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AUTO-SLEEPER OWNERS' CLUB

*A Company Limited by Guarantee
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New Regalia List is available from www.asoc.uk.com

NEWSLETTER 331

April 2016

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Two Committee Member Vacancies			

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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



Enclosed this month is the 2016 AGM agenda, 2015 AGM minutes, Accounts for 2015, and the 2015 Open Forum minutes. Embedded in the newsletter are the official annual reports from the committee members.

If you are planning to go to the AGM at the National Rally at Newark, you will need to bring the loose papers and also the April Newsletter for use during the AGM. So when you have read them, put them in the Motorhome so you don't forget.

I am very pleased with a good number of contributions for the newsletter, especially for this time of the year and I am looking forward to many articles and reports (and photos) from the membership so that I can fill the Newsletter, please!

On a personal note, I am disappointed that there is nobody out there that would be interested in picking up the job of Newsletter Editor and/or Deputy (not a committee member). Anyone that has used desk top publishing software or even Word (which is how the Rally Supplement is done by Neil Rogers) should find it easy. I will be leaving the committee in May next year, and would be available to help any transition, preferably sooner rather than later.

Deadline for the May Newsletter will be by 10th April and all contributions can be sent to me at daveatasoc@virginmedia.com or by post to the address below.

David Mayne

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

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

Please acknowledge both author and source.

Chairman's Chat

Easter has passed, British Summer Time has started and hopefully the Spring weather will blossom and encourage us all to get out in our Auto-Sleepers.



There has been correspondence in recent Newsletters from members who rally and those that don't. For those who prefer not to, we are endeavouring to make the Newsletter more appealing, encouraging additional Dealers to offer benefits for Club Members and, of course, the ongoing technical advice continues to be available.

For those amongst us who do rally, we already have a varied programme in store covering all corners of England from Somerset, Cornwall, East Sussex and Hampshire, through Staffordshire, Buckinghamshire and Cambridgeshire to Lancashire, East, West & North Yorkshire and Co Durham. There are the show Rallies at Peterborough, Malvern, Shepton Mallet & Lincoln and of course, two overseas rallies in Ireland and Germany. Scotland and Wales seem to be absent from our list this year, so perhaps there are members out there who could rectify that?

Most rallies are very 'laid back' and a great opportunity to visit places you may not otherwise go to. But whether you rally or not, I hope you all have a lovely season enjoying your motorhomes and I look forward to seeing as many members as possible at the National Rally at the end of the month.

Safe Travelling

Jill

It is with sad regret that I have made my decision to sell my Talisman. However I will never forget the good times spent with my late wife Joan and the friendships made on the Rallies over fifteen many happy years.

Wishing you all the best for the future.

Peter Booth 4221

Handbook Amendment

The committee recently agreed an amendment to clause 34 of the By-Laws to simplify understanding of the spacing requirements between units on club rallies.

The clause used to read:

34. Rally Marshals shall therefore, if possible, space units 6 metres, or 20ft, between facing walls of adjacent motorhomes and not allow density to exceed 20 to the acre. For exempted rallies less than 3 metres between the edge of units is not permitted in any circumstances.

The clause now reads:

34. Rally Marshals shall therefore space units 6 metres, or 20ft, between facing walls of adjacent motorhomes.

Can you please manually cross out the now surplus words in your copy of the club's Members Handbook.

Obituary Norma Caley

It is with great sadness that I have to report that Norma Caley passed away on Tuesday 12th January. Norma and her late husband Gordon joined the Club in 1989, and in 2001 Norma became our Membership Secretary until 2007, when they retired from the Club after selling their van.

Norma will be sadly missed by her family and friends.

John Osland-Jones Secretary

National Rally Summer Party

You are invited on Sunday 1st May 2016 to a Summer Party in the Cedric Ford Pavilion starting at 19.00 hours. We will be treated to music provided by The Pantasy Steel Band and there will be a range of cocktails provided at the bar, non-alcoholic £3.00, alcoholic £4.50 . Hopefully it will be warmer by then but to get us all in the summer mood there will be a prize for the person wearing the most summery outfit.

Keith and Janet Ross

National Rally Tombola

For the 2nd year I am running a Bottle and Can Tombola at the National Rally, in the Sir Stuart Goodwin Pavilion, assisted by Chris Mawdsley. All proceeds to the Club Charity.

