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AUTO-SLEEPER OWNERS' CLUB

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Registered No: 4616969*



2013 Whitmead Rally Walkers

NEWSLETTER 296

May 2013

From the Editor

Well, we did have the blue skies down south, but hasn't it been cold with that biting easterly wind and the snow up north was horrendous for the time of year. Hopefully this will change as the rally session gets going in earnest, starting with the National Rally. Pat and I hope to see many of you there for what should be a busy weekend as usual.



I am still suffering from the lack of items for the newsletter so I would appreciate if you can respond as happened last time. I like to hear what you are doing in your auto-sleeper during the year and hopefully the next few months will see many rally reports coming in. Let me know what I am missing!

By the way, I received no response regarding "reversed polarity" so it must be a thing of the past.

Remember the **Deadline for the next newsletter will be 10th May** and all items should be sent to me at daveatasoc@virginmedia.com or to my address at the back of this newsletter.

David Mayne



Chairman's Chat

I'm writing this chat a couple of weeks before our National Rally is due to be held at Newark. At long last the weather is showing signs of spring so let's hope for a fine weekend. As always, there is a full programme of activities and plenty of opportunities to meet up with friends old and new. Angie and I look forward to seeing you there.

I am also looking forward to a full and frank discussion on the subject of caravans during the Open Forum. I know from your emails and letters that many of you have strong views on this subject and that is as it should be. My thanks to all of you who have been in touch, but I really want to hear from as many people as possible so please send your thoughts to me by email to chairman@asoc.uk.com or by post to 24 The Close, Hampstead Norreys, Thatcham, RG18 0RY.

One question that several people have asked is why caravan owners don't form their own club, and as I understand that about 150 units have been sold that is surely enough to make a start. Your committee have offered to assist with the process and even to organise an opening rally to get them started. So far this offer has not been taken up but it is still open. I understand that one reason why caravan owners are keen to join ASOC may be because it is seen as a large and successful club. I guess we should be flattered!

See you down the road.

Andy

Rally Attendances in 2012.

At the 2012 A.G.M. & National Rally I was asked how many members rallied during the year.

During this winter Pauline, my wife, sat down and went through all the rally attendance lists for 2012.

The results are as follows:-

307 member vans attended rallies in 2012.

Of those:

125 member vans attended only 1 rally.

24 member vans attended only the A.G.M. National Rally.

32 member vans attended only one or more show rallies.

4 member vans attended only the Austrian rally.

4 member vans attended only the Isle of Wight rally.

3 member vans attended only the Scottish rallies.

1 member van attended 13 rallies in the year.

Neil Rogers.

Editor: Guess who the member is that attended 13 Rallies! These statistics show that ¼ of the membership belong to the club to get the Newsletter, although, of course, they can always decide to try a rally or two. Obviously they may also attend rallies with other organisations or use them for holidays or other hobbies. It would be nice to get an article from them occasionally to enlighten the membership and give me something for the newsletter!

David Mayne

Obituary - Jill Mary McAllister

My dear wife Jill, beloved mother of Ian and Helen and grandmother of Alice, died suddenly on the 5th April from a severe cerebral hemorrhage in Weston Super Mare Hospital where she had been taken by ambulance from home after collapsing there in the afternoon. At about 1.45 PM she had returned from a brief visit to the High Street and appeared to be her usual cheerful self. At 2.50 I found her semi conscious on a settee; I called 999 for an ambulance and she was checked and taken to Weston Hospital and put on a ventilator. A CT scan revealed the problem and the brain experts at Frenchay Hospital, Bristol, confirmed the severity of the hemorrhage and that nothing could be done to save her. Knowing she would most likely agree with my decision I permitted certain of her organs could be taken for transplant in the firm belief that something good could come out of her tragic death.

Donations, if desired, to Burnham Funeral Service, 97 Oxford Street, Burnham on sea, TA8 ----, where they will be shared between two local charities - Burnham Area Rescue Boat and St. Margaret's Somerset Hospice.

Richard McAllister 4591

Ray Tullett Obituary (Member No 31)

It is with deep sadness that we let all those members, particularly the early members who will remember Ray and his late wife Marion, know that Ray passed away on 10th March 2013.

