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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



Happy New Year

NEWSLETTER 220

January 2007

From the Editor ^(S)

Well, by the time you get this Newsletter all of the festivities will be over, the grandchildren will have had too many presents, the children will be moaning about the weight they've put on and we will be left with a self satisfied smile, knowing we're far too sensible to be stressed by any of it!! So a very HAPPY NEW YEAR and for those of you busy planning your diaries, happy rallying.

While we were busy doing just that Peter came across a website www.shorehamairshow.com—Launch Video Highlights, which is a very good video and is well worth accessing for those interested in air shows generally or Shoreham in particular.

Pat & Henry Twyman have written to say goodbye after 9 years, as have Bill and Elma Crolla saying farewell after 8 years. They've apparently fallen in love with something other than an Auto-Sleeper ... so fickle!

You may recall that in the December issue of the Newsletter we mentioned a couple of 'scams' that we'd been told about. Andy Newton who is well qualified to (I've checked) made comment:

On page 2 of the December newsletter you printed the warning about pressing #90 or 90#. This is a very old hoax, 1st seen in 1998. Like all good hoaxes, it has a tiny grain of truth, but not one worth bothering about at all for UK personal subscribers.

I get many of these passed to me at work, and I investigate them all. Without fail, they have always been hoaxes, or scams in their own right. Several of these warnings have come from police forces.

Here is a good rule of thumb: EVERY warning that comes off the Internet is a hoax, or is itself a scam.

Andy also sent me links to a few web sites that demonstrate the problems that seemingly caring chain e-mails and virus warnings can cause. If anyone is interested in these please mail me and I'll forward the links. One site that Andy particularly commends gives very sound on-line security advice and is well worth a read www.hmssirius.info/pcsecurity.htm

I think we have some good stuff for you again this month, but nothing is ever plain sailing and we have to start with a somewhat irate letter from a member who has apparently had a run in with a very shady character, which was quite unwittingly caught on camera [original photo by Rita Daly] and published for all to see.....

Dear Editors

With reference to the cover photograph on the December Newsletter depicting my much loved Nuevo 'Vanessa', I take great exception to the idea that I would do business with Mr F. Christmas. The man is a charlatan and completely unreliable. Only last year, in spite of sending copious notes up the chimney asking for a Ferrari Testa Russo, all he delivered was a round chocolate wrapped in gold paper and an out of date pregnancy tester!

In any case the deal he proposed was to part exchange 'Vanessa' for a clapped out sledge with 16 million miles on the clock, no MOT, two reindeer, Donner and Blitzen by name, both knocked kneed and as skinny as Kate Moss. That's another thing—moss. Apparently this is what these things live on. Where was I supposed to get enough moss to feed the brutes?

I said there was supposed to be four reindeer and what about throwing in Rudolph. He wouldn't budge. It appears Rudolph is in charge of the sat.nav. and he would be quite lost without him. As far as I am concerned they can all get lost—I'll get my pressies from Argos.

Yours sincerely
Brian Smith

We've had a comment from *Geoff Williamson* on Brian's Nuevo article in last month's Newsletter.

"....some clients like a 'Job Lot—all included' but then again, many of us do not require lots of extras and Brian gives a good example with the glass top chopping board. Many of us don't want to admit to losing our grip in our fingers. How many times can the glass lid be let go to crash down without breaking? and what is the replacement cost? And the power distribution via intelligent touch screen control, what will it cost to replace *that* in 10-12 years time. Simple switches for simple people have always been available and considerably cheaper.

I admit to paying a few quid extra for central locking. I can remember to put the key into one lock, but may forget to check all the other doors so this to us is a worth while extra. But as Brian points out many of our members are retired and disposable capital can't be disposed of too often.

Can anyone help?

Hello - wanting to pick some brains.....We have a 1990 Talbot Express petrol HARMONY, which we love BUT it's a little TOO compact for us. We are toying with the idea of getting a slightly bigger van. It MUST be an Auto Sleeper! Unfortunately the AS website just features the latest new models and we'll only be able to buy a used one.

The problem is we live on an island and use our van for our sole vehicle, having to take it on a ferry to do our shopping. Holidays require a second ferry across the Pentland firth to Scotland, and our Harmony goes as a standard car size. However, anything over 5 metres brings us into big fares category.!

We have seen a couple of Talismans on sites when on holiday and we just loved the look and layout of them. Apparently though, they are 5.35mtres long, although one owner suggested that if we took off the roof ladder it would probably bring us into 5metre category. Would this be so?

