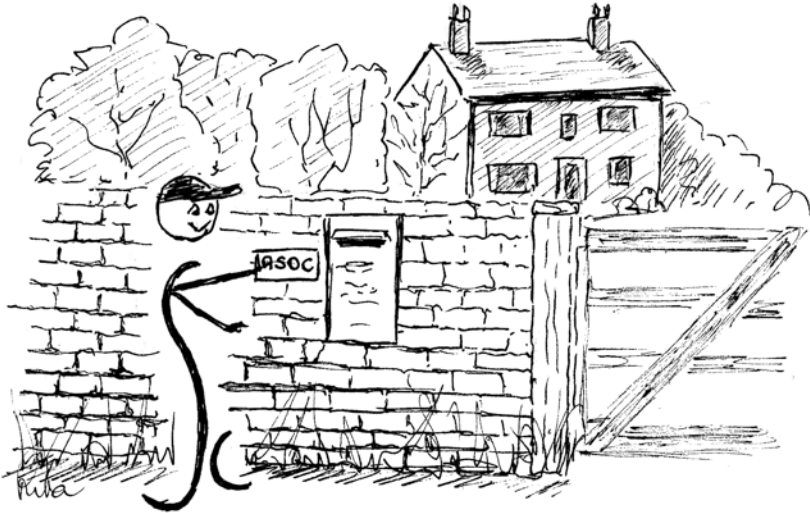




www.asoc.uk.com

AUTO-SLEEPER OWNERS' CLUB

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Registered No: 4616969*



NEWSLETTER 294

March 2013

From the Editor



As I write this in February, the weather is still very cold. Too cold to get out there and give my motorhome a good clean and more snow is forecast!

We are just beginning the 2013 Rally season, and I look forward to all your Rally reports.

Meanwhile the Sub Committee is gearing up to run the National rally and AGM and you will find a number of reminders in this newsletter. If you are planning to go, don't leave it until the last minute as this makes hard work for those organising the various programmes.

Please keep up the contributions to the Newsletter so that I have something to edit! Anything related to the club, the rallies and items generally related to motorhoming, holidays etc.. It's always nice for the rally marshals to get some praises for the rally that they organised from those that attend them!

The **Deadline for the April Newsletter will be the 10th March.** Send your contributions to daveatasoc@virginmedia.com or post them to my address on the back page.

David Mayne

Check your Auto-Sleeper Bar Code!!

Bar code identifiers of country of production
690-692 ... Then it is MADE IN CHINA
00 - 09 ... USA & CANADA
30 - 37 FRANCE
40 - 44 GERMANY
471 Taiwan
49 ... JAPAN
50 ... UK

BUY 'BRITISH' by watching for "50" at the beginning of the number.

Ricky Smith 1533

Roy Anderton- Obituary

Roy and his late wife Anne were on the first rally that we attended and Anne was one of the many people who made us so welcome. We met them on several rallies subsequently but it wasn't until after Anne passed away that I got to know Roy well.

Roy was one of nature's true gentlemen and always gave the warmest of greetings whether on the rally field or during a co-incidental meeting in a supermarket in Keswick.

Roy was excellent company and we enjoyed several walks together but he did rather embarrass me at cycling; he was over 20 years older than me and 20 times faster on a bike! He will be missed by all his friends in the Club and on their behalf we offer our sympathies to his family.

Peter Brown

Terry Holtom- Obituary

It is with sadness that I tell our many friends at ASOC that my husband TERRY HOLTOM passed away on 1st Feb 2013.

Many of you will remember that we ran the Dartmouth Rally for 10 years. Having been members of ASOC since the inception of the Club, it has been part of our lives for over 20 years, in which time we have made many wonderful friends, and travelled to some interesting and amazing places on Rallies. We also had many a laugh on the way!!

I wish you all happy Rallying – enjoy your vans – Terry and I found it a fantastic way of enjoying life and seeing our wonderful world.

I would sincerely like to thank the kind members who have contacted me with cards and messages of condolence. They have helped me considerably to know that Terry was so highly thought of. He loved you all, in his own quiet way. Thank you.

Love to you all - from PAM HOLTOM at Torquay (No: 0015)

Photographic Competition 2013

Photos judged at the AGM and will all be on display.

Set Subject category

MUST contain at least 1 Auto Sleeper Motorhome. On or off a rally but preferably on.

Open Subject

Anything at all on or off a rally.

