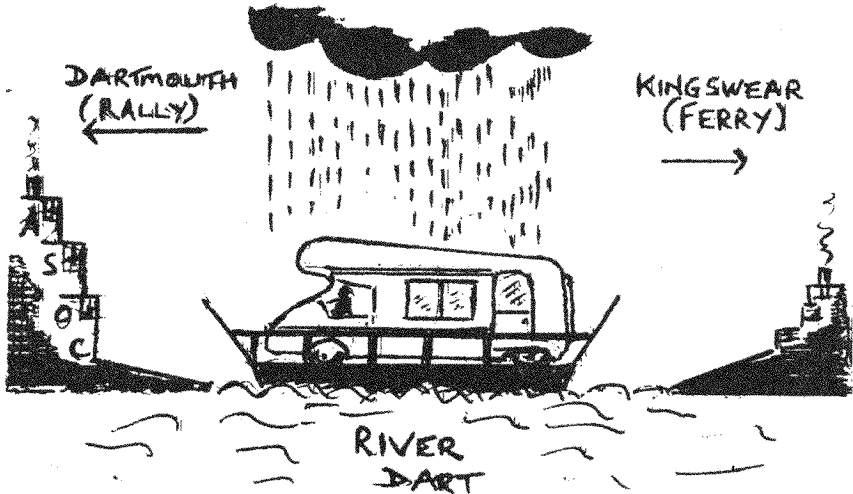




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AUTO-SLEEPER OWNERS' CLUB

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NEWSLETTER 178
JULY 2003

Hello.

My plea for contributions has certainly borne fruit for which I thank everybody who sent items to me. Items don't have to be technical or specifically Club oriented. Anything is grist to the mill and will be included if I think it should be. For instance, in the very early days of the Club, I wrote about how I started to enjoy this pastime of ours. It was well before I could afford a "proper" motorhome and I had bought an old J2 Morris van and "converted" it in a very amateurish way. But it did the job and we enjoyed ourselves. It took us from London to John o' Groats and also to Land's End. So, any reminiscences of yours, please? Even your trip on a pogo stick along the road would be interesting!

Incidentally, do you remember the little poem about the committee? Well, I have been reminded who submitted that to the Newsletter, so my thanks to *Colin Plum*.

-----oooOOOooo-----

Battery Charger ZIG X-7

Towards the end of our last trip out in our Legend (purchased Nov. 1999) the battery charger failed. As it was not an urgent requirement to have the item repaired, I waited until we returned home. With the ZIG unit switched 'ON' the LED on the unit did not light up. I then removed the unit from the vehicle and carried out a bench test. With the mains applied there was no 12V DC output. All the unit had mounted on the outside was a mains switch and the LED indicator, BUT no fuse. The unit lid was fitted to the chassis with 4 rivets, the maker's method of sealing the unit. I removed the rivets and took off the lid. Inside was one fuse, protecting the mains input, which had not blown. As there was no obvious sign of a fault, I rang the dealer (Marquis, Bagshot) from whom I had purchased the vehicle (as required in the maker's handbook) to see how I could get it repaired. I was informed that as the charger was a sealed unit it could not be repaired and I would have to purchase a new unit at £112.00. While at the Club & Company Rally I spoke to an A-S rep and was given the same reply. Both seemed to show little interest in my problem, except to sell me a new product.

The ZIG X-7 charger is a very sophisticated unit on a printed circuit board and, compared to the many battery charges I have seen, this is overkill for a simple task of charging only the habitation battery and supporting the 12V DC circuits. Battery chargers can be purchased for as little as £15.00 to £50.00 (depending upon the current output) with a fuse that can be changed from the outside if it should blow. If someone did not know anything about electricity and their ZIG X-7 charger had blown a fuse, it

would appear, from what I was told by my dealer, that they would have to purchase a new unit. Just for the sake of a blown fuse that could not be replaced as it was fitted inside a sealed unit.

Three other points arise:

Firstly, the charger only charges the habitation battery. Last year I was on a site for 14 days, with a hook-up, without starting the engine. When I came to start the engine I found I had a flat battery (my fault). If A-S could design the charging circuit with a change over switch and low battery indicator to allow not only the habitation battery but also the vehicle battery to be charged, I could have charged this battery without getting someone to jump start me.

Secondly, once you have the mains connected to the vehicle, the battery charger is switched on all the time, when most of the time the battery must be fully charged. 12V DC circuits, lights, pump etc. are only used for a small fraction of the day and the unit must only be on standby. I wonder if this continued use could have been a contributory factor of my charger failing after only a little way into our third season with the vehicle, or was it just bad luck?

Thirdly, as an electrician, I have never come across a unit where there is no fuse on the outside and a fuse is sealed within the unit. What sort of electrical practice is that? Words fail me!

I am now looking into fitting a standard charger and modifying the circuitry to charge either battery.

Robin Gardner

This was written in late summer last year but, unfortunately, it must have got lost somewhere. I too have wondered why there is no change-over switch in the circuit so that we could charge either battery while on a hook-up. I shall be interested to learn at some time whether *Robin* has managed to make the conversion and install a different charger. More fodder for the Newsletter!!!

-----oooOOOooo-----

Update on Nora

Hi their, friends! I am home again, still feeling very battered, bruised and very weak but with a few more things sorted out. I am still aiming to see you all at the C & C rally. Thank you for all your good wishes, cards and e-mails which were passed on to me by my son. They kept me going.

Nora Venables

Economy Tip and Holidays

The gold knobs on our A-S cupboards were going black with constant use. So I bought a card of stick-on cork circles for under £1.00 from Wilkinson's store (Wilco). Just the right size to cover the knobs. These are much softer in use on female thumbs and very much cheaper than replacement knobs.

My husband is 76 and I am 75 years of age. We have camped since our early twenties SO last August we planned our holiday very carefully. Four years ago we camped near Berlin on an excellent site within easy walking distance of the main railway line into the City. We wanted to see East Berlin before it was rebuilt. It was a shambles with extensive building work going on.

When we returned last August it was almost unrecognisable. New buildings, lovely green open spaces and we were able to visit the Reichstag. Still some building works going on, but what a difference in four years.

