



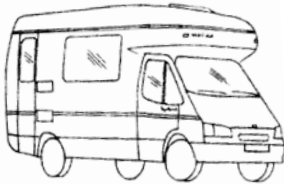
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AUTO-SLEEPER OWNERS' CLUB

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centre of this Newsletter before 31st December 2013



NEWSLETTER 302

November 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



My last month has been very busy with a two week cruise to the Med, followed by the ACCEO rally that we marshaled for the ASOC section (see report elsewhere).

All of a sudden it's newsletter time and I am having software problems with my emails, although my daveatasoc is web based so it's ok but I don't check it regularly except around newsletter deadline.

You will find at the centre of the newsletter the ASOC Renewal Form, so please complete it and send off before end of year as we changed the date at last year's AGM, so if you don't pay by this date you will not get a February newsletter as the deadline will be 10th January for subscriptions and newsletter and we do not need our Membership Secretary running around at the last minute! If you don't intend to renew then please let the Membership Secretary know early please.

As I am preparing this newsletter the weather has turned autumnal and there are less rallies on the calendar. This is when I struggle to fill the newsletter so please write in with any articles that relate to motorhoming and what you have been up to.

Deadline for the next Newsletter is by the 10th November, so send your articles to me via email at daveatasoc@virginmedia.com or by post at my address on page 2 (as early as you can as I don't trust the Mail deliveries. (Post seems to arrive 3 times a week!).

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.

Any item appearing in this Newsletter may be freely used by other publications.

Please acknowledge both author and source.

Chairman's Chat



Earlier this year, your committee started the consultation process about whether to admit caravans to membership of ASOC. I asked for your views on the subject and received many comments at that time.

We are now nearing the end of the consultation and the committee is considering the process to bring the matter to the AGM where a final decision will be made.

There is still time to make your views known by email to chairman@asoc.uk.com or by snailmail to 24, The Close, Hamsted Norrays, Thatcham, RG18 0RY.

See you down the road

Andy Cavell

Obituary - Steve Bowler

Steve was an early member of the Club and was very involved in "deals for Ferries" plus he was Chairman until his illness caused him to take a back seat .

He was a very popular member always willing to help anybody in need and when he left the Club, he was missed by all who knew him.

On behalf of those early members we send our condolences to Carol.

Neil Rogers

Charity Choice 2014 - A Reminder

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 selections 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, Nottinghamshire. NG19 6NF by the 10th January 2014.

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

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 your nominations.

John Jones.

Leaving the Club

It is with regret that after 16 years we have sold our van and we will no longer be members of the Auto Sleeper Club.

We have made many life long friends who we will keep in contact with. The fun and laughter we've had over the years, at so many rallies, will never be forgotten.

Best wishes Rae & Philip Gledhill 3450

Rally Reports

Saintes rally 2013

23 motorhomes, 5 of which were either new members or first time ralliers and 4 dogs were welcomed to the first Saintes rally by ourselves Jean and Dave Hollingsworth and assistant marshals Irene and Mervyn Kitchin. We eventually arrived a day later than we intended due to a brake failure en route. Fortunately, the assistant marshals were there and helped by Shelagh and Phil West negotiated the required pitches with the site owner John-Michell.

The next day we helped Steve Earnshaw to celebrate his birthday with cake and wine. He also provided us with a bit of magic entertainment later in the week.

It was very hot most of the time (in the 30's) for playing Boules, the winners being Alan and Audrey Birch.

Free bicycles were available to use on the site and Francois in the reception was probably the most helpful French person we've ever encountered.

One day, the town centre was closed for probably the biggest street market we've ever seen.

We had a boat trip on the Charente followed by a lunch at an old water mill. A coach trip to La Rochelle on the coast was enjoyed by most people with lots to see and do, with many vowing to return soon.

Back on site we had another get together this time to help celebrate Irene and Mervyns wedding anniversary with drinks and a game of Mr and Mrs. Also taking part alongside them, were Angie and Andy Cavell and the Hollies (Jean and Dave). Think there might have been a bit of fiddling going on there by the Master of Ceremonies Steve, as the losers were Angie and Andy and us.

Steve also provided us with some magic entertainment during the week. We would like to thank all the members who attended this rally, particularly Irene and Mervyn and Shelagh and Phil West in making it, for us, an unforgettable experience.

