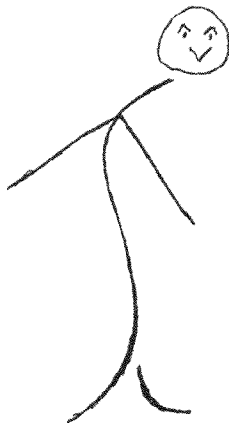




www.asoc.fsnet.co.uk

AUTO-SLEEPER OWNERS' CLUB

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



ORDERS

Mine's cancelled - is yours?

NEWSLETTER 241

October 2008

From the Editor (S)

We mentioned in the September Newsletter (Technical Group & Website) that we would ask John Jones, the Clubs Regalia Officer, to clarify if the ASOC branded high visibility vests comply with EU Health & Safety regulations. John has written to the company and they confirm that the all of the vests that they have supplied to him do conform to the standard EN471. The company further advised John that the standard has varied from time to time to the extent that sometimes it was a requirement to state the compliance on the vest and at other times not.

We also told you about the Electronic Newsletter Trial; any member wishing to join this trial can do so at any time, simply email Peter at pcb7ty@btinternet.com.

The Membership Secretary, Jill Birtlin, thought it would be a nice idea to give a mention in the Newsletter to our new members, an idea wholeheartedly supported by the rest of the committee. So, with apologies to those of you who joined earlier this year (there were quite a lot of you) we will be giving a mention to those who have joined in June, July and August (not so many over the summer period) and we will be including this as a monthly feature from now on.

It really is Jolly Interesting

I have just been reading the AS Club Newsletter.

I have been using the POI's from the jollyinteresting web site for some time. As you say even though they are not right up to date, they are very useful and are very versatile. They can easily be loaded onto Google Earth by using a file converter like <http://www.poiedit.com/> (freeware) and using this to convert all the files in one go to .kml files. Then in google earth open the file holding the .kml's and save it to your setting.

Alternatively or as well you can convert the files to the type appropriate for your SatNav (in my case .gpx for Garmin units) using the same poi edit program above, then load them into your Sat Nav in the normal way.

Using this method, and for no cost I have all the CC and C&CC sites and CL's for both clubs on my Sat Nav now.

Peter Durrance

I'm doing fine thank you....

We would like to let other members know how 'Gracie' Greyhound is getting on after her accident at Whitby.

She had another operation to sew her leg up (the first one was not a success), had the bandage removed on 1st September and is back to normal.



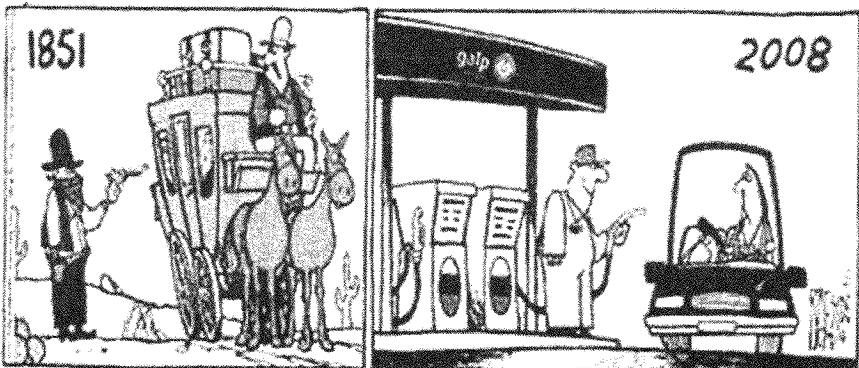
Many thanks to Peter Booth for making the ramp, which was invaluable and to everyone who was so concerned.

We thoroughly enjoyed Ripon and what we saw of Whitby, well done to all concerned.

Angela Rose & Mike Johnson

Bryn and Liz Morgan sent this in, we thought it was great.

The evolution of highway robbery



Welcome to new members

(Well some of you....)



John & Heather Grant	Warwick
Donald Johnston & Pamela Woods	Symbol
Michael & Yvonne Greatbanks	Clubman
Mary Rothwell	Symbol
Oliver & Sue Bettison	Talisman
Jackie Cooper	Nuevo
Mike & Heather Blake	Windsor
Brian & Denise Buchanan	Talisman
Bob & Norma Callaby	Nuevo
Terry & Joyce Robinson	Nuevo
Bob & Sue Dearing	Symphony
Tony & Diana Francis	Amethyst
Paddy & Carolyn Moindrot	Symphony
Frank & Ann MacVicar	Nuevo
Mike & Elaine Prisk	Topaz
Keith & Lucy Watson	Clubman
Chas Percevicus & Jayne Hibbert	Talisman
Alan & Tricia Carr	Warwick
Bernard Mills	Topaz
John & Joanna Friedberger	Clubman
David & Barbara Wray	Symbol
Michael & Valerie Cox	Nuevo
Tom Kelly	Symphony
Celia & Ken Boucher	Warwick
Les & Pat Affleck	Legend
Harry & Sue Graham	Duetto
Doug Keogan	Trident
Phyl Brinicombe & Fiona Purdie	Medallion

M o b i l i t y F o r u m

Since the AGM Margaret and I toured round ending up at the rally at Dartmouth. I was struck by the number of people parked alongside us in the disability area. I also met a few people at a campsite near where I live on the Isle of Wight who also travel in campers with a disability.

