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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 181 OCTOBER 2003**

Hello.

Here we go, yet again. I've actually received some contributions which, I think, were intended for inclusion in this Newsletter but were sent after the closing date for receipt! But you are not alone. With another hat on and not connected with this Club, I have been waiting for replies which were due "Not later than 29th August". Several arrived postmarked in September and one in particular was not signed and dated until 7th September. So it is an affliction which permeates all levels of society. Never mind, we shall get by.

*Sheila and I* have just had a holiday for one week down near Chichester in Sussex. We chose a really good week for weather and did quite a lot of touring by using the Stagecoach bus service along the coast from Brighton to Portsmouth. A really good service with some exceptionally good ticket offers. It makes a change to leave the van on site and go out and about with someone else doing the work. Of course, it means us working hard on our return so that you can get your Newsletter more or less on time. But I wonder what will happen if the post people actually do go on strike. We shall have to wait and see.

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## ***From the Membership Secretary***

It is time for me to "sharpen my pen nibs and fill the inkwell" ( a long time since that phrase was used!) Yes, it is **Renewal of Membership** time. You will be pleased to learn that the fee remains at £15.00.

May I make a small request, please? Last year I received several forms which showed one name only, e.g. 'Don Jones' with no mention of his wife or partner - so only one membership card was issued. I know many people dislike filling in forms but please fill in all the requested details. It makes record keeping for the Club (now a Company of course) that much easier.

Finally may I say "Thank you" for your good wishes during my recent illness. I am now feeling much better and will be out and about shortly.

*Norma Caley*

To save people having to send things to your Editor which should go directly to *Norma*, her address is 17 Rydal Avenue, Freckleton, Preston, Lancashire, PR4 1DJ, her e-mail address is [normacaley@tiscali.co.uk](mailto:normacaley@tiscali.co.uk) and her telephone number is 017 7263 2374. I've added this because on our return home I opened a letter before reading on the back that it should be forwarded to *Norma*. The e-mail address is a new one.

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## **Wandering Around**

Last January I outlined the background to 6 months paid leave for long service with my employer (the one who is 'never knowingly undersold'). It is hard to imagine that all three overseas trips have been completed, especially as the planning started well over 18 months ago.

Our first trip was to New Zealand which more than fulfilled our expectations as the scenery is every bit as beautiful as everyone said it would be. Rather than spending time waxing lyrical about that part of the trip I thought some more down to earth notes (as first timers) would be more helpful to potential visitors. Our route, incidentally, took us from Christchurch down to Te Anua, back up through the central lakes and on to Kiakoura. Next stop Picton, then the ferry to Wellington, Wanganui, Taupo and into Auckland. 1,700 kms.

The journey has to be endured, 35 hours from Reading to Christchurch, 25 of which were in the air. We chose Air New Zealand as their baggage allowance is more generous, as is their seat pitch and you can book your seat row in advance. The transit lounge at LAX is a god-forsaken place whilst you wait for the plane to be refuelled and cleaned, your body clock is already awry not knowing what time of day (or night) it is. However the daytime views over Greenland, Hudsons Bay and the edge of the Grand Canyon help things along. We took magazines, CD players and even our Travel Scrabble but the flight sends your brain into some kind of suspension so we won't make that mistake again.

Once on the ground in NZ we spent two days in a motel to combat the jet lag before picking up our vehicle. We were close enough to Christchurch to walk in and bus back, stretching the legs after a long flight. We used Adventure camper van hire as they have an office in Middlesex in the UK which makes arrangements a lot easier. Our 2/4 berth Toyota 16' coachbuilt cost around £700.00 for three weeks with fuel around 30p per litre. Be prepared to spend another £200.00 on full insurance as insurance rules in NZ are a lot slacker than ours regarding other road users. (A full licence is available to 15 year olds!!) Check the age and engine spec of the vehicle as we were unfortunately allocated a 'budget' vehicle by mistake, 4 years old, 178k on the clock and a smokin' 2.8 automatic diesel with no turbo. We were given an immediate partial refund and a full apology when we got home.

The roads in NZ seem only to go up, Porlock style and then some, so a vehicle with some oomph is essential. Many hirers are now offering

European base vehicle, including the Adventure, and these would be a better investment. The road surfaces also leave a lot to be desired, so careful packing is advised. With the ups and bumps 100 miles a day is a maximum if frequent stops are made to soak up the wonderful mountain and lakeside views, Wineries, Cheeseries and - yes - 'Juiceries' as well. I saw enough wild eyed camper van drivers rushing to their next campsite to realise that slow and easy is the answer.

If we go again it would probably be a couple of weeks earlier and leave before the end of April, although the colours of the leaves at the end of the month and into early May were spectacular. March is a good month as most of the tourists have left and there is more space at some of the more popular attractions. We were there mid April to mid May and we had a drop of rain on our last day in Auckland. The colder weather crept in behind us as we headed north although we did get some very frosty nights before leaving South Island, Auckland was almost tee-shirt weather.

