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# ***AUTO-SLEEPER OWNERS' CLUB***

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**Rita's Little man  
Available in Regalia**

## ***NEWSLETTER 329***

## ***February 2016***

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<b>Contents</b>		Motorhoming Through 2015	12/13
Committee Details	2	Run your own rally	13
From the Editor	3	Batteries in Motorhomes	14/17
Chairman's chat	4	Tech Group and Web	18/19
National Rally Update	5	New Members	19
Leaving	5	For Sale	20
Whitemead 2016 re dogs	5/6		
A misguided Concept	6		
It's not just Rallying	7		
And More	8		
3 Cheers for Red Pennant	9		
Post Christmas Musings	10/11		

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



I am pleased to say that quite a few members have been “rallying” around to provide articles for the newsletter, when there is little going on at this time of year. Thank you.

Perhaps some members are still using their motorhomes during the winter months and it would be nice to hear from them on what they are up to.

You will find an interesting article from Peter Brown about batteries that occupies 4 pages of this newsletter, which I hope you will all find useful.

Remember it is always good to hear from any member who has something to say that would be interesting to other members, that’s what the newsletter is about so please keep up the good work.

**Deadline for the next newsletter is by 10th February** and contributions can be sent to me at **[daveatasoc@virginmedia.com](mailto:daveatasoc@virginmedia.com)** or by post to my 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](mailto:daveatasoc@virginmedia.com)**.

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## Chairman's Chat



By the time this Newsletter reaches you, I hope the country has at last dried out. The horrendous floods which hit Cumbria at the beginning of December and for too long, did not look like abating, with the floods returning and spreading to Yorkshire, Scotland and many other areas, are still causing major problems. At the time of writing, it is raining, but fortunately not with the same intensity.

It would appear that many of the hardest hit areas rely heavily on tourism, therefore they are going to need plenty of support in the months to come. Many smaller businesses have been able to re-open, although near us, two hotels were so badly damaged they may not be open for Easter. The well publicised A591 which links South & North Lake District will be impassable for several months, resulting in severe disruption for locals and tourists alike.

I suspect many members who usually try, like us, to use their motorhomes throughout the year, have been forced to curtail their activities recently and perhaps it is a good opportunity to give vehicles some tender loving care, in readiness for the blue skies and sunshine, which hopefully we can look forward to before too long.

Safe (and dry) travelling

Jill

## **National Rally**

Oops. Please note the phone number given on the National Rally form for Keith Ross should read 01909 509729.

Sorry for any inconvenience caused.

Keith Ross 4982

It is with great regret that Heather and I have had to sell our beloved Windsor and have to leave the ASOC.

Heather is unable to walk very far and not allowed to ride her cycle, so we could not leave any sites that we visited. This restriction and the pain she is in has meant an end to our travels of the last 8 years. We have many happy memories to cherish and I will close by wishing you and all of the members a Happy and Prosperous New Year.

Kind regards *Mike and Heather*

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## **To All our Friends and everyone in ASOC**

It is with sad regret that due to health problems with my wife and myself over the last year we have sadly had to sell our beloved VW Clubman.

We have made a lot of friends over the years and had some great times on the Rallies with you, we will miss you all. Best to you all for 2016

*Trevor and Audrey 5652*

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## **Whitemead Rally March 2016 “And dogs”**

Linda and I went on the rally in 2015 and the organised walk along with Amber and Jaffa, our dogs who were 14 years plus at the time. Amber sadly died July 2015.

We dutifully followed the group as they knew where they were going. The route was part walk part bus ride through forest and towns. We enjoyed the rally and the trip and look forward to doing it again.

The last leg was on a local bus back to the site.

As we piled onto the bus, Linda led the dogs while I paid the fares.  
No problem!

As we disembarked however, the driver quite sharply commented that we had dogs.

We asked if we should have paid for them. Some services do charge. He said, "no but they should be muzzled, company rules because of a previous incident".

Obviously we weren't aware of that and how were we supposed to know as we weren't locals.

He then pointed to a large sign on his cab door, which we hadn't spotted despite its size and large bold print, (Should have gone to spec saver, comes to mind).

Fortunately he hadn't seen the dogs going on or we would have had a long walk back to camp.

The point of this letter is that if anyone is taking a dog to Whitemead and considering bussing while there, you may have to muzzle your dog on "certain" buses.