Everybody agrees how difficult it is to travel around with the facilities available to us. I know Margaret is probably more disabled than most, but surely she is entitled to some sort of consideration when she needs to use toilets, and showering facilities on sites.

We are members of both the major clubs and some of the facilities available to us are so poor that it is untrue. I have criticised some of their facilities at different sites we have used, but with very little sympathy. They are happy to accept our subscriptions, also proud to tell the media how much money has been spent on improving sites and facilities. I have spoken to officers of both clubs, and also written to the forums in both their magazines. I find it no surprise that none of my letters have ever been published as it seems they will not accept any criticism.

I am trying my best to keep touring with Margaret and have bought lots of equipment to enable me to do so, but I think a little help would go an awful long way.

If anyone is interested they should try going on the website www.changing-places.org.uk and see what they are trying to achieve, and also some of the horror stories that people have put on there. If anyone is of the same frame of mind as me, try and put some pressure on the clubs, as you might find yourself in the same position one day.

All the best to you all, Ken Bolton.

Recommend you give it a miss....

Sean & Rosemary Hollands

I read Rita Jones & Keith Taylor's letter with mixed feelings. We have been members of both the major UK clubs since the 1970's and in all that time only experienced problems with one warden in each club.

Once at the hands of an assistant warden at the Caravan Cub site in Brighton. However I took the issue to the site warden (he being the top man) and won the day.

Once at the hands of the Site Warden at a Camping & Caravanning Club site, again also winning the day.

If I had decided to end our membership of both clubs in a fit of pique, we would have been left to the mercy of commercial sites, where standards and prices are not always commensurate with those of the two largest clubs.

I think Rita & Keith would be well advised to appreciate that such events are very rare indeed and not to paint the whole of the club's huge number of site wardens with the same brush.

Driving Licences

Robin Gardner

In answer to John Holmes article, I have had dealings with the DVLA, or they have had dealings with me! I hold a licence for categories A, H & G.

I have type 1 Diabetes (I require insulin injections). As soon as I became diabetic in 1988 I had to inform DVLA, as required by law. I started off on diet control, then tablets (DVLA informed again), then injections (DVLA informed yet again).

As a side effect of diabetes there can be eye sight problems, the worst case going blind. I have to have a peripheral eye check every three years that has to be carried out by a DVLA selected optician. If I fail, I lose my licence.

I know nothing about reaching 70 (I'm 73), but if you are required to have any checks for anything I think the DVLA would automatically contact you. But, to be safe, check with the DVLA direct by phone or e-mail.

Hope this is of help John.

More on Driving Licences

David Maddison-Roberts

I am writing in response to your note on page 5 of this month's Newsletter.

In my case, three months before my 70th birthday I received forms D46 and D750. The medical report D4 was not enclosed and some people have carried on driving not realising they no longer have a licence to drive their vehicle. The internet refers to the D4 as an 8-page form, which I have not downloaded, but the paper copy comes with 4 additional pages of notes. One's GP has to convince himself that his patient does not suffer vision, nervous, diabetic, psychiatric, cardiac, coronary, arterial or blood pressure problems among others if any of categories C1, C1+E, D1, D1+E, C, C+E, D or D+E (Group 2) are wanted. Should one pass and have the funds to meet the GP's fee, this has to be repeated annually until death or infirmity intervenes. If one is satisfied with B+E, basically up to 3500kg, one more or less only has to state one meets the health requirements, which everyone has to meet to hold a driving licence - many have failed for years but have not wished to burden DVLA with the information. After 70, licences are issued for 3 years.

If a member will reach 70 before disposing of a van, it is worth thinking about keeping within 3500kg.

John Holmes said he was no longer confused. However, if you are, feel free to ask for clarification.

John said his 3500kg van had been increased to over this by Auto-Sleepers and you could ascertain whether Charles' Service Centre would reduce such vans to 3500kg to satisfy DVLA.

As it happens our Wilton was uprated from 3500kg to 3800kg. I've checked with the firm who did the uprate (their details are on a 'plate' on the vehicle next to the original manufacturers plate) and it is possible for them to re-rate back to the original. In fact for the Wilton it will just be a paper exercise. It must be borne in mind that the payload we could carry legally would be reduced by 300kg and in our case that would be achievable should it prove necessary.

