

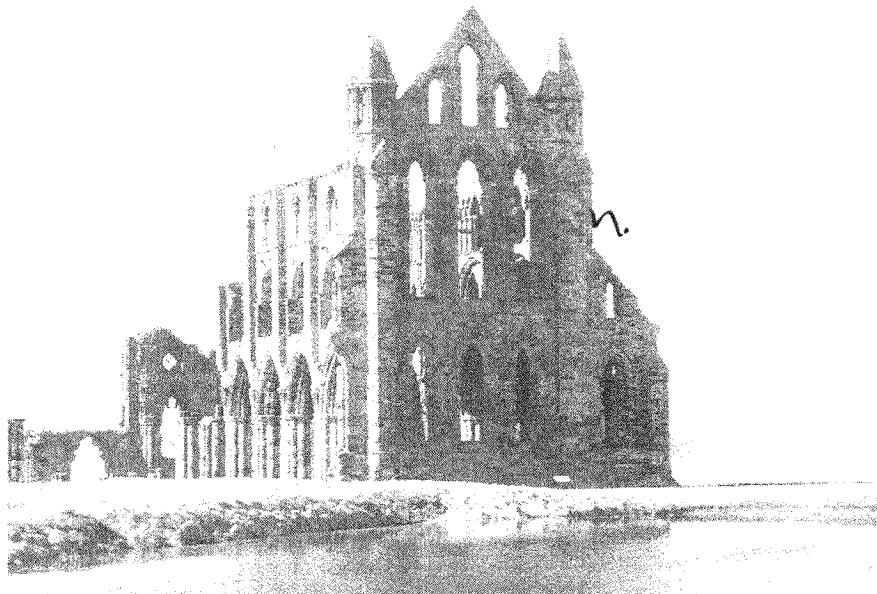
www.asoc.fsnet.co.uk

AUTO-SLEEPER OWNERS' CLUB

A Company Limited by Guarantee

Registered Office: Orchard Works, Willersey, Nr. Broadway Worcs. WR12 7QF.

Registered No: 4616969



Dracula calling

NEWSLETTER 240

September 2008

From the Editor (S)

Well first of all thanks very much to Dudley and Kathleen for doing such a splendid job on the Newsletter for the last couple of issues, we particularly liked the front cover of the July issue - a distinct feeling of déjà vue..... And it was a real pleasure to join the rest of you having first sight of the Newsletter when opening the envelope.

We have another thank you to pass on as well, to both Dudley and Alan Wainwright for the piece in last month's Newsletter 'Travelling Abroad?'. John Timson rang us to say he thought the article was first class and subsequently spent the day updating their records. We also thought it was an excellent piece when we first read it and can only apologise again for not including it in the Newsletter earlier. Like John after reading the article we used it to ensure we had all our information to hand for our forthcoming trip to France and as a result it escaped the system!

Norman Brice sent us the picture below and wonders how many Troopers did Auto-Sleeper make like this one?



CHICKS says Thank You

John Jones has sent the following extracts from two letters received by the 2008 nominated charity CHICKS

“Thank you so much for the £1,714.73 donation received from The Auto-Sleeper Owners Club. Supporting CHICKS with donations like yours, allows us to continue our much needed work with disadvantaged children from across the whole UK.

I spoke with Pam today and she had a lovely time with you all on Sunday, I hope you all enjoyed your time at Newark Showground. You managed to raise such a fantastic amount, congratulations and many thanks to you all.”

“Thank you for the additional donation of £82.00 which was raised by the book stall £20, coffee at Boules on Sunday £37 and £25 sales of CHICKS badges at Newark.”*

*This £37 actually comprises, coffee *and* entry fee for the Boules match.

Charity Choice 2009

Once again, it is time for you as members to choose a charity that would benefit from fund raising activities at the National Rally. The selection would be made by the Committee from nominations made by you, the members.

The criterion is that it should be a lesser known national charity. Nominations will remain anonymous to the Committee until a charity has been selected. If you would like to nominate a charity for 2009, please write to me at 31 Abbott Lea, Mansfield, Notts. NG19 6NF by 20th October 2008. Please make sure you send everything direct to me with full details of the charity you wish to nominate and why. Please enclose 14 leaflet of the charity for the Committee (I will make copies of your letter). It would also help if you could confirm that your charity, if selected, would be able to set up a stand at the National Rally, and that a representative would be available to accept the cheque on Sunday.

John Jones

Electronic Newsletter

During the Open Forum following the 2008 AGM, a club member raised the subject of electronic communication within the Club including possible distribution of the Club Newsletter electronically.