We want something preferably short wheel base, diesel and power steering. Does our dream machine exist? And if so, what is it and where can we hope to get a second hand one? One of the Talisman owners said that second-hand Talismans were like gold dust because they were so wonderful nobody wanted to get rid of them - or were they just biased?

Any helpful advice very gratefully received. Joyce and George Moore, Kirkha, Rousay, Orkney, KW17 2PU, email: Joycerousay@v21net.co.uk

Auto Sleeper Trident T5 Window Blinds.

Alistair & Roseanne Gray.

Last year we changed our Executive for a Trident on the T5 chassis, the idea being to use the Trident as both car and Motorhome, our Trident was purchased from a dealer in Preston in very nice condition including some rather useful chrome bumpers front and rear and a service.

The fridge was not working on 12v and was repaired by the dealer but not very well and we had to go to Willersey to have it done correctly. We also had a leak on the door window, VW fitted four new windows before the leak was cured, Auto-sleepers providing a new interior panel which had been damaged.

All then seemed fine, the 1.9td diesel performance was very economical great at 40+ mpg using it as our car as well for shopping etc. We found the Trident was very comfortable for sleeping in and the appliances etc very good quality. the diesel heater being very convenient and efficient.

As we were using it we noted the pleated blinds were showing serious signs of wear and pinholes; we consulted the dealer who showed little interest and referred us to the factory. We made an appointment with the service centre to examine the blinds. Mr Trevelyan and two fitters examined the blinds and it was agreed new blinds would be ordered and fitted.

A few weeks later the blinds arrived and we drove down to the service centre, on arrival I spoke to Trevor Radford who said fitting the new blinds was a waste of time as they will only wear the same way again. And he was quite correct the new blinds were fitted and as Trevor predicted are showing signs of wear and pinholes. We are now concerned as to whether these blinds are going to last and would be interested to know if other owners have had this problem and if so what was the outcome.

Actually we have similar problems with the blinds on the Inca.

And a note from Charles Trevelyan

Readers Might be interested to know that 14" wheeltrims, suitable for the Talbot Express models, but not of course, the turbo diesels that have 15" wheels, are available from Parma Industries 01728 745700. We do not hold these at the factory but dealing direct with Parma Industries will meet owners' needs.

Some Interesting Facts

Peter Brown

On a recent visit to the AS Service Centre we met Cynthia and Chris Fookes. They have kept very comprehensive records of their Motor homing activities over the last ten years or so and have been kind enough to share those records with us. Still being very new to this activity I found the data fascinating and although many older hands will have had similar experiences I hope you will excuse us sharing some of the facts for the interest of those who have not.

From May 1995 to October 2006 Cynthia and Chris have driven their Executive over 87,000 miles and have lived in the van for 1,078 nights in 18 countries and for two of those nights with a hook up on board ferries to and from Crete. They have spent the equivalent of almost a year in total in Spain and nearly as much time in France.

The cost of buying the vehicle, adding accessories and keeping it serviceable is £48,000. With the exception of one every expensive gearbox repair at just over 40,000 miles all costs seems to reflect fair wear and tear with both base vehicle and the conversion reliable. The cost of fuel is £8,400, tolls £1,400 and ferries £4,000. Chris has managed an average of 27.64 mpg and, by checking the cost of petrol at the same time as he bought diesel, calculated that (even if there was no better fuel economy on a diesel engine) he saved 15% on the costs of fuel by having a diesel engine in Europe. The cost of diesel per litre in the UK has increased from 53p to 90p during this time. The cost of camping (sites + extras) is £10,500 and averages at £9.76 per night.

Having a guess at the residual value of the Executive I calculate that it cost Cynthia and Chris circa £5,000 per year (or if you like £25 per person per night) for travel and accommodation to wander Europe at their leisure. To me that's extremely good value and its just unfortunate that Chris(tine) and I will have to wait a few more years before we can contemplate such freedom.

The following is a copy of an article from the Autumn issue of *Acceo Matters*, published by kind permission of their Chairman.

Driving Large Motorhomes, outside of the EU

If you are the owner of a are fully entitled to drive vehicles of motorhome, which exceeds 3.5t up to 7.5t GVW on a car licence but GVW (Gross Vehicle Weight) or you have to take an eye test and MAM (Maximum Admissible Mass) have a medical examination to to use modern day terminology, continue that entitlement from 70 you will doubtless be aware of the onwards, otherwise your limit is changes to the driving entitlement 3.5t GVW maximum. on your licence when you reach the age of 70. At the age of 69, you Many caravanners are attracted to

the prospect of touring outside the EU in a hired motorhome or RV (recreational Vehicle) in say, Canada, America, Australia or New Zealand. Many of the RVs abroad are large petrol engined gas-guzzlers with GVWs in excess of 3.5t and you may wonder (if you are over 70) whether or not you are entitled to drive such a unit on your UK licence or international Driving Licence.

