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AUTO-SLEEPER OWNERS' CLUB

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Pitches at Old Barn on I.O.W.

NEWSLETTER 322

July 2015

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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.

IMPORTANT: Contributions from Members are published in good faith in the hope that they will prove interesting and useful. All reasonable care has been taken to ensure accuracy but no modification or suggestion has been tested by the Company, the Club or your Editor. Therefore no warranties are expressed or implied nor indemnities given. You try them out at your own risk.

From the Editor

We are now into the busiest time of the year for rallies and so far the weather has not been at it's best, generally quite windy and a bit on the chilly side apart from the odd days when the shorts come out. At the time of writing this it is hot for a change so summer has started a bit late this year.



We have just got back from a rally on the Isle of Wight which is generally a holiday area and became a mix of holiday and with a few organised events from the rally marshals was a great success. In fact another week on the island would have been good, so that we could visit some of the other attractions that are on the island. Interestingly the ralliers were spread out all over the site (occupying half of the pitches) as my pictures on the front cover shows but we were able to meet up in the Old Barn for get-togethers. It was very successful and I hope that new rally marshals can come forward to continue running a rally there as Ken won't be doing it again. Marshals are the life blood of the club and we should be doing all we can to support them. Interestingly out of 28 units, 12 were new ralliers. Good to note.

This month's newsletter contains quite a few rally reports and has bolstered the newsletter, but I still want to see more contributions from the members to fill the pages. It is always interesting to hear from members that don't do rallies but never the less have regular use of their motorhomes, or do some interesting holidays.

Deadline for the August newsletter is by the 10th of July.

Contributions can be sent to me at daveatasoc@virginmedia.com or via post to my address below. If you are sending by post, please allow time for the letters to reach me as post seems to be much slower now (up to 4 days!), even first is no longer guaranteed to arrive the next day!

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

Following the recent change to paperless Road Fund and Driving Licenses, it is interesting to see paperwork is on the decline, although I have to admit I find it rather disconcerting that almost everything about me is now open to anyone with the 'know-how' to access the information.

Mind you, I don't suppose there are many people who would be interested in anything about me, let alone everything!



A number of times over the past few years the question has been raised whether the ASOC Newsletter should become paperless and be provided to members electronically. Each time, the vast majority of Members have answered with a resounding "NO!" and I am certainly one of them. To me, the enjoyment is sitting down comfortably, reading the Newsletter at leisure and often re-reading back issues. So much now comes over the internet, invariably my interest has waned long before I have even glanced at the content.

With my Membership Secretary's hat on, there are several reasons why the distribution of the Newsletter has to be by post, to all members, but should you wish to receive an electronic version as well, this can be arranged through the Newsletter Editor.

Hopefully July will be a month of fine weather with plenty of time spent in your Auto-Sleeper

Travel safely

Jill

Regalia Update

As some of you remember we tried to get the blue A.S.O.C. windscreen strip (self cling) that you placed on the inside top (or bottom) of your windscreen that Members had requested.

Finally after a lot of searching (and with the help of one of our Members), we have managed to find a company that will do the above strips.

These will be available at a cost of £8.00 + P&P.

Fridge Servicing at the National Rally.

Once again the Dometic Service Engineer attended our rally and serviced a number of members' fridges; he also went further than expected when one of our members who had a damaged part on his fridge, for which he had not got a spare, made arrangements to meet later in the month to complete the job. However the engineer was so concerned that he returned next day with the necessary part to complete the job, travelling an hour each way. I think this was beyond the call of duty and the member and I thanked him profusely.

This year I managed to get the Thetford Service Engineer to visit the rally, where he checked out several van installations and then 'sat-in' on the Friday afternoon Question & Answer session. During our discussions he explained that Thetford, unlike Dometic, have only two engineers covering the country, choosing to train the Dealers own engineers instead and then act in a supporting role should the dealer not accomplish a job.

The Thetford Engineer said that he was very pleased to attend our rally with the opportunity to speak with members, gaining some feedback and stated that he would be very happy to attend again next year.

Mike Valentine

The National Rally Cake Competition

Thank you to everyone who baked cakes for the competition at the Rally.

