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AUTO-SLEEPER OWNERS' CLUB

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



NEWSLETTER 278

November 2011

From the Editor (S)

In answer to our question on the front on last month's Newsletter (*does anyone not know where this is?*) Valerie & Robin Gardner commented

"The front cover picture of October's NL, I think many of us will recognise the AutoSleeper Service Centre offices, the last time I was there Charles Trevelyan was still in power! But looking to the right of the picture, in the storage yard, do I spy an alien lurking there, is it a CxxxxxN?, Woe is me, the rot is setting in!!!!"

From the Membership Secretary

The 2012 Renewal Form will be found in the centre of this Newsletter, unless membership commenced after 1st September 2011.

Please return the completed form, with your cheque for £20.00, as soon as possible and before 1st January to ensure continuation of Membership.

OBITUARY

It is with deep regret and sadness that I have to report that Brian Thomas passed away on 9th October having suffered from cancer in these latter years.

Brian joined the Club in 1992, with his first rally being at the Club & Company in 1993, where Dorothy and I met him for the first time and became firm friends. He has attended a large number of ASOC rallies and assisted at many of them. Many members will remember him umpiring boules and horse shoes competitions, holding a glass with a small amount of whisky in it, with his usual good humour and patience. He was also a member of the Club & Company Rally sub-committee from 1999 to 2002. He will be sadly missed by all who knew him, I'm sure.

Brian lost his wife Joan 9 years ago but fortunately has, over the last 4 years, had the companionship, comfort and support of Gill Brindley. Gill has supported Brian through his illness over the latter years with courage, compassion and understanding for which all who knew Brian will surely thank her. Our sympathies and thoughts go to Gill and to Brian's family.

As Brian once said "Grief is the price we pay for love!"

Baz Wellard

Chairman's Chat



My goodness, how the weather has varied this year, going from cool, wet and windy conditions to beautiful hot sunshine and as I write this, the forecasters are advising of yet another week of above average temperatures but ultimately they tell us that we are in for a very cold winter. Looking back, I do hope that you were able to take full advantage of late September's "Indian Summer" and enjoyed the time.

Recently, A~S presented to the press their new October NEC show models. The new Windrush, the first attempt to build a four berth van conversion, based on the Peugeot LWB panel van with the Euro 5-compliant engine, complete with a new internal layout. They have also shown off the completely revamped low-profile coachbuilt Broadway and Nuevo, with this new build, they have achieved a substantial weight saving which in turn should give a higher payload. What with the new decals and upholstery, together with revised worktops, slide-out tables, aluminum bed box frames, more powerful heating and on some vans the Al-Ko air-suspension, this should give a whole new feel to our marque and I look forward to having a closer look at the show.

During the season Mo & I have attended several shows and notice that 'quiet' generators are being sold in large numbers and we have also seen and heard them in use on some of our green field rallies. I would like to appeal to members using them, to be mindful and respectful of other members by keeping their use to a minimum; the current club guide lines for use are between **10 am and 2 pm**.

It has been brought to my attention that some dogs are **not** being kept on their leads around the vans during rallies and I would once again ask members please to abide by the club rules and keep "man's best friend" on a lead.

It is with much sadness that I learnt whilst writing to you of Brian Thomas's passing, after battling with cancer, he was a long term club member with a wicked sense of humour, he will be greatly missed and my thoughts go out to Gill and his family at such a difficult time.

Mike Valentine

National Rally 2012

It is round to that time of year again when we are organizing the program for the A.G.M. in 2012.

I am looking for volunteers from members old and new to exhibit hobbies in the Stuart Goodwin Pavilion on the Friday and Saturday and as in previous years I would like artists to show pictures, drawings, and such to be hung in the gallery.

Hobbies can include something you make, something you collect, or simply something you do as a pass-time, which would be of interest to other members.

I will be pleased to hear from you so please contact me, Stuart Wood, on 01484604133 or email stuwd@yahoo.co.uk.

Operation Update

My grateful thanks to all who conveyed good wishes and sent cards during my back problems this year. I had my long awaited op on the 26th September and am now recuperating at home, whilst looking forward to doing more rallying next year. With Seasonal Greetings to you all.

Richard McAllister

Derek & Christine Thornton are considering having their Rienza treated with Supaguard exterior glaze/protection but would like to know about the quality of the finish and how long it lasts. If anyone can help them with this please contact them on 01332 514681 or email Derek.thornton@virgin.net.