Peter



From the Membership Secretary!

2009 MEMBERSHIP RENEWAL

It's that time of year again and my first venture into the realms of ASOC Membership Renewals!

You will find the 2009 Renewal Form with this Newsletter and although the subscription is not due until 1st January, it would be greatly appreciated if you would send your completed form and cheque for £20.00 to me, sooner rather than later. I suspect our Postman would be grateful if they did not all arrive on New Year's Eve, as well!

Just a few reminders:

- 1) At the 2008 AGM it was decided that Standing Orders would no longer be accepted, so please send me a **cheque** and if you have previously paid by Standing Order and haven't done so already, **cancel your existing Standing Order with your Bank.**
- 2) Along with your cheque, the completed Renewal Form **must** be received by me before the 2009 Membership cards can be sent to you.
- 3) Please note the Annual Subscription as of 1st September 2008 is **£20.00**
- 4) If you joined ASOC after 1st September 2008 your initial subscription covers Membership until 31st December 2009, therefore there is no need to return a renewal form.

NEW MEMBERSHIP APPLICATION LEAFLETS

Also enclosed with this issue of the Newsletter is the latest Membership Application Leaflet. Please destroy any old leaflets and keep the new one in your Auto Sleeper in case you meet a prospective new member on your travels or, if you sell your van, it is there for the new owner. Should you require additional copies, please let me know.

Jill Birtlin

Happy memories

came flooding back on seeing the picture of the A/S Sherpa in the September Newsletter. We had one, a Freight-Rover (more up-market than plain Leyland) Leisure purchased new in 1983 to replace our first motorcaravan, a 1960 Bedford CA Dormobile bought in 1967 for the princely sum of £220.

The Leisure was small by today's standards, but it was a great little vehicle. It had the 1994cc O.H.V. engine, 4-speed gearbox with overdrive on 3rd and top, so it was definitely not underpowered. We thought it was an improvement in every way to the earlier Sherpa with a sliding side door, wind-down windows and a two-tone (brown and cream) paint finish which was a real eye catcher, no decals or logos all over it, as it often is now.

Because of its size, it could boldly go where larger vehicles couldn't, so wild camping in Scotland, which used to be encouraged in the Highlands and Islands, was no problem. The 16 gallon water tank was filled via a pipe located under the bonnet which caused some observers to think our radiator had lost all the coolant!

Living in it was FUN, the roof was easy to raise, the table was a good size, it was quiet and economical, up towards 30 mpg. There was ample room under the bonnet to fit a second battery and for easy routine servicing, no on board computer to go wrong! At first the double bed took a little while to assemble, but practice soon fixed that. Of course, there was no toilet/shower, hot water or space heater which we would miss having today and only space for one gas cylinder.

On our first visit to France, we landed at St Malo and parked in the town centre, expecting to have to pay but no meter to be seen. We were a bit concerned about this as the "locals" passing by kept giving us odd looks. We found out that it was Parking Gratuit and the "looks" were because it was a vehicle unlike any other that they had seen.

Could it have been the last All-British base vehicle and conversion ever made? MMM September 1982 (60p) gave it a good write-up. Eleven years and 88000 miles later we changed to a 1993 Talbot Harmony which we still have and find it suits our needs perfectly, but the Sherpa needed fewer bits replaced to keep it going.

Pat and Albert Brown

To go *Electronic* or not to go *Electronic* - that is the question

I suspect the majority of our members are on the net and if *Go Electronic* was put to an open vote at the AGM, I think the 'Ayes' would win the day.

At recent AGMS there has been much said on this subject. It was felt by a number of members, who were a long way from where the Newsletter was posted, that they were at a disadvantage as their Newsletter was delivered later than those nearer, and this delay caused many applying for rallies to be too late. This I feel is the main reason why those who are on the net would like to get the *Electronic Newsletter* all at the same time, complete with a Rally Supplement, allowing a level playing field. But this would not be a level playing field by those not on the net. Is this trial, without the Rally Supplement, what members really want? Will the *Electronic Newsletter* be despatched on the say day as the hard copy is put in the post, or delayed so it arrives about the same time as the paper version?

As soon as the Newsletter hits our door mat we look at the Rally Supplement, decide on the rally(ies) we wish to attend and send the slip(s) off 1st class post the same day.

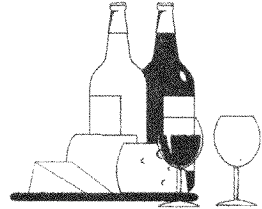
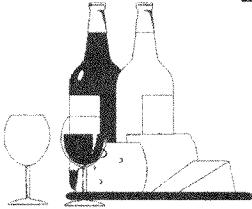
I can see no completely fair way in booking rallies. Before the net I suspect there was little mention of missing out on rallies - we all accepted that the Royal Mail was (and still is) far from perfect. I wonder if all those who want *Electronic Newsletters* are bothered if there is no Rally Supplement as part of it.