Results were

1st	Daphne Normandale
2nd	Heather Tidbury
3rd	Ossie Osland Jones

These cakes were auctioned on Friday evening and the remainder of the cakes were sold during Tea/Coffee times in the Stuart Goodwin Hall on Saturday. Monies from both events were added to the National Charity, Christophers' Smile.

Many thanks to all of you who entered the competition and those that bought and ate cakes!

Mo Valentine

Rally Reports

Pontefract Rally

Just a few lines to say what a lovely time we had at the Pontefract rally situated at Farmer Copleys Farmshop. The Rally Marshals Alan Guest, Josie Busby & Peter Booth made us all very welcome and we were all provided with packs of interesting information about Pontefract and liquorice.



The site was held on farm land with access to view all kinds of farm animals and the farm shop had some amazing delicious food including liquorice beer and liquorice ice cream! There were regular buses or trains to many surrounding towns and cities plus a shopping outlet. A really enjoyable rally in an area where there was something different to do each day. Many thanks to all concerned.

Brian & Ruby Sutton 4688

CHEDDAR RALLY MAY 2015

We were pleased to be part of Linda and Brian's team for the Cheddar rally, along with Chris and Jeff. We set off early Thursday morning in order to help with pegging out and setting up the catering facilities (I'm not sure whether it was a case of "too many cooks" or "many hands"). However, we were ready for the deadline of 12 noon with the urn bubbling away, ready for a welcoming "cuppa."

It was a 'do as you please' rally, but we did have an excellent picture treasure trail quiz, which certainly kept us busy searching for clues in and around Cheddar. A bus trip to Wells was also very popular. The highlight of the rally was, undoubtedly, the game of skittles, which soon became a daily event. The overall champion was Brian, but I suppose it was his rally, his game and, of course, his rules!! (Never mind, we will have our revenge - maybe Stratford!) Sunday morning there was a car boot/flea market in a nearby field where the odd bargain or two could be found. We must also thank Polly Hill for Sunday lunch (not literally) but arranging for us to go for a carvery lunch in Cheddar. I think they were a little shocked to be told there would be 30 of us. We were given our own room, so it was nice to be

all together. Afterwards we were glad of the stroll back to the site to work off our large meals!

The rally ended with the usual format, tea/coffee biscuits, quiz results, raffle and, of course, another game of skittles!!

Thank you Linda and Brian for an enjoyable weekend.

Jackie Moss (5639)

Old Barn Touring Park I. O. W.

Have just returned from our first ASOC rally in the windy Isle of Wight. We didn't know what to expect but we need not have worried. Our first encounter in the queue at Southampton docks was Gary and Pat Wanklin who gave us a brief introduction to the ASOCers. Very useful.

Once on the I.O.W. we followed Ken's instructions to the site. (Strangely he directed us from one pub to another and another !) On arrival at the site, we were made most welcome and were shown to our pitch.

During the 7 day rally, we managed – with the aid of our bus passes – to visit a good part of the Island.

We'd like to thank the members who made us so welcome and you'll be pleased to know we booked our second rally to Topsham in August whilst on the Island. We hope to see some familiar faces there.

Mike and Val Pippard (8862)

Have just returned from Isle of Wight a good time was had, most of us went on Ken's walk in Shanklin and then went our separate ways, several of us visited Osbourne House.

It is obviously tiring being a marshal as Ken takes 40 winks. (See over.) Thanks for a great rally.

Diane Leader 2759.



Photos: Diane Leader

We have just had a great week on the Isle of Wight. Using the buses to explore all the haunts. Fortunately we are able to stay on for an extra week as we have so much more to see.

We had the chance to meet a lot of members we had not met before, as well as 12 1st time ralliers. There were so many of us that we were in two groups and went on alternate evenings to gather in the barn. Even so we had great fun and lots of laughs with games and quizzes.

We owe a very big thank you to Ken Bolton and June and Mac McArthur not only for the fabulous rally this year but for all 7 rallies that they have run for us on the Isle of Wight in the past. What a team!

Barbara and Al Bucket. 5829.

Just back from the Isle of Wight on Ken, Mac and June's rally. The ferry crossings were great, not too crowded at this time of year. Buses took us all over the island, in fact every day a new place to discover, lots to see and lovely beaches too.

