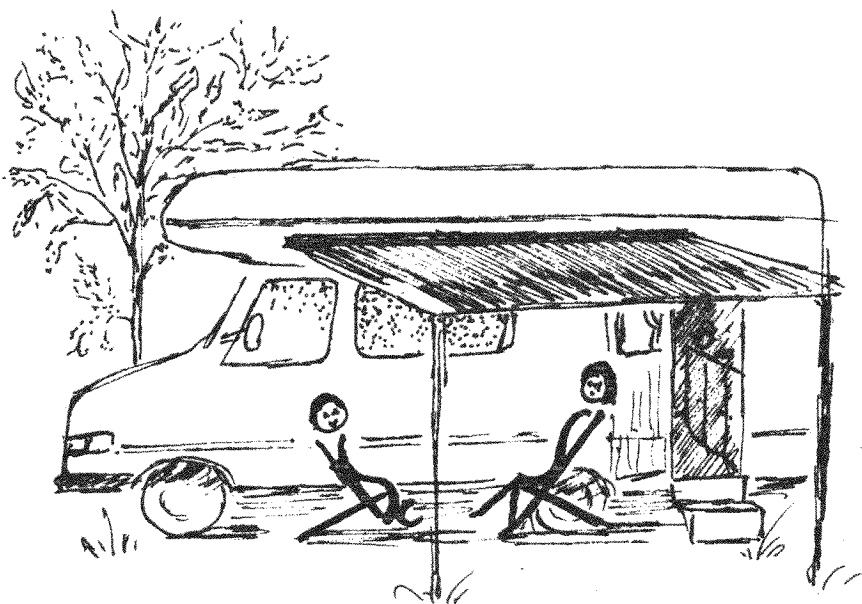




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AUTO-SLEEPER OWNERS' CLUB

A Company Limited by Guarantee.
Registered Office: Orchard Works, Willersey, Nr. Broadway,
Worcs., WR12 7QF. Registered No: 4616969



NEWSLETTER 179
AUGUST 2003

Hello.

Whew! We've just got back from our holiday, down to Devon and Cornwall, in what must have been the best part of the summer so far. We even flew over to the Scilly Isles and I certainly caught the sun - mainly through taking a tour in an ancient open topped bus! But the redness has now quietened down and the flaking is easing up so all is reasonably well.

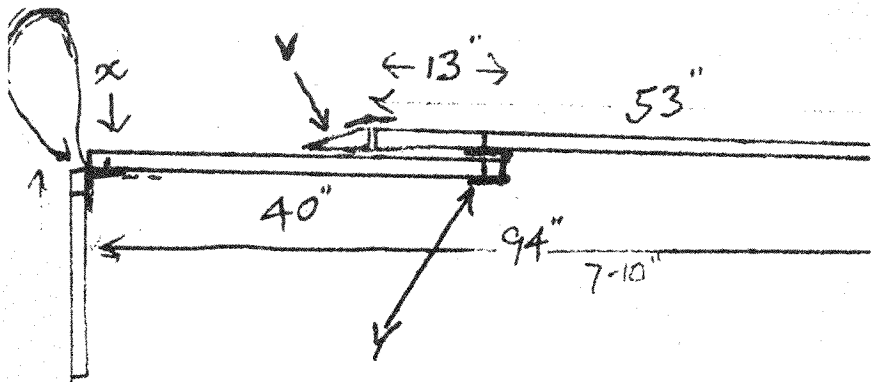
On our return I found 36 e-mail messages, lots of post and plenty of telephone messages awaiting me. And even though I have, for years now, advised everyone that the tenth of the month is the closing date for items for the Newsletter, I still found one which asked to be included in last month's issue. It was sent to me on the day when many will have received their Newsletters, so I can only suspect that the wrong month had been inserted. Because there is no way that I can include anything in the printed version which you get if I only received it the day before the scheduled date of arrival!

So please remember, **the TENTH** of the month is the last date for me to receive items. Thanks a lot.

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Scooter Ramp Problems

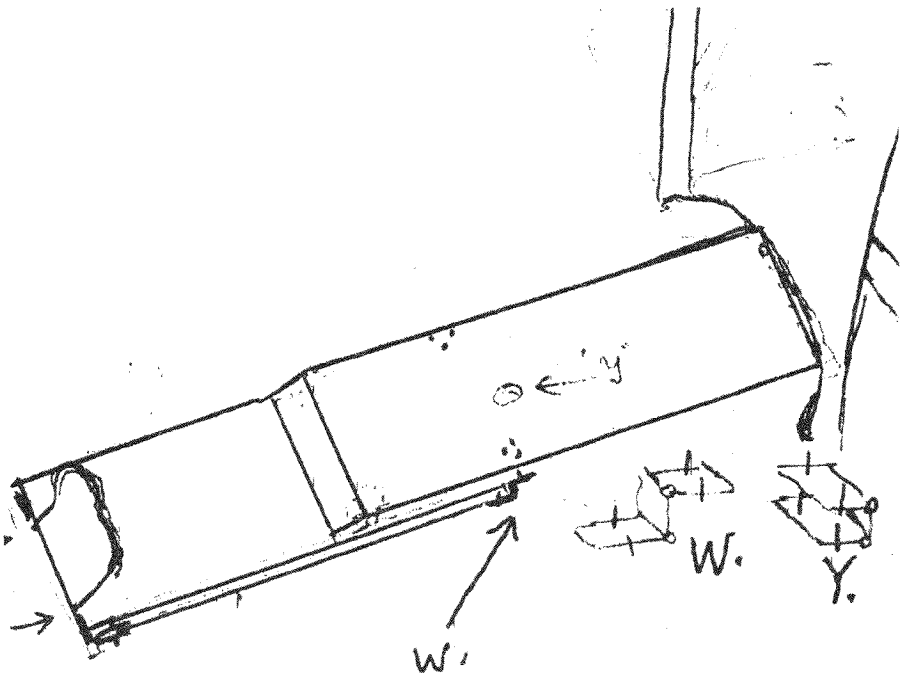
This method will reduce the load when lifting the end of the ramp which is furthest from the vehicle to prevent the underside of the scooter from "grounding" at the top of the board. A board as long as is practical to store is used. As the maximum space inside the back nearside door (of the Boxer) (top to floor) is 53" this length must not be exceeded. As can be seen from the drawing the extra length to provide the leverage is achieved by an



