

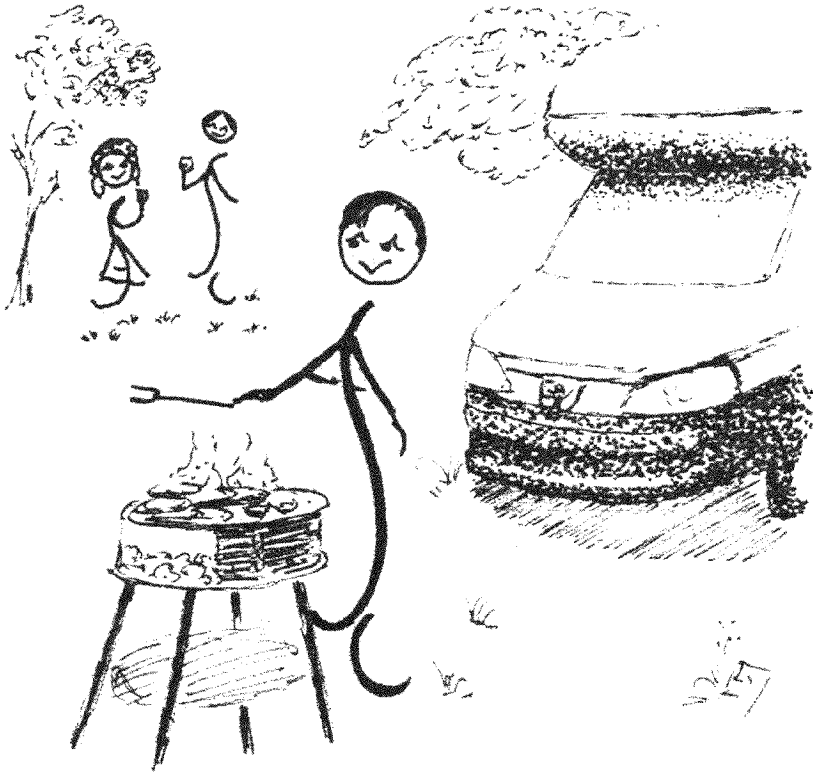


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AUTO-SLEEPER OWNERS' CLUB

A Company Limited by Guarantee.

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



NEWSLETTER 180 SEPTEMBER 2003

Hello.

Isn't it odd how people read things? We say clearly on the back of the Newsletter that any item may be freely used by other publications. All we ask is that they acknowledge both the author and the source of the item. It seems that the only items which others may consider to be worth "lifting" from the Newsletter are anything which may seem to be showing the worst side of the motorhomes we use. Isn't it a pity that they don't seem to be able to read those letters which praise the machines? Never mind, we know the benefits and the shortcomings of our vans. And in most cases we can live happily with them!

It also shows that the closing date for receipt of items is the tenth of the month. This does NOT mean that you can send an item by e-mail at 2359 on the ninth and expect it to be included! Thank you to everyone who has sent in items for the Newsletter. At the moment I have quite a good store "on the spike" but don't let that stop you from sending things to me.

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

Narrow Boats

I was interested in the article on Narrow Boats v Motorhomes in the July Newsletter. We had such a system fitted by a local garage into our Dormobile, our second motor caravan, well over 30 years ago. This was attached to the radiator hose and diverted the water into a fixed tank just inside the nearside door where there was a convenient flat surface on top of a low locker. On arrival on site we could turn on a tap at the bottom of the tank and withdraw the water to transfer it to the sink. When getting too cold to use the tank was refilled from the top. Not very sophisticated by today's standards, but efficient.

This was the van with a sink across the middle just behind the driver. The passageway into the rear could be closed off by double doors and a simple toilet was mounted within. The main snag was that the only ventilation behind the driver was a window in the back door, hinged at the top in such a way as to draw in fumes from the exhaust when moving. I still remember the complaints from my wife and family when, on a hot day, some of them had to roast in the seats at the back.

Suart Coverley

---====oooOOOOooo====---

Beware of Kendal

A recent Saturday was wet and we were camping near Kendal. *Rachel* was keen to see the Quaker Tapestry (well worth a visit) and as the town was crowded we went along a quiet road to find parking for our

Amethyst. A large sign directed us to Parking and the Magistrates Court. The public parking was within the Court grounds but no sign indicated lock-up time. I tried the enquiry window and then the bell push fitted with a camera but there was no response and no sign of life. So we parked and walked along the river bank to town.

Two hours later (before 1.00 pm) we returned to find the iron gates securely padlocked. There were no signs showing keyholders or responsible officials, so I walked off to find the police station. The duty police officer had no idea how to open the magistrates public park and could not help. I suggested that if someone reported me for sawing off the padlock he would have to arrest me and accommodate me in his cells, but he could make no helpful suggestion.

