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# **AUTO-SLEEPER OWNERS' CLUB**

A Company Limited by Guarantee.

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



## **NEWSLETTER 203**

## **AUGUST 2005**

Hello.

We have returned refreshed from our fortnight away in our Clubman when we made a bit of a tour around England and Wales. Not too stressful because the weather in the second week became very hot indeed. But we managed to enjoy ourselves.

One thing that we did discover was that the "powers that be" in Chester have been very sensible. At their park and ride car park they have a special area for over height vehicles. When we arrived there was already one small car parked in the area and when we returned there were at least four together with three more motorhomes and vans. But it is good to know that somebody thinks of us.

One thing that I would ask you all to do. Please, when you send something in for the Newsletter, whether by e-mail or ordinary post, please include your membership number.. Most of the correspondence that I receive is from members but there is the odd occasion where I have to do quite a bit of work to discover that the communicant is not a member and the item or request cannot be included.

I have had a complaint that one member has apparently some difficulty in distinguishing editorial comments from the contributors letters. The suggestion was made that such comments should be in brackets, in a different or smaller font, in italics or signed "-ED" in what is noted as "the customary way". All I can say is that, in 150 issues or more of the Newsletter, this is the first time that I have been told that this is a problems so I can see no reason to change my ways, particularly as I shall be giving the job up before too long!

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## **Tyre Pressures**

I disagree that tyre pressures are "the responsibility" of the base vehicle manufacturer. 1. The base vehicle manufacturer doesn't know the weight of the conversion that will be applied to the base vehicle. 2. We have a Symbol, and the Peugeot Boxer handbook (p.15) has a table of details of your vehicle including tyre pressures "to be completed by your Peugeot dealer". It's blank. We didn't buy the van from a Peugeot dealer, we bought it from a motorhome dealer. 3. The handbook also states (p.170) that the tyre pressures are indicated on the driver's door pillar. This says 72 psi all round which is far too high, especially as the tyres themselves say that the maximum pressure is 65 psi.

No, it's reasonable to expect advice on tyre pressures to be provided by Auto-Sleepers, and for a vehicle to be supplied by their agents with correct tyre pressures. That's why I e-mailed Auto-Sleepers

soon after we obtained our Symbol and was told "we advise front 55 psi; rear 60 psi". That's about what they were on delivery and that's what I'm sticking to.

*Malcolm Imhoff*

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## **Upholstery Material**

We have in stock, at Auto-Sleepers, the following redundant upholstery material. This is, of course, available to any owner who might wish either to re-upholster their cushions and/or cab seats or alternatively have that little extra spare in case of contingencies. The materials we have are as follows:

Ashbourne	100 metres
Capo	195 metres
Caracas	50 metres
Fellini Blue	164 metres
Green Kamel	200 metres
Latino Terracotta	200 metres
Murrey Red	87 metres
Nimea	95 metres
Oasis	50 metres
Opus Blue	200 metres
Opus Gold	350 metres
Pezza Blue	50 metres
Pollesta Blue	50 metres
Polo Terracotta	100 metres
Rainbow	96 metres
Ralph Steel	239 metres
Sandria	132 metres
Sedac	100 metres

If you are unclear as to the material in which your Auto-Sleeper is trimmed, give a call to the Service Centre on 013 8685 3511 quoting the A-S job number that you will find in the glove compartment on a self adhesive label, e.g. P123/J1594. This will enable us to look up the material which was originally used and advise you accordingly. It is then available to purchase through our Parts Department on 013 8684 2630 (Peter Birch / Alan Osborne / Jean Hunt).

We, at the Service Centre, would be only too pleased to quote for individual cushions/cushion sets and/or re-trim of the cab seats. You should bear in mind that this material is the last that we have and

furthermore it is no longer available at the mill through production having ceased.

*Charles Trevelyan*

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## **Odd Notices**

Notice seen when travelling South on M6 outside Carlisle: "Farm Shop Left Under Bridge" I wonder if they found it again?

*Bryan Oliver*

This is the type of notice that would please Dennis Norderm on the television. I believe that he has made a collection of them, including "Best Fish & Chips left at lights" which made him ask why they were left just there. And recently I was overtaken by a van which clearly stated on the back "Sainsbury's to you". As he cut in a bit sharply I felt like saying "And Sainsbury's to you too!"

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## **ROSECROFT FARM**

We arrived at Rosecroft Farm in pouring rain on a day when the area was the wettest in Britain - 1.19 inches of rain. But of course the members who came to the rally were given a warm welcome by the marshals, *Pat and Henry Twyman*, and their assistants, *Gill and John Blake*, for whom nothing was too much trouble during the next five days - from fetching papers, milk and bread to regularly patching up the gateway to the spacious, level field.

There was a varied programme with something to suit everyone - walks, cycle rides, a pie and pea supper, a "cabaret", a quiz evening - culminating in a joint celebration of *Terry Moisey's* birthday and the wedding anniversary of *Diane and John Kisbey*, with a sumptuous spread provided jointly by *Diane and John*, and *Terry and Brenda*.

Everyone thoroughly enjoyed their few days in this beautiful corner of Suffolk, with so many interesting places to visit, including Southwold and Aldborough, and all were agreed in asking for more in the future.

*Ray Whiley*

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## **Beetroot Jelly**

When we where at Bridge Of Allen a lot of people asked for this recipe so I said I would send it to you. It is a recipe I got from a flower festival at Topsham.

Beetroot cooked and diced  
1 Blackcurrant Jelly  
1/4 pint Spiced Vinegar  
1/2 pint Water

Fill a ring mould with the diced Beetroot. Dissolve the jelly in water. Add the spiced vinegar and pour over the beetroot to cover. Leave to set. Serve with cold meats and salad.

*Rita Tubb*

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## Ring of Kerry

So many of our ASOC friends asked to be informed of our holiday which we enjoyed so much that we thought perhaps there might be a space in the Newsletter so that everyone could hear about it.

