



AUTO-SLEEPER OWNERS' CLUB

A Company Limited by Guarantee.

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

www.asoc.fsnet.co.uk



NEWSLETTER 194
NOVEMBER 2004

Hello.

We are getting ourselves ready to make a long, long trek (well it looks like that on the map) all the way up to Scarborough for the next committee meeting. Why Scarborough? Well, the chap who started this Club lives up that way. As a Founder Vice President *John Cox* is entitled to attend committee meetings. But of recent times his health has not been so good so we have decided to take the meeting up to him rather than the other way about. As a sort of "Thank you" both to him and *Barbara* we shall be taking them out to lunch as well,

Many of you will know these two from the many rallies that they have either organised or attended over the years. At our very first attendance at the Inaugural Rally the individual who came forward to greet us was none other than *John* himself, doing a stint a greeting marshal, while at the passenger side window *Sheila* was busy chatting with *Barbara*. Since then we have met many times and are still good friends. So it will be very nice to see them again even though they can no longer join in rallies around the place.

We have a little surprise for each of them. For *Barbara* we have organised a basket of plants. Not just a bunch of flowers but actual plants which can be re-planted in the garden when she wants to do that. And for *John*, in fact for both of them, we have managed to get a wood carving of their van "Tuxedo Junction". The carving has been cut from a single piece of wood, with just a couple of things, the wing mirror and the wipers, added in a different wood. All the rest is a relief carving which is very clever indeed.

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Just Learners

We are new to motor homing and have a 'G' reg Talbot Express Harmony. We've had a few teething problems discovering how to live in such a tiny space but amazingly are not divorced - yet! Gradually we are getting used to it. A "where-I-put-what" notebook helps locating things once under sail. But we've had several irritating problems threatening to spoil our time spent "in Harmony".

The roof window lid half detached itself during a gale. Where do we get spare parts and how do we repair it? Can you buy a fold-up-able back door step? How do we begin to discover how the front carpets are getting wet in rain when all the obvious points of entry have been checked out? Where do you put everything when you're cooking and suddenly need access to the sink? Is there a fold-down bench? Is it safe to screw things onto the wall and, if so, where? How did our Thetford

detach itself and the contents seep out into the carpets? (Why, when 1 in 10 men is colour blind, is the level indicator green and red?) How do you stop the smoke alarm going off at the whiff of a match? Where do you put soaking coats etc to dry? Can you buy low power equipment, kettle, fan-heater, toaster etc and where? (Please don't tell us to visit our local dealer or camping centre as we live on a little island in Orkney.)

If any "Old Hand" at this lark would be willing to be our Mentor and give us the benefit of their experience we would be extremely grateful. The e-mail address is: joycerousay@supanet.com and the postal address is Kirkha, Rousay, Orkney, KW17 2PU. Many thanks.

Joyce and George Moore

I'm sure that there are several members who would be prepared to "Harmonize" with our friends. But living on a little island so far north I would have expected them to buy a motor launch and avoid the ferry charges!

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Recent Joiners

Having been a member of ASOC for a few months now I wanted to say a few words about our experience as members. We have been the proud owners of "Loulabell", our 1993 Executive, since June of this year and we are absolutely delighted with her. This is our second van; the first one, bought in March of this year having been returned to the dealer when we found out she had been written off in 1993!! We were lucky enough to get our money back minus £500.00 for the three month's use we had had, which allowed us to acquire Loulabell. Still, in spite of having had two vans, we are still very new to motorhoming, so we decided to join ASOC following an article I had read about owners' clubs in Practical Motorhome Magazine. Our membership came through just in time for us to attend the Club and Company Rally at Malvern. What a wonderful experience that was. We could not believe just how many vans were there, but especially just how friendly everyone was. We found we could go up to anyone and ask them about what "that bit at the back of their van" was and the owners were always delighted to tell us about it and share tips with us. This is how we learned, for example, about the door stopper extension thingy that keeps your door enough away from the fridge vent in the summer to ensure that adequate ventilation is maintained. We promptly acquired one!

Happy with our experience we decided to go to the Ludlow Food and Drink Rally which was absolutely brilliant. Again we found everyone

to be extremely friendly and welcoming and we had a most enjoyable time. We appreciated the fact that there was, to our minds, a perfect balance of time for us and organised socialising events, eg American suppers. We were especially fond of *Cedric's* quiz and his great sense of humour. His jokes were great but his choice of headgear was even better.

We have booked to go to the Carnival Rally organised by *Brian Ellis* which we are really looking forward to; at least we now know what an American supper is!! ASOC is definitely an extremely friendly and welcoming Club of which we are very pleased to be members. Thanks to everyone for making us feel so welcome and accepting us, even though we are "newbies". Keep up the good work.

