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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



*In the shadow of Ben Nevis*

## **NEWSLETTER 236**

### **May 2008**

# From the Editor (S)

Just thought we'd let you know we're bringing you this issue from Kirkstone Foot in the Lake District (well some of it anyway). We've been up to Fort William and walked up to 3,000 feet on Ben Nevis in clear blue skies, without a breath of wind. However, there is a lot of snow on the top still and it became too deep to go further—a wonderful day nevertheless. We then came down to Hartsop in the Lake District and walked High Street, *and* got snowed on for our trouble.

We have been notified by a non-member that he has a brand new door bin to fit an AS Clubman, or similar. If anyone is interested please contact Barry Lodwick on 07850 713848 email [barry.lodwick@bt.com](mailto:barry.lodwick@bt.com).

Following delivery of our Wilton, which is mentioned later in the Newsletter, I had cause to visit Willersey. At very short notice Barbara Pugh, PA to the CEO Geoff Scott arranged for me to both meet Geoff and have a brief tour of the factory. I thank her very much for that.

I enjoyed meeting Geoff and he left me with the very clear impression that he is well aware that there are challenges to face for Auto-Sleepers and that he is very up for meeting those challenges.

Chris Lewis the very new Production Engineer showed me around parts of the factory. He absolutely oozed enthusiasm and pride when showing the new Mercedes based range. They do look very smart but I'm not a Merc' person.

Chris showed me and told me about some very positive things that are happening now. AS have dispensed with 'temporary' production staff. They are positively looking to improve working conditions for permanent staff and have begun a series of training programmes including 'multi-skilling' technicians. I believe this is the right approach as most of the faults I have experienced recently were the cause of unskilled/careless workmanship and no end of inspection would have detected them before operational use of the vehicle.

*Peter*



## **Carver heater ignition problem solved.**

*Mike Hall.*

Those of us who have older vans probably have Carver space and water heaters. Carver were bought by Truma and then discontinued.

I knew this and was, therefore, dismayed when the ignition in my Carver 4000 Fanmaster failed to work – particularly in November at Ulverston rally! Don Bland solved the immediate problem by arranging for me to have an electric hook-up to the building.

My longer term solution was resolved when Neville Jelffs of Oaktree Services diagnosed that the fault lay in the ignition box itself and discovered a firm who had parts for Carver Products – Tuckers Caravan and Coachwork Services whom I phoned and they said I needed an igniter board which they could either fit for me or they could send me the PCB for me to fit myself.

They described how to fit it so I chose to fit it myself which was straightforward even though fiddly so I now have a working heater for the cost of £45.

Auto-Sleepers sensibly advise owners not to undertake gas or electrical repairs themselves but I felt confident to do so and am pleased with my achievement.

If you want any spare parts for Carver products, Tuckers claim to have parts for most of Carver space and water heaters and can be contacted on 01543 877023. If you prefer to visit them they are based at Unit 11, Anglesey Business Park, Littleworth Road, Hednesford, Staffordshire, WS12 1NR. Baz Wellard has put them on his list of “specialists” so you can find their details again after you have lost the Newsletter!

### **REGALIA UPDATE**

*JOHN JONES*

**NEW SELF-CLING WINDSCREEN BADGES WILL BE AVAILABLE SOON AND HOPE TO HAVE THEM WITH ME AT THE NATIONAL RALLY : PRICE 70P EACH.**

**ALSO THE PRICE OF THE FOLLOWING BADGES HAVE HAD TO BE INCREASED DUE TO INCREASE FROM MY SUPPLIER:**

**METAL NAME BADGE - £5.50 EACH. LAPEL BADGE - £2.75 EACH**

## *Obituary*

*It is with great sadness that we have to announce the death of Don Hudson on 2nd March; he had been suffering with cancer.*

*The Club sends its condolences to his wife Phylis and their family, we're sure they will be in the thoughts of all those who knew Don.*

## **New Members**

***Mike Cann and Pauline Lillywhite***

Having owned a wonderful beloved Autosleeper Clubman Anniversary based on a VW T4 ( nicknamed 12 B) for over a year now we thought it time to join other members in the Autosleeper fraternity, whilst still remaining long standing members of the Caravan Club and Motor Caravanners Club.

Firstly can we say it is an absolute pleasure to received the monthly news letter dedicated to Autosleepers and we are very much looking forward to attending our first rally, whenever that may be. Our preference is frequently for the holiday rallies and those spanning Bank holidays.

We would just like to add our predicament with regards to booking rallies. Unfortunately in our own circumstances it is never possible to book a rally immediately the rallies are published. We both work fulltime in small teams and have to get any annual leave authorised by managers which can and often does take several weeks. Therefore making it virtually impossible to dispatch applications by return of post as I guess many members do. Hence by which time rallies have become fully booked or over subscribed, and we miss out on the first come first served basis. Any suggestions?

On a lighter note, 12B is looking forward to making new friends and having new adventures.

