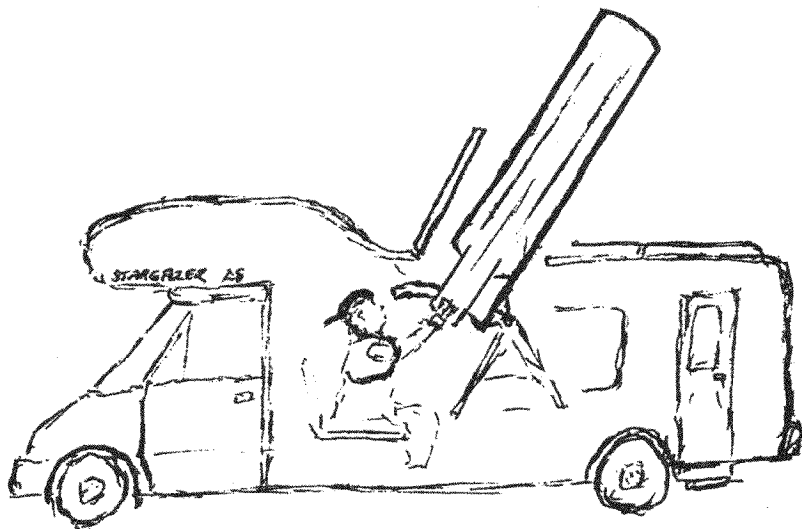


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AUTO-SLEEPER OWNERS' CLUB

A Company Limited by Guarantee.

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



Eh Martha! These Heiki roof vents are useful!

NEWSLETTER 195 DECEMBER 2004

Hello.

Have you noticed a slight difference in the cover sketch this month? I am indebted to *Jack Bamber* for providing a neat suggestion as to why the roof vents (roof lights?) have been changed.

If anyone else would like to submit a sketch for the cover picture I shall be very happy to receive it. All I ask is that you should use either a black pencil or black ink for the drawing and that any wording which you would like to include should be kept slightly apart from the sketch itself. Then I shall be able to type the words in to whatever space may be available. Don't worry about the size of your sketch. So long as it will go on to an A.4 piece of paper I shall be able to scan it and adjust the sizing to fit the front cover,

I have an apology to make. You will recall that last month, under the header of "Recent Joiners" I typed the signature as *Chris and Gail Anderson*. I also said that I was taking that detail from the e-mail that I had received and I hope that I had got it right. Well, I had not! The people who submitted the item were, in fact, *Gail Page and Chris Boudet*. I'm sorry that I got it wrong.

This month I am a little short of contributions so I shall restrict the number of pages to 16 only. As I have often said, this is *YOUR* Newsletter, all I do is to put it together. And if you don't write the bits and pieces, there won't be a Newsletter! So please, let me have your contributions. I feel reasonably sure that many of you have been doing various things, whether travelling or working on and around the vehicle, which would be of interest to the rest of us. I am equally sure that when you have read this issue there will almost certainly be some comments to be made.

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Cause for Concern?

Whilst on holiday in France in September we passed the dreaded 100,000 mile mark (that is the van did, not us personally - we're merely approaching the 70,000 mark!) Yes, our dear old *ILSA Irene & Lionel's Super Auto-Sleeper* has reached that notable milestone. A reason for celebration or fear that with all that wear and tear, future reliability has to be a cause for concern? Maybe we should have traded up years ago - that was certainly our intention, but each year as we have looked at the new models at the Malvern rally we have come away disappointed.

We just have not been able to come to terms with the interior 'improvements' made by A-S and as for the T5, of which we had high hopes, well, we cannot believe that whoever was responsible for the interior design has ever been camping in his/her life. Pale beige carpets and upholstery; no curtains or blinds to the cab area windows; glass tops to the cooker and sink - not to mention the sliding wardrobe door with access over the end

counter top! Whoops! There goes the wine bottle all over the lovely beige carpet!

So where do we go from here? The Trident suits us - we use it as our car as well as a camper. We like the A-S build quality and do not really wish to look elsewhere. We were prepared to pay the price for the new T5 but not with that interior. So do we dodder on towards the next 100,000 miles in the hope that Ilsa will see us out? She is in remarkably good condition for her age but are we fooling ourselves? Will things start to drop off; will the clutch give up halfway up the Pyrenees next year? Our options seem to be to 'bite the bullet' and go for something new (or newer) even though it may not be what we really want or to hang on for a bit in the hope that the A-S design team come down to earth next time round and think 'practical' rather than 'pretty' and in the meantime try to keep the old girl running.

