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AUTO-SLEEPER OWNERS' CLUB

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Rally Field at Lichfield - Room for a lot more!

NEWSLETTER 300
September 2013

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The Editor reserves the right to edit or omit items. Advertisements for items to be sold or wanted by members are published free of charge, however, small donations to Club funds are appreciated and will be acknowledged. No guarantee can be given that any item will appear in the next, or any, issue of the newsletter. **Cheques should be made payable to "Auto-Sleeper Owners Club" and not ASOC** and send to the Editor.

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From the Editor

As I am writing this, the rally season is in full swing. Apart from Lichfield, I find myself generally at home, sorting out the garden. This summer all the bushes and trees have gone manic with the combination of water and heat! We have had a number of family occasions which have also stopped us getting away in the motorhome. And I have had to cancel a holiday at Eastbourne because our son is coming over from New Zealand and at the same time my daughter is off to Paris for work so we will have the grandkids as well. Still we have booked a 2 week cruise to the Med for September to make up for these lost occasions!



You will remember that I have a new leisure battery fitted, as well as a set of new tyres. Well this time the cab heater decided it didn't want to switch off!! My Service centre said they couldn't repair it, so a new heater was required, and it was a £700 item. In the event they couldn't source one so they had to take the dashboard out and effect a repair to the jammed flap and it still cost me £400 in labour! Should be fine now but with this heat wave, I haven't had the chance to see if it's working ok. At least only the ambient temperature is coming in without it being heated up as well. Old technology!! Is it worth getting a retrofit air con system? I will investigate that when I am able.

I am pleased to see that I have received plenty of items for the newsletter, but with the number of rallies going on, very few rally reports. I dare say that our members are probably away enjoying the good weather and don't have time to do a write up but I will be pleased to receive them later!

As always the next **deadline for the October Newsletter is the 10th of September** but please be prompt as I am on a cruise as soon as I send it to the Printer! All items to **daveatasoc@virginmedia.com** or by post at the address below.

David Mayne

Items for the newsletter **MUST** reach your Editor by the **TENTH** of the month. You may post them to 27 Mentmore Rd Leighton Buzzard Beds LU7 2NY or email to **daveatasoc@virginmedia.com**.

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Chairman's Chat



2014 will be a significant milestone for ASOC as we celebrate our twenty-fifth anniversary, an event which can't be allowed to pass without a major celebration. This will take place at our National Rally so now is the time for all you party animals to make a note of the dates. They are 1st to 5th May at the showground at Newark.

Al, Barb and the sub-committee are already hard at work planning for this special weekend and some of the regular events, like the Saturday night dinner dance, are already in the programme. They would be interested to hear your views and suggestions for themes for other times like Sunday evening. Would country and western music, a barn dance or a celidh be welcome? Any other thoughts you have would be of interest so please send them to Al & Barb at nationalrally@asoc.uk.com by the end of September so that the sub-committee can consider them at their next meeting.

I am also allowed to tell you that we are negotiating with the showground to extend the electricity supply next year to any member who wants it.

I'm sure it's going to be a fantastic weekend and I look forward to seeing you there.

Andy

Rally Reports

LICHFIELD RALLY.

Having never been to the rally before we didn't know what to expect. But what a treat! The beautiful, spacious Park is so near to the town, which in turn is so compact and full of history that we have made a promise to ourselves to revisit in the Autumn.

The marshals made us very welcome and had organised a guided tour of the city on Friday and also a cycle ride. We all brought our tables and chairs when the Potato Van arrived and enjoyed the dessert and wine the marshals had provided.

The weather was glorious which always helps everyone to mix of course. So it remains to say a big thank you to Chris, Peter, Andy and Angie for all their hard work.

Janis Wood 4201

It was lovely to see so many friends at the Lichfield rally and I must say a big thank you to Peter Chris, Barbara and Al for helping me to get there. I hope you all enjoy lots of rallying and the nice weather continues for you.

