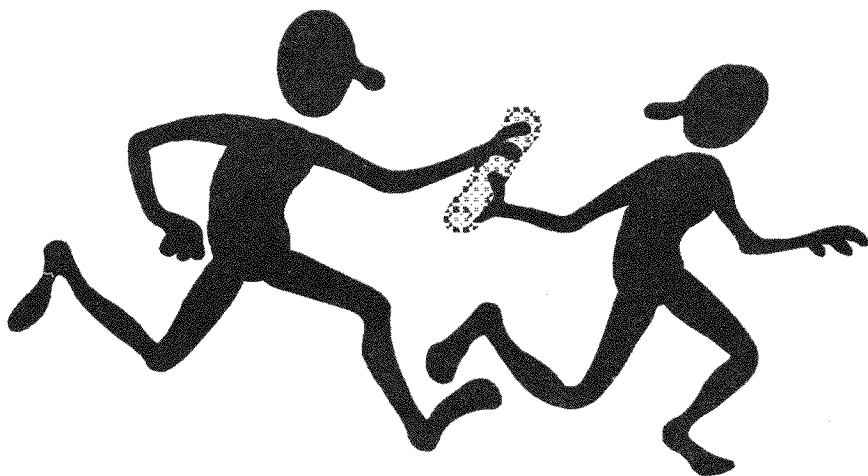


[www.asoc.fsnet.co.uk](http://www.asoc.fsnet.co.uk)

# **AUTO-SLEEPER OWNERS' CLUB**

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



*We're handing over the baton*

***NEWSLETTER 284***

***May 2012***

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

Well this is it - our final Newsletter and we'd like to take the opportunity to thank all of you who have contributed to it's success over the last 6½ years. Please support David with your contributions - it's your Newsletter, the Editor just puts it together

Like-wise our printer, Mick Hughes, has been a tremendous support; coping when we've occasionally had to get copy to him a bit later than usual, picking up the odd omission and negotiating with the Post Office to get the best deal possible on our postage.

We've had a great support team (including Dudley and Kathleen who we thanked last month) and we're sure Dave will appreciate their being there in the future.

David's telephone number, address and e-mail details are on the back page.

We can now sit back and relax (well Chris can anyway) and just contribute the odd article; the Newsletter's in good hands.

Right, enough about us.....

Apologies to Ozzie for leaving this out last month....Please note our Secretary has moved house and if you wish to contact him for any reason his new address is:

John Osland-Jones  
7 Oak Tree Court  
Pembroke Way  
Hall Green  
Birmingham B28 9EX

He expects to retain his existing phone number.

Hope you all enjoy the National Rally at Newark, Al and Barbara Buckett have done a great job organising it; let's hope the weather is kind.

***Goodbye from Chris and Peter.....***

# **ACCEO AGM and National Rally Update**

## **3<sup>rd</sup> to 8<sup>th</sup> October 2012**

Well it hasn't exactly been the smoothest of starts to the organisation of a big event but hopefully that is all behind us now. We are very sorry about the change of venue but blame the Coachman Owners Club. They made such a success of their event at Towcester in 2011 that we had to be sure we could fit in a similar number of vehicles. The last thing we wanted was to have to turn people away.

We are now settled on Lickhill Manor at Stourport on Severn which is certainly big enough for our needs. The marquee is booked for three hundred seated – but can be extended if necessary! We have also booked a highly recommended local band called Izzy the Push for Saturday evening. They play a range of music to dance to from the sixties to the present day. Apparently they have been together for 25 years so they reckon to know the words pretty well!

The nearby town of Stourport on Severn is just a short walk away and the area is rich with tourist venues including the Severn Valley Steam Railway, the West Midland Safari Park and Harvington Hall. Buses run from Stourport to all the other major towns.

We are very grateful to Auto-Sleepers Ltd for their sponsorship of this event and hope that they will be bringing a small selection of vehicles for you to inspect over the weekend. We are looking for more sponsors and trade exhibitors - further details in due course.

The provisional timetable follows the well established tradition for this event with a get-together and disco on Friday night and we are hoping to organise a quiz on Thursday evening in aid of the chosen charities. The AGM takes place on Saturday morning and on Sunday morning we will have a get-together, a talk of general interest plus coffee and tea.

The charity chosen by the committee from last year's member nominations to benefit from our share of the proceeds is The National Autistic Society. The main source of income for the charity will be the raffle, so if you know anyone who would like to donate a huge prize, please get in touch.

Booking will be via the usual group method when the rally appears in the supplement and this year the ASOC marshals will be Liz Irvin and Jeanne Hall. As ASOC is organising the event this year we are hoping for a good turnout for our bit of the rally so that we have plenty of willing helpers for all the jobs that will need doing. Don't say you weren't warned!

*Andy Cavell*

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## **Peugeot Problems**

As a new member of ASOC, I would appreciate any help to solve the following two irritations on my new vehicle. Perhaps other members can shed some light.

1. The wheelnuts are extremely rusty, a disgrace to Peugeot! The local dealer says it's 'not covered' by the warranty.
2. The floor between the driver's and passenger's seat drops almost an inch when stood on. There is an access cover there which is thin and supported by a very lightweight foam. (I'm tempted to substitute a denser foam where possible.)

Again the dealer says 'not covered'. I ask you!!

Both the above are fixable, but it shouldn't be necessary on a new vehicle. My next move is to ring Peugeot Customer Services. Has anyone successfully got these issues fixed?

*Keith Orchard*

## Maybe not so scary....

My work had occupied my every waking hour,  
the days, and often nights,  
Then to adjust held many fears,  
no wonder I took fright.

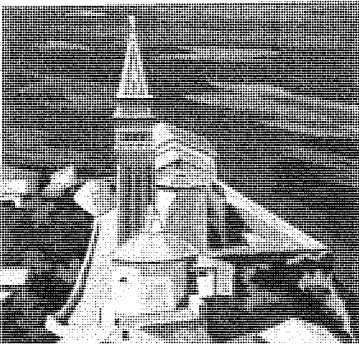
But just as tho` a dream occurred –  
it seemed a glimpse of Heaven,  
My brother came to see me  
And he took me back to Devon.