I have just purchased a "soft" muzzle for Jaffa on line from Amazon (Pet Touch)

Plus a packet of Polo's to bribe him. Works every time.

If you have a dog, consider carrying a soft muzzle just in case.

It would be a shame to miss the trek and even more to have to forgo the bus ride and to walk back.

*Brian Ellis*

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### ***A Misguided Concept??***

I was somewhat perplexed to read Bruce & Pam Manning's reason for quitting the Club – is it me or are they actually suggesting that 'rallying' and 'doing your own thing' are mutually exclusive? In the UK we often use CLs and CSs, as well as the larger sites, either around a rally we are attending or not. We also stay on Aires, Stellplatze, municipal and commercial sites when abroad; again either around a rally or not depending on our plans.

It's great to experience local cuisine, visit historic sites and chat to the locals, isn't that what most of us go abroad for? And IN ADDITION to all this it's fun to catch up with friends on rallies and swap experiences.

Obviously not everyone chooses to rally and that's fine, but to suggest an either/or situation is completely mistaken. Rallies are great fun but if there is an idea that we all wander around the UK and Europe going from one rally to another like sheep is misguided.

We like to meet up with friends within the Club, we like to meet up with friends who camp who are not in the Club and we like to go off and explore on our own. We even (shock horror) go off on cruises, city breaks and occasionally chase the sun. We're not unique in this and I for one actually object to being labelled 'introverted' just because I belong to ASOC and like to rally.

*Chris Maudsley*

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### **It's just not only about rallying.**

Have you ever sat in your vehicle in the middle of a wood, no phone signal, not another person in sight, put your keys into the ignition, turn the engine to hear the sound 'click'? Well this happened to us in our 6 month old coach built Elddis on a Peugeot Boxer chassis. This was the first of many such incidents over the first year of our ownership until at last our local Peugeot garage checked back through the recall information and found that rain water from the bonnet needed a diversion pipe fitted to prevent it going straight into the ignition switch. Although we had brought the vehicle new the chassis was in storage awaiting conversion when the recall took place so it quite simply missed the recall.

After five years we decided to trade in our Elddis and return to Auto-sleeper.

After the experience with the Elddis it was a no brainer to join the Auto-sleeper Owners' Club so we could network with other Auto-sleeper members and keep up to date with the technical information provided through the magazine and website. For these two reasons alone we considered membership was well worth the annual subscription.

*Keith and Janet Ross 4982*

## **And More**

I was sad to read the letter in the December newsletter from Bruce and Pam Manning regarding their not renewing their membership because they weren't interested in rallying.

Michael and I started caravanning in 1970 and joined our local District Centre, as well as the Caravan Club, that same year. We learned much about caravanning and people were so helpful on all the rallies we attended. We were at work then so weekends were spent rallying. I have to admit after a few years we noticed that things were getting a bit 'clicky' and if we didn't attend any function arranged at the rally, we were frowned upon. So we eventually just caravanned on our own for holidays.

The opportunity to change to a motor home arose in 1995 and we took it – we'd had a taster of using one when we had a holiday of a lifetime in Canada, choosing to tour with a m/h rather than motel or hotel it. We joined the Camping and Caravan Club straight away, then the Owners Club of that particular make a year later. We rallied a couple of times but we were more interested in any information we gleaned from the newsletters. We could write about any queries and someone was sure to have had the same problem. They were a great help.

We bought our first Auto Sleeper m/h in 2002. We joined the Owners Club immediately, knowing we could gain much information from articles in newsletters etc.. Hold two hands up and that's probably about the number of times we've rallied because, like the Mannings we usually go it alone.

However what we didn't foresee was that on a couple of the rallies we did attend, we made friends with two separate couples – and have stayed very much in touch. In fact it's rallies now that we can attend where we can meet up with the friends that still have an Auto Sleeper m/h.

My point is that just because you're in the Owners Club you don't necessarily have to rally, but you can keep up to date with any new information or technology going on. All rallies are worth running, but for the

individual, some are possibly of more interest than others. They get you to places you would not be able to go to and stay with a m/h. We use all facilities in our Nuevo so green field rallying is no bother to us.

So anyone new to the Club, just remember to try a rally or two. You may be surprised at the new friends you make and keep in touch with.

