



AUTO-SLEEPER OWNERS' CLUB

A Company Limited by Guarantee
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Registered No: 4616969

www.asoc.fsnet.co.uk



Spring is in the air....

(let's hope!)

NEWSLETTER 258

March 2010

From the Editor (S)

You will notice a large number of contributions in this issue from a certain Peter Brown!! That's me out of ideas soplease let us have some from you!!

We've had a note from Barbara & Stan Matthews concerning their Windsor motorhome article - the free recovery in the UK and EU is for *3 years* not 5.

Later in this issue, Baz gives more information on base vehicle radio automatic switch off. Many will be aware, but for those who are not, the digital TV service currently being rolled out throughout the UK includes all the main radio channels plus many more. Somewhere on your remote control will be a facility to switch from TV to Radio and the reverse.

Also later in this issue you will find a couple of responses to David Garraway's request for information on suspension air assistance units. In addition to those, David Maddison-Roberts spoke to David and among other things told him about the GB Services Airide. David found that the price is now over £500 and is thinking.. I will add that I always run at near maximum weight and with both our INCA on Peugeot (once advised by Michelin of the correct tyre pressures) and our current Wilton on Ford the ride and handling is excellent with the standard suspension.

You may have noticed my comments in the January Newsletter regarding communication with the Camping and Caravan Club magazine forum. I received a phone call and subsequently an e-mail from Simon McGrath the Editor of the magazine who had been shown the piece:

Further to our discussion, thanks for pointing out the lack of acknowledgments following your two emails to Camping & Caravanning's Forum section.

Having looked into our automated response system, we discovered a technical glitch. As a result, we've been able to review and improve our processes to hopefully ensure it doesn't happen again. With all best wishes to yourself and members of the Auto-Sleeper Owners' Club,

The National Rally

HAVE YOU SENT YOUR BOOKING FORM FOR THE NATIONAL YET?

If you have, have you had a reply from Sheila Henthorne? If you haven't heard within a week of the date Sheila should have received your form please contact her so she can confirm whether she has received your booking or not. She can be reached on 020 8808 9112 or sh.asoc@btinternet.com.

If you haven't yet sent in your booking form the National is only a few weeks away so please do it soon.

You will not see the usual blue & white V W T35 motorhome to greet you, sadly Ben has resigned from the committee and I am deeply grateful to Peter Brown & Chris Mawdsley for organising the Marshalling for this year. Vic Hickling will be taking over in 2011.

There will again be a waiting area if you wish to be parked by friends. Parking on site will be from 12noon on Thursday and not before.

There will be a letter in the welcome envelopes giving you all the information for the weekend. Look forward to seeing you there.

Nora Venables

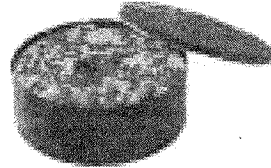
NOTES

- With the exception of small trailers and small storage tents (such as those used for mobility scooters) it is not possible to park cars or trailers or to pitch tents on the van pitches. A nearby area will be designated for extra vehicle and trailer parking. If you wish to bring a car to the rally please contact Peter Brown on pcb7ty@btinternet.com or 07771 827711
- Last date for entries for the photograph competition is **31 March 2010**.

CAKE COMPETITION

Cider Fruit Cake

¼ pint Cider
225g (8 oz) butter
225g (8 oz) soft brown sugar
4 eggs beaten
275g (10 oz) self raising flour
75g (3 oz) ground almonds
75g (3 oz) glacé cherries chopped
500g (1 lb 2 oz) mixed dried fruit



Method

Soak the fruit in the cider overnight if possible.
Cream the butter, sugar and eggs. Add the flour and ground almonds.
Stir in the cherries and soaked mixed fruit. Pour into a well lined 8 inch round cake tin.

Bake in a moderate oven for approximately 1¼ - 1½ hours.

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

**Please bring your cake to the Stuart Goodwin Hall on Friday 30th
April between 10am and 4pm**

First Prize	£30
Second Prize	£20
Third Prize	£10

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

SALES AND WANTED BOARD

This will be situated in the Stuart Goodwin Hall again.

If you would like to place an advert it **must** contain
Motorhome type
Registration Number
Row in which your vehicle is situated.

A mobile phone number would be useful

Please see me in the hall to have your ad put on the board
A donation for the weekend charity of 50p to place the advert is suggested.

A further donation on completion of a successful sale/purchase would be appreciated.