Thetford C2 Cassette Toilet fault

The reason for our trip from Cornwall was three fold; to visit an upholstery company in Bristol, pick up a new rear window from Willersey and go on to the rally at the Motorhome & US RV Show, Shepton Mallet.

On arrival at a Bristol campsite, we discovered that the toilet flush in our Talisman would not operate. On investigation, I found that the 2 amp blade fuse fitted in the cassette compartment had blown but replacing it did not clear the fault. No amount of inspecting, poking, prying and tinkering allowed me to progress and identify the cause. I had no idea how to get at the pump so I drew stumps for the night and hoped that the people at Willersey would help when we called the next day to pick up the new window.

To cut a long story short, the Auto Sleeper technicians confirmed the flushing pump was defective, changed it for a new one and fitted the new rear window. All without a prior appointment.

I would like to pass on to other ASOC members, the details of the pump location and cause of the problem. When the toilet roll holder is removed from its travelling stowage and that stowage recess

also removed (simply by pulling it out!) a hole is revealed through which the pump can be seen, accessed and replaced.

The cause of the pump failure was declared to be "gunge" in the flushing water tank. The vehicle is only three and a half years old, we have owned it from new and have only ever put the prescribed pink additive into the tank. Both our friends at Willersey and sellers of the additive at the Motorhome Show confirmed that our experience was a known problem. Advice received from the latter suggested periodic cleaning of the water tank by adding a product called "Fendox Concentrate" made by Fenwicks. This appears to work well so in future, I will include the procedure outlined on the container of Fendox in my end of season/ winterisation routine.

On returning home, I took a look at the "defective" pump, cleaned it up, soaked it in a Fendox solution for a few hours then drained and dried it. After flushing it with WD40 I applied 12 volts and low and behold, it whirred into life.

If only I had known where to locate the pump and how to remove it, I could have saved myself a lot of money.

Muriel & Steve Lawson

European Low Emission Zones

Earlier this year Brian Southam registered his motorhome to obtain a pass to access German Low Emission Zones.

Brian has recently received an e-mail from the German organisation that he used, advising that foreign buses and trucks will need a Danish Environment sticker called an EcoSticker to access the four Danish cities with environmental zones. Failure to display the sticker will result in a substantial fine and possible seizure of the vehicle. The German organisation are offering to sell Brian a Danish EcoSticker.

<http://www.lowemissionzones.eu/>

The above link is to an EU sponsored web site on the subject of Low Emission Zones. It implies that vans are not included in the restrictions BUT check yourself!

Problem with lack of spare wheel on Northants

I have a Northants which does not come with a spare wheel and I intend to fit one despite a cost of about £2,000. However, before doing so I purchased the correct Sprinter jack from Mercedes to ensure I could, if needed, change the wheel and there my problems started. Having jacked up the van to the recommended max. height -30mm and dropped the wheel I cannot get it out from the bodywork around the wheel arch.

The problem seems to be that the jacking point recommended by Sprinters does not raise the bodywork of the van and the answer may be to attempt jacking the van back behind the rear axle. I am reluctant to do this in case I damage the van itself and the local Marquis dealer is reluctant to offer an opinion as to where I could place the jack (although as time passes there is an obvious temptation). Seriously though if any body has experienced this problem I would appreciate hearing from, particularly if you are the Northants owner who recently had a spare wheel fitted by AS.

George Gooden. Tel. 01394 383197

The problem with jack height was also a problem for Fords. With those vehicles AS supplied a mild steel plinth about 5" high on which to place the Ford scissor jack. The top of the plinth had guides to ensure the jack did not slip. I have just changed my Ford Wilton and the plinth lay unused in the back of a locker for 3 ½ years. We have had MX5's for the last 6 years without a spare (sealant and compressor supplied) so accept the concept of being without.

We now have a Malvern and will rely on Mercedes for the first 3 years and then CC Mayday for UK and CC Red Flag for abroad. I have angina and, although only just approaching 60, realised while bogged down on a CL near Monmouth that I am no longer physically capable of manhandling the tackle needed to lift a heavy vehicle.

To summarise my view, I feel the benefit of extra payload available to me by not carrying a spare wheel outweighs the risk of waiting a couple of hours for recovery a few times in the life of the vehicle. I will still though be interested to hear the views of other members in response to George's piece.