Jean and Dave Hollingsworth 5968

Montreuil-Bellay Rally.

Angie and Andy Cavell along with Chris Mawdsley and Peter Brown welcomed in total, 20 motorhomes to the Montreuil-Bellay rally. The site is situated on the Le Thouet River in the region of Pays de la Loire. They had ordered plenty of sunshine and if I'm honest, a little too hot for me at times. The glass of wine and nibbles were more than welcome.

On the site, there was a little menagerie of animals, goats, guinea pigs and a new born family of little piggies which we all watched with interest, willing the little runt to live.

Most of us went on a tour and wine tasting at the 11th Century Chateau de Montreuil-Bellay which was very interesting. On one occasion the guides' grasp of English caused one or two raised eyebrows. On the same evening the camp site had a Queen Tribute one man band that was appreciated by about four of us.

A coach ride took us on another occasion to Angar for the day. Some of us had a tour around the town on the little road train to explore the sights, followed by a visit to the medieval Angar Chateau. Over time, there have been many alterations and additions to it. The highlight of this visit for me, was to see the oldest remaining tapestry in France started in 1377 and finished in 1382. Depicting the story of the Apocalypse from the Book of Revelation, although quite faded in places it was still very colourful. Originally there were six sections measuring 24 metres x 6 metre high, comprising of 90 panels. Only 71 remain as the rest were cut up and used during the French revolution for floor mats, to insulate horse stables or to cover fruit trees. Many tapestries at this time were burned to melt the gold and silver used in their design.

During the rally Baz organised a boules match, the final being held on the last full day and the winners were..... Peter and Janet Murphy, who incidentally along with Shelagh and Phil West won the Quiz also devised by Baz.

Peter Brown and John Hill organised a six mile gentle walk from the site, no great hills to contend with amongst the vineyards of the district with lots of different butterflies and a mass of wild flowers.

The marshals organised a cheese and wine evening and on the last evening most ralliers joined in a communal BBQ. Sylvia Lockwood, Liz Irvin and especially Shelagh West did a good job of parting people from their Euros selling tickets for the raffle.

Richard Birch a lifelong Lepidopterist had a sheet with lots of butterflies for us to identify and note down any species we spotted during the rally. We played Liz Irvin's Dice game which again relieved us of some money (only 30 cents) which confused some people, not being able to tell their left from their right!

Thanks to the marshals and everyone else who worked hard to make this rally a success.

Jean & Dave Hollingsworth 5698

Montreuil-Bellay Rally

What a great venue, weather, rally and meeting of old and new friends! France was at its best, by the placid river Thouet and sleepy little town with magnificent gardens and lively Tuesday market.

Angie, Andy, Chris and Pete laid on an excellent programme which included visits to Angers and the local chateau complete with an English-speaking guide (who even used the vernacular on one occasion!). When describing an interesting ladies' medieval piss-pot, later used for communal wine drinking! An excellent wine-tasting with innovative snacks followed in the ancient kitchen and many bottles were bought - subsequently delivered to the site.

We enjoyed a beautiful walk, observing exotic butterflies, a brain-crushing daily quiz in teams of four, an excellent petanque competition run by Baz and Andy, which was won by Janet and Peter Murphy, (who, incidentally, waited all day not to catch a single fish!) and social evenings culminating in a joint BBQ and raffle.

We were even lucky enough to celebrate two birthdays! Our bonus on camp was a little menagerie with the most delightful creatures - always friendly, including six new-born Pot-Bellied piglets and a goat kid.

A very good balance was maintained between organised events and free time to visit local towns and features. Thanks to all concerned.

Richard and Ivy Birch. 7248.

Autumn in Dartmouth Rally

Once again Dartmouth was a successful rally with 39 motorhomes attending. The weather could have been better but did not stop anything. Most days started with gentle exercise for those who wanted (thanks Barbara). With plenty of things to do and places to visit most people did not have enough time. On Friday 27th September it was Macmillian Coffee morning, so in the evening we provided soup and hotdogs to all, with voluntary donations. We raised £150 for this good cause..

We would like to thank all ralliers for their help and support and making it a good rally.