Ian Wood
NUEVO ES

07521 813890
M11MWD

Thank you so much

It was very kind of you to write about Vic in the February Newsletter. Vic loved ASOC and it was such a sorrow to me that in the last year he had no memories at all of all our happy times.

I would like to thank all our friends for the cards, letters, phone calls and flowers. Several of our friends had wanted to attend the funeral, but the snow made it impossible, still I know the thought was there.

On the day of the funeral there was deep snow, sun and bright blue sky - Vic would have called it proper Polish weather!!!!.

Thank you once again.

Barbara Kaye



Chairman's Chat

I wrote last month advising the new members to apply quickly for any rally that they wished to attend; Mo and I were once again surprised at the quick response to our Hayling rally advert because the day after the newsletter arrived we received 25 applications in the post and by the 4 February had only one place left.

Ben Mansfield, very ably assisted by Evelyn, has decided to resign as the Chief Rally Marshall and consequently you will not see the iconic blue and white LT 28 VW van at the entrance to the National Rally this year. Ben and Evelyn were one of the very early members of the club and Ben volunteered to be Chief Rally Marshall back in 1995 and has held the post ever since. He organized the setting out of numerous rallies, the Club and Company rallies at Malvern, together with the AGM, now called the National Rally at Newark on Trent. The photograph shows the pair receiving a small token of our appreciation and grateful thanks for all that they have done for the club over the years.



I am sure that you would join with me to wish them a long and healthy retirement but we do expect Ben 'to fire up the LT' once in a while to come and enjoy meeting some of his old friends and 'verbal sparring partners'.

Baz and I have another scheduled meeting with Geoff Scott at the end of February where we will continue to discuss numerous subjects regarding our vehicles, the 50th Anniversary, the new ideas coming from members and learning about the new ASG ventures. I will report on these meetings in later editions of the newsletter.

I look forward to meeting some of you at the NEC, be careful about what you spend, enjoy the experience and I look forward to meeting with you soon.

Mike Valentine

Updates

Here are some updates to recent articles:

Palermo Bed

After fitting the board, over the slats on the Palermo bed, I found the mattress was sweating underneath, because the air was unable to circulate.

I have now fitted a 1 inch square metal bar under the slats, from head to foot, this stops the bed from sagging and keeps the slats firm, this has also eliminated the sweating.

Dave Robinson

Badge of Approval

I noted with interest this article and when cleaning my 10 year old Boxer a while ago (I wish car washes were just that bit higher!), I did notice the badge had become unreadable. The thought did cross my mind at the time if it was possible to buy a replacement. The article has prompted me to ask that very question? Presumably others will have noticed the condition of theirs?

G.Ward

Which CTEK Model?

I use a CTEK800. This unit is suitable for batteries up to 100Ah. I like this unit as it is automatic in operation and if the mains supply is interrupted it will switch itself on when the supply is resumed. The next model in the range is the CTEK36. This is suitable for batteries up to 120Ah. It needs to be switched on manually which can result in a break in charging if the power supply is interrupted. I purchased my units from Hamilton Classic. Tel 0870 204 8080 or www.hamiltonclassic.co.uk (I have several of these units on different vehicles)

John Bailey

Motorhome Passengers and Seat Belts

There has been comment and confusion recently on the status of the law regarding the carrying of passengers in Motorhomes. I am not qualified to advise on this but I have researched this personally and found the following:

- "Seat belt wearing regulations cannot apply in seats where seat belts are not fitted. Therefore there can be no specific prohibition on using such seats even if other seats in the rear of the vehicle have seat belts fitted. Specifically, the regulations exempt passengers from using a seat belt if a seat belt is not "available". If all the seats with belts are already occupied, then seat belts are clearly not "available" and the remaining passengers can use the seats without belts."
- '... the police can act where people in the rear of any vehicle are considered to be carried in a dangerous manner because they are unrestrained. [Owners] should beware of unbelted passengers. In a crash, they can injure others in the vehicle ...'
- My insurance terms and conditions neither specify or limit the number of passengers that can be carried (although the number of seats that I declared is in the accompanying schedule of information)
- My Insurance Company says that I am insured to carry as many people in my Motorhome as it is safe to do so.
- I must assess that risk and either or both of the insurer and police may disagree with my assessment
- Whether belted or not, in the event of an accident passengers in the habitation area of a Motorhome are at great risk of injury from appliances, lockers, cupboards and their contents.
- Many Motorhomes are operated at near the maximum weight limit and each additional passenger would add say 80kg.
- The oft quoted date of October 2007 is irrelevant to the above (which describes the current status), it is a date connected with the EU implementation of Whole Vehicle Type Approval:
 - ***Whole Vehicle Type Approval for Motorhomes comes into force on 29th April 2012***
 - Manufacturers of Motorhomes can already choose to offer products under a Type Approval Category
 - Most Motorhomes are currently offered ***without*** Whole Vehicle Type Approval so the following ***doesn't*** apply until they are.