Regards to all

Nora

Quelle Bonne Rallye

We recently arrived back in blighty after the Saintes Rally. May we begin by saying that the Rally Marshals Jean and Dave Hollingsworth did a marvellous job in the face of adversity (brake failure whilst travelling down to the rally). The assistants Irene and Mervyn Kitchin got there and took charge ably assisted by Shelagh and Phil West negotiating with the site managers to get the best pitches on the site. Jean and Dave had obviously done a lot of research and had found a terrific location for the rally with much to see and do in the immediate area.

Slightly further away was Cognac, an easy train ride away. A river boat trip was organised by Jean and Dave as was a coach trip to La Rochelle and most of the ralliers enjoyed both of these days out. There were several evening get-togethers where birthdays and wedding anniversaries were celebrated. Well done to Irene and Mervyn for an outstanding performance in winning the "Mr and Mrs" contest and thus receiving a prize to celebrate their anniversary. (Honestly there was no favouritism in the scoring.)

A big thank you once again to the Marshals and Assistants for all their endeavours and hard work that made the rally an outstanding success. We hope everyone enjoyed the rally as much as we did and that you all had a safe journey home.

*Pam and Steve
Earnshaw 3865*



LEON'S FIELD RALLY ST.IVES JULY25th – JULY 30th

What a friendly, happy and great Rally thanks to everyone who came along. A very big THANK YOU to Shirley and Chris Sturgeon and Theresa and Dave Smith for helping me with the Marshalling duties. Another thank you to the Raffle ticket sellers and a special thank you to our Auctioneer Cedric Jones and his 'pilot' assistant Steve Earnshaw. All the hard work and the generosity of the ralliers raised £151 for the East Anglian Air Ambulance.

Punting on the River Cam led by 'pilot' Steve (people who attended will know what I mean and perhaps all those who attended the excellent Rally at Saintes in France as well!!!!) The hunt around St.Ives to find the pictures representing the rhyme "As I was going to St.Ives" A walk round Hemingford Grey, Hemingford Abbots and Houghton led by 'Ruble' and of course the Auction were all part of the fun.

As a lot of you know I have decided not to run this Rally next year so can I say a special Thank You to everyone who has attended over the last 5 years and made this Rally such a success. It is not all bad news as Barbara and Al Bucket have said they will take it over, so watch the Rally Supplement if you are interested and if I am around I will pop in to say 'Hi' to all of the wonderful friends I have made over that time and who helped me get over the last difficult years. Thank you for all your support.

Julia Briars-Filby

CRIMINAL RECORDS CHECKS

At the Open Forum at Newark on 4th May 2013 while the merits of Auto-Sleeper caravans being allowed into the Club was being debated, the question was raised that with the possibility of children attending rallies would all RALLY MARSHALS have to have a criminal records check.

I have looked into the matter and to give you a little background, The Criminal Records Bureau was established under Part V of the Police Act 1997 and was launched in March 2002, following public concern about the safety of children, young persons and vulnerable adults. The British Police did not have adequate resources to process these checks so a dedicated agency was set up to administer this function.

The Criminal Record Bureau merged with the Independent Safeguard Authority, to become The Disclosure and Barring Service under the Protection of Freedoms Act 2012. It started functioning on 1st December 2012.

Criminal Record Checks are sought in cases where people are applying for work that includes training, caring or supervising children, young persons or vulnerable adults or volunteers who spend time helping people and are not being paid (apart from travel and other approved out of pocket expenses).

To put it in a nut shell if you have care and control of children, young persons or a vulnerable adult on a day to day basis, then you need a criminal records check.

If any person described above attended one of our rallies, they would be supervised by an appropriate person, either a parent or grandparent. Therefore no Criminal Records Checks are required of RALLY MARSHALS. I hope this has put this subject into perspective and has quelled any misgivings.

John Osland-Jones (Secretary)

Charity Choice 2014

As members may remember from the National Rally, we annually select a charity that would benefit from fund raising activities and we would like to do the same at the 2014 National Rally. The selection would be made by the Committee, from nominations made by you, the members.

The criterion is that it should be a **lesser known national charity**.

