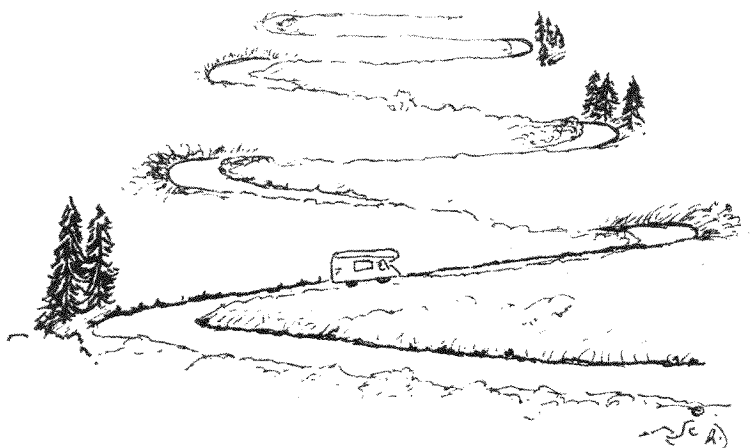




www.asoc.fsnet.co.uk

# **AUTO-SLEEPER OWNERS' CLUB**

A Company Limited by Guarantee  
Registered Office: Orchard Works, Willersey, Nr. Broadway Worcs. WR12 7QF.  
Registered No: 4616969



*Off Route - Recalculating!*

**NEWSLETTER 238**

**July 2008**

# From the Editor (S)

Obviously us in the editorial team, working down in the dingy basement of ASOC towers, get all the bad news first, bereavements, cancelled rallies, moans and groans and so on, BUT this month I have the really good bit to do which is to tell you the fantastic amount of money raised at the AGM and how you did it, more about that inside.

We would like to thank the many members who sent help and information in reply to the appeal by Sam Bissell. Unfortunately he has now sold his Pescara and so resigned from the club, so forgive me for not including your responses.

At the AGM we heard comments on how difficult it is to get onto some of the smaller rallies and I have heard this again since. As Andy said at the AGM, we are at the vagaries of the post office, but having looked into this problem, I can assure everybody that the rally marshals do their utmost to make the allocation of places as fair as possible. I do not want to start a witch hunt but I am sure your committee would appreciate any well considered suggestions that might make this process seen to be fair. Recently we missed out on a rally and although really disappointed we are happy that the allocation was fair and somebody had to be unlucky.

Can I please ask members to try to send their contributions for the newsletter to the correct person because a lot in this one was sent to Peter. Peter is actually in France at present "on holiday" and were he not so conscientious and electronically connected, these articles would not have gone in until September. The purpose of the deputy editor doing two issues a year is so that Peter and Chris can have a well deserved break and come back fresh.

After the official AGM the committee has their first meeting to which I was privileged to be invited for the purpose of the committee meeting me and vice versa, I suppose it must have gone ok because I am still here. At that meeting I was really impressed at the professionalism and productiveness of this meeting having been to so many that were a total waste of time. It was also very relaxed and friendly (typical ASOC

really). The other thing I was impressed with was that those concerned had things in hand up to 12 months ahead of time, BUT really impressive was that the weekend was only half over, so Nora had not had five minutes to relax and say well that's over for another year, but she had arrangements well in hand for next years rally. That's commitment. Thanks again for the invitation.

Dudley  
Deputy Editor

### **STANDING ORDER PAYMENTS**

For any Members who have previously paid the annual subscription by Standing Order, this is a reminder to contact your Bank and cancel the arrangement, as in future subscriptions must be paid by cheque and returned with the completed renewal form.

Jill Bertlin – Membership Secretary

### **CORRECTION OF RALLY DETAILS**

We have noticed in the June news letter Rally supplement that a couple of things about the Shoreham Air Show Rally are not right.

The date should read **27th August - 1st September** and  
It should have **No Dogs.**

Theresa Smith No 3655

### **Peter's conscience told me that....**

Whilst sunning it (in the rain) in the south of France, Peter and Chris were talking about medical insurance abroad. They recall they had a very good piece on the subject from a member who related a problem with a member of his family and used his experiences to give good advice. They can't remember including it in the Newsletter and won't be able to track the piece down till they return home - so apologies to the (for now) anonymous member and to the other members who should have benefited from the advice by now.

## The Really Good News

Nora sent me this breakdown of how we (the members) raised the fantastic amount we did over just one weekend and while we were enjoying ourselves.

Raffle	£918.00
Tea/Coffee	£89.70
Hobbies	£27.00
For Sale Board	£10.50
Quiz	£244.00
Cake Auction	£93.50
Salvation Army	£246.62
Grand Total	£1629.32

Well done everybody and give yourselves a pat on the back.

### Attention members with a Palermo - Please help me

I am appealing to other members who own a Palermo to contact me so that I can discuss and seek advice on some issues I have with mine.

My email address is: [fjholmes@lycos.com](mailto:fjholmes@lycos.com)

Telephone 01438223601 or Mobile: 07789005562.