The county was just minutes down the road,  
it's beauty words can't tell,  
The deep blue sea, the roaring waves,  
and lots to do as well.

A big step for me to take  
to leave my job and town  
To lead a different kind of life  
which would not get me down.

At 60 plus this way of life  
I'd highly recommend,  
For this to me is a new start  
and pleasures without end.

*Terry & Pam Holtom*



## New Tyre Labelling Regulations

During November of this year a new standard of tyre labelling will be introduced for all tyres sold within the UK. It will be very similar to that of the European Energy Label you see on all appliances from fridges to lamps (bulbs).

You will see that the ratings go from A to G for rolling resistance and wet braking, together with an external noise figure displayed in decibels(dB) all shown on a removable label. The rolling resistance of a tyre is a major contributory factor when considering fuel economy, so a car fitted with A-rated tyres should use less fuel than the same car running on G-rated tyres. Wet braking has been established with brake tests from 50mph, the example given states that a B-rated tyre takes between three to six metres further to stop when compared to an A-rated tyre under test conditions.

The hope is that these labels will assist consumers to make more of an informed choice when purchasing tyres. The scheme will become compulsory throughout the EU from November 1st 2012 but you will start to see tyres being labelled in this way from 1st July.

Should you be in the position of having to buy tyres later this year, then make sure that you read the label or the information published about the tyre that you are going to 'invest in'. Don't be caught out!

*Mike Valentine*

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## What's causing that leak?

A few days ago, at a campsite in Dorset, I came across a Nuevo with a small leak of water from the bottom. A day later I was pressurising my water system and found that water was coming from the bottom of my van. I do not know if both vans had the same problem, but this is what had happened to mine.

I telephoned Marquis and was told that the problem was almost certainly the drain to the water heater. (It was, but read on) I was told that there is a yellow valve beside the water heater and that this was probably open.

In the Nuevo II the water heater is under the draw, which is under the hanging cupboard. So armed with a torch, and getting into the awkward position necessary, I searched for the valve. Nothing yellow or any other colour!

The next step was to look in the Owner's manual. Sure enough on page 9-8 there is a diagram of the water heater with valve and even an enlarged picture of the valve and its lever. The manual could not be wrong could it? So back I went to the water heater with my torch. Perhaps the valve was at the back of the heater, a very awkward area to search, but I could not find it.

Next I telephoned Auto-Sleepers. A nice lady put me on to a helpful technician. I was told that the valve is not where the manual shows it, but in a compartment further forward beside the Leisure Battery. It is; but when I looked the lever seemed to be in the horizontal position as described in the manual. Luckily for me the technician had been wise enough to give me a vital piece of advice. Normally to open the valve the lever is brought to the vertical position, but if pressed below the horizontal it can also open. I found by feel that indeed the lever was minutely past the horizontal and this had caused the leak. I think the lever is in the same position on the version of the Nuevo before the II, but in an otherwise empty compartment as the leisure battery is under the driver's or passenger's seat. A slight pressure, such as might be produced by putting some form of stores in the compartment, might have been the cause of the problem with the lever moving sufficiently to open.

One wonder's why Auto-Sleeper issue a manual with such an important error in it, and, once the error is recognised, why it does not issue its main agents with inserts for the manual that show the error. But congratulations to Marquise Poole for putting me on the right track and to the AS technician for giving me the vital piece of advice.

(PS I am beginning to wish that I had stuck with my original Nuevo. The new cab is a great improvement, but AS managed to make some bad alterations to the non-Peugeot parts in the Nuevo II, some of which I believe have been rectified in the very latest version.)

***Michael Wainwright***

## A query on the Accounts

One of our Club members, Richard Birch, has written to me in my capacity as Club Treasurer with two questions about the accounts. As other members may be interested, I am replying via the Newsletter.

Richard has added together the funds that were recorded in the two deposit accounts on 31<sup>st</sup> December 2011 and asked what the club intend to do with such a large surplus and secondly how could the second deposit account accrue so little interest over the year.

Club policy in these matters was set long before I was elected Treasurer last May but I fully endorse and support those policies.

The banking industry offers Club/Community accounts free of charge to organisations such as ours. They are managed by the bank as business accounts and if turnover exceeds a preset level, charges are levied under the business tariff. We have a long standing account with Lloyds and have at times had to pay charges, having exceeded the turnover limit, so have recently opened a second account with Natwest with which to manage finance associated with rallies.

Both banks have similar three tier linked accounts; a current account, an instant access deposit account and a 30 day notice deposit account. In the past our treasurer has retained the bulk of contingency funds in the 30 day account and balanced the operating funds between the instant access and current accounts to maximise interest earned. Since the financial 'meltdown' the interest on the accounts is so low that this activity is unnecessary, evidenced by the fact that in the 30 day deposit account only £8.93 interest was earned on £17,864.39 in 2011- the answer to the second question.

In answer to the first question: The club runs the annual national rally, buys insurance and has other financial obligations. Should there be a sudden downturn in membership or should some occurrence (eg a fuel shortage) cause a large fall in numbers attending the national rally, those financial commitments would still have to be honoured. For that reason the Club decided to build and hold a contingency fund equal to one years subscriptions. That is currently deemed to be £25,000 and I am happy that that sum would allow the club a year to sort itself out if some unexpected event occurred.

The level of funds in the bank accounts at the end of the financial year (as shown in the accounts) is almost at its peak as 75% of the subscriptions for the next year will have been received. Payment from members planning to attend the national rally increase the funds to a maximum just before that rally. Then the large bill for the national is paid and for the next few months the cost of the Newsletter and other administration activities reduce the level to circa £30,000.