Peter Brown

Back in 1999 we bought an AS Harmony at what was then Berkshire Motorcaravans and to say the Harmony changed our lives is an understatement as a whole new world opened up, but you all know that anyway!

We progressed to an Executive in 2002 for a couple of long distance trips to the Arctic Circle and down to the Tour de France on Le Alpe D'Huez in 2003. Once those trips had been completed we downsized to a unique Dorset in 2+2 ES configuration until 2009. That went to make way for my retirement and downsizing to a bungalow on the South Coast. During our search my wife had a stroke and all thoughts of another van evaporated until just a few weeks ago when parked up at Stokes Bay admiring the views and other vans. In a 'Eureka' moment, having toyed with 'bespoking', we decided to look for a late plate Harmony as we enjoyed the first one so much. You're probably ahead of me by now as our Harmony from 1999 turned up at a local dealer in Gosport, after all this time she had followed us here, now is that fate or what?

Needless to say she is being thoroughly updated for us and we hope to

have her back home by the time you read this. We don't have to travel far for fantastic views and day trips, overnights are still off the agenda at the moment, so the 1.9TD of that era is not so much of an issue. There are a few things missing, but original crockery would be good to replace and more importantly the original Berkshire Motorcaravans handbook wallet which got binned during a recent de-cluttering, Doh! If only I'd known what was round the corner...

So, if any members can help I'll be more than happy to cover any costs but am unable to collect from outside Hampshire and East Dorset as we still have travel limitations. Who said nostalgia ain't wot it used to be! My e-mail is terry_hammond1@yahoo.co.uk

What a great and friendly Club we have. Sitting chatting after our fish and chip supper at Great Missenden I happened to say I had been to the factory for a metre of green material for a new door curtain (ours had faded!).

On arriving at Shepton Jan came to the van with a carrier bag from Ozzie with the same material I had just purchased. Thank you Ozzie - it's very much appreciated. Just by chatting you never know what you fellow campers may come up with.

Sylvia & Normal Brice



May I take this opportunity to contact the ASOC friends I have made over the years? You may have heard through the grapevine that our daughter died on 1st August having suffered from progressive Multiple Sclerosis for 22 years.

To honour the positive attitude Christine had toward her illness I am going to attempt to climb the 50ft indoor climbing wall at our local leisure centre on 29th November (Christine's birthday) and am looking for sponsorship for MS Research.

To members who don't know me – thank you for allowing me through the ASOC Newsletter to contact friends thus saving a great deal in postage. **Moir Blackstock** Tel 01772749178. 39 Sumpter Croft, Penwortham, Preston, PR1 9UJ. e-mail moirblackstock@blueyonder.co.uk



Technical Group & Website

Baz Wellard

Chairman Technical Group & Webmaster



Fuses:

An interesting 'snippet' from the MMM. It would appear that cheap (12 volt) fuses use 'steel elements' and so require a higher heat to blow under fault conditions. Whereas, good quality fuses have a 'lower temperature melting-point' element, which means they will pass the 'normal' circuit current with a lower voltage drop.

Website:

Update No. 10/11 (27th September); made no changes to the content - but the 10th anniversary improvements were:-

- Quicker and easier browsing and viewing
- Photograph galleries
- Quicker response to FAQs
- Improved indexing, for search engines and bookmarkable pages and a more modern format.



Goodbye, Farewell.....

After being ASOC members for about 15 years and having been to some brilliant rallies we have to say goodbye as we have changed motorhome manufacturer. So many thanks to all the people we have met over the years and safe and happy travels.

Bob & Val Hallam

Rally News

Breen Sands

This was our first rally with the club and it was worth the trip. We drove from Kettering in Northamptonshire to Breen Sands in horrendous winds, Hurricane Katia had made it to Britain. Although we drove steady because of the buffeting with the wind our Legend stood up to it very well.

We arrived at Breen in time for the welcoming cup of coffee and chat. The Holiday park is very well kept, clean and working toilets and showers, and in our block even a bathroom.

Bus stops outside the park for Weston-Super-Mare and Burnham on Sea, so don't forget passes if you've got them. There is access to the Leisure fun park next door and we enjoyed a country and western night at their club on the Sunday. Although the facilities on site are more than adequate. All the pitches were serviced with water and electric.