Thanking you in anticipation.

John Holmes 5731

### What about this?

I have just had a new hip - and our Symbol is superior to any car for moving around with crutches. The physio came out to show us how to get into the van via our small portable step and was envious - offered to swap her car for the 6 weeks I cannot drive - NO WAY!

While in Perthshire we came across this very odd looking "Autosleeper".

Yes above the cab it says very clearly Auto-sleeper, but is it really? *Dep. Ed. If anybody has a definitive answer we will print it in the newsletter, picture on web site*

Jean (and Ken) Fowler



## **FINDERS-KEEPERS!!**

Bill is usually the lucky one in finding the odd bit of money lying in the gutter. Recently I have struck lucky and found more unusual items:-

### **First**

Before Easter we spent a week camping on the Isle of Mull. We had one night almost camping "wild" as no-one from the nearby farm came to collect **our** dues. We had just settled on a level patch, probably occupied by a tent last summer judging by the tent pegs left in the ground. I stood in the back door to see the "pot of gold" well, we had seen a few rainbows! Lying beneath me were some very tarnished coins looking like old coppers 5x2p and 1x1p. Bill soon made them look almost new with Fairy liquid and a scouring pad".

### **Next**

On our return home we went into Leicester on a Saturday - not our usual choice of day. We walked along Granby Street, with plenty of other people in both directions, and I spotted a whole cucumber still wrapped in its polythene "skin". No-one else seemed to want it, so it went in my bag!

### **And unbelievably**

On the way to our letter box/PO, and next to the bus stop there's always a large puddle after rain. Lying in it was a Penguin wrapper which still looked whole and unopened. After posting my letters I tested it with my foot - and it ended up in my hand ready to enjoy with our next cup of tea

Elizabeth Grimsley

### **More on Truma Heaters**

Like Mike Hall ( Newsletter 236) I also experienced problems with the space heater in my motor home, a 2002 Auto Sleeper Symbol. The unit in the van is a Truma E2400 blown air heater and operation was intermittent before failing completely as the cold weather approached.

I booked the van into a well known local workshop and after a couple of days was informed by phone that the heater did not work and would require 8 or 9 hours of work to remove the unit to investigate the fault. The E2400 is located behind the Truma hot water heater under the bench seat locker. Any replacement items for the repair, refitting and testing would add to the overall cost and I felt reluctant at the time to fund the company's learning curve into repairing Truma heaters.

An advert in Motor Caravan for Truma Heating and Repairs was brought to my notice. Whispaire of Romsey in Hants was contacted and the van booked in for investigation. The professional approach to the problem soon became apparent, the engineer with his 'ear to the ground', well his head right down in the under seat locker, stated he could identify when the gas valve opened, but no click, click, click from the igniter could be heard. A new control board was tried but brought no success.

The time given for the removal of the heater unit was 2.5 to 3 hours. In fact the completed repair including the cost of a new igniter unit, and function tests of both heater units after refitting was £250. A very satisfactory outcome.

Whispaire of Romsey, [www.whispaire.co.uk](http://www.whispaire.co.uk) specialise in servicing and repairs to most models of Truma heaters and Martin Cookson is always ready to help and can be contacted on 01794 523999 and [info@whispaire.co.uk](mailto:info@whispaire.co.uk)

Les Henman 5635

# Technical Group & Website

Baz Wellard  
Chairman Technical Group & Webmaster



**LEZ:** Don't forget that the second tranche of the London Emission Zone (LEZ) starts on 7<sup>th</sup> July. This means if your motorhome is over 3.5 tonnes GVW and is not compliant when you enter the LEZ (*very roughly inside the M25*) you will have to pay £200 charge per day. To check if your motorhome is compliant, and for more detailed information, contact the Transport for London (tfl) on 0845 6070009 or go to [www.tfl.gov.uk/lezlondon](http://www.tfl.gov.uk/lezlondon).

However there is some good news for '**Blue Badge**' holders. I've checked with tfl and they have confirmed that you are exempt from both the 'congestion' and the LEZ charges. You simply have to register by filling in an application form, sending it with a copy of your 'blue badge' and a £10 administration payment to the tfl. Full details available by ringing them

The next important date will be 4<sup>th</sup> October 2010 from which date motorhomes between 2.5 tonnes and 3.5 tonnes GVW will also be affected.

## **X250 Chassis:**

- **Water in the engine compartment:** As I write this article Charles Trevelyan is still trying to get a resolution that will satisfy members regarding water in the engine compartment. Charles is dealing direct with the Auto Sleepers' contact at Peugeot.

**Reversing problems:** From correspondence there seems to be no resolution yet to the reported problems of reversing uphill.

**CB22s:** In response to Brian Collin's enquiry regarding how many CB22s there are in the Club the answer is 3. However I

have recently been in touch with a further owner who is now applying to join.

