

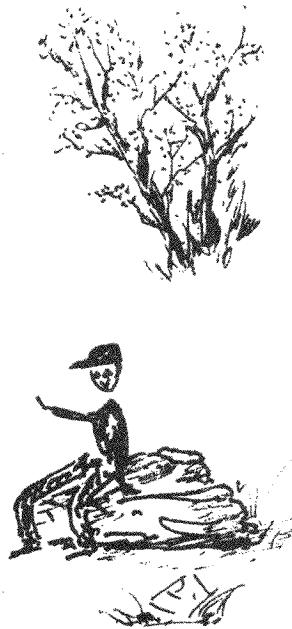
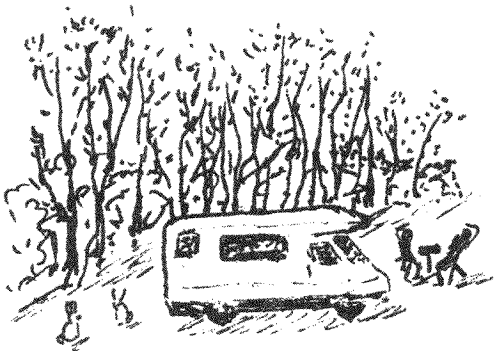


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# **AUTO-SLEEPER OWNERS' CLUB**

A Company Limited by Guarantee.

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



## **NEWSLETTER 204 SEPTEMBER 2005**

Hello.

Watch this space! I am very pleased to tell you that I hope that I shall shortly be handing over the Newsletter to a new editor. It does, of course, depend on the committee accepting the volunteer and for the time being co-opting him until the AGM when you can all have your say. But we had a good chat this last weekend and everything so far looks favourable. I shall be able to tell you more after the next committee meeting in October, so watch the November Newsletter.

But whatever happens, please keep your contributions rolling in. As I have often said, it is YOUR Newsletter, all I do is put the bits and pieces together and perhaps make the odd comment. And don't forget that I can always use your pictures for the front cover. All that is needed is a sharp sketch in black ink on white paper. I do not intend to try to use pictures because they don't seem to come out clearly enough when scanned into the computer. Maybe it's just me!

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## Stolen Vehicle

A-S Talbot Rambler stolen from London, E.8. Registration number JUI 4237. If you see this van, please call 07 931 703 947.

The owners of this van are not members of the Club; the information was forwarded to us from the factory. But we are always pleased to try to help.

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## Odd Notices

This item seems to have clicked with many members. *John Hallet* said that when leaving a Tesco supermarket he saw, at the entrance to the filling station "2p off every litre of fuel purchased. Last week" His comment was "Blast! Another bargain missed!"

*Rita Jones* wrote to say that when she and *Keith* were walking from Norman's Bay to Bexhill they were absolutely shattered. As they approached Bexhill they asked a very pleasant chap, who was maintaining lamp posts, how much further they had to walk into town. He said "I am repairing this lamp post which is No. 21. So you have 20 more to pass before you reach town!"

*Brian Smith*, who is our P.R.O. and Press Officer has recently bought a new TV set for the van. In the manual one instruction says:- "Never put this machine within certain box at your will or place it at too oscillating place and under further sever collision!"

"Never extrude or frictionize this machine with sharp objects."

Can anyone offer a translation, please/?

Another favourite, especially after being annoyed by youngsters dashing about a camp site on bicycles or skates and things is the slogan one sees in the hands of many uniformed ladies and gentlemen - "Stop Children".

*Bryan Oliver* mentioned that on leaving the Great Yorks Show Ground he noticed a board in the car park opposite which read "Pig and Goat Caravans". It made him wonder if the rest of the cattle had also taken to motorhoming!

Any more for the list?

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## **Eberspacher Airtronic Heater**

Due to finding that fumes from this heater in my Dorset (similar to the Symphony) are getting inside the van I returned to Willersey for a modification to the heater exhaust. But when the heater was used again I found I am still experiencing fumes in the van.

I have had Eberspacher look at the van and the conclusion we came to was that the exhaust may be better on the nearside away from all the vent holes under the cooker on the offside. But *Charles Trevelyan* said that this would be unacceptable as it is too near to the sliding door (which would be closed when the heating is on). He also said that I was the only one complaining of fumes in this type of van.

My question is, has anyone else in the Club experienced this problem and are there any safety matters involved with this type of fumes?

*Lionel Walker*

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## **Possible Rally Site**

My son and daughter-in-law have just returned from a holiday in Wales bringing with them a flyer regarding an excellent site for a Club rally. It is the Gigrin Farm Caravan Site near Rhayader, Powys, a 200 acre working farm enjoying view over the surrounding hills. Position just off the A.470 Aberystwyth to Builth Wells road and close to the A.44 Hereford road. Hereford is about 45 miles, Birmingham about 86 miles and Rhayader is 0.5 miles away. The site hosts the feeding station for the Red Kite, Ravens, Buzzards and other carrion feeding birds, together with Badger watching.

What is needed is for someone more local than me (I'm in Portsmouth, 200 miles away) to set up and run a rally there. I would be happy to help if necessary. There is a green field area set aside for rallies

with drinking water, chemical disposal point, nature trail, RSPB reserve and trout fishing. On the actual caravan site there are 7 electric hook up points if needed.