Most of the hirers of such vehicles in the above countries will assure you that there is no problem, but few seem to know about the weight restriction on the UK Licence and it is often difficult to find out exactly how much their fully laden RVs weigh, If you are thinking about

such a tour to celebrate achieving 3 score years and 10 it is useful to understand that the entitlement rules in the countries mentioned above do not concern themselves with the UK restriction. The holder of a (Group B) UK licence enjoys the same privilege as the local residents i.e. their entitlement is valid until the age of 75 after which a doctor's certificate is required.

It is wise to check before hand with the RV company concerned, but subject to evidence of good health it is possible in some circumstances to drive a heavy motorhome up to the age of 80!

AEK

If anyone's planning a refurb....

Enid & Geoffrey Mackey could have the answer. They have a 2000 AS Pollensa and last year the foam and springing deteriorated and Premier/Relux came to their rescue.

Arriving at the factory in Ilkestone they spent some time going through the large selection of material on offer, but in the end the van chose the material! The main colour is pale apricot and cream which has a pattern that incorporates an exact match to the green carpeting, a tan to match the cupboards and a burgundy 'squiggle' which they have matched with the piping on the seats and cushions. To draw the theme together new curtain tie-backs and cushions have been made. Everything has been expertly covered (even bits you don't see) although it took 2 days because the Pollensa has so much interior.

This is their third makeover, the second, a Talisman, was also done by Premier. So if any members are contemplating a refurbishment Enid and Geoffrey certainly recommend Premier "They just keep getting better" and no they're not on commission.!!

Duetto Points

Andrew Hamilton has raised some points relating to his 1996 Duetto.

Whilst holidaying in September 2006 the driver's seat back reclining mechanism failed leaving the back in a fixed position. Andrew could not rectify the fault whilst away but on returning home he carried out a careful examination and found that the screws holding the bed cushion support bracket to the back of the seat were too long (circa 40mm when only 20mm was needed) and had caused damage to the seat reclining mechanism over time (AS advise via Baz that the installation of overlong screws will have been a one off operator error). Andrew found that the ford solution to the repair needed was to supply a whole new seat at circa £180 and therefore investigated the mechanism and devised a method of repair that he skilfully, cheaply and successfully implemented himself.

Andrew has found a model of tyre that he feels will improve grip on wet grass etc. Baz Wellard advises not to rely on the tyres alone but always place wheel boards under all four wheels when there is a likelihood of a problem on mud or grass. I add from my experience with both the Duetto and Inca that if the ground gets wetter and softer when you are on the boards, all four wheels just sink as soon as they come off - BEWARE!

Andrew had a 400x400mm mini Heki unit retro fitted at the Service Centre when he first acquired his vehicle. It was a straight replacement for the original fitment and he was persuaded this was a better bet than the larger one he originally requested, and he has been pleased with it. However, he has recently seen a Duetto for sale with the larger unit as currently fitted to the Symbol. It has a neat external surround and looks well. Anyone know who fits these and how much they cost?

From the Factory

Adrian Clews

Happy New Year! I hope you all had a nice relaxing Christmas and will manage to stick to those New Year resolutions! It's straight back to the factory with ongoing development of the new SWB Peugeot based Sigma EK/EL and Symbol. The sigma is still firmly on track for launch at the National Boat, Caravan & Outdoor Show at the NEC next month, with both EK and EL variants on show, but in overcab profile only.

We can now exclusively release a preview of the Sigma EK & EL specification, which will include:

- Seitz door with central locking
- Delux bathroom with swing out shower compartment
- Access to wardrobe from bathroom (EK only)
- Truma LPG (gas)/electric water heating system
- Truma LPG (gas) space heating
- Integral recessed awning as standard
- Exterior access to storage area beneath seats and large under floor locker
- Swivelling passenger & driver seats
- Vehicle levelling sensor aid
- 12v electrical control panel with LCD display and programmable control over vehicle's electrical services
- 110AH battery and high capacity mains charging system
- Heki 3 roof light
- Gas locker with storage for 2 x 15kg butane or 2 x 13kg propane gas cylinders.
- New 2007 fabrics and graphics
- Peugeot X2.50 Low Line chassis

The Sigma EK will be a 4 berth vehicle with an overcab bed and 2 designated passenger seats with lap diagonal seat belts in the rear. The EL variant will be available as a 2 berth low profile with 2 designated travelling seats. An optional 4 berth 'End Lounge' Sigma with an overcab bed and optional low profile 2 berth 'End Kitchen' model will be available.