As we were taking two friends from Formby with us, we stayed there the first night and crossed from Holyhead on the fast ferry on May 17th to Dun Laoghaire. We then stayed the first night on the Riverside Site at Rathdrum and on the second night at the Newtown Cove site at Tramore. We first visited our friends old haunts in Waterford and then, in the evening, we had a family get together in Tramore.

On the 19th we made our way to the Rossa site in Killarney where a Camping and Caravanning Club Rally was taking place. As we are in that Club we were invited to have a pitch in the rally area which was great as we received so much information from Charlie, the Steward. Derry, the owner of the site, was extremely helpful in that he arranged for a coach to collect us the next morning for the Ring of Kerry trip which was most enjoyable. The following day we decided to go on a coach trip around the Dingle. It was arranged for us to have a courtesy car from the site to the pick up point in Killarney Town and the coach returned us to the site in the evening. This chap also gave us details of the B&B facility which our friends used, just 8 minutes walk from the site. The scenery on both trips was spectacular and the weather was kind to us.

The next day we decided to drive down to Muckross House, just 6 miles from the site, where we spent a most enjoyable day. This is a magnificent Victorian mansion/stately home. The gardens were superb

with lots of rhododendron bushes in bloom. We also had time to have a ride in a jaunting car after a delicious Sunday lunch in the restaurant.

Unfortunately, we had to make tracks towards home the next day, which we did via Tipperary, spending the last night on a site in Roscrea and returning to Dun Laoghaire in time to catch the fast ferry back to Holyhead the next day. Both crossings were wonderfully calm and enjoyable.

We will, definitely, be returning to the area but for much longer next time. Our experience has really given us ideas about the possibility of an ASOC rally on the Rossa site with an overnight stop at the Roscrea site. Anyone interested?

*Rita A Jones and Keith J Taylor*

We have had Irish rallies before, run by the ever hard working No.1 members, *Barbara and John Cox*. In my own experience, well before the Club started, I found the people over there very friendly and very helpful indeed.

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## **Dordogne Rally**

Imagine my delight when I received a card headed "Greetings from the Dordogne Rally" and signed by all those attending to whom, through the Newsletter, I send my very warmest thanks. Such cards always arrive when the weather is pretty miserable here and furthermore we are generally surrounded by quite a number of customers with the inevitable problems.

This magnificent postcard showing the Dordogne at its best was a real tonic and effectively offset the horrors that I was shortly to meet during the course of the working day. It would, of course, be impossible to thank all those concerned other than to say what a very thoughtful gesture it was and to you all, my heartfelt thanks.

*Charles Trevelyan*

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## **Security Tip**

How many times have we heard or read about motorhomes being entered by the two front cab doors, sometimes when people are asleep inside, and items have been stolen. Putting a chain and lock through the door handles and then across the cab can help, but the handles are not a secure anchorage. If you need to remove the chain in an emergency, you might not have the key handy, or fumble with the lock perhaps in the dark.

The solution I have found is simple. Take your seat belt, put the buckle through the door handles, stretch across the seat and fasten into the holder as you would when sitting in the vehicle. Pull on the belt to make it taut and/or place a cushion on the seat, under the belt, to take up any of the slack. This will prevent the doors being opened more than 2-3 inches.

You need to get out quickly? Undo the seat belt as you would do normally and the belt will automatically go back to its original position on rewinding via the handle. The way is now clear to exit by the front doors. Whenever or wherever I leave the motorhome I secure the front doors with the seat belts, especially when in a supermarket, town car park or at home.

Our best wishes to all our friends.

*Alwyn and Ray Pope*

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## Premature Engine Failure

of 2.4 Ford turbo diesel

Whilst holidaying in Portugal earlier this year I had the misfortune to suffer a major breakdown with my Ford Transit Amethyst. The vehicle was powered by the 2.4 turbo diesel variant. The vehicle had completed a little short of 24,000 miles but the warranty had expired a few months' earlier.

The symptoms for the breakdown were akin to a belt breaking with a virtual loss of power. The engine continued to run but sounded like the proverbial bag of nails and left a trail of blue smoke when accelerating. I was able to limp the vehicle to the Ford main agents in Faro. The garage initially suspected fuel injection problems but having ruled this out they completely dismantled the engine and found the head of an exhaust valve had broken off, damaging the cylinder, cylinder head and turbo charger. Because of language problems my attempts to determine whether the broken valve had been the cause of the turbo charger failure or whether a vane in the turbocharger had been sucked into the engine proved fruitless. However the only solution possible, so far away from home, was to accept that a new engine and turbocharger should be fitted at a cost, which quadrupled our normal holiday expenditure.

My purpose in bemoaning my fate is to ask whether there are any other members who have suffered similar problems with this particular engine? If so could you please contact me on [annandbryan@phillipsa25.fsnet.com.uk](mailto:annandbryan@phillipsa25.fsnet.com.uk) and tell me of your experiences,

please. I must admit that I have contacted Ford's Customer Relations Centre but their reaction has been that the failure was not "caused by a manufacturing or material defect", I suppose this only leaves the responsibility on the driver. However the vehicle has been serviced in accordance with the stipulated schedules and with a properly governed diesel engine has never been pushed to its ultimate performance - a feat which is difficult in a 3.5 tonne motorhome.

If anyone has any information or advice to offer it will be most gratefully accepted.

*Bryan Phillips*

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## Service Praise

My wife and I were very impressed recently with assistance we received from Willersey. We would like to thank the team publicly through the auspices of the Newsletter. On Monday evening 23rd May this year we had a problem with our Harmony when located at West Ayton, Scarborough. A circuit breaker had tripped and seized and it transpired that the charger was running very hot and needed to be replaced.