Looking to the future, are we going to ask to be allowed to book rallies via the net? What an advantage being on the net would be but having run rallies I would hate to decide who came first, letter or e-mail.

Robin Gardner

October 2008

Rally Supplement.



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.

2nd.- 5th. October (3 nights) Little Stoke C.C, Uttoxeter Road (B5027), Stone, Staffordshire. ST15 8RA

Emergency Tel.No. 07919 538622.

Rally Marshalls, Chris Mawdsley, Peter Brown and Liz Irvin.

Site Fee: £4 per night. Rally Fee: £2 per couple £1 singles. (Incl. VAT).

Booking Slips with cheques to Chris Mawdsley 5 Kenilworth Walk, Cheadle, Stoke-on-Trent, Staffordshire ST10 1WA.

Tel.No. 07919 538622.

A Greenfield site with no toilet, bathing facilities or electricity. The Cricket Club have an excellent pavilion bar that is expected to be open each night and can be used by ralliers. Planned to coincide with the Stone Food and Drink Festival which includes a Manger à trios where restaurateurs offer a choice of fine food with each course in a different restaurant. There's a Real Ale Trail, a farmers' market and a gourmet food marquee. For full information go to www.stonefooddrink.org.uk.

Directions:

Leaving Stone going towards Uttoxeter the site is ¼ mile past the railway crossing on the **right** and is well signed.

Maximum 23 vans.

**3rd – 5th.October (2 nights). Eden Camp,Nr.Malton,
North Yorks.**

Emergency Tel.No. 0777 557 0182.

Rally Marshals: Jan & Vic Hicklin.

Site Fees:£10.00 per unit per night (includes VAT & unlimited admission to museum & use of Hut 12 for weekend).

No Electricity. All hardstanding on car park.Elsan disposal & water available .

Rally Fee:£1.35 + 50p per person (incl.VAT).

Rally slips to:Mrs. J.Hicklin,381 Manor Road, Brimington, Chesterfield, Derbyshire.S43 1PP.

Tel. No.. 01246 236 157.Cheques payable to Mrs. J. Hicklin.

Attractions:

Eden Camp is a modern history theme museum set in a P.O.W. camp.

Malton is within walking distance of the camp.

Friday evening get together.

Saturday evening an American supper in Hut 12.1940's dress optional.Meals served in the Naafi.

Directions:

Junct. A64 York to Scarborough road & A169 Malton to Pickering road.

Rally opens 1.00pm. Friday & closes 12 noon Sunday.

Late arrivals will have to park outside gates which are locked between 20.30hrs. & 08.00hrs.

Limited to 40 Vans.

No admission to rally before 1.00p.m.

**30th.October – 2nd.November (3 nights), Brewood
Middle School,Brewood,Staffs.**

Emergency Tel.No.07967106687 (Marshal's mobile).

Marshals: Pete Fisher & Philipa Ward,Nora & Ven Venables.

Site Fee: £ 5.87 per night.Rally Fee:£4.00.(Both include VAT).

NO Electricity.

Rally slips & cheques with SAE to Pete Fisher, 27

Sunnyside,Walsall Wood, Walsall.WS9 9LD.

Tel.No. 01543 377777.

Maximum of 15 vans. Dogs allowed subject to usual rules.

Levelling blocks will be needed,all hardstanding.

Attractions:

Brewood (pronounced Brood) is a pretty little Staffordshire village in easy reach of Boscobel House (King Charles & the oak tree), the excellent free RAF Cosford Aerospace Museum,Ironbridge, Telford,Wolverhampton,Penkridge Market & Cannock Chase.The Shropshire Union Canal runs through the school grounds and there is much scope for cycling.

We would like to do a Saturday meal in a local pub which should cost about £7 - £8 per head if there is sufficient interest.

Brewood is about 3 – 4 miles from the M6 J12 and the M54/A449 junction.Maps to be supplied in SAE s requested above.

Please do not arrive before noon on the 30th.

**7TH. – 11TH.November.(4 nights) Sedgemoor Carnival,
Burnham on Sea. TA8 1NQ.**

Emergency Tel.No. 07711375323.Marshall's mobile.

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

Site Fee: £50.00.(Includes electric). Rally Fee: £2.50. Total £52.50.(Incl.VAT).

Rally slips & cheques made payable to: Brian Ellis,52 Golf Links Road,Burnham on Sea,Somerset.TA8 2PP.

Tel.No. 01278 784 524. Mobile 07711375323.

Please send a SAE for confirmation.

Burnham Holiday Village is a full facility site.

The Carnival is on Monday evening approx. 7.30p.m. start.

Rally limited to 65 pitches,42 are hardstanding 23 are grass.

