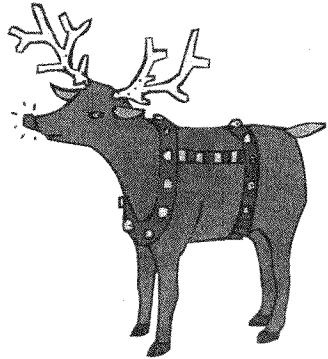




[www.asoc.fsnet.co.uk](http://www.asoc.fsnet.co.uk)

# **AUTO-SLEEPER OWNERS' CLUB**

*A Company Limited by Guarantee  
Registered Office: Orchard Works, Willersey, Nr. Broadway Worcs. WR12 7QF.  
Registered No: 4618969*



*That's the strangest looking sleigh I've ever  
seen - does it fly??*

*Depends who's driving!!*

## ***NEWSLETTER 255***

## ***December 2009***

# From the Editor <sup>(S)</sup>

We've had quite a few Christmas greetings in after Pauline Rogers' suggestion last month, so let us be the first to wish everyone a very happy Christmas and a prosperous and busy rallying New Year.



*A guid New Year to ane an' a' frae SW Scotland.  
Ann & Ricky Smith*

*Christmas wishes to Brian and Mary Southam (met at Lincoln), from  
Roy & Pat Bridgen*

*We would like to wish all our friends we meet at Shepton Mallett every  
September A MERRY CHRISTMAS and a HAPPY NEW YEAR.  
From Bobbie and Beatrice Gordon. N. Ireland*

*A very Happy Christmas and a happy and healthy new year with lots of Motor  
Caravaning to all of our friends in 2010. Nora & Ven Venables*

*Rita and John Tubb would like to wish Merry Christmas and a Happy Healthy  
New Year to all their ASOC friends and look forward to meeting you all in 2010.*

*Merry Christmas & Happy New Year to all from Pauline & Neil Rogers.*

*John and Linda Hill would like to wish all there friends a Merry  
Christmas and a Happy New Year*

*A very merry Christmas and New Year to all ASOC members and  
happy rallying in 2010. from Kath & Norman Benyon*



*To all friends in ASOC I send love and best wishes for a happy Christmas and a  
peaceful New Year. Joan Gripton.*

And finally....



*Hi every-one, I would like to wish you all a very merry Xmas and  
a very healthy and happy new year. No cards this year as I will  
be volunteering in a wild life reserve in South Africa. Val Harvey  
South Wales.*

## Any Ideas??

I have a particular problem with the fixed bed in my Palermo as its wooden slats and plastic end supports cause a dip to form in the middle, and thus cannot be used by two people comfortably. In essence there are soft plastic mouldings at either end of a series of flat faced, upwardly curved thin planks beneath a good quality mattress, and I don't know if this structure may be common to other beds? With this defect two occupants of the bed cannot avoid rolling into the centre, which is not sleep inducing.

I have tried reinforcing the plastic mouldings with bolts, without much success and have now resorted to covering the whole complex structure with 9mm ply, but have yet to test it properly!

Have any other owners, past or present, had similar problems with the bed and are able to offer a practical solution, please? Any thoughts you may have would be gratefully received at [rosalan@ic24.net](mailto:rosalan@ic24.net)

***Alan Greenwood***

This was passed to **Dave Robinson** who also has a Palermo and he responded

I have not had any problems with my bed in the Palermo, but having purchased a memory foam mattress, which is a little bit heavier than the original one, I have done a similar thing to the one you have, I put a board over the slats, as a precaution not to break them.

## *Obituary*

We have been advised by Rosemary Legg that Ron Joplin died on 14th October. Ron had been ill for some time but died suddenly. He is survived by his wife Irene and son Andrew.

Rosemary mentioned particularly that Ron was ex RAF aircrew, a fact of which he was very proud.

I'm sure everyone will join us in sending our deepest condolences to Ron's family.

## *It's time to say Goodbye*



Sadly we have come to the end of our motor caravanning days as what had always been enjoyable for 20 years has become hard work.

We would like to say a very big thank you to all those who have worked so hard for the Club over the years and given so much pleasure to so many.

We have made many good friends and hope to keep in touch in the future.

A very happy Christmas to everyone and many enjoyable miles travelling in the future.  
*Joan & Arthus Dewhurst*

Sadly we have had to sell our beloved Auto-Sleeper Gatcombe as our motor caravanning days are over. We have loved being members of such a joyful, well run club having been able to watch it grow from a little acorn into the sturdy young oak which it is today. Long may you flourish into the future.