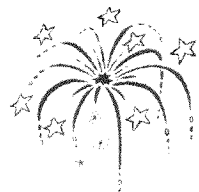
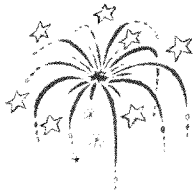
Enough about the park, I want to say a big thank you to Brian and Lynda for their organising the event and to the other members as well for the warm welcome, I'm sure we'll be back your way again.

Look forward to next years events, **Gloria and David Tubb**

Burnham on Sea

SORRY - THIS RALLY IS NOW FULL

Brian Ellis



November 2011 Rally Supplement.

Please carry your ASOC membership cards when attending rallies.

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

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

Please inform the Rally Marshal beforehand if you wish to bring a car, trailer or tent to a rally.

15th to 25th June 2012 Zell am Ziller, Austria.

Rally Marshals: Liz Irvin & Jeanne Hall assisted by Angie & Andy Cavell.

Emergency Tel. No. 00 44 (0)7711 271568.

Rally Fee: £20.00, not refundable if offered a place. Rally slips & cheques to A. Cavell, 24 The Close, Hampstead Norreys, Thatcham, RG18 0RY. Please provide your email address if you have one, if not please enclose an SAE.

Site Fees: The site fees are not set yet, but last year were in the region of £15.00 a night including electricity.

Site: Camping Hofer is a small, family run site in the town of Zell am Ziller. It has a swimming pool and its own restaurant. 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: Zell is on the valley floor so there are reasonably level walks and bike rides in all directions. There are cable cars to take you higher up the mountains for the more energetic. The local tourist railway is well worth the trip and runs steam hauled trains on a regular basis. A visit to the nearby Swarovski factory will be a must for anybody who likes pretty sparkly things.

Warning: Anyone caught singing extracts from the Sound of Music will have to buy drinks for all the other ralliers.

Limited to 25 vans. Please do not arrive before 2.00 pm.

4th - 8th November (4 nights) Sedgemoor Holiday Village, Burnham on Sea, Somerset

This rally is now fully booked

Emergency Tel. No. 07711375323 Marshal's mobile: 01278 784524 (Home)

Directions: Sat. Nav. TA8 1NQ and look for Holiday Village signs. Or M5 junct. 22 exit to large island (Edithmead A38) turn **left** . Follow signs to Holiday Village (Taunton A38) Approx 1 mile, straight over island (A38), continue past caravan sales over railway bridge

then turn **right** at the ASDA island signposted Burnham Holiday Village. To mini island by petrol station, bear **left** onto Marine Drive towards Burnham town centre. Holiday Village about a quarter of a mile on the **left**.

**10th-13th November (3 nights) Cheshire View Masonic Lodge Christleton
Chester CH3 7PT.**

Emergency Tel. No 07763776877 / 07712484917 Marshal's mobiles.

Site Tel. No. 01244332442 (hall manager).

Rally Marshals: Dave & Wyn Crabbe.

Site Fee: £8 per night, Rally Fee: £3.00 couples. £1.90 singles.

No Electricity. Elsan disposal point, **Only Green Elsan to be used.** Drinking water and toilets on the rally field. There are also toilets in the hall building. No showers. Dogs welcome.

Hardstandings (overspill car park) if weather is wet, if dry on grass.

Booking slip & cheques payable to D C & W Crabbe 27 Crawford Road, Crawford Village, UpHolland, Skelmersdale, West Lancashire. WN8 9QR. Tel. No. 01744884437.

Please send SAE for confirmation and directions.

If bringing a car or towing a trailer please state on rally slip.

Attractions: Historic Chester City is 3 miles from the site, with its Roman wall, Cathedral, its famous "Row" Galleried shops, and zoo. A bus stop to Chester is situated approx. 400yds from the site entrance near to a local pub.

The site is also convenient for Cheshire Oaks shopping complex, Blue Water Aquarium and Ellesmere Port Boat Museum.

Limit of 25 vans. Site gently slopes. Levelling blocks may be needed.

Dates for rallies to be included in the 2012 Provisional list must reach me before the end of November.

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.

I have some sites that have offered a rally site, they have not been vetted as to their 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.... Model/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.

ACCEO National Rally Towcester

Well we all had a really good time at Towcester, the race course is very pleasant and only about a mile from Towcester itself. There's also a very attractive canal-side village about 3 miles in the opposite direction. Coachman did a very good job as hosts of the event, Pat & Dave Mayne did a very good job as ASOC Marshalls and everything went smoothly.