We would be very grateful if club members could start collecting bottles and cans to donate to the Tombola. The more we have, the bigger the display and the greater the contribution to the charity.

Many thanks

Liz Irvin

SALES AND WANTED BOARD

This will be situated in the Stuart Goodwin Hall again.

If you would like to place an advert it Must contain

Motorhome type Registration Number
Your Name and telephone number

Please see me in the hall to have it put on the board
A donation to the weekend charity of £1 to place the advert is suggested
A further donation on completion of a successful transaction would be appreciated.

Ian Rainbow-Wood 07521 813890
Broadway EK FJ14 GDZ

ASOC is a member of the Association of Caravan and Camping Exempted Organisations (ACCEO). ACCEO publish a magazine, ACCEO Matters, that contains information about the activities of the Association and items of general interest.

The current issue of the magazine can be found in the Membership Services section of the ACCEO website www.acceo.org . ASOC has its own username and password for access to that section. If you send me an email to pcb7ty@btinternet.com and include your ASOC membership number I will, in reply, send you the username and password.

Peter Brown

Photographic Print Competition 2016

All images will be on display and judged at the National Rally.

There are 2 categories and you are invited to enter up to 2 photographs in each and they can be either 6x4 inches or 7x5 inches or the metric equivalent.

Category 1 Set Subject

Each photograph **MUST** contain at least one Auto Sleeper Motorhome taken on or off a rally.

Category 2 Open Subject

Each photograph can be any subject of your choice, taken on or off a rally.

For winning photographs in each category there will be awards of:

1st place £15, 2nd place £10, and 3rd place £5.

During the National Rally, attending members will have the chance to vote for their favourite photograph for which there is a further award for the photographer of £20.

Entries may be sent in **anytime** up to 25th April 2016.

Entries to be posted (not E mailed) to:

Jean Hollingsworth.
24 Norton Grove,
Kingston upon Hull.
East Yorkshire
HU4 6HL

Please ensure correct postage otherwise I need to collect them from the post office and pay additional postage charges.

Annual Committee Reports to the AGM

Chairman's Report 2016

Following last year's Annual General Meeting, I was privileged to become the Club Chairman and I would like to take this opportunity to thank Club Members and particularly members of the Committee, for their support during my first year.

Unfortunately two members of the committee resigned early in the season, which 'stretched' the remaining members somewhat, but thankfully two nominations have been received for election at the 2016 Annual General Meeting. The Club is now seeking to appoint a Newsletter Editor Designate, as David Mayne is retiring next year.

For the Club as a whole, it has been a good twelve months. Financially, the balance sheet has remained healthy, many rallies have been thoroughly enjoyed by a fair proportion of the membership and the monthly newsletter has been circulated to all members.

In closing, I would like to wish all members happy and safe times in their Auto-Sleepers.

Jill Bertlin

SECRETARIES REPORT 2015/16

The committee went back to having four meetings during the course of the year. They were at Moreton in Marsh in February, Newark in May, Warwick in July and Teversal in November. Due to the reduction in committee members during the course of the year it became apparent that a situation could arise where there would not be the seven committee members at a meeting to make up the quorum, that is why a resolution to amend article 51 of the Articles of Association is being proposed at the AGM to change the number to five so that business of the Club can be transacted in the event of committee members being unable to attend.

In addition to my job as secretary I am the Club's representative at the AGM of ACCEO.

John Osland-Jones
Secretary

Committee Report 2015 – 2016 Treasurer

After 5 years trying I have at last managed to reduce the surplus in the club accounts, in 2015 – 16 the reduction was £86.16. This fact is not apparent in the published accounts because of an unusual activity.

Funds for rally activities are collected by the rally marshal and dispersed as necessary by him. The 2016 Rudesheim rally includes an evening river trip with meal during which to observe the Rhine in Flames fireworks spectacle. Once booked, the cost of the tickets is not refundable so the ASOC committee required the marshal to collect that cost at the time of booking. This along with the rally fee caused the marshal to be holding £2,604 of members monies (shown in sundry income in the balance sheet). It was mutually agreed between the marshal and the committee that members funds would be better protected if those funds were held in the clubs bank account till needed. The monies will be released to the marshal in 2016 as and when needed.

The vast majority of postage costs (excluding the Newsletter) are incurred by the Membership Secretary and we buy stamps in bulk. When we do, this can make it appear that there is a step decrease/increase in postage costs year on year but that is not the case, the rising charge for stamps has an impact but our actual use of post is much the same every year.