We would also stay on South Island because that is where to find the best scenery, in our view. We would also go for 4 weeks and stay 1 week in Christchurch, 1 in Te Anua (south), 1 up the glacier coast and 1 at Kiakoura where the whale watching is an absolute must.

North Island didn't float our boat particularly, but it is 'horses for courses'. Hospitality was generally very good although there was an incident at a petrol station in the south where the attendant wouldn't serve me and got one of his colleagues to do it. He obviously didn't like tourists - my aftershave wasn't that bad!

In conclusion, we thoroughly enjoyed ourselves and learnt a great deal if a return trip is to be made in the future. There is no danger of NZ becoming too overcrowded, particularly South Island, because of the journey. With flights available for around £700.00 return it is cheaper per mile than going into Reading on the bus! The above is a "brief" outline. If more information is required - listen to me, an expert already - contact me on [terry.hammond@yahoo.co.uk](mailto:terry.hammond@yahoo.co.uk) and if you leave your phone number we'll get in touch.

With the Editor's permission, I'll recount our almost trouble free trips to the Arctic Circle and the Tour de France in our Executive, including a couple of scary moments.

*Patricia and Terry Hammond*

You should know better than to ask permission, *Terry*. I'm always looking for items for the enjoyment of the members.

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## Spare Wheel Saga

Before setting off on holiday we decided to check the things that the garage would have missed. For example the spare wheel and mechanism. First of all, the Toy-Town winding handle, made of 5/16ths mild steel, came apart on the first attempt to wind down the spare wheel. Had this re-welded and tried again. As Duetto owners will know, one has to push like fury against the retaining spring of the spare wheel hook. What a struggle this is with that winding handle.

To cut a long story short, the winding nut on the mechanism and the square in the end of the winding handle lost all of their corners. Obvious solution was to purchase a replacement. All that is required is to undo four star shaped bolts and re-fit new part.

But beware of main Ford agents and call centres. Despite taking every number off the existing part and faxing these details to Ford the part was not available. It apparently does not exist on their computer. After one week and four wrong replacements we got annoyed. The problem is that having Alloy wheels the centre hole of the wheel is smaller than the steel wheels. We have a retaining T-piece on the end of the wire. The T-piece straightens out into a straight line in order to pass through the hole. Having passed through it is then reverted back to the letter T. And is able then to be used to lift the wheel.

In desperation the computer brain of *Charles T* was tapped into. His suggestion was to contact Ford Fleet Sales and, what do you know? The part that does not exist but is fitted to every Duetto with Alloy wheels finally appeared on my doorstep. I would suggest that any owner of a Duetto with alloy wheels makes a special note of this part number - 1079362 Carrier - Wheel. No other part number will do.

Thanks again *Mr Charles T*.

*Rita & Geoff Williamson*

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## Quality Control

May I through the Newsletter have the opportunity of explaining our newly restructured and significantly enlarged Quality Department. You may remember that at the AGM it was explained that we were addressing in the greatest of depth the subject of quality and the new department is manned as follows.

In overall charge of Quality is *Anthony Trevelyan* - many of you will know him well for the past 40 odd years with the Company. It was

indeed *Anthony* who, from the the very early days, drove quality standards even higher and now that he is back in overall charge of this important aspect of our build, I think that you will feel more reassured than ever that significant improvements and progress will be made. Answerable to *Anthony* is Alan Curry who again many of you will know well. Alan has been with the company for over 24 years and though his extensive experience in all aspects of production, not least in the Quality Department, he too knows the standards that are required and is already making great inroads in to improvements in this respect.

The most significant change is the appointment of four quality representatives and the associated changes to the roles of inspectors. Inspection will remain an important part of the quality representatives role with the investigation and elimination of quality issues assuming equal importance.

The quality representative will assume ownership of quality issues and will work closely with R & D, Purchasing and Production, driving them forward individually and collectively on behalf of the business. To allow these quality representatives the independence necessary for them to succeed in this new role, their performance will no longer be tied to the production output of the area in which they are working and in future they will report directly to the Quality Manager.

The Base Vehicle Controller is also joining the department and will be taking on some additional responsibilities, quality related. Likewise the Goods Inwards Inspector will continue to deal specifically with quality issues of all items received by the factory whilst remaining a member of the stores team.

I think you will all agree that these moves are most positive and through the undoubted hard work and indeed achievements of all concerned, the quality of our product will be driven forward and we very much hope that you will be the first to see evidence of this.

*Charles Trevelyan*

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## ***Scooter Ramps***

We would like to express our thanks to those members who offered their suggestions for the provision of ramps to assist with getting my wife's scooter into our Camper Van. We were most impressed with the diagrams and suggestions offered in the August Newsletter. We even had a reply from a member on holiday in France. The undoubted time and effort of

those who submitted diagrams, especially *Michael Crosskey's* was most appreciated. We have not yet been able to implement the ideals but they look very promising.