- ◇ EU Directive 2005/40/EC of 7th September 2005 amended Directive 77/541/EEC that relates to seat belts
- ◇ In Article 1 clause 3 the Directive is amended to require the installation of seat belts conforming to the requirements of the Directive to all seats except those intended solely for use when the vehicle is stationary (whilst the belt has to be labelled to confirm that it conforms to the technical requirements of the Directive, I can find no reference to a requirement for labelling of the seat positions. In the submission for Whole Vehicle Type Approval it will be necessary to designate in the documentation which seats are intended solely for use when the vehicle is stationary and what type of belt installation is to be made on the other seats)
- ◇ 20th April 2006 - Member States were required not to refuse type approval or registration to vehicles that conform with the Directive
- ◇ 20th October 2006 – Member States shall refuse to grant type-approval to any new type of vehicle that does not conform to the Directive
- ◇ 20th October 2007 – Member States shall consider certificates of conformity [to type-approval] that accompany new vehicles as no longer valid for vehicles that do not comply with the Directive and refuse registration etc. of new vehicles that do not comply with the Directive.

Conclusion

- ⇒ If your Motorhome is currently one of the few that have Whole Vehicle Type Approval, the certificate of conformance will describe which seats are intended solely for use when the vehicle is stationary and all others will have seat belts fitted.
- ⇒ It is risky but not illegal to carry passengers in the habitation area of a Motorhome (assuming weight is not exceeded)
- ⇒ the police can already act where people in the rear of any vehicle are considered to be carried in a dangerous manner because they are unrestrained and the insurance company may consider that it was not safe to do so
- ⇒ All Motorhomes registered after 29th April 2012 will have seat belts fitted that comply with the EU Directive to all seats that are not intended solely for use when the vehicle is stationary.

Peter Brown

Technical Group & Website

Baz Wellard

Chairman, Technical Group & Webmaster



Members' deals:

A further dealer is offering a special deal to members. Obriens Camping Suppliers are offering a 3% discount when paying by debit card or cash.

Obriens are suppliers of the full Dometic range, including 3 way camping gas fridges, 3 way portable fridges and freezers, air conditioning, free standing gas fridges, Seitz roller blinds and heki roof lights plus other camping equipment.

They are located at Andover Hants and details can be found at <http://www.obrienscamping.co.uk> or telephone 01264 – 358293. Details of all dealers' discounts are on the Club website.

X250 Dipping Headlights:

Following a query from a member I have identified that Peugeot dealers can supply a self adhesive 'special obscure plastic' that sticks on the headlamps of the X250 (*tear drop*) models. Reference No. VAL 284 and priced £10 + VAT. Beware of using 'ordinary black tape' as there have been instances when irreparable damage has occurred to the lens!

National Rally – Q&A Session:

On Friday afternoon, at the National Rally, Auto~Sleepers senior management have kindly agreed to attend the Question & Answer session for the 7th year. This is your opportunity to raise any matters of company policy, production or any other company matters of general interest.

Car radios switching off when stationary:

Cab radios are often designed to switch off at a pre-determined time to



March 2010 Rally Supplement.

**** Change of rally location 7th. 12th. June Tattershall not Woodhall Spa.****

Please carry your ASOC membership cards when attending rallies.

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.

10th to 20th June (10 nights) 2010 Turckheim, Alsace, France.

Rally Marshals: Angie & Andy Cavell and Dorothy & Baz Wellard.

Emergency Tel.
not refundable if

This rally is now fully booked.

£17.50 inc VAT,

Advance Notice- 6th. – 13th. June (5 nights). Old Barn C.P., Nr. Sandown, Isle of Wight.

Emergency Tel.No. 07730212750 -07866621291.(Marshals' mobile).
Rally marshals: Ken Bolton & Mac.McArthur.(Tel.No. 01983875918).

(i.)

Rally fees (including ferry fares) £145 per unit for 7 nights including electricity.(Incl VAT).

