



NEWS

DECEMBER 2021

Time to renew your membership



You may have missed the fireworks, but don't miss renewing your membership
See page 3



PHOTO COMPETITION 2022

WANT TO WIN
£30

This year's subject
Anything you like

entries close
30 March 2022

submit up to four photographs

All members per motorhome can enter
Size 6 x 4 inches or 7 x 5 inches
unmounted

NOTE: Items entered in the competition may be used in Club publicity

Entries should be sent with your name, address, membership number, and title of your photograph to:

Rita Tubb, 70 Charnwood Crescent, Chandlers Ford, Hampshire, SO53 5QL

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You must present your membership card at the time of order or arrival.

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THIS MONTH

- 2 editor's view
- 4 chairman's chat
- 5 Christmas recipe
- 6 greetings from members
- 8 A trip back home
- 14 tech talk
- 19 event information

EDITOR'S VIEW

The views expressed by the editor may not be the views of the committee or ASOC

Welcome to December News

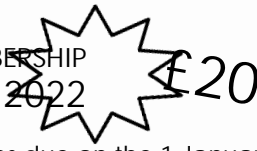
Just to let you know, membership needs to be renewed by 31 December otherwise access to the member area will be blocked automatically. The login details will also change, but we will let you know by email what the change will be. Some members have asked why they can't choose their own login details. The reason we need to issue the username and password is because our server dictates it needs to meet over 80% secure. We can also change login details if we required, due to any security requirements.

The list of members taking the digital PDF of the magazine is growing, so if you would like to take advantage of this, just let me know.

A change of plan. We have decided to combine February and March issues of News together, and also April and May.



TIME TO RENEW YOUR MEMBERSHIP
STILL ONLY **£20** FOR 2022



Membership of ASOC becomes due on the 1 January 2022 except for those joining after September 2021 as their membership is valid until the end of December 2022.

Members who do not renew: Any renewals not received before 10 January 2022 will no longer have the ASOC News posted to them and will no longer have access to the member area, benefit from the various discount schemes or be able to take part in the rally programme.

Please take this opportunity to advise of any changes to your details during the year. by emailing on memberships@asoc.uk.com. For those members who do not have email my address is below.

OUR PREFERRED METHOD OF PAYMENT IS BY BACS

For members new to BACS or who do not use internet or online banking, BACS payments are simple. You can either make BACS payments online through your internet banking system or go to your bank and ask over the counter to make a BACS payment.

The information the Teller will need is your bank account number and sort code (printed on your cheques) and the Bank name, account number and sort code of our club bank, together with a payment reference.

IMPORTANT: When submitting your BACS payment please use as the payment reference - your ASOC membership number first followed by your surname.

Any other inclusions in the reference box may delay you receiving your new membership card(s). This is how the treasurer and membership secretary will identify your payment (eg. 1234 Smith).

Our bank account details are:

The Auto Sleeper Owners' Club

National Westminster Bank

Sort Code 01-01-78

Account Number 19654375

PAYMENT BY CHEQUE: You can still pay by cheque if you prefer, and if you do, you must put your membership number on the back of the cheque. That is all we need as your name will be printed on the front of the cheque. To speed up the process please do not send your payment to Willersey.

Cheques should be posted to:

Jean Downie

ASOC Membership Secretary

88 Portreath Drive

Allestree

Derby DE22 2SD

CHAIRMAN'S CHAT

Here we are in December with Christmas fast approaching and preparations underway.



We completed our winterisation checklist following our short tour and committee meeting before putting Winnie the Winchcombe back into storage until 2022 and returning to the Isle of Man. On our way back up north, very happy having resolved all the van's technical teething issues, the gremlins gave us one last calling card for 2021 when the power board on the fridge failed. It's already well in hand for our next trip in 2022.

Which leads me nicely onto some of the things we are planning next year.

The National Rally and AGM is all finalised and Ozzie and Martin will be letting you know the details in the coming magazines. For those who are new to the club or have never attended a rally why not try coming along, meet new friends with a common interest, Auto-Sleepers and manufacturers will be there to answer your technical queries. We have entertainment in the evenings, or why not visit the historic town of Newark?. We have an open forum meeting where you can put your points of view to the club and committee. Meet the team running the club at any time throughout the weekend, or join in with attending the AGM.

A number of Marshals are well underway with planning and booking sites for next year's rallies, if you cannot attend the National Rally why not try a local rally, it's generally cheaper than a permanent motorhome or caravan site, where the marshals know the activities and places to visit in the area.

From February we are trialing a move to a bi-monthly magazine, with more content, interesting articles etc. Watch this space.