We would also like to thank all who attended the Abbeygate College Rally for the Get Well card they sent us. We were really touched to think that we were remembered. We really missed being able to attend this and the Club and Company Rally at Malvern. Hopefully we will soon be mobile again; meanwhile our most sincere thanks to EVERYONE.

*Doris & David Newing.*

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## **Technical Group Tip**

### Portable Hard Standing

As we all know (sometimes from bitter experience) it is always advisable to park your motorhome so that, at the minimum, the drive wheels have a firm base. When not on hard standing, commercially available 'non-slip' mats can help but sometimes they can slip out and also tend to sag under the weight of the vehicle. Alternatively you could use wooden boards so that the weight of the motorhome is well spread - but when it is wet it may be difficult to get a good grip to 'climb' onto the boards.

The real secret is a combination of the two! Screw the wooden boards on top of the non-slip mats so that the vehicle can gain grip on the first half of the mat before climbing onto the boards.

*Baz Wellard*

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## **Topsham Rally**

We would like to say a BIG THANK YOU to *Liz & Bryn Morgan* and *Nora & Ven Venables* for organising such a great rally in this lovely village on the bank of the River Exe. They went out of their way to make us welcome, especially our young grand-daughter Isobel (7 yrs). So many events were laid on that we did not have a free moment. We were entertained with something different each day, from walks on the first day to American supper, family fun sports, real Devon cream tea, boules competition and last but not least *Cedric's* famous quiz with interesting but unusual prizes. We would like to thank everyone at the rally for being so understanding to Isobel as she was the only child present. She really enjoyed it and wants to know when we can go again. We nearly forgot the local cricket matches held (almost) on site. Great enjoyment.

*Hilda and Fred Lewis - and Isobel*

I have received a letter from the Chairman of the Topsham Rugby Club where we held our rally. I want to pass on the complimentary things he said about our ralliers so I quote from his letter.

“The club would like to thank you and your members for the exemplary way they conducted themselves (we have heard nothing but good comments from the residents and businesses of Topsham). Also for the spotless condition that the field and the club were left in. I’m sure it was cleaner than when you arrived and certainly had less nails!! It was a credit to you all.”

The bit about the nails refers to us organising a small party to pick up nails that were in an area that a bonfire had been held and over which motorhomes would be driving.

*Liz & Bryn Morgan*

That’s the sort of remark that we have often heard about our rallies - we tend to leave things in a better condition than we find them

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## *Club & Company Rally*

This was our first rally of any type and, like some other correspondents, we were slightly apprehensive prior to the event. Well, we thoroughly enjoyed the whole weekend and found everyone so friendly and helpful. It was good to put faces to names we had so often seen mentioned in the Newsletters. We would like to send a very big ‘thank you’ to all the organisers, marshals etc. We shall be back!

The weekend didn’t pass without incident. Whilst we were relaxing and listening to the band at the top of the site, a mini whirlwind blew up in the area of our van and our awning decided to take to the skies. (We now realise that it should have been firmly anchored to the ground!) It was thanks to the prompt action of our friendly neighbours that our van wasn’t severely damaged. On the same day our fridge ‘packed up’ in the heat but, after a visit from the Electrolux engineer who was resident at the rally (albeit in a Hymer!) it was put right and we were able to travel on to Cornwall with the knowledge that our bottle of wine - courtesy of Ford - would keep nicely chilled. Incidentally, for those who haven’t already been to the Eden Project, it is certainly well worth a visit.

*Jenny & Keith Dear*

Agreed about the Eden Project - provided that you remember to take your walking feet with you!

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## IN PRAISE OF OUR MOTORHOMES

I despair at the moaners and groaners in this Club when referring to our motorhomes. We are all aware that nothing is perfect in this modern world of mass production but at least A-S are prepared to put things right when they go wrong. I recently took my Ravenna to Willersey for an annual SMMT check and for some repair work under their extended warranty scheme. These were two hairline cracks in the plastic bathroom furniture and a small break in the shower tray inside the cabinet, none of which interfered with the workings of the showering system. The whole bathroom was replaced, including taps and shower hose at nil cost. I also reported that the kitchen window steamed up between the double glazing in the cold weather. This was also replaced on my word and without question.

Can any other manufacturer boast the sort of service which we all enjoy at Willersey? Let those who complain go elsewhere and get a better deal.

*John Geeson*

Most of us are well aware of the service we get from the factory. I think my only complaint is that I tend to fall asleep too easily in the waiting room because it is so comfortable!