The ferry will be Red Funnel Southampton to East Cowes. Basic ferry charge is for a van 5.5 metres long & 2.25metres high. Anything higher & longer will be charged extra. Ferries leave Southampton every hour on the hour so when booking put time of departure on rally slip.

Contact the rally marshal before booking for details of package.

Then send an S.A.E. with rally fee made out to K. Bolton, 2 Cherryside, Lake, Sandown, Isle of Wight. PO36 9LU. Tel.No. 01983 402059.

Attractions: Most of the Isle of Wight is an area of outstanding natural beauty with many attractions. The site is situated on the main Newport Road between Sandown and Newport. A Morrisons store is ¼ mile away & opposite the site is a very nice café.

There are bus stops nearby and it is quite easy to get all over the island by bus, passes accepted. There are lots of walks nearby and you are in sight of the Isle of Wight airport, a small private airport with a grass runway. Pleasure flights are available or you can learn to fly.

Rally starts 12 noon 6th. June, ends 12 noon. 13th. June.

Monday 22nd. – Saturday 27th. March (5 Nights) Fishery Creek, Hayling Island, Nr Portsmouth.

Emergency No. 07745 522 335.

Rally Marshalls : Mo & Mike Valentine.

Site Fee £15.00 per night inc. elect. and VAT.

Rally Fee : £3.20 per couple, £2.20 single. Both inc. VAT.

Rally Slips + cheque payable to M. Valentine please, with SAE for reply and directions.

Send to : M. Valentine, 11, Hamilton Close, Langstone, Havant, Hants. PO9 1RP (023 9248 2818).

All the usual camp site facilities, inc. disabled.

Dogs welcome on leads.

Fishery Creek is set adjoining a tidal creek of Chichester Harbour with pathways leading to easy walks and extensive views of the harbour.

The park is well maintained and the grass drains quickly.

Approx. 10 minutes walk to nearest shop, pubs, buses and the beach.

Attractions, City of Chichester, Emsworth, City of Portsmouth with its Maritime Museum & the South Downs National Park.

Rally starts 12 noon 22nd March and finishes 12 noon 27th March

Limit of 30 vans.

25th – 28th March 2010 (3nights) Marston's Rally. Albion Hotel, Burton on Trent, Staffs.

Site behind the Albion Hotel, Shobnall Road. Burton on Trent.

Emergency Tel. no .07713186508 Marshal's mobile.

Rally Marshals: Trish & Ted Pratt & Jan & Vic Hicklin.

Marshals phone no. 01283538818 or please ring Jan on 01246236157 if I am not available.

Site Fee: £4.50 per night, all hardstanding., Rally Fee: £2.35.All inc VAT. No Electricity. Booking slip & cheques payable to P.M.Pratt, 3 Grafton Rd,Stapenhill, Burton on Trent. Staffs. DE15 9DN.

Tel 01283538818.

Please remember your S.A.E.

A VISIT ROUND THE BREWERY ON THE FRIDAY MORNING will be arranged.

Cost £6 each, please send cheque with site fees if you would like to participate in this trip.

A MEAL FRI. EVENING and MEAL SAT. EVENING will be available. (WEEKEND OFF COOKING DUTIES LADIES).

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

Please send SAE for acceptance and further directions.

Dogs are allowed.

Rally starts at 12 noon Thursday. NOT BEFORE PLEASE

22nd. -25th.April National Motorhome Show,East of England Showground,Peterborough.PE2 6XE

Emergency Tel.No. 07922049714

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

Please use the booking form enclosed in the February Newsletter

if possible. If you use a form from other magazines please mark the form ASOC and note the **special Club site fees:**

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

All bookings for the Saturday evening entertainment must be made with Warners when returning the application form to the organisers, by Thursday 1st. April if you wish to rally with the Club.

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

Return it, with the Rally Fee of £2.00 couples, £1.50 singles (both inclusive of VAT) to: N.C. & P. Rogers, 3 Appleby Close, Aldbrough St. John, Richmond, North Yorks. DL11 7TT.

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

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

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

**29th. April – 3rd. May National Rally & A.G.M.
Nottinghamshire Showground, Newark.**

Please use the application form enclosed with the January Newsletter. The closing date for bookings for meals and camping is 3rd. April.

**6th to 10th May 2009 (4 Nights) Little Cotton Farm C.P.
Dartmouth**

Site Tel. No. 01803.832558 Fax 01803 834687.

Website- www.littlecotton.co.uk

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

(iv.)

Site fees:- Basic pitch £8.75 (no electric) and Standard pitch £11.25., both fees are per night per unit inclusive of VAT.