So what about it, members?

*Mike Valentine*

Don't forget that before you go too far, make sure that *Neil Rogers* is fully in the picture regarding dates and all the rest of the details associated with running a rally. Any rally needs to be approved by our Co-ordinator before the insurance can be valid.

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## Chediston, Suffolk

After two weeks with no rain our garden is rock hard. *Henry, John, Gill and I* welcomed 13 vans in 1½" of rain. Every day the mist, wind and more rain persisted. Did they mind? In true ASOC style they walked, cycled, went sightseeing all the lovely places had to offer. Luckily we had a hut to use which we had decorated and set up a hi-fi system for the evening and our village loaned us tables and a tea urn.

A pie and pea supper went down very well. A quiz was given by *Gill*. *Cedric* was his usual self and kept us amused and to finish things off *Terry and Brenda* with *Diane and John* celebrated their birthday and 38th anniversary, putting on a lovely spread for everyone on the last evening.

Our site owners, Janet and David Mantel, joined all our gatherings and thanked everyone for being such a happy and considerate Club. They were very impressed by how friendly everyone was. They have a field set aside with electric if anyone wishes to visit this part of the world again.

I'd like to thank everyone for coming from far and wide to our first rally and to *Gill and John* for coming over from Derby to help us.

*Pat and Henry*

This is the sort of report which I have received from time to time over the years. It is all very well to mention people by their first names, but not everyone in the Club knows who is being mentioned. So if you write a report, please include the full names of people to whom you refer, then we are all that little better informed.

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## **I am so Thankful**

For the taxes I pay, because it means I have a good income.

For the mess to clean after a party, because it means I have been surrounded by friends.

For clothes that fit a little too snug, because it means I have enough to eat.

For my shadow that watches me work, because it means I am out in the sunshine.

For the lawn that needs mowing, windows that need cleaning and gutters that overflow, because it means I have a home.

For the parking space at the very far end of the car park, because it means that I am capable of walking and have been blessed with transportation.

For my huge heating bill, because it means I am warm.

For the pile of laundry and ironing I've got, because it means I have clothes to wear.

For weariness and aching muscles at the end of the day, because it means I have been capable of working hard.

And finally - for too much e-mail, because it means I am not forgotten by other people.

This gem was taken from the Thurmaston Parish Magazine and sent in to us by *Elizabeth and Bill Grimsley*. I sincerely thank both them and the parish magazine for putting life into perspective for all of us.

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## **Ravenna problems**

While at a rally in Lincoln we went out and the brakes started to bind and get hot - all four of them. We took the vehicle to Fords in Lincoln to get it sorted. We were informed that the caliper had seized and that we had to have two new front discs and a caliper unit, which we were charged for although the vehicle was still under warranty. The front bearing was shot - which they honoured on the warranty.

We have had the vehicle serviced regularly so we wrote to Fords hoping that they would honour the price of the discs - but we were told it was lack of use. We are keen ralliers and are out nearly every weekend in the van so feel it is used regularly.

We would be grateful to know if anyone else has had this problem and if they have any information or advice to offer. It would be gratefully accepted. Please reply by e-mail to [diane@hughes1391.freeserve.co.uk](mailto:diane@hughes1391.freeserve.co.uk) or via the Newsletter

Many thanks.

*Diane Hughes*

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## **Irish Rally**

*YES, PLEASE!!!!* My eye was caught by the "Ring of Kerry" item in the August Newsletter. An area that has many happy memories for me. Having cycled there in 1957 (an been proposed to, to which I said 'yes please!!'), followed by a motorcycling honeymoon in 1958. Then a number of tent camping trips, with canoeing and horse drawn caravan. In the 1970's husband *Gordon* and I with two children graduated to a very basic motor caravan, still visiting the same area and people.

More recently, having joined ASOC and on our 3rd van, renewed our acquaintance and covered a wider area. Eventually celebrating our 40th wedding anniversary in a luxurious cabin cruiser on the Shannon followed by another week in the Symphony "wild" camping.

Unfortunately, since then *Gordon* has died (which was acknowledged by the Club) and I have not had much opportunity to use the van. I did attend one small rally, combined with visiting friends, but that is as far as I have got. Of late I have been wondering if it is worth keeping the Symphony II only sentimentality says 'yes'. She spends at least 6 months of each year with SORN.

Now the thought of returning to Ireland, (something I really would like to do but don't relish it on my own) with the object/purpose of a rally would be *great* and well worth keeping the van into another year. I shall be "Watching This Space!!"

*Pauline Hill*

PS. If someone else experienced would be prepared to organise a rally over there I, with no experience, could be interested to help!

PPS. By the way, my grand-children and I loved the "Grandma" item last month.

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## **Dealer Service**

A week after writing about our Talisman (last month's Newsletter) it did indeed go to a local garage for a diagnostic check. This is the outcome. The technician at SH Auto, Bromsgrove (015 2787 7799) drove the vehicle on a five mile test drive with us as passengers. He was sure it ran well and there appeared to be no particular problems apart from the slightly restricted travel of the accelerator pedal. Then he asked for the history and service document. His next question: "When was the cam belt changed?" "It's the original one" said I.