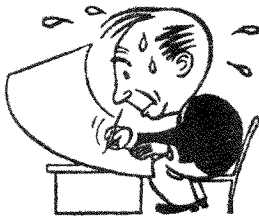
A call to one of the largest motorhome dealers in Newark indicated that they could not look at the problem until 20th June, several weeks of the camping season away!

A call to Willersey offered for the repair to be done on the afternoon of Wednesday 25th May. We truncated our trip, travelled to the Cotswolds via Ferry Meadows, Peterborough, and as arranged the repair was effected by 3.30pm on the prescribed day.

Excellent service which we would like to acknowledge through the columns of the Newsletter. THANK YOU WILLERSEY!

*Barbara and Ray Porter*

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## Chairman's Chat

One thing has been brought home to me in our recent travels around the country. The amazing growth in the number of road signs, not just advertising, but those meant to provide information for the passing road user. In several places I have seen warnings of the number of accidents or casualties on the stretch of road - usually in lettering too small to be read at the speed of the traffic. In any event it takes eyes off

the road, even if only for a moment, which could contribute to yet another statistic.

Also, have you noticed how many of the road signs giving directions or instructions such as "Give Way", "Stop" etc. Have been so placed that they are now obscured by the growth of trees and hedges or even by parked vehicles up on the road edge? It would be nice if the Highways Authority or whoever is now responsible for them would take some cutters out with them and trim back the offending vegetation and also have any wrongly parked vehicles moved.

And, last but not least, the emergence of signs which suddenly light up, sometimes with a smiling or glowering face, to tell you your speed, or that there is a corner ahead. These can be quite startling.

I must say that I am a bit surprised that so few returned their questionnaires. It would seem that the majority of members are quite happy at the way the Club is being run and the things which are being offered. But I must re-iterate what I have so often said, it is YOUR Club and the committee can only do what it believes YOU want. For instance, I know that some folk wish that the Club and Company Rally had continued. But it had grown out of all proportion to the original intention, which was to bring together our friends from the Company with us. It was fast becoming "yet another trade show" and we heard comments that it was "the same thing over again". Apart from that, the cost of hiring the grounds was rising all the time and many members would not have wished to pay quite a lot of money for a weekend away - especially when they can do their own thing for a lot less. One comment I recall from one answer was that "We should not need to bother with VAT for rallies". For good or bad, VAT is with us and we must abide by the rules and regulations so we are stuck with it. No doubt at some time in the future, if the various governmental departments have their own way, we shall only be allowed to hold a get together provided that we use this or that road, don't travel more than 35 miles (or probably 50 kilometres) and only speak between 5.00 and 6.30 pm. What a thought!

*Harry Henthorne*

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## **2006 Photographic Competition**

Entries for this competition will now be gratefully received. There will be two classes and the usual magnificent prizes! Entries will be displayed and judged at the 2006 Annual General Meeting at Newark.



## Rules

No more than two pictures per class per entrant.

No larger than 8.5" x 6"

All entries must be submitted by 31st March 2006.

All pictures must have on reverse: Name, Membership Number and caption.

## Class 1 - General

All pictures must include an Auto-Sleeper Motorhome and may not be digitally modified; i.e. must be what you see through the viewfinder.

## Class 2 - Humorous

Pictures need not include an Auto-Sleeper Motorhome but must have been taken at a Club event. They may be digitally modified. (Not too many pictures of *Cedric's* hats, please!



O.K. Off you go. Get snapping! Send the results of your labours to:-

*Brian Smith*  
9, St. Mary's Road  
Bluntisham  
Huntingdon  
PE28 3XA

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## **Congratulations**

We have just received our July Newsletter which prompted me to pull my finger out and do something that I have meant to do since the A.G.M. I make no bones about it, letter writing is not my scene and it takes a lot to move me to put pen to paper.

Having said that, I want to congratulate the committee on their choice of entertainment for the Sunday evening. It was such a pleasant evening with the Houghton Weavers and, judging by the standing ovation which they received at the end, we were not alone in that appreciation.

Whilst writing we would also mention another memorable evening we all enjoyed. Namely the Royal Marines jazz band at one of the Club and Company rallies.

We do hope that we can look forward to another time with the Houghton Weavers at a future A.G.M.



# August 2005 Rally Supplement

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

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.

## 11<sup>th</sup> - 14<sup>th</sup>. August. (3 nights). Abingdon Vale Cricket Club, Abingdon, Oxon.

Emergency Tel.No. 07880 532057 Marshal's mobile.

Rally Marshals: Angie & Andy Cavell assisted by Maureen & Harry Emblen.

Site Fee: £5.00 per night. NO Electricity. Rally Fee: £2.50 couples, £1.50 single (Incl. VAT).

Rally slips & cheques payable to A. Cavell, 24 The Close, Hampstead Norreys, Thatcham, Berks. RG18 0RY. Tel.No. 01635 201 976.

**Attractions:** This is a green field site adjacent to the River Thames and only a short walk from the town centre, which has a variety of specialist shops and several pubs and restaurants. There are many local attractions including bus & boat trips to Oxford. We will have the use of the pavilion for a get-together on Friday if the weather is bad!

Dogs welcome subject to the usual rules. There are walks straight from the site.

**Directions:** The cricket club is on the A415 Abingdon to Dorchester road. If you approach from Abingdon, it is on the **right** after you go over the river bridge. Coming the other way, it is on the **left** just after the 30mph sign.

**Limited to 50 vans.**

## 19<sup>th</sup> - 24<sup>th</sup>. August (5 nights) Topsham Rugby Club, Nr. Exeter, Devon.

Emergency Tel.No. 07890876859 (Marshals's mobile).