Rita and John Tubb

Rallies in Wales (aka the 'railway rallies')

Our two rallies (Beddgelert in July and Bala in September/October) were both on sites by two of the Welsh narrow gauge railways, hence the reference above. As we had not marshaled rallies for a number of years we were pleased that we had not forgotten the routine and they both went well. This was mainly due to good weather, good sites, and a good crowd of ASOC members at both.

At Beddgelert the Welsh Highland line passed the site and we had our own site station! Members took the steam train to either Porthmadoc or Caernarfon for days out, and some who had walked through the forest into Beddgelert village used the train for the short ride back.

The railway wasn't everything here though, as members ventured out to explore the Snowdonia area – days out to Portmeirion or Criccieth were popular as well as a trip up Snowden for some, while others found the area full of good walks.

The only 'fly in the ointment', or should we say 'midge in the forest' was



the beasties which attacked at dusk – a combination of hot weather, trees and rivers! However, some members came fully prepared with their midge nets, creams and sprays.

By the time we went to Bala the midges had gone, but we still had some fine mild weather throughout the rally until our last coffee evening.

On the Monday we all went as a group on the train along the lake to Llanwchllyn – a trip just for us, as the Bala Lake Railway season officially finished the day we arrived.

On other days some members took the bus to Dolgellau, Barmouth, or in the other direction, to Wrexham.



Again there were lots of local walks in the forest and lots of blackberries were picked.

Bala itself provided the focus for somewhere to eat, drink and shop, as well as the answers to many of the rally's 'quiz for fun' questions. By the end of the three days we began to wonder if it really was 'fun', having spotted lots of serious faces pouring over quiz questions whilst wandering around town!

Our thanks go to all members who helped us in any way – especially our assistants at Beddgelert who helped guide everyone through the large forest site to their pitches; to all the willing helpers at coffee evenings; all raffle ticket sellers; and those who just 'lent a hand' when they could see a job which needed doing. Thank you everyone.

Helen and John Greenwood 1020

Towcester ACCEO Rally and AGM

We were very lucky with the weather again at Towcester. Arriving on Wednesday, we were able to settle in with nothing planned, apart from sitting the few ASOC members arriving that afternoon. Late afternoon saw us gathering in the sun with a drink and after dinner we were all invited to Chris and Peter's motorhome for a get-together.

Swift, who were hosting this year's rally, had a spot of good luck. The usual marquees that we were going to use were being prepared for a race meeting the following Wednesday, so we were transferred to the pavilion rooms at no extra cost.

Thursday afternoon there was a tea dance in the smaller pavilion where Swift hosted the dance – ballroom, sequence etc. We had missed this fact, and as we didn't have any dance shoes, we settled for the tea and cakes (home-made from the Mary Berry recipes) and they were excellent.

On Friday our other ralliers arrived making 8 units and 13 members. Dinner was sorted with fish and chips that we collected from the local shop though there was a fish and chip van on site. In the evening we were off to the main pavilion for some entertainment by a Tom Jones/Neil Diamond tribute act which was very good and with BYO drinks it turned out to be a very good evening.

On Saturday, Swift had organised bacon baps, tea and coffee at 9.30 am which was very welcome and this was sponsored by TH caravan services and Dennis and Marion Tomlin who were from the host club. At 2.00 pm the AGM and Open Forum was held, which we missed. We had our car with us as we live fairly close so went to visit Stoke Bruerne with friends for a walk along the canal, watching the boats going through the locks. We ended up having a nice lunch at a canal side Pub which was adjacent to the caravan club's CL. In the evening we were back in the large pavilion for some more entertainment in three sets and the last had everybody up dancing.

On Sunday, the day was commenced with Flag pole, an interesting talk by Truma and the raffle. This rally raised £1648 for the two charities. ASOC members did a communal BBQ lunch as the weather was very good and later we went over to the large pavilion for some background music and a chat.

Most of the motorhome clubs were sited on hard standing which meant we were near the jockey's toilets and showers (male and female) which was a

bonus and the water points weren't far away either. The elsan point was about 200 yards from us, so the toilets had a lot of use!

There is a restaurant/pub near the entrance to the race course. Towcester town is a 20 minute walk away, with shops, restaurants/cafes/pubs, supermarkets, church, museum and historic buildings. The bus stop is also about 20 minutes walk with buses to Northampton and Milton Keynes.

