

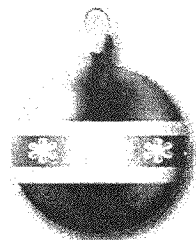
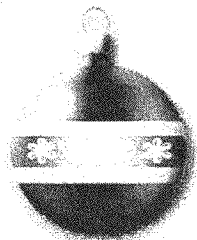


www.asoc.fsnet.co.uk

AUTO-SLEEPER OWNERS' CLUB

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

It's Christmas.....



NEWSLETTER 279

December 2011

From the Editor ^(S)

Everybody wants to say Happy Christmas

Liz & Bryn Morgan would like to wish all our friends in ASOC a Happy Christmas and a Peaceful New Year.

We have decided not to send Christmas cards, instead we will make a donation to a local children's hospice.



Christmas has come around so quickly again Ven & I would like to send greeting to all of our friends and good wishes for 2012.

We are hoping to meet up with many of you next year when Ven has finished his treatment. I would like to thank everyone has phoned to enquire how we are, it is nice to keep in touch. Regards to all Nora & Ven



Cedric & Maureen Jones would like to wish all of their friends a very happy Christmas and New Year. They will be making a donation to Marie Cure with the savings from postage and cards.



Audrey Croch would like to take this opportunity to wish everyone a very Happy Christmas and New Year.



Pauline & Neil Rogers would like to send Season's Greetings to all members and Good Wishes for a Rallying New Year.



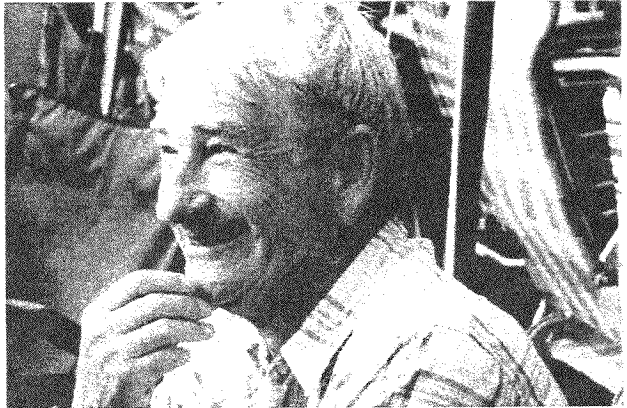
And finally Peter & I would like to take the opportunity to wish you all a very happy Christmas and New Year. Here's looking forward to the new rallying year.....



Dear Members &
Friends

I should like to add a few words to Baz's obituary for my Brian (Thomas), who died last month.

Brian had cancer and he was extremely brave during this last year, he was always looking forward and never complained.



As you know Brian didn't win his battle and I have lost in him, a lovely man who brought so much colour, life, love and laughter into my life during the 4 wonderful years that we had together.

I still vividly remember our first year at Newark, when we went to the evening dinner and dance, Brian loved to dance but I hadn't danced for so many years I was really quite rusty, but Brian just whizzed me round the floor, it was wonderful.

One never knows what life holds for us, I am so grateful that this lovely man loved me as much as I loved him.

He was, as those of you who knew him, a true gentleman, full of mischief and with a ready acerbic wit, we shall all miss this lovely Welshman (which he was very proud to be) greatly.

God Bless you Brian as you once said to me, "you make my heart sing", Brian you also made my heart sing.

I should also like to thank everyone who sent me words of condolence and sympathy. My special thanks go to Baz and Dot Wellard, Mo and Mike Valentine, Jill and James Bertlin, Pam and Bill Todd and Ben and Eirwen Cox, who have all looked after my needs and made this dreadful time so much easier for me. Thank you everyone.

Gill Brindley

Saying Goodye

John and I will not be renewing our membership this year as unfortunately our Peugeot Boxer campervan was stolen from outside our home in May and although we were hoping it would be found, it wasn't. So if anyone spots a 1997 Boxer model symphony with a nearside wing mirror held in position with black masking tape (a temporary measure) awaiting a new one let us know. We'll not hold our breath as I'm sure the mirror will have been replaced by now. At least we hadn't fitted a new one.

