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AUTO-SLEEPER OWNERS' CLUB

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NEWSLETTER 198
MARCH 2005

Hello.

Many members will have noticed that the Newsletter for February was a little late in arriving. The reason is actually quite simple. The machine for printing the Newsletter failed completely and our printer had to buy a new one.

It is not too surprising because the original machine was purchased by the Club back in the dim and distant past. It was very well used by *Rita and Phil Daley* until our present printer took over. He then bought the machine off the Club and it has been in use ever since. When you consider just how many pages it has printed over the years - well, everything wears out in the end.

But Mick Hughes, our printer, did a yeoman job in obtaining a replacement machine and then completing the printing of the Newsletter. It didn't get to the post quite in the usual time but, in the light of the difficulties, he came up trumps. Many thanks, Mick.

I also understand that one or two copies may have got lost in the post. Mine certainly did! I almost didn't know what was in that issue. If you did not receive a copy, please contact our Membership Secretary, Norma Caley, whose details can be found on the back page. I only put the bits and pieces together, *Norma* sorts out the labels for the posting.

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Autoclutch

My husband and I own a 1993 Talbot Express (Rambler conversion). As the clutch pedal is really high and awkward (definitely made for "boys in their boots") we are seriously considering having an AUTOCLUTCH fitted. Has anybody got any thoughts/experiences that they would be willing to share regarding this?

At the same time perhaps members could also let us know whether it is possible to obtain and fit a half normal width storage box to the rear of our van on the toilet side thus avoiding any obstruction of the rear door which we use. Any manufacturers names would be greatly appreciated.

Our thanks to everyone who makes the Newsletter possible - so much to enjoy every month (and learn). Well done.

Sandy and Michael Busbridge

If you have any suggestions, please contact our friends by e-mail at michael.busbridge@btinternet.com or by telephone on 016 3440 8720

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The "Exemption Certificate"

A number of members have asked for some guidance as to what the Exemption Certificate is and why we need it.

The Exemption Certificate is issued by the Government Department known as Defra, (Department for Environment, Food and Rural Affairs). We have recently had our certificate renewed for a period of five years. Our Secretary, after consultation with various committee members, submitted our application during the summer of 2004. In order to satisfy the requirements that Defra make we had to inform them of the number of rallies that had taken place in 2004 and also the number anticipated for this year. We submitted our Club Handbook as an indication of our aims and objectives and also to show the Club's policy with regard to the various codes that exist and govern the use of our motorhomes at rallies.

When granted, this Exemption Certificate allows the Club to run rallies, of up to 5 days duration at a time, on sites other than commercial caravan sites. These sites may include school fields, cricket clubs, rugby clubs, showfields of various sorts plus many other varied locations. We have to follow strictly laid down rules, the most important being the 5 day rule. This rule states that if a rally starts at 12 noon on day one, then it must be finished and the site cleared by 12 noon on day 5. We also have to follow all the relevant codes found within the new Countryside Code, copies of which are sent to all marshals. Copies of this Code may be obtained from any tourist office.

If we are seen not to be following the rules laid down then we are in danger of losing our Exemption Certificate. During 2005 we will be running at least 22 rallies using the Exemption Certificate so you can see the need to abide by the rules.

If any members have any queries regarding the Exemption Certificate then please contact me and I will try to give answers to their questions.

Neil Rogers

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Christmas Market

During December 2004 we were part of the group who travelled to Valkenburg, Holland to enjoy the Christmas Markets in that area. The trip was organised for ASOC, by GB Privilege, and ably led by Tim and Delia Clarke. Although unsure that it would be 'our cup of tea', we were pleasantly surprised. There were opportunities to enjoy the company of

other A-S owners and times to explore on our own. Much sightseeing was achieved.

The town of Valkenburg is a joy to explore on foot (we certainly walked more than our 10,000 steps each day), and the caves, decorated for the Christmas Market, are also interesting historically. The ruined castle, for the same reason, was well worth a visit and also gave an opportunity to photograph the Auto-Sleepers lined up on site. The campsite was of a good standard with views of the town from many pitches.

Our evening coach trip across the border to visit Aachen, enabled us to soak up the atmosphere of a German Christmas Market, including the Gluhwein and sausages!

On our completely free day, a number of the group, used the efficient public transport, and visited Maastrich. This city certainly whetted the appetite for a return visit. Others of the group explored locally, this being a good area for walking and cycling.

We enjoyed 2 group dinners in local restaurants, one in Valkenburg and another in Calais. Two evenings of good food and pleasant company.

The 6 days passed too quickly, and it was 'our cup of tea'. We would recommend a holiday like this to all members of ASOC. GB Privilege certainly did the group proud when organising the Valkenburg Xmas Market trip and it was good to have the company of other ASOC members whilst travelling abroad.

Ann and Stan Tingle

It is good to hear that such a trip was found to be very enjoyable. It does show that such things do appeal to people who otherwise might not think about doing such a trip.

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The future is bright: the future is modular

Although I am unable to cast a spell and see into the future, it is still possible to make some calculated guesses as to what the future will bring for those of us with a passion for our motorhomes. There are some trends and concepts that are so strong that they will inevitably end up impacting on the UK motorhome market. These trends fall broadly into three categories: technology, design and legislation.

Most radical of these is technology. In the long term we are likely to be driving hydrogen fuel cell engines as the earth's precious resources continue to be plundered and the quest for renewable energy sources becomes a necessity.

In the shorter term, cheap miniature motors will make the more arduous tasks such as raising an elevating roof, rolling out an awning or wheeling a water barrel exceptionally easy. With improvements to wind and solar power generation it's likely we're not far away from gas free vehicles. That should also help us to make storage space more efficient.

From a product point of view, the influences of boat and aircraft design are already becoming more and more obvious. A good example of this is the rising popularity of the vacuum toilet. Purchasers are also far more aware of interior design, thanks to the plethora of television programmes covering the subject. Auto-Sleepers are already embracing design techniques used in all of the above and have indeed just recruited a design manager from the boat industry.