*Jean & Ivor Thomas*

It is very hard when you come to the end of this particular road, but we would like to thank the Club for all the good times, fellowship and friends made over many years—long may the Club thrive and prosper.

*Sylvia & Albert Gatehouse*

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## **What do you do with Rally Plaques?**

As most members will know one of a rally marshals tasks is to choose the colour, design and number of plaques for their rally. I know that plaques are popular with many members but I have to admit that we find our increasing pile of plaques unnecessary, dare I say it, trivial. That is until we want a piece of plastic for

Scraping ice off the windscreen.

As a palette for adhesives that require two compounds to be mixed.

To scrape bacon fat from the grill pan.

Apart from a diary of which rallies you have attended we wonder what other uses members have for their rally plaques, we are sure that there must be many more?

*Liz Morgan*

# The National Rally

Plans for the weekend are well in hand and I can now give some information. As normal the rally starts at mid-day on Thursday - there will be the usual waiting area if you wish to park next to friends. The evening starts with a welcome and a meal and then an opportunity to catch up with friends.

The Stuart Goodwin Hall will open on Friday with a display of Hobbies/Art work, tea & coffee will be served, as always all donations will go to the chosen Charity. Friday afternoon in the Cedric Ford will be the A/S Technical Session, followed in the evening with a meal, the Quiz and the Cake Auction, again all proceeds to the Charity.

Saturday commences with the A.G.M. followed by the Open Forum. The Hall must be cleared by 1 p.m. Saturday evening we have the Dinner/Dance with music by the Swing Commanders. This will be followed by the Raffle and Photo Competition results.

On Sunday the Service will start at 10.30 a.m. followed by the presentation of the Charity Cheque, coffee and biscuits. The Carvery will commence at approx 1 p.m. **PLEASE NOTE THE CEDRIC FORD WILL CLOSE AFTER THE CARVERY AND WILL NOT OPEN ON MONDAY.**

On Sunday evening, as suggested by a member, we will have a Barn Dance in the Newark Pavilion. There will be tables and chairs but no catering or bar. Members can provide their own food & drinks. Tea and coffee will also be available. Music by Phil Preen.

**PLEASE CARRY YOUR MEMBERSHIP CARDS AT ALL TIMES.**

*Nora Venables*



## Chairman's Chat

My goodness, how the year has flown, with the last rally of 2009, Burnham, over and thoroughly enjoyed, my sincere thanks go to all of those who made it such a success. Next year's rally list is already being compiled, so please, come on all of you budding rally marshals and the stalwarts, get your proposals into our Rally Co-ordinator Neil, so that he may check, list and finally authorise them.

Having made several calls for volunteers to serve on the club committee, I would like to thank Al Buckett and Andy Cavell for taking up the challenge. Both were co-opted onto the committee during our October meeting and will now need two sponsors each to be voted onto the committee at the 2010 AGM.

I have received the 'thank you certificate' from North Notts Crossroads Caring For Carers, our chosen charity for the 2009 National Rally, we collected £2021.59. This will be framed and hung in the waiting room of the AS Service Centre.

I would now like to make an appeal, particularly to the ladies and ask them to re-read the article written by Bill Todd in the November Newsletter and take it to heart; this also applies to some gentlemen!

Bill had the unfortunate experience of going into hospital for three days, leaving Pam to cope with the various functions of the van, ie how to empty the loo etc.! One kind member did give her lessons after dark!!! Much more importantly, Pam had to **Drive the Van Home**. When I speak with people, many ladies say 'Oh I couldn't drive the van it is too big for me or my husband **won't** let me! Now, Pam was not that keen to drive, however she could, having done so before. What would have happened had she not been able and was the named driver? *Now I am well aware of the ASOC support system but unfortunately they are not always with you.* I expect many of you would say, 'Oh' I would just call my insurance company and they would send a driver. Not any more, the second named driver on the certificate is expected to drive the vehicle. If you are not prepared to do so, have your name removed, although help is probably available, it would be at a price!! Mo and I have come across this situation several times before particularly when leading foreign tours.

Conclusion, if you are not prepared to drive the vehicle, remove your name from the insurance certificate OR better still, contact your local Commercial Driving School and take a days course with them, alternatively take part in one of the many Caravan Club Familiarization Courses held up and down the country every year. The £100 spent may well be the cheapest option in the long run, but **practice regularly!!**

Mo and I would like to take this opportunity to wish everyone a Happy Christmas and a Healthy New Year and look forward to meeting with you in 2010.