**THIS RALLY IS NOW FULL**

## 25<sup>th</sup> - 30<sup>th</sup>. August Wensleydale School, Leyburn, North Yorks.

**Due to staffing problems at the school this rally has had to be cancelled.**

**31<sup>st</sup>.August – 5<sup>th</sup>. September. (5 nights) Shoreham Airshow,Shoreham by Sea,West Sussex.**

Emergency Tel.No. 07742 668344.

Rally Marshals: Shirley & Chris Sturgeon assisted by Theresa & Dave Smith.

Site Fee: £2.00 per unit per night. NO Electricity. Rally Fee: £2.35 per unit ( Incl. VAT). GREENFIELD site, water tap & Elsan emptying point.

Airshow tickets for Saturday & Sunday cost **£20.00** per adult & **£8.00** per child ,payable in advance.

Possible airport tour Thursday,Please state if interested and pay for meals in advance.

Saturday evening buffet meal available @£4.12 each (incl.VAT).

Booking slips & cheques payable to A.N.Fowler,20 Hawkins Close,Shoreham by Sea,West Sussex.BN43 6TL Tel.No. 01273 594479.

Send **SAE** for confirmation of booking, if required.

**Attractions:**A 2 day airshow with on ground entertainment,bicycle rides from site.

**SORRY NO DOGS.**

**Directions:**On A27 between Brighton & Worthing leave A27 at traffic lights opposite Sussex Pad Hotel and turn into airport(this is the only entrance for motor vans). **Please DO NOT arrive before 12 noon Wednesday.**

**9<sup>th</sup> – 11<sup>th</sup>. September (2nights)Essex Steam & Country Show,Billericay,Essex.**

Emergency Tel.No. 07905 898 149 Marshals' mobile.

Rally Marshals:Stella & Ian Ross.

Rally Fee:£2.35(incl.VAT). GREENFIELD Site. NO Electricity.

Send rally fee (cheque payable to Mrs.S.Ross) with Rally Slip & SAE for Show Application Form by 18<sup>th</sup>.August to:- Mrs. S. Ross, 33 Grosvenor Gardens,Upminster Essex.RM14 1DL. Tel.No. 01708 228 075.

**Fees payable to the Show organisers.** Special Advance booking prices,camping 2 Nights £14.00, Show tickets – **per day** Adult £8.10,child £4.50, Senior citizens £6.30.**Return Show application to the organisers**(,address on form) by their closing date **26<sup>th</sup>.August**.

**Attractions:**Vintage steam engines,over 150 craft stands,working heavy horses,trade stands,arena events,vintage cars & motorbikes and much more.

**Directions:**Will enclose sketch map with application form.

**9<sup>th</sup>.– 11<sup>th</sup>.September Motorhome & RV Show,Royal Bath & West Showground Shepton Mallet,Somerset.**

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

Rally Marshals: Jan & Vic Hicklin,Eirwen & Ben Cox.

Site Fee: Special Club prices. Arrive Thursday £28.00 Friday onwards £23.00.

Rally Fee:£2.35( Incl. VAT).Send rally fees,£2.35 with rally slip & SAE for Show application form to Mrs. J. Hicklin,381 Manor Road, Brimington,Chesterfield ,Derbyshire.S43 1PP.Tel.No. 01246 236 157 **by 18<sup>th</sup>.August**.

**Show application forms to be returned to the organisers,Stone Leisure,by 25<sup>th</sup>.August.**

### 9<sup>th</sup> - 11<sup>th</sup>. September (2 nights) Ludlow Food & Drink Festival Ludlow

#### Secondary School, Ludlow, Shropshire.

Emergency Tel.No. 0780 231 7613 (Marshals' mobile).

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

Site Fee:£6.50 per night.(Incl.VAT). Rally Fee:£2.35(Incl.VAT). Total fees £15.35.

**NO ELECTRICITY.** Rally slips to Mr.I.C. Barnett,Highlevel,Farden Bitterley,Nr. Ludlow, Shropshire.SY8 3HU. Tel.No. 01584 890 428.Cheque payable to I.C. Barnett.Please enclose a SAE(C6 9X6) for directions etc. **GREENFIELD** site with all level hardstandings,heated hall for evenings.Saturday evening American Supper.

Dogs strictly on lead at **ALL** times and exercised off site.

**Attractions:** This weekend is Ludlow's Food & Drink Festival which is held on the Saturday & Sunday .There is a Sausage Trail,a Bread Trail,an Ale Trail plus cheese tasting.

**Directions:** A49 from South follow South Shropshire Leisure Centre signs.At 2<sup>nd</sup> roundabout turn **left**,following signs go under railway bridge and turn **right** at the sign and left into Leisure Centre Car Park. On A49 from North follow South Shropshire Leisure Centre signs on B4361 turn **right** into Leisure Centre Car Park.Follow ASOC signs.**Limit of 35 vans.**Rally closes at 4.00p.m. Sunday. **DO NOT ARRIVE BEFORE 4.30 p.m.FRIDAY.**

### 12<sup>th</sup> - 16<sup>th</sup>. September (4 nights) Whitmead C.P.,Wool, Dorset.

Emergency Tel.No. 07714550731 Marshal's mobile.

Rally Marshals: Barbara & Alan Potter.

Site Fees:£5.10 per night plus £2.00 per night for electrics,if required.

Rally Fee:£ 2.35 **per person.**All include VAT.

Booking slips & cheques to: Barbara Potter,Westbrook,Mill Lane,Monks Risborough, Bucks.HP27 9LG. Tel.No. 01844 274 021.

**Local Attractions:** include Monkey World,Bovington Tank Museum.Lulworth Cove,Durdle Door,Corfe Castle,Wareham,Swanage,Studland Bay.Railway station & bus stops to Poole & Weymouth within a few minutes walk,plus village pubs.The campsite has shop & games room with a pool table & darts.They also have a takeaway offering breakfast & evening meals.

**Directions:**From Dorchester follow A352 to Wool.Turn first **left** after railway crossing and site is 200yds. on **right**.From Southampton follow A31 to Bere Regis then follow signs to Wool.Turn **right** just before the level crossing,site 200yds. on **right**.

