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AUTO-SLEEPER OWNERS' CLUB

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STOP PRESS : Club starts an 18 - 30 Section

NEWSLETTER 235

April 2008

From the Editor (S)

Well the gremlins certainly got into the system last month, in as much as there were several mistakes in the Newsletter. So we'll start with numerous apologies!!!

Firstly, to Charles Trevelyan, for missing an entire page of his article out. Quite how this happened neither of us knows, but we are printing it on the next page as the final instalment of the article on page 13 in the March Newsletter.

Next apologies to Rae and Philip Gledhill for misreading their telephone number - it should read 01484 654180; their ad is repeated this month *with* the correct number.

Then to Peter Hales for misquoting his email address, it should read petehales@btinternet.com.

And finally to Rita Tubb for misquoting the sizes for the photo competition; these should read 6 x 4 and 7 x 5. A glaringly obvious mistake, but one which neither of us picked up. I'm sure most people are aware that the sizes quoted were wrong, but please make a note if you are entering the competition.

There are no excuses and it really isn't good enough, but a possible explanation is that Peter has been working full time (plus a bit) and didn't devote the time to proof reading that perhaps he should have. Maybe the additional contributions he's made to your pensions may go some way towards getting us off the hook.....?

Well that's enough grovelling so let's get on with this month's edition.

The Cake Competition recipe is repeated this month, as it usually is, together with details of the prizes.

We've had a timely reminder from Liz & Bryn Morgan for everyone who has concessionary bus passes to remember to take them to rallies. Their rally in April could involve a bus trip in Liverpool where those with bus passes may get a free bus ride and their rally at Topsham will be an excellent opportunity to use a concessionary bus pass. Don't leave home without it.



The final instalment of Charles' article....

We will always endeavour to look after our customers in a warm and cheerful manner and I can honestly say that never have we sent a customer away less than happy, irrespective of their (understandable!) state of mind when he arrived with us!

In our front office (grand isn't it!!), we are splendidly looked after by Trevor, and administratively by Carole and Barbara, and we all enjoy meeting our customers - past and present - indeed many have become really good friends of us all, as borne out by the number of Christmas cards we recently received, and incidentally, we replied with a handwritten note, to each as well.

Perhaps we do work in an old fashioned way. Many businesses these days almost feel that the customers take a very low priority in the pecking order! We are the opposite in so much that each and every motorhome owner that we either meet here or deal with on the telephone, by fax or by letter, is looked after courteously with a warm handshake and we endeavour, and I think generally succeed, in looking after everyone to the very best of our ability.

At times in the summer, when we can receive between 80 and 90 telephone calls a day, life can be a little harassed, but we all in general enjoy our jobs enormously and with the support of all of us here at the Service Centre, both in the offices and in the workshops, we are here to look after you irrespective of your problem.

In ending, best wishes to you all – and feel free to call upon us at any time!

Kindest regards from Trevor, myself and all the team.

Charles Trevelyan (now 62!!)

National Rally

Cake Competition CHERRY CAKE

6 ozs Butter
6 ozs Castor sugar
Finely grated rind of one lemon
2 Eggs beaten together
3 ozs Plain Flour and 3 oz Self Raising Flour, plus a pinch of salt
8 ozs Glacé Cherries halved
3 ozs Ground Almonds

Method

Cream butter, sugar and lemon rind until creamy
Add beaten egg, a little at a time.
Add tablespoon of flour with last amount of egg.
Fold in the flour, cherries and ground almonds, adding a little milk to make a fairly stiff dropping consistency.
Turn mixture into a lined 7 inch round cake tin.
Bake in a moderate oven for approximately 1¼ hours.

Place the cake on a cardboard plate and cover with cling film.

Please bring to the Stuart Goodwin Hall on Friday between 10am and 4pm

1st Prize £30

2nd Prize £20

3rd Prize £10

All the cakes will be auctioned off for the chosen charity.

Sheila Barnett

CRAFT CLASSES

There are still spaces available for the Craft Classes to be held at the National Rally. These classes are suitable for everyone - even the men. If you've never done anything like it before, or just enjoy various crafts, why not come along? The booking form for these classes were included with the acknowledgement for your rally booking. If you want any further information please contact :

Sheila Henthorne - 020 8808 9112.

Newsletter Delivery **Valerie & Robin Gardner**

We know the disappointment of not getting on to a rally and in our early days we found that if you do not reply immediately on receipt of the newsletter to book a rally, you can lose out, something that happened to us when we had not been in the club very long. So now, as soon as the newsletter hits the doormat, we sit down, do the paperwork and get it in the next post, first class.

We have found that the system of despatching the Newsletter (as Peter explained in the March issue) works well and we usually receive our copy before the end of the month, despatch our applications and have always been lucky enough to get on the rallies we want. But they are run on a '*first come - first served*' basis, as we did with our rallies.

However, there is a but and a very big BUT - it's the Post Office. In the last six months we have lost two Newsletters, through no fault of the Editor or the Printer. We contacted Peter in the first week of the month who, on each occasion, got us a copy by return post, which was very good. But it would appear there is a '*Black Hole*' somewhere in the Post Office and the two Newsletters have disappeared into it because we have never received the originals!

The only other comment we would like to make about booking rallies is that if the marshals do not request an sae one is never sure if one has been accepted or not. We would be interested to hear other members' views on whether we should all send an sae for every rally.

Committee response to 'Rally Lottery' article

The letter entitled Rally Lottery from Una and Eric Austin that was published in the March Newsletter was considered by the ASOC Committee at a recent meeting.