Design will affect motorhomes differently depending on their size. Smaller van conversions will become true multi-purpose vehicles. Some European manufacturers are already building total modularity into their motorhomes. Imagine an A-S Trident with tracks built along and across the floor of the motorhome. On Monday you need a van, the motorhome area is completely empty. On Tuesday you need a seven seater mini-bus. You click into the tracks, the two individual cabin seats one or two three seater bench's. On Friday you need a motorhome. You click out the seats and click in the sink module, cooker module, storage module and sofa bed. Now that truly is an MPV. I would be surprised if within five years most van conversions are not offering this type of facility.

Larger motorhomes will continue to become more and more like expensive hotel rooms. Sumptuous fabrics, contemporary designs, maybe for a while there will be a move back to darker woods. Externally they will be beautifully sculptured, with clean lines enhancing the shape.

European legislation is already beginning to change the way that motorhomes are built. The end of life directive and whole type approval is making motorhomes more environmentally friendly as well as safer. That trend is bound to continue.

Ultimately the future will bring more choice; more layouts, more gadgets and higher specifications. Of course, the future for motor caravanners is not just about the motorhomes themselves. How will the retailer change - will you be able to sit with a retailer and design your next motorhome using 3D graphics? It's already how kitchens are sold after all!

Another interesting topic is how campsites and motorhome pitches will change in the future. Wouldn't it be great if a single European 'plug and play' system for electric's water and drainage could be adopted - but we'll save those topics for the next time I look into a crystal ball!

Thank you for reading and please note that the above is my own personal look into the future, it does not necessarily reflect the views of the Auto-Sleepers Group.

Rob Axton

Group Marketing and Development Director

Looking into his crystal ball!!

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Route Finding

My daughter, *Carol*, was mentioning that she thought of getting a route finder if they were not too expensive. I agreed one would be useful but didn't want one screwed to my dashboard and would manage with my map and post-it notes stuck to the steering wheel. She had only been gone about half an hour when I found the article in MMM about *portable* route finders. The price of £1045.00 was a bit steep but that was the most expensive and there were others. The address given for the Garmin was only a short way from my home so I tried to telephone without success, and then got the A-Z, found the road and set off. I couldn't find the shop - there wasn't one - and had to back track to find the house number. Apparently they fit route finders but didn't have any portable ones in stock at the moment. I decided to go home the "pretty way" - and got lost!

Looking at the web for alternatives I saw a 2620 on January special offer for £704.00, almost £300.00 cheaper, and a 2610 £140.00 cheaper than that. Well, there is no harm in asking! I telephoned to find the difference between the 2620 and 2610. Apparently the 2620 is better if you travel abroad a lot. Bigger memory I suppose.

An evening remembering that I had only found the Caravan Club High Onn site in one out of three attempts and wasted a good half hour along narrow country lanes each time, not finding it. Also the times I have pulled over to check the map against my post-its directions to sites. Looking for NT houses in Devon, mostly well marked there but a bit doubtful leaving. Yes, it would take a lot of hassle out of travelling alone, and I would be able to attempt staying on CLs again.

Well, you can't take it with you - but now I won't get lost on the way! The 2610 arrived on the Friday and I spent the week-end hitting

buttons and setting up routes which it simulated whilst I watched, giving road names and clearly showing turnings and islands. I tried it out by setting up a route along some little country lanes and got to the pub without getting lost. *Carol* borrowed it to try for an appointment in Wolverhampton - fairly straight forward and well marked. She missed a turning and it told her she was off route and directed her down another road to get her back on course. (Even knowing you have gone wrong can save miles). I have even got lost finding Newark Showground - all those islands marked "showground" until you reach the last one, a bit tired. I think it will be a great success. I will give an up-date at a later time when I have used it in earnest. Does anyone else have one?

Rita Daley

I could have used one of those gadgets many years ago, before they really came on to the market. I took a proverbial "short cut" and found that I had gone round in a circle and come back on to the same road about 400 yards before where I had turned off! It could have told me to stop in better time! I wonder if you can actually tell the thing the exact location of a CL or similar and be directed to the gate you need!

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Farewell

Sadly we have sold our A-S Vito Montana. We have waited in the hope that the company would produce a suitable replacement for our beloved van, but it was not to be. We have made a great number of friends in the Club since joining after purchasing the van new seven years ago and will miss you dearly, but will keep in touch as we are subscribing to the Newsletter.

As you know *David* is disabled and has stubbornly disregarded many members advice to upgrade but at last he has given in and we have found a van that ticks all our boxes.

Enjoy your rallies and we hope to see you in our travels. Best regards.

Janet and David Pitcher

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Sailing

We are new members to the Club, having bought a motorhome last year.

I have a radio controlled yacht and would be interested to know of any sites where I could sail it. There are often lakes at sites but these are usually reserved for fishing.

It has also occurred to me that there are probably other members who have a similar hobby and, if suitable sites could be found, why not get together for a weekend? The member needs to own any radio controlled boat, not necessarily a yacht.

I would be interested to hear from any member and, if there is sufficient interest, may be able to arrange a meet. My telephone number is 016 3423 4694 and I live at Rainham in Kent.

Brian Leonard

I am sure that if there is enough interest, our Rally Co-ordinator, *Neil Rogers*, would gladly help to arrange a suitable rally. He would not necessarily know of any suitable site, that would be for the participants to discover. I only know of a couple of people who have radio controlled aeroplanes so I don't think that they would want to come along to a lake - unless they are flying seaplanes!

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Glider Flights

If anyone is interested in taking part in the glider flights from the airfield adjacent to the Newark show ground, please contact *Nora Venables* as soon as possible. Obviously, flights will depend upon the weather and the number of people who might want to take one. So, if you want a flight, let *Nora* know NOW!! Her phone number is 019 0233 2105.

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After the AGM

In addition to donating two raffle prizes of a week's holiday at their Lakeside Holiday Park for the AGM raffle, Don Amott has offered a special rate for members who stop there on their way home from the AGM. The park is at North Somercotes, near Louth in Lincolnshire, and the fee will be £10.00 per night, plus electric hook-up. Please phone Mrs Margaret Clarke on 015 0735 8428 to book a pitch.