Rally fee £2.35 couples and £1.20 singles. **Minimum booking 3 nights.**

Send application slips with cheques payable to R J McAllister together with SAE for reply to 'Milesaway' Steart Drive, Burnham on Sea, TA8 1BZ. Telephone numbers are:- 01278 781976 and Mobile 07840076771.

Attractions: This is a 7.5 acre immaculate site having an award winning toilet/shower complex with disabled facilities, dishwashing area, launderette style washing machines, large tumble dryers & ironing boards available. **Dogs are welcome** but they must use the doggy walk on site and be kept on the lead on site.

There is a well stocked site shop; papers must be ordered the day before. Also very close by are Sainsburys and Lidl. The site is adjacent to the Park & Ride bus service into Dartmouth (tickets available in the camp shop).

This will be the 13th year of the Dart Music Festival held from Friday 7th to Sunday 9th May. There are plenty of boat trips operating from Dartmouth, either up the River Dart to Totnes or out to sea. Ferries run to Greenway Quay from where you can visit Greenway House & Gardens (NT) one time home of Agatha Christie. There are other NT properties in the area; also two local steam trains, one from Kingswear to Paignton and another from Totnes to Buckfastleigh.

Good bus services – bring your free travel cards! This very good site is in a lovely area of South Devon with much to see and do; if you would like to extend your stay either before or after the rally contact the site owners direct, they will welcome your call.

Please DO NOT arrive before Noon on rally day.

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

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..

save the battery draining when used in its commercial role. However this is not always welcomed by motorhome owners. I have reported on this before but as we have newer members raising questions - please bear with me if I repeat myself:

- **Peugeot X230** (94-01). No problem
- **Peugeot X244** (02-06). The radio will switch off after 20 minutes. There are 2 solutions: - use the remote switch fitted by Auto~Sleepers on some models or modify the wiring as in Ideas Sheets 63.
- **Peugeot X250** (06-to date). The radio will switch off after 20 minutes. The radio is integrally wired into the Engine Management System and no modification to the wiring can be done and neither can an alternative radio be fitted!
- **Mercedes**. The radio will switch off after one hour. It has been confirmed that this is a permanent feature, unfortunately. No changes can be made to either the wiring or the software, and a replacement radio cannot be accommodated.

LEZ:

Correction to last month's article on the London Emission Zone 2012:- The weights applicable should read '2.5 – 3.5tonnes' and not 'over 3.5tonnes'.

Website updates:-

- Update No. 02/10 (*18th January*)
- Nuevo II - model review available.
- A~S competition for 2 NEC tickets
- FAQ 20 – Dipped headlamps for the Peugeot X250
- Update No. 03/10 (*10th February*)
- Stop Press – Photo of Evelyn & Ben Mansfield receiving thank you gifts
- Ideas sheets No's 192 (*8 for Berkshire*) & 193 (*County Models*) added
- New role – National Rally Marshal
- FAQ 21 – Can I prevent my cab radio switching off when stationary

- Updated Rally Marshal notes
- Obriens Camping Suppliers - added to 'Members deals'
- FAQ 19 - Additional information on taking pets abroad.

And finally:

80% of members are now on the internet and 24% of those have registered for automatic notification of Web updates. If you do not have internet access there's no need to be out of touch. Remember you only have to visit your library and you can easily get free access to the internet generally and the Club Website specifically. You'll find that library staff are only too willing to help you.

Air-Rides

Celia and I bought our Symbol new in 2002 and wondered how we could improve the ride of the Boxer van that the Symbol is based on. We came across Symonspeed of Torquay, who were then the agents for Air-Rides, at our first Club and Company Rally at Malvern. As they were quite local to where we live in Exeter we thought that it would be convenient to seek advice from them with a view to having the job done near home.

We spoke to other club members who recommended Air-Rides as providing a great improvement and then discovered that they could be fitted there and then on site at the rally - so we took the plunge. We were shown underneath on our van how the Peugeot-supplied hard rubber bump stops on the rear suspension were fully compressed even when stationary and not fully laden and wondered why Peugeot went to the expense of supplying springs as well, as the rubber seemed to be the main method to carry the vehicle and its 3.2t weight!