I do not know whether we will replace our van, but if we do we will definitely want to join the ASOC again. Thank you for all the good times experienced with the Club over the past five years.

Sylvia Double

It is with regret that we are leaving the Auto - Sleeper Owners' Club, as we have purchased a none Auto Sleeper Motorhome.

We would like to thank all the Marshall's for all their work running Rallies (not an easy job), over the last six and a half years.

I would also like to wish you all a Merry Christmas and a Happy New Year.

Dave & Trish Robinson

The New Rally at Christleton

Can I just say what an excellent job Dave & Win Crabb did running their first rally, ably assisted by Roger & Liz Spenzley. The Rally was on an excellent green field site adjacent to a Masonic Hall, within which we had use of a room for our Thursday evening get together and quiz and our farewell coffee on Sunday morning. And the fact that the bus service (from the end of the road) into Chester was a bit chaotic due to road works was just one of those things.

We have discovered there is a walk along the canal into Chester so next time Peter and I will try thing out. There will be a next time won't there??

Chris Mawdsley

Breakdown Assistance on French Péage (Toll Motorways)

As a result of a technical query to Baz Wellard, my attention was drawn to the subject of breakdown assistance/recovery on the French toll motorway network – this includes service and rest areas (Aires).

Detailed information can be found (in English) on the French Motorway Companies website www.autoroutes.fr

Instructions if you need to stop on the hard shoulder

- **Switch on your emergency warning lights.**
- **Park carefully on the hard shoulder.**
 - *Keep as far as possible to the right, out of the traffic lane, while leaving sufficient room to open the front passenger door.*
- **Put on your safety vest before leaving the vehicle.**
 - *Your safety vest should be kept in the glove box or in another easily accessible location.*
 - *The safety vest greatly improves visibility, day and night.*
- **Leave the vehicle via the right-hand passenger door.**
 - *Make sure all passengers leave from the right-hand side.*
- **Get all passengers to safety, behind the safety barrier.**
 - *Go to the nearest emergency phone, walking behind the safety barrier.*
- **Never attempt to cross the motorway to get to a phone on the other side.**
- **Alert the emergency services.** *Pressing the button puts you through directly to the motorway surveillance team, which will identify your location and call out the emergency services immediately. This call is free*
- **Go back to your vehicle and wait for the emergency services.**
 - *All vehicle occupants should remain together behind the safety barrier.*

As you can see from the instructions above you should make **no attempt to work on the vehicle yourself.**

Motorway breakdown service EXCLUSIVELY BY APPROVED OPERATORS, for safety reasons

- Minor problems are fixed in situ
- For more serious problems, the breakdown service operator will tow

the vehicle to the garage.

Breakdown call-out and tow-in fees are set by the French government.

Conditions and Fees

- Fees applicable for calls from 08:00 to 18:00 Monday to Friday and range from €117.00 to €144.50
- Fees applicable for calls from 18:00 to 08:00 Monday to Friday, and all day Saturday, Sunday and public holidays and range from €175.50 to €216.75
- Vehicle over 3.5 tonnes GVW will incur higher fees!!!

Because the exclusivity and fees described above are legislated by the French government, no other breakdown recovery service is allowed access to the toll motorway network.

If you wish to make use of a manufacturers warranty service such as Ford or Mercedes assist or have European recovery cover with the likes of the Caravan Club, Greenflag, AA, etc. you will have to have your vehicle recovered to a location outside the motorway network before they can reach you.

I have contacted Mercedes and, as it is government legislation that prevents them coming to you, they will not reimburse any fee you have had to pay to the motorway approved operator. I have ascertained that both the Caravan Club Red Pennant Service and Greenflag's European service will reimburse the costs you incur if you follow their procedures.

If you are covered in Europe by a breakdown recovery service, I suggest you check how they deal with French toll roads before you leave home.

From a personal point of view, Chris and I have avoided P age for the last two years saving considerably on the tolls themselves and have had the added benefit of a 25% increase in fuel consumption by reducing speeds from 70 to 60 (in the Ford Wilton). Journey times have not increased significantly and the trips have been more relaxed.

Now I'm aware of the cost of recovery (and our van is over 3.5 tonnes GVW) it is very unlikely that we would use such a road again.