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## Rear End Heights

Am I going senile (at the modest age of 57) or what? I seem to remember having read two articles recently regarding the pronounced difference in height between the front and rear ends of different Talismans (or is it Talismen?). I thought I had seen them in ASOC Newsletters - but can I find them??? As I recall, this difference was in the order of 4" and, for the owners, this meant always using levelling blocks when settling down on site. One of the owners was concerned that the constant use of blocks in this way caused movement of the cupboards, sticking of doors etc and, perhaps even more importantly, strain on the chassis. The basic cause was the use by Peugeot of double springs at the rear of the Boxer base rather than single leaf springs and I believe that both owners opted to have the springs replaced.

We purchased our Talisman in April 2000 and immediately noticed the same 'problem' with its suspension. Having contacted *Charles Trevelyan* by phone, he confirmed the twin leaf situation but suggested that it should settle down 'in due course'. If it didn't, he would be happy to have the springs changed. Three years later, we still have the same downward view on life - but haven't really found it to be a problem. Even the most

'level' pitches tend to have a slight slope to them and we tend to park the van taking advantage of our 'contra-indications'. By this means we believe we are probably using levelling blocks less than others around us. However, my question is - is there likely to be any long term problem, either to the chassis or the conversion, if we leave the van as it is?

The second issue which causes me to question my sanity is my recollection of an item, of perhaps a year or two ago, in which *Charles* indicated that, at a later date, he would give some hints on how to winterise the Talisman. Search as I might, I can't find any subsequent article. Have I missed it? My wife and I would dearly like to make more extended use of our van but any literature I have seen to date seems to suggest that this may not be possible. Can anyone help, please?

*David Holliday*

I can't really advise on the use of the levelling blocks or ramps because we have a VW and recently have had the MAD spring assisting system fitted. This tends to push the rear of the van up by a few inches in a similar manner to what *David* is suggestion. What we usually do when settling on to a pitch is to put our two way spirit level on to the top of the fridge housing. If it is reasonably near the centre we call that quits knowing that the fridge is tilt-tolerant. Even more so this is the case if we are on electrics. We therefore seem to use our levelling ramps only in the most exceptional cases.

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## **Ford Pollensa**

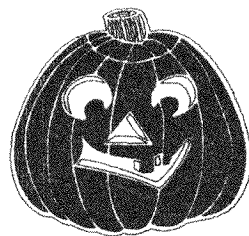
Have you got a jack extension? Do you know you need one to change a rear wheel? We did not have one nor did we know that the rear wheels cannot be removed if the van is jacked up with the Ford jack according to the Ford handbook. The normal rear jacking point is under the rear axle. When the van is raised in this way and the wheel nuts removed, there is insufficient clearance between the hub and the wheel arch for the wheel to be removed.

Hence the van has to be jacked on the chassis to allow the suspension to drop and so increase the clearance. This is where the jack extension is required to give the extra height needed to reach the chassis. This is contrary to the Ford handbook but the Ford technical team at the Club & Company rally agreed that this was acceptable. The service department of our dealer did not know there is a problem; nor did any of the dealers at the rally.



# October 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.

### 30<sup>th</sup>. December 2003 – 3<sup>rd</sup>. 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 1<sup>st</sup>. 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.*

### 30<sup>th</sup>. September – 4<sup>th</sup>. October. ( 4 nights). 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.**

**9<sup>th</sup> - 12<sup>th</sup>. 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 AM. Crouch, "Springwood", Twemlows Ave., Higher Heath, Whitchurch, Shropshire. SY13 2HD. 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 **2<sup>nd</sup>. right** (sp Wem).

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

**LIMIT 40 Vans.**

**NEW VENUE**

**10<sup>th</sup> - 12<sup>th</sup>. 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 12<sup>th</sup>. 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

**14<sup>th</sup> - 17<sup>th</sup>. 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 level 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 16, 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.

**17<sup>th</sup> - 19<sup>th</sup>. 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. ½ mile from roundabout A638 to Wakefield.

**23<sup>rd</sup> - 26<sup>th</sup>. October (3 nights). Marstons Brewery Visit, Burton on Trent, Staffs. NOT BASS Museum.**

Site Albion Hotel, Shotnall Road, Burton on Trent.

Emergency Tel.No. 0771 318 6508 Marshals'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**

**30<sup>th</sup> - 2<sup>nd</sup>. 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 30<sup>th</sup> Oct** Tea/Coffee biscuits in hall. Welcome to friends old &

new. Bring your spare camping equipment to our Bargain table.

**Friday 31<sup>st</sup> 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. 1<sup>st</sup>. 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 2<sup>nd</sup>. 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.

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

Emergency Tel. No. 01278 783391 (Site), 07711 375 323 (Marshals' mobile) or marshals' home Tel. No. 01278 784 524

Rally Marshals: Linda & Brian Ellis & Sheila & Ivor Barnett.

Site Fee: £31.00 (incl. VAT) This includes electricity & "Euro" pitches with hardstanding plus toilet block Rally Fee: £2.35 (incl. VAT). Total cost £33.35.