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

- No. 151 Duetto – Cover sharp edges in the gas locker
- No. 155 Duetto – water pump installation improvements
- No. 159 Stop accidental shower operation
- No. 160 Keeping mud off the rear step
- No. 161 Locking the under chassis spare wheel
- No. 162 Shelf in the TV cabinet
- No. 163' Nine changes & additions to a Wilton

**Website:** Club website update No. 6/08 has the following updates:

Rally list: *Change of venue for the Northern Motorhome Show to Pickering Showground*

AGM & National Rally:

Short report and selective photographs  
Honorary membership - *For Angela & Charles Trevelyan*  
Committee members - *Voted at the AGM.*

Rallies: Full report and photographs of the National rally

Member's deals: *Addition of Delfin Designs (Sevel chassis expert)*

Ideas Sheets *As listed above.*

Open Session *'Notes of the Open Session'*

Technical: *2008 Wilton & 2005 Lancashire model reviews - available*

# Rally News

If you have enjoyed a rally, have an interesting story from one or would just like to thank the rally marshals or other members who were there, this is the place to do it. It also gives other members the information they need to decide if this rally would interest them. Thanks for your contributions, Dudley

## A.S.O.C. - Dartmouth & Butlins Minehead Rally Reports - 2008

### **Dartmouth**

The Members arrived on the pristine Little Cotton CP in the dry on Thursday the 15<sup>th</sup> May for four nights prior to the annual Music Festival starting on Friday. 36 vans attended. Friday dawned very misty, it was literally 'good to see you' but lifted later in the day and people went out and about doing their own thing. Most went down to Dartmouth on the Park & Ride service (£1 each all day) and some went on to Kingsbridge on the Mayflower Link Service that runs between Dartmouth and Plymouth.

It is a very beautiful stretch of road from Dartmouth to Torcross and on to Kingsbridge and on the Friday it was we were told quite exciting when the double decker got stuck alongside a lorry going in the opposite direction. Neither could move without some assistance and the bus driver did not know how to use his vehicles telephone to call for help. Sheila Barnett came to his rescue with her mobile and rang the police and Company for him. However before help arrived from beyond someone in a following car managed to guide the lorry free and thus release the blockage – phew! Friday was wet in Kingsbridge but just misty in Dartmouth where a walk was guided to the Castle and the Tea Rooms along the ancient streets and much enjoyed by those who took part.

Saturday was a wet day and more of us went to Kingsbridge and enjoyed a dry visit. Those who did not travel out of town were sampling some of the various performances of the Music Festival participants including A J's Big Band in the park band stand in the evening for an hour and a

half and very good it was too. We had rain late on Friday and Saturday was a bit of a wash out but still members found much to do. Thankfully Sunday and Monday were lovely days and we all managed to leave on both days with dry awnings and other gear. The general feeling was that the rally, the venue and the Music Festival had been enjoyed by all and we left looking forward to next year and a re-visit.

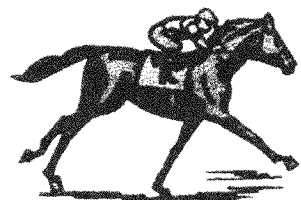
### **Butlins' Minehead**

Twelve of the vans at Dartmouth moved on up to Butlins' Minehead for another four nights commencing 19<sup>th</sup> May.. Twenty four vans attended. Thankfully we only had one dampish morning and all the other days were fine.

On Tuesday May 20<sup>th</sup> Sheila Stewart celebrated her 70<sup>th</sup> birthday, her motorhome had been decorated overnight with banners and balloons, in the morning she was awaited by photographers and presented with a card and flowers. That evening everyone celebrated her big day with bubbly and cake.

Some people might think that Butlins' is an overcrowded noisy place – well often it is but the Rally field is right at the back of the complex where it is peaceful and one can hear the cock crow on an adjoining small holding in the morning and the geese calling often in the day, i.e. quite rural especially when a steam train passes nearby on its way to Bishops Lydiard or on return to Minehead. Again people had a wide choice of things to do, some cycled to Dunster, others caught the bus, many visited the Castle. Many more caught the 300 bus service on a Scania double decker up over Porlock Hill and down Countisbury Hill to spend time in Lynmouth and perhaps take the 1888 built cliff railway up to Lynton and down again after a walk about. The bus runs hourly between Minehead and Lynmouth departing Minehead two minutes before the even hours and Lynmouth ditto the odd hours and on either journey passes up and down both Porlock - (1 in 4 in places plus hairpins) and Countisbury hills and offers great views out to sea or over Exmoor along the way – Lorna Doone country.

At Butlins' there is always something going on and everyone receives a



## July 2008 Rally Supplement



\*\*\*Stop Press. NEW RALLY. 27<sup>th</sup>. – 1<sup>st</sup> December. Ulverston  
Dickensian Weekend. Details later.

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

If you wish to take a car, trailer or tent to a rally, please ask the marshals  
if this is possible.

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.

### 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 & Trish & Ted Pratt.

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 . 07791582881 Max.