extra, hinged, length of ply 27" beyond the first piece. **THIS MUST BE BOLTED ON WITH THROUGH BOLTS, NOT WOOD SCREWS,** and the

hinges must be strong enough for the job. Two types of wrap around hinges can be used (see Y & W below). At the end furthest from the van another piece of ply the same width as the first two can be hinged on to the ramp. I have marked this as 24"; it is there so that when the end of the ramp has been lifted it can act as a 'leg' to hold the ramp flat. Hinged to the end of the 53" piece of ply is a triangular cross-section piece.

This will not only help to get the scooter wheels over the join but once it has gone past this point the triangular piece can be flipped over to help to prevent the scooter from running back. (This piece will have to be folded back to fit into the 53" at the back of the van.) At the outer end of the ramp a piece of PADDED rope is fixed, with one end fixed to a boat cleat to allow the length to be altered and therefore the length of the loop above ground when the slope is at its greatest to be changed. (The rope has



to be quite thin to go between the two lots of hinges, hence the added padding.)

To put the ramp away. First fold the 24" piece against the 40" piece and the small triangular piece down on top of the 53" piece. Then fold the 40" long piece back to the other end of the 53" board. When first making this ramp use small wood screws to assemble to make sure it fits. Do any modifications necessary to make it fit now. **THEN CHANGE THE SCREWS FOR BOLTS** at the point where the 40" piece joins the 53" piece. To use. The person assisting with the ramps use stands at the bottom end of the ramp, bent at the knees and hips and with his back straight. He puts his hands on his knees and he (or someone else) adjusts the loop around his neck. He then moves away. The scooter is driven up the ramp until it grounds. At this point most of the weight will be either on the floor of the van or the very top of the ramp. Pushing up with his hands, straightening his knees and hips with this reduced weight should be OK. When the 24" board hangs straight down - relax. It would be a good idea to mark the position of the back wheel of the scooter just before it grounds for further reference, i.e. the scooter can be stopped just before it grounds, then the board is lifted. Flipping the triangular piece over after the scooter has got to the top may be a good safety factor.

Given that I was only simulating to test I was able to lift up more than my wife's weight with my teeth. (I used a commercial wheelbarrow full of damp clay.)

To leave the van. Set up the ramp with the 24" board straight down and the anchor pins fully engaged at the van end. Reverse the scooter back just past the mark showing where it has grounded, then drop the 40" board to get a slope and back the scooter down. **DO NOT USE THE 24" PIECE FOR LIFTING.**

Note. If using 1/2" plywood I think it would be best if an extra support was provided about half way up the ramp (shown as "Y" in the first drawing). I used a piece of broom handle and, as you may be on soft ground, I suggest another piece of plywood to be placed under the bottom of this support.

There must be a fixing at the van end of the ramp, such as pegs which go into holes drilled into the floor. And it is essential that decent plywood is used, NOT shuttering quality. I have found it best if the outer layer of the grain of the wood is along the length of the ramp.

Michael Crosskey

#####

In answer to *Doris & David Newing's* problem, may I suggest that they buy the extending ramps advertised on page 18? If they miss those, I have another suggestion.

Carefully select two or three strong plastic storage boxes which pack into each other and are each half the height of the van floor. Place these upside down at the end of their existing ramp. Drive down onto the boxes, then move the ramp to the other end of the row of boxes and drive down to ground level. To load the scooter, reverse this process.

David Horder

-----oooOOOooo-----

Curtains - again!

We bought our first camper van (a Trooper) last September and have already had much enjoyment in it. However as I am fighting cancer and needs lots of relaxation sessions where peace and quiet and closed curtains are called for, we decided that an extra curtain was needed to cut off the cab from the living area. When the weather is fine my husband can take himself off for a walk or a bird watch during my sessions. During inclement weather that is not always possible. Hence the call for an extra curtain. *Terry* can then sit in the front of the vehicle with the blinds open and either read or do puzzles etc without disturbing me.

We got in touch with Allan in the Parts Department at Willersey for some advice. He was brilliant. He promised to forward us the required material, which amazingly arrived the day after we put in our order. How's that for service? Allan advised us to map out a plan for the said curtain and find a local curtain maker. This we did. A great local shop that could not only make up the said, unusual shaped, curtain but could also supply poppers, track, hooks and gliders and fit everything for us.

What, you may ask, is so unusual about that? Well, we live in Norfolk, near the Broads, where as you will all know hire boats can be found by the score. The owner of our local shop fits out these boats with curtains, tracks etc. While she was measuring up our van for the extra curtain the conversation got around to the problems owners were having removing curtains for cleaning. Now to the good news. She can supply the correct, small "Ruflet" tape and also the small curtain gliders and hooks that fit into the tracks fitted by A-S. This means that it will be possible to remove curtains for cleaning as easily as those in our own homes. To achieve this would require the removal of your curtains from the track - take out the end screw and slide the curtains off - remove the

A-S "Ruflet" tape and sew on the new tape. Replace the gliders with the new ones then hang your curtains as normal using the hooks provided. Imagine the curtain fittings in your own home, but made much smaller. These fitting apparently are used not only in boats but also in caravans. Why not in motorhomes? Could A-S not make life that little bit easier for us by using the same tape, hooks etc?

If anyone is interested in making the above alterations then please feel free to get in touch with us. Tel: 016 9250 0794. When we know that there is a need we will get a selection of different sized gliders then send you one of each to try. Once you have worked out which ones are correct for your van we will let you have all the details and you can get in touch with the shop and take it from there yourself. Or you can contact Caroline of Carousel Interiors, Stalham, Norfolk, Tel: 016 9258 3380.