In the latter respect the problem is where do you go to find reliable and sympathetic treatment for a 'K' reg vehicle which, to the average garage these days, is positively pre-historic. Our local VW main dealers seem quite happy to carry out the annual service and M.O.T. But beyond that tend to get a bit bemused and you sometimes wonder whether they bear with us in the hope that one day we will give up our strange way of life and buy a new Golf or Polo from them.

In conclusion, and to get to the main point, we are really seeking advice, comments, experiences from anyone who has anything to offer with regard to keeping an 'older' vehicle going and looking good. What, for example, are members experiences of A-S own service centre? There ought to be a measure of specialist knowledge and interest there, one would think.

Apart from the passing of the 100k milestone, our thoughts were focused this year at Malvern when we were quoted a part exchange figure of £8,000.00 against a nearly new T4 Trident at £27,000.00. We would guess that we could do a great deal of renovation for a fraction of that margin!

Irene and Lionel Le Vie

'K' reg? That must be one of the newer vans - our Clubman is a 'J' reg! I must agree with the comments regarding the "design" team - it does often seem that they have absolutely no idea what camping or caravanning is all about. Beige carpets and furnishing alongside muddy boots, dogs, cats etc - they just don't match. I am sure that they would say that for an extra sum the upholstery and carpet colours could be changed but that is not the point. Also the television cabinet which has

appeared in some vans. Too high and in the wrong place, it has been said, and taking up room which could better be used.

The Service Centre at Willersey does a pretty good job. As you suggest they do have some knowledge of the various vehicles and can do all sorts of tasks in the servicing of both the base vehicle and the bodywork. Whatever you need, it would certainly not hurt to have a word with them. Don't forget that as Club members you can obtain a 10% discount on all work booked and carried out during December, January and February. That can't be bad!!

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Stolen Vehicles

My VW Clubman, registration L 260 ONN was taken from the drive at the side of our bungalow overnight on 2nd - 3rd November. The windscreen and all windows are etched with the registration number and other distinguishing features include: bicycle rack; rear ladder; crack in O/S mirror; stone chip in offside which has been filled but not smoothed; home-made wooden storage box at rear.

The padlock on the side gates was broken and presumably there was a forced entry to the vehicle as no keys were taken. The alarm must have been de-activated and the vehicle driven, pushed or winched over the gravel drive.

No noise was heard by ourselves nor by our neighbours; a security light would have come on. The police have been informed; there has been some investigation made for fingerprints and a photo taken of a footprint but there is little useful evidence.

The van was fully equipped for holidays including bedding, kitchen equipment, electrical equipment and some clothing. I hope that this may prove a useful warning to other motorhome owners and, if you should come across this van, please notify the police at once.

Eric Austin

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Stolen from their home in Freckleton, Peugeot Executive, registration number N 317 FFR. Recently purchased from Todd's in Preston by our new members, *Maura and Fred McCartney*. The vehicle, which has been reported stolen to the police, was seen being driven in the direction of Lytham, possibly heading for the motorway.

Our members had just returned from Ireland and as a consequence their driving licence and passport were in the vehicle.

Please report any sightings to the police.

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This sort of thing does make one wonder just what is going on in the world today. Unfortunately, it is not the first time we have been advised of stolen vans.

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Fuel Filter Failure - VW 2.4D

The owner's manual for our VW Clubman GL 2.4D states that the fuel filter should be changed at every 20,000 miles. To me, this means that the filter should have a slightly longer life. However, the 'van is now on its fourth filter, the latest having failed at 26,300 miles.

The first failure occurred in May 2002 at 19,167 miles whilst on our way to the First Newark AGM rally and had to be replaced on the showground by May Day (Green Flag). (the 20,000 mile service would have been carried out immediately on our return home.) This replacement failed in July 2003 at 24,467 miles whilst we were at home; on starting the engine, fuel poured from the filter as from a tap and the vehicle had to be taken by transporter for repair by our main dealer, 25 miles away. This third filter failed, again at home, at exactly 26,300 miles; this time the leak was slow and I was able to drive to our dealer for replacement.

I have been in touch with VW and have been assured that there is no known problem. Have we just been unlucky? I would very much like to know whether any other members with a Clubman, or other A-S with a VW base vehicle, have had the same problem.