Nominations will remain anonymous to the committee until a charity has been selected. If you would like to nominate a charity for 2014, please write to me at 31, Abbott Lea, Mansfield, Notts., NG19 6NF by the 1st December 2013.

Please make sure you send everything direct to me with full details of the charity you nominate and why. Please enclose 14 leaflets of the charity for the committee (I will make copies of your letter).

It would also help if you could confirm that your charity, if selected, would be able to set up a stand at the National Rally, and that a representative would be available to accept the cheque on Sunday morning. Looking forward to receiving you nominations.

John Jones.

The Committee's visit to the Factory.

Your committee always has a meeting during February held in Morton in Marsh, Gloucestershire, to discuss the coming year's events. This year we took the opportunity to visit the A~S factory and view the latest methods being used and see the new production line that we have all heard about.

We split into two groups; one led by the Works Manager Simon Vaughan, the other by the R&D manager Brian Cross, each group going separate ways around the factory.

My group was taken first to see how the vehicle sides were constructed and we watched a side unit being prepared, the outer skin laid down in a jig, glued, the insulation laid in place, the inner face material laid on top and then the whole unit was put into a large press where the glue was activated; the sides are then mounted onto a vertical routing machine ready for the various openings to be cut out. A considerable amount of money has been invested in the latest CNC machines thus speeding up production and controlling the quality of the finished article.

Moving on, we watched cabinets and cupboards being assembled, again much of it using CNC controlled machines; when all of the assemblies were completed they are put into a cage with the individual job sheet ready to be taken to the start of the assembly line, where we saw all of the various parts being assembled ready to be loaded onto the next vehicle chassis.

All models are assembled on the one line, each unit having an individual job sheet and each job is signed off by the assembling fitter. The floor being laid first, the electric wiring and pipework follow and the furniture is then built up. The sides are then erected with the roof being dropped on last, thus making up a box, the outside assemblies, ie (caravan door, the cab roof, windows and decals) completes the build; then the vehicle is moved to the final inspection department. Here the line job sheets are checked, signed off and married together with the small part assembly control sheets thus making up the fabrication story. This gives a complete record of who built what, on which part of the line a certain job was done, at what time of which day and which sub-contractor supplied the piece, this is all part of the Type Approval inspection process.

We were finally taken and introduced to the sales and design staff thus completing a very interesting factory visit, where we viewed the latest methods of producing our motorhomes and the efforts being made to manufacture (hopefully) a fault free vehicle for our enjoyment.

Mike Valentine

Snowdon Walk

I would just like to report that we have presented a cheque to The Queen Elizabeth Hospital Birmingham Heart and Lung Transplant Fund for £2500.

Many thanks to the ASOC members who made donations and sponsored us on our walk up Mount Snowdon.

Just a reminder that organ transplants do save lives, I would not have been able to do this without the special gift from my Donors family. If you would like to become a potential donor go to www.organdonation.nhs.uk or telephone 0300 123 23 23 or text SAVE to 84118.

Dave and Jeanette Stanworth



From Left to right: Dr Richard Thompson (Respiratory Consultant), Lynn Clements (Transplant Coordinator), Jeanette & Dave, Rochelle Pointon (Transplant Coordinator), Dr Minesh Sonfati (Cardiologist).

We just wanted to say a “big thank you” to the Rally Marshals Jean and Dave Hollingsworth and Irene and Mervyn Kitchin, who organised the rally at Saintes in France. We had visited the site 2 years ago and decided to return during our 10 week tour of France in our A/S Sigma. Although we hadn’t booked the rally, we were immediately made welcome and invited to join the rest of the members in some of their activities. What a fun group who made our 4 night stay very enjoyable.

Bob and Chris Hatcher (6600)

Spring 2013 Trundlings

May and June saw Otto the Auto Sleeper hit the road for northern Europe, well stocked up with Cheddar cheese, eggs and bacon. Our first objective was to visit old friends and their families in Monchengladbach, Dusseldorf, Munster and Herford and Ivy, and I would like to say what wonderful hospitality and friendship we received after so many years since our last visit.