Auto-Sleepers would again like to thank ASOC members for their feedback on the SWB Ford Eton particularly from Alan & Eileen Selwood. Your comments are warmly welcomed and have been fed back to R&D who have made a number of alterations to the vehicle. We would also like to wish Alan a speedy recovery following his surgery and all the best for the future.

On the subject of vehicle development we would like to exclusively announce the prospect of a new Auto-Sleeper Monocoque built on the X2.50 Peugeot chassis. We are still in the 1st stage of development and speaking from experience (trust me!) know how useful your input would be in these early stages. I would therefore like to request all your suggestions and opinions in the following key areas:

1. **Layouts** i.e. end lounge, end kitchen, twin settee etc.
2. **Price Range** – free is not an option!
3. **Features & Specification** i.e. Truma or Eberspacher heating systems, leisure battery capacity, fresh water tank size, flatscreen tv, cocktail cabinet etc.
4. **Vehicle Dimensions**

Baz has kindly uploaded the details of the research project to the 'Stop Press' page of the ASOC website. Please e-mail comments directly to myself at aclews@auto-sleepers.co.uk or write to me at Auto-Sleepers Limited, Orchard Works, Willersey, Nr Broadway, Worcestershire WR12 7QF.

I can assure you all your comments will be read and put forward to R&D, so please take full advantage of this opportunity to express your views.

In response to Brian Smith's article in last month's newsletter regarding the pricing of the new Nuevo, I would to comment that Auto-Sleepers are positioned in the luxury sector of the motorhome market and pride ourselves on producing market leading vehicles. The new Nuevo has been produced on the new X2.50 chassis using premium quality furnishings, state of the art electronics, top of the range heating systems and above all boasts a number features requested by the ASOC members, such as the deluxe swing out shower, under seat and under floor lockers, new Seitz door with central locking, all of which unfortunately raise the cost of the vehicle. We have however addressed the price increase and decided to offer an alternative in the new Orian Zeta, which again is built on the new Peugeot chassis, but to the original Nuevo specification, bringing the price down to £34,995 OTR.

I would to take this opportunity to inform you that Steve Cant has sadly parted company with the Auto-Sleeper Group and Dave Clarkson will now be heading up the Sales Department.

On a final note, the news of Orian owners being welcomed into ASOC is an exciting step forward and we would like to reiterate the importance of the Orian brand to Auto-Sleepers. We can offer our assurance that all Orian models will be manufactured at the Auto-Sleeper factory and will bear an Auto-Sleeper badge.

I look forward to receiving your comments regarding the new Peugeot monocoque and hope to see you next month at the NEC.



January 2007 Rally Supplement



A Happy New Year to all members.

All rallies start at 12 noon unless otherwise stated in this supplement.

Please remember to notify the marshals if you wish to take a car, trailer or tent to a rally.

All rallies, with the exception of the National Rally, are applied for by using the rally slips sent by post to the relevant marshals.

26th.February – 2nd.March 2007 (4 nights).Whitmead Park,Lydney,Gloucestershire.

Emergency Tel.No. 0845 345 3425(site office).

Mobile phone reception is poor to nil on site but there are pay phones.

Rally Marshals:Jeannette Jones & Graham Fortune:Helen & Geoff Gray.

Fees inclusive of hook up,hard standing,hire of room for two evenings,use of all leisure facilities,rally fees & VAT **£58.00 per couple,£53.00 singles.**

Please include a SAE for confirmation and directions with your booking slip.

Send booking slips & cheques payable to Mrs.J.L.Jones,30 Royal Close,Henbury,Bristol.BS10 7XF. Tel.No. 0117 909 9816.

Attractions: Leisure facilities on site include a lovely warm swimming pool, steam room, Jacuzzi & gym. So bring your swimwear even if you don't swim.

Pleasant restaurant on site serves breakfast, lunch, teas & dinner. Small shop on site.

Walking and cycle paths direct from site into The Forest. Limit 22 vans which could be spread around site (it is a Civil Service membership site and they have to keep some pitches for members).

If you are accepted on a foreign rally please remember that you will have to arrange your own ferry bookings as well as vehicle, health & recovery insurance before leaving the UK.

19th May – 2nd June 2007 (14 nights) 'Italy in the Spring'

One week each at sites on south shore of Lake Garda and close to Florence. **THIS RALLY IS NOW FULL.** arrange the trip to both sites and

Rally Marshalls: Jean & Ian Day, Nora & Ven Venables, Wendy and Bill Ellington.