One little tip. When we owned a caravan we met many people who had to return home early from their holidays. Not because of dreadfully wet weather, but because they had run out of dry towels. Not being able to dry them, they "threw in the towel" so to speak. We advised them in future to make sure that they had a good supply of thick, absorbent face cloths as well as some towels. After your wash or shower, use the face cloth to dry yourself off with. The towels stay dry and face cloths can be dried much more easily.

Hope all members have a super summer on the road. Also a big thank you to all those other van owners who make our day by waving to us as we go by. What a happy lot we are.

This letter is probably far too long winded for the Newsletter. Feel free to cut me up; the hospital didn't give it a second thought! Ha! Ha!

Jo Kelly

No problem, *Jo*. If I had been stuck for space I would certainly have "edited" your contribution. But as it contains very useful tips and space was available, here it is! And what a lovely attitude to life you have. Well done, *Terry*, for choosing such a pal!

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

Zig units

What an excellent letter *Robin Garner* wrote re the battery charger ZIG X-7. I had one in my Trophy until it acted the fool and I had to get it replaced. It just packed up. I had a modified X-70 installed by A-S because there was no way it could be repaired. £129.00 fitted.

But what happened to me? I must have run my habitation battery flat because I found it was not charging the battery from the alternator. I had blown the 30 amp fuse on the alternation to the habitation battery connection. I replaced this and for the past 18 months everything has been fine. I feel that all it would need is a relay, fuse and a piece of cable and the vehicle battery could be incorporated into the hook-up circuit. I regret that all I have to check my electrics is a very old AVO instrument.

Jack Milford

#####

Some while ago I had the same experience as *Ken Osborn* (failing Zig fuse holders) - similarly the rivets failed while replacing a fuse. It seemed to me that these rivets are totally inadequate and bound to fail eventually.

I drilled out all 12 rivets with a small drill bit and replaced them with 1/2" 6BA nuts and bolts from my local hardware shop. Mine were supplied by Readi-Packs, Chippenham, Tel: 012 4965 6433 but as long as the screw head is small enough to fit into the fuse holder recess then any 6BA bolt should do. It was fairly fiddly to do, but it was (1) quicker than a trip to the garage, (2) cheaper and (3) a permanent repair.

A final observation. Using cheap rivets in order to save a few pennies is perhaps another example of "the accountants taking over the asylum!" (Please forgive the mixed metaphor).

Keith Campbell

#####

We have recently rejoined ASOC after a couple of years with another make of motorhome. We have not yet had the opportunity to meet old friends at a rally despite having retired and moved from London to Cumbria but will do so soon.

The point of this letter is to cure the problem of the broken rivet syndrome in ZIG units. We have had this happen in two A-S vans, a Duetto and our current Executive. To make a permanent repair, which is better than new, all that is needed are 12x8BA or similar brass nuts and bolts approx 1/2" long. These can be obtained from most model shops selling model aircraft or cars. Having disconnected the power supply to the Zig unit, unscrew the 2 screws holding it to the wall, unplug it from the wiring loom and remove the six fuses from the holders. Then all that needs to be done is to put a bolt through each hollow rivet and secure with a nut. The bolts are best inserted from the fuse holder side of the plate. Check that the nuts

are tight, plug back in and replace on the wall. I have had no further problems with this unit since. Hope this is of help.

Roseanne & Alistair Gray

#####

Earlier this year we part exchanged our Talisman GL for an 'X' reg 2000 Talisman GX. Returning from three weeks in Cornwall and Worcestershire *Maureen and I* found the June Newsletter waiting for us. Having unloaded, and while enjoying a coffee, I was sorting out the bills whilst *Maureen* was looking through the Newsletter. Silently she passed it to me open at page 12.

We could not believe the coincidence! In the second paragraph *Ken Osborn* said that the clips came away with the fuse. We had a similar experience over the Spring Bank Holiday whilst staying at Land's End. On the Saturday evening the gas would not ignite on the cooker. Checking the fuses one was clearly blown. As I removed it a fuse clip came away with it. I opened up the panel and I was able to hard wire in a spare fuse holder. The following morning I attempted to resolve the problem but in the process discovered in total three faulty clips in a total of six fuse holders. I was able to create a safe "lash up" which gave us all the 12 volt circuits with the exception of the lighting. Since we were on an electric hook-up we were able to continue with the holiday.

The earliest I could speak to Willersey was Tuesday morning. I arranged to visit them when the complete ZIG panel was changed in five minutes. All systems were then checked. We then had a full technical discussion with *Charles Trevelyan* who agreed that the panel should be supplied free of charge. We then changed our holiday plan and spent a pleasant five days in the Malverns. Yet another example of good service from A-S.

When this happened it was as if events of more than ten years ago had returned to haunt me. I was then working for M.K. Electric Ltd. and we had to carry out a Product Recall of 13 amp plugs. One had been found with the live pin left in the live socket of a 13 amp outlet. This was caused by un-satisfactory spin riveting due to two washers being used in the assembly instead of one.

John Cullin

#####

Robin Gardners letter reminds us of our last night in our Talisman when the leisure battery went down. As we had fitted a light with a 3 watt

bulb the battery was able to produce a glimmer from this. As our present van was less than a month from going down the line I just replaced the battery.

Swifts have the option of running equipment from and charging either battery but my neighbour has a Compass Calypso. After a while it returned from services with equipment not working and fuses blown. Replacing the fuses cured this between services so we did not identify the cause. One cold morning it failed to start and I realised that, although equipment could be operated off either battery, the vehicle battery was not being charged on hook-up. The ignition operated the split charge relay so the leisure battery had tried to start the engine until the fuses blew. The vehicle has been rewired so only the alternator operates the split charge relay and the vehicle battery can be charged.

Robin is much more knowledgeable but if he does not reply and anyone wanted to know I could explain what was done. The wiring diagram dated September 1989, which came with my 1990 Talisman, appears to show the ignition working the split charge relay so older vans might have this.