The surplus in funds is therefore £5,000. For various reasons that amount accrued several years ago and the committee decided to gradually reduce it as sensible ways to do so emerged. Last years projected reduction was wiped out by windfall returns from a few rallies. This year the operating budget for the club projects a reduction in the surplus of circa £2,000.

**Peter Brown**

## *Obituary*

**REG WHINNEY**

Regrettfully I have to announce the death of Reg Whinney on March 27th. 2012 after a long illness bravely fought.

Reg and Ena joined the Club about 18 years ago and many members from that time on will remember Reg for his friendly chats on so many subjects, which will be sadly missed!

Our condolences go to his wife Ena, son Philip and partner Jane.

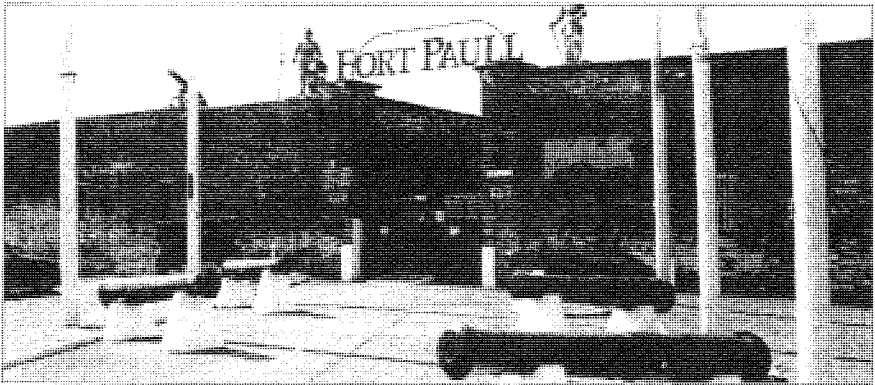
**Alan Chennells**

# Rally News

## Fort Paull Rally 2012

August 11<sup>th</sup> – 16<sup>th</sup> 2012, (5 nights) is the confirmed date for the Fort Paull rally. There will be a 16<sup>th</sup> century re-enactment group on the museum site on the Saturday and Sunday. Access to the museum for the whole of the 5 days is included in the rally cost.

Food and drink is available in the Fort Paull café/bar.



Nature reserves, Spurn Point and Bempton, are within reasonable distances. Regular bus service to Kingston upon Hull and the nearby coastal resorts of Hornsea, Bridlington and Scarborough. Nearby towns to visit are Beverley and York.

It is just before the Whitby rally, making it financially beneficial for fuel costs, when visiting Yorkshire from afar.

*Jean Hollingsworth*



## May 2012 Rally Supplement.

Please carry your ASOC membership cards when attending rallies.

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

**\*\*\*\*\* 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.**

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.

**Will Marshals please ensure that they have the post code for their site as it is necessary if you need to contact the emergency services.**

**\*\*\*\*NEW Rally. 11th. – 16th. August Fort Paull, Nr. Hull.**

**\*\*\*\*NEW Rally 14th. – 19th. October Whitemead Forest Park, Lydney.**

**\*\*\*\*NEW Rally 22nd. – 26th. November Riverside Holiday Park, Southport.**

**There are now places on this rally, please contact the marshals A.S.A.P.**

**\*\*\*\*\*15<sup>th</sup> to 25<sup>th</sup> 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.

**3rd.- 7<sup>th</sup>. May National Rally & A.G.M,**  
**Nottinghamshire Showground, Newark. NG24 2NY.**  
**Please return the application form by 12<sup>th</sup>.April.**

**10<sup>th</sup> to 17th May 2012 (7 Nights).15<sup>th</sup>.Dartmouth Music Festival Rally at Little Cotton C.P. Dartmouth.**

Site Tel.No.01803.832558 Fax 01803 834887.

Website- [www.littlecotton.co.uk](http://www.littlecotton.co.uk) & e-mail- [enquiries@littlecotton.co.uk](mailto:enquiries@littlecotton.co.uk)

Rally Marshalls:- Jill & Richard McAllister with Rita & John Tubb.

Site fees £91.00 for 7 nights including electricity or £13.75 per night for a minimum of 3 nights .

Rally fee £5.

Send application slips with cheque payable to R.J. McAllister together with SAE for reply to 'Milesaway' Steart Drive, Burnham on Sea, TA8 1BZ.

Tel.Nos.:- 01278 781976 & Mobile 07840076771.

**Attractions:** This 7.5 acre immaculate site has all the usual facilities including disabled. Dogs are welcome but they **must** use the on site dog walk and be **kept on a lead** while on site. Very close by are Sainsburys and Lidl. There are regular bus services into Dartmouth and beyond to Kingsbridge, Plymouth, Totnes & Torquay. Cross on the ferry to Kingswear for a steam train to Paignton or a bus to Brixham.

This will be the Club's 15<sup>th</sup> year attending the Dart Music Festival held from Friday 11<sup>th</sup> to Sunday 13<sup>th</sup> May. Enjoy a boat trip from Dartmouth, up river to Totnes or out to sea. There are a number of NT properties in the area. Remember to bring your NT Membership cards and also your free bus travel cards.

**Please do not arrive before Noon on rally day.**

This 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 please contact the site owners direct on numbers & or e-mail as above.

**10th June. 17th of June ( 7 nights). Old Barn T.P. Nr.Sandown, Isle of Wight. PO36 9PJ.**

Rally Marshalls. Ken Bolton 01983402059. & Mac. McArthur 01983875918.

Emergency telephone numbers 07730) 212750 or 07866) 621291.

Rally fees:-£151 for seven nights including electric and ferry fares.

Those wishing to make their own way seven nights including electrics £98.

**It is advisable to phone Ken Bolton (01983) 402059 to get details of the package.**

The ferry is the Red Funnel from Southampton to East Cowes which leaves every hour on the hour.

A preferred time of departure on your Rally slip would be helpful. **A large stamped addressed envelope** is necessary for the ferry tickets. Cheques and Rally slip please send to K. Bolton, 2, Cherryside, Lake, Sandown, Isle of Wight, PO36 9LU.