We are still looking for members to join the team, especially someone on the technical side, who can coordinate members' questions and seek answers from Auto-Sleepers and other equipment manufacturers on behalf of the club.

If you fancy getting involved with the future direction of the club, as we evolve to meet the members needs in future, why not email myself or one of the team.

Remember it's your club, what ideas would you like to see brought to fruition?, how would you like us to develop the magazine, website, blog?, podcasts, utube type videos on aspects of Motorhoming etc?.

Let me know, via the chairman's email box.

As we look forward to the New Year and 2022, hopefully with less restrictions and learning to live with COVID, let's make it a great year to get out and about in our Auto-Sleeper motorhomes and enjoy 2022.

On behalf of the team, Carol and myself, may I wish you all a very Happy Christmas and a happy, safe and successful New Year.

Steve



LET'S GET READY FOR CHRISTMAS with Carol Ryan

I have been making these for years,
makes two dozen

Recipe for Mince Pies

10oz Plain flour
1oz ground almonds
6oz butter
3oz caster sugar
Grated rind of ½ lemon
1 egg
3 tablespoons milk

Filling

1 lb Mincemeat
1 – 2 tablespoons brandy
Dust with icing sugar

Sift the flour into a mixing basin, add ground almonds.

Add the sugar and grated lemon rind.

Add butter cut into pieces and rub into the mixture.

Lightly mix the egg yolk and milk and stir into the dry ingredients.

Mix to a fairly firm dough and knead until smooth on floured board.

Chill for 30 minutes.

Roll out pastry on a lightly floured surface.

Use a floured plain or fluted cutter to cut out circles of pastry.

Place in lightly greased tartlet tins.

Mix the mincemeat with the brandy and place a teaspoonful of the mixture in the centre of each pastry circle. Taking care not to overfill.

Damp the edges of the pastry and cover each one with a pastry top.

Seal the edges and snip two slits in the top of each with a pair of scissors. Place in the centre of a moderately hot oven (200°C, gas mark 6) and bake for 15 – 20 minutes or until gold brown.

Dust with icing or caster sugar and serve hot or cold.

seasons greetings

We wish ASOC members a Happy Christmas and a peaceful New Year and look forward to seeing you on a rally some time soon. Best wishes
Sandra & Bernie Wisely 16

To all ASOC members, wishing you blessings at Christmas and a happy, healthy New Year. Looking forward to another year of rallying and meeting up with everyone again. Allan & Moira Blackstock 4067

Pauline & Neil Rogers wish all their friends in ASOC a Happy Christmas and a Prosperous New Year, with plenty of rallies.

We would like to wish all our Friends and Ralliers a very Happy Christmas and Good New Year with plenty of Rallying in 2022
Rita and John Tubb 4910

To all our ASOC friends, can we wish you a very Happy Christmas and a healthy New Year. We were able to see some of you this year. Let's hope next year is even better. Best wishes Chris and Shirley Sturgeon 2897





ASDC

NATIONAL RALLY & AGM

THURSDAY 28 APRIL - MONDAY 2 MAY 2022
AT NEWARK SHOWGROUND

Attention all crafters and hobbyists

We are looking for members to display their crafts and hobbies at the National in the Sir Stuart Goodwin pavilion on the Friday morning, Friday afternoon, and Saturday afternoon.

you can be there all the time or for just a few hours.

you can simply show what you do or you can demonstrate and maybe let a member have a go at your craft or hobby.

if you are interested or want more information, please contact me on 01484 604133 or email me at stuwd@yahoo.co.uk.

stuart wood 2620

A Trip Back Home and a new interest in Ships

Peter Brown

I was born in the General Hospital of Newcastle-upon-Tyne and raised in a little pit village called Backworth until I left home having just turned seventeen. My ageing parents moved to be close to us some fifteen years ago and I haven't visited since.

The Northeast coast of England has miles of fantastic (if windswept) beaches and the moors and hills of Northumberland are outstanding. Having had a taste of the area whilst my parents were still up there, Chris suggested a couple of years ago (pre-covid) that it would be nice to take a holiday in the area and September 2021 was earmarked for the trip. We started in August at the Whitby rally heading north via Stockton, Durham and Old Hartley to Beadnell just south of Seahouses (where I was taken on my first ever holiday at the age of four). We spent twelve days at Beadnell touring the area before moving across to Bellingham, down to Barnard Castle and ending at the Ludlow Rally.

It was a great trip and we enjoyed it all but, for me, the few days we had at Old Hartley gave me a chance to wander around the places I remember as a child and teenager and the activities I used to participate in at the time.