Andy Cavell

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Who's got a VW again?

In 1995 we bought our third VW. It was to last us as long as the last one, a Holdsworth Vision, which we kept for 8 years and 60,000 miles. The new van had a glass fibre over-cab, roof and rear panel. Having had caravans for many years, before leaving the dealers I

purchased a tube of very expensive caravan sealant. And when we got back home I put an extra strip of sealant on every external joint.

When only 16 months old a section of bathroom wall bubbled off! We had never used the shower in the van. I was unable to match the internal wallboard, so I lined the bottom 3 feet with white Perspex - very expensive. Within the next 3 years we had water ingress around both windows and in the wardrobe. The problem was due to rain blowing in the small ventilators in the sides of the van when on the move. We never really proved where the damp came in at the windows.

We decided to go back to a van conversion. We loved the A-S Symbol conversion, ordered one following a trial drive in a SWB Bessacar which although was nowhere near as comfortable a ride as the T3 or T4 was acceptable. We waited for months for the Symbol to arrive and were delighted with what we saw. We duly paid our £27,000.00 and left for home, about 15 miles away. The ride was horrific! The dealers had not checked the tyre pressures which were at 70psi instead of 59 and 65psi. Within three weeks the fridge pipe on top of the cabinet fractured. A-S said that it was probably due to a fitter fitting an olive the wrong way round but this was not found to be the case when it was rectified by the dealers. To improve the ride comfort, *Charles Trevelyan* suggested fitting Airide air suspension. Peugeot paid £200.00 towards the £400.00 cost but I had to fit it myself as the dealers refused. A very simple and quick job, only taking one hour.

This greatly improved things but everything still rattled. I rang Michelin who, after I supplied figures from a weighbridge, advised dropping the tyre pressures to 44psi all round. We then purchased a suspension seat from TEK seating at Melton Mowbray - a big improvement. Hooray, we think we have cured all the problems, having spent nearly £1,000.00.

After this we thought it would be plain sailing and then at 11,000 miles the gearbox, without warning, totally collapsed having previously given no indication of any problem. I have never had a gearbox problem of any sort in 48 years of motoring. Fortunately, we had a very good local Peugeot dealer and all vehicle faults were rectified free of charge, even though it was out of warranty. After 30 months of hassle we had had enough.

Totally out of character, we suddenly decide that the Symbol had to go. We drove from Clumber Park, Notts, to the dealer determined to go back to a VW, but a toilet compartment at the age of nearly 70 was a must. We have looked at alternatives since but the Topaz really stands out way in front of the competition. There was a metallic blue Topaz, with

the then new blue interior in the showroom, ready for immediate delivery. We decided there and then to swap the Symbol and have never once regretted the decision.

The only downside of the conversion is the bed arrangement but since we have always had to use an airbed, we don't find it a problem. We know that it will take us about 15 minutes to prepare for bed and accept it. Apart from that, the advantages are cupboards that my wife can reach, no supplementary cushions are required and, when sitting, her feet reach the floor. The van will go practically anywhere that a normal car can go. We tend to use the van for day trips all the year round as well as for touring holidays. It is totally water-tight, has a superb toilet compartment and, so far, has never done less than 35 mpg averaging 37 mpg for 19,000 miles. Add to this the fact that the gearbox doesn't fill up with water and the battery doesn't fill up with water and then overflow onto the cross-member making it necessary to fabricate additional plumbing and guards.

The final icing on the cake, as far as we are concerned, is being able to keep it under the cover of a closed in car port.

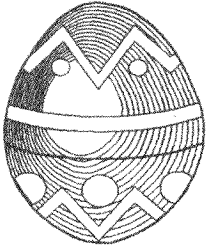
What a pity that VW has seen fit not to allow any LWB T5's into Britain yet, and why have they raised the floor, making it necessary to use a step to get in if you are short! We hope that A-S will be able to acquire LWB T5's and will make a Topaz-like conversion in the future, but not in the new modern style of the T5 Trident which does not appeal to us and which we feel has many design faults.

We are delighted with our T4 Topaz and cannot foresee replacing it in the near future.

Beryl and Dave Snowsill

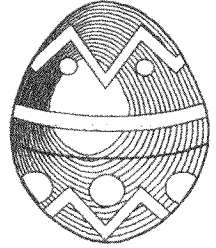
There have been many comments about the styling of the more "modern" vans from A-S, and no doubt from other converters too. I suppose it all comes back to the fact that there are in the various factories "designers" who have certain ideas about how things should look without considering how useful or useless they are. You have only to watch one of the "fashion" shows on the television to get an idea. Those seem to reveal all about the young ladies showing the garments (if that is what they are wearing) and have not thought about ordinary people wearing the things on chilly or wet days! And a similar story is apparent when you view any of the "home making" programmes too.

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March 2005

Rally Supplement



**16th. – 19th. June. Sports Academy (former Lions Club),
Lytham, Lancs. *This rally has had to be cancelled.***

*******NEW. Proposed Rally at Camping Les Deux Vallees (3 star site)**

Vezeac, Dordogne, France. 10th. – 22nd. June (12 nights) 2005.

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

Site Fees, bookings taken for the full 12 days only.

Pitch fee 2 persons plus electricity (6 amps) plus tax =€10.30 approx £8.00 per night.

Camping Les Deux Vallees require:- €5 booking fee plus €10 pitch fee – approx £12.00 Rally

Fee:-£15.00 non-returnable. **Total required £27.00** cheque payable, with rally slip to:-

I.C. Barnett, High Level, Farden, Bitterley, Ludlow, Shropes. SY8 3HU. Tel.No. 01584 890 428.

Please enclose a 9X6 SAE.

The camp site is not on a bus route, the village of Beynac is approx. 20 mins walk. Sarlat is 5 miles away.

Site fees payable to site - Credit Cards are accepted.

Full facilities plus a swimming pool, bicycles to hire, camp shop, restaurant, bar and take away.

Proposed coach trip, subject to numbers, BBQ, boat trip, evening meal and boules.

