and external photographs and layouts. Even if you are not looking to buy, it is great for a nose!

For the technically challenged among us, the website will be easy to navigate with drop down menus and a simple layout, which makes everything easy to find at the touch of a key.

Keep an eye out - we'll be going 'live' shortly!

Anna King

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Towing

I would like to inquire if any member has experience of towing / trailing a small vehicle behind their motorhome. I am particularly interested in the effects on performance i.e. handling / braking / mpg etc. using either a trailer or an "A" frame. Do the benefits of having a second vehicle available outweigh the disadvantages?

Finally the choice of tow bracket as some are a neater fitment than others. My motorhome is a 2.8 Executive and I am considering something like a Smart car. E-mail: mikebarman@madasafish.com or Tel: 017 4533 2400. Thank You

Mike Barman

My only experience is of towing a trailer with three or four small motor cycles aboard being taken for show purposes. So far as the handling is concerned, the main thing to remember is that the vehicle is now longer than the normal so due allowance must be made when cornering and particularly overtaking. Whether it is worth taking a car behind you is for others to advise.

====oooOOOooo====

SHORT LEGS

This will be my fourth year of owning an A-S. I originally bought a van so that I could visit friends all over the UK who were now getting too 'decrepit' to drive long distances! I had such fun parking in front gardens as well as on camp sites - I was 'hooked'! First year Mull, second year the Orkneys, last year all round Ireland. Last summer I changed my Symbol for a Nuevo which I find much easier to cope with, although I miss the side door. Apart from the radio not working I had only one problem. This is currently unresolved.

On the first outing I discovered that the 2.5 metre Omnistor awning had to be fully extended before I could reach to lower the legs. This is not advised. However, the real problem is that the legs do not reach the



March 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.

****Change of dates- Blue Lias, Nr. Coventry. Now 30th. May – 1st. June.*

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. **THIS RALLY IS NOW FULL.**

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.**

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.

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

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

THIS RALLY IS NOW FULL.

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 to 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 up for people who 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 Shalilmar 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 612773.

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 from 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 the February 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 7TT.**

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

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

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

No arrivals before 2.00p.m. Thursday.

2nd.-5th.May (3 nights) A.G.M. Newark Showground,Notts.

Booking form in the February Newsletter.

Closing date for booking 29th.March.

5th. - 9th.May (4 nights)Walking the Wolds,Bilsby,Lincs.

Emergency Tel.No. 077 68 16 45 22.

Rally Marshals:Janet Sutterby & Eileen Kellard.

Site Fees:£14.00 for the rally. No Electricity. Rally Fee:£2.00 (incl.VAT) payable with booking slip to Janet Sutterby, 3 Bilsby Road,Alford,Lincs.LN13 9EW.

Tel.No. 01507 462449.

Venue lawn of old rectory Toilet & community room available. Quiet village,walking,cycling,relaxing,sea 6 miles.Walks will be arranged.

Directions:In east Lincolnshire take A16 Boston to Louth road,the A1104 to Alford and the A1111 to Bilsby(signed Sutton on Sea).Venue on the left almost opposite the village church.

Limited numbers.

8th.-11th. May (3 nights) Burn Gliding Club,Nr. Selby,North Yorks.

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

Rally Marshal:Alan Guest.

Site Fee:£4.70 per night.(incl.VAT) No Electricity. Rally Fee:£2.35(incl.VAT) Booking slips to Alan Guest,27 Chiltern Drive,Ackworth,Pontefract,West Yorks.

WF7 7DW.Tel.No. 01977 612 773.(after 6.30pm.) Cheques payable to A.Guest.

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

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

8th.-11th.May(3 or 4 nights) Working Rally,Three Counties Showground, Malvern.

Rally Marshals:Dorothy & Baz Wellard.

Site Fee: Free. No Electricity. Rally Fee:£1.50(incl.VAT)

The Three Counties Showground Management have again asked if ASOC would help them at their Spring Show by marshalling visitors' cars.18 marshals are required and it is preferable(but not essential) that we have two marshals per motorhome.Marshals must be under 75 for insurance purposes.Working is likely to be from 0800 to 1400 on the 9th.,10th. & 11th. May,and will be paid at approximately £4.20 per hour,minus tax & stamp where appropriate.There is also free access to the show after working hours.We will be required to arrive on Thursday and can stay on until Monday AM if

you wish. If you have any further queries please ring us on 01329 231 259. Application on the normal form with a cheque payable to Mrs. D Wellard please and sent to 18 Greenwood Close, Fareham, Hants. PO16 7UF.