*Jean Shaftoe 4546*

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### **3 Cheers for Red Pennant !**

Towards the end of a superb ASOC Rally in the spectacular Savoie region of France, I suffered the misfortune of a knee injury following a fall in the Caravan Park Restaurant and Bar – no it wasn't due to the wine consumption!

For a change, as usually I tend to be somewhat obstinate, I accepted the very sensible advice of one of the Rally participants and having settled at Camping-Chalets "Ile des Barrats", our next planned stop, I reported into the Madison de Sante de Chamoix Hospital, which conveniently, is located opposite the entrance to the camp site - *I really had no excuse!*

After consultation with two Doctors followed by X-rays, other than a rather painful knee and reduced mobility, the unfortunate incident was actually without much stress, thanks to the excellent service received from Trish Boardley in the Travel Department of the Caravan Club.

Her advice and support was exceptional as was the medical attention in the hospital. Both Trish and the Medics recommended an extension to our stay, which Jill and I had already considered, so this was gleefully accepted.

The added bonus of taking out the Red Pennant Motoring and Personal Insurance Policy was that the whole of the claim was met in full (less the adjustment to the rate of exchange applicable at the time) and of course we enjoyed the benefit of being able to spend a few more days in the spectacular beauty of Chamonix, France.

*James Bertlin 2770*

## Post Christmas Musings

You know what its like, family/friends ask what you would like as a gift on the 25th Dec/birthday morning, and you in your mind are about to say 'Haven't a Scobie!!'

Well now you can ask for a Maglite LED '3rd Gen'. Torch.

My it is certainly a Beast, with a Brightness of 524 Lumen and a beam throw of 366m+ on full power.

It has 4 Modes of operation, *General*, *Outdoor*, *Law*, and *Tactical* each with three beam intensities dependent on the number of on/off button clicks!

I tried it out on Xmas Day evening and was amazed at the beams throw, so much so that I was not surprised to get an e-mail from Belfast Coastguard telling me to PUT THAT LIGHT OUT!

When Andy one of our sons asked on the 19th what I would like for Xmas I said 'A replacement LED bulb for my existing 2'D'cell Maglite at ~£10 an ideal token gift, you can imagine my surprise when the Postie brought a fair sized box to our door on Xmas Eve.

All this packing for an item the size of a festive sprout? I mused, then when handed it thought 'No, not a bulb but the full torch'.

So in an unusual move for a Scotsman I immediately rang Andy's mobile to thank him for my gift!

(New Years Resolution 'Must not get carried away with generous moves/actions')

So now you know, always keep a list of the gifts you would like, ranging from a replacement bulb to perhaps a new M/van, should anyone ask

*'What would you like for ...??...?'*

On our latest trip UP North on crossing the 1km long Cromarty Firth bridge we were unlucky enough to disturb a largish piece of detritus metal sheet from the relatively narrow carriageway edge which on being caught by our front nearside wheel proceeded to remove the

waste water drain tap and tube before exiting to the rear to be further mangled by a closely following 18 wheeler!

When, several hours later, I returned to look for the missing pipe I found the offending detritus. It turned out to be about 1m x10cm in size weighing in at least 1kg so we were lucky it appears to have done minimal damage that is easily fixed providing one is fit enough to get under the 'van to access the spigot which thankfully is still attached to the waste tank. I will make sure a replacement is re-fixed leak-proof, but not too firmly, should the same thing happen again.

The original one was torn free from its clip and supporting cable tie and must have fallen off somewhere between the Bridge and Rosemarkie where I stopped to check for any damage as you takes your life in your hands to stop on any section of the A9 unless in an area well away from the carriageway!

So 'till it is fixed I will have to park on gravel or grass.

So the moral is 'Keep out of the Gutter while watching out for "White Van Man" coming the other way'!

A guid New Year tae ane an' aw  
An' mony may ye see!  
An' durin aw the years tae come,  
O happy may ye be!  
An' may ye ne'er hae cause tae mourn,  
Tae sigh or shed a tear!  
Tae ane an' aw, baith great an' sma,  
A hearty, Guid New Year!

*Ricky Smith 1533*

## Motorhoming through 2015 ... and into the New Year

As we come to the end of 2015 and begin looking forward to making plans for 2016 we find ourselves looking back on our motorhoming year. Reading the December magazine has prompted us to say thank you to all ASOC members who have worked so hard for our club throughout the past year. We only managed five rallies this year, as June and July saw our van off the road with a broken gear box. However, we enjoyed three rallies before calamity struck, and have enjoyed two more since as well as using the van regularly for other jaunts on our own.