# Rally News

## Sedgmoor Carnival Rally 2008

**Burnham on Sea Holiday Village  
Friday 7th to Tuesday 11th November (4 nights)**

We have pre booked 65 pitches this year, just 42 are hard standing and 23 grass pitches, more grass pitches may be available if we require them. All have electric hook up, plus we have toilet and showers facility. Pitches will be allocated as slips are received; hard standings go first, so have those slips ready. "Sorry but no pets allowed" Site rules.

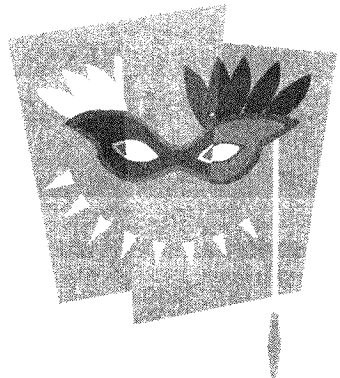
Itinerary:

Saturday Coach trip to Clarks village of Street (shopping)  
Sunday evening Fireworks display on the Beach  
Sunday/Monday? morning beach walk  
**Monday evening is Carnival** starting a 7.30pm the procession  
through Burnham takes approximately 2 hours.  
Tuesday midday rally ends

The Burnham on Sea Holiday village (near M5 jct. 22), is about 10 minutes walk from the town centre and shops, along the promenade and it is a nice area to cycle (fairly flat).

Booking details and directions will be in the August newsletter.

Brian Ellis



## OBERAMMERGAU 2010

A number of members know that we have been trying to arrange a rally in Germany during 2010 which would include a visit to Oberammergau for the Passion Play.

Unfortunately it has not been possible to reach agreement with the tourism authority for facilities there that would meet our requirements. For that reason we have had to abandon the attempt.

Members who are interested in going to the Passion Play can still do so by booking through a travel agent. Tickets are available as part of coach tours and combined flight/coach tours. Early booking is recommended because the demand always exceeds the supply.

**Jean and Ian Day.**

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### A NOTE FROM THE RALLY CO-ORDINATOR

Following various concerns shown re. SAEs and confirmation of rallies, I would like to remind members of Item 4 of the 'Guide to New Ralliers'. This Guide is one of the sheets of information that all new members receive as part of their membership pack. Item 4 states:

***“Return the RALLY SLIP and the CHEQUE for the total amount of the cost of the rally to the Marshal, whose address is given in the rally information. If you wish to have confirmation that you have been accepted on the rally please enclose a SAE.”***

May I also remind members of item 11 of the Guide:

***“Extra items such as trailers, cars (with vans) tents etc. may only be accepted on site with the prior agreement of the marshal.”***

*Neil Rogers*

## News just in from Little Budworth

Having just returned from yet another splendid rally at Little Budworth I write in admiration of Liz and her assistants, Ven, Nora, Alan and Bryn.

We arrived in pouring rain to a great welcome, and found that Alan had kindly stepped in to site us as Bryn was ill with a virus. but thankfully he was able to join us the next day, which was still a little damp but a good number of walkers set off on a 5 mile walk through Little Budworth Country Park. That evening we enjoyed an interesting talk by a Birds of Prey rescue centre who brought some of their birds to show us.

Wednesday was our coach trip to Liverpool, City of Culture 2008. Our local 'Liverpudlian' and fount of all knowledge Cedric, gave us a wonderful running commentary on our approach to the city, with lots of amusing anecdotes! There was so much to see and the majority of us ran out of time! But it didn't matter because Cedric took us on a Magical Mystery Tour on the way home!

It was wonderful that night to have a meal prepared for us as we were all quite tired.

Thursday saw a smaller number on the walk (needed a lie in from the excursion the day before) but we were joined later for our ride down the Weaver Navigation Canal followed by our fascinating ascent in the Anderton Boat Lift. An amazing feat of engineering.

There was the usual raffle that evening with Cedric getting bored - until someone blew up one of his infamous hats!

So a great big thank you to Liz and her "staff" for a wonderful rally.

P.S. One of the things I enjoy about rallying is there's always someone I haven't met before. On this rally there were 13 couples who were "friends" I hadn't met before. This must be so encouraging I think.

**Janis Wood**

# From the Factory

## Designing a Motorhome

Designing a modern Motorhome is a multi stage process whether it is a new or replacement vehicle. The initial stage begins with market research and the success of the product very much depends upon the expectations and accuracy of this research. The research establishes target audiences, suggested selling prices, levels of competition in that market sector and more design specific requirements such as size of vehicle, level of equipment, style, feedback from existing customers and benchmarking against similar vehicles.

The next stage of the process is to evaluate the feasibility of producing the new product within the constraints of the manufacturing capability and ascertaining the resources required. When these have been established an outline specification is generated and agreed with the sales team. This allows a budget costing to be produced for materials, labour and tooling costs to enable the overall project costs to be estimated. These are then used to determine whether the project is viable and they will be reviewed and the project given approval to proceed if it meets the projected sales volume.

Once it has been agreed to build the vehicle the resources are allocated to the project. These can be either internal or external depending upon the skills

required.