Chris and Gail Anderson

I hope I've got the surname right. This came to me via e-mail and I seemed to have a choice of names. But so far as the welcome is concerned, it is what we have always tried to do in the Club. We always remember that we too started motor caravanning (as it then was) in the dim and distant past. And it is always good to have new folks coming along and enjoying the pastime with us.

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From the Factory

Last months' news update covered progress and improvements in the factory, emphasising the very positive moves afoot to improve yet further our quality standards. In addition, Quality Action Teams have now been established on one of the two styrofoam lines and through a careful analysis of reports from our dealers, further progress is being made towards improving the quality of build.

Here at the Service Centre we are as busy as ever – at the time of writing we have sixteen vans on site which represent plenty of work for weeks to come!! In our daily planning, however, we only sell 80% of our hours. The remaining 20% allows us to cater for the unexpected – vehicles that are not booked in yet clearly need immediate assistance, and of course carrying out insurance work (of which we have plenty).

A good example which occurred only the other day was when a customer, on holiday in the Cotswolds, suffered a water pump failure. Accordingly we were able to help him, and thus his holiday was interrupted to the minimum. When time permits (as yet a rare occurrence) we are able to assist customers in enhancing their vehicles. Extra worktop kits, incorporating metal retention brackets and retention ball

catches are now available for the current Duetto and Symbol, the worksurface being finished in matching laminate.

These already prove most popular and kits can be despatched by return of post, the cost being £79.37 inclusive of VAT and carriage. We have recently converted the older Talbot Express panel van variants from Fiamma to Thetford swivel cassette toilets – a neat job indeed which really enhances the vehicle greatly.

Another recent success involves the infilling of damaged styrofoam panels on accident damaged vehicles. As I write, we have replaced an area of two foot square body panel in the rear offside of a Swift. This vehicle had been involved in an accident which caused significant damage to the rear valance and buttress.

Our panel infill has proved enormously successful – no join is visible which has resulted in a Lunar having the same type of work carried out due to a similar accident. It is interesting to see how our competitors' models are made, particularly to see how their panels are joined and sealed. I'm still convinced that the three levels of sealing on our own styrofoam models is infinitely superior to our competitors!

Now that winter is soon to be upon us, we must now consider winterisation so this subject will be discussed in the next issue of contribution from the Factory ... and remember too that as last year, we are offering a discount of 10% on all work booked in and carried out during the months of December to February inclusive. Tempted? Well give us a call.

With all good wishes.

Charles Trevelyan

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WIGAN PIER closure.

If you have ever considered visiting this North West award winning attraction and have not yet been, then do so sooner rather than later. It has been announced (Thursday 23rd September 2004) that it is going to close. The closure will start with Opie's Museum of memories early next year (April), along with the café and the gift shop; also the waterbus will be taken out of service.

The Way We Were Museum will remain open until 2007, when it will close. The World's largest working Mill steam engine, which has just been refurbished, will remain open. The Trencherfield Mill building is going to be converted into Yuppie flats, offices, retail outlets and

possibly a hotel. A more detailed announcement is to be made in November.

Wigan's International Swimming pool is also to close.

There is another swimming pool at Robin Park Leisure and Retail Park ten minutes walk from Wigan Pier behind ASDA.

If you wish to go and see Wigan Pier before it is too late there are three caravan sites within 10 miles of Wigan. They are:

Abbey Farm Caravan Park, Dark Lane, Ormskirk, Lancs. Tel: 016

9557 2686; e-mail abbeyfarm@yahoo.com

Open all year. Proprietors: Joan & Alan Bridge.

Charity Farm Touring Park, Toogood Lane, Wrightington. Wigan, WN6 9PP

Tel: 012 5745 1326. Open all year

Details of this site can be found in the Caravan Club handbook under the commercial sites section, page 542.

Nightingales Farm, Tuckers Hill, Haigh (pronounced hay), Wigan, WN2

1LH. Open all year. Proprietor: Mr W. E. Kay

Details of this site can be found in the Caravan Club handbook under certificated locations, page 367.

Dave Crabbe.

Another item very helpfully sent in to me on a computer disc, which saved a bit of typing! Many thanks.

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Seeing Clearly at last!

Everything is Wonderful!

My face in the mirror isn't wrinkled or drawn,

My house isn't dirty. The cobwebs are gone.

My garden looks lovely and so does my lawn.

I think I might never put my glasses back on!

This was kindly sent in by *Margaret Coggins* who extracted it from her parish magazine.

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Body Care etc

We are just at this moment doing just what the question is about. Our Duetto roof, which is glass fibre, although kept under cover

is as described lacking in Dazzling Shine! Our remedy, as recommended to us by a glass fibre man is as follows:

We are using a sheet of wet or dry motor bodywork rubbing down paper. The grade we are using is about as rough as Spanish toilet paper used to be in the 1960's - 1000 grade. We have also used a product called Farecla which works like T-cut or Brasso. You can feel the difference as you scrub away. The surface becomes as smooth as a baby's.....etc. This is followed by a good dose of Elbow Grease and a good quality wax polish.