# Technical Group & Website

**Baz Wellard**

**Chairman, Technical Group & Webmaster**



## **Ford based Models:**

There would appear that there may be a little confusion with regard the future of Auto~Sleeper models on Ford chassis. Auto~Sleepers have now provided the following clarification:-

“We had no Ford product at the Show due to continuing discussions with Ford regarding final specifications; these are yet to be confirmed prior to placing chassis orders. At this time we cannot accept an order for a Ford product for 2010.

It would appear that to some, this statement meant we were no longer continuing with Ford as a base vehicle chassis supplier, in fact only this week we have taken delivery of a dozen Ford Transit models which were destined to be Duetto's, however as we feared the specification has changed and no longer matches the specification in the brochure, this will impact on our manufacturing to produce a standard Duetto as changes to the chassis will effect the internal conversion, hence our policy to establish what changes Ford have made to the chassis prior to placing forward orders.”

My appreciation to Auto~Sleepers for their quick response.

## **Winter is coming:**

Winter is on its way and also the time to ensure that our motorhomes are prepared for the cold weather we are likely to experience – even with ‘Global Warming’!

For those who may be preparing their motorhomes for the first time, and possibly for those who need reminding, there is a guide available on the Club Website (*Technical page*) and it is also repeated on Ideas Sheets No. 85 (*contact details on the back page*).

In addition to the guide information you may also wish to consider filling up your van with a good brand of diesel and running it at least once a month. This will help prevent rusting on the brake discs & clutch plate; charge the batteries and 'exercise' the turbo waste-gate (*to stop it sticking*). It will also help prevent the undesirable 'motorhome-sleeping-syndrome' and help ensure that tyres do not 'flatten'.

Another thing you may wish to consider is to ensure that the grey water tank is clean. One method is to put a diluted solution of Elsan (or equivalent) in the tank and run the van to wash it thoroughly around the tank. Leave the solution for a few days - to break down any residual matter - and then go for another run. Immediately on return, empty the solution and flush the tank thoroughly - disposing of the contents in the recommended manner.

Also ensure that all taps are left open (*pump off obviously*). Many a tap has leaked after the small amount of water left in it has frozen.

Finally it may be a convenient time to check your tyres. Checking for tread depth & even wear is fairly straight forward. However more difficult, but essential, is to check the walls for any 'cracking' and/or bulging. Remember the recommended age for motorhome tyres is around 5 to 7 years!

### **Hints & Tips:**

If you would prefer a copy of the 'hints & tips' that I issued recently, as a PDF file (*i.e. cannot be changed*) in a document you can keep up-to-date with other items from the Newsletter, please let me know. I will then send it as a 'doc' document (*i.e. one that can be updated*)

### **Ideas Sheets:**

Ideas are still popular with members as the number of Ideas Sheets issued to date - 7,930 - will testify. If you have any ideas you may think are useful, or of interest to others; perhaps you can send them to me - with photos if possible, please?

### **Website**

Update No. 11/09, dated 21<sup>st</sup> October, contained:

Committee - '*update of members*'

National Rally Sub-committee - '*update of members*'

Technical (Ideas Sheets) - '*No's 190 & 19'1 - added*

FAQs – *FAQ No. 19 – ‘travelling abroad with pets’ - added*  
Technical (Instruction manuals) – *revised prices for*  
*Auto~Sleepers held manuals-*  
Technical (-Eligible models) – *‘Cotswold’ - added*

**And finally:**

May Dorothy and I send our best wishes to you, and your families, for the Christmas season and hope you have a happy and healthy New year?

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**Motor Home Newcomers**

10 years ago I was told that my kidneys were failing and I would eventually need renal dialysis. The thought horrified me and I was extremely concerned; I really thought life as I knew it was over and the future seemed all doom and gloom. It could not have been further from the truth. I elected to have peritoneal dialysis (CAPD) - an exchange of fluid carried out four hourly every day, but is something I do myself at home.

This Spring my wife and I decided that to enable us to have any kind of social life and holidays the ideal situation would be to invest in a motorhome. We would then not only have a social life but I would be able to cope with dialysis wherever we were.