Our first rally of the year was to the steam railway at Quorn and 'Bill's Birthday Bash' – a great fun weekend with steam train rides and good company, all well planned by Bill and Elizabeth Grimsley. The following month saw us off to the National Rally at Newark, another full weekend thanks to the hard work of Barbara and Al Buckett and their excellent 'team'. May took us to Somerset and saw us assisting Andrew and Betty Entwistle at VanBitz near Taunton. Another excellent rally so well organised by Andrew and Betty that we didn't need to do too much assisting. We went on to enjoy a lovely stay in Bath afterwards, and it was following this trip that the van needed its essential repair – a job that took longer than expected due to the lorry blockades in Calais holding up transport of VW parts from Germany.

Once on the road again and some rally plans shelved, we successfully tested the van on some jaunts of our own before heading to Scotland in August. We had a wonderful holiday exploring the delights of the Galloway coast and countryside before ending up at the Stranraer rally and more exploring of this beautiful corner of SW Scotland. Aided by the excellent local knowledge and advice of Ricky and Ann Smith we visited many places around Stranraer and the Galloway Peninsula. Autumn brought some welcome sunshine and more trips 'doing our own thing'. Our rallying year ended with another visit to Somerset and to the Burnham on Sea November Carnival rally. Brian and Linda Ellis made sure that the rally ran smoothly, and that we were all fully informed about events on site and in town over the weekend culminating in the spectacular illuminated parade on the Monday.

Now, here we are looking at the provisional rally list for 2016 and making plans for the New Year. It is therefore a timely opportunity to say a big thank you to all the rally marshals and helpers who ran the rallies we attended this year, as well as all those who worked hard to see that all the other rallies were enjoyed by members.

May we wish all our ASOC friends a Happy New Year, and look forward to meeting somewhere in 2016.

*Helen and John Greenwood*

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### **Run your own rally**

Looking forward to 2016, we plan to run the Brean and the Burnham rallies again.

Rallies organised by a number of other members have also been confirmed or are pending, and we are looking forward to attending some of those ourselves through the year.

Sadly, Dartmouth rally came to an end this year leaving a vacant slot.

Rallies are very much what clubs are about and there is scope for more with many possible locations or events that could be introduced.

If you know of somewhere and have ever thought of running a rally, can I say, "Go for it".

How much effort you put into it depends on you. If you want to organise walks, meals and activities, you can but a basic rally, where members just do their own thing, can be just as welcome and inviting.

If you are unsure whether you could cope, remember, all rally marshals were novices once and at rallies, members will step up to help so you won't be alone.

*Brian Ellis*

## **Batteries in Motorhomes**

I am prompted to write this by the piece published in the December 2015 issue of the ASOC Newsletter entitled Battery Problems in Modern Vehicles.

During my 40 years in the telecommunications industry I was responsible for designing and maintaining rechargeable battery backup power for telecommunications equipment and buildings.

This is a vast and complex topic so please accept that to make this article understandable to the lay man, some of my explanations will be technically imperfect.

### **Introduction**

Vehicle chassis have a 12v battery installed to start the engine and power equipment such as lights, the battery being charged by an alternator driven by the engine. When vans were first adapted for habitation purposes it was convenient to tap into that power source for habitation purposes but it soon became apparent that the habitation equipment could discharge the battery to the extent that the vehicle couldn't be started.

To eliminate the risk of flattening the vehicle battery a second battery was introduced to separately supply the habitation (leisure) electrical circuits. The concept of the 'split charge relay' emerged whereby an electrical device would operate when the engine was running and would take the output from the alternator and split it to charge both vehicle and habitation batteries at the same time.

The next stage of development was to install a 230v mains powered battery charger that would, when a 230v supply was available, allow the habitation battery to be charged without the need for the vehicle engine to be run.

Over the last 30 years that simple electrical installation has evolved into the sophisticated power supply and control/monitoring systems that are fitted to new motorhomes today.

### **Type of Battery**

There are several different technologies that can be used to manufacture the sort of batteries that are used in motorhomes but I am just going to

discuss the one that will be found in over 90% of installations, the lead acid battery.