The Club Committee have discussed this topic and agreed to trial electronic distribution of the Newsletter to volunteer Club members for nine months commencing with the October 2008 issue.

Some important points for ALL members to note:

- The Rally Supplement will not be sent electronically
- All members of the Club will continue to receive a paper copy of the Newsletter with enclosures at the same time each month
- It may take several minutes to download the Newsletter via a 'dial up' internet connection

The Trial

The trial will last for nine months and any member that requests it during that time will be e-mailed a copy of the Newsletter in PDF format.

After the first four months those members who have been receiving the Newsletter electronically will be asked if they would still wish to continue to receive the hard copy of the Newsletter at the end of the nine month trial.

After six months the committee will review the progress of the trial and determine whether at the end of nine months the trial should a) be replaced by a permanent option to receive the Newsletter electronically or b) extended for a further period or c) terminated and electronic transmission of the Newsletter ceased.

Will any member who wishes to participate in the trial please e-mail the Editor, Peter Brown at pcb7ty@btinternet.com.

Can you help?

May I thank everyone who replied to me regarding the Palermo. Your replies have been a great help.

I now need some advice about reaching the magical 70 years of age and what can be driven. I have checked the DVLA website but it does not make much sense. I have been informed that it is better if you apply for the licence just before your 70 birthday. You will then be allowed to drive more categories. Some people are saying that a medical is required every year and the licence is yearly. I am totally confused. Is there any member who has been through this "barrier" and is able to straighten the "minefield" out for me.

John Holmes
Tel: 01438 223601 Mob: 07789 005562

A piece on this for the Newsletter would be gratefully received.

We received the following article via Auto-Sleepers from Mike and Jane Jago (Editors of MMM) who were asked for a contribution by Auto-Sleeper for something they are preparing, and thought our members might be interested.

CELEBRATING 47 YEARS OF AUTO-SLEEPERS

We were a little surprised to be asked to write a piece about Auto-Sleepers' 47-year history, particularly as one of us doesn't even admit to being that old....

However, as editors of MMM, our association with Auto-Sleepers does go back almost as far as our time with the magazine. In fact, one of Mike's first official assignments was to assist MMM's founding editor, John Hunt, in the production of the 1993 Auto-Sleepers magazine.

Way back then, autumn 1992 if our memory serves us correctly, a very green MMM special correspondent spent several days at Willersey photographing every aspect of the workings of the Auto-Sleeper motorcaravan – from beds to toilets, via gas systems and storage – for a four-page feature called the *Auto-Sleeper Systems*. We followed this with a factory tour giving an insight into how an Auto-Sleeper was made. Looking back over the features now, we were struck

by how familiar the models of the early nineties still look. And what were the innovations for 1993? Well, you may be surprised to learn that the (now almost ubiquitous) cassette toilet was just becoming popular, while the company was proud to announce the provision of three-point inertia reel seatbelts for the rear seats of all high top and rising roof models (something not everyone does even today).

Time rumbled on, and we became editors of MMM, learning the route to Willersey by heart, as many factory visits, for new model launches and to learn about exciting company developments, served to build an even stronger relationship between Auto-Sleepers and MMM.

The spring of 2001 saw MMM become the proud possessor of a Ford Transit-based Auto-Sleeper Ravenna for a long-term test, and as the months passed many members of the MMM team took a turn in using and evaluating one of the earliest non-monocoque Auto-Sleeper coachbuilts. Everything was going swimmingly, and we Jagos had even taken the Ravenna to France, when disaster struck!

We were ensconced on a campsite en route to an Auto-Sleepers new model launch, when Jane slipped on the exterior step and came down like a mighty redwood in the forest. The next few hours are a bit of a blur, as we came to terms with ambulances, casualty departments, and the knowledge that the broken ankle sustained in this fall required urgent surgery. Needless to say, we didn't make that particular new model launch.

Did that put us off Auto-Sleepers? Well no. And it was just as well it didn't, as prior to the ankle incident we had ordered a brand-new Duetto to be delivered in September 2001. The great day was a bit muted, as only one of us was mobile enough to attend the hand-over. We got the Duetto home and established that not only could Jane climb/crawl in through the big sliding door (we were changing from a rear lounge coachbuilt and there was no way the plastered leg could negotiate that doorway) it could also comfortably accommodate a woman in plaster to the thigh *and* a wheelchair (bungeed inside the twin rear doors). Wow, what a relief, we were on the road again.