I had previous experience with a Morris J4 Dormobile many years ago, but this did not compare to the modern day motorhome. We were very fortunate with the garage we chose (Simpson's in Great Yarmouth); they have been excellent in every way. We were totally ignorant about what we wanted but were recommended an AS Executive. It was 13 years old, but had been well looked after and had only done 33,000 miles. It was an excellent buy.

We took delivery in early March and this year has been marvellous - we have just completed 5,000 miles. We have been to the South Coast, Wales and Scotland and have recently returned from North Yorkshire. We've also had the odd weekend at some super sites locally.

Whilst we were in Scotland we had our first problem - the water tank leaked and unfortunately it dripped on to the electricity causing the electric to continually trip. We had 3 months warranty when we

purchased our motorhome and although we were well past it Simpson's have completed the work and charged nothing. Also, as we had a holiday booked whilst our van was in the garage Simpson's lent us a 2005 vehicle. When we picked it up we thought "Oh dear, we'll want to keep this newer one I'm sure." but no, we couldn't wait to get our Auto Sleeper back, there was simply no comparison.

The most important thing with CAPD is to sustain a very high standard of hygiene and in the motorhome this is not a problem, I am able to carry out the procedure just like I do at home. Often the lunchtime exchange will be done on a lay by whilst my wife rustles up a snack at the same time.

We are already planning our holidays for 2010 and think maybe we shall venture over the Channel. We have now joined the Club and reading the newsletter this morning I am sure that we shall be brave and join one of your rallies next year.

***Barney Howlett***

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## ***Denmark - Chapter 2***

We were going to go into Arhus by bus but decided to take the van because of heavy rain, then if the rain persisted then we could explore the surrounding countryside. However, by the time we were ready to go at about 9.30 the rain had eased and having read the guide book we decided to visit Den Gamle By (The Old Town). This was founded in 1909 by Peter Holm as the worlds first open-air museum of urban history and culture. The houses and interiors come from all over Denmark. They are dismantled, moved to Arhus and rebuilt in Den Gamle By, which today stands as a reinterpretation of a typical Danish town from the 1600s, 1700s and 1800s. In addition to the houses and interiors, the museum has unique exhibitions of clocks, watches, clothing, textiles etc and in addition to this all the staff and volunteers are dressed in period costume.

We were very lucky and found a free parking place right outside the museum and were able to leave the van there all day. The entrance fee was 100Dk each but was worth every penny. As we went in we were greeted by soldiers in period costume of the 1880s who were camped at the museum for



**December 2009**  
**Rally Supplement.**

***A very Happy Christmas to all members.***

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

***Will marshals please try to put the post code in the site address.***

Applications for rallies must be made on ASOC rally slips by post. The only exception is the National & AGM Rally.

**10<sup>th</sup> to 20<sup>th</sup> June 2010 Turckheim, Alsace, France.**

**Rally Marshals:** Angie & Andy Cavell and Dorothy & Baz Wellard.  
Emergency Tel. No. 00 44 (0)7880 532057.

**Rally Fee:** £17.50 inc VAT, not refundable if offered a place. Rally slips & cheques to A. Cavell, 24 The Close, Hampstead Norreys, Thatcham, RG18 0RY. Please ***This rally is now fully booked.*** please enclose an SAE.

**Site Fees:** The site fees are not set yet, but last year were in the region of 16 euros (£14.50) a night including electricity.

**Site:** Camping les Cigognes is a municipal site on the edge of the small town of Turckheim. The town centre is only a few minutes walk from the site and contains a small supermarket, shops, bars and restaurants. There are also bus and train links to all the major towns in the area.

**Attractions:** The nearest big town is Colmar and the tourist villages of Riquewihir and Eguisheim are nearby. Chateau de Haut-Koenigsbourg is a must-see and for transport enthusiasts the French National Motor Museum and National Railway Museum are both in Mulhouse, about 30 miles away. Limited to 30 vans.

Please do not arrive before 2.00 pm – the barrier will be closed for lunch!

**22nd - 26th February 2010 (4 nights), Whitemead Forest Park,  
Parkend, Lydney, Gloucestershire GL15 4LA.**

Emergency Telephone Number: 0845 345 3425 (site reception). Mobile phone reception poor to nil on site, but there is a payphone.

Rally Marshals: Mike and Mary Bardsley assisted by Celia and Alan Waugh.  
Site/Rally Fee to include hard standing pitch, electric hook-up, hire of room for two nights and use of facilities: Couples £72, Singles £69 (including VAT).  
Please send rally slip and cheque with SAE to: M Bardsley, 8 Hepburn Close, Aldridge, Walsall, WS9 0SU. Mike's telephone number: 01922 451964 (home), 07900677269 (mobile).

