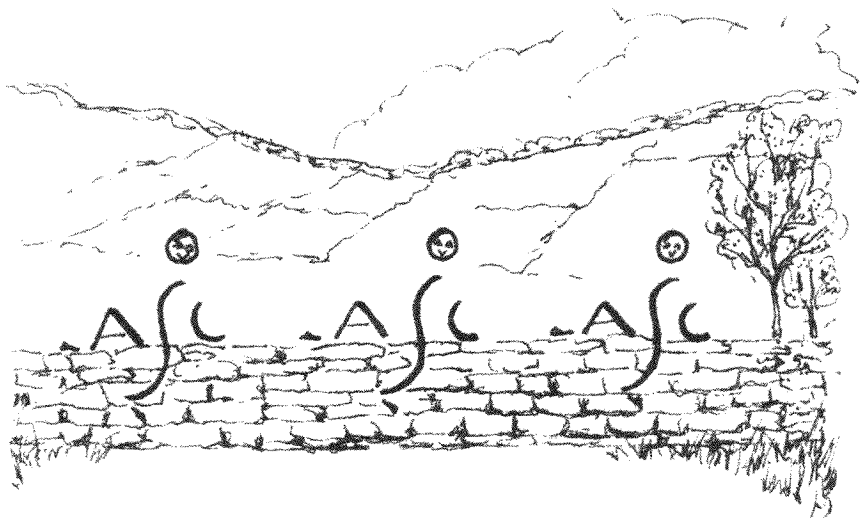


[www.asoc.fsnet.co.uk](http://www.asoc.fsnet.co.uk)

# **AUTO-SLEEPER OWNERS' CLUB**

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



We'll just sit here until the tanker comes along with more fuel!

## **NEWSLETTER 205 OCTOBER 2005**

Hello.

Here we go again. There has been a bit of a shortage of input this month so, yet again, I have to thank *Sheila Henthorne* for her assistance in preparing a puzzle which (A and 1 to use the modern parlance) will occupy your thoughts for a short time and (2 and B) will fill up a couple of pages or so for me.

It has always been a bit of a surprise to me how from time to time there is a shortage. Most of the time you out there are very keen to put pen to paper on all sorts or subjects and I could fill up more pages than are available. But then the downturn sets in and I find myself looking for fillers of all sorts. Never mind, we seem to get there in the end.

I am also very grateful for the kind words which I have received. Several people have made kind comments seeing that I shall, I hope, soon pass the editorship onto someone else. It seems that you all like what the Newsletter has become and I am delighted that I seem to have done things correctly. Obviously, there have been occasions when something has been said to which an individual may have objected. But by and large it seems that we have been able to keep on the right track.

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## A Cry from the Heart

What have I done to deserve this? The years of loyal service seem to mean nothing to my carers. I admit that they, *George and Helen*, have looked after me well and have improved my image with bits and pieces.

It all came about when returning from a holiday in the north of Scotland. We stopped at a place which had a lot of my Brothers and Sisters in it. My carers left me and had a look around and when they got back they spoke a lot about a sister they had seen.

When we arrived home they phoned Andrew who said he would be pleased to have me back if they would like to have my bigger sister. She has one advantage over me in that she has heating in the toilet compartment which is a thing that my carer *George* has always complained about. So I am being traded in for a newer model. But I suppose that is the way of the world! Now it is back to Cranage where I will sit until another carer comes along. But with my looks it should not be for long.

*Symbol Boxer*

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## CARVER HEATER

I have a problem with the Carver P4 blown air heating on my 1998 Duetto. Although the fan is working the gas will not ignite. The unit has been examined and I am told that the circuit board has failed. As the firm of Carver is no longer in existence it seems that spares are no longer available.

I wonder if any other member has had this problem and whether they were able to get hold of spares from another source? If anyone is able to help I should be pleased to hear from them. My e-mail address is: [briangreen@bhgreen.fsnet.co.uk](mailto:briangreen@bhgreen.fsnet.co.uk)

*Brian Green*

-----oooOOOooo-----

### Free Parking in Poole!

I recently went for a day out to Poole in Dorset taking the motorhome and parking in Baiter Car Park (CP) south of the main quay. Imagine to my surprise it seemed that this was a free CP if you parked for over 4 hours and under 6 hours. The Pay and display machine stated the charges thus:-

Every day 8am - 7pm	
Up to 1 hour	60p
Up to 2 hours	£1.20
Up to 3 hours	£1.80
Up to 4 hours	£3.00
Over 6 hours	£ 6.50

This could not be true. Two parking attendants had just arrived and were standing by a meter. I asked them, as I only wanted to stop there for 6 hours, what it would cost. Their immediate answer was £6.50. I pointed out that this was not correct as that charge was for over six hours. They agreed that I was correct but did not know the answer so we agreed on a charge of £4.50 for 6 hours. They suggested that I got a ticket for £4.50 and find out what was on the print out. As I expected, it defaulted to the longest time below the amount I put into the machine, that was for four hours parking, 11am to 3pm. I took the ticket back to the attendants, they initialled the ticket and altered the leaving time from 3pm to 6pm (I got an extra hour free!)

While I was getting the ticket they contacted their office on the radio and the office did not know of this anomaly and could not give an answer. When I questioned the attendants they said that they had worked the CP for 4 years, there had been no price changes in that time

and they had not noticed this oversight in the parking tariffs. I makes me wonder what all the other punters did over 4 years if they wanted to stay between 4 and 6 hours. They must have paid £6.50 and suffered in silence

If any member goes to this car park I would love to know if they have altered the tariff. Also, if I had left a notice in my van that stated that I was only going to park for between 4 and 6 hours from 11am to 5pm and it was free for the period, would the law have been on my side? Are there any lawyers in the Club who could answer this question?