In the following five years, the Duetto (aka the Tin Box) became a familiar character with MMM readers. From the outset there were doubters, who didn't believe it was possible to downsize from a medium-sized coachbuilt to a medium wheelbase Ford Transit panel van without suffering divorce at the very least. But they were wrong. We loved the Tin Box. It was our everyday transport, holiday home, and the test bed for all manner of bits and pieces. At least one of us had a little lump in her throat when it was time to bid a fond farewell.

The moral of our story? There is none, except, perhaps, enjoy your Auto-Sleeper...

Obituaries

It is with great sadness that I have to let you know that my husband, John, passed away on 6th June, after fighting cancer for eight and a half years. We became members of ASOC four years ago on the recommendation of John's sister Mary and her husband Mike Bardsley, but with John's increasing problems, we were unable to attend as many rallies as we would have liked.

I would like to thank all our friends in ASOC for their kindness and for the many laughs we had on the rallies we did manage to attend, especially remembering the football final on TV during the Tiddington Rally, near Stratford on Avon!! Not forgetting Cedric's hats!

Unfortunately our Peugeot Boxer Harmony will have to find new owners now and I shall certainly recommend they join ASOC, if they are not already converted. Thank you to everyone from whom our son, Nick, and I have received letters of sympathy.

Joan Parsons, Rushwick, Worcs.

.....ooOoo.....

It is also with great sadness that we have learned of the death of Ena Coleman on 21st July 2008. She had been ill for some time and never really got over the death of Roy last year.

Jill Bertlin

....ooOoo....

It is with great sadness that I announce the death of my dear husband Peter, following a massive stroke from which he didn't recover consciousness and died a week later. We had been married nearly 57 years.

We enjoyed our rallies - even the last one in Dartmouth, when it rained rather a lot!

I'm afraid I've never driven the camper so I shall be selling it. Au revoir everyone and thank you for the happy times.

Jean Gould

A Whistle Stop Tour of France

Chris Mawdsley

Unlike the majority of people in the Club Peter still works, albeit, theoretically, 3 days a week, so when it comes to holidays we are a little restricted with the amount of time we can be away. However, this year we *pushed the envelope* as it were and stretched our break to 3½ weeks, and planned to tour the periphery of France excluding Brittany and Normandy.

I particularly wanted to see Reims, we'd been told about the Gorges du Verdon and the Route Napoleon, neither of us had been along the south coast, Peter just had to go to Monaco being an F1 enthusiast and I fancied seeing Biarritz. And of course, whilst we were on the west coast we just had to see St. Emillion.

So off we set, through The Tunnel, on our 2,500 mile journey.

After an overnight stay at Eperlecques we spent 2 nights on a municipal camp site at Val-de-Vesle, which enabled us to spend a full day in Reims where we visited the cathedral and the Palais du Tau, both of which were spectacular.

We then motored down towards Grenoble and stayed in Autrans. An unusual village in the mountains with spectacular views even though it was a mite wet. I say unusual because all the buildings seemed relatively new and of an era. All was revealed when we visited the Tourist Office and discovered the 1968 Winter Olympics were held there so it would appear the village grew up around a few farm houses at that time. This visit involved spectacular drives up and down the mountains.

On to the Camp du Verdon, right beside the Verdon river; a bright turquoise in colour and at the time of our visit very fast flowing - quite exciting. We toured the Gorges du Verdon the following day which in itself proved quite exciting. The views were breathtaking (as was the width of some of the roads!!) but what really made it exciting was the thunder storm as we came out of the Gorges and headed towards Cannes. Fortunately the storm was short lived and obviously we survived, but a bit scary for a while.

I have to say I found Cannes a bit of a disappointment, there's nothing really pretty or interesting as far as I could see (apart from the Film Festival which, fortunately, we missed by a few days). But from here we took the train to Monté Carlo where Peter had to walk around the F1 track and look at the tyre marks on the road and the pits and walk through the tunnel. We missed

the Grand Prix by a few days as well but they hadn't dismantled everything. We spent the afternoon in the castle area, which is more my thing.

We then spent a week in Sanary sur Mer at a site called Parc Mogador, which is actually between Sanary and Bandol. Both places were charming, very French and within walking distance of the camp site.

The weather up to now had been 'changeable' not at all what I expected of southern France in June, but the week we spent at Sanary sur Mer was sunny, warm and dry with a constant breeze coming off the Med which made for very pleasant weather. We spent time on the beaches, walked around cliff paths, tried some of the restaurants and generally 'chilled' for a week. Brilliant.