***Please pay by mid October.***

Sorry **NO pets** allowed, site rules.

Rally slips & cheques to: Brian Ellis, 52 Golf Links Road, Burnham on Sea, Somerset. TA8 2PP. Tel. No. 01278 784 524.

***Rally starts at 10.00 a.m. Friday 8<sup>th</sup>. November.***

The carnival is probably one of the best "Free" shows you will ever see and raises thousands of pounds for local charities.

*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 rally list for 2004,issued with the January 2004 Newsletter, please contact me before the **end** of November 2003. I have a "Guide to New/Possible Marshals if you would like one please contact me,details below.*

*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](mailto: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?

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**Please complete both sides of the form!**

-----

Rally : ..... Date: .....

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

..... Post code: .....

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

Membership No: ..... Day/Time of arrival: .....

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

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

**Please complete both sides of the form!**

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

Names of Adults.....

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

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

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

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

Names of Adults.....

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

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

Full payment MUST accompany this slip-cheques payable to the marshal.  
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Is this your first ASOC rally? Please tick box. Yes  No   
Number of people in your van: Adults..... Children.....

Names of Adults.....

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

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

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

The elusive jack extension could not be found in any of the second hand vehicles for sale at the rally nor could we find an owner on site who had one. Don't get caught out like we did with a flat tyre, in the middle of nowhere in France, unable to remove the rear wheel. This will also apply to other related models.

*Dawn & Jack Plumbley.*

====oooOOOooo====

## **Upgrading earlier Ford Transits**

Members with older versions of the Amethyst/Excelsior/Legend on the Ford 150 chassis cab, with the lower 3,300kg MAM (Maximum Authorized Mass or the older Gross Vehicle Weights) may like to know that Gareth Marsh at SVTech in Leyland, Lancashire, can offer an upgrade kit to increase the MAM to 3,500kg and thus increase the payload by 200kg. The cost for the supply of the kit is £320.00 plus VAT.

For more details, e-mail to [gareth@svtech.co.uk](mailto:gareth@svtech.co.uk) or phone Gareth on 017 7262 1800. For someone to fit the kit you could contact TVAC (The Vehicle Application Centre) in Leyland. Telephone Ian Holt on 017 7245 6888 who will contact Gareth for you.

*Michael Wood*

====oooOOOooo====

## **Battery Chargers**

The Zig X-7 battery charger that we fit to a number of our models is not only a charger but a power supply unit also. That is to say that when the second battery is fully charged the X-7 operates all the 12v facilities - and this would be the case also if the battery were not even fitted. Through the battery charger incorporated in the power supply unit it is clearly a more sophisticated unit and thus correspondingly more expensive.

*Robin Gardner* queries why the fuse is concealed in the unit. If the X-7 has a dead short the unit closes down completely and the fuse does not blow. The fuse merely protects the mains supply input. I personally have never known this fuse blow and therefore there really is no need for it to be accessible.

We now fit on certain of our models the CEC plug-in-system battery charger that incorporates a battery charging selector switch. This enables the user to select which battery is charged.

Reverting to the X-7, and this applies also to the CEC unit, the printed circuit boards and integrated circuits do not wear out nor succumb

to the passage of time. We have found both to be extremely reliable and I am confident that *Robin* will not suffer any further problems in the future.

*Charles Trevelyan*

#####

I was very interested to read the accounts of members with regard to their problems with their interior electrics. The habitation battery in my Boxer Symphony had become flat because of lack of use - or so I thought. My van had been driven some twenty to thirty miles a week to make sure that the electrics were topped up, my main battery being on a solar charger as well. Imagine my horror when I discovered that my internal electrics were as dead as a dodo. I carefully studied my schematic diagram and checked for fuses which I should have found in the circuit. Nothing, except a 30amp fuse next to the battery. I checked all the fuses in the Zig control unit on the bulkhead - all intact.

I next turned to the relays next to the battery. Here were three relays, not two as shown in the schematic. I knew that one of them was for the fridge, but which of the other two did what was a mystery. I removed the relays and tested each for the solenoid function then, with my son's assistance, we tested the continuity of the other pins. I should point out that two of the relays were identical four pinned, the other was five pinned. We were able to confirm that all three relays were working correctly but could not get any readings on our meters of any power to the supply from the battery.

I telephone the A-S Repair Shop to seek advice but that proved a little difficult since it appeared that every van model has some variation in the wiring circuit. All those I spoke to were very helpful but could not tell me where to find the other fuses listed in the schematic. I was well and truly stumped but since I was having to be in Bristol within a few days it was suggested that if I came along they would certainly have a look at things for me. I had checked the system via the mains link up and all was well, at least I had all my interior lights and ancillaries. One last effort was required before I left for 'Bristol and beyond', search for the fuses. We started to trace the wiring as best we could looking for in line fuses, but to no avail. When we got to the relay mounting plate it was decided to remove the plate to examine the wiring underneath, just to see where it went.