Peter Brown

A Couple of Comments on Wheels

I read with interest your item about removing rear wheels from AS motorhomes. We own a Pollensa on a Ford chassis and have had this problem twice in the last 12 months. The first time we had just driven about two hours and pulled into a supermarket car park to have lunch and shop. To our dismay we returned to a deflated rear tyre, and like Peter Brown, I will not do these heavy jobs so Green Flag were called.

They duly arrived and the fitter jacked up the van using a heavy duty jack, but could not remove the wheel due to the low wheel arch. He eventually succeeded, but had to use TWO jacks in different positions. It transpired the problem wasn't a puncture but the valve, which he replaced. Having checked the other 3 valves he left us with the comment *"Glad this happened in a car park rather than at the roadside."*

Just recently the same tyre became partially deflated and I used a foot pump to get the pressure up to drive to our local tyre dealer. They had the same problem as Green Flag. They used a heavy duty jack PLUS a large block of wood to raise the van sufficiently to clear the low wheel arch. The problem was a nail in the tyre, but the fitter checked the valve as a precaution - a rubber one, that problem again!! This valve had only been fitted 12 months before by Green Flag and although it wasn't leaking, it was showing considerable cracking in the body and was replaced by a metal valve. I think we may have been very fortunate that the slow puncture occurred first!! One has to ask the question, why do wheel arches have to be so low, is it just 'looks'?

On the question of spare wheels - my personal opinion is that not having a spare wheel is probably one of confidence in a tried and tested system - ie a spare wheel against the new concept of sealant and compressor. It begs the question will motorhome manufacturers fit a spare wheel as a special extra if one orders a new van or is it a done deal by the chassis manufacturer?

Dave Stewart

I read with interest the article on spare wheels.

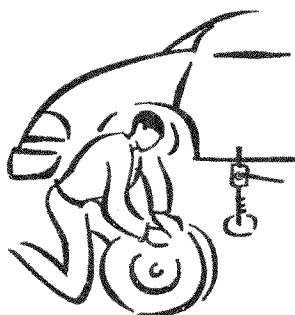
In 2005, in France, we had, on two separate rear wheels, on different occasions, punctures in our Ravenna. One on a camp site in Metz, whereby the change was carried out by the breakdown service. The second occasion was on the A20 at Limoges. On this occasion we were transported from the auto route to a depot in Limoges where the tyre was replaced. There was no way I would have attempted to change either of these wheels using the supplied equipment as the body had to be raised to enable the wheel to clear the wheel arch.

September of this year we developed a rear tyre slow puncture in our Wilton but managed to drive to an ATS where the wheel was removed with great difficulty by two fitters using two jacks and again the body had to be raised, again there was no way I would have attempted the change using the supplied equipment.

We should always bear in mind that our vehicles are usually loaded and changing the wheel, with the vehicle jack, I feel can be somewhat dangerous.

After having the wheel changed at ATS I had all the tyres inflated with Nitrogen which runs cooler, improves MPG and require less maintenance as they tend not to require adjustments so often (apparently F1 use it & so do the Americans). They can also be topped up with air if necessary. ATS charge £1.00/tyre.

John Geeson



Burnham on Sea revisited!

Having sampled the Carnival Rally two years ago, we decided we ought to go back just to check that it was as good as we remembered it being. It was!

Arriving in the early afternoon, we were shown by Brian Ellis to our grass pitch and supplied with track mats for our wheels. Brian's efficiency and experience were put to the test later in the afternoon when the heavens opened, causing the site roads to disappear under water. He and his team of willing helpers went backwards and forwards with mats to provide walkways through water, and paths across muddy grass. Luckily, once the rain abated later that same evening, the water receded relatively quickly and normal service was resumed.

The weather for the weekend was good enough that we were able to enjoy walks and cycling along the promenade, and on the Sunday a good few of us went to enjoy a cup of coffee and biscuit courtesy of the management at Highbridge Caravans. Sunday evening was the firework display from the beach, which was absolutely spectacular and set to an interesting choice of music.