Marshalls Joan & Max Cooke ,Sheila & Ivor Barnett.

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

Drinking water,waste water facilites ,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.. Marshal's 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. 07922049714 Marshal's mobile.

Rally Marshals: P

**THIS RALLY IS NOW FULLY BOOKED**

**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: L

**THIS RALLY IS NOW FULLY BOOKED.**

Site Fees £4.70

s (Inc. VAT).

**11<sup>th</sup> – 15<sup>th</sup> August (4 nights) Bugatti Owners Club, Prescott Speed  
Hill Climb, Prescott, Glos.**

Emergency Tel no. 07880 532057 (Marshal's mobile).

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

Site Fee: £5.00 per night. Rally Fee £1.50 per person.

Rally slips and cheques to A. Cavell, 24 The Close, Hampstead Norreys,  
Thatcham, Berks. RG18 0RY. Please enclose SAE for directions and further info.

**Please do not arrive before 2.00 pm.**

This is a green field site with basic toilets open 24/7. We will be camping in a paddock at the bottom of the hill climb course. The site is sloping and levelling ramps may be required. Prescott is well located in the Cotswolds with many visitor attractions nearby. Dogs welcome subject to the usual rules. There is a super walk from the site to the top of the nearby hills.

The Bugatti Museum will be open during our stay. We have arranged for the Curator to give us a guided tour and talk about the history of Bugatti which is not just about cars! The fee will be £2.00 per head and numbers may have to be limited. Please send money with rally entry slip.

We could also arrange a meal in the course restaurant if there is sufficient interest. Cost will be around £15.00 per head for a two course carvery type meal. Please indicate on rally slip if you would like a meal but do not send money at this stage. **Limited to 50 vans.**

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

Emergency Tel No. 07890876859 (Marshals mobile.)

Rally marshals Elizabeth & Bryn Morgan, Tel. No.0161 432 4869 & Nora & Ven Venables Tel. No.01902 332 105.

Site Fees: £7.00 per night. Rally Fee £4.35 for couples, £2.18 for singles incl. Vat.

Please send cheques payable to B. Morgan together with a rally slip and an **SAE to:-** 44 Mersey Road, Heaton Mersey, Stockport. SK4 3DJ.

This is a **GREEN FIELD SITE** with fresh water and an Elsan emptying point (No electricity.) We will be able to use the club's toilets facilities during the day. We plan to devise a roster so we can use the communal shower room (very basic) Dogs are allowed but they must be on a lead at all times and exercised off the site.

**N.B. Please say on rally slip if you are bringing a dog.**

The rugby club may have functions on whilst we are there. We hope to organise an al fresco "Bring Your Own Supper" one evening.

**Attractions:-** Topsham is a delightful small town situated on the River Exe. Topsham Town Fair Week coincides with our rally. Topsham has an historic quay, ferries across the river and an excellent bus and train service to Exeter City and beyond so if you have an English concessionary bus pass bring it with you. The town has a good range of shops, eating places, pubs and an open-air heated swimming pool. The nearby River Clyst has a nature reserve that is popular with bird watchers. Dartmoor National Park is a short drive away. The rugby club is 300 yards from the town.

Directions and confirmation of booking will then be sent to you.  
Limit 35 vans

**27<sup>th</sup>.August. – 1<sup>st</sup>. September.(5 nights).Shoreham Air Show.  
Shoreham Airport, Shoreham by Sea, West Sussex.**

Emergency Tel.No. 07999 571461.

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

Site Fee: £2.00 per night. NO Electricity. Rally Fee: £2.35. **GREENFIELD** Site.  
Water tap & Elsan point.

Airshow tickets required: £26.00 per adult, £10.00 per child.Covers both days.

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

Saturday evening Buffet meal available £4.12 per person, payable in advance.(Incl.VAT).

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

**Attractions:** 2 day Airshow with on ground entertainment, cycle rides from site.

**Directions:-** On A27 between Worthing & Brighton leave A27 at traffic lights opposite the **Sussex Pad Hotel** and turn into airport ( This is the only entrance for motorcaravans.) **Please do not arrive before 12 noon on Wednesday.**

**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.**

**11<sup>th</sup> - 14<sup>th</sup> September. Motorhome & RV Show, Bath & West  
Showground, Shepton Mallet, Somerset.**

Emergency Tel.No. 0777 557 0182 Marshals' mobile.  
Rally Marshals: Jan & Vic Hicklin, Eirwen & Ben Cox. & Margaret & Bob Cleaver.  
Site Fee: Special Club prices. Arrive Thursday £28.00 Friday onwards £23.00.  
Rally Fee: £2.35 (Incl.VAT). Send rally fee with rally slip & SAE for Show  
application form to Mrs. J. Hicklin, 381 Manor Road, Brimington,  
Chesterfield, Derbyshire. S43 1PP. Tel.No. 01246 236 157 **by 23rd. August.**  
**Show application forms to be returned to the organisers, Stone Leisure, by  
30th. August.**