Ken had more people than usual on the rally, everyone must have known he was running it for the last time. (But word is... there could be other people willing to take it on.) Because of this he had to split us into two groups to take us, on different days, on a bus to a lovely gardens in Shanklin and on two evenings run a quiz and games interspersed with some of his 'amazing' jokes. We all had a very fun time. So thanks again Ken, Mac and June and happy retirement Ken, you've earned it.

Pat Mayne 2818

We've just been on the Isle of Wight
Thanks go to Ken, Mac and June
Their hard work made all go right
With games, quizzes and walks for all.

The weather was kind to us all
After Monday nights' gales and high winds
Later on we had us a ball
With lots of sun and good things.

We travelled the island on buses
And generally had a good time
And gone were the usual fusses
Of taking the vans all the time.

A crew of great ralliers
Made the experience so nice
With friends and no barriers
So once again.....THANKS THRICE

Brenda Jarvis and Diane Leader 2759

STRATFORD ON AVON RALLY - 2nd -7th JUNE

We would like to thank everyone who supported our rally on Stratford Racecourse and made it a great success, our able assistants, Chris and Jeff, Linda and Brian for the use of their tent, urn and teapot for the catering facilities.

A special thanks to Brian for his "now famous" skittle alley, which, once again, proved very popular. I won't say it's pistols at dawn, but games are getting extremely competitive! It certainly has the PHF Factor - Pensioners Having Fun!! Last but not least thanks to Gill, who kindly sold raffle tickets.

Apart from the strong, blustery winds, it kept dry and sunny throughout the rally, so everyone was able to get out and about and enjoy what Stratford and neighbouring towns had to offer.

John and Jackie Moss (5639)

Stratford Rally – 2nd to 7th June

Day 1: We met Jackie and John Moss, at the site just after 9.00am on what was a bitterly cold and windy day. Being on the racecourse there was no shelter from the wind. John, Brian (Ellis) and Jeff battled bravely against the elements to erect the “tea” tent, although from the cosy interior of our motorhome, Jackie and I thought they and the tent were going to take off at one stage.

Despite the elements, all vans were safely sited and tea and coffee was available to warm everyone up! Later in the afternoon John led a walk along the river into Stratford town centre. Some decided to sample the delights of the local hostelry whilst the rest battled their way back against the wind to “base camp”. One person likened the walk to being in training for scaling the north face of the Eiger!!

At 6.30pm everyone gathered round the marshal's tent (suitably attired in several layers of clothing) for "meet and greet" and offered a warm welcome to our "newbies".

Day 2: Although somewhat warmer and sunnier the very strong winds were still blowing across the site. However, Jeff decided to have a go at erecting the safari awning that has been sitting in the loft since we bought "Betsie" over 4 years ago!! With the expert help of Brian and several other helpers and almost 2 hours of frustration, 2 sides of the awning were indeed in situ. However, the wind was such that it was decided to not bother with the 3rd side and the awning was taken down albeit much quicker than putting it up!!

During the day, some either walked or took the bus into Stratford, others ventured further afield to Evesham and some took to their bikes.

Day 3: We were awoken about 6.00am by a strange noise which sounded a bit like gas escaping (thank goodness it wasn't that!!) or someone's water pump stuck on. It wasn't until a little later that Steve Earnshaw told us that the noise was actually a hot air balloon which had taken off quite close to our vans. Steve actually took a photo which looks as if his van is being lifted by the balloon!!

In the evening, the "jacket potato" man came on site and everyone gathered round to enjoy their potatoes with various fillings. They were absolutely delicious! A little later the ice cream van arrived and within a few seconds there was a long orderly queue. Jeff couldn't resist a twin cone with a chocolate flake in each and raspberry sauce (so much for the diet).

Then it was time for the evening entertainment – Brian's very own bespoke skittles alley. Suffice it to say that this was enjoyed by everyone who took part – it was a lot of fun and caused a lot of raucous laughter!

Day 4: Another fine sunny day (still windy). Market day in Stratford town. Arrangements had been made for another feast in the evening, this time fish and chips supplied from a local chippie. Once these had been devoured the evening finished off with another game of skittles. We had two young girls wander over from another part of

the site, curious as to the hilarity going on with these 'old' people. We played until the light was fading rapidly.

Day 5: In the field adjoining the site was a very good car boot sale, which many of us ventured to see what bargains we could find.