**Attractions:** Enjoy a keep fit winter break in the heart of the Forest of Dean. Facilities include heated swimming pool, Jacuzzi, steam room, sauna and gym. On site there is a bar, restaurant, health and beauty salon and small shop, with pub meals and limited public transport within easy walking distance. Good walking and cycling from the site.

*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.*

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

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

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

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

**E-Mail. [ncr@mypostoffice.co.uk](mailto:ncr@mypostoffice.co.uk)**

**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?

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:-

.....  
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Enclose a SAE if confirmation is required..

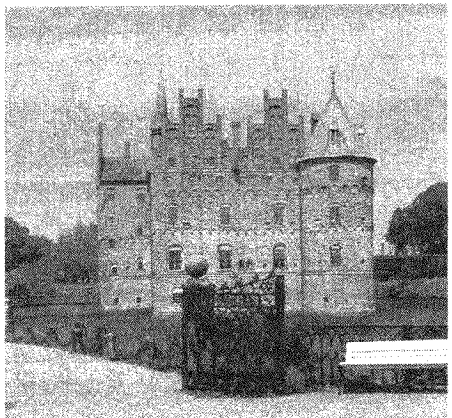
the week-end. We were given a demonstration of the various weapons – flintlock rifles, blunderbusses, pistols and even a canon, all of which were fired in demonstrations every couple of hours.

The shops were set in cobbled streets with their signs hanging outside. Candlemaker, cobbler, goldsmith, clock maker, tobacconist, a milliner etc etc.. There was the Apothecarys house with his shop complete with pills, medicines and the tools of his trade and out the back there was his garden with all the medical herbs and flowers growing. Next door was a rich Merchants house and two of his lady servants who were preparing his mid-day meal ‘Windekohl’ which consisted of two types of chopped cabbage, meat balls, sage, oatmeal and cumin (to stop the wind we were told). We were offered some and it was very tasty (and windless).

Over the road was a stall smoking herring, a mill with a waterwheel, a boatyard, a brewery and a Tap Room where farmers could go and eat their packed lunches on market days, have a warm by the fire on cold days and buy a beer to drink. There was every kind of shop you could imagine. At the tobacconists there were the tobacco drying barns and in the shop you could see how they made the ‘twist’ tobacco by rolling it into a long sausage or rope shape and then cutting it to the amount requested by the customer. To celebrate its 100<sup>th</sup> anniversary this year they are extending the museum and putting up more houses and shops to bring the history up to 1974. Amongst the new shops will be a radio and television shop and a poster museum, both of which will be used to try and help patients with Dementia and Alzheimers to remember things from their past.

Back at the site we had our evening meal and a lovely walk along the beach, ending what had been a really wonderful day when the sun shone and time flew past all too quickly.

*Derek Moras*



## Trip to Southern Ireland Sept 2009

Having never been to Ireland my friend and I gained permission from our wives and went about planning a week in my Symbol to the Emerald Isle. We booked the 0245hrs ferry from Pembroke to Rosslare and initial plans were to stay around the Cork Waterford area, but when talking to various people the far West sounded a lot more attractive. So with full tanks and ample rations we left Hampshire at 1900hrs *in torrential rain*. Needless to say although rough we managed to get some sleep in the lounge (take your sleeping bag with you).

Arriving in Rosslare it was reasonably bright and to break the journey we stopped in Clomel for coffee and to buy soda bread. The river in the town was close to breaking its banks following several days of heavy rain.

Returning to the van we noticed a water leak from the engine but we had only lost a small amount so we topped up and set about tracing the leak which we discovered was coming from an inaccessible joint. Plan of action – keep an eye on temperature gauge, top up as required and review the situation if it worsened.

We travelled on to Killarney then on to the camp site at Glenbeigh where a festival was taking place in the village. The campsite was very good with views towards the Dingle Peninsular.

The following day our destination was the Dingle Peninsular. On the way to Dingle we stopped at Inch for a pleasant walk along the beach, taking photos on our journey as sun and visibility allowed. We found Dingle too touristy so we continued along Sleah Head Drive stopping to view Dunbeg Fort, the Bee Hive Huts (small houses), and the Blasket Islands. It was our intention to travel the Connor Pass, the highest mountains in Ireland but a width restriction of 6ft made a no go for campervans, so we made our way back to the site calling in at the Bog Museum.