When producing a new exterior for a vehicle a number of different illustrations of how the vehicle will look will be produced and presented for review. From these schemes elements will be chosen and a final illustration will be produced to focus the design process. It may take several versions of this before the complete one is chosen.

In conjunction with this work a vehicle furniture layout drawing will be produced setting out the major dimensions; bed sizes, shower and kitchen sizes. If new concepts are going to be introduced then the furniture design and methods of construction and mouldings etc will be designed. Detailed CAD drawings are then produced showing of all the components.

A design specification will then be produced which will enable the materials to be purchased as the design build evolves. Any critical path items will be highlighted to enable priority to be given to these items with an extended lead-time. The furniture and wallboards will be selected and fitted to a part mock-up of a vehicle to enable the soft trim and plastic laminate to be selected. These items can be designed and purchased together with the required carpets. The

next area of review is the toilet / shower compartment; the level of equipment is defined, new items are designed and tooling commissioned.

Based on the vehicle layout drawing produced earlier a complete set of furniture is drawn up using as many similar parts as possible. The design of the furniture should take into account any new items of hardware that have been selected i.e. size and type of refrigerator, cooker etc.

The body shell panels are also designed at the same time as the furniture to ensure all the necessary apertures for refrigerator vents, electric hook up and exterior door position are fully designed into the vehicle.

New items will be subjected to formal sample review to check fitness for purpose, quality and cost before being implemented into the new product. A bill of materials (BOM) is then generated to ensure the correct parts can be ordered for following production series.

From the CAD drawings that have been produced CNC (Computer Numerical Control) cutter paths will be produced to enable the panels to be machined in the CNC workshop. A full set of prototype parts for all furniture and body shell components will be manufactured to validate the design processes. Any difficulty experienced during the build, assembly or fitting of these parts are fed back into the design department for drawing modification or redesign as required. No change is

made to the design without the drawing being updated to ensure production vehicles are built to the correct standard. The BOM is updated to reflect the latest design.

The vehicle is then tested and certified for EN approval. European Whole vehicle Type approval testing is carried out. This is followed by live in and durability testing.

Another vehicle is then commissioned as a Job 1 vehicle. A set of parts is then ordered and machined to produce this vehicle. This is a shared build vehicle between production and development to enable the production technicians to be trained on any new techniques; it also tests the build of the vehicle before full production starts.

Any problem areas are analysed and the design and BOM is modified as required. The vehicle is now released ready for production series.

As you can see designing a Motorhome is a complex and detailed project. A great deal of research and experience is required and the process can take from a matter of days for minor changes to 6 months for a major new product range to be produced. The rewards on a personal level, however, for getting it right and producing something we are all proud of are tremendous.

***Stephen D Small***  
***Chief Engineer.***

## **MORE ABOUT CAM BELTS!**

*John Agate*

We bought our Executive new in 1997. It is a 2.5 turbo diesel on a Peugeot Boxer base. It has done 56,000 miles. We are hoping to run it for another 11 years or so. As I am 69 this year and my wife 72, as well as our own health, we need to nurture Billy (our motor home) too.

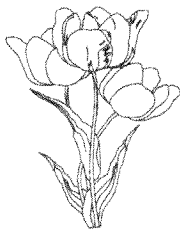
We had Billy cleaned and treated with waxoyl last year and I try to keep on top of small running repairs. Replacing like with like, is however, becoming problematic. Billy has been serviced regularly on an annual basis but last year I lost confidence in my usual garage. They had diagnosed an oil seal leak and fixed it. Coincidentally perhaps the temperature gauge ceased to work but they made a pig's ear of trying to sort it out.

There are few garages locally that can cope with vehicles the height and length of an Executive and I have avoided main dealers on the grounds of cost. Research led me to a well established garage some 8 miles from home and in March this year Billy was booked in for its annual service and MOT. My first reaction was to the size of the £368 bill. However, they seem to have done a very thorough job. I haven't much to compare it to, but hopefully it is a fair price for a fair job. It was at this point that I discussed the need for a change of cam belt.

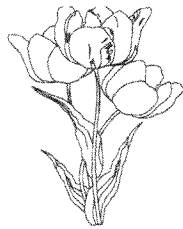
I was provided with a web page print out from Autodata. I understand this is a subscription site for garages using manufacturers' data. The print out indicated that under normal conditions Billy's cam belt should be replaced every 72,000 miles or 10 years. The garage explained that from experience they only changed cam belts together with pulleys and tensioners. This was more expensive but would prove to be a more reliable job. I agreed to the job and also changing the alternator belt.

The bill came to £369. This was made up of; Cam belt kit £112, Alternator belt £10, Labour £192, VAT £55.

Value for money? Price wise, not sure, but internet research indicates it's in the right ball park. Wise investment? Definitely. Not only could a broken cam belt prove to be very costly, knowing sods law it could happen at the worst possible time.



## May 2008 Rally Supplement



\*\*\*\*\* 6<sup>th</sup>. – 9<sup>th</sup>. 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.

1<sup>st</sup> to 10<sup>th</sup> September 2008 – (10 nights) – Chinon in the Loire Valley  
France.