### 15<sup>th</sup> - 18<sup>th</sup>.September( 3 nights).Northern Motorcaravan Show, York Racecourse.

Emergency Tel.No. 0771 409 1349 (Marshals' mobile).8.00 - 10.00 am & pm.

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

Rally Fee:£2.00 (couples),£1.5 0 (singles) Both incl.VAT.

**Please remember to send a rally slip and cheque for the Rally Fee** payable to N.C. & P. Rogers,;3 Appleby Close, Aldbrough St.John,Richmond, North Yorks.

DL11 7TT. Tel.No. 01325 374 540 **to arrive NO later than 6<sup>th</sup>.Sept.**

The special Club site fees:- arrive Thursday £30.00,arrive Friday £27.00,arrive Saturday £24. You may either use the form enclosed in last month's Newsletter or fill in an application form from MMM or Which M' Van using the special fees and mark

the form *A.S.O.C* in large letters. Send this form back to the organisers, Warners with the site fees, **before 26<sup>th</sup> August**. Applicants after this date **cannot rally with the Club**. The rally ends at 12 noon Sunday but you may remain on site until 12 noon Monday.

**23<sup>rd</sup> - 26<sup>th</sup> September. (3 nights) Masham Sheep fair, Old Station Holiday Park, Masham, North Yorks. (9 miles NW of Ripon).**

Emergency tel.Nos. 07961 987 412(Robin) & 07881 712 786(Valerie).

Rally Marshals: Valerie & Robin Gardner.

Site Fee: £8.00 per night. Electric optional £2.50 per night. Awning extra, Rally Fee: £6.00 couples, £4.00 singles. All include VAT.

Heated toilet & shower block, Tea Room\* & basic supplies plus normal facilities.

Rally slips & cheques payable to R.C Gardner, Maranu, 13 Carrington Ave., Flackwell Heath, Bucks. HP10 9AL Tel.No. 01628 522 363. Please include a SAE for confirmation.

You may also put your mobile Tel.No. on slip if you wish. Saturday evening meal followed by Games evening. Sunday evening quiz. Please Indicate on Slip which meal(s) are required, £5.50 per person. [a] Shepherds Pie or [b] Vegetarian Lasagne followed by Apple Sponge & Custard. \*Tea/Coffee & biscuits will be provided by the Tea Room.

**Attractions:** The Fair is an annual event for the showing of locally bred sheep. Other events include a Shshep show, sheep racing, spinning & weaving demo, tours around two breweries, pottery & glass blowing, fleece stall, sheep dog demo, street procession etc, etc. All profits go to charity. There are many local places to eat & drink. The Sheep Fair is open Saturday & Sunday from 10.00 a.m. until about 4.00 p.m. LIMIT 25 Vans.

**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 1630hrs.) 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 parks and follow signs.

*£6.50 per night.*



**7<sup>th</sup> – 9<sup>th</sup> October (3 nights).Birdham, Nr Chichester, West Sussex.**

Emergency Tel. No. Marshals' Mobile, 08:00 – 22:00hrs.

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

*Possible*

Site Fee: £5.00 per night (incl. VAT). Electricity, limited to 18 vans, additional at £1.00 pn.

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

OWN SAN. 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.

Shops: 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 FULL**

## 27th 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 MEAL CARVERY IN THE ALBION HOTEL PUB 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.**

### Sedgemoor Carnival Rally 2005,Burnham on Sea,Somerset.

Friday November 4<sup>th</sup>. – Tuesday 8<sup>th</sup>. November ( 4 nights).

At Burnham on Sea Holiday Village (M5 Jct.22).

The site is about 8 minutes walk along the promenade from the town centre.We hope to organize a coach trip to the Clarks Village of Street again for the Saturday.The firework display is on the sea front on Sunday evening.The Carnival is on the evening of Monday 8<sup>th</sup>. November from about 7.00p.m. Off site by midday Tuesday. Sorry NO DOGS.

Full details in the September Rally Supplement.

*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](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!**

*f*

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!

I think one of the factors that made it so enjoyable was being able to sit with one's friends and be entertained as opposed to sitting at a table while loud music (?) was played for a minority of members who danced, which is not conducive to normal conversation either.

Once again, many thanks to the committee for such a lovely evening.

*Morris E Oüten*

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## ***Sympathy - and Service***

Having received very good and friendly service from Frank Williams and the good people of Cotswold Motor Caravans, I sympathise with the charming couple met in Ireland by *Geoff Williamson* (page 12, Newsletter 202). A couple buying their first van and sent forth with the briefest of instruction could be in some danger from gas and electrical equipment, to mention but two. Such a dealer should be exposed where legally possible.

The Practical Motorhome magazine has been running a series for some months, which you may have noticed, called "Sovereign Awards". It aims to give an authoritative survey on the professionalism of all aspects of the motorhome product supply and service. Perhaps this survey will, in time, improve the situation.

Our Talisman was new to us in April 1998. Today, at 29,111 miles, we have only been troubled buy a burst water heater caused by corrosiion and a de-treading of an O/S rear tyre while traveling down the A.74.M. Noisy, but no damage, thankfully. The average petrol consumption of 19.56 mpg, measured over a stretch of 3,972 miles covering 30 visits to petrol stations in Britain and France, gave cause for thought. Tomorrow the engine will have a diagnostic check-up.

"A new motorhome, sir?" "Not today, thank you. We are very happy with our Talisman (our third Auto-Sleeper), with an exchange value of less than £20,000.00".

*Lillian and John Coates*

I understand the last paragraph completely. Our van is now 13 years old and, at the last MOT and service, the people who did the work almost apologised for the amount of the invoice. As I said, it was cheaper than a new van! And at the time I write this, the van is at Willersey for a well-earned "Habitation Check".