The initial view of the Committee is that the system as it is (and being recognised as not perfect) has served the Club well at minimum expense for many years. The Committee are to monitor their own Newsletter postmarks and receipt dates for three months and will then take a view as to whether the current process is functioning properly."

ASOC Members Rallying in 2007

Neil & Pauline Rogers

Pauline Rogers has done an analysis on the vans rallying during 2007 which I'm sure a lot of you will find of interest and the table shows how many vans attended what number of rallies.

The exercise was based on a membership of 1200 vans and you will see that of this number 406 rallied during the year, which is a third of the membership.

Pauline also highlighted some interesting facts relating to the types of rallies people attend. For instance of the 169 vans who attended the National Rally for 32 vans it was their only rally; 66 vans only attended the 'Shows' and for 9 vans a foreign rally was their only rally.

Peter and I actually attended 13 rallies last year which included a foreign rally (Italy), so I consider we had a very good rallying year.

No. Rallies	Vans UK	Vans Foreign
1	153	39
2	82	13
3	58	
4	40	
5	15	
6	14	
7	16	
8	1	
9	10	
10	3	
11	5	
12	3	
13	2	
14	1	
15	1	
16	2	
	406	

Sadly I have to tell you that my husband Frank passed away suddenly on 22nd January after a short illness.

Frank and I got a lot of enjoyment from being members of the Club and attending the AGMs and Rallies. I have a lot of happy memories of the places we visited and the friends we made and I shall miss seeing you all again this summer.

Betty Ward

Peugeot X250 Spare Wheel *Mike Valentine*

Members will have read in this Newsletter about the difficulty of removing the spare wheel from under the rear of the new X250 vans and that there was now a modification available from your dealer!!!!.

The wheel is held up to the body by 3 securing nuts, with no mechanical means of lowering the wheel to the ground. **Should you attempt to remove the wheel without the use of a wheeled trolley jack or this new modification plate, you will be endangering yourself by the wheel dropping down upon you. The wheel is extremely heavy.**

I attended the factory last week to have the modification fitted by arrangement, I had read about this but had no knowledge as to what or how it worked. Apparently the Auto-sleeper fitter did not know about the mod either and some considerable time was spent looking for the said modification.

It is a 5mm circular plate with 3 holes in it, 2 locating studs and a mounting boss complete with central hole.

The 3 holes locate around the securing nuts, giving access to undo them, the 2 studs locate into the road wheel tooling holes, the nose of the scissor jack, supplied with the vehicle, fits into the central boss hole. How to use, extend the jack with the plate in place until it registers with the wheel, locating studs through the tooling holes, remove the securing nuts and with care lower the jack which is now supporting the spare wheel. The reverse procedure is needed to put the wheel back into position and fasten.

'The tricky bit'.... before you leave home, try the plate against the fixed wheel making sure to position the locating studs through the wheel and giving you access to the securing nuts. You may find that the wheel will have to be lowered and turned so that the studs coincide with the tooling holes and give access to the securing nuts.

I believe that the plate can easily be improved at little extra cost and I will submit my findings to Auto-sleepers for acceptance in the near future. At this stage I will write again.

Rally News

Minehead and Dartmouth

We are pleased to draw your attention to the Rally list re the above and particularly the one at Butlins, Minehead, who have at last confirmed their pitch price at £44.20 NOT the £55.00 published - good news for all interested in coming.

Adjustment refunds of £10.80 will be made to members who have already sent in applications to us either in cash or by marking cheques down to 'Claim £44.20' Dartmouth rally price remains as published and is the same as last year.

On the matter of cam belts we thank all members who responded to our piece for much good advice put forward. We are having our cam belt changed on 1st April!

Richard & Jill McAllister

Things aren't always what they seem in the Forest of Dean

Celia and Alan Waugh

With some trepidation we booked up for the Forest of Dean rally to be held at the end of February at the CSMA Whitemead Forest Park. We had never camped in February before because, to us, that time of year is winter. We had also heard that at previous Whitemead rallies they had experienced snow and plenty of rain. This year, however, February didn't seem to live up to our expectations and, in fact, seemed better than some Augusts we have known! We were treated to almost wall-to-wall sunshine and mildish temperatures, which enabled us to get out and about in the Forest either on foot, on two wheels or four..

On the first evening we were entertained by a very knowledgeable and interesting life-long inhabitant of the area and trustee of the local Heritage Centre, John, who regaled us with fascinating and humorous tales of Forest life. However, the verdant appearance of the 21st century

turned out to have covered up a previous existence and had we rallied 200 years ago things would have seemed very different; we would have found ourselves surrounded by industrial chimneys belching smoke, numerous black spoil heaps and lots of busy railways.

On our travels we came across signs warning us to be aware of the presence of wild boar, but John was at pains to point out that they were not really as wild as they seemed because, in times gone by, wild boar had been hunted to extinction and today's boar are descended from relatively recently escaped stock from domesticated origins. For those of you with a nervous disposition – we didn't spot any!

Because of all the disused railway tracks that have been turned into cycle tracks we might have thought that we would have been pedalling on the level. How wrong we were! On the briefing before the cycle ride we were told that we would go a certain way round because we would do the uphill bits first and then the second half would be downhill all the way. Yet again, things were not quite as they seemed – the uphill bits seemed to go on for ages and the downhill bits didn't seem very downhill!