Rally Fee: £5 per person. Probable Site Fees: €400 incl. electricity.

Non-returnable deposit: £30.

Rally slips with deposit and SAE to Jean & Ian Day, 10a Kingsley Rd, Harrogate, HG1 4RB. Cheques payable to E.J. Day
Tel. No. 01423 889143.

Limit of 22 vans

Friday, 1st June to Saturday 9th June 2007. (8 nights)

Camping Alkmaar, Alkmaar, Netherlands.

Marshals Mike & Jeanne Hall assisted by Lionel & Hilary Walker.

Members must book for the full 8 nights.

Rally fee £15 – non refundable to be sent with rally slip with DL (22mm X 11mm ish) sae for reply to advise you of the success or otherwise of your booking. Please send completed rally slips to Mike & Jeanne Hall, 45, Bunyan Green Road, Selston, Nottingham, NG16 6GF. Cheques payable to M.T. Hall.

Tel.No. 01773 778016.

Site fee €18 per night for 2 people, €16 for one person (Approx. £12.67 and £11.27) including 4 amp (800 watts) electricity.

A 50% deposit will be required in January.

On rally slip please complete the "length" box as the site has several hedged areas. Our rally will occupy two so longer vans will be in one and shorter ones in the other. Please also state whether you are bringing a dog (no extra charge but a maximum of one per van) or a trailer or a free standing tent or awning.

The pitches are smaller than UK ones, only 6 metres wide (in total) but this is acceptable to Dutch regulations.

The site is a friendly, family run site who speak excellent English and can order you a loaf or hire you a bike. By the time we arrive the site will have a new ablutions block but the one we saw this year was clean and pleasant – the showers were free but you needed to take your own toilet paper.

Attractions. The site is 25 minutes walk to historic Alkmaar or take the bus from outside the site. The centre is a shoppers' delight and there is a self guided historical walk and, of course, the celebrated cheese auction on Friday mornings.

We hope to organise a 2 hour boat trip to Zaanse Schans (a living museum of many traditional crafts), two hours there then two hours back.

We also plan to have a cheese and wine evening, a walking and/or cycling orientation tour followed by coffee, apple cake and cream.

You can bike the 6km to Bergen, the 9km to Egmond, both by the seaside sand dunes with many scenic bike rides on them. You can also take the bus to them. You can even take the train to Amsterdam for €11.60 return.

The site is 77 miles from Hoek van Holland - all on pleasant to use motorways. You will be expected to make your own ferry, insurance and rescue arrangements but we will give you easy to follow directions and will be pleased to give any further advice you may need.

Limited to 30 vans.

June 17th - 24th 2007(7 nights) Delftse Hout Caravan Site.
Delft Netherlands

Rally starts at 12 noon June 17th and closes 12 noon on June 24th 2007

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

Members must book for the full 7 nights. Rally fee: £15(non refundable)to be sent with rally slip and SAE envelope for reply.(A small envelope will do for first reply).

Site Fees 18.50 euros approx £13.50per night all pitches have electricity.

I will contact you upon receipt of your booking to let you know if you are successful/unsuccessful in booking this rally,(on my return from holiday).

A 50% deposit will be required in January 2007.

There will be at least one coach trip out , one bike ride, and a meal arranged on site one evening. All subject to sufficient numbers booking.

Buses run from the site entrance to town where you can catch a tram or train to anywhere you wish to go. The town is only a 10 minute walk away. Biking around the flat countryside is very easy. This site is about 25 miles from the Hoek of Van Holland Ferry or Europort.

You will be expected to make your own way on the ferry and to Delft, but I will send you directions.

PLEASE SEND RALLY SLIPS and deposit to P.M.PRATT. 3 Grafton Road, Stapenhill, Burton on Trent, Staffs DE15 9DN (01283538818) or mobile (07713186508).

If you wish to run a rally in 2007 please contact me to check dates **before** booking with a site. This prevents any clash of dates.

Dates received after the end of November 2006 will be previewed in the Rally Supplement as they are booked.

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. Committee members are also available to assist if required.

I have some sites that have offered a rally site, they are not vetted as to the suitability for rallies, please ask if interested.

It is important that all potential rally dates and venues are checked with me first as **unless they are approved by the Club, there will be no Public Liability Insurance.**

Neil C. Rogers
3 Appleby Close,
Aldbrough St. John,
Richmond,
North Yorks,
DL11 7TT. Tel./Fax. No. 01325 374 540

E-Mail. ncr@nasuwt.net

Local assistant: Jerry Haxton (01354 740931) March, Cambs.

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?