David Maddison-Roberts

#####

I was interested to read the letter from *Robin Gardner* about the failure of his ZIG charger unit, as I got involved in a similar problem experienced by my brother-in-law on his Autotrail van (whoops! Sorry to mention the opposition!!). In his case the unit had failed because of a "dry joint" which had developed on the circuit board and I was able to restore it to operation by merely re-soldering the joint.

I agree with *Robin* about the poor practice of installing electronic units with no integral replaceable fuse protection but I fear that it happens all too often in these days of "value engineering". At best the manufacturers state that equipment should be supplied from a suitably fused source and leave it to the OEM to provide. He is also right in his assertion that battery chargers are available on the open market for between £15.00 and £50.00 but, as a retired electronics designer, I would warn him to be cautious about replacing his unit with a simple off-the-shelf charger.

The reason for the "complicated" circuit of the ZIG X-7 is that it is what is called a "Switched Mode Power Supply" which dispenses with the need for the bulky, inefficient and costly Transformer which is a major feature of simpler solutions. Switched Mode technology is ideally suited to applications like the 12v dc caravan supply in that it can readily accommodate, automatically, a wide range of input ac supply volatages, it can cope with a

widely and suddenly varying output load and is also much more energy efficient over the full range of output load conditions for which it is designed.

Caravan and Motorhome 12v dc supplies are difficult to design for because they impose special demands on the supply source. Demand can change almost instantly from almost zero to several tens of watts and none of us want to see our television screen suddenly shrink or jump just because a couple of fluorescent lights or the water pump have been switched on. That's the sort of thing that will happen unless the "charger" unit can instantly respond to a change of output load.

"SM" technology laps up this sort of requirement and typically operates over its design range with an efficiency in the order of 97% - 98%, resulting in lower heat generation and, usually, longer life. SM technology also permits the inclusion of "intelligent" charging regimes which make sure that the battery is never overcharged but is maintained in an optimum state, whatever the load demands on it may be. Lead Acid batteries, such as our leisure and vehicle batteries are, can be damaged and their lives seriously shortened by inappropriate charging conditions and it is important to remember this when considering a cost saving in the purchase of charging units. It is also important to remember that leisure batteries, although similar in appearance to vehicle batteries, are significantly different in design internally and have particular needs when it comes to charging them. I hope this sheds some light on a subject somewhat difficult for the non-expert to appreciate.

Peter Swannell

-----oooOOOooo-----

Beware Garage Costs

I thought at my age (Senior Citizen) that I knew all the wrinkles! But not so. I recently had my VW Clubman GL in for a Service and MOT. The garage did the following to the vehicle with my permission but I foolishly did not ascertain what the total cost would be. I had a 40,000 mile service (bearing in mind that I had a 30,000 mile service last year at the same garage) two front brake disks, two thirds of an exhaust pipe fitted and an MOT. Total cost: Eight Hundred and Twenty Eight Pounds. The labour cost was Fifty Seven pounds an hour plus VAT, or nearly £66.00 an hour. They had a problem finding an exhaust to fit for some reason.

I wrote and complained to the Managing Director who refunded me £75.00 with a promise of 25% off any future work. I wrote to Fair Trading who phoned and said the garage could charge what they liked and



August 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.

30th. December 2003 – 3rd. January 2004 (4 nights). New Years Rally, Hidden Valley C.P., North Devon.

4 nights on hardstanding with electric hook-up, centrally heated toilet block.

All EVENING meals and 3 nights musical entertainment.

Cost per van & two adults £280.00 incl. VAT.

Cost per van & one adult £185.00 incl. VAT.

A £75.00 deposit will secure your place. Balance by 1st. December 2003.

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.

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. 07905 848 149 Marshals' mobile.

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

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

*******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 228 075.

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 - 14th September (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 handstandings, 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 4.00p.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.

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 ¾ mile.

OS 119-251493. LIMIT of 25 vans.

9th – 12th. October. (3 nights). Whitchurch Cricket Club, Shropshire.

Emergency Tel. No. 01948 663923.

Rally Marshal: Audrey Crouch.

Site Fee: £3.75. No Electricity. Rally Fee: £1.75 per person. (Incl. VAT).

Booking slips & cheques payable to A.H. Crouch, "Springwood", Twemlows Ave., Higher Heath, Whitchurch, Shropshire. SY13 2HD.

Use of the clubhouse & showers/toilets. A meal Saturday evening – pie, jacket potato & peas plus a sweet. Order & pay on arrival at rally. £3.50 each.

Attractions: Short walk into town, Shrewsbury via Park & Ride, on the A41. Other pleasant trips in surrounding area.

Directions: From North on A49, follow Town Centre signs. At roundabout stay on main road bearing **left** over traffic lights past Mobil station then **2nd. right** (sp Wem). Over next roundabout then **1st. left** (sp. Wem). Turn **right** for the Cricket Club.

NEW VENUE

10th - 12th. October (2 nights). Leighton Buzzard Living History Rally, Charity Farm, Eggington, Leighton Buzzard, Beds. LU7 9PB

The Camping & Caravan Club Ref. 165 65.

To those who came last year the scout venue is not available as scouts are using it (They take preference).

Emergency Tel.No. 07751 482 215 Marshal's mobile.

Rally Marshals: Marion & Ian Wood, Elizabeth & Bill Grimsley.

Site Fee: £5.00 per van per night plus a rally fee £2.35 (incl. VAT) per van.

5 Electricity hookups may be available at an extra £1.50 per night.

Toilets & showers!

Rally slips & cheques to Mrs. M.I. Wood, 29 Camberton Road, Leighton Buzzard. LU7 2UN.

Tel.No. 01525 371 527.

Local attractions in Leighton Buzzard: Saturday market, Living History day in High Street with exhibits and other events with a **1960s theme**. Various town, country & canal walks. Leighton Buzzard Narrow Gauge Railway on Sunday 12th. There are many good restaurants, pubs & snack bars in town. Buses for Leighton Buzzard leave once an hour from end of lane.