The entertainment on Saturday evening was an ABBA tribute band (well 2 singers backed by 2 very good sound engineers) which meant lots of dancing and singing along - they went down very well. On Sunday Al and Barbara Bucket won first prize in the raffle and no, it wasn't a caravan accessory!! Several people also commented very favourably on the new AS caravans - but we won't talk about that.

Moving swiftly on, the weather was fine (a bonus), the company was good (as always on an ASOC rally) and everyone seemed to enjoy themselves, so a big thank you to Pat and Dave (Pat did leave a little early but I don't think it was the pressure.....).

Anyway, next year ASOC will be hosting this event so we'd like a really good turn out; I'm sure you'll enjoy it.

Chris Mawdsley

Lichfield

You will have read in the Newsletter recently that Trish and Ted Pratt will no longer be running a rally at Lichfield. I think there was a resounding "Shame" from the members as this has proved a popular rally over the years. Well, after some discussion - not to mention approval from Trish - Peter and I have decided to give it a go. How hard can it be??

Unfortunately, we have a fair idea of just how hard it can be, still - nothing ventured.....

So look out for Lichfield in the Rally List for 2012 and we'll do our best to fill some very experienced shoes.

Chris Mawdsley & Peter Brown

WELCOME NEW MEMBERS



John & Jacqueline Dewar	Emsworth	Luxor
Geoff & Margaret Matthews	Slough	Broadway
Anneli Thomas	Oswestry	Trooper
Neville & Lynne Sudall	Paignton	Nuevo
Heather Wilson & Phil Scordellis	Northampton	Topaz
Stan & Carol Gosling	Bury St Edmunds	Duetto
Brian & Carol Paterson	Gullane	Worcester
Eddy & Alison Queen	Huntingdon	Sussex
David & Ann Smith	Southampton	Stratford
Philip & Colleen Dunmall	Dursley	Talisman
Chris & Mary Simmonds	Henfield	Sigma
Tony & Audrey Edwards	Ormskirk	Duetto
Mike & Enid Smith	Verwood	Gloucester
Bill & Pat Edmonds	Bridgnorth	Worcester
Alan & Liz Roberts	Northampton	Dorset
Eric & Donna Tai	Blandford Forum	Sherbourne
Tricia Faiers	Kenley	Symbol
Steve & Teena Parris	Watersfield	Worcester
Stephen & Rita Kirk	Richmond	Pollensa
Brian & Mary Knibbs	Banbury	Nuevo
Ivan & Brenda Everett	Hythe	Executive
Denis & Joan Fisher	Rosendale	Legend
Simon Followell-Mattin	Abingdon	Trident
David Gibson & Chrissy Crotty	Bordon	Symbol
Elsie Kell	Northampton	Lancashire
Gareth & Daryl Levine	Colchester	Midas
David & Andela Morgan	Ramsgate	Sussex
Peter & Patricia Stears	Berkhamsted	Nuevo
Colin & Beryl Waterworth	Newton-le-Willows	Duetto
Dave & Dorothy West	Barrow-in-Furness	Warwick
Barry & Pearl Aldridge	Willenhall	Surrey
John Berge & Rosie Norgrove	Redhill	Sussex
Frank & Marion Edwards	Morton-in-Marsh	Lancashire