THIS RALLY IS NOW FULLY BOOKED.

1<sup>st</sup>. – 5<sup>th</sup>. May National Rally & AGM. Nottingham Showground,  
Newark.

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

THIS RALLY IS NOW FULLY BOOKED.

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).

( i. )

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 Bokesbourne & Camping site.  
Do not forget your bus pass.  
**Rally limit 20 Vans**, Rally starts 12 noon.

**15<sup>th</sup> - 19<sup>th</sup> May (4 nights) Little Cotton Farm, C.P., Dartmouth.**

**THIS RALLY IS NOW FULLY BOOKED.**

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

***The fees for this rally are confirmed.***

**19<sup>th</sup>, 23<sup>rd</sup> 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 (19<sup>th</sup> 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.**

**16<sup>th</sup> -18<sup>th</sup> .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](mailto: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.

**Rally in Ireland. 29<sup>th</sup> May – 18<sup>th</sup> June 2008. 20 nights**

**THIS RALLY IS NOW FULLY BOOKED**

**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](http://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 .All 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.

#### **4<sup>th</sup> – 6<sup>th</sup> July Midsummer Music, Motorhome & Leisure Show, Lincolnshire Showground, Lincoln.**

Emergency Tel.No. 07711 271568. Marshal's mobile.

Rally Marshal:-Liz Irvin.

Please use the booking form that is enclosed with this Newsletter, or if booking online or with another form mark ASOC in the club box, and return the form to Warners with the appropriate cheque for camping & entertainment before the closing date of Monday 16<sup>th</sup> June.

Then complete the ASOC rally slip and return, with rally fee of £2.00 couples, £1.50 singles (Incl.VAT) to:- E.Irvin, 43 School Lane, Kirk Ella, HULL, East Yorkshire, HU10 7NP. Tel.No. 01482 658345, e-mail [irvin@irvin.karoo.co.uk](mailto:irvin@irvin.karoo.co.uk)

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

#### **4<sup>th</sup> – 6<sup>th</sup> July (2 nights). Prestwood Steam Fair, Great Missenden, Bucks.**

Emergency Tel.No. 07775570182 or 07749378587.

Rally Marshals:- Jan & Vic Hicklin, & Margaret & Bob Cleaver.

Fee for weekend:- £17.00 per unit, Rally Fee:- £1.75 per unit (Incl.VAT). NO Electricity.

The weekend fee includes unlimited entrance to the Steam Rally.

This is a GREENFIELD site—own toilets essential.

Rally slips & cheques to Mrs. J.Hicklin, 381 Manor Road, Brimington, Chesterfield, Derbyshire. S43 1PP. Tel.No. 01246 236157. If unavailable please ring Margaret on 01442 851080.

**Directions:-** From A413 Great Missenden take A4128 to Prestwood and follow Steam Rally signs.

**NO arrivals before 1.00p.m. Friday please.**

**7<sup>th</sup> - 11<sup>th</sup> July ( 4 nights) Ledbury Rugby Club, Nr.Hereford.**

Emergency Tel.No. 07989153109 Joan . 077915882 Max.

Marshalls Joan & Max Cooke ,Sheila & Ivor Barnett.

Site fees £8 .00 per night Rally Fee £2-35 (incVAT).

Drinking water,waste water facilities ,dog walking on site.

NO ELECTRICITY. use of club facilities -toilets & showers.

We have use of the bar.

Please include **S.A.E** for confirmation & directions.

Please indicate if you require a meal.

Booking slip & cheques payable to:-J.E.Cooke The Magnolias ,Canon Pyon Rd,

Hereford HR4 7RB Tel.No.01432 274906

**Directions** :-The Rugby Club (HR8 2LP) Leave M50 at junction 2 take the A417. The Rugby Club is off the roundabout on A449 to Much Marcle.

**Limit of 35 vans**

**17<sup>th</sup> - 20<sup>th</sup> July ( 3 nights) Beacon Park,Lichfield,Staffs.**

Emergency Tel. no.. Marshals mobile 07713186508

Rally Marshals Ted & Trish Pratt & Vic & Jan Hicklin

Site Fee £5.00 per night inc. vat . Rally Fee £2.35 inc. VAT.

Booking slips and cheques payable to P.M.Pratt,3 Grafton Rd., Stapenhill,Burton on

Trent. Staffs DE15 9DN .Tel No.01283538818

You may arrive on Thursday AFTER 12noon NOT BEFORE PLEASE, ( This is virtually a green field site although there are toilets in Beacon Park).

Saturday evening get together includes Jacket potato, dessert and drink - £4.50 per person. **Pay with booking slip.**

**Attractions:-** Beacon Park is adjacent to Lichfield City centre.

Directions: Beacon Park is situated in Lichfield, just off the A51 Tamworth to Rugeley Road. Go round the island with the Bowling Green Pub in the middle. Then take A 51 Rugeley/Stafford Road; turn immediately right down Walsall Road, then immediately left into Lower Sandford Street. Follow signs for Car Park, the site is through the car park keeping to the right.