Next year the ACCEO rally will also be at Towcester but hosted by a different club, so if you are interested we will be glad to see you there. It was a very good weekend.

Pat and David Mayne

Well Impressed

Di and I (Patrick) decided that after fitting the re-fillable gas system we ought to check it out with a trip. So we set out for Dorset and Devon and what an amazing Indian summer we had whilst in Dorset. I had to visit O,Three to have my scuba diving suit repaired.

Crossing the Chesil causeway to Portland a mighty bang and clatter from under the MH accompanied by a shower of sparks and a cloud of soot announced that my exhaust pipe had broken in half.

As luck would have it there was a police car right behind me and in no time at all they had the blue lights on and cones out. They even helped me wire the remains of the exhaust system to the chassis then I had a police escort to a garage on Portland.

The garage had a branch in Weymouth which stocked exhaust systems and would you believe it they had one for an N reg. Ford Transit which had been sitting on their shelf for 15 years (not the Transit the pipe) and judging by the thickness of dust they were right. So MH was repaired quickly.

Meantime the police driver commented that he had always admired the style and design of this type of MH because of the lines and that it was not just another box on wheels and would it be possible to have a look inside, so there I was fitters on the outside and coppers on the inside. Well, they were well impressed, so there you have it, its official, the Boys in Blue approve of Auto Sleepers.

Patrick and Di

Unexpected Travelling Adventures

Our Nissan has been very reliable so far, but, on a recent journey to Cambridge, the air-con started to play up a bit alternating between cold and hot, which was not a good idea for one of the many very hot days this summer. By the time we were nearing Cambridge there was a fairly faint noise coming from the engine, so the next morning we called in at the Nissan garage in Cambridge who, after careful listening on a run round the block, diagnosed worn bearings in the air-con pump. Nothing could be done whilst we were there, but we were advised that we should not have any problems so long as we did not use the air-con.

So we did as we were told, but coming back to Cambridge from a day trip out to the Norfolk coast the noise got louder and louder until I decided enough was enough and we pulled over and phoned our breakdown service. The operator announced that they were very busy, but nevertheless a low loader arrived within half an hour and gave us a piggyback to Cambridge. After the weekend we made further arrangements to be carried back by lowloader to the Nissan garage in Exeter, as the Cambridge one could not deal with us until much later in the week.

The morning of our return to Exeter came and the friendly recovery truck driver loaded us up and started off on the 250-mile trek back to Exeter. Traffic was fairly light and the driver had arranged for us to transfer to another truck in Gordano Services, so he could get back to East Anglia before his driving hours ran out. Meanwhile a Somerset driver would take us back down the M5 to the Exeter Nissan garage. All highly efficient and the whole journey only took about one or two hours longer than usual. When we got to Exeter the service manager was smiling as he welcomed us (perhaps because he knew how much a new air-con pump would cost?). But, whatever, we had got home in comfort and in good time, having enjoyed our time in Cambridge, despite the breakdown. We have to say that all three recovery drivers were efficient, professional and interesting to talk to as they chauffeured us around the country – and think of all that unexpectedly unused diesel in the Nissan's fuel tank.

There is no doubt about it that most truck drivers are highly skilled professionals, and were our 'three knights of the road' good examples? In many respects the answer has to be yes, but there were a few unnerving habits that had obviously developed over the years of pounding up and down the roads of Britain rescuing motorists in distress, which Celia and I both noticed and which had us both pressing our feet into the floorboards on quite a few occasions. Firstly the two-second rule (advised in the Highway Code) was frequently utterly disregarded. The drivers drove so

close to the vehicle in front, when there was one. We both estimated that there was only about half a car-length between us and it was scary when we were travelling at about an electronically limited 56mph. Personally, although I didn't feel at all safe at that distance, at least being high up we could get a clear view of the road ahead, even if we could not have stopped in time if the car in front had braked suddenly. However, the same could certainly not be said when we were following a truck that close with almost zero view of the road ahead.