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## ***Dealer Service- again***

I have to agree with Geoff Williamson's item on poor service from sale persons, we do hear so much of poor service. I must say that having purchased two motorhomes from Marquis the service has been very excellent, the last one a VW Gatcombe only a few months ago at Marquis Newbury Berks. The sales and serving staff was outstanding nothing was too much trouble. I had some questions to ask after receiving the motorhome, and the sales staff put them selves out to help. Marquis I can trust, and in particular Newbury.

*Tony Cockerton*

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## **Questionnaire 2005**

On behalf of the Committee, may I thank the 143 members (10% of the membership) who took the time & trouble to consider their aspirations, concerns and views regarding the future of the Club and returned their forms. All the comments have now been consolidated and are with the Committee to review over the next few Committee meetings to consider their suitability, viability, practicality etc.

*Baz Wellard*

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## **CASTLE DOUGLAS RALLY**

We apologise that this is a bit late - but better late than never. We would like to thank all who helped in any way at the rally at Castle Douglas, especially those who assisted in welcoming members and showing them to their allotted pitch on Tuesday, setting up and clearing the hall each evening, those who helped with the teas and the selling and folding of raffle tickets. We thoroughly enjoyed the rally and we are sure most who attended did so too judging by the correspondence that we have received since. So thank you for your comments, they were much appreciated.

In writing this we hope to encourage anyone who is thinking of running a rally for the first time. We would say "go for it" - it is well worth the effort. ASOC members are so friendly, we are like one big happy family.

*Moir and Allan Blackstock*

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## From the Technical Group

Firstly my error in last month's Newsletter - I intended to refer to the Truma gas water heater cover not the Carver - sorry.

Quite a few members have already sent in their £3.00 for the DVD 'Making of an Auto Sleeper 1988', I thank them for their interest; I can run off further copies on request.

Three more Ideas Sheets (awaiting A.S. approval at the time of writing this article) should be available by the time this Newsletter is published:

No. 112 Stopping cutlery rattling

No. 113 Reaching the central area under the Luton

No. 113 Simple external drying rack(s) for sliding door vans

Finally *Charles Trevelyan* has advised that there has been a run on queries/problems whereby the buzzer continuously sounds when the manually/electronically operated Omnistep is retracted. The problem lies in the small push button which itself is protected by a rubber shroud. The spring tends to corrode through dampness over the course of time, and combined with further corrosion in the push button unit, this causes the electric circuitry to short out. To avoid returning to the Service Centre or their Auto-Sleeper dealer it is recommend that members disassemble this microswitch (with ignition switched off), and thoroughly clean, lubricate and remove any corrosion and retrofit the shroud protective sleeve. Once done, all is well thereafter.

The Club Website has now been updated (No.7/05) with a report on the Dordogne rally and update of the Ideas Sheets. I thank those members who are sending in rally photographs but regret to say without an accompanying write-up they are not suitable for publishing on the web. Please keep sending them in but could you please include a small report. Incidentally for those who are statistically minded we have now had over 24,000 visitors to the Website.

*Baz Wellard*

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## From The Factory

Rather than give you a regular update on events at Willersey, I thought it might be of a little more interest to reminisce on certain of the very early days at Auto-Sleepers, letting you know of a few points about our beginnings!

The name Auto-Sleepers was thought of by myself long before the Company was incorporated in 1961 when, in 1959, my parents, my

brother and myself were holidaying in the South of France at Croix Valmer. An abiding memory is that my brother Anthony (now approaching 64) read a lengthy book all the way down to the South of France entitled "The Living and the Dead" - and generally was uncommunicative for much of the trip. Perhaps little has changed, some might say!



Some of the very early vans we converted - and this goes back to the very early 1960's - were originally "Pink Paraffin vans" (you probably remember their slogan "Ring for Pink"). They had to be thoroughly cleaned inside and out to remove the pervading smell of paraffin prior to them being converted and of course re-painted and thus made to look in "as new" condition.

In my school holidays I used to earn pocket money to enable me to purchase, for my first car - a Fiat 500, an alloy rocker cover and an alloy sump. I worked endlessly hard and it only latterly transpired that my brother - who in those early days effectively ran the firm with my parents - paid me only apprentice rates. Incidentally, I still have the Fiat 500 complete with alloy rocker cover and sump to this very day!

My mother, who was really the driving force in starting the Company, always took a very sympathetic line with vicars and their invoices. I suspect she was anxious to go to Heaven and in so doing by offering vicars a very substantial discount - or indeed not charging them at all - enabled her to do so (we hope!).

In those very early days, my father used to assist in driving cut out Commer vans from the metalwork Shop in Cheltenham back to Willersey. One very cold winter afternoon when it was snowing and he was getting wetter and wetter because of the window apertures and the roof and much more having been cut out, a passing motorist shouted to my father "bloody cold innit mate". This so shocked my father, who was one of the most proper people you could imagine, that shortly after that he ceased acting as the Company driver!

It was my father who designed the solid sided elevating roof - he claims while lying in the bath! Whilst there were no great shouts of EUREKA, this was one of the early innovative design aspects of the Auto-Sleeper and has continued, in patented form, to this very day. He overcame a possible infringement of other patents by, I believe, having fabric hinges rather than conventional hinges on some of the very early side panels.

A very early Commer, probably mid 1960's, lives in the National Motor Museum. It's certainly worth a visit, not least to see a very historical

vehicle sitting alongside significant racing and sports cars. Very close to the Commer, in the Museum is a Coventry Climax engined Morgan. On the notice it states that a similar Morgan was driven in the 1939 Le Mans 24 hour race by a George White and Prudence Fawcett, achieving 13th position after a gruelling event. The said Prudence Fawcett was in fact my mother and it's perhaps significant that there is such a link in the Museum, although not recognised by many, I suspect.