For reasons of safety it should be changed after 250,000 miles (please check the figure as I quote from memory) or five years service.

Our Talisman, with only 29,220 miles on the clock, is now seven + years old so needed a new cam belt. "While we are at it, we should also change two ancillary drive belts and the gasket for the cam cover."

The work was agreed and completed satisfactorily after a few days wait for the spares. Transport was provided to take us home and, the next day, collected us to receive the vehicle. With spares and engine tune the total cost was £324.15 including £48.28 VAT.

The extra 91 miles has not been far enough to analyse the efficacy of the treatment but so far there is a noticeable improvement in the engine's responsiveness. Perhaps I can send details of any marked improvement in performance after the next long trip. At least we have the comfort of knowing that the engine will not blow up for the want of a new cam belt.

*Lilian & John Coates*

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## **Engine Failure - again**

With reference to the letter (Premature Engine Failure - 2.4 Ford Turbo Diesel) in Newsletter 203, August 2005, I attach a report, written as emails as the saga developed, of our similar recent catastrophe.

Trip to France 30 May - 5 June '05. Duetto '98. 2.5 Diesel Ford Transit Van. Approximately 34,000 miles on the clock. We drove off the overnight ferry in the Normandy port of Cherbourg shortly after 7.00 am. Less than an hour later I noticed that our engine was emitting a kind of fluttering noise, like the sound of a strip of cardboard in the spokes of a bicycle wheel. I assumed something like a hole in our exhaust system.

We pulled into the town of Bayeux, of tapestry fame, and with some difficulty found a garage, which as luck would have it, did échappeurs (exhausts). They had not quite opened, but soon someone inspected our under carriage and declared the system in good condition. However, on starting the engine white smoke came billowing out and we knew we had an engine problem, and needed another kind of garage.

We found a Ford garage and their front man diagnosed a faulty "injecteur". I knew little about these (diesel) things in English never mind French. Our man was a man of very few words, all of them French. But we realised that we had a problem with a fuel injector. A look in his work schedule and he pointed to Jeudi (Thursday). We protested. It was 9.00 am Monday (30 May). We were travellers, in transit and should be given some priority. We were heading for the Loire River, a day's drive. He did a rethink and pointed to Tuesday, and to the times 8.00 am and 5.00 pm.

They wanted to keep the van all of the next day.

We drove to a camp site in the town, set ourselves up to stay the night, visited some of the historic sites and returned to the garage bright and early next morning. We had to walk back to town nearly an hour, no courtesy car or public transport. I asked if they could phone us if they finished before the end of the working day, or if we could call them. He handed me a card with the details. More French history, including the tapestry, which we had seen before. We were back at the garage about 4.30 pm, only to be told that the van was not ready. A new injector had been ordered and would arrive late next morning. No apology or explanation was offered. Arrive at 2.00 pm and wait about half an hour. Was there just the one problem? Yes, I was assured.

The next day just before 2.00 pm we were back, and the replacement part arrived just after we did. The van was driven into the workshop, we were shown seats, the first real sign of courtesy, (though they were polite and the supervisor and, we assume, the manager shook hands each time we showed up). Not long after, the van reappeared and was taken for a test drive. Then it returned and to our surprise went back under cover for a few more minutes. Before finally quitting his task, the mechanic had one final lingering listen to the running motor and that rather worried me. He did not seem entirely satisfied, though there was no longer any smoke from the exhaust. Anyway, nearly 200 Euros poorer and almost three days behind schedule we were on our way.

We got back home safely about 1.00 am the next Monday morning still concerned by the not quite right engine sound. So next day we took the van to our nearby friendly garage for their opinion. The first news was worrying: low compression in one cylinder - the cylinder on which the injector had been replaced. Later we were informed that they had opened up the engine and what they found was quite amazing. Would we please come and look for ourselves.

The tip of the old injector, about two and a half cm long must have broken off, causing the malfunction and all the smoke. These tips fit into the engine cover enabling the diesel fuel to enter the cylinders and fire the motor. But in breaking off it had nowhere to go but into the cylinder, where it met the piston, pumping at high velocity. The tip actually got embedded in the head of the piston and it was there for us to see, but so far in we would not have realised its presence if the sharp eyed mechanics hadn't pointed it out. The piston top was also pitted and the cylinder wall had striation marks.

Bottom line: new or reconditioned engine or full engine overhaul.

New engine would not fit this '98 model even if were willing to fork out about £8,000.00-£9,000.00. The other options would work out at £2,000.00-£3,000.00, with much of the cost of an overhaul being for labour.

We thought we should share this information, and possibly the burden, with other parties concerned. We phoned the people who supplied the van, West Country Motor Homes, but they did not want to know. Take it to such and such a Ford dealer, they will tell you what is what. No thanks, we know what is what and the vehicle cannot be moved now. But surely Ford would be interested in the implications of all this. How often does this occur? Is there a design fault? Try phoning Ford UK, we were advised.