Having found that omitting the July committee meeting in 2014 had a significant negative impact on club operations, it was reinstated in 2015 with committee costs returning to a more usual figure.

A significant number of Rally Marshals chose not to run raffles during their rallies in 2015 resulting in a proportional reduction in income from raffles.

I have been acquainted with John Geeson, the Treasurer Designate for several years via the 'rally field' and am delighted that he has volunteered to step up to help our club. I will be giving him all the support I can as he takes on this work.

Peter Brown
Treasurer

Membership Secretary's Report for 2016

With 833 members at the end of February, membership numbers are lower at this time than in recent years, partly because, since October, only three new Members have joined through the Marquis introductory scheme. In September there was a change in the procedure for notifying customers of the arrangement and this coincided with the move of Marquis HQ from Hampshire to Lancashire. Marquis Dealers should now be distributing the correct paperwork and the situation is being monitored. Motor Plus continues to introduce new members, as do SMC & Choose Leisure (which commenced in October). Other dealers may offer a similar arrangement in the future.

In spite of the usual amount of notification regarding renewal of membership, the necessity for replacement forms persisted due to originals having been lost/misplaced and a substantial number of members sent their renewal forms after the deadline. My thanks go to all those Members who returned the form with their subscription well before the end of December.

The inconvenience of having to complete an annual form is appreciated. It is a requirement for the Club to keep accurate records and although members are asked to advise of any detail changes, many are only notified on the renewal form and a different colour form each year aids the filing system considerably.

Jill Bertlin

Rally Co-Ordinator's Report for 2015-16.

In 2015 we had a total of 34 rallies, of these 6 were at new locations, and one rally was in France and others in the Isle of Wight and Scotland. Rally attendances varied with some rallies oversubscribed whilst others were undersubscribed, I know not why. I would welcome comments from members as to rallies and locations and also I would like to encourage more volunteers to marshal rallies. It is not difficult and help is available, if required.

2015 was the last National & A.G.M. Rally that Barbara & Al Buckettt organised and as usual the whole event went very well. Our thanks go to them for their organisation over the past few years. Janet and Keith Ross have taken over the mantle of organising this rally and we all wish them luck. Once again I must remind all ralliers that it is their responsibility to ensure that they arrive at a rally on the correct day and at the correct time for the start of the rally. All rallies start at 12 noon unless otherwise stated in the Rally

Supplement. This avoids any embarrassment to both parties. The marshal is entitled to ask early arrivals to leave and return at the correct time and day. Of course membership cards must be made available to the marshals if requested at all rallies.

If for some reason you are unable to attend a booked rally please inform the marshal. Once more the old reminder that some rallies tend to book up very quickly so apply A.S.A.P.

Finally I cannot speak highly enough of the volunteer marshals who give of their time and energy freely in all weather conditions to run our rallies. Last but not least I must thank those members who rally and once more encourage those who have not been to one to try it - you may be surprised how enjoyable a rally can be.

Neil Rogers (Rally Co-Ordinator).

Regalia Officers Report. 2016-2016

Sale of Regalia at the rallies we have attended have gone quite well, but orders by post were down a little this year, so hoping 2016 will be better. In your March Newsletter you should have had a new Order Form/Price List.

At the moment we are temporarily out of stock of Grille Badges due to the supplier not doing them any more, so I am looking round for a new supplier, have tried a few, but they are too expensive, but I will keep trying.

As you know or may not know due to health reasons, I am sorry to say that I will not be standing for re-election this year. So Gloria and I would like to take this opportunity to thank the Committee and members for all your support over the past 13 years +.

Looking forward to seeing you at Peterborough show and also the National Rally.

Best wishes to you all and Happy Motor Homing.

John Jones

AGM Report 2015-2016 – Chairman Technical Group & Webmaster

Technical: It has been a busy year covering a very wide range of interesting queries & topics. Most of which you will have seen in my monthly newsletter articles.

For those who have forgotten them, or for newer members, these articles continue to be collated in the 'hints&tips' sheet. The list is now up to 29 pages, and was issued to members, on my E-listing, on 1st January. It is available to other members simply by contacting me, on technical@asoc.uk.com.

Ideas Sheets: Ideas Sheets remain very popular. A total 13,807 have now been requested (*387 since last year*), the latest Ideas Sheet is No 241. More ideas (with photos if possible) are always welcome; please send to:- technical@asoc.uk.com or to my home address in the newsletter.