Approx. mileage Calais 520 miles, Cherbourg 435 miles & Le Havre 435 miles.

If friends wish to be parked together then please arrange to arrive together. Please **do not** arrive before 12 noon.

You have to arrange your own ferry bookings and any relevant insurance.

7th.-10th. March (3 nights). Elm Cottage C.P. Little

Budworth, Cheshire. CW7 2QJ. THIS RALLY IS NOW FULL.

**11th.-13th. March Motorhome & US RV Show, The Showground,
Great Driffield, East Yorks.**

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

Rally Marshals: Jan & Vic Hicklin.

Site Fee: Special Club prices. Arrive Wednesday £33.00, Thursday £28.00 Friday £23.00.

Rally Fee: £2.35 (Incl. VAT).

Send rally fees with rally slip & SAE for Show application form by 22nd February to:- Mrs. J. Hicklin, 381 Manor Road, Brimington, Chesterfield, Derbyshire. S43 1PP.
Tel.No. 01246 236 157.

Return the application forms to the organisers, Stone Leisure, address on form, by the closing date 1st March.

31st March – 3rd April (3 nights). Marston Brewery Visit

Burton on Trent, Staffs. N.B. Not Bass Museum.

The site is at the Albion Hotel, Shobnall Road, Burton-on-Trent.

Emergency Tel.No. 07713186508. Marshals' mobile.

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

Site Fees: £2.50 per night, all hardstanding. Rally Fee: £2.35 all incl. VAT. NO Electricity.

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

A trip round the Brewery on Friday morning will be arranged cost **£6 each, please send money with slip.** A meal Fri. evening & a further meal Sat evening will also be available.

Directions:- The Albion Hotel is situated on the B5017 Burton to Uttoxeter road and is on the bus route into Burton.

Please send SAE for acceptance & further directions. Dogs allowed.

Rally starts at 12 noon Thursday.

12th – 19th April 2005. Manx Spring Rally. Isle of Man.

THIS RALLY IS NOW FULL.

15th - 19th April Peak Rail (4 nights, Rowsley South Station, Nr. Matlock,

Derbyshire.

Rally Marshals: Mike & Jeanne & Lionel & Hilary Walker.

Emergency phone No. 07985 021779 or 07939 288586 (marshal's mobiles).

Site fee £4.70 per van per night. Rally fee £1.20 per person (both incl. VAT)

Water and toilet disposal but otherwise a green field site but station toilets are open during station hours.

There are two electric points for people with special needs.

Booking slips & cheques to Mike & Jeanne Hall, 45, Bunyan Green Road, Selston, Nottingham, NG16 6GF Hall Tel No. 01773 778016.

Attractions: In the picturesque picnic area of this enthusiasts steam railway, beside the River Derwent with many miles of walks. 10% off all day tickets for steam train rides into Matlock – ride trains all day or explore Matlock. Within the Derwent Valley World Heritage Site and the Peak National Park. Nearby are Chatsworth House, Haddon Hall, Carriage Museum and Bakewell's famous market. We hope to arrange a meal at The Shalimar Restaurant on Monday evening. Please state on the booking form if interested. (It is a Tandoori Restaurant but has English dishes). Buses to Matlock, Bakewell, Sheffield, Stockport and Manchester.

Directions: 3.9 miles north of Matlock (Bakewell direction) on the A6. Going north, turn left onto Harrison Way just after The Shalimar Restaurant and follow Peak Rail signs.

21st - 24th April National Motorhome Show, East of England Showground, Peterborough.

Emergency Tel.No. 07714 091 349 (Marshals' mobile on 8.00-10.00 am & pm).

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

Please use the booking form enclosed in this Newsletter if possible.

If you use a form from other magazines please mark the form ASOC and note the

special Club site fees: Arrive Thursday: £30, arrive Friday £27, arrive Saturday £24.

Please note that ALL booking forms **MUST** be returned to **Warners** the organisers by Friday 1st. **April** if you wish to rally with the Club.

*******Then you must also complete a Club rally slip** and return it, with the

Rally Fee of £2.00 couples, £1.50 singles (both inclusive of VAT) to: N.C. & P. Rogers, 3 Appleby Close, Aldbrough St. John, Richmond, North Yorks. DL11 7TT.

Tel.No. 01325 374 540 Cheques payable to N.C. & P. Rogers.

If you book using the internet you must still send a rally slip/rally fee to the marshals.

Please collect the **Club** rally information pack from the ASOC marshals before parking.

If you book using the special Club fees then you **must** park/ rally with The Club.

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

No arrivals before 2.00p.m. Thursday.

28th April - 2nd May. A.S.O.C. Annual General Meeting, Nottinghamshire Showground, Newark.

The application forms for the A.G.M. were in the February Newsletter. Please note the closing date for applications, March 26th.

Walk the Wolds, Lincolnshire.

2nd - 5th. May (4nights). Alford & District Cricket Club, Well Lane.

Alford, Lincs.

Emergency Tel.No. 07768164522. Marshal's mobile.

Rally Marshals: Janet Sutterby and Eileen Kellard.

Booking fee £2 with booking slip. Rally fee £22.00. No electrics. Hard standing.

Rally slips & cheques to: Janet Sutterby, 3 Bilsby Road, Alford, Lincs. LN13 9EW.

Tel.No. 01507 462449.

Use of facilities in club pavilion. Meals possible. Quiet. Walks arranged. Good cycling. Small town 1 mile. Sea 8 miles. **Limited numbers.**

Directions: In east Lincs take the A16 Boston to Louth road and the A1104 into Alford. Turn **right** opposite the church onto the B1196 signed "Welton le Marsh and Willoughby". In 1 mile turn **right** towards Well, Cricket Club 0.1 mile on the **right**.

12th - 16th May (4 nights). Little Cotton C.P., Dartmouth, Devon. TQ6 0LB

Site Tel. 01803 832558, Fax.No.01803 834887. Website www.littlecotton.co.uk

Site owners Paul & Dot White who you should ring to book extra nights.

Rally Marshals: Pam & Terry Holtom assisted by Jenny & Geoff Raistrick.