After a few days we travelled on to Dresden where we had not been before and spent two days in that lovely city. Then the floods came and disaster struck. We waited for two days on the camp site, which was a short bus ride from the city, and then ventured in again. It was heartbreaking to see that lovely city under water with many roads closed. The following day the railways station was flooded and all trains and buses were stopped. We had intended to go on to Prague, which we had wanted to do for some years, but their border was closed as that city was also flooded. So reluctantly we had to return home after resting in Bruges for a few days.

However, being true campers, we are hoping to try to visit Dresden and Prague this year in our Symbol. We have toured all over Europe in the past and have met some great people, some of whom have become good friends. We have had one or two hotel holidays but camping is addictive, isn't it? We intend to carry on until we drop!!!

Alice Buttery

I hope you also keep on writing with interesting stories and helpful tips too!

====oooOOOOoo====

Club & Company Rally 2003

Very shortly, all the planning will be put to the test! The site map is drawn, entertainment booked, exhibitors invited. All we need is the members to come along and enjoy the show.

We shall have the usual variety of stalls, plus the all important tea and coffee in Wye Hall, together with the Company Shop. Avon Hall hosts the evening entertainment, with the ever-popular quiz on Friday followed by an American Square Dance. Saturday sees the return of the Mike Smith Orchestra and Singers.

There will be a full programme of events in the main arena. Also the trade show and display of new and used vehicles. We will also have a display of classic campers.

This year, security at the show ground has been tightened. The management has asked us to use the **RED GATE** throughout the weekend. This will enable us to keep better control over access to our part of the site. But it does mean that there will be problems if members arrive before 10.00 a.m. on Friday. We shall have to open red gate to allow access for exhibitors but may not be ready to admit campers. And we must not allow the public road to be obstructed. **Please plan your journey so that you do not arrive before 10.00 a.m.** or you may end up driving around Malvern for hours! Arriving early will certainly not ensure that you get pitched near the front!

Inevitably, I have to ask for more volunteers to help run the show. If you haven't already volunteered, please think about it and give us an hour of your time. You'll probably find you enjoy it. Just have a word with me, or one of the hall managers, over the weekend. We will find you something useful to do!

Finally, we hope you will have a great weekend.

Andy Cavell

-----oooOOOooo-----

Thanks

We would like, through the Newsletter, to thank *Charles Trevelyan*. We wrote to him direct in early May about a couple of points concerning our Gatcombe, one of which was a general question, the other we were quite worried about but his reply soon put our minds at rest.

It is reassuring to know that with A-S, once you have one of their motorhomes customer care is important, as demonstrated to us by *Charles's* prompt reply.

Once again, thanks, *Charles*.

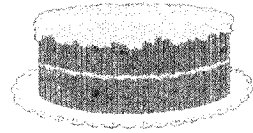
Gill & Alan Martin

-----oooOOOooo-----

Victoria Sponge

Ingredients

8 ozs Butter
8 ozs Caster sugar
4 large eggs
8 ozs SR flour
Strawberry jam for filling



Method

Grease two 8 inch sandwich tins. Cream butter and sugar until creamy. Beat in the eggs. Add one tablespoon flour to prevent curdling. Fold in the rest of the flour and a little milk if required. Divide mixture between the two tins. Bake in a moderate oven (180°C, 350°F or gas mark 4-5) for approx. 20 minutes. When cooked, cool on a wire tray. Sandwich together with jam and sprinkle top with caster sugar. Place cake on a disposable plate and cover with cling film

Please bring your cake for judging to the Holstein Room at the Show Ground on Friday, 11th July 2003, by 1700 hours. The prizes will be: 1st £30.00; 2nd £20.00; 3rd £10.00.

This recipe is reprinted for the benefit of anyone who wants to enter the Club & Company Rally competition and missed it last month.

-----ooOoo-----

Exbury Gardens Rally

Sincere thanks to *Mo & Mike Valentine, Angie & Andy Cavell, Ernie Godden* and all the other volunteers who made the azalea and rhododendron rally at Exbury Gardens such a success.

We have taken *Mo's* desperate plea for volunteers for the Club and Company Rally to heart and hope that others will do likewise.

Rhona & Jack Bamber

#####

HOORAY! *Mo & I* have just survived the running of the azalea and rhododendron rally at Exbury Gardens in the New Forest. We were ably assisted by *Angie & Andy Cavell* together with *Carol & Ernie Godden* and my thanks go to them for assisting, particularly during the time that I was called back into work for 4 hours. This meant that I could not greet everyone as they arrived and had to withstand the ribald remarks made on my return. That's Life!

We or my assistants welcomed in 38 vans including 8 first time ralliers. People came from as far away as Derbyshire, Dibden Purlieu, Gwent, Leigh in Lancs, Kenwick in Lincs, Northampton and Norfolk to name but a few. When I look at that list I ask myself, was our fame spreading, or was it the attraction of the flowers and colours that brought these people from afar?

The weekend's weather started well but unfortunately deteriorated during Saturday and Sunday with the wind and rain coming in strongly during both days. However, it did not seem to stop the enjoyment of old and new friends meeting around the tea urn for a good old chat and I am sure that everyone enjoyed their time. Once again we had a "Snooze of Auto-Sleepers" enjoying what camper-vanning is all about, seeing the countryside and meeting the people. See you next time.

Mike Valentine

---ooOoo---

A.G.M.RALLY 2003

We would like you to know how much we enjoyed the rally again this year. It was a very pleasant social weekend with agreeable company and nice food. The round tables in the restaurant are a great advantage, enabling everyone sitting at a table to join in and get to know each other.

We would particularly like to thank last year's committee for all their hard work during the year. Having done this sort of thing in the past, we know how much is involved.

On leaving to return to Hampshire, we decided to avoid some of the major roads and had a delightful drive via Melton Mowbray and Market Harborough through some lovely countryside and villages avoiding the A.46 and M.1.

Pamela and John Hasling

Special Note. Keep these names in mind if "volunteers" are required! Anyway, *Sheila and I* regularly refer to roads with "M" in the title as those to be "Missed" and "A" roads - "Avoid if possible". "B" roads are usually very much prettier routes and often not as slow as people think.