Liaison: Regular liaison meetings continue with CEO. Also the continuing interaction with Production, R&D, Service Centre, Customer Services and Marketing, thus maintaining very useful liaison to both sides.

Club library: The Club library continues to be well used by members. Further items are always welcome.

Website: The website still attracts many 'hits' and over the last year has had an average of 2,100 per month. The website has had 23 updates since last AGM. Also there have been 3 new dealers offering 'Deals for Members'.

The rally list is regularly updated and there is a very useful rally spreadsheet which will visually help plans to 'join-up' rally dates.

National Rally: Last year's Tech Table & Q&A session was very well attended and therefore the same format is proposed for this year. Alan Curry (*Customer Services Manager*) will be in attendance for individual problems on Friday AM.

In the PM the Question & Answer session will address the more general matters, with the attendance of further Senior Managers from Auto~Sleepers.

Baz Wellard

Newsletter Editor's Report to the AGM 2016

This year, I have produced the newsletter each month and in a timely fashion with our printer doing an excellent job of printing and distributing the newsletter at the start of the month.

This year, I have been well supported in receiving many contributions to the newsletter and have been able to provide 20 pages in most months, so thank you all. The fact that we are able to print our newsletter monthly relies on the many contributions from our members, so I would urge you all to keep this up.

I remain concerned that we have had no volunteers to take on the jobs of Newsletter Editor and a Deputy. I will be completing my term of office in a year's time if not earlier! It would be a shame to lose the Newsletter.

Remember that this is your newsletter and our members want to read about what you are doing in your Auto-Sleeper and any pertinent items that relate to the club or motor-homing generally, so if you have any good ideas or information, we can spread the news.

David Mayne Newsletter Editor

National Rally Sub Committee Annual Report 2016

For those of you who don't know Al Bucket gave up chairman of the National Rally Sub-committee last year and handed the baton over to me Keith Ross. The rest of the committee remains the same for which I am very grateful as they have continued to provide me with support during the last year.

Newark Showground is a good venue for the Auto Sleeper National but it can appear to be a desert island surrounded by busy roads. With this in mind we decided to try a couple of trips on the Saturday and Sunday afternoons. The Saturday afternoon is a coach trip down to Newark so club members can have free time to wander around this historic market town or take a boat trip along the river. The response to this trip has exceeded our expectations with it being fully booked and having to create a reserve list by the end of January.

The Sunday Trip to Boundary Mills at Grantham is also doing well but at the time of writing this report there are still some seats available.

The National Sub Committee is also busy ensuring the various activities in the Stuart Goodwin pavilion are in place and the various competitions are set up.

For those members who like to explore we have a number of leaflets of interesting places including National Trust and Heritage properties and parking for motorhomes for the local area.

So all we need now is some good weather and all club members to come along and have a good time.

Jan and myself look forward to seeing you all at the National Rally 2016

Keith Ross

For Val & Mike Pippard.

If you plan to do quite a bit of Continental roaming, I would suggest you check on the ACSI Group. They produce a booklet, or rather two comprehensive paperbacks, which cover campsites in 20 European countries. Their Discount Card also gives you reduced fees in most sites outside the High Season. Their distributor in this country is Vicarious Books and annual membership is around £12 pounds.

There is one site I find very useful for my return to the UK and that is at Guines. It is 20 minutes from the Calais Ferry Terminal, is a very pleasant, well maintained site having one or two restaurants, depending on the season, and also a Bar/ Snack Bar. Shirley and I are also booked in for the Rally, and we plan to arrive in Calais about 1300 hours and stop half way for the night , continuing on the next morning. See you at Rudesheim.

John Parker (8433)

In response to Bill Cameron's comment regarding Eberspacher heating units, we had one in our Wilton which was more than efficient and warmed the living area within minutes. It was, though, quite noisy on start up but once at operating temperature quietened down to equivalent sound of an electric fan heater. It did though have a thirst for battery power on start up

and I would recommend at least an 80 amp/h solar panel. We never suffered with lack of power from the leisure batteries for the 7 years we owned the van.

John Geeson 2187

Cab Blinds Again

I note your interest in a forum and in retrofitting blinds in the ASOC Newsletter.

You will find the Autosleeper Owners Forum very helpful and useful. The Forum has no connection with ASOC but I am active in both organisations.