Ray Whiley

We too have a Clubman (1992 vintage) on the VW 2.4D and have not experienced any problems with the fuel filter - so far at least. We are now up to 70,000 miles. Our worst problems have been with the Cascade water heater and the exhaust system. We are now on the third exhaust which I suppose is not too bad over all.

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Hand Control Conversions

After missing the last two Club and Company Rallies because of a serious leg accident, it is now probable that my battle to keep my lower leg has been lost.

Could I ask if any member has fitted hand controls to their motorhomes? There are lots of companies advertising out there. What is best? Which is the best way to go? Can you name good companies? Any advice and guidance would be appreciated as I don't wish to stop motorhoming. We have a 2 berth Nuevo. Please

contact me by e-mail to theselwoods@yahoo.com or telephone 020 8397 8911. Thank you.

Alan Selwood

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Alternating Current

Earlier in the year I sent in a couple of letters in answer to common queries regarding AC mains supplies in general and hook-ups in particular. I tried to explain various points (no pun intended) as simply as possible, however at the C and C rally I received some feed-back which suggested that there is still a little confusion. This letter has been "on the spike" in case any more queries arose during the year and I also thought that at this time of year our editor might have fewer contributions to put in the Newsletter.

It seems that the biggest problem is understanding how the neutral pole of the AC mains can supply energy. In order to explain this, it is necessary to state one of the basic laws of electricity which is:- In ANY electrical circuit, the current will ALWAYS flow from a higher potential to a lower potential. If you prefer, you can say from a higher voltage to a lower voltage or from positive to negative or from plus to minus, all have the same effect.

It follows from this that the conductor with the higher voltage supplies the energy to drive the current through the load (let's say this is a 40 watt bulb) and the bulb lights up. No current can ever flow from a lower to a higher voltage, so there is no use connecting the 12 volt battery in your van to a 6 volt charger.

Everyone seems to accept that current flows from the live pole to the neutral pole and after 1/100 second the current reverses its direction and flows the other way, hence "alternating" current, from the neutral pole to the live pole.

Now the only way it can do this is to obey the above law, which means that the neutral pole is at a higher voltage than the live pole. This does NOT mean that there is now a voltage between the neutral pole and earth, these are joined together at the electricity sub-station, so that the neutral pole is still 0 volts to earth. However the live pole is now MINUS 230 volts with respect to the neutral and we all know that zero is higher than minus 230. The neutral conductor at this point (having the higher voltage) is now supplying the energy to light the lamp.

The pity is that the above long-winded explanation can be so easily seen on an oscilloscope in a matter of seconds. I feel sure that some member will write in and explain that all the above is impossible

and all the energy is coming from the live pole. This will be fine as long as it accompanied by an explanation of what happens when the current flowing from the neutral pole to the live pole meets up with the energy coming from the live pole to the neutral!

Albert Brown

Tiggers Group.

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Farewell

The Auto-Sleeper Owners' Club is something special, so it was not an easy decision when choosing a new van to order one that does not carry the A-S badge. Our Symphony was our first motorhome and we really appreciated our membership of ASOC, especially the Newsletter and the excellent rallies, which have encouraged us to explore unknown areas of Britain. So a special thank you to everyone who has organised a rally. We hope that we keep in touch and can meet again on neutral territory! Club rules do not permit ex owners to be members - perhaps we should form an A-S rejects club! Best wishes.

Mary & Tony Sutton

Two points for your attention *Mary and Tony*. First, you are NOT A-S rejects. It was your choice of a different make which causes your resignation from the Club you were not rejected (or even ejected!). The second is, of course, that the Club will allow you to continue to receive the Newsletter if you so desire which would give you some idea as to what is happening in the Club. In any event, the best of luck with your new van and we shall look forward to seeing you around and about.

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From the Factory

– OR FROM THE WILLERSEY SERVICE CENTRE TO BE MORE PRECISE

Winterisation was last months' promised subject – perhaps appropriate as the clocks have now gone back and winter is around the corner! Many customers ask how best to winterise their vehicle, asking what precautions should be taken and how might their Auto-Sleeper be used with confidence over the winter months.