Somehow, some of the bikes seemed to steer themselves in the direction of the local pub and it was no surprise to find the weary cyclists, along with other less-energetic ralliers, making use of the cheap (in price but not quality) pensioners' meals. Despite what it seemed, not all of us were pensioners, but we'll keep quiet about that!

The excellent facilities offered by the site were enjoyed by all. Often people could be seen clutching swimming cossies and towels, making their way towards the leisure facilities, but *things were not as they seemed* – more ralliers could be found in the sauna, steam room and jacuzzi than in the swimming pool!

The customary ASOC quizzes were distributed as usual and after the answer session on the final evening the site management treated us to a team quiz. But perhaps the winning team members were not quite as smart as they seemed because, in the raffle that followed, few of them were clever enough to win any raffle prizes!

Jeannette and Graham, ably assisted by Helen and Geoff, are to be thanked for such a successful event. However, you've guessed, *things aren't always what they seem*. Jeannette and Graham were to be found

organising, chatting, advising and carrying on with their marshalling duties in such a calm manner but it turned out they were more like swans – above the surface they seemed to be gently gliding but under the surface they were probably paddling like mad. The reason for this? Two days before the rally they had arrived back from a trip to the USA and three days after the rally they were moving house. So extra special thanks for squeezing the rally into your busy schedule.

So, you now realise why things aren't always what they seem in the Forest of Dean!

The following article is from John Law, a retired garage proprietor, who with his wife Sue are very new members. Welcome to you both.

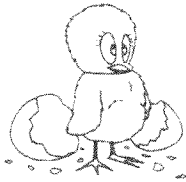
Batteries

I noted on page 2 issue 234 that someone uses their motor-home on occasion, as he says, to keep the batteries active.

The only problem with intermittent use like this, is the fact that the batteries may not receive a full charge, should the eventual journey be short and not repeated often enough. I'll explain. It can take up to 10 miles of continuous running, more in some cases, for a battery to be fully charged up again after the heavy draw on it from starting the engine, even with a modern alternator, which, in effect, would become a steady discharge and may lead to an eventual battery failure.

For quite a while we've used a small, inexpensive solar powered battery charger in our camper, and in a previous caravan we owned, to great effect. They simply plug into the cigar lighter point, or you can use the alternate crocodile clips for direct connection to the battery if the vehicle has an ignition controlled lighter point, it's then placed on the dashboard top, in a window, or other suitable location. The one we use charges even if it's clouded over and once the batteries are fully charged, it idles until needed again. They also have an anti-feedback facility built in, coupled to an anti-overcharging device, **BUT**, you must remember to **fully disconnect it prior to use of either the main vehicle or the ancillary battery**. If anyone wants details about ours, we will be only too pleased to help.

John Law



April 2008 Rally Supplement



***** 6th. – 9th. June. Cambridge Camping & Caravanning Club Site.
This rally has had to be cancelled after problems with the site.

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, must be applied for by using only official A.S.O.C. rally slips sent by post to the relevant marshals.

3rd. - 6th April (3nights) Marston's Rally. Albion Hotel, 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.

Marshals Tel.No. 01283538818 or please ring Jan on 01246236157 if I am not available.

Site Fee: £4.00 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.

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 FRIDAY EVENING IN THE VISITORS' CENTRE AT THE BREWERY AND A FURTHER MEAL ON SATURDAY EVENING IN THE ALBION HOTEL PUB will also be available (WEEKEND OFF COOKING DUTIES LADIES).

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

Please send **SAE** for acceptance and further directions.

Dogs are allowed.

Rally starts at 12noon Thursday. NOT BEFORE PLEASE.

7th-11th April Monday - Friday (4 nights). Elm Cottage Caravan Park Little Budworth Nr. Winsford Cheshire. CW7 2QJ Tel 01829 760544

THIS RALLY IS NOW FULLY BOOKED.

18th - 22nd April 2008 (4 nights). Peak Rail. Rowsley South Station near Matlock, Derbyshire.

Emergency Tel No. 07985 021779 or 07939 288586 (Marshals' mobiles).

Rally Marshals: Mike & Jeanne Hall, Hilary & Lionel Walker.

Site fee: £4.70 per van per night. Rally fee: £1.20 per person (both inc. VAT).

Water and Elsan disposal. **Green field** site but toilets open during station hours. There are two electrical hook up points which could be used if people have a special need -please state on rally slip. Booking slips and cheques to Mike & Jeanne Hall, 45, Bunyan Green Road, Selston, Nottingham, NG16 6GF. Cheques payable to M.T.Hall.Tel.No.01773 778016.

We hope to arrange a meal at The Shalimar Indian Restaurant on the Monday evening (which also has an English menu). Please indicate on the booking form if you would be interested.

Busses to Sheffield, Matlock, Bakewell, Derby, Stockport & Manchester.

Attractions: In the picturesque picnic area of this preserved steam railway, beside the River Derwent with miles of walks. 10% off all-day tickets for steam trains to Matlock to ride all day or spend time in Matlock. Within the Derwent Valley World Heritage Site and The Peak National Park. Nearby are Chatsworth House, Haddon Hall, Carriage museum, and Bakewell's famous Market on Monday.

Directions: 3.9 miles north of Matlock (Bakewell direction) on the A6. Going north, turn **left** on to Harrison Way just after Shalimar Restaurant and follow Peak Rail signs.

24th -27th April.National Motorhome Show,East of England Showground,Peterborough.

Emergency Tel.No. 07714 091 349

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

Please use the booking form enclosed in the February Newsletter if possible.If you use a form from other magazines please mark the form ASOC and note the **special Club site fees:**

Arrive Thursday:£35,arrive Friday £32, arrive Saturday £29.