Lo and behold - here was the fault. An earth tag wire had become detached from the relay nearest to the front of the van, the only one with five pins. This was duly re-attached and secured with new screws to the seat frame. After much sweat and anticipation the system was switched on and all was well. I must say that a sigh of relief was heard all round.

I hope that this experience will be of some help to any other members who may suffer a sudden failure in their electrics. The old, old story - check your fuses and connections before you scrap the thing. I have yet to find those fuses. Without those notes in the Newsletter I am sure I would still be scratching my head!

*David Newing*

#####

Many good comments are appearing on the subject of battery chargers and the ability to charge the vehicle battery in addition to the leisure battery. I have found the most practical solution is to carry a portable automatic charger in the vehicle and to use this to charge the vehicle battery. It is simple to plug in to a 13A socket in the vehicle (no problem on the continent) and through its several indicators one can see when the charge is at main charge, final charge or trickle, so giving a quick indication of the state of the battery. The one I use is a Durite but a similar exists as a Selmar 4005 with the name Leisure. These are sometimes found in caravan and boating shops and also at the online shop eDirectory.co.uk

As regards all batteries, in particular the leisure battery which may be on charge throughout a stay on site, it is important to ensure that the acid level is regularly checked and topped up, as any reduction will seriously affect the charge capacity. I hope this is useful to members.

*Eric Febrache*

#####

At a rally back in 1996 a fellow member with a Trophy also flattened a leisure battery by using a TV without a mains supply. I had subsequent correspondence with Steve Riley at Willersey who tracked down a VW alternator which had an unbelievable output of up to 120 amps. I think you will find the 30amp fuse is now 70 amp - but do NOT just change the fuse. The circuit needs modifying.

My second point concerns the Zig fuse holder rivets. It happened on my 1994 Clubman in France some years ago. Zig supplied a replacement holder and it was a simple DIY job to replace the original. But as I wrote in the Newsletter, do not forget to 'bridge' the appropriate terminals and disconnect the battery before attempting it.

*Gordon Finlayson*

#####

I read the articles in September about chargers and gas with interest but did not learn much as I am not an electrician nor do I have

much technical knowledge. I am a 70 year old female with my first Duetto and in fact my most urgent problem is how to change the gas cylinder when I cannot see what I am supposed to be doing in the confined space of the gas cupboard. I have to rely on others who have the correct tools and know what they are doing. I would like to buy a cylinder that I can refill as I am going to France shortly. Where are the Autogas stations in UK and how can I get in touch with MTH?

Last winter my Duetto battery ran down because I did not realise that computers in the vehicle would drain it. I would like to buy a charger but need advice on the correct type to purchase. Do they still have trickle chargers? [See previous item - Ed]

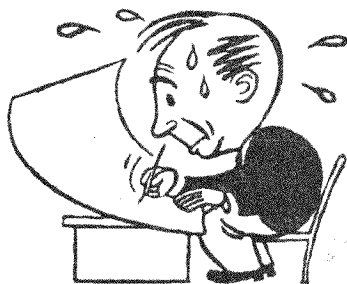
Some articles in the Newsletters for absolute beginners would be really helpful. There must be a lot of us about. Plus the names and addresses of suppliers (such as MTH), then we might be able to understand the technical articles. Please give it some thought, Ed.

*Jane Hill*

Sorry, *Jane*, but for suppliers details I would suggest that you buy one or other of the commercial magazines and look at their advertisements. So far as articles for absolute beginners is concerned, well if somebody writes 'em and sends them to me we shall see what we can do.

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

### *Chairman's Chat*



The nights are certainly drawing in now. When we were away in June we could reckon on daylight until around 11.00 pm each night. At the beginning of September we were away again but this time it was dark by around 9.00 pm or earlier - mainly because we were under apple trees. And when a ripe or even over-ripe apple drops from the tree on to the roof of the van it makes one heck of a noise. We had just started to watch the "Last Night of the Proms" on the television when one dropped on to the centre of the roof. The kettle drummer in the orchestra would have been proud of the "boom" that it made!!

But although the temperature is, at the moment, still well up into the 20 degree Celsius bracket - and appears to be much of the same across the country - we must remember that winter is not too far away and we must

take precautions. Each year we tend to learn of some problems which have occurred because a van has not been "winterised". So please make sure that you are not caught out this year. Drain all the water, remembering to blow through the pipes to clear the last drops out. And keep an eye on your anti-freeze.

Of course, if you are one of those who, like the birds, migrate southwards to warmer climes for the winter, please ignore what I have just said and enjoy yourselves!

*Harry Henthorne*

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

## **Information, please**

Has anyone had Navigation units fitted to their vans? Audi, Visual and stand alone would be preferred. Also what's involved in using them abroad?