9th - 12th. May (3 nights) The Azalea & Rhododendron Rally, Exbury Gardens, Hants.

Emergency Tel. No. 07785 551229.

Rally Marshals: Mo & Mike Valentine.

Site Fees: £6.00 per night. No Electricity. Rally Fee: £2.50 (incl. VAT)

GREEN FIELD SITE, fresh water point and Elsan emptying hole in ground.

Approx 2 miles from Gardens – bring your bike.

Please send a rally slip & cheque payable to M. Valentine, 11 Hamilton Close, Langstone, Havant. PO9 1RP. Tel. No. 023 9248 2818.

Attractions: Exbury Gardens & Steam Railway, the New Forest, Historic Beaulieu, National Vehicle Museum. Views over the Solent and the Isle of Wight. Otter & Wildlife Conservation Park, Lyminster, Southampton & much more.

Shops some 3-4 miles away.

Directions: From M3 join M27 westbound. Exit at junction 2 onto A326, signposted to Beaulieu Motor Museum. Continue straight over 6 roundabouts, at 7th roundabout turn **right** onto the B3054, signposted Exbury Gardens. At next junction, by Royal Oak pub, turn **left** then immediately **right**, signposted Exbury Gardens. After 2 ½ miles Gardens on **right**, continue on. At sharp left turn, go straight on – narrow road.

Approx. 1 mile turn **right** onto Gravel Road – Field on **left** in 150 yds.

DOGS ON LEA DS AT ALL TIMES.

LIMIT OF 30 VANS.

9th - 11th. Thames Valley Caravan & Motorhome Show. NO MARSHAL

15th - 19th. May (4 nights) Little Cotton C.P., Dartmouth, Devon.

Emergency Tel. No. 01803 833 675. (Site owner also no. to ring to arrange extra nights).

Rally marshals: Pam & Terry Holtom assisted by Jenny & Geoff Raistrick.

Site Fee: £6.25 per night. Electrics: £2.25 per night. Rally Fee: £2.35 (Couples) £1.20 (Singles). All fees include VAT.

Booking slips and cheques payable to Terry Holtom, 8 Courtlands Road, Torquay, Devon. TQ2 6JR. Tel. No. 01803 612669.

Attractions: Dartmouth's 6th. Annual Music Festival, with musical events throughout the town. This includes "Beating the Reatreat" by the Royal Marine Band at Britannia Naval College.

Dartmouth is a naval port/marina with a variety of scenic boat trips available, either out to sea, or up the picturesque River Dart. Steam train journeys are available from nearby Kingswear to the seaside resort of Paignton and from Totnes to Buckfastleigh. PARK & RIDE facilities into Dartmouth adjacent to site. Proposed "Do-it-yourself" Supper Saturday evening.

Dogs welcome but **MUST BE KEPT ON LEAD AT ALL TIMES** (doggy walk part of the site facilities).

S.A.E. for confirmation and travel instructions.

LIMITED NUMBERS.

NEW Date 30th. May – 1st. June. (2 nights) Blue Lias, Nr. Coventry, Warks.
Full details of this rally will appear in the April Rally Supplement.

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!

A
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!

A
Rally: Date:

Your name and address(Please PRINT)

..... Post code:

Phone No.: Van Reg:

Membership No: Day/Time of arrival:

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

Name Phone No.

Please complete both sides of the form!

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

Names of Adults

Names of Children (including ages)

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

Electricity: Yes No Evening meal: Yes No

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

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

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

Names of Adults

Names of Children (including ages)

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Electricity: Yes No Evening meal: Yes No

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

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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!

ground! I later enjoyed a visit to Willersey. *Charles Trevelyan* is exploring the problem, but fixing a 3 metre awning is not considered an option.

I wonder if any Nuevo owner had fixed another type of awning. I would like to resolve the problem before my dog and I start on the next long trip. A phone call would be very much appreciated to 012 5886 0065.

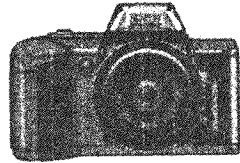
Barbara Kernahan

The only solution I can think of is to have a free-standing awning but I haven't got a Nuevo! So over to our members.