Up to 2 images can be entered in each category. ONLY Sizes either 6 x 4 inches or 7 x 5 inches.

In each category there will be:

1st prize £15.00 2nd Prize £10.00 3rd Prize £5.00.

During the AGM: an overall winner will be selected by attending members voting for the winner with a £20.00 prize.

Closing date: April 18th 2013, no entries can be accepted after this date. Got to be worth entering with a possible top prize of £35.00.

Photos to be sent to :

Jean Hollingsworth

24 Norton Grove

Kinston upon Hull

HU4 6HL

Please ensure the correct postage otherwise I need to go and collect from the post office and pay additional postage charges.

2013 National Rally

I am again looking for members to exhibit their hobbies and crafts in the Sir Stuart Goodwin pavilion on the Friday and Saturday of the AGM weekend.

Any member who is interested in exhibiting please get in touch with me, either by phone on 01484604133, or by email at stuwd@yahoo.co.uk.

Thank you

Stuart Wood

SALES AND WANTED BOARD

This is situated in the STUART GOODWIN HALL again

If you would like to place an advert it MUST contain

MOTORHOME TYPE

REGISTRATION NUMBER

ROW IN WHICH YOUR VEHICLE IS SITUATED

YOUR NAME AND MOBILE PHONE NUMBER

Please see me in the hall to have it put on the board

A donation for the weekend charity of £1 to place the advert is suggested

A further donation on completion of a successful transaction would be appreciated

Ian Wood

07521813890

NUEVO ES

M11MWD

Fridge Servicing at the National Rally.

As usual we have made arrangements for the Dometic Engineer to be on site during the National Rally. If you would like your fridge serviced whilst at the rally, would you please e-mail me mikemo.valentine@talktalk.net or telephone 023 9248 2818 and advise me of your membership number, van model and its age please (so the appropriate spares are available) and I will make the necessary arrangements. Prices will be similar as before approximately £50 plus the cost of spares.

As before, Dometic are offering to check FOC all of the fridge installations on new vehicles registered since 2011. Again would you let me know please, membership number, van model and year of registration.

I would like this information as soon as possible please so that I can advise Dometic accordingly.

Mike Valentine

National Rally 2013

This year as a new venture we will be having four separate stalls in the Sir Stuart Goodwin pavilion as well as the hobby & craft stalls.

(1) A bring and buy stall for books and DVDs, whether they be fiction or non-fiction, books you have read and no longer need, or simply reference books (cooking, gardening, hobby, craft, DIY etc.) that you no longer use and would like to donate for someone else to buy & any proceeds to go to the charity fund.

(2) As usual a stall for you to donate to and buy from for jigsaws, & any proceeds to go to the charity fund.

(3) A stall where you can bring your unwanted items to sell without a profit to yourselves and any proceeds to go to the charity.

(4) The ASOC gourmet market. Please see the article by Chris Mawdsley.

Please bring any donations for (1, 2, 3) to the Stuart Goodwin pavilion a.s.a.p. or see Yvonne or Stuart Wood to donate.

We are in the Nuevo II WIW 8525

As Stuart has mentioned we're going to try something new this year, a 'bring and buy' stall - the **ASOC Gourmet Market**. The idea is for all you cooks and bakers out there to donate something to our Market stall (suitably plated and wrapped please) which we will then sell on in aid of the charity, so....



Whether it's jams or chutney, cakes or scones
Tartes or quiches bring them along



If you've made them yourselves that would be great
But if they're shop bought, don't hesitate

Donate them all to Celia and me
And we'll sell them on for the charity.

Chris Mawdsley
If you need more info call me on 07919 538622



FOR A FUN PACKED WEEKEND COME TO NEWARK SHOWGROUND

THE NATIONAL RALLY 2nd - 6th MAY 2013

This will be the 24th AGM

Meals are available each day. The menus are included with the application form. These are optional.

The proposed Programme is as follows:

The Cedric Ford Pavillion

Thursday

Evening Meal followed by a get together to meet or make friends.