Let's deal with winter use first. It is of course the water heater that is the most vulnerable item, being easily damaged by frost and freezing conditions. For the Carver Cascade and Rapide water heaters, the isolation tool is vital. This sleeved metal rod – as simple as that – should be fitted into the water drain hole, found in the lower rearmost side of the

gas module. Once the drain plug is refitted, after draining the system, and screwed fully home, the innermost end will operate the non-return valve thus preventing the boiler from filling with water. This allows the cold water system to be used safely, now that the water tank in the water heater remains empty. We have plenty of these isolation tools available with detailed user instructions, so if you need one, give us a call and one will be sent to you (cost is £7.50 including carriage and VAT).

Truma water heaters should also be drained – by use of the dump valve. This over centre drain tap, when left in the open position, prevents water being retained in the water heater boiler – it simply drains out through the drain pipe to the ground. We can supply a neat isolation tap which may be fitted to the input side of the water heater pipe work which, like the Carver isolation tool, prevents the water heater filling with water. This is easily fitted to the semi-rigid pipe work on the input side, the cost of the tap being £15.11 inclusive of carriage & VAT. Again, clear operating instructions are supplied.

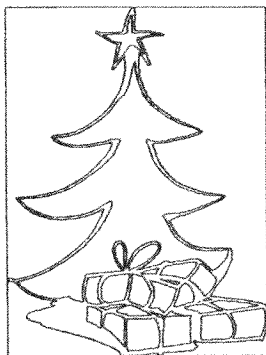
From experience, little else is liable to succumb to freezing conditions, although in the past the shower head of the trigger operated unit can retain water and become cracked and damaged.

In the event of laying up your Auto-Sleeper for the winter, it is advisable to drain the water pump filter – found in the input side of the Shurflo water pump. This unit is not liable to be damaged by freezing conditions – in any case it drains once your water system is purged. Water tanks should be drained too, although I've never been aware of these being damaged by freezing.

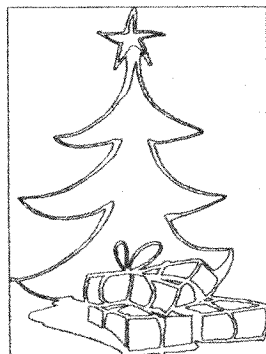
Using your motorhome in the winter should cause no problems if you adhere to the advice given. The pipe work (flexible and semi rigid with push fit couplings) will not be affected by freezing, nor will any other part of the system. If your fresh water tank does freeze, it is unlikely to prevent you using the water, since water is drained from the base of the tank.

Thetford toilets are usually unaffected by freezing. In winter, a more condensed solution of Aquaflush will act as an anti-freeze agent – thereafter the toilet can be used without concern.

The fitting of the Frostat (the 12v heating element) in the fresh water tank might be considered. This unit, controlled by a remote switch will, when switched on, activate at +5° centigrade and lower. It likewise will switch off automatically at +5° or above. It is actually a very good unit although expensive to fit (£342.20 including VAT).



December 2004
Rally Supplement



A Happy Christmas to all members.

******* ADVANCE NOTICE.**

21st. – 25th. February (4 nights) 2005. Whitemead Forest Park, Parkend, Lydney, Gloucestershire.

Advance notice of a proposed "Winter Keep Fit Rally"!! Full use of all on site facilities, Swimming, Steam Room, Sauna, Jacuzzi plus direct access to footpaths & cycle tracks from this Civil Service Motoring Association Site in the heart of the Forest of Dean.

Full details & booking in January Rally Supplement.

******* ADVANCE NOTICE**

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

Proposed new rally at Nobles Park, Douglas Isle of man. Site offers usual facilities plus a large meeting room for our sole use. Easy bus access to Douglas for all parts of the island.

Rally Fee: £70.00 including site fee and electricity (Incl. VAT).

Ferry cost – Heysham (Dep. 14.15 hrs, sailing time 3 ½ hrs.) to Douglas and return - we anticipate about £175 for van plus two persons.

As soon as we receive sufficient numbers (20 vans) we will negotiate a special ferry cost and confirm the rally when the balance of fees will be payable. We will also supply a special ferry booking reference code and details so that individual tickets may be purchased – extended stay on the island before or after the rally may be available within the ticket cost.

Please, therefore, register your interest by completing a rally slip, *noting the length of your van*, and returning it **URGENTLY** with a **£10 deposit** (which will be offset against rally fee) to:-

W.J. & C. Slark, 121 King Edward Road, Onchan, Isle of Man, IM3 2AX
Tel. 01624 625818. Cheques payable to :- W.J. & C. Slark.