From Sanary we drove to Carcassonne arriving around lunch time. The weather was fine so we thought we would walk up to the old city. After a good look around we headed back for the camp site - when the heavens opened, we got soaked, but at least it was warm rain.... Obviously the old city is fascinating, but the new (a mere 500 years old) is pleasant too, with a large market and narrow cobbled streets of shops.

On to Bidart and a walk into Biarritz and a more diverse mix of architecture would be difficult to find! From miniature chateaux, to Victorian 'piles', to thirties art deco and a real holiday resort atmosphere.

We had an overnight stay among the sand dunes just south of Arcachon on our way to St. Emillion. And what a surprise, we knew nothing about these dunes, which are among the highest in the world and seemingly a perfect spot for hand gliding; we saw quite a few. The beach below our camp site (by about 60 metres!) was quiet and seemed endless. It was quite tranquil.

St. Emillion was a lovely place and the church hewn out of the rock was clearly more than some visitors could get their head around, but as Peter commented why cut the rock, dress the stone and cart it off somewhere else to build a church when you can carve it out of the rock itself. Having said that even Peter get tired of wine shops - there aren't any others.

From there we headed back towards Calais via Sonzay where we came across what has to be the biggest orchard in the world! and back to Eperlecques before heading for the Tunnel and home.

We had a couple of mishaps ending up in a bus garage in Grasse (thanks to a parked truck) and SATNAV tried to take us through the middle of a vineyard (literally among the vines!) in St. Emillion, but we had a great time.

Rally Reports

Lichfield

For the last 11 years Ted & Trish and Vic & Jan, together with their 'co-opted' marshalls have welcomed us to Beacon Park, Lichfield.

As usual we all had a great time dodging the rain showers BUT on Saturday evening it managed to keep fine long enough for us all to enjoy good hot food, not to mention the odd drink, in the open air.

The park is only 10 minutes walk from the city and we could see the cathedral spires from where we camped.

Although the instructions were easy enough to follow, lots of us saw quite a lot of Lichfield before arriving at Beacon Park - we didn't mind really!!

We mere mortals do appreciate all the planning and hard work that goes on behind the scenes and it is good to meet up with friends, old and new, so thanks guys and gals for everything.

Della Chapman

Rowsley

The rally at Rowsley run by Mike & Jeanne and Lionel & Hilary was much enjoyed by everyone and those of us who were 'eligible' made good use of our bus passes! We explored Matlock, Bakewell and Buxton.

There was plenty to do and see; some enjoyed a meal the marshalls arranged at The Shalimar Restaurant, whilst others enjoyed live 60s/70s



September 2008

Rally Supplement



***Stop Press. NEW RALLY. 27th. – 1st December. Ulverston Dickensian Weekend. Details in this Supplement.

****NEW RALLY 30th. October – 2nd. November Brewood School, Nr. Wolverhampton, Staffs. Details in this Supplement.

All rallies start at **12 noon** unless otherwise stated in this supplement.

If you wish to take a car, trailer or tent to a rally, please ask the marshals if this is possible.

All rallies, with the exception of the National Rally, must be applied for by using only official A.S.O.C. rally slips sent by post to the relevant marshals.

27th. August. – 1st. September. (5 nights). Shoreham Air Show. Shoreham Airport, Shoreham by Sea, West Sussex.

Emergency Tel.No. 07999 571461.

Rally Marshals: Shirley & Chris Sturgeon & Theresa & Dave Smith.

Site Fee: £2.00 per night. NO Electricity. Rally Fee: £2.35. **GREENFIELD** Site.

Water tap & Elsan point. *******NO DOGS ALLOWED.**

Airshow tickets required: £26.00 per adult, £10.00 per child. Covers both days.

Booking slips & cheques made payable to A.N. Fowler, 20 Hawkins Close, Shoreham by Sea, West Sussex. BN43 6TL. Tel.No.01273 594479.

Saturday evening Buffet meal available £4.12 per person, payable in advance. (Incl.VAT).

Booking slips & cheques made payable to A.N. Fowler, 20 Hawkins Close, Shoreham by Sea, West Sussex. BN43 6TL. Tel.No.01273 594479.

Saturday evening Buffet meal available £4.12 per person, payable in advance. (Incl.VAT).

Attractions: 2 day Airshow with on ground entertainment, cycle rides from site.

Please do not arrive before 12 noon on Wednesday.

1st to 10th September 2008 – (10 nights) – Chinon in the Loire Valley France. **THIS RALLY IS NOW FULLY BOOKED.**

11th. – 14th.September.Motorhome & RV Show,Bath & West Showground,Shepton Mallet,Somerset.