But Ford UK were not interested since the van had passed its warranty period. I'm not a technical person the customer relations person protested. There is nothing we can do as a goodwill gesture. Contact the dealer in Bayeux. Ford dealers are independent of the Ford Motor Company. But what about your reputation...? No doubt they have water tight legal cover for these eventualities.

We are busy organising for a person more competent than us in French to phone the French garage. We feel they should be informed about their part in the business. We cannot hope for any compensation. We waived all rights to claim no doubt when I signed the "Ordre De Réparation".

*Lionel Sylvester*

Ps. Who said lightning doesn't strike twice in the same place? The chances of this sort of mishap occurring are statistically small. But we have experienced a similar freak event in Southern Africa when a valve spring broke in our car and landed inside an engine cylinder causing the motor to seize up. It happened in the middle of nowhere, in the semi-desert Karoo. The car had only done 6000 km, well inside the warranty period. General Motors were unable to "do a Ford".

Pps We had a good time in France quandmême. On our last day we had time to spare so wife decided we should not bypass the small town of Ste-Mère-Eglise as usual but drive through it. Then we realised that it was 61 years ago to the very day that US airborne troops parachuted into the area on the night preceding the D-Day landings in 1944. One soldier's parachute got caught in the roof of the village church and he hung there for hours, a horrified witness to the carnage taking place below him. (He was immortalised in the film "The Longest Day", and a model of him is still suspended from the church, complete with parachute). To our delight the place was buzzing with Yanks, many in period uniform and driving

vintage Jeeps, and French folk openly displaying a grateful joie de vivre amid the flags and bunting.

Ppps Our translator, a Frenchman married to one of my wife's cousins, has just informed us that the garage in France claim that they would have noticed if there was a part missing from the first injector and that the object embedded in the piston head must be a "segment" of the interior of the engine, that is of the cylinder or piston itself. None of us on this side of the Channel can accept that explanation.

Our local garage demonstrated to us that the embedded bit is magnetic while the piston head, is aluminium. Anyway the offending bit will be extracted and we can send photos (and the bill, says out local mechanic!) to Bayeux. The plan is to carry on with repairs to our engine. Scrapping is not an economical option. I had thought we might do a deal with West Country Motor Homes to trade in our van as is for a new one, but local man does not think we will get a good deal (and he will lose out too!); besides, WCM were not very helpful.

Pppps. We got the vehicle back with a new piston and repaired cylinder, etc., and now it has to be driven about 800 kilometres and taken back for adjustment. The bill comes to just short of £2000.00.

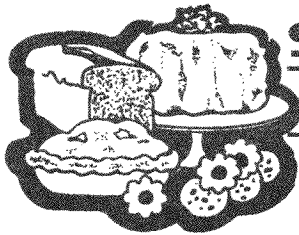
A knowledgeable relative has given us the opinion that the crucial damage to the engine would have occurred almost immediately the injector broke and that we have done not too badly, since our holiday proceeded and the full repair job was done by someone reliable and nearby.

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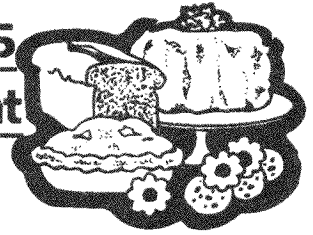
## **32 years of A-S**

We had always loved camping. One of our first purchases, after getting married in 1963, was a large framed tent. We loved it and never thought we would change to any other form of camping. Then along came our first baby, Kate. When she was just 11 months old we went on a month trip to Austria. On our return journey we arrived at a camp site in Sedan, northern France. It was Sunday, it was pouring with rain and Kate was screaming. Trying to put up the tent and cope with her in the wet was a nightmare. Then, onto the next pitch. Came a motor caravan. The couple inside just walked to the back and put the kettle on. We were converted!

We realised we could not afford a new vehicle, but started saving hard for a second hand one. We looked at numerous vans and then, in March 1973, tucked away at the back of a car showroom in Ealing we saw an immaculate two and a half year old Commer



# September 2005 Rally Supplement



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

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

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

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

## 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 (2 nights) 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. If you have not returned the application form to the organisers by the closing date then you cannot rally with the Club.**

**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 4.00 p.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), £1.50 (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.**

**.If you have not sent the application form back to the organisers, Warners with the site fees, before 26<sup>th</sup> August, you 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). THIS RALLY IS NOW FULL.**

**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.

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

Emergency Tel.No. 01948 663923.

Rally Marshals: Audrey Crouch & Joan & Arthur Dewhurst.

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

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

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

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

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

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

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

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

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

**\*\*\*Note correction of Site Fee: £5.50 per night** Electricity, limited to 18 vans, additional at £1.00 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 carvery in the Albion Hotel will also be available. (Weekened off cooking duties ladies).

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

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

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

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

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

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

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

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

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

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

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

The Holiday Village is about 10 minutes from the town centre.The touring site will be officially closed but static caravans will be open to owners with limited entertainment facilities.A bar

may be available to us and possibly the swimming pool. We hope to do a coach trip, £3.00 each, to Street on Saturday and Sunday lunch, price to be arranged. Please indicate on rally slip if interested. DO NOT send payments with your slip. Sorry **NO PETS** allowed – Site rules.