I then went to the Fire Station and asked the Duty Officer to cut the lock. "I am not authorised to indulge in criminal activity" he said. "Could you please lend me a large bolt-cutter if I leave you a £20.00 deposit?" I asked. "Certainly I'll do that, but don't tell me what you want it for." So he got the choppers from a fire engine and I went off with them under my arm to do the deed. I drove out with no one taking any notice, shut the gates and replaced the wrecked padlock. At the Fire Station I exchanged the cutters for my £20.00.

I am grateful to the Kendal Fire Brigade but I would welcome suggestions from members as to how they would have dealt with the situation or, in military parlance, what would be the "Directing Staff Solution"? I await the replies with anticipated amusement.

David Horder

"Replaced the wrecked padlock" - I wonder how the normal users of the park opened up! Did you leave the new padlock keys?

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

A Switch - or?

I do not know if my 1990 Talisman would be similar to *Ken Osborn's* vehicle (June Newsletter). From memory, although space was tight, we traced the wiring and changed the fusing. This could be a quicker, cheaper and less frustrating alternative and should allow the electric heater to be used. 30 years ago some car manufacturers fitted fuses in clips. When someone borrowed a Range Rover to tow his horsebox he forced his plastic 7 pin plug into the correct socket but upside down. When the car was returned we found no fuse had blown but the fuse clips' base had melted.

David Maddison-Roberts

Propex Heater

I wonder if any member has had this problem with a Propex blown air heater - or has any ideas as to a cure? Basically, when I have a mains hook-up connected and the battery charger is switched on, the heater fires up but will only run for about 20 seconds - but with the charger switched off there is no problem.

However, it also runs OK with no mains on. The battery charger seems to be OK when checked with a voltage meter and the red light showing on the ZIG. Also, when the heater is started with the charger switched off, if then switched on you can hear the fan speed up before it cuts out again.

This is fitted to a Talbot based Harmony and the dealer feels that there is nothing wrong on checking the system. I admit to being completely baffled by the whole thing.

Len Jannaway

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

Technical Group Tip

If you have "twin spade in-line" fuse holders anywhere in an exposed position, e.g. under the bonnet, make sure that the fuse is facing downwards. Otherwise water can get in and unseen corrosion will take place - possibly causing future malfunction which can be difficult to diagnose.

Baz Wellard

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

SPELL IN CHEQUE HER

This was sent to me some time ago by *Arthur Irving*. It has been printed before in various publications but I thought it would amuse you once again.

Eye halve a spelling chequer
It came with my pea sea
It plainly marques four my revue
Miss steaks eye kin knot sea

Eye strike a quay and type a word
And weight four it two say
Weather eye am wrong oar write
It shows me strait a weigh.

As soon as a mist aches his maid
Hit nose before two long
Hand eye can put the error right
Hits vary rare lea wrong.

Hive run this poem threw it
High am shore your pleased two no
Hits letter perfect awl the weigh
My chequer tolled me sew.

(Sauce knot known!)

-----oooOOOooo-----

Battery Chargers

I read *Robin Gardener's* letter re batteries with much interest. I have been 'in' electricity for the last 50+ years. Our vehicle is a Ford Duetto, 2.5 diesel with auto-box. When I bought it second hand I was given to understand that the second battery under the bonnet was the 'leisure' battery; not so, both batteries in parallel are needed to 'start' for this set up. The leisure circuits were connected to these batteries, as was a mains battery charger. The vehicle has several computers (ABS, engine management, fuel control etc.), all of which sit there and along with the alarm system drain the batteries.

Due to damage caused by 'transients' coming down the mains supply to the alternator diodes and computers, one is always told to disconnect the batteries before connecting a charger. I contacted A-S who told me that a few vans had been sent out without separate leisure batteries and YES Ford had approved the charger that they used. Also that they could fit a third battery if I wished. This I had done (since I didn't know the then current rules for extra batteries); excellent, but the charger was now isolated from the main batteries!

I now have suitable sockets for the extra electricity I use for amateur radio, so when the van is idle I plug in a lead to connect the vehicle batteries to the leisure battery and hence can charge all three as necessary.

The charger A-S fitted is an 8 amp switch mode type which is permanently connected to the leisure battery but has a 240v on/off switch. This type of charger is voltage controlled and transient suppressed to avoid damage to the 12v electronic gear. The cheaper chargers are fine for charging isolated batteries for a set time but ruin a battery if left on too

long. The more expensive, computer controlled switch mode chargers could be left on indefinitely (but I don't) and are substantially proofed against mains transients. (I switch off for thunderstorms).

I would ask A-S to recommend a suitable charger to keep both batteries charged. As mentioned, the batteries soon go down when the vehicle is not run for a couple of weeks. I think all cars with substantial standing load current when idle should have some facility for mains powered battery charging. Cars left at airport car parks for several weeks end up with flat batteries and all the makers can suggest is to disconnect the battery before leaving, which of course leave the alarm disabled - not a good idea.

Fuses mounted in sealed cases are a pain; I suppose the makers would say that replacing a fuse on site with a hair pin (which I have seen done all too often) could lead to a van on fire. In one case an idiot used a live 0.22 cartridge which blew the fuse box to bits and he was lucky not to be injured.