A lead acid cell comprises of a container with two lead plates immersed in an acidic electrolyte that when charged has a nominal voltage of 2. When a voltage is applied across the plates the cell will charge and store energy.

When a load circuit is connected to the plates the cell will discharge and give up energy. Higher voltage batteries are built by connecting cells in series, a 12v battery having 6 cells.

12v Lead acid batteries can be designed and constructed to different performance specifications. Vehicle starter batteries are designed to give very high currents for a short period of time and to recharge very quickly.

Leisure batteries (also called Deep Cycle) are designed to supply a much lower current over a long (days) time period, they also take a correspondingly longer period of time to charge.

### **Choice of Battery**

There is no choice of battery for the vehicle, it must be of the starter type to supply sufficient current to operate the engine starter motor.

For a boat, caravan or tent that is going to be unable to connect to a charger for more than a couple of days then for habitation purposes a deep cycle battery is best as with careful use the life of the charge can be extended over several days. A discharged deep cycle battery will take a couple of days to recharge so it is usual to have a spare fully charged battery available in this scenario.

For a Motorhome (or any of the above that is mainly on 'hook up') a general purpose habitation battery of 'starter' construction is best. This is because the typical user will very rarely deeply discharge the battery and wants rapid charge whether from the engine alternator or the mains powered charger.

Also when on hook up the habitation energy is actually taken from the 230v mains via the charger and the batteries purpose is to level out supply and demand, a fast charging 'starter' battery being better suited to this purpose than a slow charging 'deep cycle' one.

## Maintaining Battery Condition

### Vehicle Battery

In normal domestic and commercial vehicle use, the vehicle battery will look after itself. In the world of motorhomes there are three potential cause of problems:

- Discharge during storage – the base vehicle manufacture will recommend disconnecting the battery if it is anticipated it won't be used for 4 weeks or more, the Mercedes Sprinter chassis has a switch fitted for this purpose and it's something I always do to our cars when away for the summer months or leaving at an airport when I want to ensure starting in the middle of the night! Obviously any alarm circuitry will be deactivated and that is more than likely to have insurance cover implications. There is an 'urban myth' that disconnecting the battery will cause memory loss in the vehicle control unit – that is not true.
- Sulfation – this occurs when a vehicle is used with load hungry accessories such as headlights and screen heaters on but the engine mainly idling as in a city or the battery is simply allowed to discharge and is not then recharged. The only prevention for this problem is to keep the battery charged. Several companies offer anti-sulfation devices that apply pulses to the battery terminals to prevent and reverse sulfation. Such technologies cannot effectively reverse the condition once present. Manufacturers offering these devices take the "one size fits all" approach and the method is unscientific. A random service of pulsing or blindly applying an overcharge can harm the battery in causing an overcharge condition and promoting grid corrosion. In addition these devices take their power from the battery itself and actually make matters worse.
- Overcharging – When a battery becomes fully charged the electrolyte gasses off. Current manufacturers of 'Intelligent Chargers' will say that their devices recognise the point of full charge and switch off before gassing occurs. Irrespective, time and time again people leave chargers on permanently for several months with no habitation load. The electrolyte disappears, the plates overheat and warp and the battery is destroyed.

An adequate state of charge can be maintained by regular vehicle use with low electrical load, storing the vehicle with a solar panel charger connected (this won't overcharge as there is discharge during the hours of darkness) or intermittent 230v mains charging (say 8hrs charge in every 7 to 14 days).

### Habitation Battery

The key to maintaining the condition of a habitation battery is 'intelligent use'. By that I mean being aware of how much you are using and how much you are charging the battery.

Many habitation batteries, even if of the general purpose starter type construction, will not have sealed cells. The top of the battery will have a vent into which a tube is plugged that vents to the outside of the vehicle and through that the cells will lose electrolyte by gassing and/or evaporation.

The level of electrolyte should be checked regularly to ensure it is at or above plate top level and if it has dropped, it should be topped up with deionized water.

When living in the van on hook up, the battery will pretty much look after itself. When not on hook up, make every effort not to fully discharge the battery – learn to be very good at switching off items that are not being used and be conservative in the use of lights. If the van is not being driven regularly then an 80 – 100w solar panel will extend considerably the life of the battery charge.