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

**\*\*\*\*\*NEW RALLY 8<sup>th</sup> – 15<sup>th</sup> . November (7 nights). Van Bitz, Nr. Taunton, Somerset.**

**Full details of this rally will appear in the October Rally Supplement.**

*If you wish to run a rally in 2006 please contact me to check dates **before** booking with a site. A “Guide to New/Possible Marshals” is available. If you would like one please contact me, details below. If you wish your rally to be included in the 2006 Provisional list then I must have dates etc. before the end of November 2005.*

*We depend on volunteers within the Club to act as rally marshals. If you know of a Suitable site why not think about running a rally. It is not difficult & help is available. It is important that all potential rally dates and venues are checked with me first as **unless they are approved by the Club, there will be no Public Liability Insurance.***

***Neil C. Rogers  
3 Appleby Close,  
Aldbrough St. John,  
Richmond,  
North Yorks,  
DL11 7TT. Tel./Fax. No. 01325 374 540  
E-Mail. [ncr@nasuwt.net](mailto:ncr@nasuwt.net)***

Local assistant: Jerry Haxton (01483 223 476) Woking, Surrey.  
**E & OE**

Rally : ..... Date: .....

Your name and address(Please PRINT) .....

..... Post code: .....

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

Membership No: ..... Day/Time of arrival: .....

In the event of an emergency at the rally whom should we contact?

Name: ..... Phone No: .....

**Please complete both sides of the form!**

.....

Rally : ..... Date: .....

Your name and address(Please PRINT) .....

..... Post code: .....

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

Membership No: ..... Day/Time of arrival: .....

In the event of an emergency at the rally whom should we contact?

Name: ..... Phone No: .....

**Please complete both sides of the form!**

.....

Rally : ..... Date: .....

Your name and address(Please PRINT) .....

..... Post code: .....

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

Membership No: ..... Day/Time of arrival: .....

In the event of an emergency at the rally whom should we contact?

Name: ..... Phone No: .....

**Please complete both sides of the form!**

Is this your first ASOC rally? Please tick box. Yes  No   
Number of people in your van: Adults..... Children.....

Names of Adults .....

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

Extras: Please indicate which you would like, if available:

Electricity: Yes  No  Evening meal: Yes  No

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

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

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

Is this your first ASOC rally? Please tick box. Yes  No   
Number of people in your van: Adults..... Children.....

Names of Adults .....

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

Extras: Please indicate which you would like, if available:

Electricity: Yes  No  Evening meal: Yes  No

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

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

**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 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**

Auto-Sleeper. We just had to have it! It looked so luxurious with all the solid wood and, with bench cab seats that made a double bed for children, it was perfect for our daughter and the new baby, Paul.

There was just one problem - we could not afford it! It cost the princely sum of £1,100.00. However we were determined that this was the van for us. We sold the car, my wife *Gloria* withdrew her pension contributions (repaid ten years ago), we cashed in an insurance policy and it was ours - our very first Auto-Sleeper. It was a decision we have never regretted. We have now owned A-S vehicles continuously for over thirty-two years.

In the early days of motorhomes there were very few dealers and when we discovered that the table was missing from our van (essential for making the bed) it meant a trip to Willersey. What a difference from the way the factory looks now. It was more like a large workshop. We were shown around by a very pleasant young man called *Mr Trevelyan*.

We kept our beloved Commer van for thirteen years, travelling all over Europe with it including a six week trip to Yugoslavia. We eventually replaced it with a brand new, very modern looking Renault RHT. (We re-mortgaged the house for this!) It was lovely having the headroom without having to elevate the roof and the under floor storage was so useful. The children loved the solid beds that could be made by extending sections over the cab. Our first trip in this van was across Yugoslavia and Greece to Turkey. When we wanted to replace this van with a new one we were so disappointed to find they no longer had the under floor storage. However, a word with the workshop manager and we managed to have exactly what we wanted.

When we heard that a Club was going to be formed for A-S owners we decided to join. Our membership number is 135. Although we do not go to many rallies we do look forward to the Newsletter each month and are always pleased when we meet other members.

In all we had three Renaults and were very happy with all of them. When we wanted to buy a new van in 1995 we decided that we needed a little bit more comfort and luxury but not a larger van because we spent so many holidays in the Dolomites and the Pyrenees. As we were now getting older, a toilet was a must. We looked at numerous different models from various companies but for us nothing matched the quality of A-S. The Harmony seemed to fit the bill except for the colour scheme. They all seemed to have blue trim and blue upholstery. *Gloria* hates blue! But this was no problem. Julie at Berkshire Motor Caravans ordered one in green and we duly took

delivery in January 1996. Could we still call ourselves campers? We had electricity, hot water, a toilet and even heating!

We had intended keeping this van for at least five years but when we returned to Berkshire in March 1998 to have a curtain stud repaired we were invited to inspect a Symphony while we were waiting. It had just a bit more room and as neither of us is very tall we could make up the double bed without using all the extra cushions and sleep transversely. It seemed perfect and the Harmony was exchanged for the Symphony.