All bookings for the Saturday evening entertainment must be made with Warners when returning the application form.

Please note that **ALL** booking forms **MUST** be returned to **Warners**, the organisers, by **Monday 7th.April** if you wish to rally with the Club.

*******Then you must also complete a Club rally slip, (this also applies to internet bookings)**

and return it,with the Rally Fee of £2.00 couples,£1.50 singles (both inclusive of VAT) to:

N.C. & P. Rogers,3 Appleby Close,Aldbrough St.John,Richmond, North Yorks.DL11 7TT.

Tel.No. 01325 374 540 Cheques payable to N.C.& P. Rogers.

Please collect the *Club* rally information pack from the ASOC marshals before parking.

The rally finishes at 12 noon Sunday but you may remain until 12 noon Monday.

1st - 5th May National Rally & AGM. Nottingham Showground,Newark.

Application forms in January 2008 Newsletter.Completed forms & cheques for camping & meals should have been returned by 14th.March 2008.

6th - 9th May (3 nights) Rutland C & C, Greetham, Oakham, Rutland.

Site tel.No., 01572813520 Office hours only.Marshals' mobile 07810 455318.

Rally marshals: Elizabeth & Bill Grimsley assisted by Linda & Alan Hood.

Site Fees:- Grass pitches,all with electric hook up.£37.50 per couple for 3 nights,£27.00 for singles for 3 nights. Additional adults £3.50 per night. Rally Fee:-£1.50 per person.All fees include VAT.

Please send rally slip & cheque for full amount to :-Mrs E Grimsley 24 Paul Drive,Leicester,LE4 9FY. Cheque **THIS RALLY IS NOW FULLY BOOKED.** 2220.

Limit of 20

Warning: The site is next to a farm - Cottesmore where hammers & tomados are used for training.These are very noisy and may fly day or night.

Attractions:1. We can arrange a guided walk in Oakham with a Blue Badge Guide on Wednesday Market Day).The cost is £2.50 per person,with a minimum of 10 & a maximum of 25 people.We will use the two hourly bus service between Greetham & Oakham.Please indicate your interest,but do **NOT** send any money.

2. There are three pubs in Greetham,all serving food.Please indicate if interested in a group meal on Thursday evening and we can make a provisional booking if there are enough people.Access to the village from the camp site is on a footpath taking 10 minutes.

3. There are many places of interest in the area.

Please enclose a S.A.E. (at least 9" x 4.5") for confirmation and information leaflets.

Directions:Use **B668** between Greetham & **A1**.Turn at crossroads following Brown Signs,**left** at 2nd Junction,to the end & **right** into the site.

15th -19th May (4 nights) Camping & Caravanning Club Site, Canterbury Kent,

Emergency Telephone No. 07803 238878.

Rally Marshals:-Joy & Nigel Wilkins and Karen & Mike Ryman,

Site fee:- £9-15 per night plus £2-90 electricity if required,

Rally fee:- £1-70 per person,(All include VAT).

Rally slips and cheques to Joy Wilkins, 13 Oakfield Road, Kennington, Ashford, Kent, TN24 9LL,

Telephone 01233 620204

Directions. Leave Canterbury on A257 signposted Sandwich, in 1 mile opposite Golf Club turn **right** signposted Bekesbourne & Camping site.

Do not forget your bus pass.

Rally limit 20 Vans, Rally starts 12 noon.

16th -18th .May Southern Motorcaravan Show, Newbury Showground, Berks.

Emergency Tel.No. Marshal's Mobile 07743 307533.

Rally Marshals:John & Daphne Hallett.

Please send a SAE ,with rally slip and rally fee of £2.00 per unit,for a booking form to John &

Daphne Hallett,13 Linden Crescent,Grove,Wantage,Oxfordshire,OX12 7NB. Tel.No.01235 764550.

E-mail hallettjh@AOL.com This form must be returned to **Warners**,the organisers, before **Monday**

28th April if you wish to rally with the Club. Please let the marshal know if booking by any other means ie, Internet.A rally slip is still required.

Fees for the next two rallies are confirmed.

15th - 19th May (4 nights) Little Cotton Farm, C.P., Dartmouth.

Site Tel.No.01803 832558.Fax 01803 834887.Website:-www.littlecotton.co.uk

Any additional nights should be booked with the owners Paul & Dot White.

Rally Marshals:-Richard & Jill McAllister, assisted by John & Rita Tubb.

Site Fees:- Basic pitch £8.25 (no electric) per unit per night.

Standard pitch:-£10.50 (includes electric) per unit per night.

Rally Fee:- £3.00 couples. £1.50 singles. All include VAT.

Booking slips & cheques payable to R.J.McAllister with SAE to "Milesaway" Steart

Drive, Burnham on Sea. TA8 1BZ. Tel.No. 01278 781976.Mob.07840076771.

The site has 7.5 acres of level & gently sloping ground an award winning toilet /shower complex with disabled facilities, dishwashing area, launderette style washing machines, large tumble dryers & ironing boards are available.

Dogs are welcome but they **MUST** use the doggy walk on site and be **KEPT** on the lead on site.

There is a well stocked shop, papers must be ordered the day before.

Attractions: The site is adjacent to the Park & Ride bus service into Dartmouth (tickets available at the camp shop).