We look forward to welcoming members to this beautiful island but do need a **SPEEDY** response please so that we can confirm the rally and costings.

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.

The 2005 provisional rally list will be included in the January Newsletter. Rallies arranged after November 2004 will be advertised, as and when they are arranged, in the Rally Supplement.

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:.....

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..... 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.

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

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

Names of Adults.....

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

Extras: Please indicate which you would like, if available

Electricity: Yes No Evening meal if arranged: Yes No

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

Full payment MUST accompany this slip-cheques payable to the marshal.

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

Talking about winter, remember that propane is recommended since it has a lower freezing point than butane. Remember too the importance of servicing your appliances. Damp weather combined with grime and use tends to carbon up the jets of gas appliances, particularly those that are externally flued. So remember (or don't forget!) to have your refrigerator serviced well before the 2005 season as well as the gas burner side of your water heater, be it Carver or Truma. We here at the Willersey Service Centre have Truma and Eberspacher trained technicians who are on call to help. So, in ending, think about all that's been discussed and if you have any queries, do give us a call on 013 8685 3511.

Next month we shall tell you about the Earls Court Show and the new models launched for 2005..... and for those of you who visited us at Earls Court, thank you so much for keeping in touch and we trust that you, as Club members, had a particularly warm welcome.

In ending (for the second time I see!), if there are any subjects you would like discussed in this monthly column, let us know and we shall endeavour to help. With all good wishes.

Charles Trevelyan

Although I know that propane has a lower freezing point than butane, I have always understood that the reason we tend to use it in winter is because it "gases off" at a lower temperature. With memories of struggling to get the butane to light when at a winter's meet some years ago, and watching another van casually lighting up their propane, it convinced us to change over and now we use propane throughout the year. The amount we use tends to negate any price difference.

Having had words with this illustrious contributor, I sincerely hope that next month we might have a small dissertation on how the Company started, way back in the mists of time. Watch this space!

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A Story for you

Two older ladies were sitting on a bench outside where a flower show was in progress. One leaned over and said "Life is so boring. We never have any fun anymore. For £5.00 I'd take my clothes off and streak through that flower show!"

"You're on!" said the other old lady holding up a £5.00 note. The first one fumbled her way out of her clothes and, completely naked, streaked through the front door of the flower show. Waiting outside, her friend soon heard a huge commotion inside, followed by loud applause.

The naked lady burst out through the door surrounded by a cheering crowd. "What happened?" asked her waiting friend. "I won first prize as Best Dried Arrangement!"

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Thanks

Many thanks to all concerned for the information I have received through the Club regarding my A-S Nuevo. My wife and I are new members and have found both members and the committee very helpful.

Peter Jones

And that is what this Club is all about.

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A.G.M. 2005

The Rally for the A.G.M. and Annual Dinner/Dance will commence on Thursday, 28th April 2005, at Noon.

Over the same weekend there will be a Swift Caravan Club rally at the Newark showground. We are hoping for a happy and enjoyable weekend for everyone.

May I appeal to all members to respect the activities and functions arranged by and for the Swift club members. Then, hopefully, in return they will do the same for us.

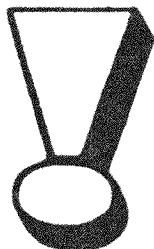
It is, however, very important for all members to carry their current valid membership cards with them at all times, especially when entering the Cedric Ford Pavilion. This will enable us to ensure that anything which is provided solely for ASOC can be restricted to our members.

Nora Venables

Chairman, A.G.M. Sub-committee

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The Club & Company Rally



There are times when being a committee member is a difficult pastime. Although these occasions are fortunately rare, at our meeting in Scarborough in October we were obliged to make a decision which is necessary to protect the future of the Club, but which will disappoint many Club members. We regretfully came to the decision that we can no longer run the Club and Company Rally.

There are a number of reasons for this decision, and I will try to summarise them as briefly as I can.

Firstly, it has become apparent that although the rally has appeared to be successful, the support from existing club members has been tailing off for some years. Numbers have remained high because of an increasing proportion of new members who appear to join so that they can attend the rally. Many members have complained that the rally is becoming too predictable, and this is probably true, but there is a limit to what we can do within the format that has developed, and the costs involved.