A meal can be arranged at the Horseshoes pub in Eggington on Saturday night. This is a fifteen minute walk from the site.

Nearby attractions(if you are in the area before/after rally). Woburn Abbey & Safari Park, Whipsnade Wild Animal Park, Ascot House (NT) & Mead Open Farm.

Directions: Take A5 Trunk road to Hockcliffe between Dunstable & Milton Keynes. At Traffic lights take A4012 towards Leighton Buzzard. Turn **left** into Leighton Road at the **SECOND** signpost for Eggington. Charity farm has a sign on a telegraph pole about 100yds. on **right**.

Rally starts at Midday LIMIT 20 vans

14th - 17th. October (3 nights). Park Cliffe Camping & Caravan Estate,

Windemere, Cumbria.

Site Tel.No. 015395 31344.

Rally Marshals: Jill & James Berlin & Sue & Peter Coward.

Site Fee:£8.00 per night (incl.VAT). Electricity: £3.00 per night (if required). Rally Fee:£2.35 (incl. VAT).

All pitches hardstanding. LIMIT to 25 Vans..

Attractions: Situated in 25 secluded acres of fell land. Ideal location for walking, golfing & sightseeing or just being lazy! There is a fully equipped launderette, heated ladies & gents shower/toilet blocks, electricity to all pitches.

Squirrel's ' small licensed restaurant and bar with take-away service and well stocked licensed mini-market.

On Thursday night a special meal will be arranged at Squirrel's.

Directions: Leave M6 at junction 36, follow A590 to Newby Bridge, then turn right at Roundabout onto A592. After 3.3 miles, turn right at signpost for site. Entrance to site is 1/3 mile on right. **WARNING:** Approach from Bowness-on-Windemere is **NOT** recommended, as the turn left to Park Cliffe is difficult to negotiate on busy main road.

23rd - 26th. October (3 nights). Marstons Brewery Visit, Burton on Trent, Staffs.

NOT BASS Museum

Site Albion Hotel, Shotnall Road, Burton on Trent.

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

Site Fee:£2.50 per night, all hardstanding. Rally Fee:£2.35. All

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

Toilets in pub during opening hours.

Attractions: **Friday** 10.00a.m. trip round Marstons Brewery £6.00 each (with samples!!)

****Preference will be given to rally bookings including the trip to the brewery. Please pay with rally fees etc. It is a walkable distance from site.

6.30 p.m. coffee at Marstons Visitor Centre.

7.00p.m. Meal at above centre approx. £5.00 per head. (DO NOT SEND MONEY).

Saturday. Free day to roam around Burton shopping centre etc. Site on bus route, many more local attractions.

6.30 p.m. Meal at Albion Hotel Carvery approx £5.00 DO NOT SEND MONEY.

Sunday 10.00a.m. Coffee at Marstons Social Club.

During the weekend you may enter Marstons Social Club as Temp. members (cards will be provided).

Directions: The Albion Hotel is on the B 5107 from Burton to Uttoxeter.

Please send SAE for acceptance and further directions.

Dogs are allowed.

LIMIT 30 vans.

Rally starts at 12 noon Thursday.

30th – 2nd November (3 nights) Eastham Hall C.P., Lytham, Lancs.

Site Tel.No. 01253 737 907 (Emergency only).

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

Site Fee: £10.50 per night incl. electricity & use of centrally heated hall for two

nights (Incl.VAT) Rally Fee: £1.50 per van + £0.75 per person (Incl.VAT).

Booking slips to Mrs. B. Kaye, 14 Firthwood Rd., Coal Aston, Dronfield, S18 3BW.

Cheques payable to B. & V. Kaye. Tel.No. 01246 412 679.

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

Thursday 30th Oct. Tea/Coffee biscuits in hall. Welcome to friends old & new. Bring your spare camping equipment to our Bargain table.

Friday 31st Oct. 5.30 p.m. A Double decker bus (84 seats) takes us to Dobbies Garden Centre for a meal £5.00 per head. Then time to look round two floors of

books, pictures, ceramics, candles, outdoor clothing, gifts & many Christmas Novelties.

Approx. 8.30 p.m. bus leaves for a trip to Backpool Illuminations. Fare £2.75 - £3.00 per person. PLEASE SEND MONEY FOR MEAL BUT **NOT** COACH.

Sat. 1st Nov. Meal in hall. Steak pie followed by apple pie & cream. £2.50 per

head. Tea/coffee will be provided. **DO NOT SEND MONEY FOR THIS MEAL.**

Prize for best hat made out of newspaper!! We exchange Christmas cards with friends, saving a lot of postage. Later a quiz and the raffle draw.

Sunday 2nd Nov. Tea/Coffee rally ends.

Directions: A 584 to Lytham, on entering Lytham at first mini roundabout turn

RIGHT over railway bridge to next roundabout. Turn RIGHT again s.p. Kirkham. Site on RIGHT after ½ mile.

I have already some rallies booked for 2004, if you wish to run a rally please contact me to check dates before booking with a site. To be included in the provisional list for 2004, issued with the January 2004 Newsletter, please contact me before the end of November 2003.

We depend on volunteers within the Club to act as rally Marshals. if you know of a suitable site why not think about running a rally. It is not difficult and help is available. It is important that all potential rally dates and venues are checked with me first as, unless they are approved by the Club, there will be no Public Liability Insurance.

Neil C. Rogers

3 Appleby Close,

Aldbrough St. John,

Richmond,

North Yorks,

DL11 7TT.

Tel./Fax. No. 01325 374 540

E-Mail. ncr@nasuwt.net

Local assistant: Jerry Haxton (01483 223 476) Woking, Surrey.

E & O E

Rally: Date:

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

Post code:.....

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

Membership No: Day/Time of arrival:.....
In the event of an emergency at the rally whom should we contact?

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

Please complete both sides of the form!

✂-----

Rally: Date:

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

Post code:.....