Do join, it is perfectly safe, but do first read the advice to new members and give a brief introduction of yourselves with respect to motorhoming experience before jumping in with a question <http://www.autosleeper-ownersforum.com/f36-asof-welcome-section-new-members-please-introduce-yourself-here>

Once on the forum, use the search facility before asking a question as most topics have already been covered, then you can just refine your question eg. <http://www.autosleeper-ownersforum.com/t12645-nuevo-cab-blinds?highlight=blinds>

Don't though forget that ASOC, via our Technical Officer, Baz Wellard, has direct access to engineers in the Auto-sleeper factory. Through that path you will get a definitive answer rather than having to weed through the subjective on the forum but it does take time, particularly when Baz is on holiday.

You will also find Mark Burdett who is the manager of the Auto-sleeper Service Centre at the Willersey factory to be very helpful and if you want any work done on your van the service centre is highly recommended (but not perfect). 01386 853511

Peter Brown

Conversation on a site I was informed that the blinds fitted to the doors prevented the driver from being able to see the lower mirror on the passenger side.

John Foley 8308 Abingdon

Windscreen and Cab Door Blinds

In the March edition of the Club Magazine, Margaret and Selwyn Marsh are enquiring about the retro fitting of front and door cab blinds as they have arranged to have them fitted in their A/S Nuevo. I have had Remis "concertina type" folding blinds fitted on the front windscreen and door windows on my last two A/S 'vans, formerly a Symbol and latterly for around three years a Marquis Sussex Duo (A/S Warwick Duo) and they have proved to be completely satisfactory and do not in any way impede vision when driving. The blinds are most useful in protection from the sun (in warmer climes!) and do provide some protection from the cold in cooler conditions, and, although they do not deal with condensation completely, are a useful supplement to the curtains which we have retained as they provide a "cosier" feel in darker evenings. In terms of space saving I have also found that it is no longer necessary to carry an external screen which admittedly is a certain remedy for condensation in colder weather but the fitted blinds have proved to be an acceptable compromise and have not given rise to any problems in use in my experience. The cab in the Nuevo is of course the same Peugeot Boxer model which applies in my case.

Andrew Cook 8561

Dashboard Problems

I have a friend who is running on a 14 plate Fiat, but not an Auto-Sleeper. Not sure if this would apply to other base models built similarly

This is a fault that the dashboard lighting and warning lights can flicker, although not that noticeable and difficult to spot. The whole dashboard needed to be changed, very expensive if not under warranty.

Regards John

Travelling through France

If you are travelling through France and would like to know the location of the French Aires, a free PDF of their locations is available for you to download.

You will need to go to the website www.i-camping.fr then click on telechargement PDF in the left hand column. This will take you to a form

which you need to complete. You will then be sent a confirmation link to download the PDF.

The download is about 85mb, just make sure this will not take you over your download limit. Although it is all in French, you can soon work out the details. Be careful if you decide to print it out, it is 690 pages long and in colour, It would eat printer cartridges.

John Morris 2388

In the October newsletter

There was a feature showing our 2015 spec 50th Anniversary Executive No:44 alongside no:13. Autosleepers built this as a special build featuring a full luton with drop down front for much improved storage also wine locker in place of microwave, manual water filling system and fresh water pump under bunk rather than the pump inside water tank. This was built between January and April 2015 on the latest chassis. At the time i was told by Dave Williams at the factory this was the last one being built however i do believe if they got enough orders for them they may consider building more. I feel Autosleepers did us proud building this for us to our specification.

John and Sandra Duce 8043

This article has been reproduced by kind permission of Adam from www.motohomewifi.com

The Definitive Guide to Getting Internet in your Motorhome

When at home we take the internet for granted, but away in our motorhome getting online in the UK and Europe isn't always as straightforward. Tablets and smartphones are setup for an 'always on' internet connection and when that can't be provided often they don't work as we'd like.

What you use your device(s) for and how often you use them will determine what sort of connection method might be the most suitable for you. Your usage may change when you venture abroad, you might become more dependent on an internet connection for travel research or simply to stay in touch with family and friends.

There are three main ways to get connected. These are WiFi, Mobile Broadband (3/4G) and Satellite Internet, each with their own set of advantages and limitations.

One thing that is worth trying to visualise is a Megabyte (MB). Each MB roughly equates to 20 seconds of video, 1 minute of audio, 1 standard web page or 1 page of MMM Digital Edition.