*Robin Gardner*

I haven't spotted this anomaly but I have discovered one where the charge for 4 hours is more than double the two hour charge. I discovered this by accident when we parked for, as we thought, a couple of hours only to find that the shop we wanted to visit was closed. So we went back to the car park before the first two hours had expired and bought another two hours.

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## *Tyre Pressures*

I am constantly surprised at the problems various members seem to have with their vehicle tyre pressures. *Malcolm Imhoff* being the latest as shown on page 3 of the August 2005 Newsletter.

We have a Peugeot Boxer 'Symphony' which is the forerunner to *Malcolm's* 'Symbol'. In the Auto-Sleeper Symphony instruction manual, page 2.2 item 6 (recommended tyre pressures) it states "For tyre pressures, refer to the base vehicle instruction booklet".

On the back cover of the Peugeot Boxer handbook, in very large letters for the Symphony, the following pressures are listed - Front 44 lb/Ins; Rear 44 lb/Ins; Spare Wheel 46 lb/Ins. To back up this information (and as *Malcolm* mentioned) on the driver's door rear pillar there is a notice stating - Tyre Pressures, Front 43<sub>±</sub>1, Rear 43<sub>±</sub>1.

Bearing in mind the average load that a Peugeot Boxer day to day delivery van carries, I can see no reason to deviate from these figures.

Recently, we did a round trip to Newcastle-upon-Tyne to visit relatives. From Derby via the M.1, M.18, and A.1(M) a round trip of 340 miles at a constant speed of 60 mph. At the end of each journey I checked the tyres (which I always do) and they were hardly warm. The consumption over both trips was 31.4 mpg on Shell unleaded petrol.

The Symphony is now seven years old, has passed five MOT's and completed 27,000 miles on Michelin 195/70 R15 tyres. Trusting this information may be of use (at least to Symphony and Symbol owners).

*Tom Nunn*

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## **Cam Belt Changing**

As soon as I read page 6 of the September Newsletter I realised that my figure for the mileage at which a cam belt should be changed is far too high. I apologise for this error and trust that my memory lapse caused no inconvenience to readers. SH Autos is in no way to blame for my mistake.

I have called on them to obtain the true figure. Their technician brought out a large volume giving data for the full range of vehicles of recent production. The figures vary for Boxer models according to the age of the vehicle. A rule of thumb mileage is 60,000 miles (four times less than that given in my piece; again I do apologise).

So when your vehicle, of any make, reaches five years or a mileage somewhere near that number, it is wise to check with your local servicing garage for further advice. A smashed up engine can be very costly, as we read in *Lionel Sylvester's* most interesting piece about his experiences of engine failure and travels in France.

*Lilian and John Coates*

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## **The Mayonnaise Jar and Coffee**

When things in your life seem almost too much to handle; when 24 hours in a day are not enough; remember the mayonnaise jar ... and the coffee...

A professor stood before his philosophy class and had some items in front of him. When the class began, wordlessly he picked up a very large and empty mayonnaise jar and proceeded to fill it with golf balls. He then asked the students if the jar was full. They agreed that it was.

The professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles rolled into the open areas between the golf balls. He then asked the student again if the jar was full and again they agreed that it was.

Next he picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. He asked once more if the jar was full and the students responded with a loud "Yes!"

The professor then produced two cups of coffee from under the table and poured the entire contents into the jar, effectively filling the empty spaces between the sand. The students laughed.

"Now", said the professor as the laughter subsided, "I want you to recognise that this jar represents your life. The golf balls are the important things; your family, your children, your faith, your health, your friends and your favourite passions. Things that, if everything else was lost and only they remained your life would still be full".

"The pebbles are the other things that matter; your job, your house and your car. The sand is everything else. The small stuff. If you put the sand into the jar first", he continued, "there is no room for the pebbles or the golf balls. The same goes for life. If you spend all your time and energy on the small stuff, you will never have room for the things that are important to you.

Pay attention to the things that are critical to your happiness. Play with your children. Take time to get medical check ups. Take your partner out to dinner. Play another 18 holes. There will always be time to clean the house and take care of the disposal. Take care of the golf balls first, the things that really matter. Set your priorities. The rest is just sand".

One of the students raised her hand and enquired what the coffee represented. The professor smiled. "I'm glad you asked. It just goes to show that no matter how full your life may seem, there is always room for a couple of cups of coffee with a friend".

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This delight was sent in by *Michael Badcock*

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## **Hobbies**

There will be a room available for displaying hobbies at the next AGM at Newark. Will interested members please contact *Andrew Entwistle* at 8 the Dell, Mytholm, Hebden bridge, West Riding of Yorkshire, HX7 6DP before 1st February 2006 stating their hobby subject.

*Nora Venables*

Chairman - AGM sub-committee

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## Rally Comments

Being first year rally goers I feel that it is time to write a brief letter showing our appreciation to all the individuals who put the time and effort into organising these events. What we find is that the success of any rally is down to all the rally goers themselves "joining in". Obvious rewards from this are new friends who you continue to meet at other later events.

Our first rally was at Elms Cottage, run by *Liz & Bryn (Morgan)* and further enhanced by a certain individual who appears to own a large arrange of "headgear"!! The second was a Little Colton, Dartmouth where the music festival was in full swing - and swing it did. Thanks to *Terry & Pam (Holton)*. It was nothing to do with you -- the weather I mean!

Hereford was our next meet run by *Joan and Max (Cooke)* aided by *Sheila and Ivor (Barnett)*. Really tropical weather throughout the three days. We loved Hereford as a place to visit and there were lovely walks around the parks next to the river Wye.