**Attractions:** Most of the Isle of Wight is an area of outstanding natural beauty with many attractions. The site is situated on the main road from Newport to Sandown.

A Morrison's supermarket is a quarter of a mile away and opposite is a garden centre with a nice cafeteria.

Bus stops are nearby and buses can take you all over the island. Bus passes accepted. There are lots of walks are nearby and you overlook the Isle of Wight airport a small private airfield with a grass runway.

**13th to 17th June (4 nights) at New Park Cottage, Maypole Road, Tiptree, Colchester, Essex. CO5 0ER.**

Emergency tel No. Marshals no. 07773851097.

Rally Marshals - Jill and Tony Showell and John and Rita T

**RALLY FULLY BOOKED**

**Sunday 17<sup>th</sup> - Friday 22<sup>nd</sup> June 2012 (5 nights) Peew Park, Walton Avenue, Felixstowe, Suffolk IP11 2HB.**

Emergency Tel.No. 07999571461 (marshal's mobile).

Rally Marshals: Chris & Shirley Sturgeon 01359244360 & Dave & Theresa Smith 01787477063.

**Directions:** Ipswich A14 to Felixstowe, first roundabout take 2<sup>nd</sup> exit onto Port of Felixstowe Road.

After flyover, roundabout take 2<sup>nd</sup> exit onto Walton Avenue, Peewits entrance is on the left.

**Limit of 20 vans. Rally starts 12 noon.**

**RALLY FULLY BOOKED**

**1<sup>st</sup> - 5th July (4 nights). Hereford Rowing Club, Herefordshire. HR4 0BE**

Emergency Tel Nos. Max 07791582881, Joan 07989153109.

Rally Marshals: Joan & Max Cooke & Sheila & Ivor Barnett.

Site Fees: £7.00 per night. Rally Fee: £2.40. NO Electricity.

Drinking, water, waste disposal, toilets & showers together with the use of the club's bar and catering facilities.

5 - 10 minutes walk to the cathedral and city centre.

Rally slips & cheques to J.E. Cooke, The Magnolias, Pylon Road, Hereford. Tel.No. 01432 274 906.

S.A.E. please for confirmation & directions.

**Directions:** Turn off A49 at Hereford city end of river bridge (westwards) then immediately turn left into Greyfriars Avenue and you're there.

**5<sup>th</sup> -10<sup>th</sup> inclusive July (5 nights) Buckler's Hard in the New Forest.**

Rally marshals; Mo & Mike Valentine.

Tel: 023 9248 2818 Mobile 07745 522 335.

Site Fees: £11.00 per night, Rally Fee: £3.00, singles £2.00.

**Rally Slips & Cheques:** payable M. Valentine, 11, Hamilton Close, Langstone, Havant, PO9 1RP

Tel.No.0239248 2818.SAE envelope for reply and directions..

**Green Field site,** enclosed by a stock fence. Fairly level and apparently drains quickly.

Dogs are welcome on leads at all times.

**Fresh Water and Elsan Disposal point.** Buckler's Hard tea shop sells milk and limited items, newspapers must be ordered prior to the rally, please advise when applying for the rally.

**Attractions:** Buckler's Hard Village, Museum, Pub & Restaurant (200yds), Walks along Beaulieu River to Beaulieu Village approx 2 miles, Boat Trips, watch Time Team style excavations of slipways. Beaulieu Motor Museum & Abbey, Lepe Bird Sanctuary, Exbury Gardens and Steam Train, New Forest. Local bus circular route, jump on and off, pick up in Beaulieu.

Bring your bike but remember roads are narrow. Rally starts at 12 noon. Limit 30 vans.

**6<sup>th</sup> – 8<sup>th</sup> July ( 2 nights) Prestwood Steam Fair,Great Missenden, Bucks.**

Emergency Tel.No. 07775570182 or 07749378587.

Rally Marshals: Jan & Vic Hicklin & Margaret & Bob Cleaver.

Fee for the weekend £20.00 per unit.Rally Fee: £2.50 per unit.

**NO Electricity.**

The weekend fee includes unlimited entrance to the Steam Rally.

This is a **GREEN FIELD site- own toilets essential.**

Rally slips & cheques to Mrs.J.Hicklin, 381 Manor Road,Brimington,Chesterfield, Derbyshire. S43 1PP.Tel.No. 01246 236157.

If unavailable please ring Margaret on 01442 851080.

**Directions:** From A413 Great Missenden take the A4128 to Prestwood and follow steam rally signs.

**NO arrivals before 1.00p.m. Friday please.**

**12<sup>th</sup> July – 17<sup>th</sup> July (5 nights) Leon's Field. St.Ives. Huntingdon. Cambs.**

**PE27 5ER.**

Emergency Tel.No. 07908177041.

Rally Marshals: Julia Briars-Filby, Shirley & Chris Sturgeon & Theresa and Dave Smith.

**GREEN FIELD site NO Electricity & NO toilets.**

Site fee: £6.00 per night. Rally Fee: £3.00 ( £1.50 singles)(Total for 5 nights £33.00 / £31.50).

Rally slips and cheques payable to Mrs J.Briars-Filby, Quiet Waters. The Broadway. St.Ives.

Huntingdon. Cambs. PE27 5BX. Tel. No. 01480 463634.

The site is by the Great Ouse River, 200yds. from the town centre. Buses every 10 minutes to Huntingdon and Cambridge. Monday and Friday are market days in St.Ives and there are plenty of pubs, restaurants, cafes and charity shops. Beautiful riverside walks and Leon and Avril allow us to wander over their meadows.

For those interested a coach trip to Ely has been arranged for the Friday. leaving at 10am returning from Ely at 3pm £6.00 per person. Money with booking form please. LIMITED spaces so "first come first serve".

Please send SAE for confirmation of booking and directions.

PLEASE DO NOT arrive before 12.00 pm on Thursday. Rally closes 11.00 am. Tuesday

Rally limited to 40 vans.