It took all day to do one side of the Duetto roof. But the effort is worth it - I can now see my face in it (Not a pretty sight!). If *Eric Ferbrache* would like to chat about this, please phone me on 016 8431 0431.

We had a problem with the water pump, similar to that experienced by *Colin Haynes*. We went about it in another way. We switched on the tap and the pump but put the air line into the neck of the water tank. We then stopped as much air as possible from escaping. This also worked.

Finally, a tribute to Cotswold Motor Homes. A fantastic company. Although the van was purchased three years ago they are always helpful and nothing is too much trouble. I would not buy a van from anybody else.

Geoff Williamson.

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I have a ten year old Clubman that looked 'chalky'. In the August edition of MMM their Interchange editor, George Collings, wrote an article in response to the same question. I can now confirm his finding and advise you of my experience of the same.

All products used were from the Internation Paint range and your local supplier can be found on their web site - www.yachtpaint.com

The first stage was to wash the van using Super Clean detergent which was diluted according to the instructions. This already cleaned the GRP better than any products I had used previously. I then tackled each panel, (rear, nearside, offside, roof and front) in turn as a complete process. I applied Gelcoat Stain Remover, which was then removed with a soft cloth. This removed all of the black streaking and any other surface marks. A coating of Rubbing Compound was then applied. This entailed plenty of elbow grease, but the results of the hard work were already beginning to show. I removed this compound with an electrical polisher (thanks to my brother for the loan).

It was now time to put the shine back in to a very dull but much deeper and even coloured van. I applied a coating of Polish with Teflon

and again removed this with the polisher. The final stage of the process was to apply a coat of Wax Sealer with Teflon and this was then buffed again with the polisher. I reckon that it took about 5 - 6 hours work and the cost of the materials was about £35.00. I undertook this work over the August Bank Holiday and the van is kept out in all weathers and under trees. The van has also been used for the odd trip and a five day break in Devon in some very poor conditions and it still looks as though it has just come off the production line. I hope that this will be of use to other members.

Chris Neale

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Eric Ferbrache raises the question of bodycare and maintenance on glass fibre coachwork. We at the Service Centre recommend Farecla Caravan Pride polishes which briefly are as follows:

Farecal G3 is a paste compound specifically for removing grime, sheen and old polish off glass fibre and replacing with a polish that is not prone to water stains or dirt retention. This is available from the Service Centre in tubs of 1Kg. Farecla G10 is a fine grade liquid polish suitable for the removal of scratches on acrylic windows. Farecla also produce black top hand glaze, which is primarily a cleaning and polishing solution for vinyl and exterior plastic components. All these materials are held at the Service Centre together with durable Farecla finishing cloths, which are recommended for use with the above.

We advise against the use of car polishes on glass fibre since this merely applies a build up of wax which, over the course of time, dulls and furthermore encourages the retention of dirt and stains.

All the products mentioned are available from the Willersey Service Centre by return of post.

Charles Trevelyan

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Further to news letter 193, October 2004 - "Body Care"

I have been interested in maintaining the quality of the GRP finish on my Legend, and have successfully used products from the 3M range of cutting pastes, polishes etc specifically made for the GRP boat owner, and available from good chandlers. Other products worth looking at are as follows:-

See MMM August 2004. On page 222 is an excellent article on GRP care using International Paints, their range of Yachtline GRP products - web site www.yachtpaint.com

Also worth looking at is the range of products from Auto-Glaze Products called the "A" Glaze Surface Sealant Motorhome Kit - web site www.aglaze.com

Hope this gives some food for thought.

Alan Robbins

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Rallying

Is this the end of rallying? Government plans to severely restrict rallying.

These headlines are to be found in the current edition of ACCEO Matters. They bring to our attention a recent report issued by the office of the Deputy Prime Minister entitled "A Review of Permitted Development Rights". ACCEO interpret this report as a threat to the use of the "Exemption Certificate" by many caravan and motorhome organisations.

We, as a Club, use this certificate to enable us to rally in places other than on commercial caravan sites. ACCEO interpret this report as amounting to an almost total ban on rallying on unlicensed land with clubs finding it virtually impossible to rally using their Exemption Certificates.

ACCEO represents over 200 clubs and yet they were not asked for any input into this report. Over 750 other organisations were consulted, many of which are not involved in caravanning or motorhoming. ACCEO is making representation to the Deputy Prime Minister's Office concerning consultation in this matter.

The report can be found on the internet only at odpm.gov.uk - go to planning; consultation papers and then to the report, title above. There are 300+ pages of the report.