The other frightening habits these professionals had developed? Well we are all taught for safety reasons to keep both hands on the steering wheel unless needed for a driving function. Did our 'knights of the road' know about this one? Complacency had led to bad habits. Sometimes both hands were on the wheel, but more often than not it was only one hand as we cruised, and on more than one occasion no hands. Sometimes it was caused by complacency but sometimes it was to answer the hands-free phone, which led to doing calculations on the electronic tachograph touchscreen or satnav, grabbing a pen to write down a postcode or which days the driver was to work next week. Hands-free took on a new meaning. The Somerset driver had his right arm in a bandage, having recently just had a plaster cast removed from his broken arm. He used his good left arm to have a rest off the wheel on his lap whilst his bad right arm was either just resting on the top of the wheel or being stretched for exercise. No wonder, when Celia and I are using the motorways we often notice a juggernaut in front of us give a little sway or drift over towards the hard shoulder – it might be because the driver is falling asleep, it might be because he is not using his hands to steer in the correct position on the wheel, or it could be that he is using one of the many electric gizmos that are all part of truck driving these days.

Our roads and standards of driving are said to be amongst the safest in the world and motorways are the safest type of road in the UK, but I wonder how many accidents are caused by the sort of driving we experienced on that day? However, apart from keeping a safe distance from the vehicle in front, the lax steering methods and the communication with office and electronic aids, I have to say everything else about these drivers was first class and their other driving skills should be applauded.

The Nissan was back on the road again quite quickly and we were very grateful to the system that rescued us and took us home. Although the car let us down on this occasion, we have never had anything else go wrong since we bought it secondhand five years and over 70,000 miles ago, apart from a recalcitrant sun visor and three lightbulbs! That's life!
Alan Waugh

VISITING BATH?

Thinking about coming to Bath and are staying on the Marina Campsite at Newbridge? I have a couple of walks you may want to do. These are available on www.walkingworld.com. One includes a spectacular view of the city which should not be missed (walk 6509). I can give you an alternative route from the site if you wish. The other starts by the campsite and includes pubs(walk 4600). If you are a member of walkingworld you can download them for free otherwise you have to pay for them. But don't worry I can download and print them out for you and deliver them to your pitch as I live quite close by.

If you have bikes (or you may wish to walk), a nice ride is the Two Tunnels Gateway. The tunnels are half mile and just over a mile long fully lit with music playing on the long one as you pass by. About 4 miles will take you to the Hope and Anchor at Midford. You can return the way you came but the complete circuit via Monkton Combe and the viaduct coming back along the canal will make a total of 15 miles. It does get busy at the weekend but during the week it is quiet. We had some visitors who asked me to take them and they insisted we did it all again next day.

The route starts very close to the campsite and the Bath to Bristol cycleway starts a couple of 100 yards from the site. I guess the site will have information about the local pubs, shops, park & ride and hospital should you need them, but if not let me know.

Getting into the city is easy, walk or bike along the river, you can divert to the Royal Crescent, the Circus and Assembly Rooms.

Buses are frequent on the main road, but us locals think it is quite expensive unless you have a bus pass, its best to use the park & ride. If you have a pass don't be afraid to flag down the airport bus, it stops all the way to the city and stops outside the railway station where one of the walks start.

The Newton Mill site is farther out, but a footpath can bring you down to the park & ride, but last time I walked through, it was very overgrown and difficult to walk. I can double check this for you.

Let me know if I can help with any information, "not so good on the history", but know the city quite well. Email books@redwink.co.uk or call me 07545 078905

John Morris 2388

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

Liaison Meeting with Auto Sleepers:

Andy (Chairman) and I recently had one of our liaison meetings with Geoff Scott (CEO ASG). The meeting was wide ranging in topics and extremely useful to both A~S & ASOC to keep in touch with new developments, review any problems and to have general discussions on, such as, the future. We also managed to see the completed Kingham & Warwick XL, the increased insulation for panel van motorhomes and the heated water tanks. Investment continues with the latest being a replacement 'state-of-the-art' CNC machine.

Continental LHD A~S Models:

Following my article in last month's newsletter I asked Neville Jelfs, (Honorary Member of the ASOC), if he had any recollection/anecdotes, from his long time in A~S production, regarding Continental van construction. He kindly responded and, with his approval, I copy his reminiscences in full:-

"There was a period in the early eighties when we produced a large number of Renault Traffic Van conversions for France - all left hand drive. We also did a few Left hand drive vehicles, mostly on Bedford vehicles for the German market. I do seem to recollect us producing a left hand drive Clubman on the Bedford Chassis - it caused us more problems than what it was worth, the vehicle you spotted was almost certainly factory produced.