We met Ray and Marion at the very first Club Rally and struck up an enduring friendship, that continued after Ray was unable to motorcaravan through illness. They were by our side when we ran rallies, in particular the New Year Rallies at Hidden Valley, they were always the first name on the list, and they helped in so many ways to make the rallies so enjoyable for everyone.

Ray served in the Royal Marines and like a true Marine he took all the knocks and never complained - just got on as best he could with life and will remain in our hearts forever.

Ray will be missed by all who knew him, his many friends and we offer our deepest sympathies to his family.

Sandra and Bernie Wisely (16)

Joan Booth - Obituary

We are saddened to hear of the death of Joan Booth. Many members will remember her with husband Peter and dog Katie at ASOC rallies. We admired her quiet humour and her determination to carry on in spite of her increasing difficulties.

Our sympathies and thoughts are with Peter at this difficult time.

Jill and Tony Showell

Rally Reports

Whitemead Rally I was not able to include the photos from this rally last month due to lack of space. So the front cover shows many of the ralliers preparing to go on the walk and the following photo shows those about to do the cycle ride. Check out the report last month. Photos by Yvonne and Stuart Wood.

David Mayne



Burton Rally

26 Units attended this long standing rally at Marston's Albion Hotel, Burton on Trent, arriving in the bright cool wind that Thursday morning brought. There were a few problems on vans as it was a first trip out for many. Meals were enjoyed in the pub as it is a BOGOF. 20 took the tour around the brewery on the Friday morning which they all enjoyed, plus the after tour drinks they received. Again the day was cool and windy but dry. A few went off cycling and some even ventured further to visit the National Memorial Arboretum, well worth a visit. Ozzy ventured into history to view Tutbury castle.

That evening a meal for 50 in the visitors centre went down well and we all had a couple of my games instead of a raffle (more fun) especially for the winners. Saturday was beautiful, most people ventured into town to spend their pensions on many assorted items. Burton has a reasonable shopping centre to visit. We went to watch Derby County lose, but what's new there!!!

A meal on Sat night was served in the upstairs room of the Albion and we all enjoyed it. Sunday was -5deg at 7am, and we all survived, just. It then turned into a lovely day. We had a special guest attend the Coffee morning on Sunday, our Great Grandson Kai, who some of you will remember was the poorly little boy with no hair and very pale looking complexion that visited the AGM last year and inspired me to put Leukaemia forward as last year's charity.

During the rally I sold hand knitted cotton dish cloths, various other knitted items and books, and raised the sum of £60 for Parkinson's UK Charity.

Thanks to all who attended the rally, *Trish, Ted, Jan & Vic*

Mike and I have just returned home from being 'up norff' (a long way for us southerners) and spending a very enjoyable 4 days on the rally. Thanks must go to Trish 'n Ted, Jan 'n Vic for a very well organised rally, together with an informative trip around the Brewery and 2 good meals at different venues.

We visited the National Memorial Arboretum en route home, a very memorable occasion with lots to see and well worth a visit if you have not been. It was wonderful to see how a "worked out quarry" area has been revitalized and turned into such a unique living and lasting tribute dedicated to Remembrance and as the trees mature, it will become even more of a special place to visit.

Mo Valentine

Trish & Ted do it again!

More than ably assisted by Jan and Vic Hicklin, Trish & Ted Pratt organised yet another very successful rally at Burton-on-Trent. 26 vans duly took their places on part of the Albion pub car park on Thursday 4th April to enjoy what turned out to be a very sunny, if still cold, few days. There was a visit around the Marston's brewery, a meal in the visitors centre on Friday evening, a meal in the pub on Saturday evening, walks along the canal for those of us feeling energetic, several people visited the National Arboretum and even (dare I say it) an afternoon sitting in the sun sipping wine on Saturday. I do hope that's not the last of the sun this year.....

I don't know how long the 'awesome foursome' have been doing this rally but long may it continue. Thanks to them and everyone else who pitched in and helped, it was a good few days and I'm sure put everyone properly into 'rally mode'.

Chris Mawdsley

Photos by Ozzie



Ever Increasing Motoring Insurance Costs?