Neil Rogers

This sounds to me rather like a sneaky way of putting something into law without proper or fair consultation. Perhaps, when you have read the report, you might like to write to your own MP reminding him or her that they have been elected to represent you and not just slavishly follow what their political party master tell them. Put your point of view to them so that they can be in no doubt that we, together with all our camping, caravanning and motorhoming friends, want to continue to use the countryside in the way we do at present. We all respect that countryside and try to leave it as we found it or better.

The Club is writing to ACCEO to support them in their stance. Incidentally, *Ray Whiley* has also commented on this problem. He states

that the report has been withdrawn from the official web site so you may not be able to find it.

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Farewell

We have just received our October Newsletter and reminder of the time to renew membership. Regrettably we will not be renewing our membership this time, for the simple reason that we have updated our motor home and it is not an Auto-Sleepers Model.

We would however like to take this opportunity to thank all members that we have met at the various rallies that we have attended, for their help and friendship and to say that we looked forward to the receipt of the monthly news letter, giving a blend of information and news items about the Club. Keep up the good work and who knows, one day we may be applying to renew our membership.

Bryan & Margaret Ingram

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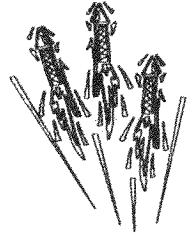
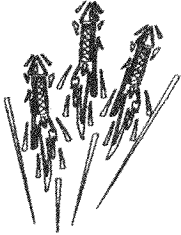
Advice Offered

Regarding the advice sought by *Rhona Clark*. We live north of Inverness. As we would not dream of moving anywhere warmer (particularly south of the border where we hear there are bandits who steal your vans/belongings and all sorts of other hazards) we drain our water system as soon as we think that there will be more than three degrees of frost and only refill in the spring.

As you say - we then carry our water in plastic cans. As ex-tenters this is no problem, so long as you are prepared not to use the shower! The most important part is the correct drainage of the system. So that it is completely empty. If *Rhona* would like to discuss this further, our Editor may give her our address.

Jean Fowler

There is no need for Bandits up there in the frozen north, not when they say that the road is "under repair" and you promptly have to drive over a six inch drop because they have blasted the whole road away! That happened to me several years ago. But I fully agree, we don't always need to have all the modern luxuries working in the vans. After tenting around, my first van had only a rudimentary cooker and a cupboard for minimal storage. To take the place of a shower, we used a bowl of warm water and a flannel to give ourselves an all over wash. It seemed to work. I sometimes wonder what has happened to the original ideas of motor homes and caravans when I see the gargantuan



NOVEMBER 2004 **Rally Supplement**

Applications for all rallies, unless otherwise stated in this supplement, are to be made using a rally slip by post.

If you intend to take a car/trailer or tent to a rally please inform the marshal.

Please remember that ALL rallies start at 12 noon unless otherwise stated in this supplement.

5th. – 9th. November (4 nights) Sedgemoor Carnival Rally 2004, Burnham on Sea Holiday Village. Burnham on Sea, Somerset.

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

Site Fee: £31.00 for 4 nights including electricity & hardstanding. Rally Fee: £2.35. both include VAT. Toilet block facility, limited use of club bar and entertainment complex. There is a cycle hire facility on site for the more energetic. Bring your "cozzy" because we may also have access to the swimming pool. A coach trip to the Clarks village of Street may be arranged for Saturday at about **£3.50 per person**. Please state if interested on rally slip.

Sorry **NO PETS** allowed on site, rule carved in stone & enforced.

Send rally slip & cheque for **£33.35** by mid October to: Brian Ellis, 52 Golf Links Road, Burnham on Sea, Somerset. TA8 2PP. Tel. No. 01278 784 524.

The Monday evening carnival procession is possibly one of the best "FREE" shows that you will ever see. The site is Burnham on Sea Holiday Village about 10 minutes stroll up the prom to the town centre and Carnival route.

Directions: M5 junction 22, Burnham on Sea. To the large (Edithmead A38) island, turn **left** and follow signs for Burnham Holiday Village, (Taunton A38). Approx. one mile, **straight** over island (A38). Continue after caravan sales over railway bridge, then turn **second right** signed Burnham Holiday Village. To mini island by petrol station, turn **left** towards Burnham town centre. Holiday Village about ¼ mile on the **left**.

If you wish to apply for a rally and are unsure of the correct procedure please consult the sheet "A Guide for new ralliers". This sheet can be found in the pack sent to new members after joining the Club.

If you wish to run a rally in 2005 please contact me to check dates before booking with a site. A "Guide to New/Possible Marshals" is available. If you would like one please contact me, details below.

If you wish your 2005 rally to appear in the provisional list that is distributed in the January Newsletter then please contact me before the end of November 2004.