Site Fee: £6.75 per night. Electricity: £2.25 per night. Rally Fee: £2.35 (couples) £1.20 (Singles).

All fees include VAT.

Booking slips & cheques (made payable to Terry Holtom) to 8 Courtland Road, Torquay, Devon. TQ2 6JR. Tel.No. 01803 612669.

The site has 7.5 acres of level and gently sloping ground in two open plan fields with a centrally located award winning toilet/shower complex. Disabled facilities, dishwashing area, launderette style washing machines, large tumble dryers and ironing boards. Also a well stocked self service shop.

Attractions: Dartmouth is holding the 8th. Music festival this year with musical events throughout the town. This has proved most popular with visitors as well as the locals.

Dartmouth is situated on the River Dart and there are plenty of boat trips, one trip taking in "Greenway House Gardens", the one time home of Agatha Christie.

Steam trains operate from Kingswear to Paignton via the coast and also from Totnes to Buckfastleigh. Adjacent to the camp site are the "Park & Ride" facilities into Dartmouth. A D.I.Y. evening meal is proposed at the nearby football club licensed premises on the Saturday. DOGS are welcome but they must use the doggy walk and **MUST BE KEPT ON THE LEAD** while in the park.

SAE for confirmation and travel details. **NUMBERS LIMITED.**

13th - 15th May Southern Motorcaravan Show, Newbury Showground,

Berkshire.

Emergency Tel.No.07743 307533. Marshal's mobile.

Rally Marshals: Daphne & John Hallett.

Special Club prices. Arrive Thursday £26, arrive Friday £24 & arrive Saturday £20.

Rally Fee: £1.75 Couples, £1.20 singles. (Both include VAT).

Send rally fees with rally slip & SAE for a Show application form by 16th April to:-

Mr. & Mrs. J.Hallett, 13 Linden Crescent, Grove Wantage, Oxfordshire. OX12 7NB

Tel.No. 01235 764 550. Rally fee cheques payable to C.J.Hallett

Return application forms to the organisers. Warners by the closing date 22nd April.

If you book using the internet you must still send a rally slip/rally fee to the marshals.

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

18th - 23rd May (5 nights). Ambleside Rugby Club, Ambleside, Cumbria.

Emergency Tel.No.0775 3609463. (Marshals' mobile).

Rally Marshals: Sue & Peter Coward, Silvergarth, Low Riddings, Grasmere LA22 9QY. Tel.No. 015394 35828. assisted by Pam & Bill Todd.

Site Fee for 5 nights: £27.50 per unit. No Electricity. Rally Fee: £4.00 (Couples) ,£2.25 (Singles), includes VAT.

Rally slips and cheques payable to W.H. Todd, 1 Milcote Drive, Sutton Coldfield, West Midlands. B73 6QJ. Tel.No. 0121 354 9407. Enclose a SAE for confirmation of booking and details of proposed menu for Rally Supper.

GREENFIELD SITE with fresh water and toilet emptying points.

Dogs welcome but please keep on leads at all times & exercise off site.

We will have exclusive use of the club's facilities – toilets during the day and the clubhouse, when required, for us to socialize in the evening. Rally Supper on final night (approx. £5.25 per head-pay at rally, please note on rally slip if interested) and a BYO meal another evening.

Attractions: Ideal base for exploring the Lakeland at a beautiful time of the year or merely relaxing in pleasant surroundings. Numerous walks and places of interest within easy reach. Opportunity of guided fell walk. Ambleside centre 5 minutes walk. Steamer Pier, Lake Windemere 10 mins.

Rally starts 12 noon (Wednesday). LIMIT 30 Vans

25th – 30th. May (5 nights) Strathallen Games Park, Bridge of Allan, Nr. Stirling, Scotland.

Emergency Tel.No. 07760103335.

Rally Marshals: Joy & Donald Stott.

Site Fees: £2.50 per night. NO Electricity. Rally Fee: £3.23 (incl. VAT)

A flat field with water & elsan disposal.

It is a pleasant walk, 20 mins., into village centre. Bus service to Stirling & Edinburgh near to site. This is a central location for touring this part of Scotland.

Send SAE with booking slips & cheques payable to: Mr. Donald Stott, 159 Middleton St., Alexandria, Dumbartonshire. G83 0DH. Tel.no. 01389 757358.

Directions: From M9, North until end of motorway Junction 11, at roundabout take 4th. exit sp. Bridge of Allen, continue through village until you reach small park/gardens on the right. Turn **right** immediately after the park then first **left**. The rally field gates are directly in front of you.

From A9, South to roundabout at beginning of M9 (DO NOT go on motorway). Take the 2nd. Exit sp. Bridge of Allen then as above.

From Fife, Old A9 until 30mph restriction as you enter Bridge of Allen, turn **left** approx 100 yds then **left** again and as above gates are ahead of you.

LIMIT of 20 Vans or 40 persons.

26th – 30th. May (4 nights) Van Bitz, Nr. Taunton, Somerset.

Site Tel.No. 01823 321 992 (Emergency only).

Rally marshals: Betty & Andrew Entwistle.

Site Fee: £10.00 per night including electricity. Rally Fee: £2.00 (couples), £1.25 (Singles).

Booking slips to: Mr. & Mrs. M.A. Entwistle, 8 The Dell, Mytholm, Hebden Bridge, West Riding of Yorkshire, HX7 6DP. Tel.No. 01422 847 550. Cheques payable to: M.A. Entwistle.

Attractions: Taunton the county town of Somerset with castle and many historic buildings. Nearby is Wilton House and there are many small villages worthy of a visit.

Directions: From M5 junction 25 follow signs for Taunton. At first set of traffic lights at Creech Castle turn **left** s.p. Corfe B3170. Take 3rd. **left** into Ilminster Road again

follow signs for Corfe. Bear **right** at roundabout onto Blackbrook Way. Bear **left** at next roundabout and follow road to the end "T" junction which is the B 3170. Turn **right** and then take the next **left** into Killams Drive. Take 2nd. **left** into Killams Avenue and follow the road passing housing estate and finally over motorway bridge. Cornish Farm is immediately after the bridge on the **left** hand side.
IGNORE the first entrance to the main house. Proceed to the second entrance (with C.L. sign) which is a little further along the road and turn into the orchard.