Employee No. 1, taken on by Bob Halling in such very early days, was Tony Beale who recently retired from the Company after 47 years work at the age of 65. All his life he was with the Company and on his retirement he was given, amongst other items, a beautifully made engraved garden seat. He continues to live in Willersey, his interest being in Formula 1 racing - yet he has never learnt to drive!

After the major fire in October 1992 when much of the factory was destroyed, we told all our staff that they would continue to be paid at their full rate irrespective of whether there was work to be done or not - in which case they went home. Within seven weeks of the fire our panel van production line was almost back to full production in a new fully equipped factory extension built onto the coachbuilt factory on the Willersey Industrial Estate. Our insurers were amazed at our speedy reaction.

One evening in the late 1980's the Willersey Womens Institute were invited by *Neville Jelfs* and *Phil Bennett* to look round the factory after working hours, myself giving a brief talk on how Auto-Sleepers began. I have the abiding memory of *Neville* and *Phil* putting olives and bits of cheese on sticks together with opening endless bottles of wine - much of which I think they both consumed after our visitors had left! Within an hour of production ceasing, we were ready for this visit with everything looking spick and span and refreshments to hand.

Our very first motorcaravan - in 1958 - was Morris J2, registration VAD 971. It has long disappeared, I suspect. The lighting inside the van was by gas and I remember my parents' irritation if either *Anthony* or I managed to damage one of the very delicate mantles which were of course in short supply. *Anthony* and I slept in the cab - myself in a bunk above, I remember. This first motorcaravan had no elevating roof so space was very constricted. My father had a kettle with a very large base tapering to a small spout at the top manufactured by Firth Vickers Stainless Steels, with whom he worked. It looked like one of these devices you find beside a hospital bed - and we still have this kettle and one or two of the melamine plates that accompanied us on our first trip.

When I joined the Company in 1986, *Anthony* put me in charge of Production - an unwise move many might say! I was thus responsible for Health and Safety and one of my first moves was to invite the Chief Health and Safety Officer from Bristol to visit us to inspect the factory and have lunch. *Anthony* was absolutely



horrified, fearing the worst, but our new friend from the Health and Safety Executive not only enjoyed his visit enormously, but stated with a smile that it was the first time he had ever been invited to visit a factory - normally people held his staff at arms' length! Needless to say we weren't closed down, and *Anthony* breathed again.

Much of the old gang is still around, although some have moved on. *Neville Jelfs* runs his own successful business, Oaktree Services. Alan Major soldiers on with the monocoque line - and who better - and of course *Phil Bennett* still looks after our Purchasing Department, and always is as helpful and knowledgeable as ever. Paul Oliver is now with myself at the Service Centre - and one could not ask for a better person. Pam Hadley recently retired; she and Bill continue to live in Evesham. Brian Yeates, our former Paintshop Manager, left us a short time ago with a view to he and his wife retiring onto a narrowboat. And last, but by no means least, Bob Halling - who started the Company with my parents - still lives in Willersey and looks as fit and as well as ever. Stuart and Margaret from the Sales Office both left us a short time ago, Margaret to enjoy a well earned retirement with husband Peter and Stuart has taken to the road driving a delivery lorry. *Tony Johnson*, our Sales Manager for so long, is living in happy retirement near Wallingford in Oxfordshire with Jean, and continues to travel extensively around the world, it appears!

Looking back to our first Rally at South Cerney, I have two abiding memories. The first is of Alan Major, who headed our monocoque factory, fleeing by boat to the middle of a lake - simply to escape an enthusiastic customer! There he remained in the middle of the lake with owners shouting from the shore "Mr Major .... Mr Major". Meanwhile, Clive Lockyer - Alan's Deputy - was last seen surrounded by up to 20 customers, wedged in the corner of the bar. For him there was no escape. Clive now holds a key position in our Design Shop, manufacturing all the moulds from which our panels, shower trays, basins and general toilet units are largely made. These alone are a work of art and I personally am always amazed at such traditional quality of work.

Last, but not least, brother *Anthony* is of course still with Auto-

Sleepers, as you will have read his article two issues ago. In addition to being the Operations Director, he is the Auto-Sleepers representative on many of the trade associations, being not least the Chairman of the SMMT Motorhome Committee. In ending, he, and me his younger brother (pushing 60 now) send you all our best wishes and hope to see you very soon.

A more normal, less nostalgic and long winded factory article will appear next month!

Best regards to you all.

*Charles Trevelyan*

I am rather amazed at a coincidence. My very first motor caravan was also a J2 van (registration No 1699 MM) which we very roughly converted on the inside. Very constricted, I agree, but it took us ever so slowly to John o' Groats (and back!!) and gave us a lot of pleasure.

-----oooOOOooo-----

## MISTAKEN NATIONALITIES

On our recent trip to the Provence area of France we were returning to our motor caravan after looking around one of the many old towns with Roman remains. As we walked across the car park we were approached by a middle aged/elderly well dressed lady. She spoke to us in her "best" French and at first we couldn't quite understand what she was trying to say. Was it that she couldn't open the back of the car, or something to do with going backwards? We spoke in simple English hoping she would understand us and then we realised that the car had gone forward into a parking space and the driver couldn't find reverse gear. However much she tried, she could only creep more and more forward.

We saw that it was an Opel which, of course, is the same as a Vauxhall. As we had had a Corsa for a few years we knew that there was a "sleeve" or "collar" under the knob of the gear lever which needed to be raised slightly before reverse gear could be engaged. As this was a very new car this "sleeve" was barely visible with the sleek design of the gear stick.

*Bill* asked to get into the driving seat where he could more easily demonstrate how to put the car in reverse. The driver was delighted. There were four middle aged/elderly ladies in the car who were actually German so in the end we could converse a little in their language. They had just picked up the car to hire it that very day and either were not told (in French) how to get reverse gear or did not

remember. We pointed out our German Volkswagen but that we were English on holiday in France!