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 & help is available. It is important that all potential rally dates and venues are checked with me first as unless they are approved by the Club, there will be no Public Liability Insurance.

*Neil C. Rogers
3 Appleby Close,
Aldbrough St. John,
Richmond,
North Yorks,
DL11 7TT.*

Tel./Fax. No. 01325 374 540 E-Mail. ncr@nasuwt.net

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

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Rally : Date:

Your name and address(Please PRINT)

..... Post code:

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

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: Length.....

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

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.....

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

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

monstrosities arriving and the first thing that comes out is the satellite dish!

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Le Bohat Rally 2005

In the August Newsletter *Dorothy and I* stated that we would be willing to run a third rally at Le Bohat in Brittany if there was sufficient interest to make it viable. Regrettably, we have to say that there are insufficient applications. Therefore for 2005, at least, we have cancelled our plans.

Baz Wellard

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Beware of the 'Specialist'

Thank you for the October Newsletter. I note with interest the statement 'Oh it needs to be fitted by a trained specialist' in the article 'Try - Try - Try Again'.

Last year my wife and I bought a Symbol from a long established and respected dealer. We also bought an Omni Deluxe cycle carrier. The dealer advised that this should be fitted by the specialist whom he had used for several years. We took this advice and later collected the vehicle with the carrier fitted. We did not discover that it had been incorrectly fitted until this year when we took our bikes from Dorset to the Lake District.

Whilst on the motorway near Preston we noticed that the bikes were no longer horizontal, because the carrier was no longer square on the door. Closer examination found the following faults:

(i) An additional hole had been drilled in the centre of each of the two top mounting brackets, through which a bolt had been fixed to the door. The two square section holes for bolts provided by the manufacturer had not been used.

(ii) Nyloc nuts or Loctite had not been applied and the nuts had worked loose. After tightening we continued our journey, to see the same fault develop later in the holiday. Now we found that:

(iii) the 'specialist' had used countersunk bolts (instead of hex head) which were pulling through the hole in the door.

(iv) the bolts were mild steel and were bent.

(v) no spreader plates had been used, despite these being part of the Omnistor fitting kit.

On removing the carrier we found that the bottom brackets were not those provided by 'Omnistor', but much smaller.

(vi) to make the bottom brackets fit the specialist had cut deeply into the frame, thereby weakening it. This was disgraceful and potentially dangerous workmanship, which we have had to remedy at our expense.

Terry Gough

Terry tells me that he has sent a copy of this, which came to me by e-mail, to the dealer. Let us hope that it brings him some satisfaction.

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The Glory of Steam

Maureen and I have recently returned from a most enjoyable rally held at the Great Central Railway's Quorn Woodouse station in Leicestershire. The weather was changeable, but with a good breath of oily steam to sustain us we flitted between railway carriage and motorhome and had a good chatter with many of our fellow campers. Many thanks to *Elizabeth and Bill (Grimsley)* for organising a very relaxing and easy going weekend. I think that we will also all remember the skittles and buffet in the rear "entertainment suite" of the Manor pub. The skittles were fun, the company was great and I think that we all ate an elegant sufficiency. Thanks are also due here I think to the Liverpudlian compere who came forward and kept us all alert with his repartee and ad hoc confusions. *Cedric*, where did you learn such skills?

Finally, for those lovers of steam who would like to visit the area at a time of their own choosing, we can bring to your attention the opening of a new Caravan Club CL site at Quorn Lodge, just 1 mile from our rally site. This CL is so new that it is not yet in the C C yearbook but it is right alongside the railway line and offers the chance to see and photograph passing trains from close quarters, standing on the van roof perhaps to gain that special vantage point? Dianne and Nigel Swain can be contacted on 015 0921 4466 and the site grid reference is SK548178. They intend to install electric hook-ups in the near future.

Maureen and Harry Emblen

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An Unusual Request

This is a slightly unusual request as it is nothing to do with Auto-Sleepers or indeed motor caravans!

I am in the process of attempting to launch an association to represent the interest of VTS (marine equivalent of air traffic control) staff throughout the country. I have been a member of ASOC for many years now and have watched it grow in strength and no doubt by now many people are extremely experience in the running of the affairs of the Club.

Unfortunately, due to my work commitments, I have never been able to lend a hand to the Club and therefore have no experience of such matters. Whilst I accept that my association will have different aims and objectives, the principles of starting up the club/association will be similar.

Therefore I should be grateful if anyone might be able to offer me advice and/or suggestions on how best to get it up and running. I presume a few were involved at the launch of ASOC. Any tips or suggestions gratefully received to help my in my mammoth task. E-mails to christopher.bostock@bopenworld.com should reach me.