Because we tend to travel south most of the time, it suits us to travel over 2 days and stop over somewhere that we haven't visited before. One such place was a site called Newton Mill near Bath. It is a lovely stopover site with a bus route into Bath.

Once again, many thanks to all rally organizers.

*Gell & Jeff Atkinson*

For the benefit of those who did not attend the rallies I have added the surnames in brackets. As I have said before, this helps members who are not attendees and who like to know who is who.

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## Retarded?

This story appeared in *Sylvia & Norman Brice's* e-mail "in" box some time ago.

Some people understand life better. And they call some of these people "retarded". At the Seattle Special Olympics, nine contestants, all physically or mentally disabled, assembled at the starting line for the 100 yard dash. At the gun they all started out. Not exactly in a dash, but with a relish to run the race to finish and win. All, that is, except one little boy who stumbled on the asphalt, tumbled over a couple of times and began to cry.

The other eight heard the boy cry. They slowed down and looked back. Then they all turned around and went back - every one of them. One girl with down's Syndrome bent down, kissed him and said

"This will make it better". Then all nine linked arms and walked together to the finish line. Everyone in the stadium stood and the cheering went on for several minutes.

People who were there are still telling the story. Why? Because deep down we know this one thing. What matters in this life is more than winning for ourselves. What really matters is helping others to win, even if it means slowing down and changing our course.

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## **New Owners**

*Caroline and Stephen Green* are new to motorhoming and would like advice and help (September Newsletter). How many owners have been there, I wonder? We all had to start at some time and were grateful to anyone who offered their advice and experience. I hope you find the following of some use.

Regarding your second point - shields that protect from the sun. We have always been advised that if you can cover the outside of the window so that the sun does not shine directly on to the glass you will stay cooler inside. We were originally told this when we used our greenhouse in the summer months but find it is worth remembering regarding any window. We have a solar screen made by Silver Screens that goes round the outside of the front windows of the motorhome, stopping the sun coming in but allowing us to see out. No one can see in unless you put the lights on. This also enables us to open the driver and passenger windows and no insects can fly in unannounced but any breeze can! For the rest of the windows I bought some white sheeting and made covers to go over them. I cut rectangles slightly larger than the windows and then hemmed round them with a hem wide enough to take elastic which I sewed in at the corners. This then allows you to 'stretch' the material over the window and fix it over the four corners. You can use it with the window open or closed. Obviously, this cannot be done on sliding windows, so I'm afraid I'm no help with them! We have been using this method for quite some time now and for us it works well. Unfortunately you can't see out through the sheeting but then you can't have everything, can you?

The etiquette of leaving a marker on your pitch when you drive off for the day is just to let people know that the pitch is in use. We have a sign saying 'motorhome using this pitch' with our registration number on the back. We bought it from the Caravan Club on our first trip out with the motorhome (not an A-S I'm ashamed to say) but you can make one up if you are unable to buy one. Just to leave your awning up is OK, or

a waste bucket and possibly a step. We don't think leaving your electric cable is a good idea but many do.

Good luck with your motorhome. We hope you enjoy it as much as we do.

*Jean Shaftoe*

I agree with not leaving the electric cable behind. When we were on one site for a committee meeting one member left his cable to mark the pitch. When we returned the cable had gone missing. In addition, if it is left connected to the post on the site it could become a hazard.

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## **From the Factory**

I am sure that by now you will have all heard the news with regard to the recent business change of Auto-Sleepers. To ensure the information, together with the actual facts were correctly broadcast, I held a series of presentations at the Cotswold Conference Centre. One of these presentations was indeed to many of the ASOC Committee Members who I would like to thank for giving up their time and joining me to hear our news.

For my part I would like to take this opportunity to highlight a few facts and to allay any fears any member may have.

Firstly the merge with SEA was a project I have personally worked on, supported and actually commenced. It genuinely presents the Auto-Sleepers business with a fantastic future, full of opportunities. There will be little change to our Management Group, but I will recruit a few more personnel to strengthen our team. We will also have additional products to offer dealers and customers alike.

My plans for Auto-Sleepers Manufacturing are ones of expansion, investment and restructure which should result in increased production, higher quality and a secure future. I would also like to reiterate a point I stressed at my presentation and that is that no Auto-Sleeper badged product will be manufactured in Italy. All launched Auto-Sleeper products will be continually built in the UK. I hope that like me you will see the opportunity we have and will embrace all aspects of it. I will continue to head up the group and for my part continue to support ASOC in any way I can.

This change is significant and will naturally cause some concerns, therefore, I am prepared to offer each of you the opportunity to send into the ASOC Committee any question you may have. Once collated and forwarded to me, I will answer each and every one, which hopefully will give a crisp clear picture of the future, which I hope the business and its

customers will enjoy.

May I thank you all for your support and look forward to meeting you at the forthcoming Earls Court and NEC Shows.

Ian Capes.

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## **A Sink Song**

Does your bathroom sink *gurgle*? The tip-up sink in our 1995 Boxer Harmony is prone to blocking, particularly with hair (yes, I can just about get my head in the sink and rinse my hair with the shower head!). When blockage occurs, the hidden vessel into which the tipping sink empties does not drain and, as a consequence it overflows, unseen, between the double skin of the toilet rear wall. This water then soaks into the chipboard floor of the vehicle with obvious consequences. To prevent this happening I have developed a simple rule of thumb: if the drain gurgles soon after tipping the sink, then it's OK. However, if it doesn't gurgle then there is a chance that the drain is restricted or blocked. It is then necessary to remove the entire sink assembly from the rear wall (four long self-tapping screws) and clear the blockage from the grid across the drain. I have had to go through this unpleasant ritual at least once a season, and the holes into which the sink retaining screws locate are beginning to strip. Accordingly, I intend to reinforce the sink's fixing by securing battens of timber to the inside of the inner skin of the bathroom, and screw the long self-tapping screws into that.