31st May - 4th June (4 nights) Lochside C P, Castle Douglas, Dumfries & Galloway, Scotland.

Emergency telephone Nos. 0781704186 or 07969312703 (marshals mobiles)

Rally marshals: Moira & Allan Blackstock

Site Fee: £7.00 a night. Electricity £2.50 a night. Rally Fee £2.00 per person including VAT. Cheques with S.A.E for confirmation and directions to: A & M Blackstock, 39 Sumpter Croft, Penwortham, Preston, PR1 9UJ. Tel. No. 01772 749 178.

Attractions: The site is situated beside Carlingwark Loch a few minutes walk from the shops in the little market town of Castle Douglas, within walking distance of Threave Gardens (NT). This is a popular tourist area, an easy drive to the Solway coast or into the Galloway hills. A hall has been booked for three evenings with possibility of a meal and a gentle walk organized.

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.

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.

E & OE

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.....

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.....

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

ASOC Tour of the Loire Valley

GB Privilege have now received enough bookings to confirm that the tour will take place, and spaces are still available. The dates are 22nd May to 2nd June and the full itinerary was in the January Newsletter. If you would like further information or a booking form, please contact GB Privilege direct on 019 5378 9661.

Andy Cavell

-----oooOOOooo-----

Vehicle Design

I have read the various moans about the A-S conversions and I do feel that some people are asking too much. My husband and I purchased a Peugeot Boxer 5/03 A-S Symbol in September '04 as complete novices and are very pleased with our 'home'. I am slightly disabled but manage fine as there is no hurry for anything to be done. We wild camp and every other weekend will find us somewhere new, snow, wind rain or sun along with our two dogs. We take along our mountain walking gear including if necessary ice axes.

We do not use the extension for the double bed, we manage very well sleeping across the van (my husband is 5'10") and so save the space taken by the extra cushions. Our longest trip has been 8 days complete with all the Christmas presents and we managed just fine. As for the shower we have no problems and my disability in movement just causes laughter in the small space rather than anger. We manage two showers each before having to fill up which is very easy to do. The cassette lasts us two/three days and we always manage to find a convenient public toilet where we can also fill our 4 2 litre drinking water bottles.

Yes there are things that irritate but we had plenty of time to check out the van before we bought. We also looked at many other conversions but the A-S suited us. If we were make any changes it would be to the ES design with the four seats rather than the settee but this is a small change. We use gas to heat our water and the diesel domestic heating is excellent if a little noisy to start.

We are very pleased with our purchase. We learn something new every trip.

Rhona Clark

#####

In reply to *Anne and Phil Sanders* article in the February 2005 edition. We have owned a 2001 Symbol (this being our first motorhome) for 3 years and are generally very pleased with it, accepting that it has got, like all motorhomes, its limitations. We have compared ours to the new model and although A-S have 'modernised' some aspects of it, we are not convinced that it is an improvement as far as the practicalities of actually 'living' in it goes. In particular, there has been no simplification of bed make-up and, from memory, the storage seems to be slightly inferior.

Having tried every which way of using the various 'spare bed parts' supplied, both in double and single configuration, we finally came to the conclusion that they could be dispensed with entirely. We prefer using the single bed configuration because it is much easier to make those little journeys to the loo without clambering over one another and whoever gets up first in the morning does not disturb the other and has more room to move around in.

To make single beds, without any 'spare bed parts', first push both front seats forward as normal (although they only need to just touch the front console, rather than needing to be rammed up against it in order to insert the spare parts supplied). Remove the settee end arm rest (we put this on the passenger seat out of the way) and pull the rear passenger seat out as normal, then simply lay the settee back rest (with its back down) across the two front seat mountings (we have made two plastic backed covers to put on the seat mounts at this stage to protect the settee back). Although the settee back is not quite long enough to go the full width of the van, it is big enough with pillows in place (if you sleep head forwards) or with your feet on it (if you sleep head aft) that you never notice. We have been using this configuration for about 18 months and now wouldn't consider any other way. I should point out that the finished beds are about an inch or so shorter doing it this way but as we are both 'shorties' (the taller being five foot eight inches) it doesn't bother us.

The double bed can also be made up without 'spare parts', if you are not overly tall and can lay across the van. Simply pull the rear passenger seat and settee base units out as normal and lay the settee back down on the exposed settee base. There is a small gap of an inch or so left between the settee back and the side wall of the van but again it is not noticed when pillows are put in place. Hey presto! Both single beds and a double with no 'spare parts' to store. (We are assuming the bed bits on the latest model are the same as the earlier ones).

If A-S made the settee back in two pieces (held together with Velcro perhaps) the single beds wouldn't even need to have the small gap

at the sides. And if the back were an inch or so higher all beds would be the same size as normal.

With regard to storage. We have removed the wire basket and one of the runners from the rear seat compartment to make more room and can store all our bedding in there (two large sleeping bags and four full size pillows (all packed into four compression bags). The compartment also holds the jack and brace, two wheel chocks, an aerial extension lead and the covers for the front seat mounts. Incidentally, the space between the seat box and front lower part of the seat is ideal for storing the A-S folder even bulging with additional literature. Hold it in place with a wide piece of elastic stretched and screwed in place, or similar. Just pull seat slightly forward to gain access – easiest from outside the van with the side door open.

With all the bed bits dispensed with, the top box is then to be used for all the clothing that doesn't otherwise go in the wardrobe. And there is still room to spare.

Our 'bins' go in two cut-down wine boxes complete with their cardboard inserts that are stored in the compartment under the oven, it having been strengthened by adding underside supports at each side in the middle. Is there still such a compartment on the new model? And has the under-sink drop-down compartment gone? I can't remember. This is great for all those flat things – trays, cutting boards, collapsible basket etc. as well as having the cutlery tray.