The CAMC Old Hartley site is quite small, sitting on a cliff top overlooking St Marys Island with its Lighthouse and the innovative Blyth Windfarm located about half way between the mouths of the rivers Tyne and Blyth, with walks to Seaton Sluice and Whitley Bay and inland if time had allowed.



I had wanted to stay a week at Old Hartley but even booking several months in advance could only get four nights. We'd brought a car on this trip so it was easy to find the houses I'd lived in, schools I'd attended, tracks I used to cycle as short cuts and places I used to play. I showed Chris where I used to swim on the beach at Whitley Bay after school in summer and where I last went into the North Sea when seventeen and deciding it was too cold; I've never been in it since. We went to my Mum's favourite car park on the edge of Tynemouth and walked around to view the Collingwood Monument and Tynemouth Priory.



above: Tynemouth Priory

right: Collingwood Monument

left: Hartley CAMC

Seaton Delaval Hall



When I was young, I used to pass the locked up and derelict looking Seaton Delaval Hall, it wasn't lived in but I knew the Estate was active as my father's uncle was the carpenter and lived in one of the Estates tied cottages.

During the 1980's its owner brought it back to life although nothing could be done with the Central Hall that had suffered severe fire damage in 1822. The Hall is now owned by the National Trust and open to visitors. We did visit, the most fascinating aspect to me being learning the history of the Delaval family, how their success operating industries had made such a lasting effect on the area before they began to decline.

St Marys Island



We were pitched overlooking the coastal path and the sea, it was very windy so when we were on site, we would sit in the van. Bearing in mind the proximity of two river mouths I was initially surprised at the lack of activity on the sea but soon realised that it was there but binoculars were needed to see the ships. There was one massive ship left the Tyne and with a bit of detective work on the Tyne Port website found out which Cruise ship it was. It then occurred to me that, as with aeroplanes, there was probably an app that knew where ships were.

I found Vessel Finder that would show me what ships/boats were in the area, with their names, type and track. From that I could usually find an image of the ship and make a positive ID through the binoculars.

I saw many very specialised vessels associated with engineering activities in the North Sea and it was fascinating to view the track of a boat that had been out fishing all day.

The ship watching also sparked an interest in the windfarm that turns out to be rather special in that it is the first offshore wind farm to use float and submerge technology. This means the wind turbines are supported with gravity-based foundations, which are transported by floating. This made it cheaper to install, since there is no need to drill foundations into the seabed.

Where will the
road take you in
2022?

Why not tell the
editor about
your adventure





Site Hook-up reliability

Roy Mould (10616) contacted me to report that his van had experienced a power surge while on hook-up which tripped a circuit breaker (MCCB) on his Sargent EC700. It was accompanied by burning electronics smell, the failure of his leisure battery charger and the failure of the Truma combi heater on electric (it continues to work on gas).

It is not possible for me to say whether the surge caused the charger to fail or the charger failure caused the surge – it is going in to Derby Motorhomes shortly for repair. The surge was recorded by the Truma heater control panel fault code W420H. So, it was reasonable for Roy to wonder, why do Truma have a fault code for power surges? Is it a common issue in a motorhome?

Mains power supplies on sites are often quite reliable. Please note the word “often”. Sometimes supply interruptions and surges can occur and perhaps some of us have experienced this in the past. Surges can be very damaging but also momentary supply interruptions - often characterised as brownouts (as distinct from blackouts where the supply remains off for a significant period), can damage equipment like air conditioning units that may be in the cooling phase when the interruption occurs.

There may be a solution, but it comes with a couple of caveats. A special

relay can be purchased that monitors the voltage of the supply and in the event of a lower than expected or higher than expected voltage, will cut off the supply completely for a period to allow electrical equipment and appliances to settle ready for a normal power-up.

(Caveat 1) In the case of a surge, the voltage will rise quickly and up to a point, the relay will detect this and protect your electrical system. However, certain events (such as a surge caused by a nearby lightning strike) may get through. Not all eventualities can be guaranteed to be detected, but most should.

(Caveat 2) The relay adds a further level of complexity to your motorhome electrics.

The consequence may be a reduction in the reliability of your mains electrical system. I fitted one of these on my Stanton. I fitted it in a “proper” enclosure in the back of the wardrobe where I could see the display which was monitoring the voltage. On a trip to Scotland, the relay failed, refusing to connect the hook-up supply to the Sargent EC500. Some on-site rewiring was needed to by-pass the relay which was replaced when I got home. The problem did not recur, but when I come to fit this relay in my Bourton, I will add a spare relay alongside in case of a repeated failure. It may be that in protecting the motorhome electrics at some point, the relay itself took a hit which rendered it fragile. In future I would regard these as a service item, either carrying a spare or replacing them at each hab check anniversary. They are not expensive... ➡

<https://www.ebay.co.uk/itm/194278629680?hash=item2d3be8a130:g:rjKAAOSwULthEPMg>

Here is the set-up I had in my Stanton.