It was a quick and (for Symonspeed) a simple operation. As soon as we drove off at the end of the rally we noticed a difference in the ride and handling of the van. Cornering and in particular going round large roundabouts were able to be negotiated with superior ability, and the comfort on our sadly increasingly rough roads was improved. The van also felt more stable cruising on the motorway. Following any Sevel (Peugeot/Fiat/Citroen) van we noticed how jittery the rear seemed to be. Now and again we followed one that didn't jitter and we can only assume

that they had had a similar device like ours fitted.

In 2006 Symonspeed retired and sold the business to GB services of Honiton, Devon, who still visit shows and fit on the spot anywhere you like. Contact details are: 01404 831509 or www.airide.co.uk

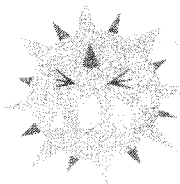
Alan Waugh

I fitted Airide suspension a few years ago to my Ravenna. I purchased the Driverite system from Autovan services in Dorset. When I was at the Club and Company rallies at Malvern a company from Torquay were fitting them on site. When I got home I contacted Autovan and the kit was simple to fit, all instructions were included and it took around an hour. The brake load sensing valve needs to be adjusted as though the vehicle is fully loaded but you will notice no difference to the operation of the brakes as a camper runs close to maximum load anyway.

You don't need the all singing, all dancing compressor and gauge as two Schrader valves are supplied to pressurise the system and to date I have never lost any pressure. The pressure needed is somewhere between 20 to 30 psi, but trial and error will give you the ride you find best. I informed my insurance company of the modification and took it to my local Peugeot agent who inspected it and issued a letter to say it had been correctly fitted and was perfectly safe. If you would like to speak to me you can phone on 01983402059.

Ken Bolton

One other thing to consider; some AS Motorhomes have their max weight increased. Simple modifications to the suspension are made and the vehicle is re-plated to the new weight by a company called SVT. Check that installation of air suspension does not impact on the re-plating.....*Peter*



When a man attempted to siphon gasoline from a motor home parked on an Atlanta street, he got much more than he bargained for. Police arrived at the scene to find a very sick man curled up next to a motor home near spilled sewage. A police spokesman said that the man admitted to trying to steal gasoline, but he plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges saying that it was the best laugh he'd ever had.

Bob Smith

Reverse Polarity

This topic has been written about many times in the Club Newsletter and Motorhome and Caravan periodicals but not here for a while so I'd like to (for the benefit of newer members) cover it again. ***For those who don't want to revisit this subject my recommendation is to disconnect your Motorhome from the 230v mains supply (whether at home or abroad) before changing a light bulb or doing anything with the electrical system other than operate it normally.***

The nub of this topic is personal safety – prevention of death or injury resulting from electric shock. I am well qualified to write on this topic, not because of my 40 years working as an engineer and manager in the telecommunications industry but because of three shocking experiences:

- At around the age of 5 I determined to light a car headlight bulb by bridging it across the contacts in a mains powered table light. I succeeded and the bulb exploded – fortunately for me I was holding it by the glass and only suffered a slight cut!
- As a newly qualified engineer I was working in a workshop where electronic apparatus was calibrated. Whilst plugging in a piece of metal cased apparatus (that was subsequently found to have been wired by mistake to US rather than UK standard) I found myself with one hand gripping the handle of the apparatus and the other gripping the metal case of an earthed mains socket. As the plug I was inserting made contact I became fixed between the live case of the apparatus and earth. I was suffering from shock but could not release myself. I can remember my colleagues gathering to watch in awe before the supervisor realised what was happening and tripped the supply.
- After the previous incident my attention to detail when working on 230 and higher voltage installations was great but over the years I got complacent. A friend (an accountant) had installed an outside light. Later he had a conservatory built around it and asked for my assistance in replacing the light fitting. Easy job... I just turned the light off at the switch and removed the old fitting exposing the wires. Only then did I discover that my friend was ignorant of wire colouring convention. The neutral was switched and therefore the live still live, which I found out when I touched the wire. Fortunately I was standing on a wooden stool and only suffered a mild shock whilst being thrown from the stool to bump my head.

Any one of the above incidents could have resulted in my death either

from the shock itself or a consequential injury – I take the subject of electrical safety very seriously.

So what is 'Reverse Polarity' ...it's a commonly used term that is technically incorrect for the circumstance it describes! In caravanning terms it means that if you use your normal lead to connect to the mains 230v AC supply then the neutral wire of the supply will be connected to the live circuitry in the van and the live of the supply to the neutral circuitry. This condition could only happen in the UK if there was a wiring fault but in other countries, their wiring standards do allow this to happen.