====oooOOOOoo====

Photographic Competition

I must apologise to *Dave Thomas* (see letter in February Newsletter) for not making myself clear in writing the rules for this year's competition. Of course we welcome digital prints and there is no objection to those prints being "cleaned up" on the computer.



Two years ago, when digital cameras became more popular, we had entries showing Auto-Sleeper Motorhomes flying through the air and in the middle of lakes! This was what we wanted to avoid and why I, as usual in technical ignorance, wrote - "digitally modified".

Of course we realise that it is possible to take a picture of a van in a back yard and then place it in beautiful surrounding in a Scottish glen. This would be difficult, if not impossible, to spot. However, we would hope that folk would play by the spirit of the game and photograph the actual scene that they see before them.

As to another category for digital prints I will discuss this with the committee. But the Club is quite generous with prizes for the two present sections and another section would probably have to erode those prizes.

Digital or Normal - please let me have your pictures - **time marches on!** Send them to me at 9 St Mary's Road Bluntisham, Huntingdon, PE28 3XA.

Brian Smith

====oooOOOOoo====

CASCADE WATER HEATER

I have a bit of a problem and I hope you or other members may be able to help me with it. I have a bit of a leak. It seems to be coming from

the water heater, just behind the driver's seat, and soaking the floor just by the leisure battery. I have a VW T4 A-S, if this will help.

We have just come back from a long weekend down at Ramsgate and it seems the only way I could keep it down (the leak that is) was to keep turning off the pump. But it still got quite soaked and you know the old adage - take it to a dealer and you have to give him your donor card (an Arm and a Leg in other words!) Maybe one of our members has had the same problem and can help. If you want to e-mail me - roger.mason2@btinternet.com or telephone 07 947 343 571 any comments would be very welcome. Thank you.

Roger Mason

As soon as I received this letter I telephoned *Roger* because we have had similar problems with our Clubman. On one occasion the cause was that the frost had got to the water container of the unit and caused the end piece to separate from the rod which bolts the whole thing into position. My fault for not properly draining the system. I went to a dealer whose mechanic had not got the correct spares but made a "repair" by doing a bit of soldering. This did not last very long!

A couple of years ago we were on holiday and discovered another leak. In York we went to a dealer who removed the damaged plastic bit or bits where the drain plug is and replaced them. They told us that it was not an uncommon problem because the frost gets at it even when it has been drained and makes the plastic brittle. Then again at the beginning of last year we found that the plastic had gone again. That entailed a visit to Willersey where the problem was again rectified.

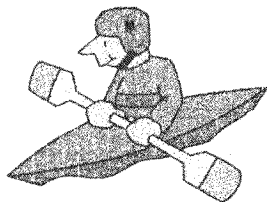
I hope that by now *Roger* has had his leak sorted out. He said that he would take the van to a dealer whom we both know to get it mended. But it does make me wonder whether the manufacturers have either noticed or had it brought to their notice that this is happening and what, if anything, they are likely to do about it!

-----oooOOOooo-----

The "Magic Carpet" takes a beating!

The "Magic Carpet" is our 1989 Legend, almost 150,000 miles and still "flying" to many wonderful places. We usually spend our winters on the Costa Calida in south east Spain. Having "flown" south for 11 winters, we decided to come home in early December 2002 so that we could be at our grandson's 13th birthday party in mid December. We've missed it for a good number of years. So, in mid September 2002 we loaded the "Magic Carpet"

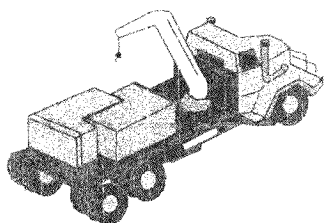
and “flew” over to Le Havre (with a little help from P & O) and headed south. Our first stop was about 250 miles south at a wonderful place called the “Puy de Fou”. Look at the Michelin road atlas, page 88, and find Cholet. Go south on N.160 and you will see Chateau du Puy de Fou. We can best describe it as a medieval Disney, open from early June to early September. Be prepared for lots of walking. There are one or two day tickets. We had just the one day and didn’t manage to fit everything in! There is a spectacular evening (10.00 pm) show and if you make a reservation there are headsets that translate it into English. Any tourist office in France should be able to help with information and even make your booking over the phone. There is an area set aside for “camping cars” with water nearby and toilets in a car park a short walk away. It may not be everyone’s cup of tea but we enjoyed it so much we didn’t find time to have lunch. A sandwich had to do whilst we walked!