We had to carry out a large number of extra safety features for both the French and German markets, one being that all units had to have rounded corners to the tops, this entailed us fitting hardwood edges around the Formica worktops and rounding the corners. This was very soon carried over to the UK market as it looked and felt so much better. We also had to fit felt pad covers to all protruding catches and sharp objects. All exported vehicles had to have rear seat belts (only lap type) and all loose objects had to be strapped or held in place by some form or other, there was an A4 list of extra bits and pieces which had to be done on all vehicles.

Many became custom and practice when we were introduced to the world of product liability in the late eighties, the only thing which went by the way was the lap belts which were seen as highly dangerous by the many experts who popped up from everywhere when the thought of litigation was mentioned.

I look back to the days of the old VW rear engine VHT and VX50 conversions which had forward facing seats made from wood which were basically loose hinged boards held in place by 2 small 2inch chrome bolts and the cushions

held in place by Velcro and press studs - maybe today's all singing and dancing, folding bed mechanisms are a tad safer?

The true fact is that all motorhomes are very much safer today". - Nev

Cam Belt Replacement:

I read with great interest Ivy & Richard's account of their long European journey (Sept Newsletter). In particular I was sorry to read about the broken cam belt which resulted in the van being garaged for 17 days. If a cam belt breaks in UK it's bad enough but on the Continent it is another dimension and no doubt much more expensive.

Dorothy and I travel on the Continent very regularly and the article confirmed my previous action to book (early) replacement of our van's cam belt - at the next annual service in December. I will feedback if there's anything of interest.

Interestingly the official advice on cam belt renewal I received from Peugeot Customer Contact Centre and my dealer seems rather ambiguous:

- "The cam belt on your vehicle would need to be replaced every 72,000 miles or every 10 years (whichever comes first).
- If the vehicle is used in arduous conditions, your cam belt should be changed every 60,000 miles or every 5 years again whichever comes first."

Neither my dealer, nor I, are aware what 'arduous' conditions really means? Is it high mileage, heavy weight; mountainous roads; continuous stop starts, adverse weather? I think, and hope, that arduous is not associated with the way we use our van.

I trust that other members are aware of the recommended periodicity of their motorhome's cam belt change? You may delay it at your peril!

County Class Models: A~S are longer producing the bespoke Marquis 'County Class' models, as such; but are now rationalising the range e.g. the 'Berkshire' will become the 'Beckford' with the advantage of an end lounge. Marquis will, of course, continue marketing the full A~S range.

Ideas Sheets: Latest Ideas Sheets No. 230 – Overcoming the 20 min Peugeot Radio Switch Off. Total ideas sheets -12,486 issued.

Website: Latest update No. 05/13 contained:

- Ideas Sheet No 230 - Overcoming the 20 min Peugeot radio cut off
- Eligible models added: Kemerton; Silverstone & Beckford

Personal:

After being frustrated with our BT landline/broadband internet service keeping 'dropping-out', and its slow speed; we bit-the-bullet and have transferred to Virgin fibre optic (broadband & telephone only) and their own hub/router.

What a difference! Dropping-out is no longer a problem and we have the added bonus that the download speed has gone from 2Mbps to 30 Mbps and the upload has doubled.

However we now have a lesser WiFi range, than our previous router, and I'm awaiting delivery of an upgraded one from Virgin. Both our computers are hard-wired so there is no problem there; it's only a problem with our other 'devices' that rely on WiFi.

Baz

A Warm Welcome to New Members

Membership Numbers from 8487 to 8533

Pete & Aud Hardy	Stafford	Talisman
Mo & Paula Moussi	Huntingdon	Pollensa
David & Nan Miles	Worcester	Cotswold
Geoff & Wendy Gardens	Kirkwall	Warwick
Gary & Denise Ambage	Liverpool	Duetto
David Bettie & Barbara Boswell	Tamworth	Symbol
Kelvin & Carolyn Bromley	Seaford	Executive
Chris & June Burgess	Ainsdale	Executive
Steve & Sue Mather	Harwich	Cotswold
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