*Elizabeth and Bill Grimsley*

-----oooOOOooo-----

## For Sale

Awning, Fiamma 45f plus, 3 metres long. Complete with privacy room and curtains. Very good condition. £280.00 ono. Tel: John Morden on 018 8980 4766 (Rugeley, Staffs)

#####

1) VW TRANSPORTER 57D Trooper' solid-sided rising roof, magnificent and comfortable runner, 44,000 miles 'N' reg.. 1996. Sleeps 2+2. Almost £3000 worth extras inc. Turbo Diesel, Sigma alarm free standing awning, double bike rack.

A great success at home and abroad. Sadly selling for health reasons only. All incl. £13,999.00,

2) To fit VW Transporter Trooper: free standing awning and double bike rack + many other extras, All for £199.00 . Email: [jo@sexton5.fsnet.co.uk](mailto:jo@sexton5.fsnet.co.uk), Tel: Jo Sexton on 012 6027 4885, mobile 07 736 454 126 (Congleton, Cheshire)

#####

Taylormade internal screen covers, set of 3 internal screen covers to fit latest Ford Transit cab. £20.00. Also EGR headlamp protectors, with beam deflectors for European touring. £20.00. Phone Pat or Alan Abbotts on 018 2341 3184 (Taunton, Somerset)

#####

A-S Topaz, 1998, 2.0L, 4 berth, 20,000 miles with full service history. MOT Feb '06. Awning, Fiamma bike rack, roof rack. Excellent condition. £17,200.00. Please e-mail [geoffsmith65@hotmail.com](mailto:geoffsmith65@hotmail.com) or telephone Geoff Smith on 017 3735 1721 (Banstead, Surrey)  
Thanks for the donation.

#####

Peugeot Boxer Symphony High top, '97 'P'. 2L petrol. First owner 2.5 years, 17,163 miles; present owner 6 years, 15,087 miles only as lone occupant. 2 berth. V.G.C. Non-smokers, no pets. Tax and MOT to end December '05. Omnistor canopy, all usual A-S refinements, unmarked. £15,500.00 ono. Health causes reluctant sale.





Also a complete set of all Newsletters back to the first formation of the Club is available to any member who would collect them. Phone Fred Cleal on 017 3323 4915 (Peterborough).

#####

Motor Chalet awning to fit Duetto, used once. 11' x 6' x 6'6" high. Made in Todmorden, UK. £90.00. Silver Screens for Duetto, as new. £15.00. Solar briefcase panel, as new. Cost £125.00 - accept £50.00. Green quality ground

sheet, perfect. Size 8' x 5'. £5.00. Tel: Bryan Jones on 019 4267 1377 (Leigh, Lancs).

Thanks for the donation.

#####

Set of seats to fit Legend (1999+) New and unused grey/blue pattern (2 side bench seats, 2 corner rests, 1 back rest, 1 back seat). £75.00. Fiamma No.2 Top-box. 46"x36"x17" deep. With keys and mounting brackets. £150.00. Fiamma plastic wheel levellers, yellow, £7.00 pair. Leros ladderguard. Grey. Fits Auto-Sleeper models. £10.00. Wind-out awning tie-down kit. £8.00. Toilet carrier. Small Thetford size. £8.00. Internal Silver Screens for Transit (1999), with suction cups. £60.00. External Silver Screen for Transit (1999). Black see-through type. £45.00. 5 panel windbreak, metal tops and spikes. £9.00. Transit (1999) drivers cab carpet. Black with green cord edging. A-S logo, hardly used, £12.00. Wheelchair ramps and clamps, new, unused. £200.00. Waterproof cycle cover for 2 bikes. £12.00. Tel: Howard Scott on 012 5685 0309 (Basingstoke).

#####

Peugeot Boxer Nuevo, 2 Berth, 2.0 HDi. Diesel, Nov. 2002. 6,500 miles only. Immaculate, Non Smokers, Standard Autosleeper Spec plus Drivers' 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. FSH. £24,995.00 ono. Email Peter Chipchase at peter.helmetsnarf@blueyonder.co.uk or telephone 012 2628 7436 or 07 967 131 577, (Barnsley, South Yorkshire)

#####

Duetto 1998, 'S' reg. 1,200 miles. 2.5t.d. alloy wheels. Cream with green upholstery. Fiamma bike rack. Omnistor awning. Excellent condition. 12 months test. 6 months tax. No smokers. No pets. £19250.00 ono. Also awning available (free standing) Derick Booth tel: 017 0958 2356.

For some reason this was sent to me via our Membership Secretary who also received the donation for which we offer thanks.

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Membership Secretary	Norma Caley (see below)	017 7263 2734
No post as yet	Mike Valentine	023 9248 2818

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Items for the Newsletter **MUST** reach your Editor by the **TENTH** of the month. You may post them to 144 Devonshire Hill Lane, London, N17 7NH or E-mail to [harry\\_henthorne@lineone.net](mailto:harry_henthorne@lineone.net). **PLEASE NOTE:** Any E-mail which has an attachment will **NOT** be opened. The Editor reserves the right to edit or omit items. Advertisements for items to be sold or wanted by members are published free of charge; however small donations to Club funds are appreciated and will be acknowledged. No guarantee can be given that any item will appear in the next, or any, issue of the Newsletter. Cheques should be made payable to "Auto-Sleeper Owners' Club" and NOT to 'ASOC' as the bank will not recognise this.

\*\*\*\*\*

**IMPORTANT:** Contributions from Members are published in good faith in the hope that they will prove useful or interesting. All reasonable care has been taken to ensure accuracy but no modification or suggestion has been tested by the Company, the Club or your Editor. Therefore no warranties are expressed or implied nor indemnities given. You try them out at your own risk.

\*\*\*\*\*

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