**Do not enter St.Ives Town Centre.**

**12th - 15th July 2012. Northern Motor Caravan Show,Cheshire Showground  
Tabley Knutsford WA16 0HJ.**

Emergency Tel. No. 0786 8000 705 (Marshall's mobile).

Rally Marshals: Liz & Roger Spensley & Eunice & Brian Lockett.

Please use the booking form enclosed in the May Newsletter if possible, if you do use a form from other magazines mark the form ASOC and note the **special club site fees. Arrive Thursday £38, arrive Friday £35, arrive Saturday £32. All bookings for pitch and evening entertainment must be made with Warners and the booking form sent to them by 25th June 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 £2.50 couples, £1.70 singles to: R & E Spensley, 30 Kilsyth Close, Cinnamon Brow, Warrington, WA2 0SQ. Tel. No. 01925 813558.

**Please do not follow your Sat Nav on arrival to the show, you will be directed to the wrong entrance.** Leave M6 at Junction 19 and leave the roundabout via the A556. Proceed to the next roundabout, follow all the way back on yourself and turn **left** into Pickmere Lane B5391. Temporary road signs will direct you from Junction 19 off the M6.

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

## Thurs 19th - Monday 23rd July 2012 (4 nights) Beacon Park, Lichfield, Staffordshire.

Emergency Tel.No. Marshals' mobile 07771 827711.

Rally Marshals: Peter Brown, Chris Mawdsley, Liz Irvin and Jeanne Hall.

Site Fee: £6.00 per night. Rally Fee: £2.50.

PLEASE NOTE THIS RALLY IS 4 NIGHTS LONG.

Booking slips and cheques payable to Chris Mawdsley, 5 Kenilworth Walk, Cheadle, Stoke on Trent ST10 1WA. Tel No.: 07771 827711. There is no limit on the number of units attending however please note that there will be a considerable delay in responding to applications received after 2<sup>nd</sup> June. Any queries after that date should be e-mailed to pcb7ty@btinternet.com.

You may arrive on Thurs AFTER 12 noon NOT BEFORE PLEASE. (This is virtually a green field site although there are toilets in Beacon Park. Showers should also be available 0900 to 1000 Fri-Sun).

Sat. evening get together includes jacket potato, dessert and drink - £5.00 per person. Pay with booking slip.

**Attractions:** Beacon Park is adjacent to Lichfield City centre. Busses are available to National Arboretum from Lichfield bus station.

**Directions:** Beacon Park is situated on outskirts of Lichfield, just off the A51 Tamworth to Rugeley/Stafford Road leaving Lichfield. Follow brown Beacon Park tourist signs. Turn into Walsall Road, then immediately left into Lower Sandford Street. Follow signs for Car Park, the site is through the car park keeping to the right.

POSTCODE for Lower Sandford Street is **WS13 6RA**.

## Tuesday 31<sup>st</sup> July – Sunday 5th August (5 Nights) Redgate Junior School, Hunstanton, Norfolk, PE36 5DY.

Emergency Tel No 07879 643988 or 07796 445176 – Marshals' mobiles.

Rally Marshals: Mike & Heather Tucker. Telephone No 01945 581618.

Assistant Rally Marshals: Peter & Heather Martin.

Site Fees £42.50 for 5 nights. Rally Fee £4 couple, £2.75 single. Please send booking slips and cheques payable to M Tucker, 43 Outwell Road, EMNETH, Norfolk, PE14 0DU. Please enclose SAE.

Maximum of 18 vans. All Hardstanding pitches, no electricity. Access to toilet facilities including disabled between 6.00 pm and 9.30 pm only, (hall will be closed at all other times). Patio area with limited seating can be used in fine weather. 'Bring your own Supper' evening is planned, together with an entertainment evening with raffle. Dogs welcome but must be kept on leads on site.

Local attractions. Hunstanton is an attractive seaside town – the only west facing seaside on the East coast – with plenty of restaurants, cafes and pubs, also Sainsburys and Tesco stores within walking distance. There is a range of smaller shops covering most needs.

There is also a Sea Life Centre, a Theatre, a Swimming Pool and a permanent Fairground! There are numerous walking and cycling opportunities. Good High street shopping is close by at **King's Lynn** with regular bus service. The Coasthopper bus service with a stop within walking distance has a regular service to the North Norfolk coast, taking in Brancaster, Wells-next-the-Sea, Blakeney, Sheringham and Cromer. This coastline has some of the best bird watching in the British Isles. Other attractions include Norfolk Lavender (try the lavender scones!) and Sandringham.

( v.)

**16<sup>th</sup> - 21<sup>st</sup> . August (5 nights) Eskdale School, Whitby, North Yorks.**

Emergency Tel. No. 07711 271568 (Marshal's mobile) .

Rally Marshals: Liz Irvin, Peter Brown & Chris Mawdsley.

Site Fees £6.00 per night. Rally Fees £3.50 couples, £2.00 singles.

**Greenfield Site, No Toilets, No Electricity. All Hardstandings.**

Booking slips to Mrs E. Irvin, 43 School Lane, Kirk Ella, HULL, East Yorkshire.HU10 7NP. Tel. No. 01482 658345. Cheques payable to Mrs. E. Irvin.

**Attractions:** Whitby Regatta 18<sup>th</sup> 19<sup>th</sup> 20<sup>th</sup> August, with Fireworks Finale on Monday evening. Whitby Folk Festival Week also starts on 18<sup>th</sup> August. The school is off the Scarborough Road, buses at the school gates to Whitby. Come and explore Whitby's fascinating and historic streets and waterfront. The site is close to the Whitby end of the Moor to Sea Cycle Route with links to Scarborough and Pickering. For walkers the Cleveland Way coastal path is nearby. Visit Goathland where Heartbeat is filmed, or travel on the North Yorkshire Moors Railway.