We still have the Symphony and as yet we have not found a more suitable motor caravan for us. We love the huge side door which makes the outside seem like an extension of the van, particularly with the awning out. It is easy for both of us to drive and manoeuvre; it is spacious yet small enough to use as a second vehicle around town. We have just returned from a six week holiday travelling down through France to the Pyrenees. There was plenty of room for our large outside table and chairs as well as two sets of golf clubs. No doubt we will change it one day. But one thing is certain - it will be for another A-S.

*Gloria and David Morton*

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## Getting the Facts

A woman called a local hospital. "Hello", she said, "Could you connect me to the person who gives information about patients? I'd like to find out how a particular patient is doing" The voice the other end said, "What is the name of the patient and which ward are they in?" "Susan Smith, Ward 7A." "I will connect you with the nursing station." "7A Nursing Station. How can I help you?" "I would like to know how Susan Smith is" "Just a moment. Let me look at her records. Mrs Smith is doing very well. She's eaten lunch, her blood pressure is fine and she's about to be taken off the heart monitor. If she continues at this rate, the doctor is going to discharge her on Tuesday."

"What a relief! That's fantastic!" "I take it you are a close friend of Mrs Smith." "No. I AM Mrs Smith! Nobody here tells me anything!"

*Mike Valentine*

This came from the Inner Wheel magazine.

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## From the Factory

We shall endeavour over the next few months to change the theme of our contribution yet again to a series of "A Day in the Life of .....". The first, not surprisingly, is from the Willersey Motorhome Service Centre.

We open at 7.30 each morning, bright and cheerful, as always, our conversion technicians (Paul, Mark, Tim & Shaun) together with our automotive technician Terry, are ready for yet another busy day.

Understandably, not many of our customers wish to be with us this early so the first hour and a half or so is spent carrying out insurance or other retail work, possibly warranty work, until the first of our customers arrive at 9.00 am or thereabouts.

Trevor Radford is our early bird - he is generally here at 7.30 as well - in my case I combine my arrival at work with the school run, taking Henrietta to school near Moreton-in-Marsh, before arriving at the Service Centre at around 8.30. By this time things are really very busy, the telephone ringing and either Barbara or Carole (week by week they rotate an early shift) draw off the emails and faxes ready for an early response. It is largely their cheerfulness and good humour that keeps Trevor and me going - my only complaint is that they are forever giving us fresh cups of coffee, which for me is not good for my slender and trim appearance. Regarding our correspondence we aim to answer each and every letter, email or general enquiry within 24 hours and this we normally achieve, unless of course a degree of research is required in which case this takes a little longer.

For my part, I am always welcomed, after the harassment of the school run, by a hot cup of coffee and duly visit our earlier customers who, by this time, are ensconced in our waiting room, having also been given a well deserved cup of coffee and had their vans taken over from them by the technician carrying out the work. At around 9.00 am, and Monday is always a really dreadful day, the telephone starts in earnest - indeed on some days we can take up to 100 calls which is truthfully no exaggeration. Thus the best part of the morning is taken up answering customers' queries, interspersed in my case with vain attempts in answering our correspondence.

Trevor, meanwhile, runs the front office, also helping nobly with telephone calls and looking after the administration of our customers and their needs. I always like to take the opportunity of meeting our customers, not least in the waiting room, and having a chat since so many of them I know both as Auto-Sleeper owners of old, through previous visits and of course through meeting them at the Club and Company Rallies and AGM's. Very often it's like an old folks reunion and I have to be dragged, forcibly, from the waiting room to get on with a little more work. (It's much more fun chatting to customers than having to work!)

We never stop for lunch in the office - our technicians of course

have a well deserved mid morning break as well as a half hour lunch time - and we continue in the same vein during the course of the afternoon. By this time customers are having their vans handed back to them by the technician who has carried out the work and we generally bid them a fond farewell thanking them for their patience and understanding after what might well have been a lengthy stay in our waiting room. Surprisingly, the telephone calls continue very often well into the afternoon and beyond, I've even answered customer queries when they've rung in as late as 6.30 pm or a little after - I'm always surprised that they even think we're here!

Mentioned earlier was the fact that Trevor is here early in the morning and I normally do the early evening stint, often being here completing my days' work until 7.00 or 7.30 in the evening. The main problem that Trevor and I, not least, meet is returning telephone calls that we have been unable to take during the day and I generally avoid doing after 7.00 pm since it makes us look less than efficient if I ring customers at home during their evening meal!

Come early evening, I'm accompanied during the summer months by the local village children who use the car park outside as a skateboard arena so as I pack up in preparation to go home, I often see demonstrations of pretty expert skateboarding and by this time have often met our customers who are making use of our mains hook-up, safely ensconced into their overnight slot prior to work beginning on their van the following day.

In the Service Centre we take flexible holidays so are open all the year round, apart from Bank Holidays, Christmas Day and of course weekends, in so doing we are able to meet the needs of most of our customers and each day endeavour also to have approximately seven hours spare to cater for the unexpected. This we manage to do commendably well - indeed at the time of writing we have two customers with us who needed our assistance, one with a significant water leak, and another with a broken acrylic window that needs immediate replacement. We are always happy to down tools and help those in distress - if any problem is ever gas related, we never turn a customer away for obvious safety reasons.