Eileen Snee	Banwell	Talisman
Raymond & Margaret Heming	Biddenden	Duetto
Ernest Blakeman	Northwich	Duetto
Graham & Carol Langdon	Sturminster Newton	Palermo
Philip Rogers & Christine George	Falmouth	Trooper
D & Marilyn Ellicott	Plymouth	Sussex
Alan & Gill Haynes	Lymington	Symbol
Janet Ough	Lostwithiel	Trident
Alex & Christine Campbell	Belper	Duetto
Clive & Karen Brown	Ivybridge	Devon
Stan & Chris Dryland	Newton Abbott	Symbol
Neil & Liz Tomlinson	Stafford	Nuevo
Stan & Caroline Butcher	Ivybridge	Sussex
Sid & Pat Sayers	Hove	Topaz
Dave Parton	Rotherham	Nuevo
Roger & Anthea Williams	Lichfield	Nuevo
Malcolm & Barbara Hill	Stockport	Sussex
Martin Winwood & Cathy O'Donnell	Worcester	Warwick
Steve & Jayne Jackson	Leicester	Duetto
Martyn & Dilwen Turek	Southampton	Talisman
Jeffery & Carol Wright	Cromer	Talisman
Ronald & Jean Burlinge	Sleaford	Northants
Mark Drew	Gosport	Trooper
Ralph & Frances Jones	Plymouth	Warwick
John Parrott	Gosport	Duetto
Ilse Bull	Dover	Trooper
Andrew & Gay Cotchin	Plymouth	Nuevo
Donald & Diane McClelland	Worcester	Worcester
Rob & Lorraine Moy	Birmingham	Talisman
Barry & Maureen Telford	Newbury	Berkshire
Glenn & Belinda Whalley	Preston	Dorset
Ray & Val Savigar	Newport	Kemerton
Cliff Larkin	Northampton	Pollensa
Ray Hall	Fareham	Suffolk
Chris & Amanda Parker	Dorchester	Nuevo
John Skinner & Sue Cursons	Bude	Duetto
Tony & Mo Brookes	Kettering	Topaz

Jim & Brenda Barrett	Penrith	Berkshire
Peter & Carol Hammett	Andover	Cotswold
Derek & Diana Radcliffe	Stourport on Severn	Broadway
Paul & Karen Burfield	Crawley	Nuevo
Roy & Jose Keen	Alcester	Cotswold
John & Margaret McCarthy	Tewkesbury	Eton
John & Rosaleen Davison	Malvern	Gloucester
Allan & Pam Rothery	Halifax	Nuevo
Brendan & Emer Ward	Dublin 15	Duetto
Ian & Winifred Allen	Thetford	Symbol
Richard & Janice McGuire	Isle of Skye	Trident
David & Antoinette Missions	Ashford	Dorset
Eric & Carol Jones	Abergele	Mezan
Maureen Marney	Taunton	Ravenna
Royston & Stella Billett	Cinderford	Sportsman
Barry Foulds	Pontefract	Legend
David Myers & Janet Wallace	Porthmadoc	Talisman
Mick Norman	Norfolk	Symbol
Brian Stacey & Connie Stevens	Burford	Nuevo
Tony & Sue Nettle	Saltash	Warwick
Stephen & Joan Croome	Barnstaple	Talisman
Malcolm & Barbara Woodward	Weymouth	Nuevo
David Challinor & Maxine Pankhurst	Droitwich	Symbol
John & Audrey Saurin	Darwen	Devon
John & Margaret Riggs	Warminster	Ascot
Tony & Liz Whitworth	Eastleigh	Warwick
Chris Cornwall & Caroline Kevan	Colchester	Cotswold
Nick & Jeannie Chambers	Wimbourne	Windsor
Trish Jackson	Crewe	Duetto
Ray Reid	Tywyn	Rambler
Mick & Pat Stephens	Wolverhampton	Broadway
Bruce & Maureen Reeves	Hockley	Dorset
Andy Flack	Chalfont St Giles	Executive
Phil Tandy & Caroline Twissell	Gloucester	Symbol
Peter & June Wilmore	Hassocks	Symbol
David & Vanessa Armstrong	Poulton-le-Fylde	Executive

Hoses and Awnings

The shower hose of my 2004 Ravenna split and AS informed me that hoses with a 3/8th nut connection at the tap are no longer available (1/2" connections are now fitted). I did find a retailer on the internet but they only make these hoses in 2 meter lengths at a cost of £39.86. The alternative appeared to be fitting a new tap and hose, however, this would mean practically dismantling the shower cubicle. There does seem one possible route to the tap fastening via the cassette compartment, by removing the front trim as detailed in the article regarding leakages from the Thetford cassette seal. If this is possible I would appreciate any feedback.

Changing the subject, I recently managed to mangle my F45i Fiamma awning in a hedgerow, on a narrow road, that hadn't been cut back high enough. I was quoted £680 + labour for a replacement; the total cost could have been in the region of £1,000. I obtained a replacement complete with brackets, securing nuts and bolts, new winding handle, in fact the whole kit and caboodle for £417 including delivery and VAT and it took me and a helper less than 2 hours fit. Of course I will not be able to claim on my insurance as they require 2 separate quotes which would require trips to repairers to examine the damage and I would not be able to take the van on the road because of bits of awning hanging off.