This will be the 11th year of the Dartmouth Music Festival held from Friday 16th to Sunday 18th May. There are plenty of boat trips operating out of Dartmouth, either up river to Totnes or out to sea. One boat trip goes to Greenway Quay from where you can visit Greenway House & Gardens (NT) one time home of Agatha Christie. There are other NT properties in the area. Two local steam trains operate from Kingswear to Paignton & Totnes to Buckfastleigh.

Please DO NOT arrive before Noon.

Butlins Minehead rally is a follow on to this one and starts at 1.00p.m. on 19th May. Please give the marshal time to travel from Dartmouth.

19th - 23rd . May (4 nights).Butlins, Minehead, Somerset.

Marshal's Mobile 07840076771

Rally Marshals: Jill & Richard McAllister assisted by Rita & John Tubb.

*******Site Fee:£44.20** covers 4 nights. Fee includes hook up & all Butlins entertainment facilities.

Rally Fee: Couples £3.00, Singles £1.50, all include VAT.

Rally slips & cheques with **S.A.E** to R.J.McAllister, Milesway, Steart Drive, Burnham on Sea. TA8 1BZ. Tel.No. 01278 781976

The site is a commercial touring site with full facilities including electricity. If any member would like to avail themselves of a breakfast & evening meal package in the dining room commencing with the Monday evening meal & concluding with breakfast on Friday, "Meal Deal. Tickets" should be available from Reception on arrival (cost in 2006 £39).

Pets welcome.

Attractions: In addition to the Butlin complex which includes Splash Waterworld, a funfair & two supermarkets on site, a Tesco supermarket is approx 10 mins walk away, the town centre 15 mins. The main gate is 15 minutes from the site. Butlins Land Train runs every 30 minutes to the harbour from Splashworld. The West Somerset Railway to Bishop Lydiard nr. Taunton is nearby. There are a number of walks & coach trips available. The medieval village of Dunster with its Yarn Market & National Trust Castle is nearby. Cycles could prove useful for reaching the Main Gate, top of town, Tescos & the cycle path to Dunster. More details on arrival.

Directions: These will be included with welcome letter but as this rally immediately follows on from the Dartmouth rally (19th May) the Marshals need to drive from Dartmouth to Minehead to be ready for ralliers.

So please do not arrive on site before 1.00p.m.

12th - 16th June (4 Nights) Hurley Riverside Park, Hurley, Maidenhead, Berkshire SL6 5NE

Emergency Tel:- No.07754 761423 Marshal's Mobile.

Site Tel:-01628 824493 Website:- hurleyriversidepark.co.uk

Rally marshals: Rita & John Tubb, Shirley & Chris Sturgeon and Theresa & Dave Smith.

Site Fees £46.00 including electric for four nights. Rally Fee £2.35 .A ll charges include VAT.

Please send a C5 162mm x 229mm (6 x 9) SAE for full directions and confirmation, with rally slip and cheque for **£48.35** payable to Rita Tubb 70 Charnwood Crescent, Chandlers Ford, Eastleigh ,Hampshire .SO53 5QL Telephone 023 8026 7294.

If you are bringing a car or towing a trailer please state on rally slip.

The rally is on a commercial site with full facilities, all pitches have electric and there is a laundrette, hot showers, toilets, CDP and a shop with provisions and papers available.

Attractions: The site is ideal for visiting Henley on Thames, Maidenhead and Windsor. It is situated beside the River Thames with fishing available. There are two pubs serving food near to the site.

Hurley village is about ½ mile from the site with pubs, shop and post office. On the Saturday in Marlow it is regatta day, and also on the Sunday you can watch the dragon boat racing. There are several N.T. properties nearby you can visit. You can walk or cycle the Thames Way path towards Marlow or Henley from the site.

The site is situated on the A4130 between Henley on Thames and Maidenhead.

Limit of 25 vans.

PLEASE DO NOT ARRIVE BEFORE 12.00 NOON.

13 - 16 June 2008 (3 nights) Cartmel Park Racecourse, Cartmel, Cumbria LA11 6QF.

Emergency Tel.No. (mobile: 07710 200547).

Rally Marshals: James & Jill Bertlin.

Site Fee: £21.00 (3 nights) Electricity (limited to 15 vans) £8.25 (3 nights) Rally Fee: £2.35 Long electric leads may be required. (all charges include VAT)

Booking slips and cheques to Jill Bertlin, The Rockeries, Lindale, Grange-over-Sands, Cumbria LA11 6LQ. Tel. No. 015395 34500.

Rally field slightly uneven in places. Toilets & showers on site. Dogs are welcome, but as with Ralliers, they are not permitted on the racecourse track.

A simple BBQ and pudding has been arranged for Sunday evening (provide own salad if required). Please state if interested on rally slip.

Attractions: Cartmel village is a maze of streets, cobbled pavements and picturesque bridges, crossing the meandering streams that wind their way amongst the houses with a Priory, which was founded by the Augustine Monks back in 1190. It has an historic market square, surrounded by centuries old houses and Inns, the ancient fish slabs still survive and also the original Gatehouse. Nowadays Cartmel is full of interesting shops, including the famous sticky toffee pudding shop..

Close to the Edwardian resort of Grange-over-Sands and within a short drive of the renowned beauty of the Lake District National Park, offering some of the most spectacular scenery in the country with opportunities for walking, golfing, cruising or just sightseeing.

Directions: From M6 Junction 36, follow A590 towards Barrow in Furness. Once past the Meathop roundabout follow the brown attraction signs for Cartmel Priory. Continue through the village to the market square, at the village shop take the **right hand road** (sharp bend) and continue along to entrance of Racecourse on left.