During the afternoon we prepared for the final social gathering of the rally. The results of our "Just William" quiz were given out, the raffle drawn, and of course - yes, you've guessed it - a final game of skittles.

Day 6: Everyone left and went on their way, either home or to other sites.

We were pleased that the rally went well and everyone (we hope) had an enjoyable time.

Our thanks to Jackie and John Moss for organising such a marvellous rally and to Brian and Linda Ellis for stepping in when we had to leave early due to our poorly dog Harry, who is now on the road to recovery!.

Chris and Jeff Harrison (7648)

Taunton Rally – Ford Legend.

Firstly a thank you from Betty and I to the members who joined us for the Van Bitz Rally at Cornish Farm in Taunton. The weather was a little changeable however mostly fine but with the ever present cold wind that typified the first part of this year.

A problem had developed with our lovely old Ford Legend after leaving the National Rally at Newark, the dreaded Engine Management light illuminated! Oh woe! This then put the management system into limp mode, painful. We made it to the CCC site in Oxford, asked for information about local Auto Electrician's and was handed a card for Steve Barny a mobile 'Auto Electrician and Mechanical Engineer.' I called Steve made arrangements, we could not have found a more knowledgeable well equipped caring professional. To cut to the chase he rapidly diagnosed a 'hard fault'

on the electronic fuel pump that he was unable to remove with all his extensive equipment therefore the dreaded report, we required a new pump, expensive at £16-1700 plus around 4-5 hours fitting. However because of the age and make of the pump (more of this later) none were available. Steve contacted many of his associates sadly none had a pump or knew of anyone with one. For some two and half hours he charged £45 and refused to take any more as he could not solve the problem. A gentleman!

Our dilemma being we were en-route to Taunton for the rally, could we make the journey? Yes we could but slowly, ever so slowly. Off we went, at times we were down to 15 mph going uphill but we did make it, however there was no way we could limp home. With the assistance of Eddie and Lyn Jones, owners of Van Bitz, we contacted local diesel engine specialists. Sharp intake of breath, Epic pump, oohh! Rubbish pumps.

Despite all the calls it was impossible to repair or replace the pump locally. Therefore a call to the Rescue centre who advised us to call Friday morning after the rally to arrange for recovery back to the West Riding. This we duly did, explained all the advice and attempts we had made and we were provided with a lift back home, Taunton to Huddersfield for the van then home to Hebden Bridge for us, all thanks to CCC Club Care Insurance, their operators and Les our recovery driver of South West Motors.

Once more we could not have had a more caring courteous driver. We left Taunton about 0930 arrived in Huddersfield at the garage about 1530 after an uneventful steady ride at 56mph, Bella our Springer pup was most impressed with Les and took exception on his behalf when a Merc car cut him up by growling most threateningly at this drivers dastardly act!

Now for the technical bit, our lovely old Legend was built on the sturdy Ford Transit in 1997/8 with Fords first attempt at fitting an electronic engine management system to the Transit which was far from reliable, I now know. However ours ran for 17 years with little or no problem. This generation of engines with the Epic fuel pump and turbo was only in production for two years because of faults and reliability hence new replacement pumps are like hen's teeth.

The repairs were carried out by Gledhill Motors in Huddersfield who have maintained and cared for the van for many years. After much research, Maurice the mechanic advised the Epic was expensive to repair/recondition if at all, also liable to further problems therefore advised the practical solution was to replace the electronics for a far more reliable and cost effective mechanical Bosch Fuel Pump and cable throttle system which would take about three days. I gave the go ahead therefore I am more than happy to relate the van drives well with the new setup and we will shortly return to our travels once we have cleaned up, restocked and settled on an itinerary.

For our fellow Ford Transit members with the similar engine system, Mark 5 (smiley front) if similar faults occur there is a solution, a practical reliable conversion that does away with this fault prone and stressful electronic system. It is not cheap, however much cheaper and far more reliable than having the Epic reconditioned but still prone to failure.

Andrew Entwistle

'Tied to the Club'

After over 18 years as a Member of the Club, I have enjoyed roaming around the UK and Europe. In return for service rendered, our motorhomes have been treated to frequent ablutions plus extra accessories. As a joint owner, I have also collected Club Regalia items, however there is one item missing that I really would like – an ASOC tie. Yes, I am still old-fashioned enough to enjoy wearing a tie on certain occasions, so if there is anyone in the Club who happens to have a Club Tie, but no longer has a use for it, please remember me.