While travelling on the autobahn near Bielefeld, we experienced a major engine failure, which put Otto into the repair shop for seventeen days! (The cam belt broke.) However, our Red Pennant insurance provided us with a hire car and a substantial daily living allowance, which enabled us to visit Berlin, Dresden, Leipzig, Hamburg, Celle and enjoy the Hertz mountains for 5 days! I hoped to find the old army barracks where I did my `winter warfare` training in 1961, but nothing remained. Incidentally, we noticed that the repatriation of BAOR forces to the UK has left many German towns with considerable pockets of unemployment, after so many years. As Otto is nearly 20 years old we would not have been able to enter the above cities` LEZ zones , but this was no problem for our hire car, so that was a great bonus!

Once we were back on the road, we headed right across Poland and Lithuania, to Riga in Latvia. We camped by the coast and caught the train in to this beautiful city. On the way home, we had a problem buying train tickets and were helped by a lady who spoke English and German. She travelled with us and turned out to be Russian and told us that she had come to Riga with her parents when she was five years old. She said that when Russia left the country in 1991, she, and many others stayed on as there were no prospects for her in "the old country". Unfortunately, she said that there was still a lot of hatred shown to the Russian minority in her adopted country, which she had to put up with! She was very happy when I spoke some Russian to her and we wished her a good life in the future.

So we travelled on to Tallin in Estonia, which we found to be another beautiful city and were lucky to hear a concert by about 250 Russian performers, playing, singing and dancing The Great Gate of Kiev by Moussorsky, in the main square – gratis! This was after a day-trip to Helsinki on the ferry. During the next four weeks we basked in the hot Russian sun, 33`C at one stage, while the rest of northern Europe was being flooded! We were able to travel extensively in the Baltic States and it was so hot that we bathed in the warm sea and lakes, as many of the campsites are situated close to water. The roads were very quiet and in most places pretty good, although we did find ourselves travelling on

laterite-type roads for quite a few kms. which shook our trusty wagon up, much to Ivy's horror! We met lots of friendly people and we noted that those below 50 always tried to speak English to us, while the older generation often spoke German or occasionally Russian. One of the towns we visited was Druskininkai, a spa town on another lake, which had a huge 'spa activities centre', which must have cost many millions to construct, with the obvious help of the E.U. We noticed that many projects claimed 'help from the E.U.', so now we know where all our money is being spent!

I wanted to go into the Russian enclave of Kaliningrad, but the bureaucracy would have proved too daunting, so we went straight through to Poland and the great port of Gdansk. It was here that we limped into our campsite with a faulty clutch but, once again, the Red Pennant insurance came to our rescue and had it repaired within 24 hours. We took a trip on a three-masted schooner around the massive harbour and were amazed at the size of the shipwright works, with ships in for repair from all over the World.

We decided to follow the coast, as much as we could, for the remainder of our trip and visited Szczecin, and then on to Rostock and Kiel in Germany, once more swimming in the Ostsee, before moving into Holland to the National Park of Lauwersmeer. We passed many massive sluices and drove over the almost endless barrier of the IJsselmeer on our way west and south. Alkmaar was next on the list and we were hoping to visit the famous cheese market but missed the day. We had to be content with buying a slice in the cheese museum. We continued along the Dutch coast before turning inland and spending the last three days touring the area of France around Boulogne.

All in all a wonderful trip, leaving an impression of friendly people, delicious local food, cities centred around beautiful cathedrals and "old towns"- some of which have been completely rebuilt. Hundreds of kms. of golden sands backed by massive dunes, the magnificent lakes of the Baltic States, giving way to great forests, which relieved the monotony of the flat plains of northern Europe. We saw many examples of massive concrete structures left by the departing Communists, which have just been left to rot. The motoring was a pleasure, as traffic densities were mostly very low – with some exceptions around big towns. Ivy and I would strongly recommend a visit to this highly interesting part of the world.

Richard Birch

Ireland Holiday

We set off in our Auto sleeper Gemini Orian on Tuesday 28th April, heading for Fishguard for our trip to firstly Rosslare. Our first stop for the night was at TRAMORE and then on the following day to Blarney.