Rally in Ireland. 29th May – 18th June 2008. 20 nights

THIS RALLY IS NOW FULLY BOOKED.

**1st to 10th September 2008 – (10 nights) – Chinon in the Loire Valley
France.**

THIS RALLY IS NOW FULLY BOOKED.

*If you wish to run a rally in 2008 please contact me to check dates **before** booking with a site. This prevents any clash of dates.*

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 have not been vetted as to suitability for rallies, please ask if interested.

A "Guide to New/Possible Marshals" is available. If you would like one please contact me, details below.

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

E & OE

Rally Date

Your name and address (Please PRINT)

..... Post Code

Phone No. Mobile No.

e-mail Membership No.

Van Reg. Length Arrival Day/Time

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

Name Phone No.

Please complete both sides of this form.

.....

Rally Date

Your name and address (Please PRINT)

..... Post Code

Phone No. Mobile No.

e-mail Membership No.

Van Reg. Length Arrival Day/Time

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

Name Phone No.

Please complete both sides of this form.

Is this your first ASOC rally? Please tick box. Yes No

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

Adults' names (Incl. forenames).....

Childrens' names (incl. ages).....

Cheque enclosed for £..... for..... nights incl. rally fee.

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.
Enclose a SAE if confirmation is required.**

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Electricity: Yes No Evening meal : Yes No

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POST FORM TO REACH MARSHAL 14 DAYS BEFORE EVENT,if possible.
Enclose a SAE if confirmation is required..**

CAM BELTS

David & Doreen Palmer

Regarding recent items on cam belts, here's our story....

On 9th August 2005 we were just outside Morton-in-Marsh when our 1992 Ford Legend (petrol 1991cc) lost power. We were fortunate in being able to glide into a lay-by. A 'phone call to the RAC had a rapid response and a patrol man arrived at 13.05. He diagnosed a broken cam belt, which was quickly replaced and we were on the road again by 14.00. He informed us that it should be renewed every 36,000 miles. Luckily for us, because of the type of engine, no damage had resulted.

On returning home I checked all the service invoices dating back to when we purchased the vehicle in 1992 and could find no trace of the cam belt ever being changed. I certainly cannot recall any conversation with the garage that had serviced the vehicle from new, regarding when it should be changed.

We were obviously very lucky and must have had a good strong belt to start with as the mileage at the time of the incident was 84,111!

The mechanic who now services the van, (we thought it best to change) also recommends changing every 36,000 miles.

Incidentally the cost for the work carried out by the RAC was £9.95 (materials only).



Windscreen Care *John E. Coates*

When arranging the annual vehicle service, it occurred to me that an examination of the windscreen would be wise. Apart from the usual blemishes caused by flying stones, I had suspected that the windscreen was loose, because when fitting the internal screens I could feel a slight movement of the glass as I pressed against the suction pads.

On inspection, Fred, the Fast-Fit technician, said that the windscreen was in a potentially dangerous condition because the bonding seal had failed and it could spring out. Fred and his mate removed the screen, treated the edges and refitted it.

In answer to my question Fred said "These loose windscreens do happen more often than I would like." If you suspect a problem, check for a slight movement when pressing the screen from inside the cab. Also, check outside for a gap between the rubber seal and the body.

Any mobile windscreen servicing agents will come to your premises to do the work; the charge for my Talisman screen was £95 plus VAT.

I was relieved to get this loose windscreen cleared up after a long period of disbelief that such a situation could arise. For peace of mind it only takes a little time to check.

Travel safely and with pleasure.

Ideas and Modifications

You may recall a couple of months ago I mentioned in the Newsletter that **David Maddison-Roberts** had written to me on the subject of ideas. David has since relayed to me a lot about the technical side of his participation in our leisure activity over many years.

Whilst reading David's correspondence I formed the image of a man who is very certain of what he wants to do, knows what he needs to have to do it and then is totally committed to getting the right solution.

The sort of ideas that David has implemented are not really necessary (or indeed feasible to implement) on the current generation of Motorhomes or their immediate predecessors, however if your vehicle is over 10 years old then you may find inspiration in some of the ideas David has implemented.

But first a couple of words of warning; consequential damage is much more

likely in an older vehicle, improving one aspect of performance can detract from another and industry professionals will always suspect that your modification is the cause of a subsequent fault (and that's from my personal experience as well as David's). For example David discovered with hindsight that before connecting additional 12v circuits it's a good idea to start a new 12v distribution system for the 'add-ons' at the battery so all can be disconnected at one go to revert to the original chassis/habitation circuitry.

The first idea that I'll mention is one that a lot of us might find useful today, paint a 'positioning line' on your dark narrow drive and fit a (docking) light on your vehicle to illuminate the line in your mirrors view.

Some of the bigger things David has done are: fit a limited slip front differential, then develop and fit a power steering kit (to overcome accentuated axle steer introduced by the diff), upgrade the GVW, install air suspension, improve brake pressure distribution and replace a damaged engine with a more powerful unit from another vehicle from the same manufacturer.

On the smaller side David has resolved many leaks, pump and plumbing faults by thinking things through and making minor modifications. He also seems to specialise in electrical improvements (and work-arounds for frustrating faults). One most useful modification was to install heating elements on the external mirrors that David says can now be obtained on e-bay for about £40 a pair.

In response to **Richard Hill's** query in the February Newsletter, David suggests that a sound deadening kit from Noisekiller Acoustics (0161 652 7080) for circa £110 may be a solution and 'if the experts can't help **Stuart Wood** David has a thought!