While we can try and manage our own usage, often our devices are set by default to update applications and store photos, so when we are limited to the amount of data we can use, turning off these features would give you extra data to use yourself.

WiFi - What is it?

WiFi is the most common and simplest way to obtain a connection and one that we are most familiar with. Most campsites have a WiFi provision but the quality, cost and availability of that connection will vary greatly. Sites in rural locations or busy sites may have a very slow connection, others might have lots of trees and obstacles meaning you can't always get a connection on your pitch.

If you're not on a campsite your proximity to other buildings might mean you can benefit from one of over 17,000,000 FON connections (see <http://tinyurl.com/fonwifi>). There may even be a connection available from civic space or library or even a café or bar you can get the password from in exchange for a drink.

What do you need?

While almost all devices have a built-in WiFi capability, one issue you will likely come across when obtaining WiFi is your distance to a source. Your device was designed to work in a home or office and not across fields or streets and so to get online you're probably going to have to get out on foot.

A WiFi booster can help here by increasing the range from which you can receive a connection from meaning you could stay within the comfort of your van. It's worth remembering however, that although it could give you a faster connection if the bottleneck was between you and the source of the signal, it won't make much difference if the site WiFi is oversubscribed.

Cheaper USB based devices are designed to work only with laptops so if you have a tablet or smartphone you need a system with a wireless router included to connect to your multiple devices. An external antenna mounts on the outside of your vehicle, overcoming the shielding effect of your vehicle.

Pros: Usually once connected there are no limitations on use (subject to available speed and capacity) meaning that WiFi is still the connection of choice for data-heavy tasks such as streaming video or downloading / uploading files or photos.

Cons: A connection cannot be predicted in a given location and is dependent on factors outside of your control. Security might be a concern if you are unsure of the origin of the connection

Mobile Broadband - What is it?

Mobile Broadband is an internet connection via the mobile phone network. As mobile data coverage has increased and European roaming charges have reduced, we've seen more and more customers considering a mobile broadband option. This is a more reliable connection than WiFi but since you are paying for data you need to be mindful of your usage to avoid additional charges or your device suddenly stopping working.

4G coverage is increasing rapidly and the majority of devices are now 4G ready, but also work on 3G.

What do you need?

If you have a smartphone you can access the internet using this or you can connect your laptops or tablets to your phone by turning on your phone's 'personal hotspot', which is called tethering. Some networks charge extra for this, limit its usage or don't allow it abroad so best check your tariff before you go.

The best tool to have in your technology toolbox is an unlocked MiFi device. A MiFi device takes a SIM card and produces a WiFi connection for up to 10 devices meaning you don't need to have or involve your smartphone. This means you can easily change between SIM cards and providers without disturbing the settings on your phone or changing your number.

A MiFi performs best when placed near a window or if you're feeling brave in a tupperware box on the roof of your van (just remember to bring it in before you move off!). For the best performance, consider a MiFi device with an external antenna connector (or two if it's a 4G device) as this gives you the option to improve the signal. The improvement won't take you from 1 bar to 5 bar, but could turn a 2G connection into a 3G one, or make a slow connection usable.

UK Use

The best UK data coverage tends to be a A Pay-As-You-Go (PAYG) package ranges from 1GB valid 30 days to 10GB. A contract will often give more data for less money but will tie you in for a 30 day notice period or a 12 month term so consider how much and how often you will use it before taking one out.

Foreign Use

Currently the most you can be charged per MB of data used is 19p per MB, this is set to drop to 5p per MB from 1st June 2016. This is still equivalent to over £50 per Gigabyte (GB = 1024MB) so still cost prohibitive for all but very light usage.

The most you can be charged without being stopped is £35 but be aware that using a roaming add-on or package opts you out of this protection. If you're travelling abroad and wish to use your data, you need to turn your roaming 'ON' your device – MiFi devices included.

If you are visiting Austria, Denmark, Finland, France, Italy, Ireland, Norway, Spain, Sweden or Switzerland then a UK Three SIM will let you use your UK package in those countries up to a maximum of 60 days or 12GB in a 12 month period. In a phone, tethering with Three is prohibited, but a MiFi SIM can be used to share the connection to multiple devices. If you're going for longer, you can simply take with you multiple PAYG SIM cards to use after the first 60 day period has elapsed.