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✂

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

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

Technical Group & Website

Baz Wellard
Chairman Technical Group & Webmaster



Winterisation:

If you have not already winterised your motorhome you might like to do so before you get caught-out with a sharp drop in temperature. See 'technical' page on the Club website for guidance

Technical support:

You might find that for a short while there may be a delay in dealing with your requests - please be patient and I will reply as soon as I can. If, however, it is a technical query and you cannot get through to me - then Charles Trevelyan has very kindly agreed that you can contact the Service Centre on 01386 853511. Please do not bother the Service Centre for such documentation as Ideas Sheets; copies of reviews, and other such routine requests.

Web updates:

The recent update to the Club Website (*No 14/06*) included:

- List of eligible Orian models and 2 new Auto~Sleepers
- Further fuel economy figures
- Vehicle review of a 2002 Nuevo - listed
- 10% discount offer - for work carried out at the Auto~Sleepers Service Centre during Jan & Feb

Don't forget if you do not have internet access your local library will help you and connect you free of charge.

The following article was passed to us at what turned out to be a great rally.

NORTH-WEST Evening Mail

ULVERSTON and S LAKES

www.mornad.co.uk

FRIDAY NOVEMBER 24, 2006

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ULVERSTON faces an invasion this weekend as 30 camper vans head into town for the Dickensian Festival

Loveys, 81, of Newton Abbot, Devon and Alan Guest, of Pontefract, Yorkshire, to host the event.

members are coming from as far away as Wales, the Midlands and Yorkshire."

More than 60 members of the Auto Sleepers Owners Club are holding their first ever rally in Furness.

Tourism chiefs from the Lake District Peninsulas Tourism Partnership arranged for all the camper vans to park on Ford Park,

Mr Bland said the idea to hold the rally arose from talking to his fellow enthusiasts while camping at Shoreham-on-Sea in Sussex.

Around 30 camper vans have joined the rally centred on Ford Park for the weekend, courtesy of local community centre officials.

A spokesman for LDTP said: "The tourism partnership is providing information packages for them."

Mr Bland, for whom this will be his 16th rally this year, said he is organising a meal at the Lancastrian Hotel and, as a member of Furness Ramblers, will be leading the camper van enthusiasts on a walk during the weekend.

Helpin organise the rally is Don Bland of Oakwood Drive, Ulverston, who teamed up with Roy

Mr Bland, a retired bakery manager at Askam in Barrow, said: "Club

And there's more on Ulverston from Jean Sellers

We were amongst the first to arrive at the rally, via a trip round a local building site (the sat-nav, namely me! wasn't working correctly however a swift thump soon corrected the malfunction). Still, the warmth of the welcome by a fine upstanding gentleman in military dress more than made up for this. The venue at Ford Park looked great, although due to the very wet weather prior to the rally and the fact that this was a grassy site, we were a little worried. When Alan told us to drive onto the grass and 'abandon ship' he wasn't kidding. This is exactly what we had to do and as others arrived we indulged in that great Autosleeper tradition at wet rallies—pushing almost everyone on and off their pitches—what fun!!!

Over the weekend we visited Barrow—nice dockside museum, and walked into Ulverston to partake of the festival. We were amazed to see so many people dressed in Victorian costumes—this included some of our members and very nice they looked too. There were stalls selling everything from food to footballs and enough cafes and pubs to keep everyone happy.

Me and my other half split up and went exploring, when we met up again I asked him what he had been up to. He said that a nice young lady had let him nibble her

cup cakes, then he'd seen one of the female ralliers in the farmers arms and that she'd said he could join her for a quickie if he didn't tell her husband. Then a buxom wench told him he could warm his hands on her muff whilst she took care of his chestnuts. Do you know what to do with a Victorian bed pan—I did!!!!



Seriously we had a smashing time at the rally. The venue and the people of Ulverston were great. We would like to say a massive THANKS to Donald (I love a man in uniform), Roy (who certainly has a way with the birds) and last but by no means least, Alan (who didn't dress up—maybe next year, but who was always on hand). Thank-you, Thank-you, Thank-you.

Finally...

Well done 'Rag, Tag and Bobtail' (alias Don, Roy and Alan) for the super finale to the Auto-Sleeper Rally Season. The weather didn't spoil the good company or the Dickensian Festival. Roll on 2007.

[As requested names withheld to keep them guessing!]

Bavaria & Black Forest Tour

ASOC members will love Bavaria & the Black Forest, as it is not only very clean - as you would expect, but the natives are very friendly. The area boasts beautiful mountain scenery, picturesque villages and historic towns, as well as excellent beer, good food and interesting wines. In fact, the only things missing are graffiti and litter.