So listen to your bathroom sink: when it's happy, it gurgles!

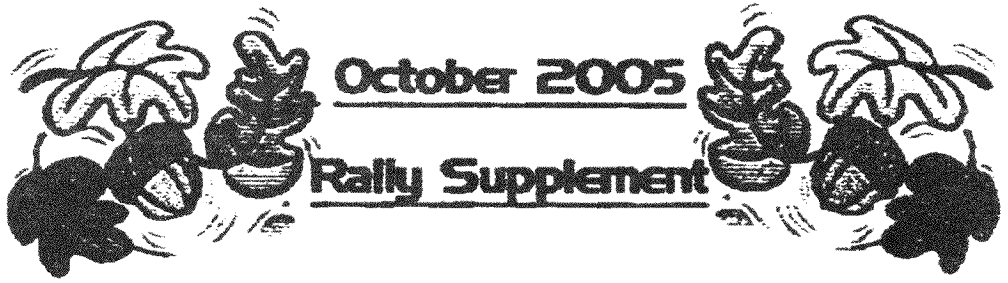
*Stuart Lamb*

Been there, done that, got the muck out! It is a problem and it can also mean that the hair and soap coagulation has blocked up also in the runaway pipe to the grey water tank and even in the outlet pipe from there to the outside world! So do listen to the Sing of the Sonk!

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## **Eberspacher Airtropic Heater and Fridge**

Lionel Walker's problems with diesel exhaust fumes from the Eberspacher heater entering his Symphony leisure area (September Newsletter) have been our experience in a our new Duetto. Gas and other fumes also entered the leisure area from behind cooker, the fridge area, the wardrobe and the seat belt recesses. We went to and fro between the dealer at Newbury and Willersey. Newbury were unable



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

All applications for rallies must be made by using a rally slip, no telephone bookings.

Please inform the marshal in advance if you wish to take a trailer, tent or car to a rally.

*If you cannot attend a rally that you have booked please inform the marshal.*

*Are you interested in running a rally for the Club? If so then contact me for further guidance & details.*

*Would you be interested in assisting at a rally? If so please send me details of the area in which you would like to assist and what time of year.*

*Why not offer assistance to the marshals when attending a rally?*

*If you would like some assistance with selecting a site then I have some details of sites willing to host rallies. These sites have not been vetted as to their suitability for a rally.*

**29<sup>th</sup> September to 2<sup>nd</sup> October (3 nights); Marwell Zoological Conservation Park Nr. Winchester, Hants**

Marshals: Dorothy & Baz Wellard supported by Marian & Jimmy Henwood.  
Site fees £4.00 per night. Hard standing, **GREEN FIELD** site. Rally fee £2.50.  
Booking slip to Mr & Mrs B Wellard, 18 Greenwood Close, Fareham, Hants, PO16 7UF. Tel: 01329 231259. Site mobile 07978 473434 (emergencies only)  
Cheque payable to Mrs. D. Wellard.

**Attractions:** Marwell is a registered charity and is one of Britain's largest and most important Zoological parks and contains over 1,000 animals. Marwell breeds endangered species great and small and supports conservation work in those parts of the world where relatives of the animals in care of Marwell either live or once lived. A special group entry fee of £9.00 has been negotiated and covers two days. Dogs are welcomed in the parking area, (on a lead at all times as usual, please), but unfortunately not in the park itself.

**Evening meal:** The park restaurant Tree Tops has kindly agreed to put on a 2 course early evening meal (at around 16.30hrs.) at a cost of £7.00 per person. Please confirm what meal(s) you require; the choice is hake or sausage or vegetarian (roast vegetable kiev) all with chips, and peas or beans or side salad, ice cream to follow. Include the meal cost in cheque please.

**Directions:** Watch out for the brown signs! Leave the M3 at junction 11 and take the B3335 (South), the B3354 and then the B2177. Or from the A32 through Wickham onto the B2177.

Limited to 40 vans.

**30<sup>th</sup> September – 2<sup>nd</sup> October ( 2 nights). Riverside C.P., Stratford upon Avon, Warwickshire.**

Emergency Tel No: 07799660641 Marshals' Mobile.

Rally Marshals: Sandra and Bernie Wisely.

Site fees: £7.00pn IncVAT. Limited electricity at £2.50 pn. Rally Fee: £2.50 per couple or £1.50 single IncVAT.

Cheques and rally slips to: Sandra Wisely, 2 Mount Pleasant, Bishops Itchington, SOUTHAM, Warks, CV47 2QE. Tel 01926 – 614194

RALLY field on commercial site, full facilities available a short distance from the rally field.

Riverside Café and Shop, Adjacent Club House, Free Fishing and River Taxi into Stratford Town Centre.

A meal on the Saturday night may be organised, please indicate if interested on booking form.

**Directions:** Take the B4086 Tiddington Road from the bridge in Stratford. As you enter the village of Tiddington the Park entrance is on the left hand side opposite the new NFU building, pull into the park and follow signs.

**NEW RALLY, 6<sup>th</sup> - 9<sup>th</sup> October (3 nights). Whitchurch Cricket Club, North Shropshire.**

Emergency Tel.No. 01948 663923.

Rally Marshals: Audrey Crouch & Joan & Arthur Dewhurst.

Site fee: £4.50 per night. Rally Fee: £1.75 per person. (incl. VAT). NO Electricity.

Rally Slips and cheques to A.M. Crouch, Springwood, Twemlows Ave., Higher Heath, Whitchurch, Shropshire. SY13 2HD. Tel.No. 01948 841313.