Whether or not this was the correct decision remains to be seen, but bearing in mind I would have had to declare any insurance claim for the next five years on *both* my van and car which in turn would mean a hike in premiums, I hope so. Again any feedback would be appreciated and I now have a complete set of F45 Fiamma brackets, nut and bolts, and spare winding handle for sale at a very competitive price!

Alan Bulmer

NEW NUEVO

We to have just bought a Nuevo II ES. Actually I think we have bought a number plate that also starts WA1 (well 1 really) that happens to have a Nuevo attached. This is our second Nuevo and there are lots of improvements, BUT who designed an oven from which it is almost impossible to get out the shelves without removing the door? How do you keep the back door open when there is no catch and the wind is in the wrong direction? Why is the cap hanger on the petrol inlet cover designed so the cap only hangs on it with great difficulty? However, these things are nothing compared to having what appears from the inside to be a twenty five foot van which somehow fits into 18.5 ft!

Michael Wainwright

Scandinavian Theme continued...

Having read Brian and Mary's very comprehensive account of their trip to Norway, I thought it might be interesting to record details of our tour of Southern Scandinavia this summer.

Our experiences under their heading "Points worth consideration" were very similar and, although we travelled from 14th June to 14th July, we are still waiting for our invoice for the Norwigen auto-tolls. Prices of general consumables and fuel in Sweden and Denmark were slightly lower than Norway (often described as 'expensive'), but UK inflation over recent years has brought us more or less up to par.

We travelled in our 'M' reg. Clubman, accompanied by our long-standing friends Mike and Lois in their 21 year old Eiddis 312- both vans being of considerable interest to the Scandinavians, as we scarcely saw a single unit more than 5 years old! But once they realized that we had 4 wheels, like theirs, they seemed to go away satisfied!

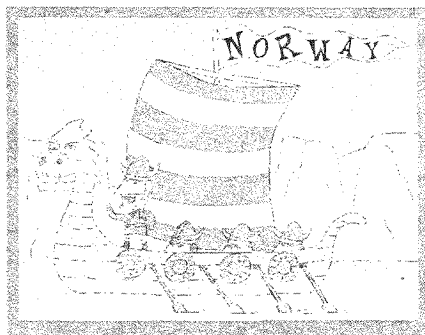
We chose the Harwich/ Esbjerg ferry, which, although priced at approx. £600 for the 16 hour crossing, saved 4 days travelling on the round trip, (if using the Channel ports), which when 'guestimated', was probably not very much cheaper than our ferry.

Our journey consisted of a large figure of eight, across Denmark to Kobenhavn, over the bridge (and tunnel) to Malmo. Across N.E. via Lake Vattern to Stockholm. West via Lake Vanern to Oslo. S.W. via Kristiansand, following their route through Stavanger to Bergen. East to Flam and on to Lillehammer. We then turned South back to Oslo and followed the Swedish coast road through Goteborg and Malmo to Ystad. Returning West across the bridge to Koge; our final leg being West back to Esbjerg. In the month we covered just 5,000 km enjoying the quiet roads and beautiful, well-equipped camp sites, which, we were constantly informed "oh, there is no need to book, just come early", (despite it being the high season).

The cities were magnificent, especially Stockholm, with many treasures and museums, such as the Vasa Boat Museum. The smaller towns, such as Malmo, Kristiansand, Stavanger, Bergen and Lillehammer, have beautiful old centres, mostly traffic-free.

The scenery ranged from the flat lands of Denmark and southern Sweden, to the dramatic mountains and fjords of southern Norway. The

archipelago of Stockholm and the big Swedish lakes were quite breath taking. Flam is a small town at the end of the Sognefjorden, from where you can take a fjord boat tour and also catch the magnificent railway up the mountain, stopping right beside an incredible waterfall. Due East is the longest tunnel that we encountered at 27.6 km. complete with two lighting effects - to relieve the boredom!



For sports enthusiasts, we would strongly recommend the Olympic Museum at Lillehammer, allowing yourself at least 2.5 hours! On, down past Oslo, the West coast of Sweden has some beautiful islands like Orust and Tjorn, with plenty of camp sites and even free ferries. As we went South the weather, which had been mostly `iffi` in the Northern and Western areas dramatically improved, encouraging us to use Mike`s sailboards for paddling. We had a fascinating experience in Kobenhavn, as we decided to visit the notorious Christiania Commune, where we observed Cannabis Resin sold openly from stalls, "choose yer mix!" and many people were wandering round puffing at large `spliffs`. A quite amazing scene of `peace and love`, unobtrusively overseen by some pretty tough `minders`. Not our scene, but such is life!