To illustrate the consequences of this differing connection I want to explain some of the terms used. I spent the first 8 weeks of a 3 year course at the famous Bletchley Park being taught basic AC and DC theory but will have to skip most of it here so would ask the many engineers among you to tolerate incomplete explanation.

Alternating Current (AC) is supplied by a generating machine. *Current* is the flow of electricity within an electrical circuit. *Voltage* applies the pressure that causes the current to flow. For an electrical circuit of a fixed *Resistance* an increase of the Voltage applied will increase the amount of current that flows. Consider 2 wires connected to an AC supply; at any instant in time the voltage measured between them will be the supply voltage (230v) but the polarity of each wire (+ and -) will be oscillating from + to 0 to – at 50 times a second.

The Earth (Terra Firma) is a very good conductor of electricity. The earth in an electrical wiring system is a wire that provides a low resistance path to the Earth to prevent hazardous voltages from appearing on equipment in the event of a fault. Under normal circumstances the earth wire does not carry current.

Neutral is one of the two supply wires. It is connected to earth in the distribution system. It is not possible to receive an electric shock by touching the neutral wire in a fault free electrical circuit.

Live is the other of the supply wires and it will always be at the maximum voltage of the supply with respect to earth and neutral. There is risk of death if you come in contact with the live wire.

In a fault free circuit at any instant in time the current in the Live and Neutral wires will be identical.

There are two different ways of switching electrical supply circuits; single pole (when only the live wire is switched) and double pole (when both

the live and neutral wires are switched in one operation). In UK installations to date single pole switches are used in the live wire. If therefore a circuit is switched off there is no voltage at the apparatus even though the neutral wire is still connected to the supply. If in the case of a motorhome, the live and neutral wires are crossed at the connection to the site supply, then all the switching in the van is in the neutral wire. Switching off will cause the appliance to stop working but full live voltage will still be present inside the apparatus (and at the bulb contact of a light fitting).

After the AC supply enters the van, the first electrical component of the van circuitry that it is connected too is a Residual Current Device (RCD). This device monitors the current in each of the Live and Neutral wires. If at any instant there is a difference between the two currents then it can be presumed that some of the current is returning to the supply via a path other than the neutral wire (eg your body) and the device disconnects the supply from all of the circuits it feeds – in our case the whole van. The RCD still operates if the Live and Neutral are crossed but its operation is no guarantee that you will be saved from injury or death.

With a properly installed, tested and fault free electrical installation in a Motorhome there is no increase in risk of electrical shock during normal operation of apparatus by having the Live and Neutral connections to the van crossed.

Irrespective, I personally carry one of the readily available 'polarity testers' and check the supply BEFORE connecting to the site mains. I also carry a clearly marked lead in which the Live and Neutral wires are crossed that I use to correct the connections to the van when necessary.

Finally two very important points:

- **Always use a polarity tester to check the site supply and NEVER connect to any supply that is not earthed.**
- **Always disconnect the van from the site electrical system before working on the electrical system eg changing a bulb.**

Peter Brown

Rally News

The 2010 ACCEO National Rally is being held at Uttoxeter Racecourse from 22nd to 27th September and Peter Brown is organising a Club Rally under the ACCEO umbrella. There are usually around 150 units (motorhomes and caravans) at this rally so its not too big. The rally will be 5 nights and there will be entertainment, as yet unspecified, on Friday night and Saturday night - the cost for which will be £10 (for both nights not each). So if you think you might be interested look out for details in the Rally Supplement.

Peter and I are also going to organise a rally at Stone again this year. This will coincide with the Food & Drink Festival which many of you enjoyed as part of the rally in 2008. We have booked the Little Stoke Cricket Club again and the dates will be 30th September to 4th October. Details will be in the Rally Supplement at little nearer the time.

You will notice there are only 3 nights separating these two rallies and the sites are less than 15 miles apart. The Peak District, Shropshire and Derbyshire are all nearby so those travelling from afar should easily find a nice place to kick their heels in between rallies.