**Directions:** From Scarborough on A171, on entering Whitby, after lay-by and 30mph. sign, turn left into Eskdale Road and the school is on the left. From Guisborough or Pickering on A171, enter Whitby and continue on the Scarborough road, cross the new Esk Bridge and continue up the hill to the top, Stainsacre Lane. Eskdale Road is on the right, before the industrial estate. Post code YO22 4HS. **Limit of 25 vans.**

**Membership cards should be available for inspection at all rallies.**

*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.**

2

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: \_

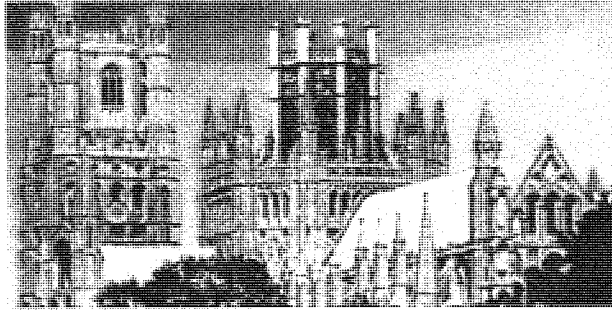
Electricity: Yes  No  Evening meal: Yes  No

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.**

## WOULD YOU LIKE TO VISIT ELY ?

If you go on the St.Ives Rally at Leons Field on July 12<sup>th</sup> – 17<sup>th</sup> a coach trip is being arranged but will need to be booked at the same time as booking for the Rally.



Ely is steeped in history and is principally renowned for it's Cathedral. A magnificent building with it's unique Octagon Tower which dominates the landscape for miles around. The Cathedral as seen today had it's origins in the 11<sup>th</sup> century and the City of Ely developed around this awesome structure. There is an admission charge to the Cathedral.

Other points of interest are **Ely Museum** set in the City's former Gaol and tells the story of Ely from prehistoric times to the twentieth century. **Oliver Cromwell's House** is the only remaining house used by Cromwell with the exception of Hampton Court Palace. Cromwell lived with his family in Ely for just over ten years.

**The Eel Trail** is a circular walk self guided by brass way markers, that take you past the oldest parts of Ely and down to the beautiful riverside area. The walk takes in 5 pieces of stunning art portraying the life cycle of the Eel. The name Ely is derived from the Isle of Eels when the Cathedral was surrounded by water and marshland. Eels are still caught on the River Great Ouse today.

**Ely River Walk** takes about an hour and a half and includes spectacular views of the Cathedral and A Wildlife Trust Reserve. Some paths can be muddy and uneven so stout footwear is recommended.

You can also just take a boat trip, browse through shops and galleries enjoy a meal or just simply watch the world go by in particular down by the River.

*Julia Briars-Filby*

# Technical Group & Website

**Baz Wellard**

**Chairman, Technical Group & Webmaster**



## **Valuation of Second Hand Models:**

Although the Club itself cannot give valuations for second hand models I do have some independent guides - FAQ No. 23 has been updated accordingly.

## **FAQs:**

Don't forget that the Club website has an FAQ page (Frequently Asked Questions) that covers a wide range of regularly raised subjects. It's worth viewing in case it can answer your more straightforward queries.

## **Membership Leaflet:**

Member, Michael Wainwright, having read the Chairman's suggestion that members carry copies of the 'Recruiting Leaflet', has suggested that the leaflet be placed on the Website for members to print.

Jill Bertlin (Membership Secretary) has kindly modified the leaflet, to suit the website, and it is now available on both the 'Enquiries' & 'Home' Pages. Please print as required.

## **Premium Diesel:**

Back in July 2010 I wrote a piece regarding my preference to use premium diesel, rather than supermarket products. Although I've not been able to fully qualify my principles - I still believe that I get slightly better fuel economy, better performance and the (*very expensive*) fuel pump gets the best lubrication. I now have available 2 independent articles on the choice of diesel. If you're interested E-mail me, details are on the back page.

As a compromise, to cost, I have heard recommendations to have 1 in 4 top-ups with the premium quality.

If you're travelling in Spain and the diesel at a garage seems much cheaper than at similar garages it might be that it is 'bio-diesel' - Beware! I would not use, or recommend, it for high performance engines.

## **Breathaliser in France:**

In last month's Newsletter Peter Brown reported that a breathaliser kit now has to be carried when driving in France, which can be bought at the ferry/tunnel terminals - cost £1 - £2.

If it's more convenient (or to be sure you have one) they can also be bought at Halfords. The kit is an "Alcosense single use NF twin pack" - and is approved for use in France - cost is £4.99.

### Sat Navs (again?):

In the March Newsletter I raised the issue of using Sat Navs in France that warn of speed cameras can result in a fine of €1,500. The Caravan Club now report that there are similar restrictions in Germany, Ireland and Switzerland. Who's next?

Incidentally, we've recently noticed that the roadside warning notices of speed cameras in France, are being removed!

### Website Update No 03/12 contained:

**Rally list & rally spreadsheet:-** Three new rallies:- Whitemead, Lydney;

Riverside Holiday Park, Southport and Fort Paull, Nr. Hull

**Ideas Sheets:-** Revised postage rates as from 30<sup>th</sup> April

**FAQs:-** Update to FAQ No 23.

**Enquiry letter:-** Addition of the Recruitment Leaflet

**Home page:-** Includes link to Recruitment Leaflet

If you wish to be advised when updates are published, simply send me an e mail.

**And finally:** If you can't see the bright side of life, polish the dull side!



## **Chairman's Chat**

Hello folks, this is my last Chairman's Chat (don't cheer too loudly) as I come to the end of my 3 years as your Chairman, I step down after the coming AGM held during our National Rally.

I must say that I have enjoyed the privilege enormously although there have been some very difficult moments that have been ridden through. My thanks go to the committee for their support, their time, their friendship and of course my wife Mo not forgetting the friendship we have received from You, the club members.

Everything now seems to be in place for the coming National Rally, all we need is for wall to wall sunshine, the wind to be non-existent and everyone that has booked being able to get there, trusting that there will be plenty of fuel in the petrol stations.