We were heading for the East Coast, and so the following day was to Glenbeigh and the ring of Kerry. We spent 4 nights here and did all the usual tourist visiting places including Valencia Island. Our next journey was Tarbert and across the river Shannon on the ferry and on to the Cliffs of Moher, then on to Doolin where we stayed for one night.

The next stop was Spiddel via Galway.one night. On then through Connemara and eventually a little campsite at a place called Renvyle which was on the sand dunes. Reluctantly moving on to Ballina via Westport for one night. The next day we went over the border to N Ireland to a site (5 star!) to Belcoo again for one night only. Next stop was Larne We had a free day here, and took the coast road to visit the Giants Causeway - fabulous.

Then on the ferry from Belfast to Scotland.

This is a shortened version of our trip, but if anyone would like any information about it please e mail jean652@gmail.com and I will happily pass on any information.

Jean Foster

Word of warning

I too had a similar problem to Jacky and Ray and we must have been in a similar area as I was returning to Kesgrave down the A12. I had a few splutters and low and behold that little yellow symbol lit up. As I was near Marquise I called to get some advice but as it was mechanical they referred me to the Peugeot main dealer in Ipswich. As with Colchester they were super fitting me in at short notice and no charge and super service. However even though the light was still on they could not give any idea of the problem but cleared the fault and thousand of miles later still okay. I did however put my thinking cap on and recalled events before the incident. I had been travelling home and the diesel gauge was getting low but it did not seem desperate. But it was very soon after that and filling up that my troubles began and I now make sure not to get anywhere near that area of those little dots on the gauge!

Geoff & Mary 7296

Refillable Gas Cylinders

Di and I (Patrick) are going south for the winter. We hope to be spending 4 months in southern Spain mainly joining the many Caravan Club & Caravan & Camping Club rallies and possibly a bit of wild camping.

To stay in Europe for 4 months you need to be able to refill your gas bottles. If you read the many motorhome and caravanning magazines one gets the impression that there is only one refillable gas company, Gaslow. Its Gaslow this and Gaslow that, I get the feeling that these magazines are being paid to run the articles.

I got some quotes from two reputable south Wales caravan dealers for a twin 6Kg manual changeover and in locker filling point set up.
£608.00 inc VAT and fitting----- and £488.00 inc VAT fitting free.

Our local mobile motorhome repair/service engineer suggested that I Google GAS IT, which I did and what a difference in cost. GAS IT operate out of industrial units in Penygroes north Wales just south of Caernarvon. So on a recent tour of N Wales we visited GAS IT and the manager there could not have been more helpful. He made a dry installation outside on the forecourt of what we would need, all the piping and bits and pieces for a simple DIY fitting. Warren the manager then amazed with some rather startling information. GAS IT (tm) is the recommended supplier to AS of refillable gas systems and particularly to Peugeot base units.

The gas bottles for Gaslow and GAS IT are made in the same factory to the same BS and EU standards. All of the fitting are made by reputable manufacturers and usually to the stringent German DIN standards. Then Warren stunned us with the cost, bear in mind we were comparing apples with apples:-----£298.00 inc VAT

It was a "no brainer" as they say, we bought there and then. The next weekend I fitted it all to our 20 year old AS Legend, had it checked by a local caravan gas fitter, and filled up with Autogas from a local garage for less than half the cost of Calor gas.

So, all we have to do now is the pet passport for the dog and Andalucia here we come.

I must mention that I have no business or financial connection with GAS IT just a satisfied customer.

See you in the spring with our sun tan.

Patrick and Di oh and the dog Gypsy.

HELP WANTED

I wonder if anyone can assist me in identifying the switches (See attached photo) on my Autosleeper Broadway. I purchased this from Marquis late last year and they could not tell me what they were for as they are non standard.

Then attempted to contact the previous owner but received no reply. All I can say is that they work but what they do I can't find out. Autosleeper Broadway Reg No HX10JHL. I can be contacted on stanno69@msn.com.

They are the yellow and red switches to the left of the main switch block
Thank You in anticipation
Stan Oakley 8180

Yellow Button

Red Button



A funny thing happened on the way to the Forum

....well it did to Frankie Howerd, the funny thing that happened to me is that I got there at all.