Our general opinion of the whole trip was one of great interest and enjoyment, of a proud and historic group of countries, maintaining high standards in all things, with the great advantage of low population density, exhibiting friendship and helpfulness and an incredible knowledge of the English language amongst the younger generations. As our friends are staunch vegetarians, we only ate out three or four times - which saved us a great deal. Once again, a very memorable tour.

P.S. Oslo was very `normal` a week before the dreadful massacre.

Richard and Ivy Birch

Gas Safety - Gas Servicing of Fridges

At the recent ACCEO National Rally (during which we held an ASOC club rally) a Dometic Engineer (sorry I can't remember his name but he must be a good guy as he knew our chairman's name is Mike Valentine) gave a talk on gas safety in the camping environment. The talk embraced many related topics; more information can be obtained from the dometic-waeco and the main camping clubs web sites. With his permission I summarise one of the key points in his talk.

Motorhome owners often mistake a Habitation Service with a gas service. While the Habitation checks may test appliances on a functional basis, this is NOT the same as servicing them and owners should ensure they arrange gas servicing on, at the very least, a 2 yearly basis. Ideally this would be annually and if the fridge is run frequently on gas, every 6 months.

The gas burner of your fridge will be semi-exposed to the elements through the lower ventilation grill and so after just minimal use should be checked by a qualified person on a regular basis. Even the best materials will degrade over time and in addition, dust and debris can accumulate, including when the vehicle is stationary. It is not unusual for a user to report a faulty burner which on inspection will turn out to be a blockage caused by a spider and/or its prey!

The main purpose of servicing is to remove any accumulation of soot. Soot formation (from clean fuel) is the result of incomplete combustion and consists of 'oily' hydrocarbon particles which deposit themselves over nearby surfaces and the inside of the flue. It is almost impossible to ensure perfect combustion at all times and so soot will always accumulate with usage. As the soot accumulates it will affect the gas flow, velocity and air mixing ration which in turn will lead to greater inefficiency of the combustion process leading to more soot deposition and an increasing proportion of carbon monoxide (CO) in the flues gas. CO can be extremely dangerous, even fatal, and so the importance of regular servicing can not be overstated. In most cases servicing of the burner can be achieved from outside the vehicle through the vents and will generally consist of a clean up and a visual inspection.

Peter Brown

Motorhome Neighbours

Those intrepid travellers are off again,
Where this time - England, France or Spain?
Maybe to view the high Dutch dykes,
where they set up their camper and ride their bikes.

That camper van does have lots of use;
they're off somewhere at the least excuse.
Their little home on its four wheels,
Only ASOC members know how it feels

To be on the road admiring the sights,
then tucked up in a campsite for the nights.
We only know they're still alive,
when we see the camper back on the drive.

Anon.



Thank you for your donations.

Peugeot Boxer Pollensa

2.8 ltr hdi 51 reg, 4 berth, 28,852 miles. Non-smokers no pets. Many extras Pots & Pans, toaster, DVD player. In very good condition. Tax & MOT to 29 August 2012. Habitation check to Sept 2012. Recent new tyres and wiper blades. Diesel, power steering, awning safari room. Flat screen TV, towbar, cycle rack, blown air heating, safe, 3 way fridge, gas/electric heater & water heater, roof rack, hook up cables, **£18,500. Contact Michael Fay 01329 511342 (Hampshire)**

MARQUIS - BERKSHIRE 2009 - £45895. Mercedes LWB 315CDi Turbo Diesel Automatic, 5100 mls, Coach built 4 berth, big specification (can email copy of factory spec) to much to list, plus the following additions: Gaslow LPG system suitable for UK & European touring, solar panel, tow bar, reversing camera, reversing sensors, cobra alarm, famma cycle rack, gas alarm, 2011 snooper ventura EU7000 sat nav, TV, FSH + habitation service, Body & mechanics are in first class condition, the interior & exterior are indistinguishable from new, Taxed till 04/2012, Photos can be emailed. **Contact James Crinan 07770 471155. (Bournemouth) or j.crinan@sky.com**

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