#####

I hope that everyone enjoyed the AGM Rally. My thanks go to Fiona, Paul, Richard, Nick and all of the staff at the Newark Showground for their co-operation.

To *Evelyn & Ben Mansfield* for the hard work you put in every year. To *Jan & Vic Hicklin* and their ticket sellers for organising the raffle, so well

presented by *Neil Rogers*. To *Sheila Henthorne* for coping with the bookings for the rally and the meals and for printing the tickets for the latter, and to *Harry* for producing the programme.

A big thank you to *Brian Smith and Joan & Ray Young* for taking over the supervision of everything that I had planned. To all of the committee for their support over the last few months and to you, the members, for your good wishes.

Sorry if I have missed anyone out. I hope to see you all at the Club & Company Rally.

Nora Venables

-----oooOOOooo-----

Dartmouth Rally

This month's cover picture is really intended to portray "egg-on-face"! (Mine!) In short, my navigational skills(?) came a severe cropper on our way south to the Little Cotton rally at Dartmouth. We ended up on the wrong side of the River Dart.

This only became evident some 12 miles from - as I thought - Dartmouth. Roads became lanes, the weather alternated between thick fog and pouring rain and it was getting rather late. Suddenly out of the murk loomed a signpost with the words "Kingswear Ferry" on it, so we decided to press on. At worst we could wild camp at the ferry point until next morning.

To my great surprise, and very much greater relief, there was a ferry waiting so on we rolled. As we sailed majestically across the Dart I looked upwards, through the rain clouds, and said "Thank You". (I also asked if the "sprinklers" could be turned off - that one fell on deaf ears.) After landing on the correct side of the Dart we were soon at Little Cotton where we had a very enjoyable rally, thanks to *Pam & Terry Holton*.

Norman Rendle

P.S. As we were crossing the river I thought we should perhaps change the name of our van from Auto-Sleeper to Water-Sleeper??

#####

Will you please offer our grateful thanks to the marshals who organised this rally? They were excellent, nothing too much trouble even though the weather was terrible. It was our first rally and we were made very welcome.

A coffee morning & raffle was eventually held and an evenings entertainment was provided via the stewards at the Dartmouth Football

Club. A 60's disco kept everyone happy. The Music Festival was great and the music at the Royal Britannia College, supplied by the UN Band, was superb.

We send our thanks to all and hope to see you at the C & C rally.

Lyn & Terry Davies

-----oooOOOooo-----

First (Small) Rally

We have just returned from our first "small" rally - "Walking in the Wolds" at Bilsby. As we had only previously attended the Club & Company Rally in our Duetto, we were a little apprehensive about whether we would 'fit in'.

We should not have worried! The other 11 vans (and their owners) made us feel so welcome from the moment we arrived to our departure. We feel that we must say a great big "Thank You" to everyone, but especially to *Eileen (Kellard)* and *Janet (Sutterby)* for organizing everything to perfection. Particularly memorable were the evening meals, the walks, the village quiz and the conjuror plus, of course, the spontaneous 'get together'. We look forward to more rallies! Thank you again.

Jill and Tony Showell

Glad you enjoyed it. It is typical off ALL our rallies - there are no strangers, just friends you haven't yet met!

#####

Walking the Wolds

Having recently returned from this rally we felt we must write to congratulate both *Janet Sutterby* and *Eileen Kellard* on such an excellent rally. From the moment we arrived at the Old Rectory grounds in Bilsby, where we were able to select our pitch, we were greeted with a coffee and a warm welcome to settle us in.

A different walk was planned for each day and with *Janet's* local knowledge of the area these proved to be interesting and informative. On the Tuesday evening, at the get-together over a coffee and local cheese sampling, a magician was conjured up by *Janet* to entertain us and there was a quiz to test how observant we had been when walking around the village.

On the next two evenings a meal was provided, cooked by the marshals. Both were delicious (the meals, not the marshals!) and had a local Lincolnshire theme. A walk around Alford nearby proved to be interesting as was a visit to the local working windmill with its shop and excellent cafe.

A final farewell after a four night rally saw us on our way home and hoping that this is repeated next year!

Janis & Mike Wood

====oooOOOooo====

Parisian Autumn

Good news for members who have already booked this trip. Enough bookings have been received to ensure the ballroom and orchestra on Monday night. The full itinerary was published in the April Newsletter and it is not too late to book. Contact GB Privilege on 013 5378 9661 for a booking form.

Bob Thornton from GB Privilege will be at the Club & Company Rally if you have any questions or want further information.

Andy Cavell

====oooOOOooo====

Chairman's Chat

The new committee year is now well under way. Immediately after the AGM, your new committee having been elected, we held a quick meeting to choose the officers. In the main, these are shown on the back of the Newsletter, but for those who don't turn to the back page, here they are:

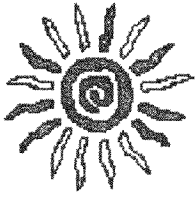


President
Chairman & Newsletter Editor
Secretary
Treasurer
Vice-Chairman & Chairman,
Club & Company Sub-committee
Chairman, AGM Sub-committee
Rally Co-ordinator
Membership Secretary
Minutes Secretary
Chief Rally Marshal
Press Officer
Webmaster & Chairman,
Technical Group
No specified job (Yet!)

Charles Trevelyan
Harry Henthorne
Janet Sutterby
John Tidbury

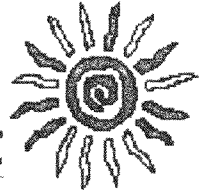
Andy Cavell
Nora Venables
Neil Rogers
Norma Caley
Mike Hall
Ben Mansfield
Brian Smith

Baz Wellard
John Jones



July 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.

30th. December 2003 – 3rd. January 2004. New Years Rally, Hidden Valley C.P., North Devon. If you are interested in attending this rally please contact: Mo & Mike Valentine, 11 Hamilton Close, Langstone, Havant, Hants. PO9 1RP. Tel. No. 02392 482 818.

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

Rally Marshals: Dorothy & Baz Wellard Tel. No 01329 231 259, assisted by May & Derek Armitage & Brian Thomas.