**11<sup>th</sup> - 15<sup>th</sup> September ( 4 nights) Lancaster Heritage Weekend,  
Lancaster F.C.**

Emergency Tel.No. 07989776207 Marshal's mobile.  
Rally Marshals:- Kevin Harwood & Don Bland.  
Site Fees: £5.00 per night. NO Electricity. Rally Fee:-£3.50 couples, £2.50  
singles. All hardstandings. Toilets available during the day..  
Booking slips & cheques with SAE for confirmation & directions to  
F.K.Harwood, 10 Peel Crescent, Westfield Village, Lancaster. LA1 5NY. Tel.No.  
01524 62697.  
Attractions:- City centre 5 min walk includes Museums ( 5 ), Castle, theatres, etc.  
(free entry this weekend). Nearby historic Heysham & Morecambe. RAF display  
& fireworks. Walking & cycling (level) alongside river & canal. Lake District 30  
mins drive away..

Applied 28/6  
C/N 1748  
£23.50

**Limit 25 vans. Rally starts at 12 noon.**

**18<sup>th</sup> - 21<sup>st</sup> September. Northern Motorcaravan Show, Pickering  
Showground, North Yorks.**

Emergency Tel.No. 07922049714 (Marshals' mobile).  
Rally Marshals: Pauline & Neil Rogers, Evelyn & Ben Mansfield & Jean & Ian  
Sellers.  
Rally Fee: £2.00 (couples), £1.5 0 (singles) Both incl.VAT. **Please remember to  
send a rally slip and cheque for the Rally Fee** payable to N.C. & P. Rogers.,  
3 Appleby Close, Aldbrough St. John, Richmond, North Yorks. DL11 7TT.  
Tel.No. 01325 374 540. **The special Club site fees are:-** Thursday to Tuesday  
£38, Friday to Tuesday £35, Saturday to Tuesday £32. You may either use the  
form enclosed in the July Newsletter or fill in an application form from MMM or  
Which M'Van using the special fees and mark the form **A.S.O.C.** in large  
letters. **Send this form back to the organisers, Warners** with the site fees,  
**before the closing date 1<sup>st</sup>. September.**

Applicants after this date **cannot rally with the Club.**  
The rally ends at 12 noon Sunday but you may remain on site until 12 noon.  
Tuesday.

**25<sup>th</sup> – 29<sup>th</sup>. September ( 4 nights). Masham Sheep Festival,Old Station H.P.,Masham, North Yorks.**

Emergency Tel.No. 01765689569.Site Tel. NOT for rally bookings.

Rally Marshals: Alan Guest & Don Bland. Marshal's mobile 07918028696.

Site Fees:- £14.50 per night,with electric. £12.50 per night NO electric.

Rally Fee:-£8.00 couples,£5.00 singles.(VAT Incl.).

Saturday night a meal has been organised on site at £8.50 per head,including sweet & coffee. Meals also available.A trip to the Black Sheep Brewery can be arranged.Please indicate on slip if interested.

Rally slips & cheques payable to A.W.Guest,27 Chiltern Drive,Ackworth, Pontefract,West Yorks. WF7 7DW.Tel.No.01977 612773.

**SAE** for confirmation & directions.

*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](mailto:ncr@nasuwt.net)**

**E & OE**

book of 'this weeks entertainment' on arrival. One event noted was a senior's disco starting at 1 am there was not a rush from the ASOC camp although we gather one brave couple gave it a go! There is a great swimming pool and on the catering side the 'meal deal' tickets at £35 per person for four dinners and four breakfasts was most popular. One can eat one's fill from a wide choice of dishes including kippers among other things, for breakfast. The walk planned for Thursday morning from Blue Anchor along the beach shingle ridge back to Minehead was called off due to rain. It was intended to catch the 10.30 steam train on a single ticket to Blue Anchor; it will have to wait until another time. Other than Thursday morning the weather was kind and again we were able to have our final tea/coffee session and do the raffle all in the dry. The site is ideal for walkers and cyclists, it being at least 15 minutes walk to the main gate and a similar distance again to the town centre but members were not daunted by such matters and again all seemed to have made good use of their time and enjoyed themselves.

Richard & Jill McAllister



**"Chloe" Clubman 2.5 Tdi Automatic.** 1999 T reg. 37500 miles. Overcab bed, freesia upholstery, 5 new tyres on powder coated wheels, cambelt changed, new exhaust. Status 530 aerial, Meta alarm plus the usual A/S equipment. Regularly serviced, MOT April 2009, Non smokers and no pets. Excellent condition, Reluctant sale **£19,950.** **Contact Joan or Bill Ward on 01298 23978** (Buxton) or **William.ward2@virgin.net** Thanks for the donation

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**Tow bar** as fitted to the 2004 Symbol **£50.00**  
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**Amethyst** 2007 4 berth Ford 2.4 TurboDiesel. Only 4000 miles, roll out blind, silver screen plus many, many extras. Sale due to bereavement, a real bargain at **£32,995.** **Contact Alex or Richard on 01580 860260** (Caravan Tech (sales) Ltd who are handling the sale on my behalf. Or see it on their web site [www.caravantech.co.uk](http://www.caravantech.co.uk). You might be able to do a good deal.  
**Steve Smith 01580 754329** Thanks for the donation

## Sleep Easy Bed System

I am a motorhome owner and a member of ASOC, and attended both the Peterborough and Newark rallies, which I both thoroughly enjoyed. While talking with other members, I found that for a large number, this was their first rally of the season. Many said that after a winter of sleeping in their beds at home, it took some time to adjust to sleeping in the van, and there were quite a number of lost good nights sleep. Now in my profession I feel I can help any one who finds themselves in this position.