Pitches will be allocated as slips are received,hard standings

first.All pitches have hook up and are accessed by tarmac

roads.There are also site toilets & showers.

NO PETS ALLOWED,site rules.

Attractions:

Saturday coach trip to Clarks' Village of Street (shopping). Please indicate on slip if interested,approx. £4.00 each. 9.30 am & 11.30 am from holiday village.DO NOT send these payments with your slip.

Sunday evening Fireworks display on beach.

Sunday/Monday morning beach to pub walk.

Monday evening two hour (approx) Carnival Procession. 7.30p.m. start.

The Holiday Village is approx.10 mins walk from the town centre.There is also a Saunders Garden Centre and a Tesco a short ride out of town both with good parking.There is also a Somerfield in the town.

Directions:

M5 junct. 22 Burnham on Sea exit.To large island (Edithmead A38) turn **left** and follw signs for Burnham Holiday Village (Taunton A38).In approx. 1 mile straight over island (A38) continue past Caravan Sales, over railway bridge then turn **right** signed Burnham Holiday Village to mini island by petrol station.Bear **left** towards Burnham town centre.Holiday Village about a ¼ mile on **left**.

Rally starts at 10.00a.m. Friday 7th. November.

**27TH. November – 1st.December (4 nights).Dickensian
Festival Weekend,Ulverston,Cumbria.**

Marshals: Don Bland & Alan Guest.

Site Fees:£5.00 per night. Rally Fee:£3.00 couples,£1.50
singles.NO Electricity.

Greenfield site.Use of Ford Park House
facilities,toilets,showers,kitchen etc.

Booking slips & cheques made payable to D.Bland, 38 Oakwood
Ave.,Ulverston, Cumbria.LA12 9JG.

Tel.No.01229587937.

Send SAE for confirmation.

Attractions:

The rally is being held on the "Dickensian Festival Weekend.

Victorian/Dickensian dress welcome- join in the fun.

Ulverston is on the Furness peninsula. A great centre for
exploring the Southern Lakes & Morecambe area.

Directions:

Take A590 from M6 Junct. 36, follow signs to Ulverston. After
Booths Supermarket roundabout 1st. right at Swan Hotel then 3rd.
right signed Hoad Monument.Very sharp turn.

Limit 30 vans.

If you wish to run a rally in 2009 please contact me to check dates **before** booking with a site. This prevents any clash of dates.

For a rally to be included in the 2009 Provisional Rally List, distributed with the January Newsletter, I must have dates etc before the end of **November 2008**.

We depend on volunteers within the Club to act as Rally Marshals. If you know of a suitable site why not think about running a rally. It is not difficult & help is available. Committee members are also available to assist if required.

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

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

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

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

Tel./Fax. No. 01325 374 540

E-Mail. ncr@nasuwt.net

E & OE

Rally Date.....

Your name and address (Please PRINT)

.....

..... Post Code.....

Phone No. Mobile No.....

e-mail..... Membership No.....

Van Reg..... Length..... Arrival Day/Time.....

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

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

Please complete both sides of this form.

.....

Rally Date.....

Your name and address (Please PRINT)

.....

..... Post Code.....

Phone No. Mobile No.....

e-mail..... Membership No.....

Van Reg..... Length..... Arrival Day/Time.....

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

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

Please complete both sides of this form.

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

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

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

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

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

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

Electricity: Yes No Evening meal: Yes No

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

.....
Full payment MUST accompany this slip-cheques payable to the marshal.
POST FORM TO REACH MARSHAL 14 DAYS BEFORE EVENT,if possible.
Enclose a SAE if confirmation is required.

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

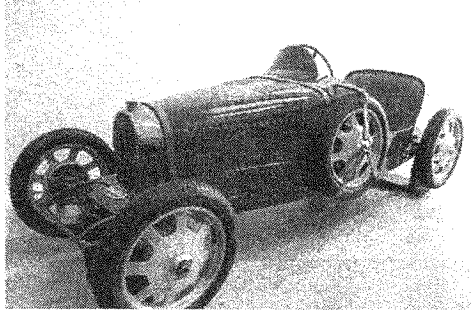
Have you any special needs? Yes No . If Yes please specify:-

.....
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..

Rally Reports

Rally at the Bugatti Owners' Club/Bugatti Trust, Prescott Speed Hill Climb, Gloucestershire 11th – 15th August

Having just spent several hours cleaning the van, removing what seemed like tons of dried mud, and having to hose down the mats, it has reminded me that I meant to write to the Newsletter about our rally.