Many of our customers kindly sympathise with the somewhat harassing life that we lead! This is always appreciated and at times we would rather like a slightly slower pace of life. The benefit of course is that every day is different and one very obvious observation is that virtually all motorhome owners are the most friendly, appreciative and understanding group of people that you could ever wish to meet. It is

this understanding and general appreciation of our problems that makes life so very much more reasonable - I can say without exception that we all enjoy our job enormously, not least since every day is different and certainly monotony is never the order of the day!

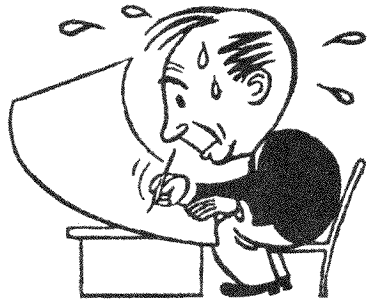
So in early evening I lock up, bid farewell to any overnight customers and wend my way home - in school holiday time to an inevitable argument between Piers and Henrietta that makes life at the Service Centre seem uncommonly peaceful!! Kindest regards.

*Charles Trevelyan*

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### *Chairman's Chat*

The recent rises in the price of fuel across the country are really getting to be a bit of a worry. How long will many of us be able to continue enjoying our leisure with the price of diesel, for instance, rapidly approaching £1.00 per litre? I am quite aware that there is a tendency to say, or to hear, "Well, it's only a 1p increase" but for us old fashioned lot that actually means almost 5p (or a shilling, even) per gallon. And that's a lot of cash!



So I am going to make an appeal to you. No, you don't have to send me any contributions of cash! But will you ALL please look around your home area and see where YOU could run a rally. If we could get more rallies running, all over the place, it would mean that people would not have to travel so far to reach them and that would be a helpful saving of hard earned pensions. Our Rally Co-ordinator, *Neil Rogers*, will be only too pleased to help in any way he can. He has produced a guide, one might say an idiot's guide, to running a rally. And you don't have to put on all the bells and whistles. I know that some rallies can offer meals, trips to theatres and the like but a simple gathering of friends in a pleasant spot with a cup of coffee and a good old natter is all that is really required. If you can find somewhere with a local pub; a local shop or a bus route to somewhere then so much the better. We have just returned from the Abingdon rally which epitomises what I have said. The venue was the local cricket ground and we had use of their pavilion for our get together. The only things which the marshals laid on for us was the tea/coffee on arrival and departure, the raffle, and they managed to get the bar open for us on Friday evening. They also had

a supply of leaflets for river trips, bus times and the like. One member attending, whose name escapes me, provided us with entertainment while the bar was open and everyone joined in the singing. But the rest was left to our own devices and I know that everyone enjoyed themselves immensely. From experience I can tell you that you will enjoy running a rally yourselves and will be helped out all the way by the attending members. So think about it, please, check things out with *Neil* and see what you can do.

One item which was brought forward at our recent committee meeting was the Open Forum immediately after the AGM. In 2005 quite a lot of time was spent on matters which were not strictly Club matters at all. Questions about how the Company is doing this or that should be raised with them directly, not brought up in the Open Forum because the Club cannot provide the answers. We are fully aware that our President, *Charles Trevelyan*, is part of the Company but we should not put that type of question to him. So for 2006 and onwards we shall try to keep the Open Forum purely for Club matters. There will be a presence from the Company to whom you can put your comments about issues to do with them.

*Harry Henthorne*

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## **New Owners**

We are new to owning a motorhome and would be grateful for some advice or the benefit of more experienced owners ideas.

First: What is the etiquette of leaving a marker on your pitch when you drive off for the day? We do have a small awning, but don't always use it. Is it best to make your own pitch-marker and what do you write on it - just your registration number or more? Does anyone have a good design?

Second: We find the shields that go inside the cab windows at night a bit cumbersome to fix in with the suckers, also they don't really shield from the sun in hot weather. Does anyone make anything that can go on the outside - or is there some drawback to this that we can't see? When we had a dog, we had a fabric shield that went round the outside of the windscreen and shut into the doors and it really did keep the car cool inside.

Last of all, we have been told that sunlight is the worst possible thing for causing your tyres to deteriorate and when the camper is parked in the drive, it would seem a good idea to protect them from the sun. Does anyone have any good ideas?

We love the magazine and all the things you organise - we hope to join you sometime. Best wishes - and thanks for any advice!

*Caroline & Stephen Green*

In reply to question 1: have a word with our Regalia Officer who has some pitch markers available. Question 2: J & M Designs also make the outside fitting Silver Screens. And question 3; there are various manufacturers of covers for wheels which can be put in place while parked.

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## Technical & Website

Those tyres again! I am able to publish the latest reply from Auto-Sleepers regarding tyre pressures: "With reference to the reduction of tyre pressures on Talisman/Executive (and other 3400kg rated Boxers), Peugeot will not commit to any changes in standard specifications as a rule (including no-tyre items - (sic)). The Michelin tyre handbook does give three different pressures for corresponding axle loads. Using this table, the figures of 55psi front and 60psi rear will allow axle loads of 1750kg front and 1850kg rear with a slight margin. Michelin still recommends 79.5psi for continuous full laden running on the continent even though this contradicts the table values". Hopefully this will now close the issue?