Christopher Bostock

"In the beginning" (words from a completely different source) there was just the one voice, *John Cox*. He advertised the idea in the commercial press and was rewarded by a number of people who liked the thought of such a Club and wrote to him. These, together with representatives from the Company which had also shown an interest, met together as an ad-hoc committee to discuss the whole thing. They decided that it would probably be a starter so a further advert was issued. The membership, quite small at the time, was invited to an Inaugural General Meeting and from there the first official committee was elected. And from such small beginnings has this Club grown.

The best suggestion that I can really offer is to advertise your association widely and to try to attract a sufficient number of workers who will come together with you to get it started. I emphasise "workers" because all too often one finds that there are many people who might be interested but are unwilling or unable to do any of the work involved. And, if possible, get someone to do a newsletter or similar journal for you. This one started as a 4 x A5 page document and rapidly grew to the 20 which we now keep as the maximum.

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Bones

Rather neatly following the previous letter, I received this item which echoes what I said.

The membership of any organisation is made up of four sets of bones. There are WISHBONES, who spend all their time wishing someone else would do all the work; along with the JAWBONES who do all the talking but very little else.

Another group is the KNUCKLEBONES. They knock everything that anybody else tries to do. But the most valuable are the BACKBONES who get under the load and actually do the work.

To which do you belong?

Ven Venables

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Technical Group

Vehicle weight vis-a-vis speed limits: At a recent meeting at Auto-Sleepers Ltd, Fred Craffert provided me with information regarding speed limitations and vehicle weight. UK National speed limits vary according to the weight and type of passenger vehicles. Motorcaravans and dual-purpose vehicles with an UNLADEN mass of under 3050Kg are categorised as cars. Motorcaravans over 3050Kg, however, have specific restrictions.

For the technically minded - the unladen mass of the vehicle is the same as the 'mass in running order' (MRO) which is issued in A-S weight documents and vehicle handbooks. There is no way of looking at the vehicle itself to determine whether it is above the limit - as this figure is not stated on the statutory plate. It is unclear whether dealers are aware of this issue when giving advice.

Generally the A-S models that are affected are those that have a 'maximum technically permissible laden weight' (MTPLM) greater than 3500Kg. This means that Palermo, Midas and the Luxor models are limited to 50mph on single carriageways and 60 mph on non-motorway dual carriageways (on motorways 70mph).

Boxer battery: With the assistance of Peugeot Motors, Fred Craffert has fortunately been able to finalise draft Ideas Sheet No 78, which he has now approved for issue. This sheet gives essential information to owners of Boxers in the disconnection, reconnection and jump-starting of the vehicle battery. This is a specific process to go through to prevent damage to the engine ECU. Copies are available, as usual, by sending me an SAE, quoting your membership number, to: 18 Greenwood Close, Fareham, Hants, PO16 7UF.

Boxer re-calls: *Brian Smith* has kindly informed me that there is a re-call of Boxers for a potential brake problem. We do not know the 'age range', but as a guide, *Brian's* van is 18 months old. The brake pipe may be positioned incorrectly which may lead to chafing against the wheel arch. In extreme cases, this may cause leakage of brake fluid, initially indicated by a red warning light. To rectify, it is necessary to straighten out, or replace, the front brake hoses. The re-call reference is understood to be 'X5C'

There was also an earlier safety re-call for the handbrake adjustment system on the Boxer. This covered 2155 vehicles built between October 2001 and September 2003.

If you have not received a re-call and think you may be affected, I suggest you check with your Peugeot Main Dealer, giving him your VIN number.

Winter preparation: Our editor, *Harry Henthorne*, mentioned in the last Newsletter the need to prepare vehicles for the forthcoming winter period. If you need advice, there is comprehensive guidance on 'winterisation' on the Club Website - see Technical page. Or alternatively I can send you a hard copy, on receipt of an SAE.

Baz Wellard

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Chairman's Chat

Where on earth has this year gone? It only seems a couple of days ago that I was writing about the beginning of the year and the start of the camping season, if such a thing exists nowadays. And here we are in November. I demand a recount!!

You may be interested to learn that your committee has decided, after much thought, that at any future Annual General Meeting amendments to resolutions may be accepted from the floor, rather than trying to get them in beforehand. There is really no way that amendments could easily be sent to the Secretary before the meeting itself. And after the arguments which ensued last year we feel that it is certainly the best way forward to ensure that the Club decides what is required. It is still down to the Chairman of the meeting to accept or reject amendments which may be proposed. However, any rejection would be solely on the grounds of the best interests of the Club, not on what colour socks the proposer was wearing.

One subject which has sprung up, yet again, is the attendance at rallies. As you will all know, the rallies always start at 12.00 noon unless there is a different time stated. Some people are still turning up before the due time. I have heard the comment made, such as "well, the others are already in the field, so why not me?" Such people do not appear to appreciate that some workers are needed before the start of the rally to get things organized. I'm thinking especially of the A.G.M. where many people have to be on site early to arrange the positioning of the attending vans and to marshal people into positions as appropriate. If you specifically wish to attend earlier than the stated time, why don't you offer your services as a helper? You may or may not

be needed but it should be the only way in which early arrivals can be accepted.