All other operators have various tariffs for foreign use for both phone and MiFi device. If you are a heavy data user or visiting countries other than those listed above, it might be worth considering buying a local SIM card in the country you are visiting. Information on SIM cards can be found on a forum called PrePaidGSM (<http://tinyurl.com/eusiminfo>)

In mid-2017 we should see roaming surcharges dropped altogether, however it's not yet clear if operators will be allowed to limit the amount of foreign usage for regular travellers. For example, UK network Three reduced the length of time their 'Feel Like Home' tariff can be used abroad from 90 days to 60 days and a maximum of 12GB regardless of tariff on the 1st October 2015. Irrespective of this it should make getting connected via this method easier and cheaper than ever.

Pros: More predictable than the availability of a WiFi connection. Can be used when in motion.

Cons: You have to pay for the data you use. Coverage by operators varies in rural locations.

Satellite Internet - What is it?

Internet via Satellite is a costly business and so this sort of internet connection is only really necessary for people who need a 'mission critical' internet connection. If your world stops spinning when you can't get online, this is the most reliable method.

Pros: The most reliable form of internet

Cons: Initial purchase cost, ongoing contract and still limited data usage

Watching TV Online – Set Your Expectations

More and more motorhomers are turning to the internet for TV whether that is because of the change to the satellite system for watching UK TV in Spain or because of the growth of on demand services like Netflix and iPlayer. The issue with watching TV via the internet is not only does it require a very stable connection, but it always uses a lot of data compared with browsing the web. You can use between 200MB and 800MB per hour depending on the quality and source of the stream, the latter could be equal to 10 people browsing the web over the same period.

This means when using WiFi campsites often do not have sufficient capacity to support everyone who wants to do this and while a WiFi booster can help with a local connection it does not steal capacity from others. If you use a Mobile Broadband connection, watching TV for anything other than an hour or two a month at the moment is not cost effective at between £2 and £10 per hour depending on tariff.

Conclusion

If you want a connection wherever you may be and whenever you want it then you would be best considering the Mobile Broadband route. If you're happy to use a connection 'as and when' one is available or you are a heavy data user then you would be better using WiFi as your main internet source. For some it might be a combination of both.

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

Deals for Members:-

I am pleased to report that Nick Whale Motorhomes has kindly agreed to offer a special deal for our members:-

“Nick Whale Motorhomes was formed 3 years ago to run alongside the prestigious pre owned Sports Cars business.

We carry over 60 motorhomes, new and used, in a beautiful and relaxed setting with indoor and outdoor showrooms.

The addition of Auto-sleepers to our franchises is a marriage from heaven with the factory being just down the road. We want to work closely with the factory and the Owners Club to create an Auto-

Sleepers Centre carrying full ranges of new and pristine used models and as a destination dealership for owners to visit.”

Nick Whale is offering members who purchase a new Auto Sleeper:-

- Free mechanical and habitation servicing for 1 year
- Free habitation check for further 2 years
- Preferential trade-in prices for Auto Sleeper models
- Free introductory membership to ASOC
- Reduced camping/entrance fees for selection of outdoor shows that Nick Whale Motorhomes attend

Nick Whale Motorhomes is located just north of Evesham. Contact Tim Jordan on 01386 870852, or go to **www.nickwhale.com** for further details.

Euro Motorhome Engines:

It is expected that the last of the Euro V engines will be going through the factory circa May 2016.

They will be superseded by the Euro VI versions with the promised lower pollution levels and higher efficiency. Which brings me neatly to . . .

Fuel Efficiency Records:

The Club’s website has a comprehensive range of fuel records for many models and years; however there are only a few records for the Euro V engines. If any member has details of their Euro V fuel efficiency maybe they could send them to me, please.

Also, perhaps, members buying the new Euro VI engines could start noting the fuel figures for those engines, as it would be useful for efficiency comparison as well as statistics for the website.

Diesel vis-à-vis Petrol in Flood Conditions:

The memory of the atrocious floods is beginning to fade, for some. Perhaps it’s worthwhile considering how times may have changed when driving in such awful conditions.

In the ‘days-of-yore’ it was always considered that in flood conditions the petrol car engines were more susceptible to failure than diesel engine due, mainly, to the engine’s dependence on the electrics staying dry. But is it still the case?



Modern car engines tend to be sited much lower in the chassis for aerodynamics purposes and for some diesel car engines the air input is now taken from very low down in the engine compartment.

With modern diesel engines, especially with Turbos, a much greater input of air is required which in flood conditions could mean water being drawn directly into the engine. The mixture of diesel and air is of course compressible - but water is NOT.