Emergency Tel.No. 0777 557 0182 Marshals' mobile.

Rally Marshals: Jan & Vic Hicklin,Eirwen & Ben Cox. & Margaret & Bob Cleaver.

Site Fee: Special Club prices. Arrive Thursday £28.00 Friday onwards £23.00.

Rally Fee:£2.35(Incl.VAT).Send rally fee with rally slip & SAE for Show

application form to Mrs. J. Hicklin,381 Manor Road, Brimington,

Chesterfield,Derbyshire.S43 1PP.Tel.No. 01246 236 157 **by 23rd. August.**

Show application forms to be returned to the organisers,Stone Leisure,by 30th. August.

11th. – 15th.September (4 nights) Lancaster Heritage Weekend, Lancaster F.C.

Emergency Tel.No. 07989776207 Marshal's mobile.

THIS RALLY IS NOW FULLY BOOKED.

18th. – 21st. September. Northern Motorcaravan Show,Pickering Showground,North Yorks.

Emergency Tel.No. 07922049714 (Marshals' mobile).

Rally Marshals:Pauline & Neil Rogers,Evelyn & Ben Mansfield & Jean & Ian Sellers.

Rally Fee:£2.00 (couples),£1.5 0 (singles) Both incl.VAT.

The special Club site fees are:- Thursday to Tuesday £38,Friday to Tuesday

£35,Saturday to Tuesday £32. You may either use the form enclosed in the

July Newsletter or fill in an application form from MMM, Which M'Van or

Showgoer using the special fees and mark the form **A.S.O.C**

Send this form back to the organisers,Warners with the site fees, **before** the closing date **1st.September.**

Applicants after this date **cannot rally with the Club.**

Please remember to send a rally slip and cheque for the Rally Fee payable

to N.C.& P.Rogers;3 Appleby Close, Aldbrough St.John,Richmond, North

Yorks. DL11 7TT. Tel.No. 01325 374 540

The rally ends at 12 noon Sunday but you may remain on site until 12 noon.

Tuesday

25th. – 29th. September (4 nights). Masham Sheep Festival,Old Station H.P.,Masham, North Yorks.

Emergency Tel.No. 01765689569.Site Tel. NOT for rally bookings.

Rally Marshals: Alan Guest & Don Bland. Marshal's mobile 07918028696.

Site Fees:- £14.50 per night,with electric. £12.50 per night NO electric.

Rally Fee:-£8.00 couples,£5.00 singles.(VAT Incl.).

Saturday night a meal has been organised on site at £8.50 per head,including sweet & coffee. Meals also available.A trip to the Black Sheep Brewery can be arranged.Please indicate on slip if interested.

Rally slips & cheques payable to A.W.Guest,27 Chiltern Drive,Ackworth, Pontefract,West Yorks. WF7 7DW.Tel.No.01977 612773.

SAE for confirmation & directions.

2nd.- 5th. October (3 nights) Little Stoke C.C, Uttoxeter Road (B5027),Stone, Staffordshire. ST15 8RA

Emergency Tel.No. 07919 538622.

Rally Marshalls, Chris Mawdsley, Peter Brown and Liz Irvin.

Site Fee: £4 per night. Rally Fee: £2 per couple £1 singles.(Incl.VAT).

Booking Slips with cheques to Chris Mawdsley 5 Kenilworth Walk, Cheadle, Stoke-on-Trent, Staffordshire ST10 1WA. Tel.No. 07919 538622.

A Greenfield site with no toilet, bathing facilities or electricity. The Cricket Club have an excellent pavilion bar that is expected to be open each night and can be used by ralliers. Planned to coincide with the Stone Food and Drink Festival which includes a Manger à trios where restaurateurs offer a choice of fine food with each course in a different restaurant. There's a Real Ale Trail, a farmers' market and a gourmet food marquee. For full information go to www.stonefooddrink.org.uk.

Directions:Leaving Stone going towards Uttoxeter the site is ¼ mile past the railway crossing on the **right** and is well signed.

Maximum 23 vans.

3rd. – 5th.October (2 nights). Eden Camp,Nr.Malton,North Yorks.

Emergency Tel.No. 0777 557 0182.

Rally Marshals: Jan & Vic Hicklin.

Site Fees:£10.00 per unit per night (includes VAT & unlimited admission to museum & use of Hut 12 for weekend). **No Electricity**. All hardstanding on

car park.Elsan disposal & water available . Rally Fee:£1.35 + 50p per person (incl.VAT).