Maplin Electronics used to market the charger in my van but the current version offered is 12 amps whereas mine is only 8 amps. Price is £99.99 inc. VAT. Should my present charger die I would replace it with the 12 amp version plus some extra transient suppression, i.e. a large capacitor across the output and ferrite ring chokes on input and output.

John Parker

I've not heard of live ammunition being used as a fuse before but I recall that in my army days I found one fuse had been replaced with a six inch nail. That didn't melt!!

====oooOOOOoo====

Club & Company Rally - 2003

In 98 we bought our van, an A-S we selected

It had the finish we desired and all was as expected

We joined the Club and found that we would have a monthly Letter

As well as rallies it had good tips to make our camping better.

There were reports from members who enjoyed time on a rally
They looked as though they were good fun and everyone was pally
We said that we must have a go but which one should we choose?
The Club & Company did look good, and what had we to lose?

When we arrived the Marshals saw our rally card was blue
With a cheery smile they said 'hello' and put us near the loo

At 4 o'clock we gathered for a welcome cup of tea
'First Timers' there were plenty and we chatted merrily.

The programme of events was great with plenty going on
Including a Quiz and Raffle with prizes to be won
We took a walk around the field, there was so much to see
The Classic vans were also there (that's how life used to be).

The Wye Hall was the place to go for anything, I should think
What did I see there on the floor? But Yes, a KITCHEN SINK!
The bands did play, the sun did shine and we were making friends
And in the end I'm sure that's what rallying intends
Sunday morning came too soon, and the van we had to pack
We enjoyed ourselves so very much that we promise to be back.

Margaret & Brian Green

#####

Well, what a weekend! Probably the hottest we have experienced, but still the show must go on! Having volunteered to do anything (sort of) during the day, and finding that a goodly number of members had also put there names in the hat, I actually found I had little to do during the day time and was able to observe what everybody else was up to. The many volunteers to the various working parties were hard at work to ensure that the various Arena, Wye Hall, Avon Hall and Display area events went like clockwork. Not forgetting the Marshalling duties and Brown Gate duties that were required to ensure that everybody got there as planned.

Interestingly, the first observation was the lack of dusbins, the replacement being suitable sized skips to marshal the rubbish. Not only did this save probably a considerable amount of cash (for the Club) but also placing them at the loos meant that no special trips had to be made. Very well thought out. I also noticed the lack of the Tannoy but everybody had a timetable and seemed to know when to go to their favourite parts on time, so not really missed.

As usual it was great for us to meet up with friends that we had not seen for some time. The exceedingly hot weather meant that many members decided to chill out near their vans (with friends) so the trade area was a bit sparse at certain times of the day, but this did not stop certain traders doing fairly good business for the weekend! Hopefully they will turn up next year!

Given that the last few years have been special years for the Company or the Club, and obviously had special events to commemorate this fact, it was back to reality with presumably a reduced budget as well as (unfortunately) reduced attendance, and still we have had a super weekend.

Those who decided to stay on Sunday night had the delight of watching or participating in the impromptu Boules Match which "sort of" started at 7.00 pm and finished under one of the Showground street lights! Others joined with friends for BBQ's and/or drinks.

Well done to the C & C sub-committee and its new Chairman and all those participating in fundraising and all the other activities that were needed to make this rally such a success!!

David Mayne

#####

On our return from this, our first ever, rally my wife and I agreed that we should write and congratulate all concerned for the excellent organisation and running of the weekend, even down to the weather! We found that the friendship between ralliers exceeded all expectations and we were pleased to receive many good 'tips' from the more experienced members. The Malvern rally was only our third outing in our new Topaz so we are still on a learning curve.

Finally may we thank all the members who came running to give assistance on the Saturday afternoon when our side awning changed itself into a kite owing to the mini whirlwind. We are pleased to say that there was no damage to the van and the awning is now A.O.K. Thanks to *Mavis & Jack, Lily & Derek, Pat & Rod* to mention just a few. Also thanks to *Andy (Cavell)* for checking up that we were safe and sound after the mishap. We look forward to seeing you all again in the not too distant future.

Mary & Michael Dare

#####

Having come home from the rally I still haven't come back to earth! I am truly amazed and overwhelmed by the generosity of those who gave so much time, effort and, very importantly, money to this year's nominated charity, the "Alzheimer's Research Trust". I was pleased when it was chosen and now, these many months later, I am so very grateful for the wonderful amount that was raised for the Trust. You may be interested to know that with further donations for buttonholes on Sunday the amount topped £3,100.00!

I was very mindful of how many people stopped at the stand in the Wye Hall and spent 10-15 minutes chatting about the disease. So many had



Alzheimer's Research Trust

G.J. Uivanus House, Granhams Road,
Cambridge CB2 5LQ

Tel: 01223 843899 Fax: 01223 843325
enquiries@alzheimers-research.org.uk
www.alzheimers-research.org.uk

Registered charity no. 1077109

Mr Harry Henthorne, Newsletter Editor
Auto-Sleeper Owner's Club
144 Devonshire Hill Lane
London
N17 7NH

23 July 2003

Dear Mr Henthorne

I would like to thank all the members of the Auto-Sleeper Owner's Club for the fantastic donation of £3,102.96 made to the Alzheimer's Research Trust. This generous gift towards our research programme was presented at your rally in Malvern on Sunday 13th July.