Use of clubhouse with toilets/showers. Meal Saturday evening (on site) pie, jacket potato & peas, plus a sweet £4.25 each. Order & pay at rally.

**Directions:** From N. on A49 follow town centre signs, at roundabout bear left over traffic lights past Shell garage then 3<sup>rd</sup>. right (Sp. Wem). Cricket Club on right.

From S. on A41 take town centre road B5395 (offside lane). Over next roundabout then 1<sup>st</sup>. left (Sp. Wem). Cricket Club on right.

Table Top Sale ASOC equipment. **LIMIT 30 vans.**

**7<sup>th</sup> - 10<sup>th</sup> October (3 nights). Birdham, Nr Chichester, West Sussex.**

Emergency Tel. No. 07887 750926 Marshals' Mobile, 08:00 - 22:00hrs.

Rally Marshals Angie & Andy Cavell, assisted by Mo & Mike Valentine..

**\*\*\*Note correction of Site Fee: £5.50 per night** Electricity, limited to 18 vans, additional at £1.00 per night.

Rally Fee: £2.35 per unit (incl. VAT).

***OWN SANITATION ESSENTIAL.*** Fresh Water, Chemical Disposal Point & Rubbish Bins on Site.

Rally Slips & Cheques to M. Valentine, 11 Hamilton Close, Langstone, Havant, Hants. PO9 1RP. Telephone No. 02392 482818

Dogs accepted on leads at all times.

**Attractions:** Nature Reserves close by at Pagham Harbour & Sidlesham. Bracklesham and West Wittering beaches a short distance away, also Chichester Harbour A.O.N.B provides many pleasant walks, Water Tours, Wind Surfing, Fishing. Earnley Butterfly Farm and Birds of Prey Centre nearby. City of Chichester 4.5 miles, City of Portsmouth, Goodwood Racecourse, Petworth House, Arundal Castle.

Shows: 700m., Fuel 500m., Good Pub Food 200m.

**Directions:** A27 Chichester by-pass roundabout turn south onto A286 Birdham/Witterings. After 4.5 miles roundabout 1<sup>st</sup> exit onto A2198 – Earnly/Bracklesham. Site entrance 500m. on left at banner “Fuchsias Galore”, for Tawney Nursery. Stop just inside gate on left.

**MAXIMUM 30 Vans.**

*No arrivals before 13:00hrs please.*

**17<sup>th</sup> - 21<sup>st</sup> October ( 4 nights) Camping & Caravanning Club Site, Keswick.**

**THIS RALLY IS NOW FULLY BOOKED.**

**27<sup>th</sup> October – 30<sup>th</sup> October 2005 (3nights) Marston’s Brewery Visit, Burton on Trent.Staffs**

Site behind the Albion Hotel, Shobnall Road. Burton on Trent.

Emergency Tel no 07713186508 Marshal’s mobile.

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

I will be on holiday from 4<sup>th</sup> Sept-23<sup>rd</sup> Sept so if you haven’t had a reply from me I will deal with it on my return.

Site Fee: £2.50 per night, all hardstanding, Rally Fee: £2.35, (All inc VAT).

*No Electricity.*

Booking slip & Cheques payable to P.M.Pratt, 3 Grafton Rd, Stapenhill, Burton on Trent. Staffs. DE15 9DN. Tel 01283538818.

A visit round the brewery on the Friday morning will be arranged **Cost £6 each, please send cheque with site fees if you would like to participate in this trip.**

A meal Fri evening in the visitors centre at the brewery and a further meal, Sat.evening carvery in the Albion Hotel will also be available. (*Weekend off cooking duties ladies*).

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

Please send SAE for acceptance and further directions.Please note my holiday dates if you’ve not had a reply. Dogs are allowed.

**Rally starts at 12noon Thursday. NOT BEFORE PLEASE.**

4<sup>th</sup> - 8<sup>th</sup> November ( 4 nights) Sedgemoor Carnival Rally  
2005, Burnham Holiday Village, Burnham on Sea, Somerset.

Emergency Tel.No. 07711 375 323 (Marshal's mobile).

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

Site Fee: £36.65 ( 4 nights ). Electricity included. Rally Fee : £2.35.(All incl.VAT).

Total payable £39.00 by 14<sup>th</sup>.October please.

Rally limited to first 47 hard standing pitches then 18 grassed bays, as slips are received. All pitches have electric hook up plus we have toilet & shower facilities.

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

Rally starts 10.00a.m. Friday 4<sup>th</sup>., Saturday coach trip to Clarks Village at Street. Sunday evening firework display on the beach. Monday evening Carnival procession through Burnham, approx 2 hours. Tuesday midday rally ends.

The Holiday Village is about 10 minutes from the town centre. The touring site will be officially closed but static caravans will be open to owners with limited entertainment facilities. A bar may be available to us and possibly the swimming pool. We hope to do a coach trip, £3.00 each, to Street on Saturday and Sunday lunch, price to be arranged.

Please indicate on rally slip if interested. DO NOT send payments with your slip.

Sorry **NO PETS** allowed - Site rules.

**Directions:** M5 junct. 22 Burnham on Sea exit; to large island (Edithmead A38) turn **left** & follow signs for Burnham Holiday Village (Taunton A38). Continue approx 1 mile straight over island (A38). Continue past caravan sales, over railway bridge then turn second **right** signed Burnham Holiday Village. Continue to mini island by petrol station, bear **left** towards Burnham town centre. Holiday Village about ¼ mile on **left**.

NEW RALLY 8<sup>th</sup> - 15<sup>th</sup> Nr

Taunton, Somerset.