A Forum is a meeting or medium where ideas and views on a particular issue can be exchanged; the potential problem that I oft mentioned when editor of this Newsletter is that on modern internet forums you have no idea who these are from and what qualifications the poster has to express them.

My advice was that if you aren't knowledgeable on a topic yourself you can't assess the quality of information provided so best to ignore it.

I would still give that advice for forums in general but I can now recommend one forum with confidence, the Auto-Sleeper Owners Forum (ASOF).

How did I arrive at this forum? Well several months ago I'd heard mention of calling cards for ASOF being left on Auto-sleeper vans on campsites. I thought I would take a look at the site – something you can do without joining. I was drawn to a topic (threads they are called) on the subject of the model of van we had owned for about 12 months. The new owner of this van had many questions and I could answer them all. I just had this burning desire to help him and the only way I could do that was to join and it doesn't cost anything so I did.

I had never joined a forum before (and have not joined any others since) so I was ignorant of the terminology and protocol. The first thing I came across in registering was the option to include an 'Avatar' – never heard of it. I now know it is an icon or figure representing a particular person on a computer forum.

I immediately breached protocol by not first reading the section on rules and etiquette (simple and common sense but because I had no experience of the environment, essential reading) and by not introducing myself before 'posting'.

The introduction is important for two reasons. Firstly you are entering a community where titles are computer user names and personal photographs are rare so you are anonymous. You are likely to be asking the community for advice or information so it is just common decency to say who you are and why the forum is relevant to you. It is also a process that helps the forum administration to filter out potential abusers of the facility.

So having been such a cynic, why do I now recommend ASOF?

When not on our travels, I have been an active participant in ASOF for about 10 months. My years as a member of ASOC and in particular as both editor of the Newsletter and as a frequent rallier have given me the knowledge to assess the quality of information posted. It is good and on the rare occasion it is dubious it is soon corrected. I very quickly determined that there are a core of ASOF members whose lifestyle/profession allows them to monitor the site regularly and who are extremely knowledgeable (collectively) about camping, foreign travel, base vehicle engineering and habitation facilities of AS vans (of all ages).

I did wonder how the forum got there and how it is managed? I have no inside knowledge but as far as I can gather the site owner (administrator) bought the internet facilities and, along with some volunteer fellow AS owners, set the forum up just over two years ago. It is a free facility but several members support the forum by making donations to help Admin with set up and ongoing costs. As the forum is in the public domain it is potentially open to abusers, slanderers, bad language and the like. In the rules, Admin makes it quite clear that any of those or any unwarranted criticism of any company or organisation is not acceptable and he retains the right (and the ability) to remove such a post. This means that he and his helpers must view every post and that means a commitment of 365 days a year. This is a great commitment and certainly not one that I or anybody else I know in ASOC would be able to give.

In addition to the quality knowledge of the members the real differentiator is its immediacy. Many posts on ASOF speak highly of both the ASOC Technical Group support and of the AS Service Centre but neither of those are available 24hrs a day 7 days a week.

In these days of smart phones, tablet computers and laptops with cellular networks and wifi hotspots prolific, ASOF really comes into its own. If you are on a campsite anywhere and something stops working you can ask for and almost immediately get advice. If you want suggestion of places to visit or campsites to use you will get the same.

There are many but I will quote one example from earlier this year. A couple were touring Finland in their Auto-sleeper. The water system stopped working and they posted this on ASOF. The forum members helped them with tracking the fault and identifying the problem as a faulty water pump immersed in the fresh water tank and advising what work would be involved in replacing it. The pump was not readily available in Finland so one Forum member even volunteered to acquire one and have it couriered out. By travelling to Helsinki they did manage to source and arrange the replacement of the pump themselves but in gratitude for all the help and support they'd been given, kept ASOF updated on their progress.

I do struggle with the concept of anonymity of forum members (but it seems all forums are the same) however despite this I have identified several ASOC members participating in ASOF and can assure you that if you haven't yet but would like to, you will come to no harm.