If water gets into the engine it would most likely result in an engine hydraulic lock. In which case it is then most probable to suffer catastrophic damage (*see bent con-rod*), due to the very high compression ratio in a diesel engine. Diesel engines also have stronger starter motors and higher torque than petrol engines.

Hopefully we may never have such devastating weather & floods again. However, if we do, perhaps extra consideration should be taken before driving a diesel car through a flood of uncertain depth?

Website supplementary* updates:

01f*/16

- **Deals for Members**
 - Addition of Nick Whale Motorhomes
- **Stop Press:**
 - Advance information re the ACCEO rally

01e*/16 Regalia

- Updated regalia price list

Yours aye

Baz Wellard
Chairman Technical Group & Webmaster



A Warm Welcome to New Members



Membership Numbers from 9399 to 9423

Pat Innes	Dronfield	Burford
Alan Wells	Clitheroe	Bourton
Graham & Jane Vaughan	Godalming	Talisman
Stuart & Trish Lynch	Stoke-on-Trent	Warwick
David & Jan Cleveland	Lincoln	Warwick
Bob & Jan Luce	Whistable	Sussex
Jacqueline Millichamp & Jan Henly	Christchurch	Broadway
Mike & Barbara Hollyhead	Bristol	Trident
Ian & Pam Patrick	Blaenau Ffestiniog	Warwick
Johannes Schilze Icking	London	Talisman
Eddie & Rozanne Startup	Malton	Kemerton
Leslie & Sandra Ditchburn	Sunderland	Warwick
Gareth & Sue Cooper	Barrow upon Soar	Nuevo
Mike & Judy Heap	Dronfield	Nuevo
David & Linda Heath	Derby	Stanway
David Truman	Birmingham	Nuevo
D G & C A Wood	Derby	Kemerton
Mary Ashley	Milton Keynes	Burford
John & Margaret Gordon	Exeter	Clubman
Terry & Phyl Harradine	Ross-on-Wye	Trooper
Neil & Jen Hunt	Droitwich	Berkshire
Les & Amy Parfitt	Bridgwater	Nuevo
Bob & Anne Townley	Colchester	Symbol
Linda Richards	Hounslow	Symbol

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



Thanks for your
Donations .

2004 Auto-Sleepers Ravenna

(Rear Lounge, 4 berth): Ford Transit 2.4 TD manual. RWD, ABS, 41,800m. 1 owner. Annual Franchised servicing from new (last habitation service Feb 2016, clear dampcheck). Taxed Jun 2016, Long MOT. Extras; blown air heating, Fiamma Awning, Fiamma Privacy Room, Fiamma cycle rack, Cobra immobiliser/alarm. No pets, no smokers, no outdoor shoes in living area. Immaculate.
£18,995.

07938 774169 (Lancs)

FOR SALE - Volkswagen T5 Transporter Genuine Auto Sleeper Trident 2005

2.5 TDI 130ps Diesel Manual
6 speed gearbox 2461cc
Metallic Silver. Colour-coded.
Beige interior. Blue upholstery
4 berth – swivel passenger seat
2 owners
New brake discs/pads Jan 2015.
2 new tyres Jan 2016
MOT to 1st Feb 2017. FSH
89,590 miles
Eberspracher, portable toilet,
tables, roof bed & ladder etc
Alloy wheels

Barbara & Mike M. No 9407
STOKE BISHOP, BRISTOL
0117 907 3168/07802757561
£24,950

Auto-Sleeper Pollensa 2001

2.8HDI MOT May 2016 64000 miles

4/5 berth, FSH Rebuilt gearbox and clutch, solar panel, reverse camera and sensors, cycle rack, new twin leisure batteries, digital Ariel, 12 disc cd and radio. Many other extras are available.

Sale due to health problems.
£20,000 ono

John Turner 01264 730877

For Sale Driveaway Awning. Outdoor Revolution Movelite Oxygen 3.

6 months old, used twice only. Selling as too large for our needs. Cost new £650 will sell for £350 ono

Tonyfrancis@tiscali.co.uk or phone **07423 060826** or **01249 713631** (Wilts)

Vango Airway Tela Standard driveaway awning.

Airbeam technology to fit motorhome 1.8 to 2.4 m high. Never used with built in groundsheet and inner tent
Cost £450 will accept £250 (Fareham)

Tel: **01329 845339**

Lesliekeeble36@gmail.com