Ideas Sheets:- The following Ideas Sheets should be approved, and available, by the time this Newsletter is published:

- 115 Retainer for water cap
- 116 Caravan door retention bracket - modification for easier use
- 117 Charge mobile phone etc from leisure battery

For copies please send SAE to *Baz Wellard*, 18 Greenwood Close, Fareham, Hants PO16 7UF. New Ideas are always welcomed (with photos if possible please) - I will prepare them for publishing and return an advance copy to the contributor. I have had only one idea from a lady member and I am sure there must be other ladies with ideas to share?

Club website: The website has now been updated (No. 8/05) with reports on the Lichfield and Chediston rallies as well as other changes. A full list of the Ideas Sheets is always available on the website. We have now had over 25,000 visitors - have you visited recently?

*Baz Wellard*

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## Charity Choice - 2006

As many members will remember, we used to select a charity that would benefit from fund raising activities at the Club and Company rally. Now we would like to do the same at the 2006 AGM. The final selection will be made by the committee from what you, the members, submit. The criterion is that it should be a lesser known but national charity from which you have, or a close member of your family has, benefited. Nominees of charities will remain anonymous to the committee until the selection has been made.

If you would like to nominate a charity for 2006 please write to me at 31 Abbott Lea, Mansfield, Notts., NG19 6NF by 26th November 2005 with full details of how the charity has helped you. Please enclose 16 leaflets of the charity for the committee (I will make copies of your letter).

It will also help if you will confirm that your charity, if selected, would be able to set up a small stand at the AGM and that a representative would be available to accept the cheque on the Sunday morning.

*John Jones*

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## Problems

Despite regular checks and service every 5,000 miles and despite fitting new front brake pads only last year we still had the following problem. NO BRAKES!!! (Oh Dear!!!) Foot down to the floor, no loss of brake fluid, master cylinder OK. What next?

Believe it or not the front brake disc on one side had vanished. The Rust Moth had struck. Incredible as it may seem, the garage had never seen this before. As this year we had been in the snow of the Pyrenees, the heat of Spain and the extra wet UK weather with all the salt on the roads, we would suggest to fellow members that their brakes might be defective. As one side had gone both sides of course have to be replaced. Out of curiosity, I gave the other side a whack with the hammer. The amount of rust that fell out from between the ventilated plates was a little upsetting. It might be a good safety tip to have their brake discs checked.

Finally, many thanks for the security tip from *Alwyn & Ray Pope*. We had previously used a very long strap which was difficult to get undone. No chance in a panic, your idea is better.

*Geoff Williamson*

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## For Sale



Protec cover, green, 18 months old. Good condition with storage bag, poles, straps and spares. Fits Duetto pre 2000 model but may fit other similar high-top vans. Cost £300.00, reasonable offers invited to Janet Shippen. Delivery possible to York motorhome show or would discuss other possibilities. Telephone 07 941 424 248 (after 5.00 pm) or preferably by e-mail to [janaskat@hotmail.com](mailto:janaskat@hotmail.com)

Thanks for the donation

#####

VW Trident, 1999, T reg. 4 berth, 30,000 miles. 2.5 litre petrol engine. Excellent condition, 9 months MOT, taxed and recently serviced. Twin batteries, blown air heating, fridge, 2 burner hob and grill, Dorema Highlander awning, new cam belt fitted. £15,000.00. Telephone Nick Dunkley on 016 0374 7379 or 07 795 664 119 or e-mail [Nick.Dunkley@btinternet.com](mailto:Nick.Dunkley@btinternet.com) (Norwich)

#####

Duetto, 1998 'S' reg. 1,200 miles. 2.5TD. Alloy wheels. Cream with green upholstery. Flamma bike rack. Omnistor awning. Excellent condition. 12 months test, 6 months tax. No smokers, no pets. £19,250.00 ono. Also awning available (free standing). Phone Derrick Booth on 017 0958 2536 (Mexborough, South Yorkshire)

This was sent, incorrectly, to our Membership Secretary and I understand that a donation was enclosed for which we thank you.

#####

Ford Pollensa, 2.5 TD. Reg June 2002. One owner. 20,000 miles. Excellent condition. Ultra heat, swivel seat, bike rack Van Blitz alarm. Full service history. Non smokers, no pets. Genuine reason for sale. £23,500.00 ono. Phone Peter Hatton on 017 0684 2785 (Oldham, Lancs) Thanks for the donation.

#####

Peugeot Inca EK 2005. As new. Economical 2.2Hdi engine. 4 berth, air conditioning, central locking, alarm, electric windows/mirrors, CD/radio, integral awning, oven, 4 hobs, fridge, blown air heating, TV aerial/booster, circular shower, cassette toilet, concertina blinds, fly screens, 2 x 13kg propane cylinders, underfloor locker. Only 1,600 miles. Divorce forces reluctant sale. £34,500.00 ono. E-mail [grahambull@tesco.net](mailto:grahambull@tesco.net) or tel: Graham Bull on 019 9246 1233 (Hoddesdon, Herts).

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