So many people have helped and given their time and efforts voluntarily to organise such a wonderful event. We would particularly like to mention Marilyn Laws and some helpers who manned a stall for us during the weekend, and in doing so raised awareness of this terrible disease and of the Trust's work. Ken Crump of the local Alzheimer's Society - which does so much to care for local people with dementia - very kindly collected the cheque on our behalf.

Research into Alzheimer's disease is terribly underfunded, and the Alzheimer's Research Trust is the leading charity dedicated solely to funding projects to find a treatment or prevention for Alzheimer's disease and related dementias and disseminating the results.

There are an estimated half a million sufferers of this tragic disease in the UK, some as young as 30. Yet only £11 per sufferer per year is spent on research, compared with £289 for each cancer patient. Because of this underfunding, and the very complex nature of the disease, there still remains a great deal to be done before we understand the cause or find a cure. However, the scientists funded by the Trust are finding more each day and work is certainly progressing, especially with the help of such valuable support as that given by the Auto-Sleeper Owner's Club.

Thank you once again.

Yours sincerely

Rebecca Wood (Mrs)
Chief Executive

Alzheimer's Research Trust is a registered charity (No. 1077109) and a company limited by guarantee (No. 02052997) with its registered office at G.J. Uivanus House, Granhams Road, Cambridge CB2 5LQ. It is a company registered in England and Wales. The company's financial statements are available for inspection at the registered office. The company's accounts for the year ended 31st March 2003 are available for inspection at the registered office. The company's accounts for the year ended 31st March 2002 are available for inspection at the registered office.

direct or indirect contact with sufferers and I believe that this was part of why so many folks were so generous. My own feeling is that when I gave to the charity I may just be securing a better future, if not for myself, then for my children and grandchildren. The Trust uses the motto "Hope through

Research". There is no other way to beat this disease. Should anyone wish to make a donation to this Trust, please refer to the letter on the previous page.

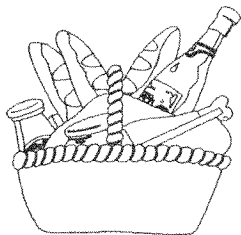
Marilyn Laws

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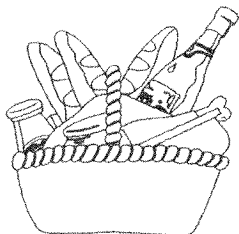
The committee has asked me to give members more detailed information about the financial aspects of the Club & Company Rally, and I am happy to oblige! First of all, I should say that in the past financial responsibility for the rally was shared between the Club and the Company, with each taking on some costs, and others being shared. After the 2002 rally, the company decided that they wished to be able to place a ceiling on their costs, and suggested alternatives for the future. The committee discussed these options and decided that the club would take sole responsibility for the 2003 rally and then review the situation. The Club & Company Rally Sub-committee were given the task of running the rally, and keeping costs strictly under control.

The cost of hiring the showground, with the attendant charges for waste disposal, cleaning, staff time and the liaison officer is £14,000. The sheepdogs and birds of prey on Friday afternoon cost £1,200 and the arena events on Saturday were another £4,000. Mike Smith and the band charged £3,000, and the Eureka Jazz Band £920. In addition to these major expenses, we also have to pay for St John's Ambulance (£600), the sound system for the quiz and Salvation Army service (£350) and marquee hire (£1,300). Then there is £1,000 for rally plaques, banqueting rolls (to cover the tables in the halls) and printing programmes. Add to that our general expenses and the total cost of the weekend works out at approximately £28,000.

The major risk from the club's point of view is that we had to commit to spending most of that money before we had the faintest idea how much income we would receive. Contracts for all the major items had to be signed before the new year, and one or two sleepless nights followed. Fortunately this year, the income did come in! Camping fees from members attending were £13,500 and the traders paid another £1,400. Day visitors on Saturday paid £785. Auto-Sleepers donated £4,000 and our president *Charles Trevelyan* worked incredibly hard to raise a total of £6,800 in sponsorship (plus the wine from Ford!). The major sponsors were Peugeot who gave £3,500 and Volkswagen £2,500. The balance came from other trade suppliers. The dealers attending contributed another £2,350, giving a total income of £28,835.



September 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.

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 4.00p.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 the July 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 per night. No Electricity. Rally Fee:£1.75 per person..(Incl. VAT).

Booking slips & cheques payable to A.M. Crouch, "Springwood", Twemlows Ave., Higher Heath, Whitchurch, Shropshire. SY13 2HD. Tel.No 01948 841 313

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).

From South on A41 take road signposted Town Centre B5395 (offside lane). Over next roundabout then **1st. left** (sp. Wem). Turn **right** for the Cricket Club.

LIMIT 40 Vans.