**28<sup>th</sup> July- 1<sup>st</sup>.August.( 4 nights) Ripon Racecourse,Ripon,North Yorkshire.**

Emergency Tel.No. 07714 091 349 Marshal's mobile.

Rally Marshals:Pauline & Neil Rogers & Jean & Ian Sellers.

Site Fes & Rally fee:- £ 4 nights £31,couples,£26,singles ( incl.VAT).

GREENFIELD site - NO Electricity.Toilets & showers available 8.a.m. - 10 p.m...

Rally slips & cheques payable to N.C.& P. Rogers,3 Appleby Close, Aldbrough St.John, Richmond,North Yorks.DL117TT.Tel.No.01325 374540. **S.A.E. for confirmation &**

**directions.**

**Attractions:-**Ripon Cathedral,Workhouse,Courthouse, Prison & Police Museums,canal, marina & walks.Fountains Abbey & Hall,Studley Royal Water Gardens.Newby Hall & Gardens.Pub serving meals nearby.

**PLEASE DO NOT ARRIVE BEFORE 1.00P.M.**

**1<sup>st</sup> – 6<sup>th</sup> . August. ( 5 nights) Eskdale School,Whitby,North Yorkshire.**

Emergency Tel. No. 07711 271568 (Marshal's mobile)

Rally Marshals: Liz Irvin, Peter Brown & Chris Mawdsley.

Site Fees £4.70 per night. Rally Fees £3.00 couples £1.50 singles (both include VAT).

**Greenfield Site, No Toilets, No Electricity. All Hardstandings.**

Booking slips to Mrs E. Irvin, 43 School Lane, Kirk Ella, HULL, East Yorkshire.HU10

7NP. Tel. No. 01482 658345. Cheques payable to Mrs. E. Irvin.

**Attractions:** Whitby Regatta 2<sup>nd</sup>, 3<sup>rd</sup>. & 4<sup>th</sup> August. School off the Scarborough Road, buses at the school gates to Whitby. Come and explore Whitby's fascinating and historic streets and waterfront. The site is close to the Whitby end of the Moor to Sea Cycle Route with links to Scarborough and Pickering. For walkers the Cleveland Way coastal path is nearby. Visit Goathland where Heartbeat is filmed, or travel on the North Yorkshire Moors Railway.

**Directions:** From Scarborough on A171, on entering Whitby, after Lay- by and 30mph. Sign, turn left into Eskdale Road and the school is on the left. From Guisborough or Pickering on A171, enter Whitby and continue on the Scarborough road, cross the new Esk Bridge and continue up the hill to the top, Stainsacre Lane. Eskdale Road is on the right, before the industrial estate.

Post code YO22 4HS. **Limit of 25 vans.**

*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.**

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.**

## Even more on cam belts.....

*John & Sue Law*

On the subject of cam belts, highlighted by members David and Doreen Palmer's recent unfortunate experience, as mentioned on p 11 of issue 235. Some of the information they have been given is correct, but let me expand upon the subject a little more.

Belts are used today mainly because they are cheaper to manufacture than chains, are less labour intensive to fit at the factory and are able to stand up to the higher revving engines of today, but sadly, to me anyway, they've never seemed to have had durability. Thank goodness there has been a recent major shift in chain technology and chains may well make a return. Cam belts are, by nature, very similar to tyres and other "rubber" items on vehicles, they have a "shelf life" and can easily be misused. Although this can be somewhat difficult to determine at the point of purchase, like tyres, they do suffer from time degradation and should not be used, even if they look perfectly sound, once they get beyond six years of age. As for the period of time at which to change one, this can depend on several factors. The vehicle manufacturers do stipulate a change by period, much as David and Doreen were told, eventually, but the figure can vary slightly between one and another, taking 36k miles as an average maximum. Other factors are: 1. The working conditions of the belt. If it gets oily, then it should be changed right away and the source of its contamination rectified. 2. A vehicle that has had its engine standing motionless for any more than twelve months, should also have the belt changed prior to use. This is because, again like tyres, the belt can gain its own type of "flat spot" in the area that it deflects the most, around the belt tensioner pulley, where it's usually subjected to a "reverse" pull. 3. If in doubt, change it anyway, more so if the vehicle seems not to have any real service records. Some engines are deemed safe, or free-wheeling, which like the one in David and Doreen's Ford is, thank goodness. A belt change usually costs anything between £20 to £200, with the belts costing around £10 to £40, according to what vehicle they apply to. They are not beyond the scope of your average home mechanic to do, but better to have it done by a reputable garage, who would have the trained personnel and, in some instances, all the specialised tools and gauges required.

Failing this rather simple and relatively inexpensive task being done, it could easily cost you your life, others lives, the total loss of your vehicle, or, at the

very least, a huge engine repair bill. Sue and I were once witness to a belt going on an "unsafe" engine type on a motorway. Vast clouds of burnt rubber dust from the tyres and blue smoke, almost total loss of control by the driver, with several heart stopping moments before the vehicle, thank goodness, was brought to a standstill on the hard shoulder. Several vehicles, ours included, stopped because it was momentarily hard to see clearly, plus the shock of what we had seen and other vehicles seemingly going in all directions, with us ending up on the hard shoulder not too far behind to damaged vehicle. Upon finding out why, it could all have been so much worse, or even fatal, and thankfully, the only "casualty", if you can call it that, was the vehicle's engine.