Site Tel.No. 01823 377

Rally marshal's

Site Fee: £50.

Rally Fee: -Cost

Booking slips to  
West Riding of Y

M.A. Entwistle.

nights). Van Bitz, Nr.

(VAT).

Wynolm, Hebden Bridge,  
01422 847 550. Cheques payable to:

**RALLY  
CANCELLED**

**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 **3<sup>rd</sup>**. **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 **2<sup>nd</sup>**. **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 & turn into the orchard.

*If you wish to run a rally in 2006 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 rally to be included in the 2006 Provisional list then I must have dates etc. before the end of November*

*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](mailto: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: .....

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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!**

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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**

to find any problems at all. Willersey initially cured the gas problem but we were still left with the other fumes.

To cut a long story short, our own diagnosis showed large gaps between the back of the fridge and the leisure area, and between the gas cylinder compartment and leisure area. At our request Willersey sealed most of these, and we have sealed more; this seems to have solved the problem of the fumes, including from the Eberspacher heater. Nevertheless we do not sleep with the fridge or gas on, or use the Eberspacher heater at night when it is cold.

The Dometic manual for the fridge states that the back of the fridge should be sealed from the leisure area but Auto-Sleeper leave gaps between these areas. The wind and through ventilation with the top vents (especially if open) bring fumes into the leisure area, even if they are heavier than air.

We have talked with other owners of campervans who also have problems with fumes coming from the back of the fridge area because the fridge has not been sealed off. They have also had to diagnose the problem themselves. The whole campervan, caravan and boating industry needs to get a grip of the problems of fumes. Campervans may be lovely but they can end up being unliveable in.

*Natalie and Jack Firman*

-----oooOOOooo-----

## **Technical Group & Website**

**Fuel costs:** I am regularly asked questions from members such as: - "what mpg can I expect from my \*\*\* van?" or "I am only getting \*\*\*mpg from my \*\*\* van - is that normal?" I know that much of the fuel economy is the way we drive but it would be useful if I could produce a guide to give some approximation of the "average" from the experiences of club members. To help me, perhaps those many members who retain, or could retain in the future, such a record, could let me know, please:- their average mpg; engine size; turbo or not; diesel or petrol and model. Please also include the year of your model. I can then produce a spread sheet which will be available on the web or available by mail. If you would please send the information to me at: 18 Greenwood Close, Fareham, Hants PO16 7UF or by e-mail to [baz.wellard@virgin.net](mailto:baz.wellard@virgin.net) I would appreciate it.

**Eberspacher heaters:** Quite a few members have complained to me regarding the external noise emanating from vans fitted with the Eberspacher diesel heater. I have raised this with Auto-Sleepers on a few occasions but they are, unfortunately, unwilling to fit the silencing

kit as standard. However they are able to retro-fit one at a cost of £96.50 + VAT. Please contact the Service Centre 013 8685 3511 for more details.

Ideas Sheets: Ideas Sheet No. 118 - "Filling those draughty holes" - has been approved and can be obtained by sending an SAE, to the above address.

Website: Two recent Website updates 09/05 & 10/05 cover the A-S/SEA merger press release and the Topsham rally, respectively, plus other minor changes.

*Baz Wellard*

-----oooOOOooo-----

## Puzzle

Here is the puzzle which I mentioned right at the start of the Newsletter. Below is a list of words which you may recognize. The puzzle is to fit them into the grid pattern which appears on the next page. The answers will be found further on in the Newsletter.

9 - Medallion

9 - Sportsman

9 - Excelsior

8 - Amethyst

8 - Talisman

8 - Gatcombe

8 - Pollensa

8 - Symphony

7 - Clubman

7 - Harmony

7 - Trident

7 - Trooper

7 - Palermo

7 - Rambler

7 - Rapport

7 - Ravenna

6 - Trophy

6 - Duetto

6 - Frisky

6 - Legend

6 - Rienza

6 - Rimini

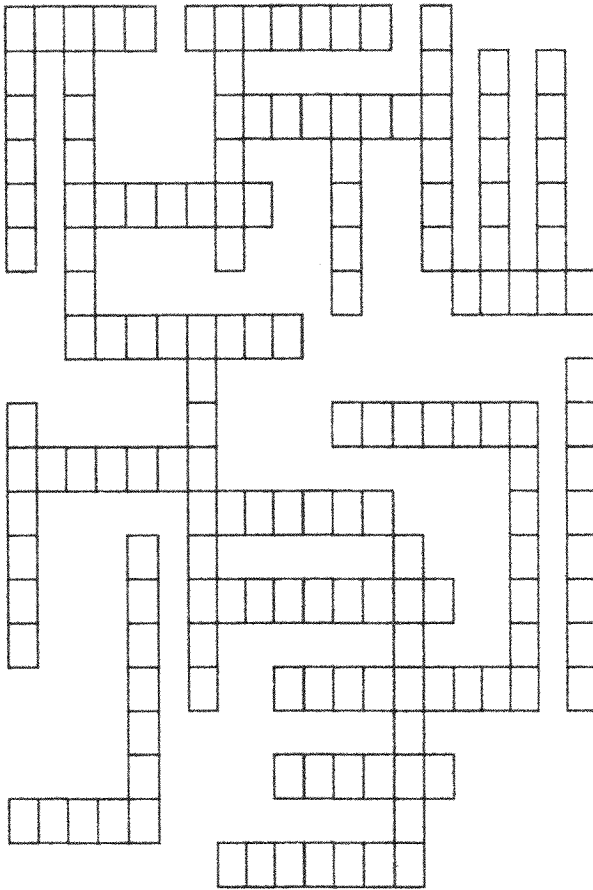
6 - Romero

5 - Topaz

5 - Flair

5 - Nuevo

5 - Omega



-----oooOOOooo-----

## Thanks

I would like to thank *Liz and Bryn Morgan* and all at the Topsham rally. Also all our friends in the Club, too numerous to mention, for their kindness and good wishes to *Ann* and myself during this difficult time.