I can recall a rally which *Sheila and I* used to run. We had a heck of a rush to get from our home in London to the rally site which was way up country in time to be there for 12.00 noon (just!!). We ran it for a few years and, for at least three of those years, a couple appeared at the site before we did. So we suggested to them that perhaps they ought to take over the running of the rally. Surprise, surprise! They said that they could not be sure of getting to the place, some twenty minutes away from their home, in time to do the necessary.

So will you all please, when attending a rally, make sure that you do not offend the hard working marshals by trying to bully your way in before the official starting time.

On a very similar subject, the Club always needs people to marshal rallies. One of the best ways of finding out what needs to be done is to work as an assistant marshal to a more experienced marshal. It is not a good plan to try to run one if you have very little idea of what is needed. There will always be vacancies for helpers of this sort. All you need to do is to contact *Neil Rogers*, who is our Rally Co-ordinator and tell him that you would like to help. He has a very good information pack of dos and don'ts of being a marshal and will always be pleased to help. Give him a ring and see what you can do.

Harry Henthorne

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Helpful Hints

FROM A TOPAZ IMMIGRANT IN NEW ZEALAND

If your water pump gets an air lock after winterisation just fill the tank, switch on the pump and suck on end of the tap and water will flow. Don't tell your wife as the practice will be banned as unhygienic, but for some reason lip contact with her rather than the tap is still acceptable!

I have tried to protect the outside of our Topaz from the harsh New Zealand UV rays by covering the van. My advice, having tried it, is DON'T as the resultant chafing as the cover moves in the wind is heartbreaking.

The inside must be protected by use of blinds, curtains and a reflective windscreen shield. However the white plastic window roller blind frames, which for some inexplicable reason are not made from UV resistant material, slowly turn from white to brown to black, distort and have to be replaced. It is then that you discover an Auto-Sleeper

construction secret that they start with the roller blinds and construct the vehicle around them!

Unused to the modern catalytic converter I was initially baffled when the turbo diesel lost all power and ultimately discovered that the dirty NZ fuel had totally blocked the converter. A potato up the exhaust would have had the same effect but at least I could have seen the cause of the problem.

Our Topaz is much admired on the other side of the world. Congratulations to Auto-Sleeper's designers.

Anthony Hughes

I fully agree that the build appears to start with the window blinds. I should also mention that, from my experience, the way to assemble the thing is to use screws of varying lengths as well. Finally make sure that the side runners are sufficiently warped to ensure that the blinds stick a bit as you try to lower or raise them.

-----oooOOOooo-----

Obituary

It is with great regret that we have learned of the death of *John Skinner* who passed away on 3rd October 2004. Many who attended the Club and Company Rallies will remember *John* as and ever present assistant to *Jim Henwood* in and around the halls. Our sincere condolences are offered to *Marie* and the family.

I have received a card from *Marie* which says:

Would you please thank all members for their messages of condolence on the death of *John*. Also for the donations to the Poppy Appeal. I will, at a later date, give the total collected.

I will miss the Club, it was a way of life.

-----oooOOOooo-----

Wanted

VW Topaz, low mileage. MUST be 2.5 Tdi 102 BHP. Private sale, one owner preferred. E-mail geoffsmith65@hotmail.com or tel: Geoff Smith on 017 3735 1721 (Banstead, Surrey).
Thanks for the donation

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For Sale

Peugeo J5 manufacturer's workshop manual (Talbot Express). £20.00 plus postage if not collected. Phone Terry Chinery on 016 3874 1498 or 07 884 251 377 (Cambridge).

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Montana, Mercedes high top. 'S' reg, October 98. 37,000 miles. Petrol, manual gearbox. Four forward facing seats convert to two single beds 15' 6" long. Fiamma awning and towbar with electrics. In good clean condition. Reason for sale - wishing to buy a Clubman automatic. £17,500.00. Please ring Angela Aston and Joy Day on 013 2627 0856.

Thanks for the donation.

#####

VW Clubman, 2.5 Tdi. August 1999 (TI). Under 25,000 miles. 2 berth, shower, toilet, oven, grill, hob, 3-way fridge, blown air/convector heating. Fiamma awning, cycle rack and back box. Non-smokers, no pets. Excellent condition. £23,000.00. Pampered since birth! Tel: Peter Adams on 013 6465 4262 (Exeter). Thanks for the donation.

#####

Items to fit Peugeot Executive GLS 2004 model. Protec Top cover, used once. £185.00. New Omnistor Safari room, never used. £350.00. New Omnistor 2 bike rack, never used. £50.00. Tel: Michael Toffey on 014 2547 6851 (Ringwood, Hants.)