GB Privilege is offering a 2 week tour exclusively for ASOC members, which starts on Sunday 26th August 2007. The trip incorporates a tour of Munich with lunch in a traditional cellar restaurant; an evening at a genuine German beer festival, where all of the food and drink is free; a tour of part of the Black Forest and a trip to the incredible "Eagles Nest" at Berchtesgaden. Various other meals are also included, as is a trip to the beautiful Rhine Falls. Full details will be published in a later edition of the newsletter, or you can get them direct from GB Privilege Ltd. telephone 01953-789661 or e-mail gbprivilege@yahoo.com. The price for a motorhome with 2 people will be £950.

Where to next??

Maybe Maureen and Harry Emblen can tempt you with Canada

Maureen and I took a 5 week trip in a motorhome touring British Columbia and Vancouver Island this year. It really was a splendid trip, but 5 weeks only gave us time for a quick look at the bottom half of BC and the bottom half of Vancouver Island.

We flew to Vancouver on 7th July and after the obligatory night's rest (required of all drivers arriving by longhaul flights) picked up our Cruise Canada Motorhome. We set off, via a supermarket, to find our first campsite, which we found by following directions from a roadside notice.

All the major campsites offer fully serviced pitches with 110v electricity, mains 'city' water connections and black/grey water dump position which you can connect up to permanently. This obviously does away with the fetching and carrying necessary on most UK sites. One could get used to that sort of thing!

Our route took us eastwards via Hope, Princeton and Osoyoos through

lush green orchards and vineyards, enjoying some superb dark cherries on the way. The weather was improving with glorious sunshine and temperatures in the low 30s. Then on to Revelstoke. We were now getting into the Columbia mountains the scenery was a real taste of the Rockies to come. Over the Rogers Pass at 1327 metres and down to Radium, where we were keen to try the hot springs. However, with a water temperature of 33-35 degrees we soon had to come out to cool off! According to regulars it's best in winter with 8ft of snow around. We can only imagine!

Our route now took us north and west into the Kootenay and Banff National Parks. We were now in the true Rockies and they are well named being really craggy with big views. Mile upon mile of dark green conifer forests with high mountain peaks in the background is the typical view, but there are variations to be seen. Many trees are killed by pine beetle and the orange/red of these dead trees gives a surprising brightness to the scenery. And a visit to the Athabasca Glacier and a trip in the Snowcoach is not to be missed.

Onward to Jasper, now a popular, bustling town high in the Rockies. We stayed here for 3 days before turning west over the Yellowhead Pass to Mt Robson, the highest point in the Canadian Rockies at 3954m, then south heading generally for Vancouver again.

On to Whistler with an amazing trip via cable car and chair lift to the 7,100ft summit for unforgettable 360° views. The town itself is modern with a hint of traditional Swiss architecture and bussing.

We continued south via Squamish to Horseshoe Bay, where we took a ferry to Nanaimo on Vancouver Island and found our way to Tofino in the Pacific Rim National Park. We treated ourselves to a memorable floatplane flight and were delighted by Gray Whales and Orcas. We also had a splendid sighting of a Bald Eagle, while walking on Wickaninnish Beach. Then a spell touring Victoria and a visit to Butchart Gardens rounded off a wonderful holiday.

A final thought re the van which with a 5.7L V8 engine and automatic gearbox meant a fuel consumption of 12.5mpg (10.5 on cruise control) meant the cost per mile was dearer than our Talisman 2.5TD.

Now if only we could think of a sensible way to get our own motorhome over to Canada.....

Or maybe.....

The Algarve in a Pollensa

Steve & Pam Earnshaw

Arming ourselves with a number of camping cheques, up to date maps, a Garmin 2610 satnav and an iPod that would play via fm radio and planning to utilise the France Passion scheme, we set out on the 14th September for Willersey for the fitting of additional security en route to the Euro Tunnel. It was an horrendous journey, torrential rain, the M25..... However, we caught our early train the following day and arrived in France shortly after 7.30 am. Then it was turn right and head for Boulogne and more or less down the west of France aiming for Biarritz. However, it wasn't long before we had more torrential rain to contend with.

We decided to try out the France Passion scheme for our first night and pulled in at La Ferme de l'Etang, 2km from Epuisay. There wasn't a soul about but we found the area marked for parking. Then we noticed the abundance of flies!! There was a dung heap and masses of dog dirt in the parking area. Needless to say we moved on. To be fair we have heard good reports of the scheme, but we can't say one good thing about this particular facility.

Travelling towards Poitier we next used a camping cheque site near to the Futuroscope Park, Le Futuriste, where the manager kindly kept the bar/restaurant open for us whilst, you've guessed, it continued to rain heavily.