Automated Freshwater Tank Filling

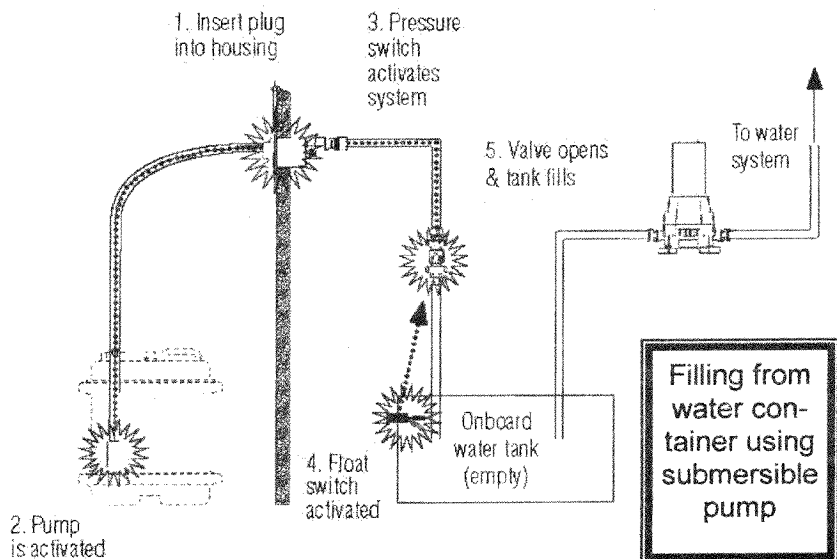
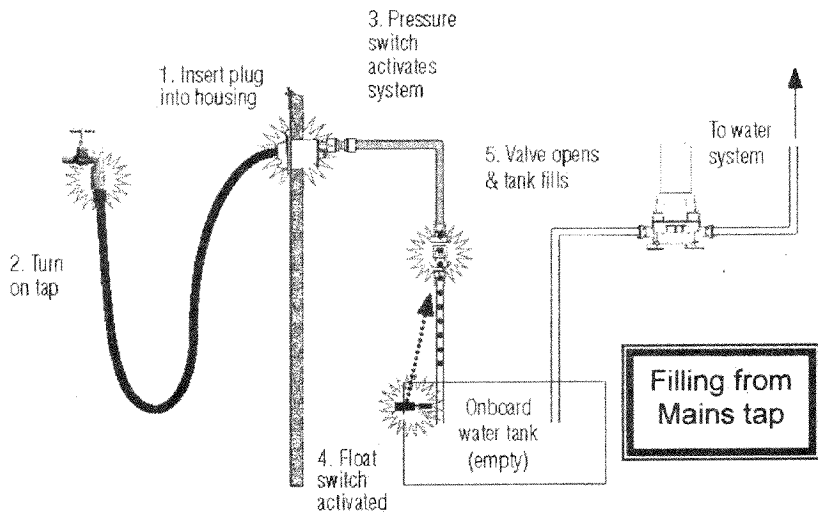
This has been tried before but in my opinion the system wasn't very good. Now Autosleeper and Whale have worked together to develop the Whale Motorhome Autofil system.

Autosleeper have installed this system in the new Stratford. At the November NEC show, Whale had a Stratford on their stand with the system connected to a tap. They also had an operational demonstration system.

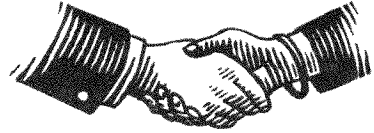
I spoke to the Whale engineers at the show and have subsequently corresponded with some queries. On the next page are diagrams of the tank filling options. The system can be permanently connected to the mains and will top up automatically, it will also start the top up operation when a submersible pump is plugged in. It uses minimal electricity and facilitates great flexibility in location of the water tank.

Peter Brown

Whale Motorhome Autofil



Welcome to New Members



Peter & Doreen Whittington	Workshop	Rambler
John Turner	Belfast	Devon
Paul & Nicki Brown	Ipswich	Trooper
Roy & Maureen Birkby	Fording Bridge	Rambler
Kevin & Maureen Roper	Nr Sevenoaks	Ravenna
Mike & Rochelle Franks	Lowestoft	Clubman
Peter & Carole Ayres	Nr Chesterfield	Gatcombe
Neville & Judy Crowson	Peterborough	Frisky
Peter & Margaret Lowson	Plymouth	Harmony
Martin & Liz Budden	Odiham	Dorset
Richard Clark & Elaine Allwood	Nr Stamford	Clubman
George & Kathryn Kelly	Stockport	Nuevo
Ian & Sally Black	Alfreton	Nuevo
John & Rosemary Blanchard	Grimsby	Zeta
Hugh Thomas	Burry Port	Symbol
Mike & Lesley Tottey	Ringwood	Devon
Fred & Viola Stewart	Bournemouth	Symbol
John & Janet Tricker	Oban	Wilton
Colin & Daphne Smith	Colchester	Duetto



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