It would be my pleasure to reimburse the donor or contribute to the Club's chosen charity.

Thank You

James Bertlin 2770

Open Forum

In my voice of support for marshals, looking to the future, I said the words, "I think, maybe with a new chairman coming along, we can get a "can do approach" rather than a "can't do approach". I hope so, but I have regrets for the anxieties clearly caused to the partners of those involved in the discussion and apologise for that.

Yours Sincerely,
Eddie Jones 3467

RAF Heritage Centre

Whilst at the National Rally Newark this year we visited the Heritage Centre, which is on a working RAF base just north of Lincoln. It was the home of the Dambusters and is currently home to the Red Arrows.

There are several planes in the listed hangar and a small museum. There is no entrance fee, you give a donation. You can't just turn up because it is a working station but all the info is on the internet. Allow about 2 hours

We went for the 11am Sunday tour and were fortunate in that there were only 4 of us, so that we could ask plenty of questions of the volunteer guide, who was extremely knowledgeable. It also meant that I could get into the cockpit of a Lancaster Bomber and sit in the pilot's, radio operator's and navigator's seats. This plane is a restoration project in its very early stages, consequently warnings were given that there was no public liability insurance and entering was all at ones own risk.

Suffice to say I'm still here to tell the tale. I also "flew" a Red Arrow. Mervyn got to sit in Guy Gibsons chair (big deal !) The other 2 people visiting were the son and grandson of one of the Dambusters ground crew who now live in Australia which made it very personal. We enjoyed our visit so if you're at all interested then look it up

Irene Kitchin 5698

Deputy Editor Wanted

As you may know, we have been operating without a Deputy Editor for some time and I have made it clear to the committee that I shall not be renewing at the end of my term, so we will need a new Editor in 2 years' time!

It makes sense that we now find a prospective Newsletter Editor who can cover for me a couple of times a year and also if I get sick or similar. The club has a copy of Microsoft Publisher and I can provide templates that are available for Publisher although I use my personal software Pageplus.

I will be happy to guide him/her through the process of the Editor's job and am willing to do the Deputy job afterwards. As Deputy Editor you will not be on the committee but should have a good sense of how the club runs by being an active member. Please give this some consideration and contact me if you want more details.

David Mayne

Boxer Battery Problems

With reference to Derek Willbourne's problem in the April Newsletter regarding the battery in his Broadway, I do not think he is doing anything wrong as such, but it would seem that the battery is discharging in too short a time. With such a new vehicle, it would be most unlikely to be neither a faulty battery or alternator, which would still be under warranty. However the alarm will be using current 24/7 and if the alarm on/off switch is on a remote control, the alarm uses current even when "off". I would suggest that Derek might like to try not using the alarm for a while to see if that fixes the problem or get the dealer who fitted the alarm to check its consumption. If this does not find the cause of the problem and the battery is still losing its charge, it looks like a warranty claim to the supplying dealer.

Albert Brown

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

Driving licence – Paper Counterpart.

As you will be aware Driving Licence Paper Counterpart is no longer required/available.

However, there is a potential problem should you need to hire a car un-expectedly; especially when abroad!

You may wish to cut out the following as an aide memoire (*copied from the DVLA website*) – and keep it with your other papers?



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Driving Licence Counterpart:

“From 8 June 2015, you may wish to check with the hire company what they need to see when you hire a vehicle. If you’re asked for evidence of what vehicles you can drive or confirmation of any penalty points, you can request a ‘unique code’ from GOV.UK which allows you to share your driving licence details or you can download a summary of your driving licence record. The code lasts for up to 72 hours and will allow the hire companies to make any necessary checks.

If you cannot generate a code online then you can call 0300 083 0013 and DVLA will provide you with a code.

Alternatively, you can call DVLA on 0300 790 6801 and leave permission for your driving record to be checked verbally by a nominated hire company. This also applies if you have a paper licence that was issued before 1998.

Not all vehicle hire companies will ask for this information and we advise that you check with your hire company.”

---oooOOOooo---

For personal details:- <https://www.gov.uk/view-driving-licence>

My Driving licence No.