Monday evening of course, was the highlight of the weekend, with the spectacular Illuminated Carnival wending its careful way through the narrow streets of Burnham. The carnival carts have to be seen to be believed. Unfortunately, one driver made a slight miscalculation, resulting in a delay of around 20 minutes while his tractor was uncoupled from its cart and willing helpers rocked the cart off the road sign it had become entangled with. A huge cheer from the crowds greeted its eventual release, and the carnival resumed its procession, continuing until 10.40pm!

A big 'thank you' goes from us to Brian and Linda, and their co-marshalls for a super weekend. Also, on a personal note, a big 'thank you' to Ann and Hugh, whom we have only just met, for rectifying a shortage of crockery in our cupboard!

Dianne and Brian Palmer

101 things to do whilst waiting at the Willersey service centre

No doubt many of you will have experienced the long wait at Auto-Sleepers' service centre whilst your precious motorhome is being prodded and poked, taken to bits and reassembled or having improvements added. You may well have paced up and down in the corridor, drunk copious quantities of coffee, chatted to others in the waiting room, buried your head in a good book, or even taken a stroll through the village and ended up at one of the hostelrys.

Recently we had the need to visit the service centre and managed to occupy ourselves quite happily by doing some of that 'new' hobby called geocaching. For those of you interested in hunting for little boxes cunningly hidden in all sorts of odd places then there are a few in Willersey, including one only yards from the A-S factory. It also meant we saw parts of the village that we might not otherwise have explored.

I know the title of this article suggests there might be one hundred and one things to do but I have only mentioned one ~ perhaps other people have some other ideas? Over to you.....

Celia Waugh

A Question or two....

At the risk of sounding like a new boy - we've been camping 9 years now - first a T4, then a Duetto now a Nuevo. Both later vehicles are fitted with similar electrical panels consisting of 4 switched circuit breakers, which are 'live' in the opposite position to standard light switches! But who can tell me for sure, which position of the three is which, when selecting battery power or changing mode (in or out/ top or bottom)?

Did anyone come up with an idea to prevent the auxiliary worktop from deploying accidentally during transit, other than a large wedge?

Roger Russell



December 2011 Rally Supplement.

Season's greetings to all our members.

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.

******* It is the responsibility of each rallier to ensure that they arrive at a rally on the correct day and time for the start of a rally. This will avoid embarrassment to both parties. The marshal is entitled to ask early arrivals to leave and return at the correct day/time.**

If you are unable to attend a rally or will arrive late please inform the marshal.

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.

This rally is now fully booked

place. Rally slips & cheques to A. Cavell, 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.

20th-24th February (4 nights) Whitemead Forest Rally : Parkend, Nr. Lydney, Gloucestershire GL15 4LA.

Site reception. 0845 345 3425.

Marshals mobile 07799591550 (no reception on site).

Rally Marshals: Yvonne & Stuart Wood ,and Celia & Alan Waugh.

Site fee including hard standing with hookup £18.50 per night.

Rally fee including room hire £3.00 singles, £ 5.50 couples.

Attractions: Leisure centre with gym & pool, cycle rides & walks in the forest. On site restaurant and local pub both serving good food.

One day there will be a bus to the Dean heritage centre at a cost of £5.50 per person if you want to go on this please indicate and send money with the fees.

Please send cheque to Yvonne Wood ,26 Burton Acres Way, Highburton, Huddersfield, West Yorkshire HD8 0RF. Phone No. 01484604133.

Please enclose a SAE if you require confirmation and directions.

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 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.

J.....

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.

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.

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.....
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.

Northants

We have just received our first copy of Auto sleeper Owners' Club Newsletter and immediately found an article of interest.

Like your correspondent, George Gooden, we too had a spare wheel fitted to our Northants at a cost of around £2000. We have yet to receive our van back from Auto-Sleeper and so will be checking to see if we have the same problem as he has encountered in actually changing a wheel.

In answer to Peter Brown's point, we find that even with the spare wheel on board and fully loaded for a trip we still have plenty of spare payload capacity. What concerns us is that we are often to be found in the remoter parts of the Pyrenees and Alps and we are not sure that anyone is going to come and rescue us late on a Saturday night on some mountain top. With the spare wheel in place we have the ability to organise things for ourselves.