The on-off switch is not necessary, it was just to fill a gap. I would fit a second (spare) unit in the place of the switch in my next installation.

To install this, it is necessary to break in to the mains cable running from the back of the hook-up connector to the mains power supply (Sargent in my case) and reconnect the cable to the terminals of this relay, maintaining the integrity of the protective earth conductor. This model had fixed limits on low and high voltage trip setting. The present models seem to be adjustable and should be set so as not to induce nuisance tripping. For less than £20 each + installation cost, I think they are good value, although they might be like the emperor's new clothes as you may not notice them doing their job! You will notice a short delay between connecting your hook-up cable and the power coming on in the motorhome. As the relay powers up, it will behave exactly as it has seen a supply interruption (which it has).

Help requested

Karl Gilbert (11320) requires help with his 2020 Symbol. Karl is a first-time motorhome owner and an ex-caravanner of many years. He is the second owner of his van which was registered at the start of the first lockdown. Karl has not used his van yet and missed some of the handover details from his dealer. He lives in Peterborough and would like to know if anyone local to him might be willing to get in touch to help him before he ventures forth.

If anyone is willing to help, please let me know and I will pass on your details to Karl. technical@asoc.uk.com

A Happy Biker Recommends His Carrier.

From Graham Fielding (11148)

"On page 17 of the November issue of the News Magazine you featured a Tow Bar Bike Carrier. I saw something similar when on holiday at Lake Annecy in the French Alps.

On returning home I investigated the carrier I had seen which is manufactured by a Dutch company, Memo Europe. It is only half the length of the version featured but can carry 60kg, i.e., 2 electric bikes. I purchased one from one of the UK distributors, Motorhome Towbars in Preston.

The price was £375, considerably cheaper than the one featured and I fitted it myself in just over ½ an hour. The most difficult part was drilling the end support bracket.



It will fit just about any van conversion. If the vehicle you have is not listed on the website contact the dealer and they will most likely produce a kit for the vehicle you have. I feel it offers better value for money than the one featured."

Thanks Graham. See the video at <https://youtu.be/KzzRcyh1OCU>



Spares Availability

We have a fellow member who has an issue with a very long lead time for a replacement ECU for the vehicle (in this case a Peugeot). This threatens to derail plans to use the motorhome for the next few months. The issue is that there is a global shortage of electronic components for the motor industry. I am told (and I hear in the news) that the pandemic caused a very big dip in motor vehicle sales as shut-downs around the world took hold. Motor manufacturers reduced the requirement for these components and the chip manufacturers in China, where most electronic chips are made, turned production over to a growing market in domestic appliances, computers, smart phones, TVs etc where demand is still exceeding supply. As a consequence, motor manufacturers have been forced to shut down vehicle production and I understand that supply of new cars and vans is under stress. The parts needed for things like engine management systems and safety monitoring systems like tyre pressure monitors and brake sensors etc are just not forthcoming. This situation is not likely to be resolved fully for a very long time.

The alternative may lay in the use of used parts. Now, main dealers will not countenance the use of used parts and if your van is still under manufacture warranty, you may be stuck waiting for new parts. However, if you consider how many Peugeot Boxers, Fiat Ducatos and Mercedes Sprinters are on the road, there



will be a good many vehicle dismantlers that may be able to help. While your repairer if he is a main vehicle dealer, may not be willing to take this approach, many independent garages may be happy to help you. Consider that because a vehicle dismantler (breaker) will sell a part he is normally willing to replace or refund if it is not working, an ongoing warranty may be something you are willing to forego with your repairer so he is confident enough to help you. Here is one website that might find the part(s) you need...

<https://www.findapart.online>

There are some parts that I would recommend NOT re-using. First amongst these are tyres and brake components. I am all for recycling, but not at the cost of safety. I have used my local breaker in the past, most recently for the fixed seat belt buckle that I took from a car and fixed in my Bourton. We use this to secure our Yorkshire Terrier (in his harness) using a special lead sold in Wilko

<https://www.wilko.com/en-uk/wilko-12-24-inch-dog-seat-belt/p/0303608>

it is December, and Christmas is coming. Have you all written to Santa? Have a great Christmas and let's hope we can spend it better than last year!