When in store the potential problems of discharge state/sulfation and overcharging are the same as for the vehicle battery

### **Battery Mate**

Until the latest generation of motorhome appeared, ancillary charging was aimed at the habitation battery. There is a device available called a Battery Mate that will allow the vehicle battery to take charge from the habitation charger/solar panel. This is a very simple and effective device that 'mirrors' the function of the split charge relay when the engine is running.

*Peter 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](mailto:technical@asoc.uk.com)

## **New Auto Sleepers Corinium range:**



Auto Sleepers have developed a new range of coachbuilt models called the Corinium.

They are built on the Peugeot chassis using the AL-KO lightweight aluminium extension chassis for the first time. Two will be launched at this month's Camping, Caravan and Motorhome show at the Birmingham NEC – 23<sup>rd</sup> –

28<sup>th</sup> February 2016.

Initially there will be the two model options, followed by a third version offering an Island Bed. The latter should be available in the mid summer.

Further details in due course.

## **Tyres:**

As I've mentioned before I suggest you do not leave buying new tyres until the spring. The availability of motorhome/caravan tyres usually becomes difficult due to the huge demand at the beginning of the season. Re-supply from manufacturers can take a long time to satisfy the demand.

The legal tyre limit is 1.6mm; but I understand that in wet weather it can take an extra two car lengths (8 metres) to stop at 50 mph than if the tread was 3mm. The general recommendation for safe driving is a minimum of 3mm and to replace tyres between 5 & 7 years. Accordingly, I have just changed my front tyres at 5 years old and 3mm tread.

## **Ideas Sheets:**

The following Ideas Sheets are awaiting review by Auto Sleepers:-

- No. 240 Alternative Thetford C-402C R Toilet Flush Repair
- No. 241 Prevent a Bike Rack Damaging a Panel Van's Side

## Website updates:

- **01/16 Rally List:-**
  - 2016 rally list & spreadsheet

Yours aye  
*Baz Wellard*

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## A Warm Welcome to New Members



Membership Numbers from 9366 to 9381

Sue Brasher	Cheltenham	Dorset
Paul Rodway	Billingham	Pollensa
Roger Darlington	Chorley	Winchcombe
Stephen Underwood & Jean Baker	Southampton	Nuevo
Lesley Baggaley	Derby	Broadway
Geoff & Sue Smith	Wigan	Warwick
Alan & Janet Chamberlain	North Walsham	Pollensa
Alex Johnson & Carol Gillard	Swindon	Broadway
Barry & Sue Pladdys	Sittingbourne	Nuevo
Neil Renton & John Hogg	Edinburgh	Nuevo
Alec Sutton & Penny Glover	London	Broadway
Paul Donovan & Barbara Waters	Port Talbot	Executive
Peter Dunn	Exeter	Trident
Jimmy & Sheila Hayes	Nr Rye	Trident
Jimmy & Margaret Jackson	Wigan	Duetto
Stephen & Gillian Thomas	Rugeley	Nuevo

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



Thanks for your  
Donations .

## **2005 Auto-Sleepers Symbol For Sale**

**2.2 HDI TD Manual Peugeot**

31,000m

Taxed August 2016 MOT 2016

Shower,cassette toilet,

3 x burner cooker,

gas/electric water heater

Diesel Eberspacher D2 room  
heater

Wardrobe,Blinds, Flyscreens

Fresh and Waste Water Tanks.

Status TV Aerial.

Fiamma Wind out Sun Top,

Cycle Rack,

1x6kgs and 1x3kgs Propane

Cylinders.

Full Service History..

**Reluctant sale due to  
advancing years of the  
owners**

**Tel.01953 882 365. (Norfolk)**

**£20,500**

Ian & Winifred 7544

## **Pair of short stem wing**

**mirrors** for Peugeot Boxer

2006 to 2014, as new £150.

Phone John on **01268 799133**

**or 07895366367.**

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Never fitted, and no longer needed, a **spare long n/s seat & rear for a Talisman GLS** (*circa 2002 – 06*); covered in Artimus material (*green & light fawn pattern*). I can bring them to the National Rally or can be collected from Fareham, Hants. A donation to the Club's chosen charity would be welcome please.

Baz Wellard **01329 231259**  
**baz.wellard@virgin.net**

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**Reg No: HX62JZM** build no:39.

If the owner of this vehicle is a member of the Auto-Sleepers Club, I have some parts available for this vehicle. If you would like to contact John on

**01268 799133 or**

**07895366367.**

Thank you.

John Duce membership

no:8043