Saturday is the highlight of the festival on Ross Behy with horse racing, music in the main street, a funfair, stalls selling various items, bookies and a commentary stand with camera. The horses were called to the parade ring for the first race they were shortly followed by about 10 jockeys age about 12 to 16. Then they were off! Having done all his introductions the commentator was most excited and gave an interesting commentary as the

horses raced along the lovely sandy beach with the hills of Dingle in the background. Not being betting people we stayed for two more races then walked back to the site eating succulent blackberries from the hedgerow. Later we drove to Killarney for some supplies then after dinner it was time to hit the festival. Although the road through the village was not closed to traffic the place was heaving with the stage and one pub on one side and two pubs on the other the atmosphere was wonderful with people of all ages enjoying each other company and laughter. When the music started what a disappointment, Rock music! We were expecting to hear some traditional music and see some dancing. We did not stay to the end.

Sunday we woke to heavy rain, what a day to do the Ring of Kerry!! We took a short detour to Portmagee, a quaint harbour but lacking that traditional feel, but continuing our journey we were unable to see many of the stunning views. We then cut across to Glengarriff, then on towards Castletownbearhaven where we found a nice little spot overlooking the sea. We then noticed a Garda car pull up opposite the van and realised that we had parked opposite the local Garda house, we thought it appropriate to move on. We travelled on to Castletownbearhaven and found a place overlooking the harbour. After dinner we walked into town to enjoy a Guinness in one of the local pubs. Hey Presto traditional singing, a large family were sitting round just singing with no musical accompaniment taking turns to do solos, they had been to a wedding.

The following day dawned bright and we enjoyed a walk around the busy fishing harbour. Fresh fish for dinner! We then set off to see the Beare Peninsular; some wonderful views led us to the tiny harbour at Garnish Point, where we watched a local fisherman arrive with his catch. On asking him if we could buy a couple of mackerel he replied "you don't want to be buying them sir just take them away, how many do you want?". He threw us 4 and refused any payment.

Continuing our journey we enjoyed lovely scenery and seascapes making up for the Ring of Kerry. Later we stopped on a small beach to BBQ the mackerel - wonderful! The Healy pass is a lovely drive with beautiful views. We then set off via Glengarriff and Bantry towards Sheeps Head, as a cautionary note I would suggest that this (Sheeps Head Drive) not be completed in a larger van.

With heavy rain in the night we woke to dense fog, occasionally the

telegraph pole in the field across the road came into view. This morning was to be the most exciting part of our journey, as the mist lifted we crept along the wet and windy road to The "Sheeps Head" seeing the misty image of the landscape and cliffs gave some idea of the beauty of this place (I have since looked up pictures on the web). As we made our way the road was becoming narrower, more like a river, less well made up and in one place very steep. We slowly picked our way back to the main road to continue our journey on to Blarney via Skibbreen, Baltimore and Clonakilty. Arriving at the Blarney Campsite we were given a warm welcome by the owner. We caught a bus from Blarney into Cork, but found it disappointing.

Kinsale was next and is a pleasant harbour town with a marina and plenty of restaurants. It is very much on the American tourist route. We drove out to "Old Head" to enjoy the views, had a walk then returned to town. Later in the evening we visited a couple of pubs with traditional music but very touristy, however we did meet Brian who runs ghost tours around the town, what a character.

We awoke to sunshine by the river and departed for Rosslare stopping off at Dungarvan for visit to the castle.

Another problem we experienced was that when the fridge was switched to 12v with the engine running the fuse (30amp) from the battery blew resulting on no charge to the leisure battery, the 15amp relay fuse did not blow. As a temporary measure the fridge was isolated. Has anybody got any clues as to the cause a solution would be good.

Total miles travelled 1347 - Fuel consumption 31.7mpg  
Best price ferry Camping & Caravan Club Carefree  
Fresh fish and meat very good  
Irish people very friendly  
Would I do it again – Yes

#### Expressions of the week

- |  |                         |
|--|-------------------------|
| <u>(Q)</u> When do you close?  | <u>(A)</u> Next October |
| <u>(Q)</u> How long have you run this Pub?                             | <u>(A)</u> Forever      |
| <u>(Q)</u> Would you recommend restaurant X<br>(the best one in town)? | <u>(A)</u> No           |

*Adrian Lass*

## **Auto-Sleeper Berkshire**

I purchased my Berkshire in June 2008. It was my first European Motorhome for over 20 years. All my other motorhomes had been American. I felt the need for a change as the American RV had become too wide for use on our roads (the current model of my last RV is now 9 inches wider) and were no longer available with a diesel engine at smaller end of the market. I still wanted rear wheel drive and that limited me to either Ford or Mercedes Benz chassis.