Dennis



Sorry to be leaving

We have only been members for 3 years and during that time attended a National Rally which we thoroughly enjoyed. Unfortunately the pandemic has prevented us from meeting more members and has caused us to reach the difficult decision to sell our motorhome and think about holidays in a different way, when we feel confident to start travelling again.

We felt so sad when we saw our motorhome driven off the driveway but we have many fond memories of our years of touring in various motorhomes.

Whilst the motorhome has gone we still have lots of accessories stored in our garage which we must part with. These include a Honda generator, 2 Duvalays, a Wastemaster, a totally unused heavy duty windbreak and numerous other items. If anyone is interested in any of these items please email me at terry.a.byrne@live.co.uk.

Many thanks for the friendship shown to us at the rally and best wishes to all for your future adventures.

Terry & Judith Byrne 10320

What do you carry in your motorhome?
have you checked your payload?



EVENT INFORMATION



Neil C. Rogers, Rally Coordinator,
5 Emerson Court, Carmel Road North, Darlington, Co. Durham DL3 8JB
Telephone: 01325 954508 Email: ncr@mypostoffice.co.uk

WE NEED A MARSHAL FOR Beacon Park, Lichfield in July 2022

INTERESTED

Please contact the Rally Coordinator as soon as possible as
we have to get a booking in early

Running a rally: If you would like to run a rally, assistance and advice is available from the Rally Coordinator or committee member. A "Guide for Rally Marshals" is available from the website. When a date and venue is chosen you will receive "Rules for Rally Marshals" and asked to sign a marshal's declaration which should be returned to the rally coordinator. It is important that all potential rally dates and venues are checked with the rally coordinator, who will confirm the club will be able to comply with regulatory and insurance requirements.

If you would like to assist a rally marshal to see what is involved in running a rally, or interested in the details of possible rally sites we have, contact the Rally Coordinator.

TO ALL RALLY MARSHALS

Can you please contact The Rally Coordinator before making any site
bookings for 2022.

This will avoid any clashes in dates.



INVITATION TO ASOC MEMBERS

You will need to quote your membership number
Book via the AAOCC website www.AAOCC.org.uk
(booking will be active after January 1st 2022)

Friday 25th March to Sunday 27th March
Langer Landings, Harby Road, Langar, Nottingham
Nottinghamshire, NG13 9HQ
Site fee: £16 including hook up
Rally fee: £4:00

Friday 29th April to Monday 2nd May
McKies Caravan Park, Inholme Farm, Beeford,
Driffield, East Yorkshire, YO25 8BG
Site Fee: £ TBC
Hook Up: TBC
Rally Fee: £4:00

Friday 26th May to Monday 30th May
The Pastures, Highfield Farm,
Heage Lane, Etwall, Derbyshire, DE65 6LS
Site Fee: £ 7.00
Rally Fee: £4:00

Thursday 7th June to Thursday 14th June
Cobbs Meadow, Bekesbourne Hill
Bekesbourne, Nr Canterbury, Kent, CT4 5DY
Site Fee: £ 20.00 including Hook Up
Rally Fee: £4:00

Tuesday 13th September to Tuesday 20th September
Warcombe Farm Camping Park, Station Road, Morteohoe
Near Ilfracombe, North Devon, EX34 7ES
Site Fee: £15.50 p/n Inc EHU
Rally Fee: £4:00

Friday 23rd September to Sunday 25th September
Ripon Race Course, Boroughbridge Road, Ripon, HG4 1UG
Site Fee: £23.00 for weekend (includes race entry and all race amenities)
Rally Fee: £4.00



ASOC

NATIONAL RALLY & AGM

THURSDAY 28 APRIL - MONDAY 2 MAY 2022

AT NEWARK SHOWGROUND

Great news the dilithium crystals have been delivered and installed on time so Martin and Ozzie are back out on day release with their good behaviour bond in place. Coming bock down to earth with a bump, Martin and Ozzie encountered a problem both their crews, had won The Zaphod Beeblebrox Trophy for outstanding dedication. The crew's prize is an all-expenses paid vacation at the Emerald City Spa Resort at the end of the universe. For R & R.

Due to this well-deserved accolade, Martin and Ozzie need to recruit new crews to staff the stations at the National in 2022.

No experience or qualifications is needed, on the job training will be given by First Officer Smee from the Jolly Roger and assisted by the boys who never grew up (Martin & Ozzie).

Please send your names to enlist in this adventure of a lifetime to secretary@asoc.uk..com



More from Martin, Ozzie, and the team next month when the dilithium crystals have been calibrated.

FROM THE ARCHIVES



1989 Broadway House

1991 First C & C Rally at Stratford upon Avon



1993 Malvern