I'm sure there are other Club members who have similar experience and expertise. On our first rally Chris and I were parked next to Mike (our Vice Chairman) and **Mo Valentine**. At the time Mike had a Duetto of the same style as our '99 model and it was a revelation to see how many improvements could be made to what was already an excellent Motorhome.

Another member I have come across who has made quality improvements to an already good vehicle is Phil Gledhill (whose Legend is advertised for sale in this issue of the Newsletter). Phil does have the benefit of running his own garage business but that only means he is able to undertake more of the work himself (including the daily polish he gives it during rallies)!

Peter Brown

Here we go again.....!

It doesn't seem fourteen years ago that the Peugeot Boxer replaced the Talbot Express as the favoured chassis for many Auto-Sleeper motorhomes. Some new owners soon regretted their purchase as water flooded in under their bonnets, ruining gearboxes, picking up acid from batteries and corroding electrics. Peugeot's cure (?) was a redesigned drain tube and a cover for the battery! The Technical Group issued an 'Ideas Sheet' on the problem and owners gradually rectified the troubles themselves.

Now we have a new chassis and cab - the X250. This is common to all Sevel produced vehicles, Fiat, Citroen and Peugeot, all share the same cab but with different engines. Of course we are only interested in the Peugeot derivative.

Guess what? We've got water under the bonnet again! To be fair this seems to be more prevalent with Fiat, but this could be because more converters use Fiat than Peugeot. (Those of you who take MMM see Mike Jago's article in the March edition.)

I have suffered from water not draining from the near side scuttle and lying in the offside to such an extent that the windscreen wiper shaft was completely immersed after rain.

Fiat has produced covers for the engine, the windscreen wiper motor, the ABS unit and the starter motor.

Charles tells me that if you contact your local Peugeot dealer they should have a 'Technical Bulletin' which instructs them to obtain and fit an engine cover. I think this will only fix some of the problem - we shall see.

If you have an X250 and have had problems, or solutions, you may like to give me a ring on 01487 841786, or have a word at the National Rally, where I shall be propping up the T.G. table.

Brian Smith

Technical Group & Website

Baz Wellard
Chairman, Technical Group & Webmaster



National Rally – Open Session:

I'm pleased to say that the number of Auto-Sleeper Managers who have kindly agreed to give up their time and come to the 'Open Session' is very encouraging. The management areas from which we have representatives are: - Policy; Production; Design; Quality and Service Centre. So if you have any issues, proposals or problems regarding the Company and its products - then the 'Open Session' is the time and place to raise it. Please come along and meet the management team

Auto~Sleepers 2008 Brochure:

My appreciation, and from Auto~Sleepers Marketing Department, to those members who responded to the urgent request on the Club Website for photos to be included in the Auto~Sleepers 2008 magazine. The brochure is very good and is a welcome return to having all the models in the one brochure.

Driving in Europe:

The Guild of Experienced Motorists (GEM) has produced a small booklet called 'Your Introduction to Driving in Europe' which gives brief advice on driving in 16 European countries. If you're interested, a free copy can be obtained by ringing GEM on 01342 825676.

Peugeot X250 Scuttle:

Brian Smith's article 'Here we go again' is good advice. I hope that the number of X250s affected is low; as the information released in last year's September Newsletter stated that all motorhomes released after August 2007 should have been modified at the PDI stage. Please keep us advised.

Peugeot X250 Radio

I have had a very encouraging reply from Geoff Scott (Chief Executive Officer) regarding the 20 minute problem with the Peugeot X250 radio. I will keep you informed of any development.

Ideas Sheets:

Spring must be just around the corner as there are already 8 new Ideas Sheets on the 'drawing board' and a surge in interest in existing ones. If you have any ideas, as you get your motorhome ready for the season, please consider if other members might benefit from them.

Website:

Release No 2/08 updated the Club Website to conform to the Members' Handbook you received with your February Newsletter. It also included the new rally at Butlins; fuel economy of a Nuevo 3.0HDI and correction to a telephone number.

I read in our Newsletter of a couple who wanted to re-fix the acrylic panel to the rear window of their Trident. I am interested to know how they progressed as I had a similar problem following re-fixing carried out at Willersey. Perhaps they could get in touch?

Roger Russell
01392 257759

More from Tim Pritchard....

In August 1999, Tim & Margaret Pritchard travelled to East Germany, Poland, Hungary and the Czech Republic.

Tim had been to Eastern Europe before and as reported in the February Newsletter, did so again, camping with his sons in 1982.

As with all of his travelogues Tim's diary of the '99 trip is very detailed. Skimming through it again today I honed in on the piece he wrote about Budapest as Chris and I spent a long weekend there earlier this year (a lovely city with a remarkable history) but was also moved by the feelings he expresses about visiting the Gdansk shipyard where Lech Welenska led the 1980 strike despite the bloody end to the 1970 strike during which he was a member of the strike committee.

At the end of this diary Tim summarises his views on what had changed since his last visit in 1982...

"A lot. What I saw, felt and smelt in 1982, and 1967 for that matter, is now history and. it was difficult to find and show M what I saw and passed through then and impossible to explain feeling and smells.

The two biggest changes were the Berlin Wall and the shops. The Wall isn't there and the shops now are there. I stood in the middle of the first Polish supermarket we went in with my mouth open. It was brand new and French, and you could be in Sainsbury's here. Everything from cornflakes to smoked salmon and promotions encouraging people to BUY... When I was last there our Polish friends invited us to supper and had been able to get for us some "private" white bread and "private" sausage, there was next to nothing in the shops.