4th. – 7th. July (3 nights) Prestwood Steam Fair, Great Missenden, Bucks.

Rally Marshals: Ann & Norman Ailward.

Fee for the weekend £15.00 plus Rally Fee of £1.20 per unit (Incl. VAT)..

Fee includes unlimited entrance to the Steam Rally. This is a GREEN FIELD site and own toilets are essential.

No arrivals before 1.00p.m. Friday

Rally slips & cheques to Mrs. C.A. Ailward 77b Park View, Moulton, Northampton. NN3 7UZ. Tel. No. 01604 790 095

Directions: From A413 Great Missenden take A4128 to Prestwood and follow Steam Rally signs.

11th - 13th JULY CLUB & COMPANY RALLY,

Three Counties Showground, Malvern, Worcs.

Applications forms in the May Newsletter. Please return by the closing date.

17th - 20th July (3 nights). Abbeygate College, Nr. Chester.

Emergency Tel.No. 01244 332 077.

Rally Marshals: Duncan & Jean Ellis.

Site Fees:£5.00 per night. NO electricity. Rally Fee}£3.00 couples/singles £1.75(incl VAT).Booking slips & cheques to: Mr. & Mrs. D.Ellis,6 Tudor Close, Shotton, Deeside,Flint.CH15 1NY.Tel.No. 01244 812 761. Cheques payable to D.Ellis.

Saturday evening buffet & dessert £5.00 per person **Pay caterers on night.**

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

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

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

There have been no volunteers to marshal at this show.

24th - 27th. July (3 nights).Beacon Park,Lichfield,Staffs.

Rally Marshals: Tricia & Ted Pratt & helpers.

Site Fee:£4.50 per night. NO ELECTRICITY. Rally Fee:£2.35 (Both include VAT).

Booking slips & cheques payable to P.M.Pratt,3 Grafton Road, Stapenhill,Burton on Trent,Staffs.DE15 9DN.Tel.No. 01283 538 818.

You may arrive on Thursday p.m.(this is virtually a green field site although toilets & disabled toilets are available in Beacon Park.

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

Attractions: Park is adjacent to Lichfield City Centre & Cathedral.

Small golf course,pitch & putt,tennis & bowls.

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

15th - 20th. August. (5 nights) Topsham Rugby Club, Exeter, Devon.

Emergency Tel.No. 07890876859 (Marshals' mobile).

Rally Marshals: Elizabeth & Bryn Morgan, 44 Mersey Rd., Stockport, SK4 3DJ. Tel.No. 0161 4324869 & Nora & Ven Venables

Site Fees: £ 5.00 per night. Rally Fee: £1.65 per person. Both incl. VAT

GREENFIELD SITE, No Electricity. Fresh water point & Elsan emptying point.

Dogs on LEADS at ALL times & must be exercised off site.

We will have the use of the clubhouse for an evening get together, and also an American Supper one evening. We have the use of the club's toilets during the day.

Rally slips & cheques payable to N. Venables, 15 Langley Gardens, Merry Hill, Wolverhampton. WV3 7JN. Tel.No. 01902 332 105. Enclose a SAE for directions & confirmation of booking.

Attractions: Topsham is a delightful small town situated on the River Exe. It has an historic quay, ferries across the river and an excellent bus service to Exeter City and the coastal resorts of Exmouth & Budleigh Salterton. The town has a good range of shops, eating places, pubs & an open air heated swimming pool: all within a few minutes walk of the rugby club. The nearby River Clyst has a nature reserve that is popular with bird watchers. Dartmoor National Park is a short drive away.

LIMIT OF 32 VANS.

22nd - 26th. August (4 nights) Lavenham, Suffolk.

Emergency Tel.No. 07095 848149 Marshals' mobile.

Rally Marshals: Stella & Ian Ross, Ivy & Bob Smith.

Site Fee: £2.50 per night. No Electricity. Rally fee: £3.50 incl. VAT . GREENFIELD SITE.

Cheques & rally slips to: Mrs. S. Ross, 33 Grosvenor Gardens, Upminster, Essex. RM14 1DL. Tel.No. 01708 228075.

Attractions: 5 min. walk into one of Suffolk's prettiest villages. Lavenham Carnival on Monday 25th. Cheese & Wine Sat. evening £4.50 each. Fruit juice alternative to wine £3.50 each, please send payment with choice of Red/White or fruit juice. One bottle per couple. Also American Supper Sunday evening - please note on rally slip if interested.

Directions: Take Brent Eleigh Rd. A 1141 out of Lavenham. Site 0.25 mile on **Left** at sign for Craft Units. **MAX. 25 VANS.**

*******Members are welcome to attend one or both of these rallies*******

But why not do both and have an extended holiday in Suffolk.

28th - 31st. August (3 nights) Clare Priory, Suffolk.

Emergency Tel. No. 07905 848 149 Marshals' mobile.

Rally Marshals: Stella & Ian Ross, Ivy & Bob Smith.

Site Fee: £5.50 per night. No Electricity. Rally Fee: £3.00 incl. VAT. GREENFIELD SITE.

Cheques & rally slips to: Mrs. S. Ross, 33 Grosvenor Gardens, Upminster, Essex. RM14 1DL. Te.No. 01708 228075.

Attractions: A return visit to this popular site in the centre of a very pretty village, next to Clare Country Park. Possible Fish/Chicken & Chips Supper & American Supper, please note on rally slip if interested.

Directions: Clare is about 10 miles W of Sudbury. At Clare take A1092 to Haverhill, in 200yds **Left** into Ashen Rd., in 100yds. **Left** into Priory. Ignore brown signs in centre of Clare – footpath access only. **MAX. 30 VANS.**

27th. August.-1st. September.(5 nights). Shoreham Airshow, West Sussex.

Emergency Tel.No. 0771 284 8716.

Rally Marshals: Shirley & Chris Sturgeon.

Site Fees:£ 2.00 per night + £2.35 rally fee(incl.VAT) No electricity.

Airshow tickets cost £18.00 per adult,£10.00 per child,both Saturday & Sunday inclusive.

Payable in advance with rally slip.

GREENFIELD SITE WITH WATER TAP AND LOO EMPTYING AVAILABLE.