After our visit it was south again to spend a lovely day canoeing down the river Dordogne, 19 kms! Not bad for two golden oldies!! Southwest towards Pau and the Somport Pass that would take us over the mountains into Spain. On the N.134 south from Pau you will find the village of Bedous complete with Camping Municipal. Nice site, hot showers plus hot water for the dishes and wonderful views. But there is a snag! We found a nice peaceful corner then down the adjoining lane came a herd of cows complete with very large bells around their necks. They settled down in the next field and didn’t go walkabout too much during the night, thank goodness. Another 500 miles or so and we were soon settled on our campsite in Mazarron. We keep a small Lunar Meteorite in storage down there and that is our winter home, leaving the Legend ready to roll for trips into the mountains or even a couple of weeks in Portugal.

Our normal pattern is to go south in late November and back to the UK in late March so 2002 was a change of plan. We had almost ten sunny weeks. It did rain for a whole day in November, the first wet day since April we were told!! So, on the morning of November 29th we paid our bill, arranged for the Meteorite to go back into storage and drove into town to collect our “medicine” from the bodega – very important!

As we were climbing the hill on the way to the village of Isla Plana on our way back to camp for our last night’s stay it all went wrong. Coming down the hill was a truck. It had a small crane behind the cab and



one of the steel legs used to stabilize it when it was unloading had slid out as the truck round the corner at the top of the hill. We didn't see the steel girder coming towards the Legend until *Margaret* screamed. By then it was just a few feet away. There was an almighty bang and everything stopped. We were not able to

pull off the road to avoid the crash as there was a steep drop on that side of the road.

For the first couple of minutes we just sat there. Accidents happen to other people – not us. The passenger door was badly mangled. Had the “girder” been just a little bit longer *Margaret* could have been seriously injured or even killed. So we both scrambled out of the driver's door to survey the damage. The whole side of the “Magic Carpet” was a big mess, half the front spoiler gone, front wing crushed in, passenger door badly dented but glass OK. The door pillar was twisted, door not able to fasten and large holes in the glass fibre body with the ‘caravan door’ jammed shut. It was awful! Later we found the leisure battery split and leaking acid.

Behind us was a builder's pickup also damaged and the steel girder had broken away from the crane and lay in the middle of the road. It was ‘panic stations’ for a couple of minutes. What do we do? None of the three young Spaniards in the truck spoke any English and the three in the builder's pickup were the same. But thank goodness for mobile phones. We take out Carefree cover (from the Camping and Caravanning Club) when abroad so out with the details. We rang the freephone number for Spain to find a calm, well organised English speaking person waiting to help who upon learning of our problem said “in 30 minutes there will be a breakdown truck plus a mechanic to take charge of the accident and he will help you obtain insurance details from the Spanish driver”.

In less than 30 minutes the breakdown truck came round the corner, but it took almost two hours to get us back to camp. The big round foot on the bottom of the crane leg had ripped the front tyre and badly buckled the wheel so the mechanic had to get the spare – not an easy job on the Legend – jack up the front (that's when we found battery acid dripping on him), then fit the spare before we could be moved.

The police came from Cartagena. It took them an hour to arrive, but upon finding that no one was injured they sorted out the traffic jam and left. They didn't even talk to us! It was dark by the time we returned to our campsite. Our well-organised mechanic took the Spanish driver's insurance

documents into reception and had photocopies done so we could have all the necessary details for our insurance. He then said that he didn't work at the weekend (it was now Friday, 8.00 pm!) but would collect us on Monday morning so that he could take "Magic Carpet" to his garage for a check up to see if it would be fit to drive to England. If not it would have to be transported home and we would have to fly back.

During the weekend we just sat and looked at our little house on wheels. Many campers came to offer sympathy and help. It did make us feel a tiny bit better. We decided to write to A-S describing the damage and asking that, should we be able to drive back to UK, could we call at the factory so that someone could say that it could be put back together. We didn't want even to consider the alternative. The mechanic found the suspension OK, the brakes OK and he sealed the holes in the bodywork with blue fertilizer bags and lots of "duck tape". We could only use the driver's door, a bit awkward at times.