The next day brought even more torrential rain, so we decided to drive to Biarritz and found another camping cheque site about 3km from Biarritz, where we were informed it had rained non-stop for the previous week. Undaunted we booked 2 nights and next day? ... sunshine.

We then travelled into Spain towards Salamanca, renowned for being one of Spain's most beautiful cities. Then over the border into Portugal towards Guarda (Portugal's highest and windiest city), then south towards the Algarve.

We booked 2 nights at a site near Luz, some 4km from Lagos and took the opportunity to visit the beautiful fishing village of Burgau on our

bikes. It's a very steep descent to the sea front and beach, but worth it, then back to sample the incredible swimming pool at the site.

21st September was our wedding anniversary and Pam wanted to visit Europe's south western-most point, so we drove to Cabo de Sao Vicente, through yet more torrential rain (the tail end of a hurricane apparently!). We then headed back past Sagres and Lagos before arriving at our preferred destination, Alvor.

Camping Dourada is situated on the outskirts of the village and whilst its basic, so are the prices. We think Alvor has something to suit all tastes, ranging from superb restaurants, where one can dine from anything between 6 to 30 euros. There is also a large selection of bars, some with live entertainment, or one can stroll along the front looking across the bay to the lights of Lagos. You can also walk along the beach towards Praia de Rocha to arrive at a restaurant built into the cliff face and if you prefer return along the cliff top road to Alvor.

We would also recommend the coach tour of Silves and Monchique, where due to clear weather, we had breathtaking views of the Algarve from the summit of Monchique. You should also experience the fire water, love water and sausage bread?!? We will not expand further in case some of you are planning a visit in the near future.

The homeward trip was via the IP2 from the Algarve, up through Guarda to Santander. The motorway is not quite complete, but we estimate it will be within about 12 months. We stayed our last night in Santillana del Mar, a small village 20 miles from Sandander and well worth a visit, with views across the Picos de Europe.

The return ferry took 19 hours into Plymouth on board the Pont Aven and there are facilities for pets, including an exercise area.

All in all an excellent trip.



Chairman's Chat



I'd like to start this month by wishing you all a Happy New Year. I did suggest to Peter that perhaps you could be spared my usual drivel this month, but he insisted that I write something. When I protested that I couldn't think of anything to write about, he suggested I comment on how good the newsletter is now! Well he would wouldn't he? But seriously, I do think Chris and Peter are doing a great job for us all.

Anyway, here we go. At this time of year it is customary to make New Year resolutions, and I would like to suggest a couple if I may.

Firstly, for all those members who have never attended a Club rally, how about resolving to attend one this year. Any one, it doesn't matter which, but perhaps picking one near your home would be wise. Then if it turns out that all the other ralliers have two heads, forked tails and are wearing fancy dress then you won't have too far to run home!!! Mind you I think the odds are that you will find they are all really nice people who will be delighted to meet you. So why not give it a go?

My other suggested resolution is for all those members who have said that they would like to run a rally but.... Why not do it this year? Help is available, you only have to ask. Committee members will be delighted to assist, either at the rally or with the preparation, so come on, give it a go.

Our 2007 rally programme has lots of new venues and lots of the old favourites and I am looking forward to many of them. I do hope I will see YOU there.

Oh, in case you are wondering my resolution is to start thinking about what I'm going to write at least a week before press date and not leave it until the last minute!!

Andy Cavell

Regalia Update

John Jones

As from January 2007 I should have a limited number of Newsletter Binders available, these will be in blue with the Auto-Sleeper Owners' Club badge, the title 'Newsletters' in gold printed on the spine and will hold 24 copies (easy to insert). These will be available at £4.00 each plus post & packaging.

Also, if everything has gone to plan you should have an up to date Regalia Price List & Order Form.

Wishing you all a Happy (Motorhoming) New Year.

Historical Photographs

John Geeson

I am currently in possession of all the ASOC archived photographs and am in the process of scanning and transferring them on to CD. Unfortunately there are many that are not titled and will be displayed in a miscellaneous file.

If any member is in possession of any interesting photographs that they would like to be included in the library could they either e-mail or send them for scanning (SAE for return please). It would be useful if the event and date is included otherwise they will be filed under miscellaneous.



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Contact John Rolfe 01666 510496 (Wilts)

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Contact Frank Murphy 01253 770645 (Lancashire).

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Contact Muriel Lawson 01579 344167 (Cornwall) **email**

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External Silver Screens for Ford Transit from 2000 ex Pollensa £40. **Contact Jack Plumbley 01984 634055** (Somerset)

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