My N.I. No.

My Post Code

Further information:- www.gov.uk/dvla/nomorecounterpart

Any other details you may wish to add:-

Ideas Sheets – The following Ideas Sheets have been approved:-

- No. 236 Strengthening the 'pull-out' sofa bed
- No. 237 Improve habitation heating in the Bourton Cab
- No. 238 Improvement to a Symbol's single bed
- No. 239* Overcoming Peugeot Auto 'Radio-off' Coachbuilts* (X290 2015 – on)

***Peugeot X290 Radio**

Unfortunately Ideas Sheet No. 239 for the X290 (*aka X250 face lift*) radio is only applicable to the coachbuilt chassis cab.

It would appear that the X290 panel vans have a different model radio which does not have the software option to over-ride the standard 20 minutes delay.

N.B. Mercedes still has the same 'cut-out' problem.

Website updates:

- 04/15 **Technical** - Ideas Sheets 236 – 239 added
- 04a*/15 **Rallies** – Isle of Wight rally report & photos added
(*Supplementary)

Yours aye

Baz Wellard.

Broadway Update

Just come from Stratford rally and A/S on the way back.
Alan Curry was very helpful and has reprogrammed with updated software.

He also refitted my water filler cap that was under the seat to outside so I can manual fill and reprogrammed step so it does not automatically pop out every time I switch off ignition, (it still goes back up automatically as ignition is switched on). Suits us as we use a plastic step mainly for the dogs.

Now we wait and see ?

Brian Ellis

A Warm Welcome to New Members



Membership Numbers from 9110 to 9138

John Taylor	Leicester	Nuevo
Lionel & Heather Allery	Lymington	Stanton
Sam & Jenny Elsbey	Hailsham	Symphony
Keith Maktin	Osbournby	Broadway
David & Pam Newcombe	Exmouth	Duetto
Roy & Sally Friend	Southampton	Broadway
Terry & Hilary Pearce	Congresbury	Burford
Peter Stone & Alison Martinson	York	Kemerton
Ruth Carty	Waterlooville	Trident
Greg & Jennifer Tocher	Dundee	Nuevo
John & Maureen Warner	Gosport	Nuevo
Chris & Vivki Willis	Folkestone	Kingham
Peter & Christine Linley	Clitheroe	Nuevo
Jim & Margaret Palmer	London	Symbol
David & Lynn Heath	Willington	Kingham
Keith & Felicity Marshall	York	Nuevo
James & Eileen Rycroft	Kirkby-in-Ashfield	Gloucester
Cecil Wain	Derby	Symbol
Peter & Anne Beirne	Stratford upon Avon	Mezan
Steve & Lyn Evans	Braunton	Executive
John & Margaret Freeman	Norwich	Kingham

Derek & Suzanne Farmer	York	Broadway
Derek & Patricia Green	Leeds	Warwick
Rob & Linda Mattock	Derby	Talisman
Mike & Julie Ogle	Alfreton	Topaz
Hayden & Doreen Lias	Coventry	Sandhurst
Gareth & Lynne Lewis	Cardiff	Nuevo
David & Rita Hall	Exmouth	Broadway
Royston & Ina Hart	Cinderford	Nuevo

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



We have a spare Peugeot pack of handbook, service book and suchlike, in its original plastic folder, for a Peugeot Boxer of the vintage following 2011. We purchased this (at the exorbitant price of £60) because we thought we had lost ours. Of course it turned up again, didn't it! However, if someone has REALLY lost theirs, then they may be interested in contacting us. We're on email at nrclarke@talktalk.net and 'phone too (01538 722443).

Thanks. Noel and Glenn.

Hi there, I had an Autosleeper Clubman 1997 which I sold last year, nothing wrong with it but grandchildren meant bigger van needed!

I have a set of infill cushions which were given to me by a couple in the village where I live. When I sold the van, the original infill cushions went with it, I believe in authenticity.

So, I have a long bench seat back rest with the board in it, the 2 small infill cushions plus the 2 square ones used to extend the single beds. All are in excellent condition .

If anyone in ASOC would like them, they are free to a good home as they were free to me.

Ideally I would like them collected, I live in Hallow, near Worcester. My phone number is 07834047450.

Regards Carole Gibbs