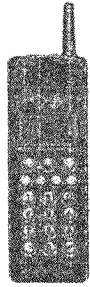
There is one point here that is worth a mention. We rang the Carefree office in the UK to tell them about the accident. We were using a pay phone in the town and had to listen to music for 7 minutes before getting an answer from a human being. This was on an "urgent" number shown on the confirmation letter. We also asked if they could let P & O know that we would be 4 days late for our ferry and were told that as we hadn't booked our crossing through them we would have to ring ourselves. Not a very caring attitude, we thought. But Europ Assistance did it for us; they were brilliant.

Our route home took us north to Vinarox south of Tarragona (two camp sites there) then inland at Tortosa taking the N.230 up to Lerida, onwards to the Vielha tunnel and into France and our overnight stop at St Beats Camping Municipal. But fate, or whoever it is plans all this, hadn't quite finished with us yet. We had checked the Spanish weather forecast for our original departure date but we were now 4 days late. The sun shone until we were well north of Lerida then the wind got up and it began to snow. We were stopped by the police only 15 miles from the tunnel and told that without chains we must go back. It was about 4.30 pm and getting dark and we were only about 30 miles from our intended campsite at St. Beat. But we had to turn round and we spent a cold, draughty night sheltering behind some flats in a village called Vilaller. The wind was very strong, rocking the "Magic Carpet" all night.

Next morning we got up in the dark. It was freezing and snowing a little so after a hurried breakfast we drove south towards Lerida and found

a route through the Tunnel de Puymovens to the east of Andorra. Still with lots of snow but the ploughs were keeping the roads open. We covered around 250 miles that day and arrived at our intended campsite north of the tunnel from which we had been turned back the previous day. Some detour!

It was a damp and gloomy drive up through France, headlights on all the way. We were having a lunch stop in Auchon supermarket car park, just out of Le Mans, when the mobile phone rang. It was *Charles Trevelyan* calling from A-S. He asked us how we were and when our ferry would dock at Portsmouth. He then said that we must call at Willersey on our way up to Derbyshire so that the damage could be inspected. We would like to say a very big 'thank you' to *Charles*. He will never know how much that phone call lifted our spirits. We felt at last that someone out there wanted to help.



It was around 6.00 pm when we drove into the P & O terminal car park. We organised a nice warm cabin on that night's sailing at 11.00 pm. It would be much nicer than our draughty Legend. Next morning we left Portsmouth about 6.30 am. We rang *Charles* at about 9.15 and were at the factory before 10.00 am. The damage was duly inspected and yes, it could be rebuilt. A written estimate would be sent to us later. It was around 6.00 pm when we pulled up outside our home. We had just made it in time for our grandson's birthday the next day! It was our first family Christmas for a number of years and we had a great time.

But what seemed like hours were spent on the phone sorting out the insurance. When the accident happened, because we couldn't really talk to the Spanish folk involved (we know a few words in Spanish) we used the camcorder to film the truck, plus the name and address of the construction company on the truck door, plus the damage to "Magic Carpet" and the crane support leg lying in the middle of the road. A copy of this had been sent to the insurance company along with accident reports and a copy of the Spanish insurance certificate before we left Mazarron. So the claim was set in motion before the Christmas break.

Then a final blow! The insurance engineer had been to check out the damage but when the estimate came from A-S it was more than the market value of an old Legend. So we were told that "Magic Carpet" would be written off. We were devastated. What would life be like without our little house on wheels? Then we were told of a small company near Huddersfield that would be prepared to take a look at the damage and give their price for a rebuild. A few days after our trip to Huddersfield we were

told that they could do the repairs within the insurance company's budget. What that amount is no one will tell us -- the world of insurance is a bit like MI 5! But it now means we will be able to ride our Magic Carpet to a few more wonderful places!

It is now early February, our Legend is in the workshop and when "spring is sprung" we should be on the move again, as Willie Nelson says. Even though A-S is not doing the repairs, we've had a very nice letter from *Charles Trevelyan* offering to supply whatever parts are needed. Thank you again, *Charles*. It only took a few seconds to wreck our Magic Carpet and it will take a few weeks to put it back together.

We don't know who it is that makes things happen as we go through life. Is it fate or that guy called Murphy? That small word 'IF' has a lot to do with it. IF the developers had not discovered the Costa Calida perhaps that truck would not have been coming down the hill. IF the driver had secured his crane properly.... IF we had spent five more minutes in the bodega.... IF we had not decided to come home in December.... Who knows?