Secondly, there is the nature of the event itself. The Club & Company Rally started as a friendly get together between Club members and company staff. With the passage of time it has become more and more of a trade show, and this has in part been driven by the increasing costs of running the rally. As a trade show, the Club & Company Rally is not really big enough to attract most traders – they are looking for 10,000 people over the weekend. There is increasing pressure from traders and dealers for the rally to be open to the public over the whole weekend, not just on Saturday and we would not have enough volunteers to cope with that. We are asked to provide a public camping area so that dealers can invite potential customers to visit them at the rally. Also, we have learnt that Warners intend to run one of their shows at Malvern in August 2005, which would undoubtedly impact adversely on our numbers of day visitors and traders.

Next, we have to consider the financial risk to Club funds of organising such a large event. All of the major costs of the rally have to be committed before we see any income. As these costs increase, so the risks increase, to the point where a loss of £20,000 is not inconceivable.

Finally, despite numerous requests, no one has volunteered to take over the running of the event.

We have discussed these problems with Auto-Sleepers Ltd before reaching any conclusion and we are all very sad that this decision had to be made. Now that it has, we will be looking to jointly develop other events, particularly our A.G.M., to give members the chance to get together and enjoy their Auto-Sleepers.

Andy Cavell

Chairman, Club & Company Rally Sub-committee

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Chairman's Chat



Sheila and I had the opportunity of visiting the Earl's Court show again this year. I must say that I am still rather disappointed in the lack of accessories which used to be present. One or two accessory suppliers, not the specialist people but the general motor home bits and pieces sellers, used to appear. I know that one of them, Enfield Leisure, has ceased trading but I suppose

it must be the cost of the stand and the ferrying of the bits and pieces to and fro which puts people off. It is a pity because it made the whole trip worth while to have a look around such stands as well as the motorhomes from a certain manufacturer.

We did get into conversation with one couple who are seriously considering the purchase of a Nuevo. They came along to Malvern and found that the members were a friendly bunch so they are looking forward to joining us.

As you will have seen from the previous item, your committee has reluctantly decided that the Club can no longer organise and run the Club and Company Rally. This decision was reached after a long discussion. It was suggested, at one point, that we might perhaps run a final rally in 2005 but we decided against that because who, among the traders, would want to come along knowing that there was not future in it? However, we are still looking toward the future and who knows what might be in store for us. If a suitable venue could be found we might consider something like a "Hobby Rally" where our hobbyists could show us what they are doing, rather as they have done at Malvern. Perhaps we could couple that with the various stalls we have run and turn it into a "Charity Rally". My purely personal view is that I would like to see something to replace the Club and Company Rally which might, perhaps, get away from the tendency towards the commercialism which is prevalent elsewhere. Some entertainment might be possible but not, for my taste, some of the things which I see mentioned for other commercial motorhome and/or caravan shows.

But, in the spirit of far and away the majority of members, let us look towards the future rather than complaining about or comparing with the past.

Harry Henthorne

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Technical Group & Website

Club members who are "on the web", and have requested routine information regarding web updates will already be aware of the latest updates. However if you rely on your (free) web access at your local library you may wish to view the following on www.asoc.fsnet.co.uk :-

Report & photos of Carsington Waters; Kendal and Eden Camp rallies, and

Photos of *John* (Founder Vice President) and *Barbara Cox* receiving their gift from the Club, (see "Stop Press" page).

The following Ideas Sheets are now available (copies as usual by sending me an SAE to 18 Greenwood Close, Fareham, Hants PO16 7UF): -

Ideas Sheet No. 85 – Guide to winterisation (repeated on the website)

Ideas Sheet No. 86 – Cassette toilet trolley

Ideas Sheet No. 87 – Dripping tap solution

I am pleased to say that No 87 is the first I have received from a lady member. Are there any other ladies with ideas (motorhome-wise that is!) that they wish to share with fellow members?

Baz Wellard

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Rallying

You will remember the item last month regarding the problems which could have arisen from the "Review of Permitted Development Rights". This seemed to suggest that caravanners, motorhomers and other campers might not be allowed to use various sites on which to pursue their hobby. ACCEO has taken the matter up and will now be part of any future consultations about this. It does appear at the moment that there is very little likelihood of change for the foreseeable future

Any developments will be advised whenever they come to the attention of your hard-working Rally Co-ordinator, *Neil Rogers*.