There was the Wall and Checkpoint Charlie. You cannot blame the Germans for wanting to get rid of everything and they did not consider what a tourist attraction it would be in the future. O.K, if you search you can find a few feet of Wall and the escape museum is still at the crossing, but where was that frightening large area with watch towers, floodlights, machine guns and dogs that you had to wait, (sometimes hours) to pass through and be searched and your vehicle

examined at gun point, inside, outside and underneath.

It is just an ordinary street with cars and buses driving up and down and people wandering about eating hot dogs and ice creams.

In 1982 crossing from East Berlin to West Berlin was like entering fairyland. Neon lights, cars, buses, restaurants and hustle and bustle. When we had finished sightseeing in West Berlin I drove M on our way to Poland through East Berlin. The grey drab buildings and pot holed roads are not there. They have mended the roads and discovered paint, but the biggest surprise is people now live there. Of course they did in 1982 but you didn't see them on the streets and only the odd car. Now it is like driving through East London, the poorer part but busy shops and people happily going about their business.

In every country, proper filling stations have replaced the old lone pump sticking out of the ground. New Esso and Shell stations complete with shops are appearing, McDonalds everywhere. The private cars are mainly bangers with a lot of old Wartburgs and Traberts but there are plenty of them now and for the ones who have already "made it", a Mercedes and mobile phone.

Border crossing and money changing is now very different. The truly offensive ignorant guards who delighted in searching and inconveniencing you (little things like disappearing into their huts and leaving a mile queue stationary for hours) have been replaced, in the main by polite guards. Changing money? I had asked a young relation before we left, who works a lot in Czech. He seemed puzzled and replied he goes to the Cash Point. No fun now haggling with the chap who sidles up to you on whether it is two or three times the official rate for pound notes or Deutch Marks."

WANTED

we are looking for a set of four 14" chrome "rim-belishers", as they used to be known, for our Ford Transit 100 based Auto Sleeper, 1985 model, with standard wheels. **John Law** cranford@blueyonder.co.uk

Thanks to Bryn & Liz Morgan for their donation following their 'wanted' add in last months issue.



AS Legend, Reg
Dec.1997. 2.5 turbo
diesel. 35,000 miles in
excellent condition. Non
smokers, no pets.

Numerous extras. New Tyres & Tyrons.
New cam belt & service. New brake
discs & pads. Taxed &
Tested. **£20,000. Contact Rae or
Philip Gledhill 01484 654180**
(W.Yorks)

Thanks for donation

Peugeot Boxer AS Talisman 2.8
hdi.Reg Feb 03. 1 yr tax & MOT.
Excellent condition. 36,000 one owner.
Non-smokers, no children. Cobra
alarm. Hope save tow bar. Alloy
wheels, silver screen , front passenger
swivel seat, 2 leisure batteries, Status
Vision Plus aerial, chrome stand for
outside table, extra long hook up cable
as well as normal length plus other
extras. **£25,000** no offers. Sale due to
bereavement. **Contact Mrs N Robson
01932 267174 or 07973 673730**
(Walton on Thames).

Thanks for donation

VW Trident 1991 J reg. 2L petrol.
FSH. 3way fridge, 2 + 2 berth, blown air
heating, 2 burner hob & grill, two bar,
bag awning (Fiamma). PX for 2001
Symbol or Symphony.
Contact Roger Russell 01392 257759
(Devon)

Thanks for donation

Internal Silver Screens to fit VW
Clubman T4. Small 5.5" x 4.5" x 7" up
to 2000w electric heater, completely
safe and can be left running. TV shelf
to fit headrest sockets on front seats.
Levellers, step, drying rack to fit
window edge, small picnic table with
own single peg stand - will take 2 cups.
Change of vehicle makes these items

surplus to requirements. Offers invited,
buyer collects or pays postage or could
bring to National Rally.

**Contact Harry Henthorne 020 8808
9112**

Thanks for donation

VW Topaz automatic 2.5L TDi (102
bhp) Sept.2002. 12,350 miles. Usual
Topaz equipment, plus extras inc.
Fiamma 45 and free standing awnings.
Recent Service, tax, MOT to Sept.
2008. Lovely condition **£24,500.**

**Contact Mary or Mike Dare on 01803
555513 (S.,Devon).**

Thanks for donation

AS Ford Duetto 2.4 TDi March 2004.
16,300 miles. Awning, cycle rack, TV
aerial, tow bar, reversing sensor, drive
away awning. Exc.cond. **£23,000** ono
**Contact S Tyack 01235 868722 or
07749 804524**
suetyack@supanet.com (Oxford).

Thanks for donation

Items suitable for base model VW T4
Silver screens, winter duvet screen
£25. Silver screens summer solar (see
through **£25.** Sony radio/cd player with
remote as new **£50.** Clutch and foot
brake lock as new **£40.** **Contact Geoff
Rothewell 01745 826752**

Thanks for donation

**Superview Awning Panel 3.2m(w) x
2m(h)** depicting Monsal Viaduct for
fitting to Fiamma Awning. Unused
£200 Buyer to collect **Contact Barry
Page 01462 731972**
bwppferndale@tiscali.co.uk
(Bedfordshire).

Thanks for donation

Front cover photograph: New Auto-Sleeper/
Marquis 'Berkshire' - See:
www.marquismotorhomes.co.uk/mercedes.html

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** Jill Bertlin

The Rockeries, Sunny Terrace, Lindale, Grange-over-Sands, Cumbria, LA11 6 LQ email TBA