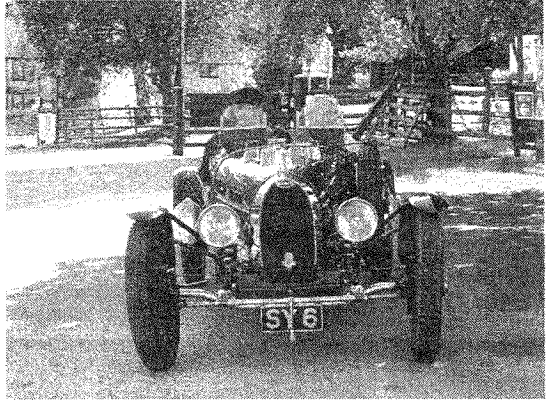
Those of you who didn't attend will have gathered from the above that the weather was less than kind to us, and some of what we had planned just couldn't take place. However, we did manage to get together for the usual tea and coffee on the Monday evening.

On the Tuesday the curator of the Bugatti Trust Museum gave two groups a fascinating talk about the history of the Bugatti family and how the famous car marque came into being.

I think what everyone will remember most about Wednesday (apart from the rain of course) is the fish & chips. When I ordered them I was assured that the 'small' portions would be adequate, I think we really needed 'miniscule' portions as what we got was huge, but the taste was superb.

And so to Thursday, which I think for everyone was the highlight of the week. The sun shone for a lot of the time, and nearly all the ralliers stayed at the site waiting for Charles Trevelyan, with his son Piers, to arrive in his Type 37a Bugatti. Charles very kindly gave every rallier who wished a ride along the country lanes in the Bugatti, and all returned with big smiles on their faces. Andy and I would like to say a huge thank you to Charles for giving up his time to give us such a fantastic experience.

He even carried on when it started to rain – Jean Sellers was in the car at the time and was so wet that, had she not been wearing a jumper as well, she said she could enter a wet t-shirt competition!



We also owe a big thank you to Ian Patton, Secretary of the Bugatti Owners' Club, who arrived at the same time in his

son's Austin Healey Sprite Mk3 (unfortunately his Bugatti was not running) and took many ralliers up the famous Prescott hill climb.

He was able to explain the exact line that is taken up the hill to gain the fastest time. Apparently a formula 1 car will take about 36 seconds!!

It was also really nice to see Charles's wife Angela, and his brother Anthony, who came along to have a chat with us all.

As many members needed to leave early on Friday, we said our farewells over coffee on Thursday evening under umbrellas.

So finally, thank you to everyone who braved the weather to join us for the week. Special thanks too, to Mo and Mike Valentine for their assistance with the rally, and to everyone who helped in any way, Andy and I couldn't have done it without you.

Angie Cavell

*It was Prescott on a dark wild night
When the six that were watching saw the light
It shone upon a big blue bin
And as they watched a man climbed in
What is he after? Was the cry
Maybe he's looking for somewhere dry
Next day the answer came clear soon
Twas Baz just looking for Dorothy's spoon!*

Joy Wilkins

Topsham *David Stewart*

I should like to thank Liz, Bryn, Nora and Ven for another great rally at Topsham Rugby Club.

Everyone enjoyed the carnival atmosphere and found plenty to do with buses stopping just outside the site to Exeter and Exmouth and further afield with many interesting places to visit and walk to.

We all helped Liz and Bryn to celebrate their Ruby Wedding day with an evening meal followed by anniversary cake and wine.

Also, on the 23rd of August I celebrated a special birthday and would like to thank everyone for their good wishes, lovely birthday cards and decorating the van!, even the Town Cryer rang his bell and announced to all it was my 70th, and everyone joined in to sing 'Happy Birthday' ...a day to remember !



So, thank you Liz, Bryn and helpers and all you ralliers for making Topsham 2008 a rally to remember.

Also a big thank you to the rally marshals for a brilliant rally at Topsham from Sylvia and Norman Brice.

Shoreham Air Show

Well, the 'Shoreham Six' Chris, Shirley, Theresa, Dave, Tony and Lyn warmly greeted all who attended the Shoreham Air Show Rally.

It really is a privilege to park on the edge of the airfield to watch the planes coming and going, and all the preparations for the two day show.

On the Saturday evening the marshalls prepared and served a beautiful meal - in the open air too. They were all dressed to kill with the girls wearing black skirts and stockings, topped with a white blouse and apron. The boys, not wanting to let the team down, 'scrubbed up well' and looked smart in their black slacks, white shirts and bow ties.

When Neil Rogers thanked 'the team' on our behalf, for the lovely evening he asked if he could book them to cater for the next AGM!!

Thank you all for arranging such an enjoyable few days.

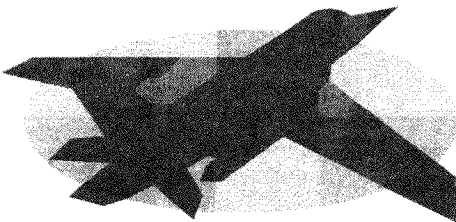
Della Chapman

We would also like to say a huge thank you to all concerned in running the Shoreham Rally. The forward planning and preparation was most impressive.