The Northants is a lovely vehicle to drive but we wonder if anyone else has found, as we have, that it rolls badly when driven on uneven ground – i.e. most continental campsites. We have been told that this is perfectly normal but in ten years of driving an Auto sleeper Talisman we never experienced anything like this.

Alan & Judith Ketley

Beacon Park rallies Lichfield.

We would just like to say a big thank you to all the ralliers and the many helpers, who have attended our rally at Lichfield over the last 14 years, it really has been a very well attended event year after year. You just kept on coming back again and again.....

We have had many celebrations and parties during the 14 rallies - all enjoyable events, and have really enjoyed running it. We were very sad to have to stop, but circumstances change and it had to end. But luckily it is being carried on by a very good rally Marshall and we hope you support him as you have done us.

Thanks again from **Trish Ted Jan & Vic..** See you all around at lots more rallies x x (Marston's Rally will be held in April as normal)

Our Rallying Year

With Christmas nearly upon us, our minds are drawn back to the great rallies we have done this year and the Rally Marshals who manage to find some really interesting venues.

The first of our rallies, after the National, of course, was Bentley Wild Fowl Park, with the added attractions of a car museum and miniature railway and with something to occupy us the whole time we were there. This was followed by Hurley on Thames, with scenic walks and a bus into Henley. After a cruise around the British Isles, we then went to Abingdon, again on the Thames with buses and boats to Oxford, this was followed by St Ives in Cambridgeshire, the River Ouse this time.

After this we had a weekend at Ferry Meadows CC at Peterborough with our daughter and grandchildren. Worth remembering to take your CC receipt to the Nene Valley railway to get half price on their fares - bargain.

The following weekend we were off to the very popular Topsham rally and its festival week, then home for two days before we went to the Faversham Rally with the hop festival weekend and bus trips (and trains) to local towns. We had a pleasant day at Whitstable and its harbour with a delicious meal of fresh fish cooked on the spot. What more could we want?

After 5 days we were off again to Brean Sands Unity followed immediately by Dartmouth Little Cotton. Both great venues, with local buses to venture about, but we travelled mainly by boat. Living so far inland this was a real treat. After stopping off at Cheltenham on the way back home, we were off again to Towcester Race course for the ACCEO Rally (just like our National) with evening entertainment and places to visit locally, and we were blessed with the hottest weather yet (up to 32 degrees C), a real bonus for the early October.

So from June to early October we spent most weeks and weekends doing all these Rallies with just enough time to get the washing and ironing and grass cutting done in between. So it's a big thanks from us to all the Rally Marshals and their helpers in giving us such a busy and enjoyable summer and may we take this opportunity to wish a Merry Christmas to them and to all our friends, old and new. Happy Rallying for 2012 and may we be blessed with good weather.

Pat and David Mayne

Technical Group & Website

Baz Wellard

Chairman Technical Group & Webmaster



Winter Hibernation: Sadly time is approaching when it is necessary to take precautions against the winter's elements. Hopefully, the following will be of help to owners who do not plan to actively use their vans over the worst parts of the winter. Last year, unfortunately, quite a few vans did suffer from the weather as they were not fully prepared.

Guide: There is an earlier guide to winterisation on the website (see 'Technical') and also issued as Ideas Sheet No. 85. This guide mainly gives advice for motorhomes being used during the winter. I can send a copy, by post, on receipt of an SAE – see back of the Newsletter for contact address.

Internal: Store any bedding, cushions etc., indoors if there is any chance of condensation in the van. If you wish to keep the day light out of the van - may I suggest you pull the curtains rather than use any blinds that may stress springs? Remove any bottles/cans that have liquid in them. Check that your fire extinguisher is still in date. Clean the fridge and leave the fridge door ajar. Fixed ventilation will allow the vehicle to breathe, however you may wish to occasionally use the van heater to air your van and evaporate any residual moisture?