Peter Brown

Editor: If not obvious from Peter's article, it must be pointed out Auto-Sleepers Owners Club is not associated with ASOF in any way.

Technical Group & Website



Webmaster and Chairman Technical Group: Baz Wellard can be contacted at 18 Greenwood Close, Fareham, Hants PO16 7UF or email : technical@asoc.uk.com

What's New at the Factory

New Panel Vans: Research & Development (R&D) is currently building two prototype panel van motorhomes on the extra long 6.36m Peugeot chassis. One will be marketed as the **Kingham**; and will be the first A~S panel van to have a fixed bed, and the other is the **Warwick XL**. I have not seen either yet, but hope to do so at our next liaison meeting.

Silverstone: Awaiting delivery at the factory is the new **Silverstone** model. The Silverstone has been developed by R&D to meet a bespoke order from a motor-sports enthusiast to carry two racing cars. Both cars are carried in the 'extended' Al-KO rear section. One car is lifted up on a mechanically elevated platform and the other is carried on the floor below. Car access is through the rear door/ramp and access/egress is helped by the model's ability to 'kneel' the air suspension at the rear. When the cars are out of the garage the 'extension' becomes a large lounge area. The immediate area behind the cab has full habitation features to cater for two people in comfort. It is an A~S first venture on a Peugeot AL-KO tag axle chassis with a 3.0ltr engine; 9.1metres long and MTPLM of 5.5tonnes. I have seen it and it is very impressive. Perhaps the owner might wish to join the Club and bring it along to the National Rally?

Thermal Insulation: Traditionally van conversions have achieved grade 2 for thermal insulation & heating. However A~S panel van motorhomes have now passed the higher standard of grade 3. Which basically means the vehicles can be heated to, and maintain, an internal temperature of at least +20C even when it's -15C outside - within 4hrs. In the A~S trials the test was passed in just over 3 hours and 30 minutes.

Winter camping: As mentioned at the National Rally Open Forum in May, A~S has been developing tank insulation. This has now been developed and successfully tested on both the fresh & waste tanks and despite cold soaking 100 litres in isolation for 18 hours at -15C, water was still running freely. A~S are now intending to offer this facility as a retro-fit at the Service Centre or at local dealers.

European Market: A~S is now entering into the German market through the German dealer Sawitzki, who will be displaying A~S models at both the Dusseldorf show this September and the Stuttgart show in January 2014.

Warning Triangles:

Until I read the August Caravan Club magazine I was not aware that: - "Where motorways are concerned the Highways Agency advises road users not to use warning triangles"! I understand they can be easily blown about by the airstream from lorries, coaches etc.

Breathalysers in France:

I, like many others (no doubt), bought a pack of 2 breathalysers as required by law if driving in France. However the latest information is that: - "In January 2013 – The French government announced that the implementation of the sanction for drivers not carrying a breathalyzer – a fine of €11 - has been **postponed indefinitely**". Anyone wishing to buy 2 unused breathalysers?

C1 Driving Licences:

The MMM have reported that plans are in progress to change the rules for drivers who passed their test after 1st January 1997 and who's vehicles are over 3.5 tonnes & up to 7.5 tonne. These proposals are to moderate some requirements that are only relevant to lorries: - e.g. tachometer legislation, rules on driving hours, rest periods and carriage of goods & passengers.

Silver Anniversary: As you may be aware Al Buckett, and the National Rally sub-Committee, are already working hard to prepare something different for the Club's 25th Anniversary at the National Rally in 2014. One suggestion, of many, is for a display of photographs going back to the beginning of the Club in 1989.

I have many archive photographs going back to the 2nd AGM in 1990 but what I do not have are any for the Inaugural/1st AGM in 1989. If anyone has any photographs of the 1st AGM that I can scan, or retain, I would very much appreciate it, please? My contact as above.

Website Latest Updates:

04/13:-

- Ideas Sheet No. 229 Fitting a removable motorhome skirt.
- Rally reports and photo galleries:-

- Stranraer June.
- Lichfield July
- St Ives July

04a/13:-

- Cartmel rally postponed until 2014.
- Updated rally list & spreadsheet.