As a company, *Wrendrag Mini Compressor Systems Ltd*, we market mini pneumatic compressors, which we use on many applications, one of which we market as *Sleep Easy*, and sell in co-operation with the firms that fit the pneumatic rubber cushions that fit between the vehicle chassis and springs of the rear wheels of motorhomes that give a better travel ride. Therefore our system can only be used if you have these pneumatic cushions fitted and is best for beds that are in the rear of the van.

We start by fitting a mini compressor under the van floor, attached to the chassis. There are two outlets from the compressor, one for each cushion. The compressor is powered by a 12VDC motor. The motor will only operate when the bed(s) are made and are occupied, sensors being fitted inside to detect usage. As soon as occupation of the bed is detected, the compressor will run. Compressed air will be pumped into the nearside cushion to about twice the normal pressure (70psi) while the offside cushion will be deflated. Then the offside cushion will be inflated (to 70psi) while the nearside cushion will be deflated. When the system starts up, there will be about 5 complete cycles per minute, giving a gentle rocking motion to the van. As less and less movement is detected, there will be less cycles per minute, until the unit stops, but remains on "stand by". If at any time during the night movement is detected, the unit will restart. In the morning, when the beds are

put away, the unit closes down. There is an override ON/OFF switch, when the unit is not required. This system is also suitable for fixed rear beds. This system does not affect the normal operation of the cushion when travelling.

If you are interested, this system can be fitted at either of our Service Centres, or complete kits can be purchased for DIY fitting. Contact details on our Web Sites. Full fitting instructions will also be forwarded with the kit and details will be supplied to Baz Wellard to enter on the ASOC web site.

Yours faithfully

Southern Office:- [www.wrendragknibor@south.co.uk](http://www.wrendragknibor@south.co.uk)

Northern Office:- [www.senojcirdec@north.co.uk](http://www.senojcirdec@north.co.uk)

Some things are better reversed!

Alias Valerie & Robin Gardner

*Although Auto-sleepers have their problems the next letter to Charles Trevelyan shows that there is no need to get disillusioned.*

I am still grateful to the club members who recommended Derek Findlay in the Newsletter about eight years ago. As I managed to check straightaway with Alan King, Derek's assistant, that a carburetor was available, I was able to beat you by a few hours. However, that a senior man at Auto-Sleepers should aid the owner of a van some 18 years old is impressive. When I contacted another converter about a part for a van then eight years old, not only was I told no help would be forthcoming but I got the impression that I should not be wasting their time - I obtained the part elsewhere. The gearbox bevel gear rear bearing seal, ordered from Peugeot in November 1999, is, according to one franchised dealer, probably still being rowed across the Tyrrhenian Sea but as my vehicle, like about 300 others, has, instead of the supposedly French chocolate one, a gearbox emanating from Austria perhaps the conflicts in the Balkans are the problem. Fortunately, the local Peugeot dealer recommended a British bearing company, which provided a suitable seal within two days.

D J Maddison-Roberts

## Save the Planet—Get a Cow....

Have you room for a cow in your garden?

You may well wonder why I ask you this, but it seems cows might be the answer to our prayers. Let me explain.

I am an avid watcher of 'Countryfile', mostly to get the weather for the week ahead. Why I do this I know not, as by Tuesday it's all gone to pot anyway. However, last week there was a piece about global warming (when isn't there) and cows.

It appears that one cow in one day, by way of flatulence, produces more greenhouse gas than a Chelsea Tractor. Apparently they have a good feed of grass, lay down and just - how do I phrase this delicately - *fart!*

Now, what they produce is methane and we all know that methane can fuel engines. So what are you thinking? I'll tell you what - we'll get a cow. We will also get a trailer or small horse box. There will be grass and hay nets, a water supply and cow safety belts. Also a holding tank, rather like a smaller edition of the old gasometers.

Now comes the tricky bit. I, with the help of Baz Wellard, will design rubber underpants for bovines. These will include a tube to connect to the holding tank. A further tube will connect the tube to the motorhome engine and hey presto, off we go!

Just think of the advantages. No more diesel to buy, no more grass cutting, free milk and the ability to barter milk for other produce or reduced site fees. The cow will also produce fertiliser, which can be traded for rhubarb, etc. Another advantage is that should you have the inconvenience of the motorhome breaking down, you can remove the cow from the trailer and it will tow you to the nearest pub.