Whenever vehicle insurance premiums are mentioned in the news it is usually because they are going up again. I guess that is because repairing modern vehicles is increasingly expensive due to the more advanced technology they contain. Also included is an allowance to cover the increasing number of uninsured drivers, fraudulent claims for whiplash, car hire whilst the vehicle is off the road and so on. It is sometimes quoted that youngsters can easily pay thousands of pounds rather than hundreds to insure their cars due to their lack of driving experience and the accident records of their peers.

Contd over

When I recently had to renew the insurance for our 2-year-old Nuevo, which I did as usual through the Camping and Caravanning Club, I looked back through our records of vehicle insurance costs since the year 2000. I was really surprised with what I discovered.

In the year 2001 we paid insurance for a 1.6 Vauxhall Astra Estate insured by the RAC at a cost of £229 (for Celia and myself) and a 1.9 turbo-diesel Symbol at a cost of £247 (again for Celia and myself). According to my maths that makes a total of £476.

Last year our insurance costs for a 1.5 Nissan Note at £255 and the 2.2 turbo-diesel Nuevo at £287 came to £542 – a rise of just £66 in 11 years! Those are our personal figures but obviously insurance costs are related to personal circumstances such as occupation, postcode area, mileage, vehicle, etc. so costs will vary wildly for everyone.

The next time I read headlines about soaring insurance costs I will think back to my records and remember that our insurance has only gone up by £66 in 10 years so it doesn't look that bad – especially taking inflation into account.

Alan Waugh

Tyre Talk

This article was first published in the Newsletter of January 2008. Mike Hall passed away later that year but I have checked current sources and the conclusions he came to are still valid. I have updated the ROSPA web link and also suggest you look at the following: <http://www.tyresafe.org/tyre-safety/frequently-asked-questions>

Peter Brown

Tired of tyre talk?

By Mike Hall.

Fifteen months ago, whilst travelling at 65mph on the M1, we had a rear tyre blow out. We continued to travel whilst the van spun, eventually ending up facing forward in the centre lane. How the van managed to stay upright, not hit anything or for any other traffic not to hit us on a very busy motorway, I do not know. Having come to a standstill, we pulled over to the hard shoulder and phoned the recovery people who arrived very soon.

We never want this to happen again so I have been looking into sealants that you put into new tyres which claim to permanently seal a puncture and slow down a sudden deflation. I have also been asking about the suggestion of using "Tyron", a device to cover the fitting well of a tyre to prevent a flat tyre dropping into the fitting well enabling you to maintain control.

I think the definitive advice about liquid sealants is from Duncan Vernon, Road Safety Manager for England at the Royal Society for the Prevention of Accidents (RoSPA):

"There are two different types of liquid sealants - ones which work before a puncture and ones which work after it.

Pre-puncture Sealants

This type of sealant is usually applied through a tyre's valve when it is fitted. It works by 'sealing' a tyre from the inside if it becomes punctured and its effect is almost instantaneous. This can pose a serious danger, because the driver may not be aware of the damage caused to the tyre and there is a risk that the damage may spread. The continued use of the tyre may lead to a serious failure.

Post-puncture Sealants

These are applied through a valve following a puncture, and should be used only to get you home or to a garage where you can get the tyre replaced. In most cases, a tyre will have been used for a distance before the sealant is applied and may have suffered internal damage. We do see a positive use for this type of sealant - for example if a lone driver is unable to physically change a tyre by the road side - but this must be balanced by a driver taking the necessary steps to replace the damaged tyre after using it. Drivers using a tyre which they have repaired in this manner must take precautions not to travel too far or too fast when using a 'sealed' tyre, and should always follow a sealant manufacturer's instructions.

Fundamentally, neither type of sealant will repair a tyre to the necessary standards (BS AU 159) and so should not be considered as a permanent repair."

He also commented on the steel band to cover the tyre fitting well:
"Some vehicle manufacturers are also talking about a similar runflat system, although I don't think that a version has made it onto a production model yet. Most manufacturers are going down the route of re-enforcing a

tyres side walls in order to produce a similar runflat capability. There is some advice on this web page which may help

<http://www.rospa.com/roadsafety/adviceandinformation/vehiclesafety/tyresafety/runflat-tyres.aspx>

Essentially, before fitting this product, I'd take advice from your vehicle manufacturers. You'd also need to be able have a way of being alerted to a deflation in the tyre so that you don't run on it for longer than Tyron recommend."