We have utilised the spaces between the rear doors and units for storage – one for a piece of extra work surface (that fits between sink unit and bathroom side) and the other (top section only) for a slim book case. The large A-S table is.....left at home in the loft! This leaves space for a slim homemade fold-up table (for external use) to be slotted in the space between the rear seat and the gas cupboard wall. The 'spare' cavity in the water heater compartment under the settee (not visible) has been converted to store a good sized tool box and up to 8 cans of beer! Easy access to the heater drain-down tap still being provided. I gather that others have made even more adventurous adaptations to their Symbols.

With regard to the shower, I have never spoken to anyone who has used it except in an 'emergency'. In addition to the one you highlight, condensation could also be a real problem, even with the vent open.

Your experience of being smitten with the inside of a motorhome but finding living with it a different experience only reinforces the fact that what a designer thinks will work well (and look

good), may not work in practice. It seems that more prolonged practical testing (by experienced motorhomers) is needed at the prototype stage?

Having said all this we love our Symbol. We regularly go to the Lakeland Fells and have no problem accommodating all our walking gear. The longest trip we have made so far was for just over three weeks touring France and, with the few adjustments we have made, found no problem with storage.

Hope there is something of interest in here for you, *Anne and Phil*.
Er yes, the blinds do rattle – but you kind of get used to it.

Janet and Graham Franklin

-----oooOOOooo-----

Height Barriers

We are the proud owners of a new Ford Pollensa – which was due to be delivered to us last March and arrived in September. We enjoyed a lovely autumn holiday in Austria and now that the better weather is coming hope to tour our lovely English countryside.

However, we have been experiencing difficulties parking. Most of the 'pull in' places we come across have height barriers so that we cannot park. Last week, as it was such a lovely day we thought we would take 'Polly' out for a spin and sit and have lunch in our motorhome. But to our dismay, we couldn't find a spot to park. We live in Surrey and decided to have a run out to the Dorking area. After being disappointed, we made our way back home looking for places to pull in. Eventually stopping on Epsom Downs at 3.45pm for lunch!!

We wondered if any members have any suggestions or know of any 'spots' where we can stop for an hour or so, have our lunch and walk our dog around the lovely Surrey / Sussex countryside.

Susanne Martina

This is a problem which many of us face and all over the country. The only real suggestion is to keep on looking, unless anyone else can help.

-----oooOOOooo-----

Dogs Abroad

With reference to *Geoff Williamson's* letter (Newsletter 197) we took our dog to France last year. Our first night was spent at: - Camping Manoir de Senlecques, 45 Rue de la Fontaine, 62126 Pernes-les-Boulogne, tel:-03 21 08 35 96. This is 6km east of Boulogne so handy for several of the Channel ports and Eurotunnel. It is a small site but the friendly owner spoke quite good English and booked us into a local vet

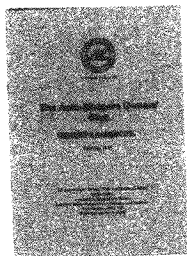
before we set off on our tour. On our return to the site we kept the appointment, did our shopping at a nearby Hypermarket, headed for Calais and the tunnel, showed all the necessary documentation and had no problems in either direction. We felt the whole procedure was worthwhile and preferable to putting our particular pet into kennels for 5 weeks.

It is worth mentioning that the whole procedure to get a pet passport is quite involved and each stage must be strictly adhered to. We met a couple at the 'Manoir' who had not been told that a pet cannot enter the UK until 6 months after a successful blood test (which is 1 month after the Rabies jab). They were faced with a choice of staying in France, putting the dog in French kennels or quarantine when they got home.

Rita and John Brown

-----oooOOOOoo-----

Members Handbook



The arrival of the Members' Handbook with the February Newsletter was not heralded by a great fanfare nor is it likely to make good bedtime reading. However, the information contained in it illustrates how well our Club is run - something for which we should all be grateful. The handbook is yet another example of the hard work which goes on behind the scenes. So we would just like to express our thanks to whoever was responsible for putting it all together and getting it into print.

Rosemary and Alan Jones

-----oooOOOOoo-----

Wintering Abroad

We have just returned from two weeks in an apartment in Benalmadena and really enjoyed our stay. So much so that we would like to consider taking the van over for three months or so next winter.

During our day trips we saw several Auto-Sleepers around Malaga and Torremolinos and while there we collected lots of information on camp sites. We were told that an easy route to take is a two day cruise from Portsmouth to Bilbao and the drive down to Benalmadena which takes about 8 hours.

We would be grateful for any advice Club members can give us on wintering in that area.

Finally, though very belatedly, we would like to say a big thank you to *Linda and Brian Ellis* and *Sheila and Ivor Barnett* for the great time we had at Burnham in November. Also thanks to *Cedric* who contributes so much sincere pleasure at all the rallies we have attended (not forgetting *Maureen*, of course).

Thank you.

Rita A Jones and Keith J Taylor

-----oooOOOooo-----

A.G.M. Bookings

If you have already sent, or are about to send, your booking form for this rally and have not heard from me within one week, please telephone me so that the records can be kept correct. The reply is normally sent out on the day following receipt of the booking form. My telephone number is the same as that for the Editor (how strange!)

Sheila Henthorne

-----oooOOOooo-----

Chairman's Chat

First of all, may I advise everyone who is coming along to Newark for the Annual Dinner and Dance (and the A.G.M. as well!) that the Caravan Club will be holding a competition on the showground during the same weekend. They did something similar last year.



What it means is that there may well be some Auto-Sleeper vans apparently on display, but well away from our camping area. Will all members please refrain from going across to have a look. The function is separate and distinct from our own and we should not interfere with them, nor they with us. There will also be a gathering of the Swift Owners Club on the showground. This is due to a booking of which we were not aware and which was for the same weekend.

So please, let us all keep within our own perimeter unless invited elsewhere, of course.

I had a most unfortunate accident recently. I was handling the plug for the Cascade heater, ready to re-insert it so that I could fill the water tank in the van. As the weather was cold, so were my hands and I dropped the plug. It fell upon the concrete and three of the four prongs snapped off! What a pity that it was not made of stronger plastic so that it would have bounced. It also makes me wonder why parts of the

heater are also made of plastic which has a tendency to harden and crack as a result of frost, thereby causing repairs to be needed when the discovery is made. And all at a cost, of course. Plastic has surely been around long enough now for some of these 'faults' to have been overcome.