Friday

Gentle Exercise - Question & Answer Session with staff from Auto Sleepers - Line Dancing

Evening Meal followed by a Quiz. The results of the Photographic and Cake Competitions

then the Cake Auction

Saturday

Gentle Exercise - AGM followed by Open Forum - Line Dancing

Evening Dinner followed by The Raffle Draw and Dancing to VIVO Party Band

Sunday

Gentle Exercise - Sunday Service - Presentation of cheque to the chosen Charity

Followed by Tea and Coffee - Carvery Lunch - Egg Bowling Competition

Evening entertainment provided by Martin Barry

Stuart Goodwin Pavillion

Friday & Saturday

Hobbies – Crafts - Produce - Bring & Buy Jigsaws - Books and Regalia Stalls - Technical Advice - Photo and Cake Competitions. Tea & Coffee will be available

Sunday pm

Photographic Workshop

A free minibus service will run on Saturday and Sunday afternoons to 'Southern Motor Caravans' to see motorhomes for sale. There is also a small accessory shop. Some refreshments will be provided (to be confirmed).

KEUKENHOF GARDENS

I read with interest Derek's article on tulips and Amsterdam. He is quite right the gardens, are not to be missed. It was our second visit last April.

If you decide to go, you can buy advance entrance tickets from the website www.Keukenhof.nl including a combined ticket for the bus from Leiden Station if you decide to go by train. A kiosk is also in the station where you can buy the combined ticket, but they do not accept credit cards only cash. (Buses also run from Amsterdam and the airport, you should find all the information on the website)

We stayed at Delftse Hout campsite and the walk to Delft station is a pleasant 25 minutes or ride your bike. (I'm sure you can catch a bus to the station but we did not bother to find out.) The return train fare to Leiden was around 18 Euros per person. The journey took about 10 minutes (all trains seem to stop at Leiden) The bus stop for the gardens is about 150 yards on the right as you come out of the station, and about 20 minute bus ride to the gardens. The buses are quite frequent.

Regarding the train tickets; the ticket for the journey only mentioned Delft-Leiden. I checked at Leiden station and was told it was a return. It must have a code I missed

John Morris 2388

Pilgrimage to Lourdes

My wife, Carmel, and I have been going on Pilgrimage to Lourdes, at least once every year, for the last thirty years. Lourdes is a town about the size of Buxton, Derbyshire, situated in the south west of France in the Midi Pyrenees at a height of 1355 feet. We have always travelled by road, being lucky enough to own several Auto Sleepers over this time. The journey from North West England to Lourdes is just about 1000 miles. We usually break our journey at Canterbury/ Folkestone, La Fleche/Montreuil Bellay (south of Le Mans) and Bergerac, though we often dawdle and deviate from this route. Normally we camp at ``Les Deux Pics du Jer`` camp site in Lourdes, which is at the foot of the funicular railway, from where we can walk in to the town in about twenty minutes. There are also two Aires, one behind the coach park, which is manned 24 hours a day, at Ave. Monseigneur Rodhain, just off Esplanade de Paradis in the centre of the town and another at Blvd du Lapacca where parking is at the side of the road.

About six million pilgrims come to Lourdes each year from many countries in the world,— Eastern and Western Europe, the Caribbean and Central Americas, USA and Canada, Israel and Japan, to name but a few. Lourdes

has the largest number of hotels and cafes in any town other than Paris, so the town is highly commercialised, which puts many people off. However we must remember that pilgrimages are made to the town because Mary, the mother of Jesus Christ, appeared to a poor girl, Bernadette Soubirous, eighteen times in 1858.



The local clergy and dignitaries did not believe what Bernadette told them. Eventually, after much questioning of Bernadette, and several cures had occurred, the authorities came to the conclusion that she was telling the truth and built the first of several churches above the Massabielle Cave, now called The Grotto. They also then allowed people to come to the cave in procession with lighted candles. So pilgrimages to Lourdes became established and continue to this very day.

Why do Carmel and I go to Lourdes on pilgrimage? To give of ourselves so that any pilgrim with a particular need will understand that some one cares for them and that they are very much valued, appreciated and loved. To do what Mary asked us to do, come, pray, do penance and wash in the water from the Grotto. To honour God and thank Him for all the blessings which He has given us, even our lives! To ask for spiritual or temporal favours, perhaps a cure from some illness or the strength to carry on positively when we have some problem. To fulfil some promise made. To join with the many thousands of other pilgrims from many other lands giving witness to our belief in a loving God.

What is a typical day in Lourdes like? Our experience is of being helpers. In the most recent years, we have been helpers with the Handicapped Children's Pilgrimage Trust, (HCPT). We have learnt to expect the unexpected to happen, to accept what is given to us, both from the `able` and `unable` pilgrims, and to be joyful and happy. We always feel that we receive much more than we can possibly give to other members of the pilgrimage group. We expect to be tired out at the end of each day and ready for a holiday at the end of the pilgrimage week !