Down here in the south, we have enjoyed some fantastic weather for a number of weeks. Mo & I were fortunate to run the Hayling Rally in bright sunshine, giving members every opportunity to visit the many venues in this area, travelling either by bus or bike. It was great to see so many members putting their 'bus passes' to good use! One thing that must be said is that many of our attendees went home a lot more supple than when they arrived, thanks to Steve for getting people out of

their vans at nine o'clock in the morning for 20 minutes of Tai Chi, Thanks Steve and Barbara 2<sup>nd</sup> in command!

Recently my vans leisure battery failed, my second in three years and when I started looking for a replacement, what a minefield! I telephoned around for prices and what guarantees were available and to my amazement the variations were enormous. I was looking for a 110Ah battery of a certain size to fit into my electrics box, the prices ranged from £85.00 with a one year warranty, I ended up with a replacement of 125Ah for £145, an Elecsol battery with a 5 year warranty. My advice should you suffer a battery failure, is to shop around, for places like Halfords, only give a 1 year warranty.

After the National Rally, your committee will probably remain the same, providing the four members are re-elected, however some of their jobs within the committee will change. Peter Brown is stepping down from being the Newsletter Editor and David Mayne is taking over, I wish him well and know that he will continue to provide a good newsletter.

Thanks Peter and Chris for all of your hard work. Peter has already taken over as your Treasurer and doing a good job. It remains to the new committee to elect someone to take over as your Chairman for the next three years.

May I wish everyone good health, happiness and safe travelling wherever you may roam.

*Mike Valentine*

## Welcome to New Members



Clifford & Heather Edwards

Bryan & Cynthia Leather

Richard & Margaret Parker

Keith & Shirley Savage

Ron & Suzan Bridgman

David & Kathie Foster-Smith

Michael Morgan

Ron & Val Redgrove

Stephen & Gwen Eagle

Aveley

Tewkesbury

Bagshot

Berkeley

Sheffield

Tonbridge

Stourbridge

Forest Row

Burford

Dorset

Broadway

Sussex

Broadway

Dorset

Duetto

Devon

Symbol

Berkshire

Andrew & Clair Carlton	Crowthorne	Nuevo
David & Jackie Clarke	Mere	Northants
Michael & Beverly Harris	Eastleigh	Warwick
John & Janet Lister	Huntingdon	Sussex
John & Anne Morris	Wareham	Broadway
Philip & Carol Froude	Gosport	Harmony
Victor & Deborah Middleton	Nr Ulverston	Sussex
Janet Monk	Wantage	Mezan
Dave & Cindy Osgood	Carlisle	Clubman
Kathleen York & Roger Dodridge	Kenley	Nuevo
Graham & Dorothy Keeble	Dartford	Devon
Denis & Monica McAteer	Criccleth	Symbol
David & Gill Glare	Newbury	Duetto
Lydia Pearce & Keith O'Gorman	Norfolk	Ravenna
Keith & Anne Wright	Bredston	Worcester
Dave & Anne Brookes	Derby	Worcester
Justin Birch	Uxbridge	Symphony
Bill Chisholm	Whitby	Executive
Brent & Ann Eggo	Callander	Broadway
Colin & Pauline Tate	Ormskirk	Nuevo
John Townsley	Whitstable	Eton
Richard & Frances Bysouth	King's Lynn	Symbol
Bill Hocking & Debbie Hope-Hill	Lydney	Lancashire
Brian & Sue Andrews	Alcester	Symbol
Gerard & Amanda Hopkins	Bridgnorth	Duetto
Alister & Val Evans	Bodmin	Broadway
Brian & Alison Moxon	Cheadle Hulme	Kemerton
Robert & Carole Adams	Southampton	Broadway
Beryl Atkinson & Brian Lees	Tarporley	Gloucester
Tom & Christine Houston	Larkhall	Executive
Derek & Jane Moss	Kettering	Nuevo
Jimmy Mitchell	Kings Norton	Pollensa

## 'Micro' Railway

Newsletter readers with long memories (and nothing better to do?) may recall that some years back I commented on having read an article in a magazine by a chap who had built a model railway in the locker of his motorcaravan. I thought this was a jolly good idea and drew management's attention to the possibility only to be told very firmly that we did not have a locker to spare. Unsurprisingly one has not become available since.

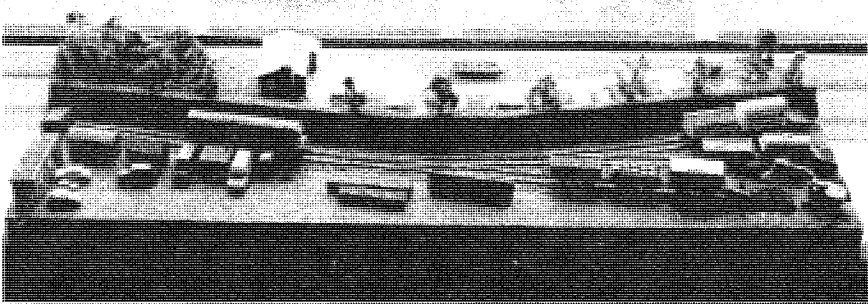
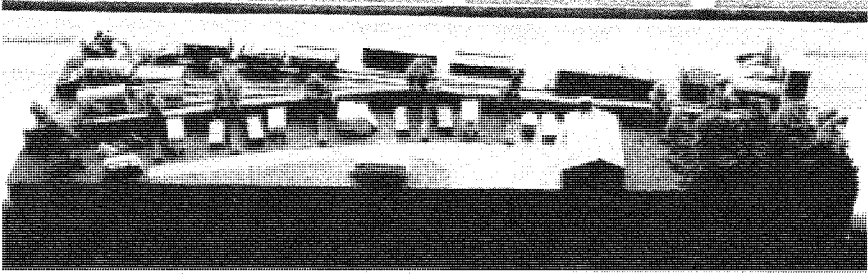
However an idea had been planted in my brain (which is a pretty lonely place for an idea – there aren't many in there) and I started investigating what are apparently known as micro layouts. These are model railways built to a small scale (frequently N gauge for those who want to know these things) and in very small spaces. I have even seen one in a coconut shell and it did work!