Kim Adams, Consumer Editor of Auto Express gave her personal view: *"My view on sealants is don't. By sealing the hole they may hide significant damage to the tyre which could lead to eventual sudden failure. There can also be problems in getting treated tyres repaired so even the smallest hole requires a replacement tyre.*

My solution would be run flat tyres although size availability may be limited for your motorhome. These maintain control even with sudden air loss and have special beads to keep the tyre on the rim. I have done cornering tests at motorway speeds with sudden air loss and the tyres simply do not come off the rim - standard rubber was a tangled mess.

Failing run flats, ensure your tyres are relatively new. Anti aging agents in the compound requires movement to work. Caravan tyres are designed specially to cope but a little used motorhome would use - I guess - standard van or car tyres. There will be a four digit code on the sidewall say 1407. This means the tyre was made in the 14th week of 2007. If your tyres are around five years old I would replace - regardless of tread depth - as the compound will have hardened and there may be corrosion in the casing if little used. Apart from anything else wet road performance, particularly braking, will have dropped off significantly."

The Caravan Club gave very similar advice and I read their very informative booklet; "Tyres and Wheels" on caravan tyres. The booklet also gave a glossary of all the codes used on tyres emphasising the importance of the date of manufacture – as opposed to the date of purchase - and the maximum speed. They also advised me that The British Tyre Manufacturers Association advise against using such sealants.

One more very interesting fact is that, if you use sealants or tyre well covering bands, you are modifying your vehicle and need the approval of your insurer before doing so.

My conclusion is: I will put a note in the glove compartment to replace the tyres on their fifth anniversary as well as regularly examining them for damage.

Mike Hall

Snowdon Walk May 2013

Hello all, June 28th last year I went through life saving surgery receiving a double lung transplant. I will be eternally grateful to my Donors family for such a wonderful gift, as I would not be here now. The disease I was suffering from was



Idiopathic Pulmonary Fibrosis, a horrible disease that is becoming more common and the cause is unknown, typically life expectancy is 3 years from diagnosis.

If anyone has friends or family suffering from a lung disease and would like to talk to me about my experience please contact me.

I am doing very well and am now quite fit and active (for a sixty year old).

Anyway the point of this editorial is that Jeanette (My long suffering wife) and I want to give something back to the team of people that made possible, organised, and performed my operation and at the same time raise awareness, that being an organ donor is really important and it really does save lives. Without mine I would undoubtedly not be here now. Many, people are on the list waiting for a transplant and a great number won't receive one in time. If you would like to register and carry a donor card Telephone 0300 123 23 23 or go to **www.organdonation.nhs.uk** If you do register please inform and discuss it with your family as many families find it difficult at the time of a tragedy to give permission.

On Saturday May 18th we are going to walk up Snowdon which for me who was totally reliant on oxygen last year and being pushed around in a wheelchair is quite a feat.

Anyone that would like to join us on the walk is more than welcome, We will be catching the local Sherpa bus to the start of the Pyg trail for the ascent, returning via the Miners Track and finding the nearest pub. We have

booked onto the CC Club site in Bedgellert for Friday and Saturday nights anyone is more than welcome to join us, if not for the walk, just for moral support would be great.

If any of you are able to sponsor us we would be very grateful. Don't feel it has to be large amounts of money every pound counts.

If you can help us please make your pledge by PM. Or I have set up a unique email account just for fund raising.

It is **jds.snowdon@virginmedia.com**

I have also set up a fund raising bank account with Nationwide Building Society. People can make payments to this account at their own bank, at any Nationwide Building Society Branch or by BACS over the internet any of these methods are free of charges. Please email me for bank account details or telephone 07910 449756.

The funds raised will go to Queen Elizabeth Hospital Birmingham Heart and Lung Transplant Fund, 50% of which will go to research, and 50% to purchase equipment to be used by organ recipients.

The QE is the largest multi organ transplant centre in Europe. The area it covers is Devon, Cornwall, all of Wales, The Cotswolds, Dorset, Somerset West Midland, Parts of Derbyshire, and Cheshire right up to Manchester. The research they do as a University Hospital helps patients all over the country.

If any of you can do anything to help we will be very grateful or just come and support us on the day.