A little tip here from me. Whenever we changed one of these at my garage, not only did we put the date and mileage details on the service record, we also used to mark the timing cover of the engine with a Tippex brush, or later on we used a Dymo label maker, just as I did recently with our Ford Transit RX80. So useful for both the owner's and garage's reference, plus any future owner of the vehicle to refer to, or see at a glance when it's being serviced later. We also looked upon it as a small, but good customer relations exercise at the time.

Member Tony Millway has been in touch by e mail about our solar charger for possible application in his Peugeot Boxer based Symphony model. Likewise, I've duly sent him full details.

---

## Hook up in France - Site liable to flooding!!

John Agate also sent in this picture showing some ingenuity in putting the electric hook up out of harms way.....



## HILL STARTS ON STEEP SLOPES

**Roy and Elizabeth McIntyre.**

Our first motor caravan was a 1959 Bedford Calthorpe (three gears, top speed 49 mph) bought in 1961. At Motor Caravanners Club rallies we began to see friends with Autosleepers, so in 1967 we bought our first, a Commer. We are now on our fifth successive Autosleeper, a 1998 Trident. As they have been our only vehicles, we have covered well over 300,000 miles in them. In all that time I have only had to do two tricky hill starts, ie on 1 in 3 slopes.

The first was in the Calthorpe. We were in Lorna Doone country on a visit to Oare Church. We met a car coming downhill at a tight bend. After letting it come through I expected to have a real problem. We had four adults and several children on board. To my amazement and intense relief the hill start went perfectly - we pulled away a smooth as could be!

The second was last Summer on Skye, on a visit to the tiny harbour of Elgol, from where you can take a magical half day boat trip to Loch Coruisk, in the heart of the Cuillin mountains.

On leaving the harbour, I changed to second gear, forgetting that the hill would suddenly get steeper. I realised too late that I would need first, and as I changed back down the van lost all its momentum. With my Calthorpe experience in mind, I had no worries. To my surprise and consternation however, our Trident would not do a hill start on the 1 in 3 slope. Unlike the Calthorpe it has front wheel drive, so all the weight was on the back wheels. The driving wheels just spun. The two cars behind me obligingly reversed a short way back down the hill to where the slope lessened to let me do likewise. Then I had no more trouble and held first gear to the top of the hill.

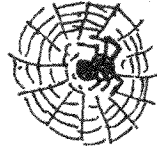
No one had ever warned me of the difference I would find with front wheel drive. Have other members encountered similar problems? Another thing I remember about the old Bedford CA was that it handled well on icy roads.

*Reminds me of a particularly hair-raising event in our Duetto. We were taking family (6people) on a tour of the local country-side and on a particularly narrow, winding road leading (eventually) up to the Roaches, a particularly craggy and fairly high rock formation just off the Leek to Buxton road, I was having difficulty with a cyclist. After passing him for the 'nth time I approached a very steep, windy and narrow hill where he decided to overtake me on the inside (as I changed down) causing me to almost stop in an effort to avoid him. Needless to say I lost all power and had to reverse to the bottom of the slope to give it some 'welly'. I think I exhausted my entire vocabulary of naughty words on that man.....*

*Chris*

# Technical Group & Website

**Baz Wellard**  
**Chairman, Technical Group & Webmaster**



## **National Rally – Open Session:**

Just a reminder that if you have matters to raise regarding the Company or their products then the time to do so is at the 'Open Session' on Friday at 1400 at the National Rally. The 'Open Forum', following the AGM, is for Club business only.

## **X250 Chassis:**

There have been reports in motorhome magazines, and the internet, regarding what appears to be a problem with the Fiat Ducato version of the X250 chassis. When the Ducato is reversed uphill it has been reported that there is juddering in the transmission. One Club member has advised me that he has a similar symptom with his new Peugeot Nuevo, and has booked his van in with his dealer and will report back.

If other members have experienced similar symptoms may I suggest that you contact your dealer, and perhaps you would also be kind enough to keep me advised of the outcome, please?

## **Ideas Sheets:**

The following Ideas Sheets have been approved by Auto~Sleepers:-

- No. 143 – Trident – Eye level shelf
- No. 146 – Trident – Egress through the rear door at night
- No. 147 – Most models - Ease of filling fresh water tank
- No. 148 – Duetto - Replacing bulbs in rear light cluster
- No. 149 – Duetto – Additional nearside rear seat position

Ideas Sheets are available to members by sending an SAE to me at 18 Greenwood Close, Fareham, Hants PO16 7UF.

**Postage rates went up on 7<sup>th</sup> April!** Please use these new rates or you may be charged extra by the Post Office:-

up to **8 pages 27 pence** 'letter size';  
up to **12 pages 42 pence** 'large letter size';  
up to **33 pages 66 pence** 'large letter size' and  
up to **70 pages 90 pence** 'large letter size'.