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

Membership No: Day/Time of arrival:.....
In the event of an emergency at the rally whom should we contact?

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

Please complete both sides of the form!

✂-----

Rally: Date:

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

Post code:.....

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

Membership No: Day/Time of arrival:.....
In the event of an emergency at the rally whom should we contact?

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

Please complete both sides of the form!

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

Names of Adults.....

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

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

Electricity: Yes No Evening meal: Yes No

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

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

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

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

Names of Adults.....

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

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

Electricity: Yes No Evening meal: Yes No

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

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

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

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

Names of Adults.....

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

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

Electricity: Yes No Evening meal if arranged: Yes No

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

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

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

there was nothing they could do about it. The advice is to obtain a written quotation, not an estimated cost, before you commit yourself. I will not name the VW garage but say that I 'breeze-d' out of it never to return.

Tony Hutley

-----oooOOOooo-----

More about Spares

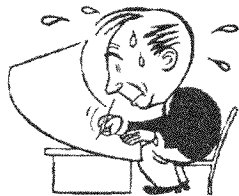
I read about *Harry Bowker's* problems (June) with spares for his vehicle which I presume is not exactly new. Having cracked the rear bumper on my motorhome which required a new one, I found that A-S and Cheltenham Laminates no longer produce or stock them. This, on a £40,000.00 Medallion which is only 4 years old!! I shall shortly be changing this vehicle. Will I be buying another A-S?

Ronald Mitchell

I do wonder if any other manufacturer does any better, particularly after some of the stories I've heard and read.

-----oooOOOooo-----

Chairman's Chat



By the time you read this, the Club and Company Rally will have been and gone and, I hope, enjoyed by everybody. A lot of people have been and will be working very hard in the background to make everything happen for your pleasure. These things don't just happen! Particular thanks must be extended to *Barbara & John Cox, Jan & Vic Hicklin and Alan Guest* who took over the job of Rally Marshal at very short notice. Unfortunately, our old friends *Evelyn & Ben Mansfield* were unable to be present due to a mechanical failure of their motorhome.

One small point. One or two people have, in writing to me, referred to the function as "The Company Rally". It is actually a joint effort and the sub-committee which is responsible for it works very closely with the people from Willersey to get things organised. I suppose that the overall most noticeable things about the rally are the display of new vans and the well known Stores Shop. These are, of course, the Company's side of things together with a lot of the outdoor entertainment. But if you look around you at the other things, the charity stalls and the hobbies display stalls, the evening entertainment etc., etc. you will find that these are the things arranged by the Club. So too are the negotiations for the hire of the site, the layout of the pitch markers (those little piles of

sawdust), and the directions to your particular pitch. Also the stewards necessary for the various halls in use. It is, and always has been, very much a joint effort.

When I was thanking people publicly, after the Salvation Army Service, I completely omitted the sub-committee and all the volunteer helpers who made the weekend. My fault! Well, it was my first time. But I do sincerely thank them all now. It was particularly pleasing that we had so many volunteers this year.

One item has arisen about the Club organised trips abroad. Many people, faced with travelling abroad for the first time, are understandably a little frightened. Driving on the right, different languages, different laws and the rest. For many years now the rally marshals have always been ready to help to operate a "buddy" system. This means that if they have been approached by a first-timer who asks for help, they team them with a more experienced traveller and the two vans travel more or less together all the way. Help is also offered on what is required, such as passports, ticket bookings for ferries and all the rest. So if you want to join a rally abroad but are going for the first time please do not hesitate to talk either to the rally marshal(s) or to the Rally Co-ordinator, *Neil Rogers*. All of them will be glad to help you.

Harry Henthorne

-----oooOOOooo-----

DARTMOUTH RALLY

We ran our rally in May for the 7th year but this time it was different!! "Come to sunny Devon, rains six days out of seven, AND on the seventh it **POURS!** Never a truer word was spoken. Apart from the rain, we had high winds and it was at times very cold. No one was able to sit outside with their cuppa chatting to their neighbours.

We estimate that the sun shone for about 6 - 7 hours out of the 5 days. But ASOC ralliers are a hardy bunch so we still managed our boat trip up the Dart and the sun shone. Our "D.I.Y. Supper" had to be cancelled but we managed to 'take over' the local football club's disco which was unexpected. You would be surprised how ralliers let their hair down and enjoy themselves at a minute's notice.

The sun even managed to shine for our Sunday afternoon CREAM TEA walk out to Dartmouth Castle. This letter is addressed to all of you who attended. SORRY and THANK YOU for putting up with the most atrocious weather we have ever had.

By the way, Mr. Editor, from the feedback we have had everyone enjoyed themselves!!

Pam & Terry Holtom

Knowing our members, I'm not surprised that they enjoyed themselves. They usually manage to do so. But we were down in the Devon and Cornwall area in June and I for one got quite sun and wind burned. I became a true American - A Patchy Redskin!

-----oooOOOooo-----

Hidden Valley

Did you know that the Club runs a very entertaining and successful rally at the Hidden Valley Campsite in North Devon over the New Year period.? Over the past 10 years up to 60 people, each year, have enjoyed the tremendous atmosphere and the company of like minded people, ably organized by *Sandra and Bernie Wisely*. In fact, we virtually took over all of the hard standing at the campsite, the clubhouse and the restaurant. A lunch and all evening meals were taken in the restaurant with music following.

To give you a taste, the first evening started with a welcome, followed by a meal followed by a fun quiz. New Years Eve, everyone was greeted with a welcome drink. A good three course meal and a party atmosphere with music took them through midnight. The following days were similar, finishing with Brunch on the final day.

This year we should be doing it all over again under different leadership and should the idea take your fancy then why don't you contact me for further information. Write to 11 Hamilton Close, Langstone, Havant, PO9 1RP, enclosing an SAE. A limit of 30 vans is imposed by the site. I look forward to hearing from you.

Mike Valentine.

Details will, of course, be included in the Rally Supplement in the usual way. But you may like to express your interest now.