Many thanks in advance

Dave and Jeanette

Harmony Update

As many readers may remember we re-purchased our original Harmony back in October 2011. The dealer replaced the clutch assembly in May under warranty (with a modest contribution from myself) but although the service history was quite good there were a few gaps so I decided in October 2012 to have a major service on the basis that 'if it moves- service it so that I would know the it's true condition. The most expensive items were a new front cross member and a set of glow plugs. However, labour, materials VAT and an MOT still left a £675 hole in my pocket but peace of

mind that the overall mechanical condition after 14 years and 5 owners was good.

In August I splashed out on a Cruise Control installed at my home by Phil from Rhinoinstalls so that the regular journey up to Bristol to see family along the very tedious M27, M3, A34 and M4 was less onerous on the ageing leg joints! Lovely job.

There is currently an intermittent fault with the coolant warning light that a new radiator and sensor has failed to cure so far but the mechanical experts from the Auto-Sleepers Owners Forum have been a great help in supplying a list of possible causes of the problem which the garage has welcomed with open arms. Hopefully the cure is something simple.

From the same source I've also learnt about the standard 'Water Evacuation Pipe' that dumps rainwater from the scuttle under the windscreen straight on top of the gearbox, which it has done so for the last 14 years.

There is a fix in the form of a left hand drive version of this pipe which is much longer and can be positioned well down behind the gearbox. The part number is P00006448L6 and costs around £22 plus about 1 hours labour-well worth the investment for those of us who suffer from stiff gear changes and gearbox oil contamination. The 'L6' is the key to getting the correct pipe (the existing pipe is an 'L4').

That rounds up the last 18 months or so, we're now looking forward to some decent weather !!'

Terry Hammond 7578

Admitting Caravans

I know I am not a rallier (I prefer to decide where I am going the night before) but I am wondering if admitting caravans is going to make a lot of difference in the long run. The Caravan Club refused to admit motorcaravans for a long time but now it is normal and accepted.

I know progress is sometimes difficult to swallow, but I think we have to allow A-S Caravans into the club to stop it from stagnating. We may, at the same time, be accepting new marshals and committee members, people who will add greatly to the well being of the club in future years.

Rita 003

Early Auto-Sleeper

From the Complete Book of Motor-Caravanning published by Haynes in 1979, there is reference to this early Auto-sleeper van . Described as having a wind cheating shape, the author claims "it shows how a simple box can be transformed into a habitat that guarantees luxurious living".

And although made 36 years ago has much the same spec as my Duetto which unlike its fore-runner has no "cocktail cabinet ". The van was built on the Bedford CF 250 chassis.

Bill Cameron 4968



Editor: Gosh it's nice to see some early Auto-Sleeper Motorhomes. There used to be quite a few turn up on rallies in the past, particularly at the old club and company rallies. I wonder if some of our members still have them? If so, send me in a picture. If you don't still own one, maybe you have an old picture that could be used?

Please remember when you email or write to the Newsletter Editor or other committee members, please include your Membership Number

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

Valeting:

I often receive requests for advice on bringing back the shine to 'older' motorhomes. Hopefully our experience may be of interest?

Dorothy and I have had our Talisman GRP monocoque for almost 9 years now and over the 48,000 miles it has been very regularly washed and polished. However I've noticed that the area above the Luton, which has the most exposure to the sun, it has a 'chalky' look in some places and has thus lost some of its high shine. So it's now time for a '**deep**' clean for the whole van!

GRP & Painted Surfaces: Auto~Sleepers recommend the use of Farecla polish - which up until now I've never used. Farecla 'G10 Finishing Compound' is described as a gentle abrasive ideal for removing light scratches or swirl marks, especially on darker colours. It will also restore older paint work and bring the true colour back to discoloured paint surfaces.

I contacted Farecla <http://www.farecla.co.uk/> for their advice. They were very helpful, and confirmed that the polish is recommended for GRP and can also be used for painted surfaces. For painted surfaces however the use of a damp cloth is recommended. They state that it would be very difficult to over-use the G10, but would recommend using it every other year as long as the surface gets a good wax afterwards.

For the wax coat they recommend either the New MER Deep Gloss Finishing Wax or G3 Pro Super Resin Wax on GRP. I have yet to wax our van so cannot comment on the products they recommend.