The "Toilets at Dusk" ceremony ran very well and was quite an evening spectacle.

One highlight of the rally was the superb evening meal on Saturday served by immaculately dressed staff. It was nice to see old friends and to make new ones.

We had a fantastic view of the flying from our site. From Flying Cranes to the Eurofighter, it was a wonderful show.



Thank you again to all the marshalls

Jill & Tony Showell

Gearbox Judder **Stan Tingle**

I notice a lack of information in the Newsletter with regard to the major gearbox defect in-built into the Sevel 3 X2/50. [*Baz has mentioned it regularly but there has not been much to say.*]

This problem affects many hundreds of purchasers of these new vehicles, who are being fobbed off by the manufacturers. It appears to be going the same way as the 'water in the engine compartment problem'. Will that ever be sorted out? [*I think it has been. See Club Website*]

In the August 2008 MMM the Editor has come out in support of purchasers of the X2/50 conversions & given over 2 full pages to the in-built gearbox defect. He deserves every credit & praise for standing up & supporting purchasers. His honesty in writing the article shows that MMM can be trusted to give the readers the full story every time.

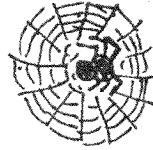
Andy Stothert, a travel journalist/photographer, who has a Fiat X2/50 which has suffered a number of clutch/gearbox failures writes about his vehicle in the article. He also deserves every credit & praise in pursuing the manufacturers to come up with a fix & not to blame owners & their poor driving skills for burning out the clutches. We know that our new motorhomes built on the X2/50 have this in-built defect & feel very hard done to after giving over our hard earned cash to a motorhome dealer & to be told by the local Peugeot/Fiat/Citroen dealer that the clutch is not covered by the warranty.

Auto-Sleepers will be suffering as a result of this gearbox defect with the X2/50 chassis. I know of many prospective purchasers who will not buy one of these vehicles as a result.

I am a member of the Caravan Club and it seems that they have heard from Peugeot as follows: *"We will shortly be releasing a software download which improves the engine's torque output at lower revs. This improves the take-up of drive but a new, lower, reverse gear is also being developed. Both options will be available as a retro-fit to current customers' vehicles. New vehicles coming out of the factory, however, will be built with a lower reverse gear as standards."*

Technical Group & Website

Baz Wellard
Chairman, Technical Group & Webmaster



X2/50 reversing problem:

I have heard that, allegedly, Peugeot have now identified the reversing problem, on the X250, as being the wrong ratio and are going to lower it! Auto Sleepers have no knowledge (as I write this) of any change but have kindly agreed to communicate as soon as they hear something.

Alloy wheels and steel spare:

One member has reported to me that he has had a problem with his Nuevo in that it has alloy wheels but the spare is steel, which required different bolts to prevent damage. I have contacted Simon Vaughan (Operations Manager) at Auto Sleepers and the positive reply, from Stephen Small (Chief Engineer), is as follows:

"Simon has passed your letter regarding the above subject onto to me reply.

We have discovered that the wheel bolts that we have been fitting onto the alloy wheels on the X2/50 vehicles are the wheel nuts from the X2/44 model.

We are going to carry out a vehicle recall to correct the problem which will also cure the fault of not having a wheel brace for removing the alloy wheels bolts and allow the correct wheel bolt to be fitted to both steel and alloy wheels".

Fuel Costs:

Each year Sylvia & Norman Brice kindly send me a comprehensive analysis of their Clubman's fuel statistics; enabling the website, fuel page, to be kept up-to-date. However this year's figures highlighted the increased cost in the past year! At beginning of September 2007 their cost for 46.92 litres was £45; but this July 47 litres cost £63 – an

increase of £18 i.e. 40% truly shocking! If there's a moral there - then it's to drive economically as well as safely!

If anyone else has fuel economy figures that may be useful to other members, especially on the new X2/50, please send details to me at 18 Greenwood Close, Fareham, Hants PO16 7UF.

Ideas Sheets:

- 167 - Fitting a microwave cooker – waiting issue.
- 168 - Fitting an accumulator in the water system - waiting issue.
- 169 - Fitting an LCD television—waiting approval.

Website:

Club website update No. 9/08, released on 17th August, had the following updates:

- Reports and photographs of the Prescott – Bugatti - rally
- Revised application form
- Peugeot references for the X250 water ingress rectification

Farewell

During the fifteen years that Barbara and I have been members of the Club, I have made a number of contributions to the Newsletter - especially during my three years as Chairman - and indeed edited two issues.



Regretfully this must be my last. Recently, we have given a great deal of thought to the fact that we no longer use our Clubman as much as in the past, and an average of a hundred or so nights in it each year have dwindled to a mere handful.

We have no dissatisfaction with the Clubman or the Club; rather this reflects the fact that I no longer feel comfortable driving more than relatively short distances and with the lifting and carrying which are part of motorhoming.