Booking slips & cheque payable to A.N. Fowler,20 Hawkins Close,Shoreham by Sea, West Sussex.BN43 6TL. Tel. No. 01273 594 479.

Saturday evening buffet meal available £3.53 per person.Please state & pay in advance.

Send SAE for confirmation of booking. Please state van model for organisational purposes.

Attractions: A 2 day Airshow with on ground entertainment,cycle rides & walks from site.

Directions:On A27 between Brighton & Worthing Leave A27 at traffic lights opposite the Sussex Pad Hotel and turn into airport.(This is the only entrance for motorvans).

Please **DO NOT** arrive before 12 noon on Wednesday 27th. August..

Limit of 30 vans.

11th. -14th. September(3 nights).The Motorhome & RV Show,Royal Bath & West Showground,Shepton Mallet, Somerset.

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

Rally Marshals: Jan & Vic Hicklin,Eirwen & Ben Cox & Eva & Colin Whetham.

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.

Show application forms to be returned to the organisers,Stone Leisure,by 31st.August.

12th. -14thSeptember(2 nights).Ludlow Food & Drink Festival,Ludlow Secondary School,Ludlow,Shropshire.

Emergency Tel.No. 0780 231 7613 (Marshals' mobile).

Rally Marshals: Sheila & Ivor Barnett ,Nora & Ven Venables & team.

Site Fee:£6.00 per night.(Incl.VAT). Rally Fee:£2.35(Incl.VAT).

Total fees £14.35. **NO ELECTRICITY.**

Rally slips to Mr.I.C. Barnett,Highlevel,Farden Bitterley,Nr. Ludlow, Shropshire.SY8 3HU. Tel.No. 01584 890 428.Cheque payable to I.C. Barnett.

Please enclose a SAE(C6 9X6) for directions etc. GREENFIELD site with all level hardstandings,heated hall for evenings.Saturday evening American Supper.

Dogs strictly on lead at **ALL** times and exercise off site.

Attractions: This weekend is Ludlows Food & Drink Festival which is held on the Saturday & Sunday. There is a Sausage Trail, a Bread Trail, an Ale Trail plus cheese tasting.

Directions: On A49 from South follow South Shropshire Leisure Centre signs. At 2nd roundabout turn **left**, following signs go under railway bridge and turn **right** at the sign and left into Leisure Centre Car Park. On A49 from North follow South Shropshire Leisure Centre signs on B4361 turn **right** into Leisure Centre Car Park. Follow ASOC signs.

Limit of 35 vans. Rally closes at 4.00 p.m. Sunday.

DO NOT ARRIVE BEFORE 4.30 p.m. FRIDAY

15th - 18th. September. (3 nights) Birchwood T.P. ,North Trigon, Wareham,

Dorset.

Emergency Tel.No. 0771 455 0731. (Marshal's Mobile).

Rally Marshals: Barbara & Alan Potter.

Site Fees: £4.00 per unit per night. Electricity: £2.00 per night. Rally Fee: £2.35 per unit. All include VAT.

Rally slips & cheques to Mrs. B.A. Potter, Westbrook, Mill Lane, Monks Risborough, Bucks. HP27 9LG. Tel.No. 01844 274 021.

The site is in an ideal position for exploring Dorset, centrally located for visiting Bournemouth, Poole, the Purbecks, Weymouth, West & North Dorset, the sea & the Purbeck coastline. The Park is located to the N.W of Wareham centrally within Wareham Forest Boundaries adjoining the forest giving unrivalled direct access for walking, biking or riding.

Directions: From Dorchester (A35) or Wimborne (A31) follow signs to Bere Regis. At roundabout follow road signpost to Poole (A35). Approx 1 mile east of Bere Regis turn right at road junction signposted Wareham. Park is second Touring Caravan Park on left hand side at a distance of 2.75 miles from turning off A35.

From Poole (A351) or Dorchester (A352) on the north side of the railway line at Wareham follow the road signposted Bere Regis. Off second roundabout follow Bere Regis road.

Birchwood T.P. is second Park along road, the first on the right hand side after 2.25 miles.

18th - 21st. September (3 nights). Northern Motorcaravan Show, York

Racecourse, North Yorks.

Emergency Tel.No. 0771 409 1349 (Marshals' mobile). 8.00 - 10.00 am & pm.

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

Rally Fee: £1.75 (couples), £1.20 (singles) Both incl. VAT

Please remember to send a rally slip and cheque for the Rally Fee (payable to N.C. & P. Rogers) to: N.C. & P. Rogers, 3 Appleby Close, Aldbrough St. John, Richmond, North Yorks. DL11 7TT. Tel.No. 01325 374 540.

The special Club rally fee from Thursday to Monday is £28.00.

You may either use the form enclosed in this Newsletter or fill in an application form from MMM or Which M'Van using the special fees and mark the form **A.S.O.C** in large letters. Send this form back to the organisers, **Warners** with the site fees, **before 26th. August.** Applicants after this date **cannot rally with the Club.**

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

30th. September – 4th. October. (4nights). Carsington Fields C.P., Mayfields Lane, Ashbourne, Derbyshire.

Emergency Tel.No. 07968 167 443.

Rally Marshals: Gill & John Blake, Pat & Henry Twyman.

Site Fees: £5.00 per night. There are 8 electric hook ups at a cost of £2.00 extra per night. (incl. VAT).

Rally Fee: £2.25 Couples, £1.30 singles. (incl. VAT).

Facilities available, toilets, water & Elsan disposal.

Send rally slips & cheques payable to G. Blake, 24 Hillside Road,

Spondon, Derby. DE21 7RA Tel.No. 01332 602 012. Please indicate if you wish electric hook up, and a Fish & Chip supper on the last night.

Attractions: The site is 400yds. From Carsington Water. Pursuits include walking, cycling, canoeing, sailing, trout fishing & bird watching.

Close to Matlock & Ashbourne.

Directions: Turn **right** off A517 Belper to Ashbourne, within ¼ mile past Hulland Ward into Dog Lane. About ¾ mile turn **right** (sp Carsington Water). Site on **right** in ¼ mile.

OS 119-251493. LIMIT of 25 vans.