Actually, we haven't found winter in England too awful and even in Spain it isn't wall to wall sunshine as we remember it in the early nineties. We think that this winter should be a rehearsal for when we get "really old" and don't go south with the swallows. It will happen, you know. Still, we will try and get the Legend up to 200,000 miles and, we trust, keep pedalling our bikes and taking the cod liver oil (we even take it to Spain).

We wish everyone happy and safe motoring in the years ahead. Keep your weather eye out for trucks with cranes behind the cab!

Margaret and Arthur Fairburn.

====oooOOOooo====

Obituary

It is with regret that that we learn that *Geoff Pluves* passed away on Wednesday 22nd January, after a long illness. *Geoff & Chrissy* were keen motorcaravanners and attended many rallies - particularly in the South. *Geoff*, unfortunately, had to sell his motorhome about 18 months ago with the onset of his deteriorating health. He therefore had to resign the club and so has not been seen by his friends for a while now. *Chrissy* would like all their friends to know that *Geoff* passed away peacefully in his sleep, and to thank the Club for a very happy period in their life together.

====oooOOOooo====

For Sale



Harmony, Peugeot 2.0 petrol. 'M' reg. 30,000 miles. 2 berth. Cruise control, tow bar, alarm, Omnistor awning, full service history. 2 owners. Non smokers. Many extras included. £15,500.00. Also matching trailer converted to "mobile dog kennel". Tel: Roger Ellis on 014 5544 2318 (Leicestershire).

#####

Volkswagen Trident, 2.0l petrol. July 1998. 12,000 miles. Immaculate condition. Cooker never used and seat covers from new. Non smokers. £15,995.00 ono. Tel Laurance Attwood on 0151 625 1384 (Wirral).
Thanks for the donation.

#####

VW T4 Trooper, L reg Sept. 1993. 26000 miles, 2.5 petrol, 4 sp. Auto with Cruise Control, PAS. FSH & handbooks. One owner, non smokers, no pets. A-S crockery, Silver Screens, Gas bottle, Hacienda sun awning, new tyres at 21500 miles. £14,750.00. Phone Peter Cook on 012 3439 1083. (Nr Cranfield, Beds)

#####

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 ono. Phone Dave Bull 01189 611853 or email DavidBull@NTLWorld.com

#####

Legend GL, '89 (G), 2L petrol, 66,000 miles. MOT August 2003. Recon engine/clutch @ 61K, new tyres, s/abs, discs etc., man choke Weber, wax oiled. Sale due to ill health. Offers around £10,000.00 to Eddie Smith on 0161 973 0955 (Sale / Manchester) or e-mail edsmith@tiscali.co.uk.
Thanks for the donation.

#####

1999 VW T4 Trident. 2 + 2 berth, 13k miles, 12 months MOT, gas & electrics serviced in Feb.03, FSH, Luxpack (blown air heating, charger pack), 3 way fridge, hob/grill, full A-S crockery. No pets or smokers. Immaculate throughout. Much loved vehicle driven regularly throughout the year. £17,500.00. Tel: Keith & Nicole Carpenter on 023 8036 2844 (Southampton) or email nicole.carpenter@tesco.net.
Thanks for the donation.

#####

Answers to Wordsearch

A	P	P	L	E	E	K	K	I	D	B	R	O	O	K
G	R	A	P	E	E	P	A	A	N	A	N	A	N	A
O	R	K	I	R	O	W	M	A	D	N	O	M	E	L
O	B	L	N	A	C	I	K	E	B	A	S	T	R	A
S	B	A	E	L	F	F	O	T	U	N	O	C	O	C
E	U	R	A	S	W	R	O	O	L	R	B	R	H	K
B	G	L	P	A	D	U	E	A	A	S	H	E	L	C
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R	D	G	L	E	O	T	S	R	G	R	I	A	N	R
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Y	R	R	E	B	P	S	A	R	G	E	W	O	R	A
L	N	O	L	E	M	R	E	Y	W	R	M	I	G	N
H	T	S	T	R	A	W	B	E	R	R	Y	U	B	T
E	R	R	Y	E	C	N	L	U	O	A	S	C	L	S
G	R	A	P	E	E	R	U	I	T	H	C	A	E	R

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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

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