And Finally: Winners make grades. Losers make excuses!

Baz

A Warm Welcome to New Members

Membership Numbers from 8445 to 8461

Richard Bunce & Ann Mellor	Fareham	Trident
Paul & Claire Silcox	Brecon	Trident
Norman & Sheila Riches	King's Lynn	Sussex
Mike & Jenny Bowden	Hingham	Warwick
John & Sandra Hind	Long Eaton	Broadway
Patrick & Beverley Jones	Bramcote	Broadway
Alan Savory	Wigginton	Symbol
Barry & Jean Brunsten	Ferndown	Broadway
Roy & Carol Davies	Southampton	Sussex
John & Hazel Tibenham	Hope Valley	Winchcombe
Chris Stanton	Market Harborough	Burford
Richard & Gwen Applegate	Chudleigh	Broadway
Harry & Jackie Hardman	Ipswich	Surrey
Garry & Jill Langridge	Milton Keynes	Sussex
Philip & Marjorie Ingamells	Ely	Windrush
Brian Hardy & Pamela Fowler	Wales	Pollensa
Richard & Elizabeth Aylward	Christchurch	Broadway

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



Thanks for your
Donations .

Autosleeper Marquis Dorset, 60 plate 2.2 (130bhp) 16k,FSH,metallic blue, Bike rack, Tow bar, Wind-out awning, Air-ride, Hab air-con, Cab air-con, Cruise control, Reverse camera, Cat-clamp. £32k ono. Tel **01225866281** or email **richard.cornforth@gmail.com** for pics and info. Bradford on Avon,Wilts.

Auto-Sleeper Clubman GL VW 2.4D, 1999 with 32,000 miles. Freestanding awning, double bike rack/Fiamma Ultra-Box plus many extras. Non-smokers and no pets; all in very good clean condition. MoT until April 2014 and tax to December 2013..
£14,750 ONO Tel. **01763 243336**
bredon@robinangela.fsnet.co.uk

I have for sale the following for a VW T5 Trooper or similar.
Fiamma cycle carrier with fittings & manual £125.
Pro-tec fully fitted cover £145.
Headlight protectors with two sets of beam converters £ 35 .
Nova internal screens £35.
S/steel rad bar grill set £ 25 new.
Carbon fibre dash set sealed pack £45 new.
Kari-tek roof bars cross rail kit £50.
Flowjet R3426 pump £75 & sink tap £25 new.
Please call me for details. Derek Tel No **01494815604**.

2000 Auto-Sleeper Talisman

motorhome.Peugeot Boxer 2.5. 26000 miles
FSH. Silver screens. Fiamma wind-out awning and Fiamma bike rack.
4 seat belts, 2 singles and 1 double, or 2 doubles. Dinette/long seat.
Rear view camera, rear parking sensors No Pets, Non smokers Taxand MOT
In immaculate condition £20,000 Oxford area. Contact Ruth on **07811 008604** or **01865 779391**

FOR SALE Executive 2.5D 4 berth first reg 2000 46,000 miles no pets no smoking bike rack with cover, various spares and accessories, screen cover ,tripod for outside table stand.
MOT to December (a new mot could be arranged) taxed to March 2014.
£18000 contact Eric on **02392378767** (Portsmouth) mobile **07771886404**
email **ericwatts18@gmail.com**

Genuine Silver Screens, Paragon fold down for Ford Transit 2001 on:-
IMAGE TV Arial, 3 mast, works very well on digital. FIAMMA ITEMS
Awning spreader bar, Awning folding handle, Aluminium hazard sign,
Pair of medium size levelling ramps, Door fly screen (ex Nuevo)
Offers please to Ken Scott **01603870704** (Norfolk)
All proceeds to The Big C Norfolk

Revolution Movelite Pro Awning, came with campervan but surplus to requirements - £150.00 ono
Apollo Transition folding Bicycle, fits nicely inside campervan - £100.00 ono.
Tel: **01444 232035** – Tim Penn