These rates are all repeated on the Club website for future reference.

Ideas Sheets No's 142; 144; 145 & 150 were not approved, and another 8 have been submitted to Auto~Sleepers for consideration.

**Website:**

Latest releases:-

- **No. 3/08** Whitmead Forest rally report; Clubman T4 fuel report and a further review on the Sigma EL available.
- **No. 4/08** Correction to a 'for sale' item in April Newsletter and the five new Ideas Sheets (*see above*).

\_\_\_\_\_ooOoo\_\_\_\_\_

***A problem solved is a problem dissolved!***  
***Valerie & Robin Gardner***

New season, so started at the weekend to prepare and load the van for the first trip out, leaving AM Wednesday, overnight stay with our daughter at Witney before the Burton rally starting on Thursday.

No problems so far, but then came Tuesday. Connected the electric, all checked out ok, turned on the gas, all checked out ok, filled up the fresh water tank, turned on the taps (to check they system that had been drained down last October) **NOTHING!** But the pump was running.

The vehicle is now eight years old, had the diaphragm gone? Took out the complete pump unit, cleaned all filters, stripped down pump assembly, all seemd ok. Did a bench test, water everywhere - pump working well...

Put it all back together, tested without the outlet pipe fitted, all ok. Went to connect the output pipe, which was a plastic screw connection and found the fitting had fractured. This was about 2pm - quick panic call to Charles Trevelyan and explained the situation. He said they did not stock this type of part, but he would see what he could do and ring back. He soon returned my call, he had found a connector that would do and would send it first class post. Next problem, our post does not arrive until the afternoon and we had to leave before lunch on Wednesday, but the problem was soon solved, Charles would send it to Witney.

The part was waiting for me late afternoon Wednesday; it was fitted, test and all systems working A1. We were in a good water situation!

Looking back now the dust has settled, why did the pump not pump, it could not have been anything to do with the connector, I suspect it was weak and broke when I removed it. Could it be that the pump was dry from being drained off and only required to be primed? Has anyone else had this problem and how do you prime a pump in situ?

Our many thanks to Charles Trevelyan who came up trumps, we could not have had any better service. I bet all the other motorhome manufacturers are not as good as Auto-Sleeper and do not provide such an excellent after sales service. This is one of the many reasons why we will never go for any other make of motorhome.

The drinks are on me at the National Rally Charles.

*I don't know the cause but I went through the same process once with our '99 Duetto.*

*Peter*

## **The Wilton Saga**

### **Chris Mawdsley**

Some of you will be aware that Peter and I ordered a Wilton - that was in February 2007, with an estimated delivery end July beginning of August, which was soon revised to October. Well we took delivery of it on 18th March 2008.

Now I'm sure it will come as no surprise that 5 months of delays and excuses tempered the excitement of getting a new van somewhat. And I have to be honest and say that on the day of delivery relief that we finally had the van was the overriding emotion.

*However*, that quickly deteriorated to abject disappointment after the screen in the bathroom broke, one of the hinges on the habitation door disintegrated and one of the rear windows leaked. I wont go on about the rest of the problems; suffice it to say disappointment was definitely spiked with fury when it became apparent that the said leaky window had a broken surround, and had obviously been fitted that way.

Our Dealer and Charles Trevelyan have been extremely helpful and have done everything they can to repair the defects, but why oh why can't Auto-Sleeper adopt a proper quality ethos which ensures they get it right first time?

---

## **Short but Sweet....**

### **Mari Russell**

Having bought our Auto-Sleeper last May, my husband John and I toured through France, Spain, Portugal, Southern Spain, then home again. For our first trip it was an eye opener as to how different countries go about things. All in all we enjoyed the experience and looked forward to joining some of the rallies in England. Unfortunately, I have had to have operations on my right knee and left foot and am going to be out of action for some time and this will put a stop to our travels.

Hence we have decided to sell our Auto-Sleeper, which is very disappointing for us as we were looking forward to meeting other like minded people at rallies. Perhaps we will be able to buy another 'Sleeper' in the future and join the 'Club' again....

## **Queries on a 1979 AS CB22 on Bedford CF250 chassis/ cab from Ken Crosby**

I have an original sales brochure for my van which stated it has a 16 gallon fresh water tank but the tank on mine holds only 12 gallons and is made of aluminium, is this a later modification or has an incorrect tank been fitted at some time?

Below the Griffin badge on the bonnet is a small metal holder which looks as if it once had a badge or logo in it, this is visible in the photo on the sales brochure but is too small to read. Can anyone tell me what it should be?

I have had the van for just over a year now and am very pleased with it so I hope someone has the answers to my queries

---

I recently, with very little thought, ordered an external thermal screen for the windscreen of our new Wilton. When I first came to fit it during a gale and in driving rain I found that it was in no way comparable to the PARA-GON Silver Screens that I had for the Inca.

The screen was thin, had weak seams, delicate door straps, elastic attachment straps and unusable installation instructions. Once attached in a fashion it was left in place over the Easter weekend and then removed forever.