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Regalia

Just an update on regalia and a "thank you" to all members who came up to the Regalia stand at Peterboough, A.G.M. (Newark), Club and Company (Malvern), & York rallies, either to purchase or just

for a chat. It was nice to meet you all. Also "thank you" to all people who sent in orders by mail.

Some of you asked if we stock certain items, which I am looking in to, but please remember that the majority of items have to be ordered in minimum quantities of 100 plus (so please bear with me if I have not got everything you want!).

Now for an update on new items :-

Knitted Ski/Bronx hats with badge £5.99.

Orange reflective vests (needed when driving in Spain), £5.99.

I am also putting feelers out for Newsletter binders; these will hold 24 copies, and are blue with gold lettering and badge. £4.00. This is one of the items where I have to order a minimum number. So if I have enough interest I will order some.

Also not new but redesigned pitch reservation board, same price as old one, £2.75. All are plus p & p.

Also one Frequently Asked Question was "What do "Rita's Little Man" stickers represent,?" I will try and explain. *Rita Daley*, one of our Founder Vice-Presidents, who has provided many (if not most) of the cover pictures for the Newsletter, was idly doodling one day when the "Little Man" appeared beneath her pencil. She had been using the Club initial letters, "A S O C". When she produced the result at a committee meeting it was immediately named "Rita's Little Man" and became almost a second badge for the Club. If you look closely at any of the drawings of "Rita's Little Man" you will find those initials form the cartoon. In fact, if you look at any of the cover pictures of the Newsletter over quite a long period, you will always find those initials contained within the picture somewhere. But you might have to look fairly hard. On issue number 172 for January 2003, you will not find them because the picture is of the two Founder Vice-Presidents who became our "Subscribers" when the Club became a "Company Limited by Guarantee". But you will find *Rita Daley* together with *John Cox* (Member Number 1 who started the whole thing going) and our President *Charles Trevelyan* in that picture.

Hope this puts you in the picture! (Sorry for the pun!) Happy Motor Homing, Merry Christmas & A Happy New Year.

John Jones

Regalia Officer

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Wanted



VW Topaz Low mileage. Must be 2.5 Tdi 102 BHP. Private sale, one owner preferred. E-mail geoffsmith65@hotmail.com or tel. Geoff Smith on 01737 351721 (Banstead, Surrey.) Will travel to view. Thanks for the donation

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For Sale

Executive Peugeot 1.9 tdi. 2001. Top class example of this award winning classic 2 berth luxury motorhome. Full A-S spec plus many extras including F1 3.5m awning with Flamma Privacy extension room, 2 gas tanks, 15 gal grey water container, warm air heating, relaxing chairs, kitchen utensils etc. and dual voltage colour TV. 9,000 miles. Price £24,950.00. Call Fred Merson on 012 2585 5010 or text mobile 07 814 952 164. (Bathford, Bath) Thanks for the donation.



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Harrison super High Top de luxe awning, complete with tall annex. Suitable for 2.9 - 3.0m high coach built. Excellent condition in kingfisher and grey colour scheme. Cost new £585.00 and £250.00 annex. Offered for sale at £525.00 ovno to include delivery. Contact John Ward at jwar127@aol.com or telephone 014 9452 0734 (High Wycome, Bucks). Thanks for the donation.

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Radio, tape player, 3000 traffic. As fitted to old style Transit Duetto as standard. Brand new. Taken out when Duetto was new. Any Offers? Telephone Michael Carrington on 013 7227 3684 (Epsom surrey).

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PRO-TEC full cover for Symbol or Symphony. Has a short repaired tear on skirt edge by rear wheel, otherwise in good condition. £75.00 plus postage. Contact Richard McAllister on 012 7878 1976 (Burnham on Sea)

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Sun canopy, 8' x 5', as new, £40.00. Harrison 3 metre Safari Room, used twice. £100.00. Phone Bob Wood on 013 5386 0658. (Ely, Cambs). Thanks for the donation.

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Contents

A Story for you.....	9
Thanks.....	10
A.G.M. 2005.....	10
The Club & Company Rally	10
Chairman's Chat.....	12
Technical Group & Website.....	13
Rallying.....	13
Regalia	13
Wanted.....	15
For Sale.....	15
Cause for Concern?.....	2
Stolen Vehicles.....	4
Fuel Filter Failure - VW 2.4D.....	5
Hand Control Conversions.....	5
Alternating Current.....	6
Farewell.....	7
From the Factory	7

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