Rally slips to: Mrs. J. Hicklin, 381 Manor Road, Brimington, Chesterfield, Derbyshire. S43 1PP.

Tel. No. 01246 236 157. Cheques payable to Mrs. J. Hicklin.

Attractions: Eden Camp is a modern history theme museum set in a P.O.W. camp.

Malton is within walking distance of the camp.

Friday evening get together.

Saturday evening an American supper in Hut 12. 1940's dress optional. Meals served in the Naafi.

Directions: Junct. A64 York to Scarborough road & A169 Malton to Pickering road.

Rally opens 1.00pm. Friday & closes 12 noon Sunday.

Late arrivals will have to park outside gates which are locked between 2030hrs. & 0800hrs. **Limited to 40 Vans.**

No admission to rally before 1.00p.m.

7TH - 11TH .November. (4 nights) Sedgemoor Carnival, Burnham on Sea. TA8 1NQ.

Emergency Tel.No. 07711375323. Marshal's mobile.

Rally Marshals: Linda & Brian Ellis, Sheila & Ivor Barnett.

Site Fee: £50.00. (Includes electric). Rally Fee: £2.50. Total £52.50. (Incl.VAT).

Rally slips & cheques made payable to: Brian Ellis, 52 Golf Links Road,

Burnham on Sea, Somerset. TA8 2TP. Tel.No. 01278 784 524. Mobile

07711375323. Please send a SAE for confirmation.

Burnham Holiday Village is a full facility site.

The Carnival is on Monday evening approx. 7.30p.m. start.

Rally limited to 65 pitches, 42 are hardstanding 23 are grass. Pitches will be allocated as slips are received, hard standings first. All pitches have hook up and are accessed by tarmac roads. There are also site toilets & showers.

NO PETS ALLOWED, site rules.

Attractions: Saturday coach trip to Clarks' Village of Street (shopping). Please indicate on slip if interested, approx. £4.00 each. 9.30 am & 11.30 am from holiday village. DO NOT send these payments with your slip.

Sunday evening Fireworks display on beach.

Sunday/Monday morning beach to pub walk.

Monday evening two hour (approx) Carnival Procession. 7.30p.m. start.

The Holiday Village is approx. 10 mins walk from the town centre. There is also a Saunders Garden Centre and a Tesco a short ride out of town both with good parking. There is also a Somerfield in the town.

Directions: M5 junct. 22 Burnham on Sea exit. To large island (Edithmead A38) turn **left** and follow signs for Burnham Holiday Village (Taunton A38). In approx. 1 mile straight over island (A38) continue past Caravan Sales, over railway bridge then turn **right** signed Burnham Holiday Village to mini island by petrol station. Bear **left** towards Burnham town centre. Holiday Village about a ¼ mile on **left**.

Rally starts at 10.00a.m. Friday 7th. November.

30th.October – 2nd.November (3nights), Brewood Middle School, Brewood,Staffs.

Emergency Tel.No.07967106687 (Marshal's mobile).

Marshals: Pete Fisher & Philipa Ward, Dennis & Joan Gripton.

Site Fee: £ 5.87 per night. Rally Fee:£4.00.(Both include VAT). NO Electricity.

Rally slips & cheques with SAE to Pete Fisher, 27 Sunnyside, Walsall Wood, Walsall.WS9 9LD. Tel.No. 01543 377777.

Maximum of 15 vans. Dogs allowed subject to usual rules. Levelling blocks will be needed, all hardstanding.

Attractions: Brewood (pronounced Brood) is a pretty little Staffordshire village in easy reach of Boscobel House (King Charles & the oak tree), the excellent free RAF Cosford Aerospace Museum, Ironbridge, Telford, Wolverhampton, Penkridge Market & Cannock Chase. The Shropshire Union Canal runs through the school grounds and there is much scope for cycling.

We would like to do a Saturday meal in a local pub which should cost about £7 - £8 per head if there is sufficient interest..

Brewood is about 3 – 4 miles from the M6 J12 and the M54/A449 junction. Maps to be supplied in SAE s requested above.

Please do not arrive before noon on the 30th.

27TH. November – 1st.December (4 nights).Dickensian Festival Weekend, Ulverston, Cumbria.

Marshals: Don Bland & Alan Guest.

Site Fees:£5.00 per night. Rally Fee:£3.00 couples,£1.50 singles.NO Electricity.

Greenfield site. Use of Ford Park House facilities, toilets, showers, kitchen etc.