-----oooOOOooo-----

Remblings

I am a new boy to this motorhome activity and find the comments from fellow members both interesting and amusing as well as, on occasion, being very informative. Following *Jean Shaftoe's* problem, I have a Peugeot Boxer Symbol and I too had difficulty with ascertaining how much water I had in the fresh water tank. The gauge seemed to have a mind of its own and gave fluctuating readings.

The day came when I decided enough was enough. This gauge had to be sorted out once and for all! I measured and poured one litre at a time into the tank and took a reading from the gauge for each litre. In other words I noted exactly the position of the needle on the gauge with each litre poured in. I continued until I reached the tank's capacity as per the manual. I then reversed the procedure, again being ultra careful not to spill a drop. The readings were taken as each litre was drawn off. The procedure took forever but I finally got a result. The blasted gauge was useless!!

I trotted down to my dealer with my readings. They were, to say the least, amazed to learn that I had gone to so much trouble to prove a point. However they said that they would need to contact A-S to ask for guidance as taking off the tank to inspect the gauge was not an easy task and would prove very costly. (The van was still under warranty.) In due course I was contacted, a date was arranged, and my little Symbol went in for its exploratory operation. Needless to say this was a worrying time for the family for this was the first time that our little Symbol had been away from us --- ever! So I guess it was natural that we should be concerned.

We waited by the phone not daring to venture too far just in case the dealership should wish to consult with us. At last the phone rang. Our hearts were pounding like bass drums in fear and trepidation. I slowly picked up the phone, my mouth was so dry I could barely say 'hello'. It seemed like an eternity before the dealer spoke. But, joy upon joy, all our worries were unfounded. The "OP" was a huge success! It transpired that the tank had been fitted with too short a probe (very nasty condition for any motorhome, let alone a Symbol) which meant that it did not reach the bottom of the tank -- hence the false readings. Anyway, the old girl now has a much longer probe and she is so much better for it.

On a different tack altogether and bear in mind that I am new to this game. What is it about this levelling business that seems to get some people all worked up in a lather, even fanatical about it? I drive on to a pitch, invariably a hard standing one, and unless I am at such an acute angle that I am looking up into the clouds I consider the vehicle pretty level and get on with making the tea.

If we can place a saucepan on the stove without it sliding off and the water in it looks level that's good enough for me. If I can sleep in my bed without rolling out I am as happy as a sand boy.

So why is it that some people feel that it is essential to be perfectly horizontal to old terra firma before they do anything else? Will the gas flow be affected? Will the water heater not work? Will the fridge blow up? I

have seen people making a big thing of getting their large yellow levellers out, in the pouring rain even, their partners guiding them on. The fiddle around for ages and then only mount the wedge by such a small amount that it can hardly make any difference whatsoever. So come on, my fellow peers, what is it with the 'Big Level'? Enlighten me, please.

Vic Patterson

I tend to agree regarding the palaver some folk get into with levelling, but will say that if you are using gas for the fridge remember that it is only "tilt tolerant" A small degree off level won't really matter but too much, only six degrees or so, can mean that the flame of the gas will miss the pipe it is supposed to heat. And that is not good for the contents in warmer weather.

-----oooOOOooo-----

From the Factory

The Midas

The new Midas is currently in the factory under going modifications in preparation for the launch, which is planned for the Earls Court show this November. The Midas is the largest vehicle that A-S has ever built. It is a 5/6-berth family vehicle and is the first A-S to be built on the Al-Ko chassis. The vehicle has been designed with a 'modern' feel, for those looking for an exclusive motorhome. With this in mind, the vehicle has been developed over the past few months with the feedback of a wide range of industry figures.

The original prototype has recently undergone an extensive review that involved a number of magazine and freelance journalists giving the vehicle a thorough assessment, as well as a large number of A-S staff. Special thanks should also go to ASOC members *Ian and Stella Ross*, for their excellent contribution! After this exercise was complete, many operational features have been modified. These include the redesign of the bathroom that will lead to increased storage and worktop space, as well as a number of extra features.

The lounge has also been reviewed to incorporate an 'L' shaped seating group, designed specifically to be open and social. The lounge will also include 2 forward facing passenger seats and will convert into additional sleeping space at night. The options package has been reviewed to maximise the luxuriousness of the vehicle and its ability to cater for those of you with an active lifestyle. These options include a flat screen TV, DVD player, microwave, satellite navigation, built in awning, air

conditioning and even a scooter to be stowed in the large garage under the rear bed. There are also a number of existing features that are remaining unchanged. These include the very large Luton bed and the generous internal storage.

Everyone at A-S is very excited about the development of this vehicle and look forward to seeing you all on the A-S stand at Earls Court in November for a first hand inspection.

***** STOP PRESS *****

More new models from the UK's leading manufacturer Mayan and Inca, 2 names closely associated with the development of civilisation have been chosen for two new Peugeot based models due to be launched later this year. Watch this space for further information.

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

CLUB & COMPANY RALLY 2003

As the presses are waiting to roll, this has to be a brief note to say thank you very much to everyone who helped to make the rally go so well - we couldn't have done it without you. In the end we had more offers of help than we could use, so if you were not called upon this time, thank you, and please don't be put off volunteering again!

A full report will appear in a future Newsletter, but once again, many thanks to you all.

Andy Cavell

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

Obituary

Sadly I have to tell you that *Don* passed away on 16th June. Some of our happiest weekends of the past 12 years have been with ASOC friends and I shall miss these occasions very much indeed.

If any member is ever in the Solihull area, a warm welcome awaits you at 59 Monastery Drive, where you will find a flat parking space - electric hook-up provided!

Don would join me, I know, in offering thanks to all who work so hard to make the Club such a friendly and efficiently run organisation. My best wishes to you all for many happy rallies.

Sally Gale

We are all saddened by this news and offer our condolences to *Sally* and her family.