How green is that??

*Brian Smith*

*Dep. Ed. Can somebody please enlighten us as to the laws applying to taking cows abroad on holiday.*

*This next article dates back to the days of the "cold war", James Bond and George Smiley.*

## **A DAY TRIP TO WEST BERLIN**

After reading the experiences of Tim Pritchard members may like to read about a trip I did to Berlin while the "wall" and restrictions were still in place. My late first husband and I went on several trips to VW factories in north Germany with the Leicestershire and Warwickshire VW Owners' Club. In October 1986 it was decided to include a day out to Berlin in a coach. These were our experiences to and from Berlin.

Our base was in Braunschweig (Brunswick), some 145 miles west of Berlin. It wasn't long before we got to Helmstedt and the border between West and East Germany. It was immediately evident that there were walls, fences, barbed wire, masses of lights, watch towers etc. in fact everything you've ever heard or read about.

Coaches had to wait in a separate area from lorries and cars. All our passports had already been collected on the coach before we stopped. We were able to go to the toilet while still on the west side, but otherwise just had to wait in the coach - a wait which lasted nearly an hour. All our names and any other details required from the passports were put on a list and we were each given a number, including the driver and the four young children on board. Eventually our passports were handed back to us and we thought that was it, that we could soon get moving, but wait - what were our numbers for?

We soon found out when an East German policeman got into the coach with "the list" and proceeded to check every face with its passport to then put a tick against each number. He looked quite human, and not at all aggressive, and knew a little English (or at least his numbers!), but he was armed. Some of us even dared to photograph him as he slowly made his way up the centre gangway, and he didn't seem to notice, but then of course he was concentrating on faces and numbers and didn't want to miss anyone.

So, Berlin here we come! Not so fast folks! There was a speed limit which had to be strictly observed - 60m.p.h. for cars and only 50m.p.h. for coaches - and we still had the longest part of the drive to do. One of our party joked that their grotty looking police cars would have difficulty in keeping up if everyone drove faster! Police cars were very much in evidence, usually standing by at some convenient point along side the road. We could only stop at one particular so-called Service Area designated for coaches; lorries had their own stopping place

and cars another.

The Service Areas were not at all like ours - there was not much there, only a toilet block, a small refreshment area, and no petrol pumps. We were the only ones there and were just preparing to leave when a Police car pulled in behind us - maybe we had stopped too long! Anyway he watched us go with no further ado. This was the only road we could use, known as "Transit Berlin" on all the sign posts. There were not many cars on the Autobahn and these were nearly all from Eastern Block countries or of Russian origin, in poor condition and looking old. The most common small car was one which, to me, looked like a cross between a Reliant and a Mini - the Trabant.

Eventually we got to the border between East Germany and West Berlin. It didn't take so long here, but we still had a Policeman board the coach to check every number, face and passport as before. Then it was like being in another world. Berlin was absolutely alive, buzzing, wealthy looking and so full of cars and people it looked ready to burst at the seams! With difficulty, due to all the traffic, we were driven to see some of the main sights and land marks between East and West Berlin. The Brandenburg Gate lay behind the "wall" in East Berlin - we could only look over from our coach at this point and were not allowed out as the Russian War Memorial is also here (on the West side). It was guarded by two Russian soldiers who each stand on a wooden platform (to keep their feet warmer) and no sentry box, and they change every two hours. We were able to get out at the Reichstag (the old Parliament building) where there are many memorials to unsuccessful escapees, and we could look over the river and "wall" to the East side.

Another stop, on foot, was at 'Check Point Charlie' which was the only access point between East and West Berlin. Here we could mount a platform to get a better view of the old run down and drab buildings on the other side, and it was easy to see how roads had been cut across by the "wall". All the buildings facing the "wall" had their windows bricked up and were empty. We had about two hours on our own to get some food and look at West Berlin. The shops were large, expensive, well lit and well filled with goods.

We left West Berlin with the same passport check as before, and we stopped at our designated Service Area again. As we walked to the toilet block I noticed a man and woman in uniform standing by the corner of the building. Nothing in that, you may think, but when I came out of the toilet he was standing in the doorway and looking directly into the ladies toilet. We took a bit longer than usual because of the two little girls, so he stood and made sure we all left. The same man had also checked the gents toilet. Again our's was the only vehicle to stop there. One could buy a drink and snack at this Service Area and there was a

shop which sold wines and spirits, chocolates, biscuits and a few gifts. Although we were still in East Germany, only western currency could be used. This was obviously intended for departing tourists as there was not one on the other side of the Autobahn.

At the last border point to leave East Germany we were all checked once more against our passports. The luggage compartments all round the coach were also looked into this time. There was a small coach next to us, from Liskeard in Cornwall, with fewer people on board but they were there longer than us. They possibly had luggage to check as well. As we were in a German coach they probably didn't realise we were all British, and we couldn't get out to communicate.