On returning home I placed a telephone order with J & M Designs of Cleckheaton for genuine Silver Screens. Once they had robustly checked I was ordering the right screens they accepted the order. The screens arrived the day after next with clear instructions and fit perfectly and quickly. I shocked the company by ringing them and thanking them for the excellent product and service.

This was entirely my mistake by not checking what I was ordering so no one else to blame. For anyone who is interested, they will be available at the National at a knock down price.

*Peter Brown*

### **WANTED**

We urgently need a carburettor for a 1990 Peugeot/Talbot J5 Talisman 2.0l petrol engine. Can anyone help?

**Mr & Mrs R Wright 01229 471708**



**Superview Awning Panel**

3.2m(w) x 2m(h) depicting Monsal Viaduct for fitting to Fiamma Awning. Unused £100 Buyer to collect

Contact Barry Page 01462 731972  
bwpferndale@tiscali.co.uk (Beds.)

Note corrected price.

**Peugeot Boxer Nuevo ES 4 berth, 2.2 HDi reg Oct.2005. 12,500 miles.**

Excellent condition, one owner, non-smokers. Fiamma awning and other extras **£27,000.**

Contact Allan Reed 0191 581 1801 or 07785 342131 (NE England)

Thanks for the donation

**Peugeot Boxer Harmony 2001 2 berth.**

15,000 miles 1.9 TD. Cd/radio. Toilet/shower room. Gas/elec fridge. Gas hob, leisure battery. Hot air heating. TV shelf, aerial. Gas bottle. Good clean condition. Long hook-up cable. Front swivel seats. Bike rack. Non-smokers. Would consider car exchange plus cash.

**£20,000 ono**

Contact Mari or John Russell 07504 258799 (Kent) Thanks for the donation

**For Peugeot Boxer Van.** 2 ext. rear view mirrors, extended version, electrically operated. One near side, one off side from 2007 Boxer. Good condition. Intact & Working. Cost over £200 each new. **£100 ea.** Can be packed for posting. Contact Steve Lawson 01579 344167 email Stephen.lawson6@btinternet.com

Thanks for the donation

**Various ASOC crockery** crocus design. Could bring to AGM if notified. Proceeds to Breakthrough breast cancer charity. Contact Anne Rose Kevanne1@btinternet.com

**AS Peugeot Boxer Dorset Silver 2004.**

2.2 HDi 9,500 miles. Thatcham (Toad) alarmed, immobiliser. Full cooker, 3 way fridge shower flush toilet TV aerial blown air heating alloy wheels (sport).

Excellent condition. **£22,000 Contact Gill Brindley 01635 298071 or 07919 663540**

Thanks for the donation

**VW Clubman GL 4 berth 2.4 diesel.**

August 98 'S' reg. 29,500 miles. Taxed and MOT Nov. Usual Clubman equip. with pull out awning with new front panel bike rack external Taylors screen cover. Ramps, mud mats top box elec hook-up leads TV aerials & cable. **£15,800.** Sale due to ill health.

Also Towbar for VW Clubman (forward tanks) **£250 Contact Dave Boon 01275 845919 (Bristol)**

Thanks for the donation

**Omnistore Top Box White as New 34" x 57" x 13" £100.** Items for base model

VW T4. Silver Screen 'Summer Solar' **£25.** Sony radio/cd player with remote **£50.** Clutch & footbrake lock **£40.**

Contact Geoff Rothwell 01745

826752. Thanks for the donation

**VW Topaz 1995 2.4D 38,000 miles.**

Fsh, cruise, AS crockery, toilet/shower. Taxed, MOT & Serviced to Nov 2008.

Excellent condition **£15,000 Contact**

Phil Wade 01603 743497 email pipwade@tiscali.co.uk (Norwich). Photos available by email.

**Amethyst items for sale.** Dark blue removable cab carpet, Taylormade solar screens, Taylormade thermal screens used once only. Thetford C3 toilet waste tank. Towbar with ball & electrics Fiamma Pro C bike rack Fiamma 320 back box 2 new ventilator flyscreen/blinds, C/van door stay, handbook. All good condition. Contact Chris Wild

01244 683629 or 07941 689038

## Contents

From the Editors ... ..	2	More about cam belts ... ..	10
Carver heater ignition problem solved	3	Even more about cam belts ... ..	11
Regalia Update ... ..	3	Site liable to flooding ... ..	12
Obituary ... ..	4	Hill starts on steep slopes ... ..	13
New Members ... ..	4	Technical Group & Website ... ..	14
Rally News ... ..	5	A problem solved is a problem dissolved	15
Sedgmoor Carnival ... ..	5	The Wilton saga ... ..	17
Oberammergau 2010 ... ..	6	Short but sweet ... ..	17
Note from Rally Co-ordinator	6	Queries from Ken ... ..	18
Little Budworth ... ..	7	Screens ... ..	18
From the Factory... ..	8	Wanted ... ..	18
		For Sale ... ..	19

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\*\* Jill Bertlin

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