Water: Particular care should be taken to ensure that all the water is fully drained down including pipes, tanks, water heater (*refer to the manual for advice*), etc use the pump to finalise and switch off when completed. All the taps (inc. shower) should be left open, leave the shower head low down in the sink. Empty the toilet, drain the 'header tank', and then use the toilet pump to drain any residual water; clean the blade & seal and smear with olive oil - leave open. Ensure that the engine cooling water and the washer bottle have sufficient anti freeze.

Grey water: You may also wish to ensure that the grey water tank is clean. One method is to put enough of a diluted solution of Elsan (or equivalent) to cover the bottom of the tank and run the van to wash it thoroughly around. Leave the solution for a few days to break down any residual matter and go for another run. On return immediately empty the solution and flush the tank thoroughly. Dispose of the contents in the recommended manner.

Batteries: Both engine and leisure batteries should be kept 'topped-up' with both water and charge. To help prevent overcharging you could use a 'domestic' 24hr timer set to an hour or so a day; or a '7-day' timer set for say 1/2 day's charge per week, (*Timers must be in a safe place away from the elements.*); or plug in the hook-up lead now and again. Now is a good time to check the RCD: - push the 'test' button and if it fails to switch off do not use, disconnect mains and seek professional advice. If you rely on a solar panel clean it now and again, sweeping off any snow - if it's likely to lie for sometime. If electrics are unavailable then regularly take the van for a drive (*see also last para*).

N.B. Some models are designed to automatically charge both batteries; whilst some have to be switched between the two. Others may have a 'battery master' (or similar) fitted, which again will charge both batteries. Finally, in some cases the batteries will have to be charged separately,

Gas bottle(s): Ensure that the gas is firmly switched off at the bottle(s); or perhaps remove the bottle(s) and store in a safe place.

Bodywork: Touch up any rust points. A good wash and polish should make the van easier to clean after the winter. Lift the windscreen wipers just clear of the screen with a couple of corks (*wine bottle corks will do nicely - if an excuse is necessary!!*) Fit external covers e.g. fridge & water heater. I have a guide available for 'motorhome covers' if you require advice.

Servicing: Perhaps take advantage during the off-season to have the annual vehicle and the habitation service. See the 'Deals for Members' page, on the Club website, for discount offers.

Tyres: It may be a convenient time to check your tyres. Checking for tread, depth, wear and correct pressures is fairly straight forward. However not so easy, but as essential, is to check the walls for any cracking or bulging. Remember the recommended age for motorhome tyres is around 5 years, 7 years maximum! Motorhome tyres are usually very difficult to source at the beginning of the new season, so I suggest you consider earlier action if they need replacing.

Chassis: Top up the fuel tank to stop any condensation. Take the van for a good run at least once a month to exercise the engine/turbo; charge the batteries, lubricate the engine/gearbox; keep the brake discs free from surface rust and reduce possibility of 'flattening' tyres, etc. All will help prevent the 'sleeping motorhome syndrome'.

N.B. All the above will be available as an Ideas Sheet in future.

Mercedes - Spare Wheel:

Geoff Scott, CEO ASG, has advised that Mercedes chassis conversions will in future be supplied with a spare wheel. There is one exception - the Mercedes 3.2T SWB chassis, as used by the Devon & Stanton. However, the latter models can have a spare wheel retrofitted, at owners cost, but it will mean a smaller fresh water tank and, of course, a lower payload.

Following last month's discussions - Iain Munro kindly informed me that - "Mercedes Assist does not work on French Motorways The authorities will take you off for a cost, and then Mercedes will take over". You'll see that Peter Brown, who now owns a Mercedes, has delved deeper and gives more comprehensive information in a separate article.

However, whether you have a spare wheel or not, I would recommend you check your recovery service details to ensure that you do have the cover you need; both in UK and on the Continent (*if appropriate*).

Library Update: I now have guides to second hand prices for some models and advice on protection covers for motorhomes. There is also a review of the 2012 Broadway EK TB available. Contact me by e-mail or post, with an sae.

Touring in Germany: Andy Cavell has kindly advised me that Germany is following many other countries and is progressively introducing vehicle emission restrictions over the next few years. Andy has registered his van at a one-off cost of €15.00 (£12.97), and has received his 'green' window sticker, which is now valid for the life of the van.