The timings of the various group activities depend on meal times in the hotel, hostel or hospital. These will have been arranged so that the pilgrims can take part in various religious functions in the Domaine. After breakfast the group will go to one of the many Masses which will be celebrated in the various churches, chapels or the Grotto. On Sunday and Wednesday mornings at 09.00 hours International Masses are celebrated in the Underground Basilica, St Pius X, during which pilgrims from many countries take part. Meetings and discussion groups may follow. There is always time to visit the shops selling religious items or the cafes for sustenance !

After lunch the group could be involved in religious meetings, or perhaps a visit to the life sized Stations of the Cross or to the places associated with Bernadette Soubirous, - for example, Boly Mill, Cachot (old prison) or Parish Church, in the town. Each afternoon, at five o'clock, there is the Blessed Sacrament Procession where all pilgrims receive a special blessing. Eventually the pilgrims return to their `base` to have their evening meal. After a rest the pilgrims, and any visitors to Lourdes, may attend the Torchlight Procession which starts at 21.00 hours or perhaps have some other function to take part in. These functions are often of a social nature, for example bingo or an impromptu concert and this is when pilgrims from other countries have sometimes joined in.

During the mornings or afternoons some pilgrims may want to go to the Baths, where they will be immersed in water which has come from the spring in the Grotto. We find that meal times, if we are not needed to help, are a good time to visit the Grotto and pray silently.

All the attention is not on the religious aspects of Lourdes alone, rather it is trying to cater for all the needs of all the pilgrims. In the groups with which we have been involved the whole group has often spent half a day at an open-air swimming pool, `Green Lake` near Lourdes. all pilgrims who wanted to swim did so. On the site there is a cafe and other leisure facilities and plenty of shady trees to hide under, - it was over 90F each day in August 2012 in Lourdes! Some groups also travel by coach to Gavarnie, a small village in the mountains, at elevation 4100 ft, which is thirty miles from Lourdes and on the Spanish border. This village is surrounded by a backdrop of mountains of 9800 feet or more, the Gavarnie Cirque, and a magnificent waterfall over 800 feet high. Some groups celebrate Mass in a field by a small river – a beautiful place for this event. On each visit we have made, after eating our packed lunch, a pony was hired in the village and all pilgrims who wanted to, had a supervised ride. There were many smiling faces, possibly because of the experience, but perhaps because all

felt totally included in the pilgrimage family group.

In our experience the weeks pilgrimage too quickly comes to an end. A final prayer has been said at the Grotto, a group candle has been lit and left close to the Grotto. A final prayer has been said at the statue of the Crowned Virgin and bags are packed ready to return to England. Though we are tired we always feel that it has been an uplifting time which will sustain us and, hopefully, enable us to care for our fellow man in a better way when we get back home.

We know that we are very fortunate to come to Lourdes and experience the wholeness of human life. We hope many more will follow us there to experience the joy and consolation among our many pilgrim friends. You can find more information at:

www.hcpt.org.uk www.lourdes-france.org
www.webcam-gavarnie.com www.en.lourdes-france.org/

Perhaps we may meet you in Lourdes one day?

Carmel and Joe. (8016.)

After the National - A Special Offer

Regular attendees at the National Rally will know that Don Amott is always a generous supporter of the Charity Raffle, regularly donating two vouchers for a week's holiday at Lakeside Holiday Park. This year, in addition to these vouchers, he has a special offer for anyone who wishes to relax and unwind after our national rally.

Lakeside Holiday Park is at North Somercotes near Louth in Lincolnshire and for the four nights after the National you could stay on a hard standing pitch with water and electricity for only £12.00 per night.

If you wish to take advantage of this offer you will need to book in advance. Contact Ann Empringham on 01507 358428 and mention the ASOC special offer.

Electric Hook ups – “reversed polarity”

Sorry to bore everyone yet again but can I add some further thoughts. Reversed polarity is a bit of a misnomer but it is the name most people associate with problems feared on the continent with reversible two pin plugs.