We have changed to a small(ish) car mainly for local shopping and have had to relinquish our membership, although we shall continue to keep in touch with the Club and our many friends in it through the Newsletter.

So, as we sat in Norfolk "Fare you well together!"

Ray Whiley

Being a relatively new member of the Club, I am not the best qualified to thank Ray for the contribution he has made to the development and running of the Club but the absence of our Chairman on holiday gives me the pleasure of being able to do so.

There will be many things that Ray, supported by Barbara, has done for this Club of which I have no knowledge however there are some that I do know of:

Bringing his models and modelling skills to the National Rally – intricate and immaculate

Being the custodian of the relationships with ACCEO and DEFRA that allow the Club to rally off commercial sites – balancing freedom with regulation (a nice policeman)

As Club Chairman, managing the progression of the Club to being a Company Limited by Guarantee – believe me an essential change that was professionally implemented

Ray has also responded to some of the ideas I have expressed with faultless and unemotional logic. I thank him for that and on behalf of us all thank Ray & Barbara for everything they have done for the benefit of us all.

Peter Brown

WANTED

Elderly but mechanically sound small camper model RB50 or later.
Contact Keith Garnsey 07870 497026 (Leave name & Number - we'll call back)



AS VW
Anniversary
Clubman 2.5TDI,
53 Registration,
12700 miles,
Immaculate
Condition,

Garaged between all trips, MOT & service history, Reluctant sale due to illness, Any inspection invited, **£23,500 ovno, Contact Leonard Workman on 01225 480603 for viewing in North Somerset or lenandcarol@blueyonder.co.uk**
Thanks for the donation

ALL OVER COVER for 2007
Peugeot Nuevo 2 berth new style.
Cover purchased new less than year ago, tailormade by Pro-tec for exact fit. Velcro entrance to rear door and adjustable straps and buckles all round. Made of strong breathable material it was used last winter with no sign of interior condensation..
£125 ono Contact Fred Lewis 01752872058 or email fredandhilda.lewis@tiscali.co.uk

1 year old or less Silver Screen Paragon will pull down privy screen **£60** (Peugeot/Fiat not X250)
Hand brake extender for Kobran to fit Peugeot **£30** new
Elecsoi 110AH Leisure battery still 4 years guarantee **£40** ono also 76AH leisure battery **£10**
Milenco 14+15 wheel Clubman etc 3 years old but vgc **£15 OR £100**

THE LOT. Happy to take to Burnham Rally or **Contact Tony or Dia Francis 01249 713631**
Thanks for the donation

AS Executive Peugeot 2.5 diesel Oct 2001. 19,600 miles FSH new tyres, van bitz alarm, body undersealed, roof box, beeny box, awning, double bike rack, security safe, mud flaps, passenger door pocket, silver screen, ext. TV sockets, Omnimax, satellite dish, stand and digi box, mains leads. Immaculate. Sale due to bereavement **£20,150. Contact Ron Turner (after 6pm) 01297 21867**

Peugeot Boxer Talisman 2.8 HDI Reg Feb.2003. Taxed, MOT to Feb 2009. Excellent condition 36,000 miles. One owner FSH Many extras Hope save tow-bar, alloy wheels, Silver Screens, swivel passenger seat. 2 leisure batteries. Special aerial, extra hook-up cables, chrome table stand for outside. Many extras. Must see **£23,000 ono. Contact Nina Robson 01932 267174 07973 673730** (Walton-on-Thames).

Full motorhome cover Towsure heavy duty, breathable fabric, fits van up to 5.7 metres. Zip straps. In original bag not opened. **£75** ono. Buyer collect or pays postage. **Contact Dian or John -01873 855236 or 07890 444068**
Thanks for the donation

Thanks also for the donation from Mr & Mrs Cole, who have sold their van but insist we keep it anyway.

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Committee Members

President	Charles Trevelyan	01386 853511
Chairman	Andy Cavell	01635 201976
Secretary	John Osland-Jones	01217 448065
Treasurer	John Tidbury	01235 538593
Vice-Chairman	Mike Valentine	02392 482818
Chairman, AGM Sub-Committee	Nora Venables	01902 332105
Rally Co-ordinator	Neil Rogers	01325 374540
Minutes Secretary	Mike Hall	01773 778016
Chief Rally Marshall	Ben Mansfield	01723 369769
Webmaster & Chair, Tech.Group	Baz Wellard	01329 231259
Regalia Officer	John Jones	01623 627903
Newsletter Editor	Peter Brown	07771 827711
Membership Secretary**	Jill Bertlin	01539 534500

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** Jill Bertlin The Rockeries, Sunny Terrace, Lindale, Grange-over-Sands, Cumbria, LA11 6 LQ
Email jbertlin@aol.com