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



For Sale

Duetto 2.5 Turbo diesel, March 1997. 35,000 miles. One owner, full service history and handbooks. Taxed & MOT to March 2004. Van Bitz alarm, central locking, tinted electric windows, PAS, alloy wheels, Silver Screens, Fiamma awning complete, Gas bottle with regulator, A-S crockery & cutlery. Many extras. Full A-S spec. £19,995.00 ono. Phone Hugh Penman on 017 8528 5282 (Stafford).
Thanks for the donation.

#####

CORRECTION. 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, Fanmaster, extra 13 amp and 12 volt sockets, Omnistor 3.5m awning, Safari Room, Softex ground sheet, Silver Screen (all new last year). Many other extras (including 3 tripod bases with shorter posts for external use of tables). Continental & 13 amp connectors for electric cable. Spareline for easy check on spare tyre. Equipped ready for immediate use. **£25,700.00 ono.** Contact Ken Milward by e-mail to f.milward@which.net or by phone on 013 0578 2082 (Weymouth). The price was incorrect in the last issue. (Ken corrected this to me but my fingers slipped - yet again!)
Thanks for the donation

#####

Double bed conversion infil. Goes between cab seats to make larger double bed. Talbot Express blue cushions. As new. £50.00. Marechal Autocamp free standing awning to fit side or rear door, polyester, used once. £150.00. Phone Anne & Cliff Whittaker on 015 6282 4340 (Kidderminster).

#####

Harmony, 1.9 petrol, Peugeot Boxer SWB. 1997, 'P' reg, 40,000 miles. FSH, new battery, tyres and exhaust. Omnistor wind out awning, Fiamma 2 cycle rack. Swivelling driver and passenger seats. Shower/cassette toilet cubicle. 2 burner hob/grill. Gas/electric fridge. Gas/electric water

heater. Blown air heating. MOT Feb 04. £15,000.00.
Tel Ann Montgomery on 011 6299 4954

#####

VW Clubman, 1994 'M' reg. 2.4 TB Turbo
(marvellous), one owner, full history, just VW service
+ 12 months MOT, many extras including scooter rack
and FREE Yamaha Townmate 80 if required. Loved
by enthusiasts and the best available at £16,950.00.



Contact Alan Staddon, e-mail staddbonce@hotmail.com or tel: 014 8865
8124 (Hungerford, West Berks).

Thanks for the donation.

#####

A-S Talisman GL, Talbot 2L petrol, 1989 (F). One owner, FSH, 56,000
miles, new MOT, awning, safari room, top box, ladder, 2x cycle rack, rear
steadies, Thatcham alarm, cruise control, radio/cass player, driver/passenger
seats rotate, flyscreens/blinds, 2/4 berth, Silver Screens, warm air heating,
Thetford loo and shower. Excellent condition, £10,750. Tel Mike Dulson
on 014 8987 8524 (Droxford, Hants).

Thanks for the donation.

#####

Jan 2000 'V' reg A-S Ford Legend, 2.5 litre turbo diesel. 16,000 miles. One
owner from new. 7 months MOT. Immaculate condition, 4 berth, non-
smokers. All usual A-S refinements plus alarm, immobiliser, Omnistor
cycle rack, Fiamma awning, Omnistor top box and Omnistor two way roof
fan. £26,500.00 ono. Tel: David Wybron on 016 5686 2188 (Bridgend,
S. Wales).

#####

Padded Silver Screens for interior windows of cab (front & side) of an
Executive Peugeot Boxer. Would fit same size windows of similar models.
Used no more than a dozen times. V. Good condition. Kept in cushion sized
bag of A-S blue. £40.00 incl delivery postage. Tel: Barry Newth on 012
0445 1927 (Bolton).

Thanks for the donation.

#####

Pro-Tec cover for long wheel base Duetto. Only used once. Cost new
£326.00. Sell for £150.00. Selling due to changing to Talisman. Tel:
Olive or David Millican on 016 977 3590 (Brampton, Cumbria).

Thanks for the donation.

#####



A-S Ravenna Peugeot 2.5TD, 1999 'T'. FSH, excellent condition, non smokers, no pets. PAS, 4 berth, 4 burner hob, grill, oven, 3-way fridge, toilet and shower, blown air heating, swivel passenger seat, Heki rooflight, Status aerial, Beeny box, stereo, Cat 1 alarm, bike rack, towbar, Silver Screens. Taxed and tested until May 2004. £22,495.00. Contact Hazel and Andrew Deane, e-mail

mradeane@yahoo.com or tel: 011 4284 6269 (Sheffield).

Thanks for the donation.

#####

Ford Amethyst, 1999 'T'. Power steering, alarm, 4 berth, Fiamma awning, Status aerial, hob, oven, fridge, cassette toilet, shower, gas & electric warm air heating. Immaculate condition. Fully equipped, ready to tour. Genuine reason for sale. £25,450.00 ono. Contact Paddy Welch on 015 0256 0580 or mobile 07 905 237 541 (Lowestoft).

Thanks for the donation.

#####

Peugeot Pollensa, 1.9TD, reg new March 2002. 7,500 miles. SMMT to March 2004. 1 owner, non smokers. Excellent condition, still under warranty. 4 berths, exterior access locker, 13 amp sockets, Truma water heater (gas & electric with blown air) Truma water heater (gas & electric), 3-way tilt tolerant fridge, usual high A-S specification, roof rack & ladder. Reluctant sale due to wife becoming disabled. £25,000.00. Tel: John Cozens, 014 2871 3529 (Headley, Hampshire)

Thanks for the donation.

#####

Eurovent motor chalet free standing awning. Two tone, with curtains and pegs and storage bag. Height 2.2 metres. 9' x 6' wide. New and never used. £200.00. Tel: Ron Turner on 012 9721 867 (Seaton, Devon).

Thanks for the donation.

#####

AVAILABLE

Free! Three 15" standard silver wheel trims off Peugeot Boxer. You pay postage - 2.27 kg. Tel: Vic Patterson on 012 7685 7901.

====oooOOOooo=====

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No fixed job (yet!)	John Jones	016 2362 7903

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