Domestic electricity supplies both here and abroad consist of one ‘live’ and one ‘neutral’ conductor, **the neutral being tied to earth back at the electricity substation.** The standard UK domestic plug contains a fuse on the live side, the neutral being connected directly to the appliance. The continental plug (and our ‘Blue’ plugs) are not fitted with fuses, the fuse or circuit breaker being part of the live connection of the **fixed installation.**

Appliances will work perfectly satisfactorily if the live and neutral connections are reversed so little notice is given to which way the plug and socket are wired **but for a UK plug** if a fault occurs due to insulation failure etc the fuse (now in the neutral leg) could blow **but still leaving the appliance connected to the mains supply** with a possibility that any metal casing etc could be **live and a danger** to personnel.

Similarly circuit breakers fitted to the caravan or motorhome are normally single pole although the earth leakage circuit breaker could be double pole and ease the above situation

During many years camping on the continent I used a proprietary polarity tester and a made up crossover lead finding little or no consistency even when connecting using the modern ‘blue plugs’.

Brian Chambers (1469)

The Sargent EC325/8 – Winter Charging

The EC325 and EC328 chargers, as fitted to recent Auto-Sleepers, have a switch to select Leisure or Vehicle battery for use. This switch also selects which battery should be charged. Both the official manual (available at http://www.sargentltd.co.uk/EC328_User_Instructions.pdf) and the extract in the Auto-Sleepers manual indicate that “by default when the power is initially turned on the leisure battery is selected” and this clearly applies to both 12V demand and charge. Vehicle battery can be selected by pressing the Battery Select switch when the battery select LED will light to confirm the selection.

It is not clear whether the Vehicle battery remains selected if the Control unit is switched off (Power ON/OFF switch) as all LED's then go off so I rang Sargent technical to check.

After checking the make of van I was told, without hesitation, that as soon as the Control Unit is switched off the charge defaults back to the Leisure Battery. This means that in order to charge the Vehicle Battery the CONTROL UNIT MUST BE LEFT SWITCHED ON!

I went on to query the simultaneous charging of both batteries when a solar panel is fitted. I was told that the solar panel output is split equally between the two batteries irrespective of their relative states of charge (or need) and that for the Solar Panel to provide any charge to the batteries THE CONTROL UNIT MUST BE SWITCHED ON.

I have to say that I find both these answers very disappointing because I don't regard it as good practice to leave habitation 12V electrics on while the van is laid up or, indeed, when out for the day. Intuitively it seems to contradict the automatic switching off of habitation electrics when the engine is started.

It seems that if, like me, you want to leave van electrics off then you will need to use an independent charger to keep the vehicle battery in good condition and also that a solar panel would be of limited use.

Ron Goldby

Editor: I would have to declare that I always leave my electrics on when I'm on holiday and rallying, although I do switch off the water pump if I remember! My charger only works for the leisure Battery but now I have a solar panel, I never put the charger on, even when I'm on hookup!

At least if the wind blows out my fridge gas flame, it will restart. Judging by the number of times we hear the ticking fridge when the gas has run out, I suspect this is the norm. After all you don't isolate all your electrics at home when you go out. That's what fuses, mcbs and rcbs are for - to protect the electrical circuits. You could, of course, switch off all the outgoing circuits but leave the main power switch on.

Baz has researched this in detail so check out the Tech Report by Baz

If you want to top up the batteries in Winter, you should keep an eye on the charge state at a monthly top up. I take the van for a 15 mile run monthly to charge both batteries from the alternator instead. See Ideas Sheet 219

Rallies in Wales 2013

By now you will have seen the ASOC rally list for the coming year. Observant readers may have noticed that for the first time for a number of years Wales is a featured venue once again, with two rallies in the Snowdonia National Park – the first in July at Beddgelert and the second in Bala later in the year.

For the rally in Beddgelert we are using the camping in the forest site, originally developed by the Forestry Commission for the Millennium year, and now operated by the Camping and Caravanning Club. This full facility site, with hardstandings of Welsh slate, is set in the forest about a mile from Beddgelert village.

Although quite remote (no mobile phone, internet or television reception on site – just a couple of good old fashioned phone boxes!!), the site is set in some stunning countryside.

One of its attractions is that it lies adjacent to the narrow gauge Welsh Highland Railway with its own small station. Trains can be taken in one direction to Caernarfon and the other way to Porthmadog with a number of small stations in between offering lots of walk and ride options. For keen narrow gauge rail buffs connections at Porthmadog can take you on to Ffestiniog. For details in 2013 see www.festrail.co.uk.