At each border point the queues of lorries were tremendous as they must have been checked more rigorously than cars or coaches. We watched them at the last check having ladders put up the sides, sniffer dogs sent over the top, and the back opened to check the contents. No wonder some of the drivers were watching TV in their cabs.

We were soon back in Braunschweig, but then worked out how long the whole trip had taken. Due to the slow speeds and long stops at the borders it took five hours to get to Berlin and a bit less to return. Remember the distance one way was just 145 miles. Also we studied our passports which had been stamped twice by the East Germans at the first and last border crossing. Was it just coincidence that the number both times was 21.10.61? This was the exact day and month on which we had travelled, but what of the year? Why 1961? For those who don't know, the "wall" was built in 1961, so it seemed as if time had stood still, at least for East Germany!! It had been a fascinating and very memorable day and I will not forget it easily.

Of course now one can hardly see where any of the border crossings were. Bill and I have also been on trips to different VW factories since the "wall" came down. Only last October we went with the Club to a very new factory made almost entirely of glass in Dresden. It is called the transparent factory for obvious reasons, and it is very clean and clinical where the operatives wear white overalls! The top of the range VW Phaeton is made here, to compete with such as the Bentley, but that is another story.

Elizabeth Grimsley

# From the Factory

## The Marketing Department - How we work

It's been 9 months since I joined this company and I've certainly learnt much about the industry and the Auto-Sleepers Group within that short time. The knowledge that I've acquired since starting in this industry has been crucial in helping me to get to grips with the Marketing needs of this business.

Marketing itself is such a broad topic that you will never see the complete range of Marketing activities in any one business. Instead you will see different areas of focus led by industry and blended with specific business needs.

In the broadest sense, the primary function of any Marketing department is to help create a proposition that is compelling enough to customers to ensure they choose the brand or product being promoted above those of the competition. This is no different within Auto-Sleepers. Our goal is to ensure that when potential customers go through the decision making process to decide which motorhome is the best option, Auto-Sleepers finds its way to the top of their list. Having said that, we are also a department that have a very reactive role and are there to serve the specific needs of the business at that specific time i.e. our focus at the moment will not necessarily be the same in 6-12 months time.

As with most Marketing departments we work alongside what is commonly known as a creative agency or ad agency. We work with a company named EMO who are based in Bristol. Their role with us is to help us to maximise our Marketing spend based on the budget we have set for the financial year. They essentially do this by working to get the best media, channels, and creative services for the current set budget. As you've probably gathered this comes at a fee, which is of course less than the value derived from the benefit of their services.

To put it all into context, within Auto-Sleepers, EMO have helped with the creation of brochures, they help us with our monthly adverts you see in the major motorhome magazines and at present we are working closely with them to build a brand new Auto-Sleepers website which is due to be completed by the end of June. There are many other areas of activity the Marketing department are involved in that exclude the agency, such as sourcing point of sale material for dealers, helping with the design of show stands and graphics, creating newsletters for dealers and employees, direct mail campaigns, liaising with the press and controlling demo models, maintaining relationships with journalists, database management, new model launches and generally keeping ourselves up

to date with competitor movements and the industry as a whole. These are just a few of our daily activities. To give you an example of how we engage with them I will go through the stages involved in the creation of a new brochure as an example:

We would start with a meeting and call in anyone within the business who has a vested interest in the brochures. In the meeting we would critique the current brochure, discuss what we did and didn't like, discuss feedback received from customers and dealers and any other pertinent issues. We would also bounce ideas off each other regarding things we could add/change/remove. Once this is done we would call in the creative agency and discuss requirements and budget with someone who is known as our "account manager" from EMO. Our account manager essentially manages our account for EMO as their clients and is our first point of contact with the company in almost every instance. They would then return to base and brief the relevant areas of their business such as copywriters, graphic designers and art directors (who have the role of creating concepts) based on the brief given to them. EMO would then return for second meeting and present several concepts and ideas for layouts etc. Once we had decided on one, they would provide a quote for the entire piece of work, which we as dutiful employees would then challenge. The next step is collating all the correct information from the various areas within the business that is required for the brochure and getting this to the agency so that their graphic designers can start to drop it into the new brochure format in the correct place. From our side we would be collecting information from Research and Development, Sales, Accounts etc. Normally we would be down at the photo studios at the same time having pictures taken of the new models, which would be used for the new brochure. Once everything has been dropped in, the agency would send us across an electronic copy of the brochure (the same as what you would download from a website) and we would circulate this to the various areas within the business concerned to gather their respective signoff. When complete signoff has been reached the agency would send the electronic copy in the correct format to the printers to get the brochure printed. And finally once this has been done we can begin to circulate to dealers and customers alike.

This is just once example of a regular piece of work the Marketing department are involved with each year.

I hope the above serves to give you some idea of our day to day role within the company and a reasonable understanding of one the major pieces of work that takes place in our department each year.

Russell Langley, Marketing Executive

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