Has anyone else noticed any odd signs along the highways? While we were away recently we saw two signs, one above the other. The upper one showed the warning for "Deer" and the lower one the sign for parking. We wondered if the deer actually knew that the parking place was reserved for them. Also, halfway up a steep hill when the engine was working hard to accomplish about 25 mph, we passed the de-restriction sign! There is, or was, also a famous de-restriction sign about 30 or so yards from a solid cliff face, but I can't remember where that was. Have you seen any such signs?

#####

Cash Deposits

With reference to the letters on this subject, I have been advised that you should make sure what you are letting yourself into when you reach any agreement with a dealer or anyone else. If you are entering a binding contract and either side breaks it, then the other party is usually entitled to damages reflecting any loss. If a sales person calls on you then there is usually a cooling off period but if you reach an agreement either at a show or in a shop/sale room and the like then there is no such period. If any sales person should make a verbal amendment to any possible agreement, you would need to prove that the amendment had been made, which might be difficult.

It does seem that a dealer might be entitled to some compensation if you decide not to proceed with the purchase of a new van but it could be worth an approach to the Trading Standards people to negotiate the amount of any deposit which should be retained by them. It could also be worth your while to negotiate the amount of any deposit which you might make. If enough people decided not to deposit large amounts of cash, the dealers might learn that they should not be quite so demanding. Perhaps a dealer who may read this could comment on why they ask for deposits in the thousands of pounds when perhaps a couple of hundred would easily cover their administration costs.

Harry Henthorne

-----oooOOOooo-----

Obituary

We have been advised that *Joan Badcock* passed away on 4th January 2005. Our sympathies and condolences are offered to her husband, *Michael*, and the family.

-----oooOOOooo-----

Wanted

A-S Topaz. Must be 2.5 Tdi 102 BHP with full service history. Willing to travel anywhere to view a suitable vehicle. Please e-mail geoffsmith65@hotmail.com or telephone Geoff Smith on 017 3735 1721 (Banstead, Surrey).

Thanks for the donation.



#####

Cranked stainless steel table leg plus brackets for use with swivel table. Please phone Trish Pratt on 012 8353 8818. Thank you.

#####

Can anybody tell me where I can get a pair of flexible hoses for an automatic gearbox oil cooler, as fitted to my 1987 Ford Legend GL 2,000cc petrol engine van. It has been off the road since November 2004. Please telephone Roger Inglis on 015 9955 5363 (Kyle, Ross-shire)

#####

WOOL For charity. Any amount, any thickness, any colour. I shall be at the AGM but I shall not be camping. I shall be at the craft classes, if Sheila will have me! I'm the one in the wheelchair. Thank you. Pam Robinson.

-----oooOOOooo-----

For Sale



Set of internal windscreen and side screens for the current Peugeot cab used by A-S. They are in VG condition. Original cost £59.95 - asking price £30.00. Please contact Brian Southam on 019 9560 0047 (Preston, Lancs.)
Thanks for the donation.

#####

Rienza on a Ford base, 2500 cc diesel, April 2002 (02). 10,000 miles. All standard fittings plus additional factory fitted offside rear underbed locker door. Also Protec

cover. No pets, smokers or children.. £29,995.00. Contact Mike West on 014 2350 6557 (Harrogate).

#####

Ford Pollensa, 2.4TD. Reg. June 2002. One owner, under 19,000 miles. Excellent condition. Ultra heat, swivel seat, bike rack, Van Bifz alarm. Full service history. Non-smokers, no pets. £25,250.00 ono. Tel: Peter Hatton on 017 0684 2785 or 07 985 710 802 (Oldham, Lancs.)
Thanks for the donation.

#####

Peugeot Nuevo ES, 2004. 2.2HDI. 4 berth, Sandria trim. Ultra heat, TV booster. As new. 4,000 miles. £26,750.00 ono. Tel: Monica Hermolle on 019 2662 0114 (Barford, Warwick)
Thanks for the donation.

#####

VW Clubman, 1997 'R', 26,000 miles. 2.4 diesel. 4 berth, cycle rack, Omnistor blind. No pets, no children. In very good condition. Full service history. £18,500.00. Tel: John Gilbert on 014 2527 5694 (Highcliffe, Dorset).
Thanks for the donation.

#####

VW Clubman GL, 'N' reg, 1996 March. 35,000 miles. F.S.H. 5 speed, 2.4 diesel, TB Turbo fitted. Alarmed. Full MOT. 2 berth, ladder guard, Fiamma canopy. 2nd owner. Non smokers, no pets, no children. £1,500.00 ono. Call Philip Gledhill on 014 8465 4780 or 07 831 456 689. (Huddersfield, West Yorkshire)
Thanks for the donation.

#####

Hope Safe-T-Bar to fit VW Clubman. £200.00. Also Hope Rac-n-Rol. £225.00. The buyer to collect. E-mail to dodgson@dodgson.karoo.co.uk or telephone Tim Dodgson on 014 8265 1360 (Kirk Ella, East Yorkshire).

#####

For Legend/Legend GL or perhaps any glass fibre body. 2 lengths of d/g sliding side window channel. £7.00. New glass fibre (A-S supplied) black outside fridge cooling trim. £20.00. Two new 'Ford' rear light clusters for the above models. £5.00 each. "Haynes" for petrol Transit up to 1993. £5.00. Alloy rear ladder cover plate. £5.00. 'Bulldog' 230/F Tital wheel clamp for 195 14/15 in wheels, vgc. £50.00. Calor caravan side 7kg Butane plus reg (new), 1/2 full. £15.00. Calor caravan size 6kg Propane, full. £15.00. Gaz 6lb size, empty. £5.00. Could bring to AGM. Contact Ricky Smith on 016 8456 8207 (Malvern).

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Membership Secretary	Norma Caley (see below)	017 7263 2734

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