We have had our Duetto for eight years and are very pleased with it. However time marches on and we are now looking at an Executive. Is it possible that there is a Club member living near Ashford, Kent who has an Executive or Talisman who would be willing to try their vehicle in our Duetto's carport which is in our back garden. We would be pleased to pay expenses. Please contact us on 012 3362 0204, write to 13 Oakfield Road, Kennington, Ashford, Kent or e-mail [joy-nigel@joycot.freeserve.co.uk](mailto:joy-nigel@joycot.freeserve.co.uk).

*Joy & Nigel Wilkins*

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

## **THOROUGHLY MODERN GRANNY**

I have a little Granny, she's really very old,  
But also unconventional in a most unusual mould.  
She doesn't wear her spectacles perched upon her nose,  
She's into contact lenses and she varnishes her toes.  
Unlike some other Grannies who are home before it's dark,  
She dresses in a tracksuit and goes jogging in the park.  
And though I wish she'd sometimes stay and tuck me into bed  
She's off to study yoga and standing on her head.  
Some Grannies sit in rocking chairs and crochet shawls indoors;  
My Granny jumps upon a horse and rides across the moors.  
She goes on day trips with her gang, the over 60s club

They rock around the countryside and end up in the pub.  
And on the homeward journey, like a flock of singing birds,  
They harmonise old favourites with some very naughty words.  
I love my little Granny, I think she's really great.  
If that's what growing old is like, I really cannot wait.

Author unknown

[This has been on my spike for a little while, but now I have room to put it  
in for your amusement.]

-----oooOOOooo-----

## Thank You

Thank you for all the messages, text messages, cards and phone calls received following my rather swift admission to hospital and the operation in Prague! They were all a great support that helped us cope not just with the immediate difficulties but also to settle in to a more domestic routine on our repatriation home. By the way, my new telephone number is 014 2284 7057.

*Andrew Entwistle*

#####

*Angela and I* have been quite overwhelmed by the cards, kindness and encouragement not least to say the flowers, that she has received during her stay in hospital. I am pleased to report that all went well. I can only describe as overwhelming the support that she has received from so many Club members, largely, of course, during the Club and Company Rally, which served as more than a tonic in giving her peace of mind and positive thoughts for the future.

May I extend, through the Newsletter, to the enormous number of members who have been so kind and caring, our very heartfelt thanks. Does not this tell us all once again what a truly wonderful Club we have?

*Charles Trevelyan*

-----oooOOOooo-----

## BUSE

My attention has been drawn by *John Sorrell*, a new member, to an item in MMM September issue regarding a BU[lb fu]SE - hence BUSE. This is in connection with *Robin Gardner's* notes about the Zig battery charger. Rather than try to copy the article, which I must confess I do not really understand, I would suggest that anyone interested should look at MMM on page 179 to follow the reasoning. [Ed]

-----oooOOOooo-----,

## ***Turbo Conversion***

We have a 'P' reg Duetto (diesel) and would like some information, please, from anyone who has had the Turbo conversion. Is it worth it? Apart from more gallop, what else can we expect? At the moment, using the Duetto as a second vehicle around the Malvern area, we get about 23 mpg. On the continent we get 35-37 mpg at 55-60 mph with cruise control used.

Being a Yorkshireman with Scots ancestors, will this be a waste of money? Will I get more MPG? Has anyone got the proof? We are aware that when loaded for holiday the van weighs in at just short of 3 tons. So speeds on holiday of 60 mph plus are not required. We would appreciate information from anyone with before and after experience. Our telephone number is 016 8431 0431. Many thanks.

*Rita & Geoff Williamson*

-----oooOOOooo-----

## **Obituary**

On 7th September *Wendy Fisher* passed away peacefully in the Queen Elizabeth Hospital in Birmingham. She had been suffering from PNH, a rare blood condition believed to result in tiny blood clots. (Information can be found at [www.hmds.org.uk](http://www.hmds.org.uk) for those with access to the internet.) When *Peter* went to take her home for the weekend it became obvious that she would not be able to leave hospital. She then went downhill at quite a rapid pace. During the day she was tossing and turning a little and putting her hand over her head as if to try to quell the pain. The staff were absolutely fabulous and soon had a strong painkiller administered which eased things somewhat.

She had been for a MRI scan which showed that she had had a bleed into the brain at some stage and the opinion was that she had passed the worst with the blood starting to disperse and relieve the pressure. A later cat scan showed that the bleeding had worsened, increasing the pressure on the brain and causing all the problems. With hindsight, it did not matter what the doctors did because if they stopped the Warfarin there was the inevitable risk of blood clots and if they didn't, then there was the equally severe risk of bleeding. At the end it was a clot in a major vein and many minor surrounding veins that did the damage.