Thanks for the donation.

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Peugeot Boxer Nuevo 2.0 HDi Diesel, Nov 2002, 5100 miles, 2 Berth, Immaculate, Non Smokers, Standard Auto-Sleeper Spec plus Drivers' Swivel Seat, Omnistor 3m Awning, TV Aerial & Booster, Rear corner Steadies, Exterior Side Access Locker, Roof Rack & Stainless Steel Ladder, Rear Reversing Mirror, Internal Screen Insulation and Gemini Thatcham Alarm. £26,00.00 ono. Contact Pete Chipchase on 012 2628 7436 or e-mail peter.helmetsnarf@virgin.net (South Yorkshire)

Thanks for the donation.

#####

Peugeot Executive 2.5 Tdi. 2 + 2 berths. 1999. 29,000 miles. Very good condition with many extras. One careful owner, non-smokers, no pets. Full service history. £21,750.00. Phone Steve Waldron on 015 5367 2540 (King's Lynn, Norfolk).

Thanks for the donation.

#####

Silver Screen for Duetto incl sliding door cover. £15.00. "Drop on" carrier with luggage box, fits on tow ball. £25.00. Tel: Allan Leaver on 012 4358 2477 (Bognor Regis).

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Ford Duetto, 2.5 diesel. 1998 (S). Cream model. 22,000 miles. In excellent condition. All A-S usual refinements with added benefits of Status aerial, Fiamma back box and roll out awning, Thatcham alarm system and "Rustbusted" underseal. £18,950.00 ovno. Tel: Peter Jones on 014 4640 5995 (Barry, South Glamorgan).

Thanks for the donation.

#####

Ford Pollensa 2.5 TD, Reg June 2002. One owner. Under 19,000 miles. Excellent condition. Ultra heat, swivel seat, bike rack, Van Bitz alarm. Full service history. Non-smokers, no pets. £26,500.00 ono. Tel: Peter Hatton on 017 0684 2785 or 07 985 710 802 (Oldham, Lancs).
Thanks for the donation.

#####

Items to fit VW Trident, rear engine, up to 1991. 2 white wheel trims, new. £5.00. Front black grille, used. £8.00. Drive away free-standing awning, blue/grey. Used only twice. £150.00. Breathable ground sheet to fit awning. £15.00. New Elsan toilet in upholstered wooden cabinet. Made to fit by sliding door and makes an extra seat. (Sold the VW before this was used.) £70.00. Will sell all items separately. Phone T Lampit on 023 8084 3091 (Ibiden Purlieu, Southampton).

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Porch awning for sale. Could be converted to free standing. £50.00 ono. Tel: Geoff Williamson on 016 8431 0431.

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Symbol 2 + 2 on Peugeo Boxer 2.2 Hdi. Bought March 2004, taxed to February 2005. We're smitten and moving up. Electric windows, PAS, remote central locking, radio/CD, and about 6,000 miles. Carpets covered from new. Sleeps 2 - 4. 3 burner hob, grill/oven, 3 way fridge/freezer, toilet/shower, H/C water, blown air heating, large Heiki roof vent, double glazed, blinds/fly screens, Aura Blue interior, mains hook-up and more. 3 cycle rack, Sigma alarm, unused tow bar, parking lens. Non-smokers, no pets. Must be seen. All this just £29,500.00 ono. This spec new costs over £32,000.00, saving £2,500.00 and still with warranty. E-mail citroendyane@hotmail.com or tel: Tony Newall on 020 8686 6952 (Croydon, Surrey).

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Exterior Silver Screen for Boxer cab. Used twice. £45.00. Also Peter Russik manual for Peugeot Boxer diesels. £10.00. Phone Bob Deamer on 014 6245 4100 (Hitchin, Herts.)

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Generator, still in original box, never used. 650 watt, 2 stroke, 240 volt 13 amp socket. Sells at shows and in MMM for over £140.00. £89.00 ono. Bi-pot 1520 fresh water flush portable toilet. New cost £58.00 Genuine sale, may be able to deliver either item. Telephone Graham Balmond on 019 3857 0533 or 07 717 810 877. (Criggion, Powys).
Thanks for the donation.

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1 Gaslow change over valve £5.00. 1 Gaslow propane pressure gauge £5.00, 2 propane regulators, nearly new £5.00. Omnistor Safari Room 2.4m high, 2.6m wide, 2.25m deep, good condition, cost new £400.00, only £95.00. Gayston rear spring assisters for Ford Transit 1985-95 approx, part no. 21A03E new £25.00. Silver Screen for Ford Transit 1995-2000 £20.00. New dinette back cushion for 2000 Amethyst £5.00. Contact Roger Tarr on 0121 705 2706 (West Midlands).

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