See: http://www.tuev-sued.de/car_vehicles/services/emissions_stickers_from_tuev_sued and 'click' on 'credit card ordering'. A scanned copy of page 2 of the V5 is required.

Nuevo Oven Door: In last month's newsletter Michael Wainwright reported the difficulty of removing the shelves in his Nuevo II ES oven. David Parton had a similar problem and has had the oven door refitted to pivot on the opposite side allowing the oven shelves to be easily removed. Michael is already aware.

Website: Update No. 11/11 (28th October) contained the following changes:

Technical

Internal spherical views of the 19 new 2012 models.
Ideas Sheet 217 - Deter theft of a catalytic converter

Ideas Sheet 218 - Control flow from a 3" grey water outlet
Fuel data for Stratford 2.2 & Symbol 2.2

Deals for members: Dealer's logos re-inserted and one dealer removed.

Committee: Honorary roles updated

Fridge Check

With reference to the article on 'Gas Safety', Dometic were at the National this year, where they had gas engineers to do fridge checks. I do not know if they will come next year, but they offered an excellent service at a price cheaper than normal. We had our fridge done and on first inspection everything seemed ok, but once he took the covers off he realised the jet was completely rusted, so he replaced it, instead of just a clean, but at a very reasonable price.

John & Linda Hill

Chairman's Chat

Wow! I am pleased to read that so many people have joined our ranks during the last month and to those people, I would like to say **welcome** to the Auto-Sleeper Owners' Club and trust that you will enjoy the experience of attending rallies, at places you might not otherwise visit, meeting with and making new friends with some like minded people.



I have to admit that I have been admonished by two of our eminent members from northwest of the border; accused of bragging in the November newsletter about the September "Indian Summer" that we in the south enjoyed but apparently, it is such a shame, they only had rain and more rain during that time. I have since checked their local weather station making sure that they were not exaggerating. *I didn't really think*

you were telling porky pies Rick!

Within the last Newsletter, Peter mentioned Gas Servicing of Fridges, a very important aspect of our hobby and I am pleased to tell you that a Dometic Engineer will be on site at our National Rally again. His remit will be to carry out safety checks on Dometic refrigerators, as before, FOC for vans registered after 1st January 2011 up to the present and older vans at cost, but the price this year was modest. I will remind members again in the New Year about this matter and ask everyone to let me know if you would like your fridge serviced whilst at the rally.

Please Note, all services must be pre-booked through me by the end of March 2012 please.

You no doubt have read in the press that next year there were to have been two exhibitions in February, one at Excel in London and the following week at the NEC. Due to the lack of support the NEC Boat and Caravan Exhibition has now been cancelled and we will have to wait and see how this new Caravan Show venue fares, it is not the easiest to get to by any means for some members.

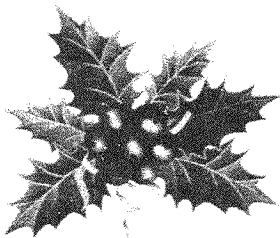
I try and keep abreast of current motorhome news and have just seen the photographs of the ultimate motorhome and one member has told me he has placed an order, cost \$3,000,000. To see such a model, have a look at

<http://www.egmcartech.com/2011/10/21/3-million-luxury-camper-mansion-on-wheels/3-million-luxury-camper-01/>

I must confess that I am not to sure about the front!

This is the last chance for me to wish all of our members and I know that it is a bit early but Mo and I would like to wish you all the very best for Christmas.