***** 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 of £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, Windermere, Cumbria.

Site Tel.No. 015395 31344.

Rally Marshals: Jill & James Bertlin & 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..

Booking slips & cheques payable to Mrs. J. Bertlin, The Rockeries, Lindale, Grange-over-Sands, Cumbria. LA11 6LQ. Tel.No. 015395 34500

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.

*****NEW. 17th - 19th October (2 nights) Ackworth Cricket Club,**

Nr. Pontefract, West Yorks.

Emergency Tel. No. 01977 612 773. Rally marshal's home no. will check for messages.

Rally Marshal: Alan Guest.

Site Fee: £3.00 per night. NO ELECTRICITY. Rally Fee: £1.75 couples, £1.20 singles. (Incl. VAT). Cheques & Rally slips to Alan Guest, 27 Chiltern Drive, Ackworth, Pontefract, West Yorks. WF7 7DW. Tel. No. 01977 612773.

Attractions: Pontefract 2 miles, Nostell Priory 2 miles. Bus stop nearby with cheap fares to local towns. Fish & Chips plus a pub that serves breakfast for £3.00 and other food.

Directions: A638 side of Boot & Shoe, Ackworth Cricket Club. 1/2 mile from roundabout A638 to Wakefield.

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

NOT BASS Museum, Site Albion Hotel, Shobnall Road, Burton on Trent.

Emergency Tel. No. 0771 318 6508 Marshal's mobile.

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.

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.**

RALLY FULL

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 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.

7th (Friday) – 11th (Tuesday) November. (4 nights) Somerset Carnival Rally, Burnham on Sea Holiday Village, Burnham on Sea, Somerset.

Full details in October Rally Supplement.

*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@nasuvt.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:-

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Number of people in your van: Adults..... Children.....

Names of Adults.....

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

Extras: Please indicate which you would like, if available:
Electricity: Yes No Evening meal if arranged: Yes No
Have you any special needs? Yes No If Yes please specify:-

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

And the net result of all our efforts? Well hopefully everybody had a really good time! Costs were controlled and lessons learned, but overall it looks as though we have made a small profit for club funds – which can't be bad.

Andy Cavell

Chairman, Club & Company Rally Sub-committee

#####

How quickly time disappears. Another rally come and gone and yet again the sun shone on the event. For me, each year becomes more enjoyable - mainly because I now recognise more and more people and indeed have become friends with many of you. I do love watching the enjoyment you all have and to that end you should pat yourselves on the back and congratulate the committee as well as the supporters for creating such an event. I have been to many other such functions but none of them has even come close to the Club & Company Rally..

Yet again we at the factory have benefited from several good ideas and suggestions. I even saw many good and sound amendments which we will take on board. After all, you are the users, so many of the amendments are through usage and experience. I spoke to several of you about creating a forum whereby such ideas can be brought more readily to our attention or how new vehicles may be tested. [This suggestion was put forward years ago by your committee - Ed.]

Regarding future rallies *Andy Cavell*, Rob Axton and I have agreed to meet to discuss the 2004 rally which will be over before we have time to reflect. As I said to many of you over the weekend, we are committed to support ASOC in every way we can. We do see the value of such an important body and together we can enjoy a great future.

Earls Court is our next big event where we shall be launching four new vehicles, all of which have a variety of ASOC involvement in terms of style, looks, operation and innovations - thank you for that. I shall be in attendance from Monday to Friday so no doubt will bump into many of you.

Ian Capes

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

Chairman's Chat



Again I'm beginning to hear rumours that there is a certain amount of grumbling about various things concerning the Club and Company Rally. It is of no value to the Club if you complain to other members about, say,

the bareness of the Wye Hall or the "sameness" of the entertainment offered. It would be much better if you would let your concerns be known to the sub-committee who organise the whole thing. So if you have anything to offer, please get in contact with *Andy Cavell* who will be only too pleased to listen to you. Equally, if you have a suggestion that we "should do this or that" why not offer to join that sub-committee and help with the arrangements?

This seems to have been the season for less than perfect health for a number of our members. We have learned of health problems affecting *Nora Venables, Norma Caley, Angela and Charles Trevelyan* and *Andrew Entwistle*. All of them appear to be on the mend now and we wish each and every one of them the very best from all of the members. No doubt there are others of whom we have not been advised but our wishes go to them too.

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

Water Gauges

Following *Jean Shaftoe's* problems with the water gauge on her Gatcombe, it may be of interest to her and other Gatcombe owners that I too experienced difficulty. Initially setting the water gauge I carried out the instructions as per the handbook making sure that the van was level. I then filled the tank up until it was full, adjusted the needle until it was on the full mark and then emptied the tank with the hope that the gauge would indicate "empty". It indicated half full, so I adjusted the needle to empty and filled the tank again when the needle indicated that the tank was half full. In either case the needle would not move full scale so I thought that I would give it one more try before running to my supplying dealer. I then filled the tank to half full and adjusted the gauge to register the same. I filled the tank until it was full and lo and behold the gauge showed it as full. When I emptied the tank completely I took another look at the gauge which indicated "empty". I wrote to A-S telling them of my experience and they wrote back confirming my findings and said that they would update the handbook.