Booking slips & cheques made payable to D.Bland, 38 Oakwood Ave.,

Ulverston, Cumbria.LA12 9JG Tel.No.01229587937. Send SAE for confirmation.

Attractions:The rally is being held on the "Dickensian Festival Weekend.

Victorian/Dickensian dress welcome- join in the fun.

Ulverston is on the Furness peninsula. A great centre for exploring the Southern Lakes & Morecambe area.

Contd. Page vi.

Directions: Take A590 from M6 Junct. 36, follow signs to Ulverston. After Booths Supermarket roundabout 1st. right at Swan Hotel then 3rd. right signed Hoad Monument. Very sharp turn.

Limit 30 vans.

*If you wish to run a rally in 2009 please contact me to check dates **before** booking with a site. This prevents any clash of dates.*

*For a rally to be included in the 2009 Provisional Rally List, distributed with the January Newsletter, I must have dates etc before the end of **November 2008.***

We depend on volunteers within the Club to act as Rally Marshals. If you know of a suitable site why not think about running a rally. It is not difficult & help is available. Committee members are also available to assist if required.

I have some sites that have offered a rally site, they have not been vetted as to suitability for rallies, please ask if interested.

A "Guide to New/Possible Marshals" is available. If you would like one please contact me, details below.

*It is important that all potential rally dates and venues are checked with me first as **unless they are approved by the Club, there will be no Public Liability Insurance.***

Neil C. Rogers
3 Appleby Close,
Aldbrough St. John,
Richmond,
North Yorks,
DL11 7TT.

Tel./Fax. No. 01325 374 540

E-Mail. ncr@nasuwt.net

E & OE

Rally Date

Your name and address (Please PRINT)

.....

..... Post Code

Phone No. Mobile No.

e-mail Membership No.

Van Reg. Length Arrival Day/Time

In the event of an emergency at the rally whom should we contact?

Name Phone No.

Please complete both sides of this form.

this your first ASOC rally? Please tick box. Yes No

Number of people in your van: Adults..... Children.....

Adults' names (Incl. forenames).....

Childrens' names (incl. ages).....

Cheque enclosed for £..... for..... nights incl. rally fee.

Extras: Please indicate which you would like, if available: _

Electricity: Yes No Evening meal: Yes No

Have you any special needs? Yes No . If Yes please specify:-

.....
Full payment MUST accompany this slip-cheques payable to the marshal.
POST FORM TO REACH MARSHAL 14 DAYS BEFORE EVENT, if possible.
Enclose a SAE if confirmation is required.

musical at The Grouse Hotel in Rowsley, provided by Bill Eden, who played to a full house and with his 'roadie' Pauline Booker, encouraged everyone to sing or dance (or both).

The rally came to an end all too soon, as they often do, but thanks once again to Mike & Jeanne and Lionel & Hilary.

Della Chapman

Whitby

For the second year Liz Irvin, with minimal assistance this year from Peter and myself, organised a rally at Whitby to coincide with the Whitby Regatta. The rally is held in the playground at Eskdale School - some of us fitted right in - and with a regular bus service into Whitby from outside the school gates and Scarborough from across the road, it's convenient to get around.

The Town Trail was supposedly easier this year, but it took Peter and I ages to track down one clue (we didn't enter the competition, we did it just for fun - honestly).

Liz had picked up some '2 for the price of 1' leaflets for trips on the North Yorkshire Railway, which, because of special events over the week-end could only be used on the Monday. There was one for every van so a lot of the ralliers decided to take advantage of this and descended on the station on Monday morning.

Being Regatta week-end there was lots to see and do - exhibitions, demonstrations and an albeit small, continental market as well as the races and I think everyone had a good week-end, except Gracie the greyhound, who fell and hurt her legs and had to go to the vet and then home, but not before a ramp had been put together so she could get in and out of the van easier. Everyone wishes you a speedy recovery Gracie.

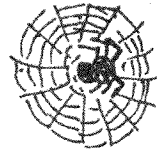
So well done Liz, she hopes to be running it again next year so be ready.

Chris Mawdsley

Technical Group & Website

Baz Wellard

Chairman, Technical Group & Webmaster



It's an awful colour but it may save your life:

Members who travel to Spain, Portugal & Germany will know that it is a legal requirement to carry readily accessible - luminous yellow safety vests. However, members who only travel to France may not be aware that - as from 1st July - this legal requirement is also applicable in France. You should be aware that the only luminous vests that conform to European Union health & safety regulations carry the code EN471. The fine for not carrying a vest is around £100, so don't get caught out!