Everyone has been very supportive and a great uplift.

*Roy Anderton*

-----oooOOOooo-----

## Comments - various

Some comments on various items in the September Newsletter. We have a VW T4 1990 Topaz, 2.5 Tdi.

**Engine failure.** I use injector cleaner "Miller Diesel Power Plus". It states that it improves performance, cleans injectors, lowers emissions and protects catalytic converters. I don't say that this would have prevented the injector end "coming off" but it would help to keep the spray hole clean of hard carbon. Fuel abroad is not to the same spec as in the UK and at some sites it is not stored in suitable storage tanks.

**Drive Belts.** Fuel pump, camshaft, water pump. VW at their service centre in Milton Keynes have reduced the time to 80,000 miles or 4 years (was 6 years) to change all belts and adjust pulleys.

**Turbo Chargers.** When thinking of switching the engine off, don't! Run it on "tick over" for a minimum of 10 seconds to cool down the blades and the bearings of the charger which can be red hot. When stopped quickly the heat cannot get away, it overheats the shaft and bearings, turns the oil into carbon and seizes the shaft. What happens when you start the engine again?

**Brakes.** Because of problems in the past with asbestos used in making brake linings and pads new materials had to be found. The present discs corrode badly and the pads form a black dust which cakes when wet and easily wedges when it should not. On the VW T4 there is a load sensing device which depends on what load you have on the vehicle and how severely the brakes get applied. This unit adjusts the amount of force that goes into the rear brakes. If, like me, you are a driver of the old school you accelerate and decelerate according to what you see on the road well ahead. "Save on brakes and fuel". So in my case the rear brakes rarely come on. Both my rear discs had to be changed at 41,000 miles (fronts ok - only half worn). They met the MOT standards but I decided to change because the emergency braking was not good. Both discs were covered in a very hard rust as you would find on an old steel ship's bottom. It could not be removed with a sharp hammer. Even if a vehicle stands for 2 days and depending on the atmosphere, rust starts to show. A binding brake generates a large amount of heat - it melts the grease in the wheel bearings causing more heat. This heat then transmits through the wheel hub and then to the tyre. Speed, motorway surface heat, warm weather, what next? What do you do?

When starting a run - start the engine, let it tick over for 10 seconds then double the revs. This puts lubrication to the top of the engine and other important parts, e.g. the turbo charger. Get on to the

road, use 1st gear and put the hand brake on to 1st notch, drive at 10 mph for about 300 yards. This cleans the rear discs and also splashes a lot of oil inside the gearbox to lubricate all bearing and the selector mechanism. When you stop in a lay by or car park after a run, the driver should get out and smell and feel the wheel centres and tyres. When coming to a halt sign or traffic lights apply the brakes well before you need to. See if the vehicle easily coasts along and does not really want to stop. If not, the brakes are binding.

When the brakes are cold, try squirting water through the wheel vent holes. Go for a drive in the rain and go through as many puddles as possible. Spray the garden hose under the vehicle - not pressure wash, just wetting. This will try to remove the black dust or mud and also the winter road salts.

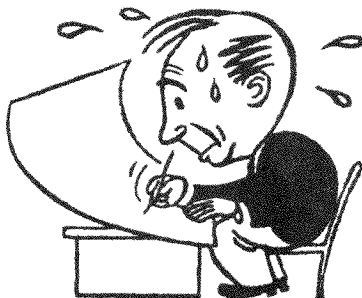
If this does not work, remove the wheel and with a hand spray filled with water and washing up liquid spray into the brake calipers. With a small hammer tap the metal part sufficiently to make it go from side to side while still washing out the black mud with the spray, until the wheel or hub is free. If this does not work take the vehicle to a good garage - with all the wheels on!!! Hope this helps.

Finally, is there a need for an article on what modern brakes consist of - disc - calipers - pads - pistons - hydraulic fluid or even details of the older drum brakes?

*Pat and Rod Longney*

-----oooOOOooo-----

### *Chairman's Chat*



I suppose that it had to come. The "panic" buying of fuel, both petrol and diesel, which happened in the middle of September. Fortunately, we had filled both the van and the car immediately before the apparent rush started. But I must say that around this area the queues were not too bad. I have to pass a couple of filling stations when I go into the office and neither of them had more than two or three cars or vans in the roadway waiting. In one case the real reason was that they had switched off one row of pumps.

Now we are told that the prices should come down "next week" by anything up to 4p per litre. And the fuel protest which was blazoned

In all the media outlets seems to have fizzled out with more police on duty than there were protestors. However, down in Wales there was some sort of convoy along a part of the M.4 which caused some chaos to the traffic. But I did read a letter somewhere asking how, if the cost of fuel was so exorbitant, were the protestors able to afford the fuel for such a waste of time and resources. Apparently the reporter on the TV news was travelling at just about 10 m.p.h. in the resultant scrimmage.

The Chancellor of the Exchequer seems to have been making great play of the fact that the percentage of tax against the total price of fuel has decreased in recent years. I wonder what the percentage was when I was buying petrol at 3/6 per gallon. (For those who cannot remember "the olden days" that would equate, very roughly, with 8 old pennies or 3 and a bit new pence per litre.) It would be nice if we could pay that sort of cost today but I suppose that our income, from whatever sources, would be right down there with the lower prices. Still, maybe we can all carry on with our hobby of travelling around and enjoying the countryside and the social gatherings for some time yet.