I immediately began my customising programme. The first item on the agenda was a towbar and somewhere to put the spare wheel that MB failed to supply. MB gives you a bottle of gunge and a phone number. If the gunge fails to reinflate the tyre to get you home, you phone the number and someone from MB Assist comes out and attends to your problem. I prefer the old fashioned method – a jack and a spare wheel. Incidentally MB does not supply a jack either – just a place to keep it in!

The vehicle was taken to Towtal in Stoke-on-Trent who not only supplied one of their towbar/rear bumper assemblies but also fabricated a spare wheel carrier incorporated in to it – a super job!

The next jobs were to fit a solar panel and a satellite system on the roof. I was lucky to acquire a second-hand Oyster system that had been taken off another motorhome. Unfortunately, I did not get the main cable which had been left in the other vehicle. A replacement was a sobering £140!

The final task was to load our personal belongings onboard. Before placing any kitchen equipment or food into cupboards and drawers, these were lined with antislip material. With everything on board, water tank full, fuel tank full and two people aboard it was off to the weighbridge. Having heard of problems with overloaded motorhomes I always check the weight. In my case with i was pleased to find that we still had 60kg to spare.

Now that I was using the vehicle a raft of changes began to take place..... next time I will write about some of these.

***John Bailey***

# Rally News

Well the season has been brought to a close by a very successful and enjoyable rally at Burnham-on-Sea. Even the weather co-operated for the most part, remaining calm and dry for both the firework display on Sunday evening and the Carnival on Monday evening. And what a parade!! The floats surpassed all that we expected and, having seen it before, our expectations were high. If you want a flavour go to [www.burnham-on-sea.com/carnival](http://www.burnham-on-sea.com/carnival).

There was a gathering on Saturday evening, although torrential rain did stop some of us going along; a walk into Highbury on Sunday morning and a stroll along the beach on Monday to enjoy lunch at a pub at the far end of the town.

However, prior to this stroll along the sand we got together for coffee and to help celebrate the fact that Linda and Brian Ellis, aided and abetted by Sheila and Ivor Barnett, have been organising the Burnham rally for 10 YEARS. To mark this momentous event Linda's sister Irene had prepared a huge cake, which was enjoyed by everyone.



So all that really remains is for me, on behalf of all who have attended over the years, to say a huge THANK YOU and keep up the good work.

**Chris Mawdsley**

**Jim Samuels** has responded to Bill Todd's article *'It might happen to you.'*

"Having been there with gall stones I felt for Bill and trust he is well on the mend, but couldn't help but smile when he suggested that we allow women to enter our male domain by taking over 'the wheel'.

For years I have been in charge of numerous caravans but four years ago ill health forced me to turn to motor homes! To make matters worse the past year I had succumb to Maureen taking over.

As a spritely seventy-two year old she doesn't do too bad - her driving would make Eddie Stobbard proud. She tows a trailer for my electric scooter, although it did embarrass me to see her lift it, so I bought a covered Blue Line with roller shutter and ramps. She can fuel up, check tyre pressures, she's getting faster at changing gas bottles, fetching water, unwinding blind, walking doggies, making up beds and folding up same as well as cooking, washing up, cleaning, washing, ironing, shopping and cleaning the shower after me. She helps me dress and undress (I do make her close her eyes!), She pushes tablets down my throat, keeps check on my insulin, cleans my glasses when she cannot see the colour of my eyes and locates them when they go missing. She plans routes and downloads satellite picture of sites. I could go on and on.....

As people dash to help her they remark on how I shouldn't allow her to do it all, she politely declines help, but little do they know how I have to put up with her tongue if I don't get out of her way! I just have to socialise with the neighbours... where's the equal rights for men! Just one complaint, I cannot get her to use cruise control - just can't get the staff!!

I should point out she is aware I've written this and points out she's put up with me for twenty-five years and it's somewhat like applying a towel to a duck's back.