Gill and Alan Martin

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

Towels

I was very interested in *Jo Kelly's* comments. We changed to Lifeventure Trek Towels a few years ago. They work on similar lines to a chamois leather! They take up hardly any space in the cupboard and are very light weight. The bag ours came in measured 23cms x 14cms x 4cms, so you can see how small the towels are when folded. They can easily be hand

washed and if a spin dryer is on site are almost dry when you take them out. But they will dry just as well when hung up.

They are expensive to buy but when comparing the cost of laundering towels when away, you soon recoup the cost. They will never replace a soft, fluffy towel but for camping we find them ideal.

Jean Shaftoe

“Work like a chamois leather”? Does that mean you finish up highly polished?

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

2003 Photographic Competition



Once again the display of photographs at the Club & Company Rally caused a great deal of interest and a lot of amusement. The winners, who are probably now all spending their prize money on world cruises or lying on a sun drenched beach at Southend, were as follow:

Standard Section

- | | |
|------------------------------------|--|
| 1. <i>Jean Dukes</i> | “Yorkshire Dales” |
| 2. <i>Pam Hall</i> | “A Jewel in a beautiful setting”
(-It’s a Topaz you see.) |
| 3. <i>Helen & Alan Vickers</i> | “Winterising your Motorhome” |

Humorous Section

- | | |
|--|--|
| 1. <i>Shirley & Chris Sturgeon</i> | “I can see what your problem is, Mo” |
| 2. <i>Barbara Potter</i> | “I’ve never seen one of these before, have you?” |
| 3. <i>John Crowther</i> | “ <u>Aut I to sleep with er?</u> ” |

All the winning pictures are featured on the Club Web site so tell your friends to visit.

A very big “thank you” to all who entered and please start thinking about some shots for the competition next year. You never know, it could be you on that world cruise!

Brian Smith

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

Thank You

I would like to thank all who helped in any way with the raffle at the Club & Company Rally this year. My thanks also to everyone who bought tickets and to those who donated prizes. In total we sold over

£2,200.00 worth of tickets, which resulted in a profit of £1,954.25 being included in the donations to the charities.

Stella Ross

-----000OOO000-----

Battery Charger

I was surprised and pleased with the response to my letter about the ZIG battery charger. I can confirm that I fitted my own charger in our 1999 Legend last autumn and it has been working well and given me no problems since. Details about this modification, for those interested, are detailed below. (Those not interested, please skip to next item!)

The output of my defunct ZIG X-7 was 12.5 amps and 13.8v DC. Doing a check of various consumptions within the vehicle, the results are:

Habitation battery charging -	7 amps (max) at 10 hour rate
Fluorescent lights -	0.58 amps
Spot lights -	0.8 amps
TV -	2 amps approx.
Remaining consumer items -	low current, little usage, not worth considering.

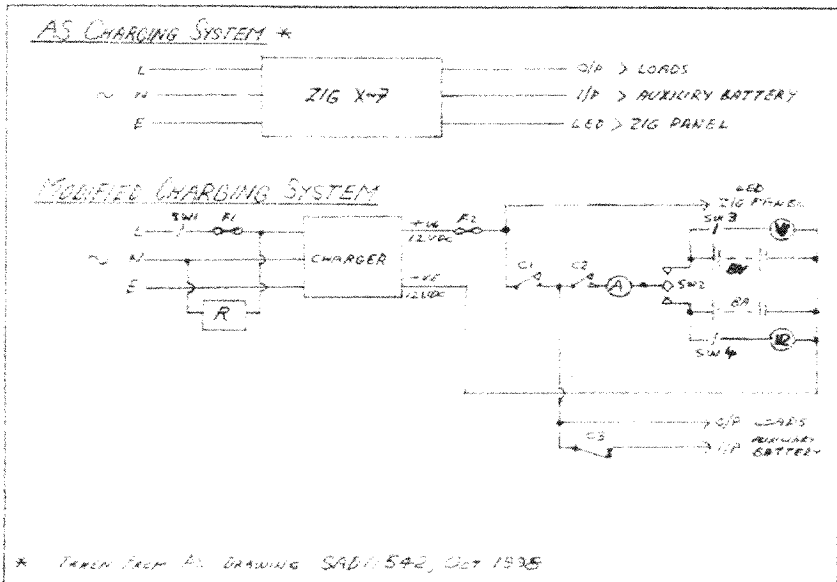
When considering my load requirements I took the following into consideration.