You will have seen the report from Ian Capes, the C.E.O. of Auto-Sleepers about the merger which has taken place. With other members of the committee I attended the presentation which was held at the Cotswold Conference Centre. This is about half way up Fish Hill just outside Broadway. We have passed the entrance many times but, having regard to the nature of the hill and the traffic, have never really noticed it. Having got inside my main memory is "Wow!! What a view!" It is certainly as good as can be obtained from the viewpoint at the top of the hill. The day was gloriously clear and sunny and you could see for miles. So if you ever get an invitation to attend the centre - TAKE IT!

I am now wondering whether I have a cause for complaint. We went to the van so that we could go out to visit a garden centre and it would not start. The nine year old battery had failed. A new battery had to be obtained and fitted. This is where membership of the R.A.C. was well worth while. The patrol man arrived and helped start the van then escorted me to the supplier of large van sized batteries. When I got the new one the patrolman fitted the new one - and all of this during the rain! That is what I call service. This new battery has a three year guarantee so I hope it will last for a lot longer than that, perhaps even longer than the last one!

*Harry Henthorne*

-----oooOOOooo-----

# Anagrams

Riley & Barbara Massey received these anagrams via e-mail. Some of the list are printed below. They thought that they are very clever and some are very funny. So here are a few of them which, hopefully, will amuse you.

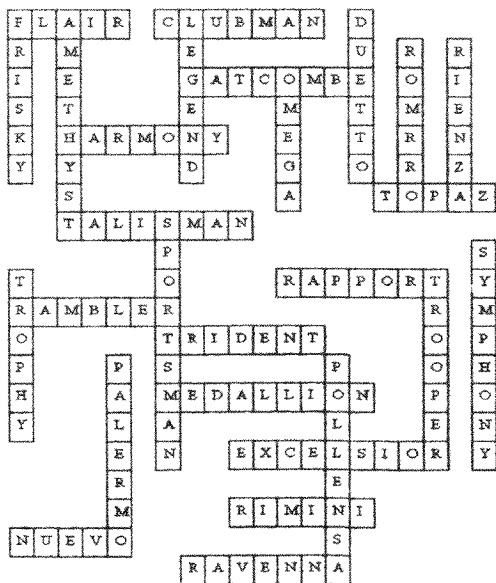
Dormitory	Dirty room
Presbyterian	Best in prayer
Astronomer	Moon starrer
Desperation	A rope ends it
The Eyes	They see
George Bush	He bugs Gore
The Morse Code	Here come dots
Slot Machines	Cash lost in me

More next month

---==oooOOOooo==---

# Answers

Here are the answers to the puzzle set earlier. How did you get on?



## Fillers

*Sylvia and Norman Brice* kindly sent in some pages of "fillers" for odd spaces in the Newsletter. As I said earlier, being a little short of contributions I thought these would amuse you.

Some genuine extracts from letters sent to Manchester City Council (repairs Division) by tenants.

I wish to complain that my father hurt his ankle very badly when he put his foot in the hole in his back passage.

This is to let you know that there is a smell coming from the man next door.

Our lavatory seat is broken in half and is now in three pieces.

Our kitchen floor is very damp, we have two children and would like a third, so will you please send someone round to do something about it.

The toilet is cracked. Where do I stand?

They also sent in these "Words of Wisdom".

Watch your thoughts, as they become Words. Watch your words for they become Actions. Watch you actions, they become Habits. Watch your habits as they become your Character. Watch your character, for this will be your Destiny.

And, finally, they included this daft definition.

Abbariginal - the first Swedish Pop Group!

Many of these have been floating around for many years in one form or another. I can remember from the dim and distant past, seeing a list of "explanations" which were taken from an insurance company's accident reports. Such as "I turned into the wrong driveway and collided with a tree which I haven't got."

The water in the radiator froze at 12 o'clock midnight.

I misjudged a lady crossing the road.

I am sure that there must be many other similar comments around. We all know what they intended to say but are amused by the actual statements.

-----oooOOOooo-----

## For Sale

4 vent straps for Chantal type roof vents, i.e. as fitted to several A-S Talisman (and other) models from mid eighties to mid nineties. £5.00 each or £20.00 for the four plus P&P. Tel: Gerald Emms on 013 0285 1862 (Doncaster, S.Yorkshire).

Thanks for the donation.

#####



Volkswagen Sept. 2001. 2.5 turbo-diesel. 8,000 miles. 2 berth. Excellent condition, non smokers, no pets. Cooker, 3 way fridge, blown air heating, toilet and shower, extractor fan and Fiamma awning. £28,000.00 ono. Sale due to illness. Phone V Stewardt on 018 9666 8408 (Galashiels)

Thanks for the donation.

#####

VW Topaz, 2.4 diesel, T' reg. Approx 41,000 miles. Alarm, internal Silver Screens, chocks, Fiamma 2 bike rack, Fiamma sun blind. £20,000.00. Contact Verina or Dave Connor on 0121 748 2661. (Birmingham)

Thanks for the donation.

#####

Peugeot Boxer Nuevo, 2 Berth, 2.0 HDi. Diesel, Nov 2002, 8000 miles, Immaculate, Non Smokers, Standard A-S Spec plus Driver's Swivel Seat, Omnistor 3m Awning, TV Aerial with Booster, Rear Corner Steadies, Exterior Side Access Locker, Roof Rack & Stainless Steel Ladder, Rear Reversing Mirror, Internal Screen Insulation & Gemini Thatcham Alarm. £24,995.00 ono. Contact Peter Chipchase at Tel: 012 2628 7436 or 07 967 131 577 (Barnsley, South Yorkshire)

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\*\*\*\*\*

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\*\*\*\*\*

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