Beddgelert itself has a few tourist attractions, gift shops and places to eat. There are further opportunities to tour the National Park by van or using public transport. The energetic may like to tackle Mount Snowdon while for the less energetic there is yet another narrow gauge railway from Llanberis to the summit.

If you think you may be interested look out for this rally in the mag soon. All we need now is some warm, dry sunny weather for all our ASOC rallies this year!!

Helen and John Greenwood 1020

"And in the end, its not the years in your life that count.
Its the life in your years"

National Rally CAKE COMPETITION

Date & Walnut Cake

100g Chopped Walnuts
7ozs Boiling water
250g Chopped Dates
1 Tsp Bicarb of Soda
100g Soft Dark Brown Sugar
1 off Beaten Egg

50g Butter
225g S. R. Flour
6 off Walnut halves for decoration
2lb Loaf Tin
Oven 150°C.
Gas mark 2

Method:

Place Dates, Sugar & Butter into bowl, add bicarb to boiling water and pour onto items, mix until butter has dissolved, stir well.

Add in beaten egg, gently fold in flour and add walnuts. Pour into lined and greased tin, place walnut halves on centre line, cook for approximately 1¼ < 1½ hours, remove from the oven and leave for 10 mins before turning out onto rack to cool.

This cake can be wrapped in a freezer bag and kept in the freezer for up to one month.

Calories per serving 120, Fat per serving 5 g.

A really healthy cake

Please bring your cake to the Stuart Goodwin Hall on Friday on a cardboard base covered with cling film between 10.00am and 3.00pm

1st Prize £30

2nd Prize £20

3rd Prize £10.

The first FIVE CAKES will be auctioned during Friday evening for the chosen charity; the remaining cakes will be put up for sale on the produce stall on Saturday. **All proceeds to go to the chosen charity.**

Were Those The Days?

Tidying up my bookcase recently I came across an old book I had picked up years ago at a jumble sale (remember those?) published in 1935 by Pitman called “Your Driving Test – HowTo Pass It”. I thought that some of you might be interested in a few extracts from the then Highway Code, which was printed at the end of the book. The Highway Code was all of 26 pages long in those days as opposed to 145 nowadays.

Rule number 10 sounds familiar enough “Always be able to pull up your vehicle well within the distance for which you can see the road to be clear, whether by night or by day”. However, Rule 48 would not be that sensible nowadays as it advises: “Switch off or dip your headlights when you are following another vehicle which you do not intend to overtake”. Imagine switching off your headlights nowadays when following other traffic!

I remember in the 1960s that a relative had a 1949 side-valve Morris Minor and when he dipped the headlights the right hand headlight went out and only the left hand headlight dipped! How we managed to get from Portsmouth (he had taken me to see HMS Victory in the October half term) to Guildford in the dark, up the A3, which was the main arterial road in those days (no motorway). The Morris managed to keep up with the traffic easily cruising at 40mph, but overtaking slow-moving lorries was a bit hazardous – especially as some of the A3 was of the 3-lane design.

It was common in those days that the lane in the middle was used for overtaking by traffic travelling in opposite directions – at the same time if you were unlucky. No wonder it was called the suicide lane! Incidentally, that also reminds me that when I was at Hele’s School in Exeter in the 60s we regularly had to walk from the main building to the annexe between lessons. That involved crossing the 3-lane infamous Exeter Bypass (no M5 in those days) with no adult present. Health and safety? Well, I suppose drivers did slow down when they saw whole classes of teenagers rampaging across the busiest road in the county! However, in all my time at school there, no-one was ever knocked down, though there were a few near misses!

Rule 27 is easy if you are driving in a town that you know, but if it is new territory for you then heed this rule: “Subject to any local provisions on the contrary (how are you supposed to know this if you are not local?) tramcars may be overtaken on either side”.

Rule 51 is about horns and noise. Sensibly it tells you to make as little noise as you can. (Surely they didn’t all have powerful music systems with sub-woofers in their rear parcel shelves in those days?) Then it goes on to say “Sudden noisy acceleration is unnecessary and disturbing”.

In 1935 there were still lots of horse-drawn vehicles of course so the Highway Code gave pictures showing the signals that the drivers could give using their whips.

Alan Waugh

Technical Group & Website



Webmaster and Chairman Technical Group: Baz Wellard can be contacted at 18 Greenwood Close, Fareham, Hants PO16 7UF or email : baz.wellard@virgin.net

Torque setting for Peugeot wheels: Following discussions with Dave Fuller (8121) Auto Sleepers have confirmed the wheel torque setting, for both steel and alloy, on the Peugeot chassis are: 15" diam - 160 Newton M. & 16" diam - 180 Newton M.