1. Average stay on site. 2.1 days (taken over 6.5 seasons)
2. Hook-ups Only early/late season. (If on Hook-up I only charged the auxiliary battery during daylight hours)
- 3 Light usage Only fluorescents, average only 2 units on at a time, between 1 & 3 hours per evening (1.16 amps).
4. Charging vehicle battery 4 to 5 amps (adequate to replace overnight usage) during daylight hours. Early/late season only.
5. Ability to keep a constant check on both battery voltages Required a voltmeter for each battery in a location for easy viewing.
6. Ability to check charging current. Required an ammeter situated with the voltmeters

In the late 60's I obtained a good, simple & robust charger (RAF surplus) with an output of 4 to 5 amps. It was still in full working order (these units will last forever) and I have used it for all my battery charging for over 30 years and it is still going strong. I decided to use this in place of my ZIG unit. I removed the charger from the metal case and mounted it

on a baseboard to fit where the ZIG had been sited (behind the back of the sink cupboard on floor level). Two circuits are shown below, the A-S circuit prior to modification and the charging circuit that I have fitted. This may look more complicated than the A-S circuit but it is nothing compared to the inside of a ZIG charger. Some explanation may be required. The wiring diagram supplied by A-S is a little vague as only schematics are given in the Vehicle Instruction Manual. Therefore I was not sure what other things besides the auxiliary battery were at the other end of the I/P cable, so I opened this cable using relay contact C3 when the charger was switched. The two voltmeters (with their on/off switches) and ammeter are mounted above the dashboard. In this position I can see the voltage of each batter and whether they are being charged from the alternator while driving.

Switch SW1 I have fitted so that I can turn the charger on as required. To charge either battery (when on hook-up) close SW1, select which battery to be charged with SW2. After switching on check that there is a voltage increase on the appropriate voltmeter and that there is a reading on the ammeter (approx 4 - 5 amps) dropping off as the battery becomes fully charged and the voltmeter reading has risen to between 13 - 14 volts. When not using mains power, 12v DC from the auxiliary battery (I/P)



Key to Diagrams

A	Ammeter, Charging Circuits	
BA	Battery, Auxiliary	
BV	Battery, Vehicle	
C1	Contact, Relay, Normally Open	
C2	Contact, Relay, Normally Closed	
C3	Contact, Relay, Normally Closed	
E	Earth	
F1	Fuse, Mains, 2 amp	
F2	Fuse, Low Voltage, 5 amp	
I/P	Input, to 12V+ on Auxiliary Battery	(AS Wiring)
L	Mains Live	
LED	LED Indicator Wire (to Zig Panel)	(AS Wiring)
N	Mains Neutral	
O/P	To loads	(AS Wiring)
R	Relay, 3 contacts, C1: C2: C3:	
SW1	Switch, Mains: On/Off	
SW2	Switch, Charging: BA/Off/BV	
SW3	Switch, BV Voltmeter, On/Off	
SW4	Switch, BA Voltmeter, On/Off	
V1	Voltmeter, BV	
V2	Voltmeter, BA	

drives the Load (O/P) using the A-S wiring, except that it now passes through the normally closed contacts of C3.

While I accept *Peter Swannell's* explanation that the ZIG "Switched Mode Power Supply (SMPS)" is lighter and does away with a bulky transformer, I feel that for me it was not worth replacing like for like at a cost of £112.00 when I had a charger already. The little extra weight is minimal compared with all the rest of the items I load in the vehicle and while I understand that it may not be as efficient, I now get a power supply that will charge either batter and can run up to 4 amps direct from it. As, I suspect, the majority of us run off the auxiliary battery while out touring (the C & C rally is a typical example - no hook-ups) for a lot of time while on site, there seems to be no problems with TV's when lights are switched on. Plus the fact that the SMPS only lasted 2.5 seasons and could not be mended, while my charger has been going strong for 35 years and was second hand when I got it. As an electrician (I am not into electronics) I am happy with my modification.

As the ZIG charger is so sophisticated, is it designed only to charge the auxiliary battery, as we know this to be a different type from the vehicle battery? Is this the reason why A-S do not have a change over switch to allow either battery to be charged? Any comment from A-S or *Peter* would be welcome.

In conclusion, I have only used my charger on tour about twice, mainly to see if it worked, as the battery has never dropped to a voltage that

would not operate any auxiliary loads. The most I use it is in winter at home, when I top up the batteries every 10/14 days if the vehicle is not used. Basically, is it worth having such an expensive charger, for so little use that can only charge the auxiliary battery, when a simple charge would suffice that can charge either battery?

Robin Gardner

-----oooOOOooo-----

Gas

We have always used 6kg Calor Propane and have always been content with it. We have only ever had one complaint which was when we believed we had a faulty bottle and, after writing to complain, we learned two things,

1. I should have used detection fluid (soapy water is adequate) to ascertain the location of the leak. (Many will say that this should have been obvious to me).
2. That the Calor network has a faulty cylinder reporting procedure which means that they tag the bottle and then check it when it arrives back at the depot and, if it is found to be faulty, you get a free refill.

I now believe I have discovered a better proposition, it is cylinders that you can refill yourself at Autogas stations. They are marketed by MTH and I first saw them at Driffield but he was then unable to sell them because he did not have the necessary connectors. Then I saw them again at the Club & Company Rally - *Ernie & Carole Godden* were using them and they told me that the distributors now has stocks of the necessary connectors. One needs to unscrew the regulator and screw on the one to connect to the Autogas pump.