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:

Membership No: Day/Time of arrival:

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

Name Phone No.

Please complete both sides of the form!

.....

Rally : Date:

Your name and address(Please PRINT)

.....

..... Post code:

Phone No: Van Reg:

Membership No: Day/Time of arrival:

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

Name Phone No.

Please complete both sides of the form!

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

Names of Adults.....

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

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

Electricity: Yes No Evening meal: Yes No

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

Full payment MUST accompany this slip-cheques payable to the marshal.

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

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

Names of Adults.....

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

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

Electricity: Yes No Evening meal: Yes No

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

Full payment MUST accompany this slip-cheques payable to the marshal.

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

Names of Adults.....

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

Extras: Please indicate which you would like, if available

Electricity: Yes No Evening meal if arranged: Yes No

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

Full payment MUST accompany this slip-cheques payable to the marshal.

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

At the first "proper" meeting, held at Moreton-in-Marsh on May 17th, we co-opted *John Jones* who is a willing volunteer. Part of his history includes being the man in charge of the lamp room of a mine so we are hoping that he will help shed light on our workings!

I don't know if you get the "ACCEO Matters" magazine. This is their form of Newsletter and in it they say that they are looking for volunteers for their committee and in particular they need a Treasurer or Finance Officer. If any of our members feel that they would like to help and have suitable experience, perhaps they would like to contact the present incumbent, Les Evans, on 015 2754 5666 who can explain in detail what the job entails. I'm sure that he would be glad to hear from you.

The time for the Club & Company Rally is fast approaching. Don't forget that you will need to have your entry pass in view on your vehicle so that you can get into the show ground via the RED Gate this year. If you need to be in the disabled parking area please notify details of your disabled badge number on the booking form and the organisers will see what they can do for you. It is always difficult because some people who are not physically disabled seem to think that they have the right to be parked where they want, rather than fit in with the normal routine. With most of our vans you don't have to be "near to the toilets" because they have them on board!

And please remember that your Current (2003) Club Membership Card **MUST** be carried with you at all times. This is for your security as well as for the rest of the members. We don't know everybody and, if when challenged a person cannot immediately produce the card, we shall know that they are not part of the Club and can take whatever action may be needed.

We have asked the organising sub-committee to endeavour to obtain decent weather for that weekend so we shall have to see if they can provide!

Harry Henthorne

-----oooOOOooo-----

Tyre Safety Alert

Three years ago I fitted Michelin Agillis tyres and new valves (of German manufacture) to my V6 Legend. My choice of tyre had been carefully researched to avoid the possibility of blow-outs. Imagine my surprise, therefore, when recently a rear tyre suffered sudden and total loss of air.

I was pleased to find that the tyre was in no way to blame. The valve stem had burst. Air had passed between the brass liner and out through the rubber casing, leaving a number of splits from the wheel rim upwards for approximately ½". There appeared to be evidence of perishing of the rubber in the area and inspection of the remaining 3 valves revealed a small amount of perishing - microscopic cracks.

I have not yet conclusively found the cause of the incident. The valves are not long enough to make contact with a kerb. The perishing is not limited to a point attracting maximum ultraviolet light. The wheels are not fitted with wheel trims. The valves have never been exposed to steam cleaning. The tyres are run at 60 psi (rear) and 50-55 psi (front).

It is possible that the valves could have been exposed to the alkaline base contained in many cleaners and polishes sold to motorhome owners. It is also possible that the valve could have been exposed to the solvent base contained in rust-proofing fluid. I hasten to add, however, that if any exposure had been noticed the valve stem would have been cleaned off immediately.

It is possible that there is an unseen manufacturing defect in the valve that failed. I suspect that the rubber of the valve stem has aged at a normal rate and would have given no problems with the lower pressures of car tyres. I suspect that the very high pressures in this application were responsible for the failure.

I decided to check on steel valves. I have now looked at the products available. I have discounted alloy ones on the grounds of potential for corrosion. Several steel ones have been discounted on the grounds that they are too frail in the event of motorway debris making contact with them.

I have now found an excellent robust steel valve, supplied by the Ford Motor Company under part No: 5051325, at a price of £3.25 plus VAT.

This incident strengthens my view that, at the very least, the rear wheels of motorhomes should be fitted with Tyron safety bands which ensure the control of a vehicle cannot be lost in the event of a blow-out or similar incident. I seem to recall a letter from a member who had suffered valve failure when pulling into a lay-by but blamed the incident on kerb damage. I wonder if, in fact, they may have been mistaken as to the cause. In any event, I hope that I have alerted owners to a potential for danger.

Mark Fitzgerald-Hart

I would think that if you are going to the expense of having the Tyron bands fitted it would be better if they were fitted to all of the wheels including the spare.

From the Factory

As some may be aware, on April 16th A-S launched its new range of limited edition VW motorhomes. The launch took place at the VW head offices in Milton Keynes and was attended by over thirty A-S dealers, members of the press and A-S staff. The event was deemed a huge success. The vehicles are the last of the T4's. The new T5 may be unveiled at Earl's Court, though this is still to be confirmed. The range includes the Trooper LE, Trident LE and Topaz LE. Each of these vehicles is now available with a number of upgrades as standard, which include metallic paint (reflex silver, neblio blue, elegance green); 5 alloy wheels; front fog lights; vanity mirrors; 4 speaker radio/cassette; driver and passenger airbags; secondary battery with mains charger; colour coded roof; Eberspacher blown air heater connected to the vehicle fuel supply.

They also introduced the Clubman Anniversary LE and Gatcombe LE. These are limited edition monocoques and include driver and passenger airbags; cab seat armrests; electric hotplate on hob; full width freezer compartment in the refrigerator; central cab locking; moulded waste bin fitted to the caravan door; vinyl flooring with overlay carpets; cab comfort pack including illuminated vanity mirrors, velour door trims and four speaker stereo.

Nearly half of these vehicles were sold on the day of the launch and the range is proving very popular with dealers and customers alike. In the coming months there will be a series of adverts in the motorhome press, so keep an eye out and let us know what you think. Details of all these vehicles are available on the A-S website or in the updated VW brochure which is available from the factory.