**But the moral to this is - if you're going to be ill or disabled make sure you have a wonderfully good back up."**

We do know of course that there are a lot of carers in our Club - as was mentioned in the Big Red Book presentation last year, ASOC also stands for *A Society of Carers.*

## Welcome to New Members



David Peters	Warminster	Sportsman
Paul & Alysoun Hodges	Ely	Talisman
John & Trudy Hardie	Aboyne	Pollensa
Erik Thomas	Bridgend	Pollensa
Arthur & Janet Astle	Evesham	Talisman
Ken & Jen Austen	Plymouth	Trooper
Bob & Sue Hunt	Maesycoed	Nuevo
Shane & Lucinda Rhodes	Saffron Walden	Clubman
Roy & Irene Bundle	Nr Downham Market	Talisman
Bill & Sarah Hewitt	Manchester	Talisman
Joe & Janis Carty	Poimont-Falkirk	Amethyst
Stephen & Pavla Price	Rhuddlan	Trident
Stuart & Patricia Phillips	Swansea	Talisman
David & Paulene Bell	Enborough	Talisman
Robert & Christine Horan	Evesham	Inca
Alan & Joan Grey	Seascale	Nuevo
Bob & Angela Warwick	Fareham	Nuevo
Viv & Janet Jenkins	Crowhill	Nuevo
David & Rona Martin	Tewkesbury	Symphony
Martin & Janet Kosciwicz	Weymouth	Inca
Barney & Pam Howlett	Norwich	Executive
Juliet Johnstone	Gullane	Topaz
Jan & Marlene Joubert	Cambridge	Rambler
Gareth Griffiths & Sarah Whitehead	Newport	Duetto
Vic & Lesley Prince	Middlesbrough	Trooper
Bob & Chris Hatcher	Fareham	Talisman
Keith & Susann Yarrow	Southend-on-Sea	Topaz
Terry & Jean Baldwin	Nuneaton	Pollensa
Matthew & Sue Gardner	Teignmouth	Amethyst
David & Frances Garner	Fareham	Hampshire

Denise Buchan  
Glyn & Lorna Silcocks  
Derek & Stella Weaver  
Partick Beaumont & Diana Illingworth  
John & Marion Cowling

Newbury  
Blackwood  
Fareham  
Cardigan  
Southampton  
Harmony  
Pollensa  
Rienza  
Legend  
Duetto

And lastly.... Peter enjoyed a visit to the AS factory recently and hopes to write about it next month, plus we have to hand pieces on trips to Shetland and Kent and the final instalment of Derek Moras's Denmark Trip.

So once again, all the very best for Christmas and New Year and.....

*Keep Rallying*



(Lancs)

**Pro-Tec roof cover** for Talisman/Executive. Little used, cost £280. **Offers.**  
**Contact Audrey or Clive Goldsmith 01257 411876**

**Contact Sylvia and Albert Gatehouse 01483 422620 (Surrey)**

**AS Legend T** reg 1999. Ford Transit 30,000 miles. Awning, bike rack, reversing camera, cruise control, Status 530 aerial, Silver Screens. Quality radio with hands-free option. Van Bitz alarm. Safe T bar. Non-smokers, no pete. Recent full service with cambelt. Superb quality vehicle. MOT March 2010, Tax August 2010. Sale due to bereavement. **£16,250. Contact Alan Robbins 07799 134027 email alanrobbins1@live.co.uk.** (Wores)

**Seimens SR50** solar panel 783mm x 594mm complete with controller, attached to 2 roof bars to fit AS Nuevo on X2/50 Peugeot base. New cost panel & controller £300, 3X aluminium AS roof bars £100. **Accept £290 ono.. Contact Stan Tingle 01934 412910.** Pictures available at [stan.tingle@googlemail.com](mailto:stan.tingle@googlemail.com) (Somerset).

**VW Clubman GL** 1993 L reg, 2 berth, converted to LPG 2001. Fixed refillable gas bottle, solar roof panel, 4 Tyrone safety bands, Silver Screen. Non-smokers, no pets. 1 previous owner from new. TAX/MOT end July 2010. Only 37,500 miles. Dearly loved, ill health forces sale. **£8,000**

**Honda EX7 generator** as new still in box. Excellent condition **£200 ovno.** SafeT bar in white any reasonable offer welcome. 2 overcab mattress assembly sections in green & 2 bedroom ladders for AS Legend. Any reasonable offer welcome. **Contact Philip Gledhill 01484 654180** (Huddersfield).

**Thank you for all the donations.**

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