There are many other grades of Farecla polish available - to suit differing requirements - and they are all detailed on the Farecla website. See <http://www.farecla.co.uk/products/compounds-glazes-waxes> . Farecla can be bought at the A~S Service Centre; over the internet and at some yacht chandlers.

Windows: To remove the (inevitable) scratches from the windows I use 'Boat Pride', which is available from most yacht chandlers. The advice I received was to use the paste on a damp cloth but not to polish in a circular motion - but to go 'vertically & horizontally' only. I have asked Farecla if they have a similar product - but they have not yet replied.

Blacking: On such items as bumpers, I use 'Carplan - Black Trim Wax' - although there are several others on the market. Like bodywork regular application is advisable.

Internal: Last to be tackled will be the van's internal i.e. curtains; carpet; polish woodwork (inc. varnishing if required) and the PVC areas.

Reverse Polarity:

There have now been a string of articles on the subject of 'reverse polarity' which I hope has been of interest and I thank those involved. However I would suggest, with Dave's (Editor) agreement, that the time has come to close the subject - with 2 final comments:

- From the Sargent on-line instructions: "The reverse polarity light is designed to illuminate when the Live and Neutral supply has been reversed / crossed over. If the light illuminates there is a problem with the site supply or the cable connecting the supply to your vehicle. The light is designed to work on UK electrical supplies (where the neutral conductor is connected to earth at the sub station). If you are using your vehicle outside the UK this light may illuminate when no fault exists. In these cases consult the site warden for advise (sic)." Though I'm not sure what response you'll get from the site warden!
- If you are still concerned you can find advice on a 'reversing lead' on Ideas Sheet No. 209. E-mail me at technical@asoc.uk.com or send me an SAE for a copy.

Turbo: I am still old fashioned, perhaps, but I always let my engine 'tick-over' for a short while after a long run. This allows oil to keep feeding the hot/high running bearings of the turbo while it slows down. I am aware of someone who's had to replace their turbo at a cost £1,400. He did not follow the preceding routine – but whether that was contributory is debatable.

Rally Photos & Reports: The main rallying period is now with us at last. If you have any rally photos, with a report please, I can place it on the website. This not only informs members who did not attend, but also advises prospective members of Club activities. If you can reduce the size of the photos I would be grateful – 72dpi (80K) approx 8"x6" would be suitable. The rally report (excl photos) can also appear in the Newsletter for those members not on the internet.

Membership Number: If you could remember to include your membership number on all correspondence to the Committee, it would be very much appreciated, please? Using the number makes it so much easier, and quicker, to check eligibility on the Club database.

And Finally: It is never too late to be who you might have been!

A Warm Welcome to New Members

Membership Numbers from 8249 to 8284

Jack Anderson	Sheffield	Topaz
Frank Batchelor & Sandra Meredith	West Bromwich	Trooper
Ray & Rachel Scrafield	Brandon	Topaz
Glyn & Valerie Williams	Wembley	Duetto
Jen James & Neil Glen	Luton	Sussex
George & Doreen Allan	Aberdeen	Burford
John & Jan Hodson	Ormskirk	Trident
Richard & Alison May	Wisbech	Trident
Sue Reece & Trish Hill	Benfleet	Dorset
Pam Close	Ware	Topaz
David & Linda Marriner	South Nutfield	Broadway
Keith & Lesley Drew	Waterlooville	Topaz
Ken & Frances Versluys	Wareham	Lancashire
Paul Kelly	Bridlington	Nuevo
Bruce & Pam Manning	Wareham	Lancashire
Andrew & Andrea Saines	Bristol	Harmony
Brian & Tracey Smith	Nottingham	Warwick
Peter & Jean Durkin	Bolton	Nuevo
Elaine Luxton & Edward Goodwin	Ashburton, Newton Abbot	Trident

Richard & Dot Mann	Par	Broadway
Patrick & Gwendolen Reynolds	Leyland	Executive
David & Pauline Meakin	Swadlincote	Warwick
Drew & Ann McIntosh	Plymouth	Mezan
Brian & Paula Hunter	Yelverton	Dorset
John & Elaine Nagle	Bolton	Broadway
Steve & Hazel Burdis	Gateshead	Symbol
Alan & Julia Thompson	Dorking	Nuevo
Sue Andrews	Bournemouth	Symbol
Dave & Heather Crawford	Ryton	Broadway
Peter & Valerie Day	Poole	Duetto
Jill Hagon & Rodney Maidment	Chelmsford	Sussex
Nigel & Frances Hurst	Malvern	Sussex
Trevor & Carol Jones	Liverpool	Topaz
David & Jocelyn Lenham	Malvern	Wiltshire
Ronald & Margo Longman	Billericay	Winchcombe
Nick & Maggie Townsend	Thatcham	Lancashire