The funeral was held on Thursday, 18th September at the Streetly Crematorium, Walsall. As it was requested that flowers be sent only by close family members, the Club has sent a donation to *Peter* which will be

included with any others he receives and sent to the Leeds General Infirmary for research into PNH. Should anyone else wish to make an individual contribution, please make the cheque payable to *Peter Fisher* and send it to him at 27 Sunnyside, Walsall Wood, Walsall, West Midlands, WS9 9LD, e-mail [fisher@sunnyskies.screaming.net](mailto:fisher@sunnyskies.screaming.net) telephone 015 4337 7777.

Our condolences are offered to *Peter* and the family. *Peter* added that he had been touched and proud of the wonderfully kind words that have been said about *Wendy* and that they were helping him through this terrible time.

---==oooOOOOoo==---

## For Sale



Diamond Screens to fit Mercedes-Benz Vito interior cab windows. Complete with original instructions, fittings and storage bag. Good condition, used about three times. £60.00. Tel: Barry Page on 014 6273 1972 Arlesey, Bedfordshire - Evenings after 7.30 pm please.

Thanks for the donation.

#####

Dorema Highlander free standing annexe. Suitable for any high top motorhome. Two tone, grey/green, with curtains and ecomat. Height 2.1 metres. 320 x 195

cm wide. Purchased 2002. £200.00. Tel: Jenny Fraser on 014 4224 2595 (Hemel Hempstead, Herts)

#####

DVD player, portable. Works 12v / 240v. Ideal for camper. Two year guarantee. Boxed. Used once. Good reason for sale. As new. £75.00 including remote control. Tel Steve Adams on 013 0275 0327, mobile 07 946 471 171 (Doncaster)

#####

Ford Duetto, late 1996 'P' reg. 1 owner, non-smoker, no children or pets. Excellent condition. 64,000 miles. Full service record from new. Satellite navigation system, awning, colour TV & video plus many other extras all included in the price. £21,995.00. Phone Tom Bunyan on 012 5581 3700 or 07 790 585 140 (Holland on Sea, Essex).

Thanks for the donation.

#####

Various accessories available. 10m electric cable with plugs; UK & continental adaptors; polarity tester; levellers; wooden mallet; waste and fresh water containers; Fiamma tie down; tripod table leg base; water hose; fluorescent tubes; padded Silver Screen adapted for VW T4; bulbs & fuses for VW T4; toilet fluids; winter care and polish cleaners; sundry A-S parts and accessories, handles, catches, locks etc. Prices negotiable. Contact Ron Tunks on 07 808 352 510.

Thanks for the donation.

#####

Peugeot Ravenna 2.5D (1998 'R' reg), 36,000 miles, MOT to May 04. 1 owner, non-smokers, no pets or children. Very good condition. 2 gas bottles, electric hot air and immersion, extra 13amp socket, alarm and immobiliser, improved dirty water tank emptying point including removable base to dirty water tank for ease of cleaning. Omnistor 3.5 metre awning, electric cable. Spikes Spider chains for use if bogged down, Silver Screen, 2 bike rack, swivel cab seat, ladder and roof rack, double lens mirrors and deadlocks on cab doors. All service records. £19,500.00 ono. Contact David Anderson on 013 2384 6320 (Hailsham, Sussex) or e-mail to [anderson.tamarind@tinyworld.co.uk](mailto:anderson.tamarind@tinyworld.co.uk)

Thanks for the donation.

#####

'R' reg Executive, 2.5 Peugeot turbo diesel. 24,000 miles. Excellent condition. Many extras including exterior Silver Screens, bike carrier, folding Raleigh bicycle, Fiamma awning, Fiamma rear carry bag, free-standing Eurovent awning. Asking price £24,000.00. Contact Nancy Perrett at 7 Lynton Place, Llanrumney, Cardiff, CF9 3BT.

Thanks for the donation.

#####

Duetto, 2 berth on Transit 1995 'M'. 2.5 diesel with auto box. Usual appointments with original crockery, Fiamma awning, Solar panel, double inverters, heated lumbar support to both seats, tow bar. Taxed till February 04, 36,654 miles. Will be serviced with new MOT for the new owner. £16,650.00. Phone Gordon Goodrich on 011 4230 6786 (Sheffield)

Thanks for the donation.

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## Contents

From the Membership Secretary.....	2	Upgrading earlier Ford Transits.....	11
Wandering Around.....	3	Battery Chargers.....	11
Spare Wheel Saga.....	5	Chairman's Chat.....	14
Quality Control.....	5	Information, please.....	15
Scooter Ramps.....	6	Thoroughly Modern Granny.....	15
Technical Group Tip.....	7	Thank You.....	16
Topsham Rally.....	7	BUSE.....	16
In praise of our motorhomes.....	9	Turbo conversion.....	17
Rear End Heights.....	9	Obituary.....	17
Ford Pollensa.....	10	For Sale.....	18

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