A decision on the introduction of T5 based monocoques and coachbuilts has not yet been made, so watch this space!

A new brand of vehicle, Vivanti Quality Motorhomes, is going to be manufactured at the Willersey factory. These are positioned as no frills, continental style family vehicles and, as such, are not only pitched at a different target market from A-S motorhomes but will reflect this in both specification and price. We are using a different dealer network to sell these no frills vans. A-S continuous product development programme will ensure that the two brands remain distinct and clearly aimed at different target markets. As Vivanti products are so different from Auto-Sleepers,

the company recognises that Vivanti owners will NOT be permitted to join ASOC.

Bearing in mind these recent events, it is lucky that A-S were already planning to expand its factory production line. The initial expansion plan enabled them to deal with the rising numbers of orders, but the plans will now include sufficient capacity to allow the production of the Vivanti range. The expansion is due to begin soon and will lengthen the existing factory, allowing each production line to add an additional vehicle to the current capacity.

There will also be exciting news for A-S owners, as we plan to introduce some important new models to the range later this year. Watch this space!

Anna King (Byron Group)

====oooOOOooo====

Hot or Cold?

No, I've never been to Egypt, or even crossed the Med.
But I have been up to Norway in my Ford Transit instead.
In my long wheelbase Duetto I have seen the midnight sun
And touring round the lakes and fjords has been tremendous fun.
If you prefer the warmer climes, it's not the place for you
With snow-capped mountains and frozen lakes all adding to the view.
Driving is a pleasure on roads quite traffic free.
There are waterfalls in plenty and there for all to see,
Be prepared for ferries to help you take the strain.
It's a holiday to remember, and I hope to go again.

Brian Green

It's nice when folk wax lyrical to tell us of their trips
Especially when poetry comes neatly to their lips
But if you find that rhyming is not quite the thing for you
Well, never mind, just write it down, send it to your Editor for inclusion in
a copy of the Newsletter and let others see what you can do!!

====oooOOOooo====

Cruise Control

In a previous article about the fitting of cruise control I promised to let readers know my feelings once I had used it for a while. In early February we went from Bilbao to a Camping & Caravanning Club rally at

La Manga so were able to give it a good testing for two days in each direction - so here goes.

At first I began to think that perhaps Spain with its hills and mountains was not the best place for using a cruise control - not many really flat long stretches with my foot free from the accelerator - but soon realised that I was on a steep learning curve on the nuances of using it in all sorts of situations.

We climbed steadily out of Bilbao to reach flatter terrain. We reached the desired speed, switched on the control and set it with the SET/ACC (set/acceleration) button. Bliss! Feet free to move from pedals and we coasted smoothly along. Then the first problem. Closing up fairly quickly on a slower vehicle. No problem really - quick check to see if safe to overtake, foot on accelerator, zoom past, pull in and foot off pedal. Bliss again as original set speed was resumed. Later, catching a marginally slower vehicle, I decided not to overtake so braked slightly and set a new speed. Thought about this and realised that I can reduce set speed by tapping RES/DEC (reset/deceleration) enough times to come down to their speed. It is supposed to decrease by $\frac{1}{2}$ mph per tap (but mine seems nearer 1 mph per tap).

On a decline the speed started to increase so I used the brake and had to set speed again when on the level. More thought and next time, with a clear road in front, decided not to panic and let the system have its head. Wonderful! The vehicle pulls back to the set speed on its own. On steeper declines I found that I have to brake or change down, but once on a fairly flat road one tap on the RES/DEC resets the original set speed. On slight inclines I discovered that I lose speed at first though it may self-correct if it is not too steep, but on steeper inclines I found that I have to change down. Once again RES/DEC when on the flat. It didn't take too long on the ups and downs in Spain to assess when I can leave the system to cope and when I need to take over manually.

When I became bored with the speed at which I am coasting along I increased it by tapping the SET/ACC button the necessary number of times. Alternatively I can accelerate manually to a new speed and SET again. To sum up: using the accelerator doesn't alter the set speed but changing gear or braking cancels it. So you have to RESet your original speed or SET a new speed.

Overall I was very happy with the control and with not one instance of cramp even though I spent 4 hours or more at a time in the driving seat. One warning, however. I found it necessary to check

regularly where the brake pedal was. With both feet able to rove around the cab your may suddenly need an emergency. And we know that with automatics it can be fatal to hit the accelerator rather than the brakes. When driving manually you know your foot is on the accelerator so automatically know just where to find the brake pedal. I'm sure I haven't yet learned all the techniques of using the control, but no doubt more experienced users will let us know their view.

Unfortunately, we now find the time has come to retire from camping (see advert later in the Newsletter!) and I shall now have to see about fitting a cruise control to the car. Just as a reminder, Harry Wright of Adroit Services (012 0582 0004) will fit a cruise control at your home, though he did mine at my local garage (Dorchester Motor Services 013 0526 1111) who can now also carry out the job for local customers.

Ken Milward

Thanks, *Ken*, but just a suggestion - why not give up the car and keep the van? No hassle about fitting a new control and you could still go out for weekends!

====oooOOOooo=====

Narrow Boats v Motorhomes

We recently spent a very happy day on my cousin's Narrow Boat. As many members no doubt know, there are many features in the modern Narrow Boat similar to those that we find in our motorhomes, e.g. Gas cookers, loos and so on.

One particularly good feature on the boat was instant hot water derived from engine waste heat via a heat exchanger. Not only that, the toilet/shower room had a hot water radiator.

Has anyone fixed or had a heat exchanger fitted to their van? Could the Wizards of Willersey fit one up to new and/or exisiting models? I will be most interested to hear of members experiences and comments from the factory.

While there would only be hot water after a run, washing up can easily be left!!!

David Morris

I seem to recall reading, very many moons ago, of an idea to run a pipe from the engine through to the rear of the van and back to the engine instead of the more usual route through the vehicle radiator. I believe that the pipe was meant to work as a form of radiator in the body of the van and there was a switching arrangement to re-route the water either through the

normal radiator or through this pipe. But I can't remember any further notes about it.