Mike Valentine



WELCOME NEW MEMBERS



Pat & Mags Sherry	Swindon	Symphony
Alan & Nichola Aston	Witney	Berkshire
Robert & Elaine Love	Bridport	Dorset
Alan & Judith Ketley	Wellington	Northants
Jeff Thomas & Ann Cave	Worcester	Palermo
Ronald Hart	Dumfries	Trooper
Stephen & Maggie Barker	Cheadle	Topaz
Terry & Patricia Hammond	Southampton	Harmony
George & Anne Harrison	Co Antrim	Talisman
Ray & Norma Hartley	Ripon	Executive
Michael & Pat Morley	Ammanford	Clubman
Tony Jones	Pwllheli	Trident
Matthew & Jane Webster	Harlow	Symphony
Rich & Julia Humby	Gloucester	Talisman
David & Janet Powell	Abingdon	Amethyst
Ron & Sylvia Bond	Eastbourne	Lancashire
Charles & Elizabeth Rowse	Salcombe	Broadway
James Mollitt & Jilla Bond-Mollitt	London	Rambler
Terry & Lynn Ackley	Glossop	Lancashire
Rodney & Gill Preston	Waterlooville	Broadway
Douglas & Barbara Wiggins	Gillingham	Sussex
Alan & June Worrton	Lancing	Pollensa
Terry Adcock	Wimbourne	Nuevo
Bill & Pauline Lewin	Inverness	Berkshire
Tim & Lois Race	Folkestone	Trooper
Pat Rees	Kingsbridge	Mezan
Chris & Jenny Agutter	Oxford	Dorset
Rick & Mary Bird	Bridgewater	Warwick
Brian & Carol Cole	Bideford	Dorset
Phil & Linda Cooper	Worcester	Devon
Paul & Tracy Humphrey	Rugby	Nuevo
Steve & Janet Waters	London	Nuevo



Thank you for your donations.

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, fiamma 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

Unwanted **towbar** recently taken off my 2005 Nuevo. It is in good condition and hardly been used. **£85.**

pair of wind deflectors taken off my previous 2002 Nuevo. **£10** for the pair. **Contact Chris Parker Yew Tree Cottage Affpuddle Dorchester Dorset DT2 7HH.** (Home) 01305 848595 (Mobile) 07733084951

Ford Transit Duetto. 2.5 diesel 1998 ref. 2 berth. 57,000 miles (new CAM belt). Non-smoker. Sadly enforced sale due to ill health. Many extras - pots, pans etc. TV solar panel gas & electric heaters. **VGC £13,000.** **Contact Barry Newth 01204 451927.** (Bolton).

Interior Silver Screens to fit Fiat Ducato (2002-06). Suction cup fitting. Insulated. Fits windscreen and cab door windows. Complete with carrying/ storage case. Immaculate Condition. **£30.** **Fiamma Moskito net** habitation door flyscreen. Simple Velcro fitting. Easily fitted and removed - no tools required. Immaculate condition, complete with original box.

168cm high x 56cm wide. Exact fit for Nuevo (up to 2006) habitation door **£10.** **Waeco rear view camera system** Brand new & unused. Complete with mounting hardware etc. in original box with full fitting and operating instructions. Simple to fit and use. B3W monitor which mounts on dashboard. Operates as reversing camera or rear view camera whilst driving **£100.** **Maxview Omnisat** manual satellite TV system. Immaculate condition. Comprises tripod and satellite receiver dish, 10 metres of cable, carrying/storage case, full instructions and 'satellite finder' compass **£60.** **Contact Mark Summer 07984 800964 or 01430 828435** (evenings).

Brand new front fitted cab carpet for Nuevo 2010 (should fit other years). Unused, cream/fawn colour. First **£10** plus postage seems reasonable. **Call George and Carol on: 01434 634297**

Autosleeper Gloucester £54000 Open to sensible offers Mercedes Sprinter 316cdi, 2143CC, Diesel Automatic Berth 4 Year 2010 Mileage 2100 miles **Spec Includes** :End Bathroom, End Bedroom, Fixed Bed, Air con, Satellite Avtec /DVD, TV Aerial, Cycle rack, Cruise Control, Swivel Chairs, Fridge, Freezer, Oven, Hob, Grill, Microwave, Cassette toilet, Shower, Mains electric, Battery Charger, Second Battery, Gas Heater, Electric Heater, Gas Water Heater, Electric Water Heater, Blinds, Fly screens, Heki rooflight, Large rooflight **Additional Details** :1st reg. 6-9-2010 hence: Balance of 3 years warranties still current. French style orthopedic electrically operated fixed bed in rear. Photo's on request. **Contact Barry Goodman** Telephone 01536 262784 or 07739 208530 I am away until 3rd December but you can e mail bg@bedcorby.com with a contact no. and I will call you.

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