My own efforts have involved an old briefcase and subsequently a box file, both left over from my working life. The briefcase would have worked well but it turned out that the moisture necessary for the scenery destroyed it. Memo to self – should have bought a better quality briefcase!

The box file was even more of a challenge – particularly as articles by successful builders appeared regularly in the N Gauge Society's journal. I did manage to get it to work after a fashion but the tight curves necessary were certainly detrimental to smooth running.

Eventually I came across an off-cut of chipboard in the garage and thought that would do. It is two feet long and 8 inches deep so still qualifies as "micro". It has taken some years to reach it's current state, partly due to my suffering from a severe red/green colour sight deficiency so colours have to be checked very carefully before use. Left to my own devices I would probably end up with bright red grass!

Anyway enough of me meandering on – I attach a couple of photos of what may just be the smallest camp site in the world which just happens to have a model railway attached to it. I hope you like it.



*Andy Cavell*

\*\*\*\*\*

It is always difficult at this time of the year to be writing articles for the Newsletter especially with regard to Motorhoming and the Club. Linda and I have yet to do our first rally this year, that will be Burton-on-Trent this weekend, and we are both looking forward to meeting up with "old" friends and new ralliers alike.

We did though manage to get out in March to the North York Moors for a few days, when the weather was amazing for the time of year, unfortunately we suffered for the nice weather on our return home by getting snowed in for a couple of days!! such are the vagaries of the British weather. But the fact that we have a Motorhome and were able to take full advantage of a good situation, is what is so good about the hobby we both enjoy so much.

Best wishes to everyone for the forthcoming season.

*John and Linda Hill.*

## It Was a Good Idea of Noah's

No, not the Arc but the idea of having two of everything - well in particular radio controlled model helicopters. How did I find this out? .....

About eighteen months ago my son turned up after a visit to China with a (what I now know to be) basic micro sized (7" rotor) radio controlled model helicopter as a present for me. I found it easier to crash than to fly but it survived till a very experienced fixed wing model aircraft pilot instigated the first breakage. That was good because he showed me how to repair it with a pin head and glue. I continued to cause further breakages as I learnt to fly it and became very innovative in making repairs; however the time came when repairing the repairs became impossible and I couldn't obtain spares.

By that time however I had 'caught the bug'. I was aware that there is a vast range of model helicopters available but decided to stick with the micro size (sits on the palm of your hand) but get a much more sophisticated model that emulated real helicopter operation and that had a full complement of readily available spare parts.

It arrived, I emptied the garage and spread old duvets on the floor - I now knew that I had a lot to learn as a pilot and how delicate these models are. I powered up touched the controls and...!!! It whizzed up and sideways into the workmate hanging on the wall - broken linkages. After a couple of weeks I was crashing less but constantly buying spares, they weren't expensive but the postage was so, now knowing the vulnerable parts I put in a big order. The model shop telephoned and sold me a new airframe (model minus radio) for less than the cost of the bits I'd ordered. As my skills increased and the damage reduced the almost complete second model tempted me to replace its missing bits so I ended up with two!

At about this time I realised that the mode of control that I was using was not commonly used in the UK and that if I graduated to a bigger model I would have to change. Having easily made the technical adjustments to convert it took a couple of months for my thumbs to catch up. That involved more spares but I always had one model flying whilst I awaited spares for the other. I'm now quite competent with these models and haven't broken anything for ages but several months ago decided I'd like to break from the limitations of flying from the lounge to the kitchen and back and move outside.

I bought a mid sized model (about 2 ft rotor blade) with very sophisticated mechanical and electronic controls and took it into the garden. It couldn't be much harder than the micros to fly could it and I would be very careful.... The rotors started to spin, it tilted to the right, the rotors kissed the ground - several components broken (Internet research tells me that 90% of models are broken on the first attempt to fly). I got new bits and put them on, the blades span but it wouldn't lift. I thought that was good as I'd get used to moving it around on the ground before finding out what was wrong - bad idea - the vibration caused a couple of nuts to come undone, the chassis split breaking the tail rotor, bending the tail boom and lots more.

I sent it back to the manufacturers for repair, they called - its cheaper to buy another than for us to repair - so I've got two! In the autumn waiting for a dry windless day when I could

work up the nerve to try another flight I worked out that without paying for labour and having a working model to copy from, I could repair the first at a reasonable cost - so I did - everything worked but it didn't lift off. I was flying the new model up to the giddy heights of 1 cm and for all of 2 seconds at a time when a gust of wind caught it up to 2 ft and into a tree trunk, demolishing all the linkages around the rotor. I transferred all the bits from the repaired model and got it working again but it was very erratic and my flying skills were getting nowhere. I bought new bits and repaired the first model as well but it still wouldn't fly.

Then at last - good fortune! Just before Christmas I met with an old colleague who it turned out flew model helicopters. He pointed me at a model shop near Leicester where a chap with 40 years experience would sit down with you and show you how to set up the model and its controls (not for free of course). I attended with both models in February - money well spent. I ended up with two models that (in his hands) went up and down as though in a lift shaft and with the tools and knowledge to set them up myself.

Further good fortune - the recent spell of good weather allowed me to spend a lot of time in the garden learning to hover and move the model around. I've only had one more bump (there will be more) that caused minor damage and I had the second model to fly whilst waiting for spares.

Its taken me a while to find a model aircraft club that has flying facilities during the week and its not that close to home, but I've joined and hope after attending the Burton rally to start flying properly and maybe to meet a mentor who will help me progress.

So if you're thinking of buying a model helicopter and learning to fly it, don't. BUY TWO.

*Peter Brown*



**Thanks for your donations.**

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**01929-480117 or 07740-**

**906412.**

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