-----oooOOOooo-----

Leighton Buzzard Living History Rally

I did have published a note referring to this years Leighton Buzzard Rally, but due to the scouts having precedence, the scout hut etc is not available on the weekend. Very annoying as we were promised it! And I wasn't able to run it either due to a previous arrangement BUT *Ian Wood* has managed to find a suitable local Rally field near a bus route and a pub so the rally will be run by *Ian and Marion* to coincide with Living History Day in Leighton Buzzard, which this year has the theme of the 60's so dig out that old Italian suit (or Drapes if you were a Rocker) and the Mary Quant fashions and minis! Watch out for details in the Rally supplement in August. Hopefully *Pat and I* will be back by Saturday afternoon and may see you in the town.

David Mayne

-----oooOOOooo-----

Topaz Tales

When we found our first Topaz back in 1995 we knew that we had our ideal tourer. For it gave us our mini coachbuilt motorhome. We have only the one vehicle and it fits into our everyday lifestyle. This year we have just returned from our first ten day tour taking in the Peterborough Show, two days in Cambridge and then four days by the sea at Brightlingsea, all great fun.

Last year, 2002, we had 82 days and nights touring which was really special. It took in France, Italy, Austria, Germany and Belgium and we clocked up 3,880 miles during the trip of six weeks. We took in places like Dijon, the Alps, Pisa, Rome, Sorrento and right around the foot of Italy to Tarunto, Viesta and up to Venice. Then across Germany to Belgium.

We have always had a four berth because we find that the top bedspace is just right for our bedding. Just like *Anne & Arnold Penney* whose letter in April we found most interesting and agree with all that they said. We shall leave it in the hands of the experts at A-S but would like to add our thoughts. Shower plus curtains not essential, also side curtains. A larger crockery cupboard like that on our first Topaz. What would be important would be a bigger gas compartment including a regulator as standard.

Incidentally, many thanks to the marshals at Peterborough for a great rally.

Sylvia and Norman Brice

I received an apology because they couldn't find a crayon, but they said that they had managed the scribble. And I managed to decipher it!!

-----oooOOOooo-----

Obituary

We have been advised that *Ronald Gibbs* has passed away. Our sincere condolences are offered to his wife *Margaret* and their family.

#####

We have also learned that *David Dalziel* passed away recently. Our condolences are offered to the family who have requested no mail.

-----oooOOOOoo-----

For Sale



Sportsman, Talbot Express, 2 litre petrol. October 1989, 'G' reg. 88,000 miles. Lovingly maintained. Solid-sided elevating roof and excellent spacious interior - a rare commodity! Full service history. Non-smokers. Alarm, blown air heating, radio/cassette, original A-S crockery. Available August 2003. £7,000.00 ono. Tel: Margaret & Ray Greenaway on 015 0757 8456 (Horncastle, Lines). Thanks for the donation.

#####

Ford 2.4TD Silver Duetto. "Y" reg. Purchased April 2001 but very low mileage due to progressive illness since purchase. Taxed to October 2003. Condition as new, including extras. £23,500.00. Tel: Sidney Friend on 013 3274 7501 (Derby). You may get the answering machine. Thanks for the donation.

#####

Ford Ravenna 2.5TD (April 2000, 'W' reg). Only 6,000 miles. Full 3.5m awning. Includes 2 folding bicycles. Immaculate condition, non-smokers, no pets. £25,000.00 ovno (cost new £35,000.00) Contact John Blair on 017 2776 8887 (St. Albans). Thanks for the donation

#####

Fiamma Back Box (coloured) to fit and match either rear door of a Duetto or any bike rack. £20.00. Satellite dish (85cm) complete with tripod. £60.00. Satellite finder with 2m co-axial cable. £40.00. 10m satellite co-axial cable.

£5.00. 20m ordinary satellite co-axial cable. £5.00. Soundex terrestrial antenna and co-axial cable. £15.00. Any item can be brought along to the Club & Company Rally. Please see "For Sale" notice board at the rally to find out where we are on the site. Telephone Audrey & Jim King on 015 3163 3710 (Ledbury).



#####

95 'M' Duetto diesel, 2 berth, 56,000 miles. Fiamma awning, twin cycle rack & motor vent. Electric cassette, Van Bitz alarm, H & C water, RDS radio, crockery. Service history. V.g.c. £17,750.00. Phone Michael Mawer on 013 7727 0353 (Drifffield, E. Yorks.)

This is a repeat from last month when I missed out the price. Sorry!

#####

Reluctant sale of our 1989 'G' Renault Rapport. 1.7 petrol, 51,200 miles. MOT & service March, tax September, Habitation Service check May. Three way fridge, Vaillant water heater, Propex blown air heater, Elsan Visa potty, two burner cooker with grill, original A-S crockery. Alarm, dual battery system, two gas bottles, wheel covers. Service records, handbooks (including vehicle), new Shurflo water pump. Fritiders Auto chalet free standing annexe and ground sheet. Near immaculate condition for year. £7,500.00. Telephone Roy Tustin on 012 4260 2893 (Winchcombe, Glos. - 8 miles from A-S factory!).

Thanks for the donation.

#####

VWT4 Trooper, 'L' reg, Sept 1993. 26,500 miles. 2.5 petrol, 4sp auto, cruise control, PAS, FSH & handbooks. One owner, non-smokers, no pets. A-S crockery, Silver Screens, gas bottle, Hacienda sun awning, new tyres at 21,500 miles/ £12,500.00. Phone Peter Cook on 019 0869 6170 (Milton Keynes)

#####

Peugeot Ravenna 1.9TD (1999 - 'T' reg). 9,700 miles. MOT & SMMT to June 2004. 1 owner, non-smokers, no pets or children. Excellent condition, 4 seat belts, cruise control, exterior access locker, 2 gas bottles (gaslo easy switch-over) Status aerial, Fanmaster, extra 13 amp & 12v sockets, Omnistor 3.5m awning, Safari Room, softex ground sheet, Silver Screens (all new last year). Many other extras including 3 tripod bases with shorter posts for external use of tables, continental & 13amp connectors for electric cable, Spareline for easy check on spare tyre. Equipped ready for immediate use. £27,500.00 ono. Ken Milward 013 0578 2082 (Weymouth).

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