Membership Secretary: Jill Bertlin, The Rockeries, Sunny Terrace, Lindale, Grange-over-Sands, Cumbria, LA11 6LQ or email: jbertlin@aol.com



Thanks for your Donations .

Electric Bicycle. 'Batribike Diamond' cost over £900 used for 40 miles only - £600. Step-through aluminium unisex frame, with suspension (photos available). Lithium battery, Shimano gears, 26" wheels, 250W motor range up to 60 miles, with assist. Four riding options: - 6 level pedal assist; twist throttle; launch assist & pedal only. Weight 21Kg plus 3.5Kg (removable) battery. For more details see www.batribike.com . Contact baz.wellard@virgin.net or **01329 231259**, Fareham. Can bring to AGM if required for viewing.



Thanks for your
Donations .

AutoSleeper Suffolk 2010. Mercedes Sprinter Turbo Diesel Automatic, Cruise Control
2 Berth 13,700 miles. One Owner Non Smoker, No Pets. Sat. TV. Swivel Chairs. Pedestal
Table, Water Filter, Awning. Top Specification, Taxed. Immaculate Condition. Age necessity
for selling. Contact Stan Pell
Tel.No: **01803 843 763** or **01803 844 880**

A/S Amethyst Ford Transit
4 berth, 2.5 diesel manual P reg 56k miles immobiliser,
taxed Sept 2013 MOT Aug 2013, new Fiamma awning, Fiamma bike rack (2 bikes),
tv + radio/cd player, toilet/shower, full cooker/fridge luxury blue/grey upholstery excellent condition £15,500 ono Contact Hilary or Terry on **0121 357 1565** or **07747 888 060** (Birmingham)

Mercedes Automatic Autosleeper Medallion Motorhome 1997 2874cc diesel engine and fully automatic gearbox. Mileage 55,764. Length approx 6m, height 3m. Three forward facing seats with seat belts. 2+2 bunks.
Extras: 2 refillable Autogas bottles, solar panel, satellite dish, 2 bike rack, security locks on all 3 doors, awning and valuables safe.
£18,000 to include 4 new Michelin Agilis tyres and 12 months MOT. Taxed July 2013. Tel Leicester **0116 2257742**;
email **phylbrinicombe@gmail.com**

Sept. 2010 (60) Sussex Duo

Genuine 3100 miles. 1 owner.
Virtually as new. Many extras fitted.
No smokers or pets in van. Reluctant sale due to retirement from camping.

£34,500 o.n.o.

Photos and/or more details on request.
Contact Tony or Avril Wood on
01386 834768 (Evesham, Worcs.)
or email **ajw@ajw.org.uk**

Autosleeper Harmony 1992 2+2

Very good & clean condition, MOT'd & Taxed, 2.5 Diesel, PAS brakes & steering, warm air heating, 240v/gas heated pressurised water system, 3 way fridge, toilet/hot shower, tow bar, air ride rear suspension, awning, silver screen, etc...
£4,700 ono.

Near Gatwick Contact Malcolm Thomas
01342 319074 or
malcolm.thomas@btconnect.com

TaylorMade 3 piece screen cover (& bag) to fit Boxer 1994-2006. Little used and in v. g. order £95.00 + delivery or collect. Also new pair of TM 16" tyre covers £16.00 + D or C McAllister, Burnham on Sea, Tel: **01278 781976**

Silver screen to fit pre-2007 Peugeot Boxer/Fiat Ducato van.
Fits outside windscreen and with a drop down front so it will let in light. Has been used in winter and also keeps van cool in hot weather.

Free to collect in Manchester area
Contact: Anne and Alan on **07736 774228**

7kg calor gas butane cylinder for sale or swop for smaller 3.9 propane, if anyone is interested call John Morris **07545 078905**
or email **jmorris@redwink.co.uk**

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