Deals for Members: May I remind members that in order to obtain the negotiated discount with all the participating dealers a simple procedure is essential.

You **must** produce your current membership card and advise the dealer **before** work commences. Failure to do so will **most likely** negate the negotiated deal.

This is made very clear on the Club's Website and is agreed with **all dealers**.

Sargent EC 325 & 328 Control Panels:

I hope that the following functions regarding battery charging through Sargent control panels EC 325 & EC 328 will be of interest; and I thank Auto Sleepers and Sargent for their help.

Vehicle battery: To charge the vehicle battery while plugged into the 230v mains the control panel (*above the door*) has to be on. Select the vehicle battery by pressing the battery button until the red light, next to the button, is illuminated. By default when the power is initially turned on the leisure battery is selected and is indicated by the battery select LED off.

Leisure battery: In order to charge the leisure battery when connected to the mains the 'control panel' (*above the door*) does not need to be on.

Leisure battery continuous charge:

- **EC 328:** When the battery is charged the voltage is decreased, at 'stage 3', to 13.6V to deliver a float charge to maintain the battery in the fully charged state. The charger can be left switched on continuously as required.
- **EC 325:** Uses a different charging profile to the EC 328; however the basic principle is the same.

Leisure battery replacement: It is normal practice to replace the leisure battery with 'like-for-like' due to the differing charging profile for 'lead-acid' and such as 'Gel' batteries. However, should you wish to use a 'Gel' battery, your dealer can reconfigure your Sargent control

panel accordingly. (There may be a small charge for undertaking this work). Note: A normal car engine battery is NOT suitable.

Solar: A solar panel will charge both engine and leisure batteries simultaneously through a dual regulator. The 'control panel' does not need to be on.

Driving: While driving (*as with all models*) both engine & leisure batteries are being charged.

If there are any further doubts or 'grey' areas read your user guide and/or contact your dealer.

Replacing a Leisure Battery: Unless you have a Sargent EC 325 or EC 328 control panel, (*see above*) it is recommended that a replacement leisure battery should be 'like-for-like'. If you do wish to change your battery and use a 'Gel' battery for example you must check, with your dealer that your 'built-in' charger meets the new charging profile required. A car engine battery is not suitable as a leisure battery.

Website Update No. 02/13 contained:-

- **Technical:** Ideas Sheet No. 226 Post winter preparations for the summer season. (*The full list of Ideas is always up-to-date on the website*).
- **Rally list & spreadsheet:-** Date changes:- Burnham on Sea is now 1st – 5th Dec and Moreton in Marsh is now 30th Jun to 4th July. A copy of the rally spreadsheet was attached to the e-mail. I can send copies if you wish.
- **Technical Library:** Addition of a hyperlink to the Auto-Sleepers' website - 'online manuals'.

Baz

A Warm Welcome to New Members

Membership Numbers from 8189 to 8214

Alan Draper & Val Rice	Kettering	Sussex
Ian Squire & Cath Walker	Lancaster	Nuevo
Nigel & Gillian Hill	Rochdale	Warwick
Raymond & Joy Pendry	Huntingdon	Berkshire
John Baker & Colin McClelland	Reading	Pollensa
John & Enid Coffey	Runcorn	Excelsior
Brian & Susan Handley	Shrewsbury	Inca

Moss & June Hayman	Isle of Wight	Duetto
David & Jane Meller	Stoke-on-Trent	Nuevo
Geoff & Trina Green	Wigan	Warwick
Dave & June Pestrige	Rowley Regis	Devon
Michael & Mary Bardsley	Walsall	Topaz
David & June Beavan	Worthing	Devon
Jim Ohren & Pauline Douglas	Liverpool	Executive
Colin & Margaret Chatten	Christchurch	Broadway
Malcolm & Julia Ford	Barnstaple	Broadway
David & Rita Hall	Exmouth	Sussex
Bob & Ruth Marsh	Tamworth	Broadway
Mike & Anne Cobb	Bude	Amethyst
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Thanks for your
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Committee Members

President	Charles Trevelyan	
Chairman	Andy Cavell	01635 201976
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Treasurer	Peter Brown	07771 827711
Vice-Chairman	Jill Bertlin	01539 534500
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