When I phoned Richard of MTH, he told me that, with two filler connectors, he believes that one can fill up all over the continent. I asked him about my two concerns, first about the danger of overfilling to which he replied that the cylinders had a capacity of 12 litres but that you should only put 10 litres into them and a line was marked on the cylinder to show the maximum fill level and you can see the liquid gas through the translucent cylinder. My second concern was about the strength of the cylinder and Richard told me that the outer, red, case was fibreglass and that the inner was made of the same material as fire fighters use for their breathing apparatus and was described by the Dutch testing laboratory as "indestructible" and had been developed from the Russian space programme.

Richard can be contacted on 01594 563538 and is selling the cylinders for £140 each but he is selling me two for £250 including a regulator and I am collecting them from him at the York show to avoid the carriage charge. The extra filler connector will be £10.

Ernie and Carole kindly let me perform a test fit of the cylinders in our gas locker and they do fit but, being taller than Calor, need to be rotated to get them in. I am looking forward to collecting the cylinders at the York Show and then paying about £7.50 to fill both cylinders with propane!

I am writing this article for two reasons: firstly to share what I believe to be such good news with other members and secondly to request feedback from any member with any positive or negative opinion about the cylinders.

Mike (T) Hall

-----oooOOOooo-----

For Sale

CORRECTION - yet again!. The telephone number for Hugh Penman was wrong and the price has been reduced. The full advert is: Duetto 2.5 Turbo diesel, March 1997. 35,000 miles. One owner, full service history and handbooks. Taxed and 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 and cutlery. Many extras. Full A-S spec. £19,000.00 ono. Phone Hugh Penman on 017 8528 2340 (Stafford)

#####

Duetto 2.5 diesel. 'N' reg. March 1996. Omnistor awning, cycle rack and many extras. Service records. MOT & taxed to March 2004, One owner, non-smokers, no pets. Forced sale due to ill health. £15,500.00. Phone Basil Little on 017 9376 5028 (Swindon).

Thanks for the donation.

#####

Ford Legend, 2001, 5,600 miles only. 2.5 turbo diesel. As new condition, non-smokers, no pets. Extras include cab air conditioning, alarm, immobiliser, radio/stereo and CD player, fitted microwave, Fiamma awning and two bike rack, Status 530 aerial, site TV cable connection, Delux voiles and curtains. £28,500.00 ono. Contact Bryan Todd on 016 9774 1993 (Brampton, Cumbria).

Thanks for the donation.

#####



Executive, 2/4 berth, 'V' reg (Oct 1999). Peugeot 1.9 petrol engine. 15,000 miles. All usual A-S refinements plus cab air conditioning, satellite navigation system, cruise control, Fiamma awning, bike rack and Cat 1 alarm system. Recent new starter motor and battery. Non-smokers, no pets or children. Everything works and is in excellent condition, this camper is ready to roll. Asking price £26,000.00. Contact Celia or Bill Aldridge on 011 8954 6261 (Reading, Berkshire).



Thanks for the donation.

#####

Peugeot Ravenna, 1.9TD, 1999 ('T'). 10,000 miles, MOT & SMMT to June 2004, taxed to December 2003. 1 owner, non-smokers, no pets or children. Cruise control, four seat belts, Omnistor 3.5m awning, curved tension rafter & storm hold down kit, exterior access locker, twin gas bottles (Gaslo easy switchover) Status, Fanmaster, rear corner loudspeaker cabinets converted to cupboards. Equipped ready for immediate use with pots, pans, original china and glassware, cutlery etc., Many other fittings and equipment. Everything in near mint condition. Cost new over £33,500.00; asking £24,250.00 but any reasonable offer seriously considered.

Also Omnistor 3.5 Safari Room and curtains - £310.00. Softex ground sheet - £20.00. Silver Screen - £35.00. 3 collapsible tripod bases with shorter posts for external use of tables - £40.00 (all new last year. Other smaller items (blocks, cable connectors etc.) - please enquire. Cost new £800.00 - accept £400.00 the lot. Or take everything for £24,500.00 ono. Contact Ken Milward by e-mail to f.milward@which.net or telephone 013 0578 2082 (Weymouth)

Thanks for the donation.

#####

Pro-Tec breathable cover for Clubman - Ideal for winter use. Must sell due to vehicle change. So only £150.00. Tel: Karen or John Pollard on 018 0562 3805 (Torrington, Devon). Could bring to Shepton Mallet for definite sale.

Thanks for the donation.

#####

Talbot Express Sportsman, 2litre petrol, 'G' reg. 90,000 miles. Used regularly and in excellent condition. Solid sided elevating roof. Alarm, heating, radio/cassette, original A-S crockery. Taxed to end of year, 12 months MOT. Serviced on 5th August - full history. Many extras in. Large double toilet tent. £6,500.00 ono. Tel Ray Greenaway on 015 0757 8456 (Horncastle, Lincs).

Thanks for the donation.

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