Ed Note: Going to press I've just checked the ASOC vests that we carry and they don't have the code on them. We'll ask John Jones to clarify if they comply with the regulations and report back in the next Newsletter.

Mea Culpa - I should have known better!

When a fuse blew on my Peugeot Boxer I confidently went to my tool kit to pick an equivalent rated fuse to replace the blown one. However unknown to me, the fuses on the Boxers are now a different physical size to the ones used on my old Peugeot/Talbot model. The new ones being designated - 'mini blade fuses'. It may be that I'm the only one who's been carrying the wrong fuses; but just in case - you may wish to check your spares?

Viruses:

Don't forget that this is the time of year we are often away for longish periods from our dreaded computer. It is therefore strongly recommended that an anti-virus update is activated

before you open any e-mails.

Ideas Sheets:

The following Ideas Sheet has been approved:

- No. 166 – Attaching a tow rope to a Duetto

Website:

Club website update No. 8/08, released On 25th July, had the following updates:

- * Reports and photographs of the Irish rally
- * Ideas sheets No's 164; 165 & 166
- * Two more rallies
- * New liaison officer for DEFRA & ACCEO

Jolly Interesting.....

I've come across a web site with some very useful data on it. The site address is www.jollyinteresting.co.uk .

The site contains files that can be downloaded and used as pushpins (geographically located information) in the Microsoft Autoroute mapping program. The files I find most useful are those containing locations of Caravan Club CL's and Camping and Caravan Club CS's. It's so much easier to find such sites in your area of interest on a map than by using the respective club supplied books. Please note that the files were prepared a couple of years ago so the contents are not now 100% accurate.

It will be relatively easy to translate the data into files that can be used in online mapping programmes such as Google Earth and uploaded into SATNAV devices. If anyone does do this, please let me know – I don't have the time at the moment.

Peter Brown

Recommend you give it a miss

It is a long saga but, briefly. Steve and Mavis Heath, Keith and myself decided to stay overnight on the Penrhos Caravan Club site on Anglesey on returning from the super ASOC rally in Ireland. We arrived on site about 8.20 pm and were approached by a very hostile assistant warden – as we had not previously booked. We had already parked in the Late Arrival area when we were informed that a touring caravan was expected and we had to move closer together, such that we were unable to open our rear door. We were asked for our membership cards but told that it was Club rules not to give late arrivals a key to the toilet facilities. Even the young family who parked behind us, and who had previously booked, were not allowed a toilet key or even access to their pitch that evening. No discretion whatsoever, was used. When questioned the next morning we were told it was Club policy not to allow anyone on a pitch after 7 pm. Also we were parked along side the area where the milkman made his deliveries at **3.15** a.m each day!

When we informed the lady that we would be making a complaint to Head Office she told us it would be ignored which, in fact, has been the case as I wrote to the Director General on the 22nd of June and to the Regional Manager on the 21st July. However, Mavis and Steve have had a reply from the Regional Manager and he agreed with them that the situation with which we were faced was most unsatisfactory.

We feel ASOC members should be put in the picture. After a long day travelling, this sort of attitude is not what anyone expects and we have written again informing the Regional Manager that we no longer wish to be members of the Caravan Club. There are plenty of sites on Anglesey where folk crossing on evening ferries are most welcome.

Rita A Jones and Keith J Taylor

Living with the Wilton

As you members have been a little lethargic in sending contributions for the last couple of months we have some space to fill so I thought I'd let you know how we are getting on with our first (and maybe last) brand new motorhome.

The procurement process was protracted, the only bright side being that our supplying dealer, Frank Williams of Cotswold Motorhomes must be one of the nicest people in the business. Frank and his team are a pleasure to deal with but in the clear light of hindsight it would have been more practical to choose a dealer based much closer to home.

The Caravan Club have recently conducted and published the results of members experience of faults with new motorhomes, in comparison with the results of the survey our experience has been average. There is considerable scope for improvement in this area over the industry as a whole.

So after 5 months, 5,500 miles and 51 nights what do I think?

The Wilton is built on a Ford Transit chassis that is upgraded from 3,500kg to 3,800kg GVM and has a 2.4 litre engine. The weight may be an issue when I get to 70 but many years to go yet and the engine size resulted in a significant **reduction in insurance premium** from the 2.8 litre Peugeot.

The performance from the engine coupled with the six speed gearbox is far in advance of expectations and the brakes and handling are superb. There are many built in facilities like Electronic Stability Program (*Traction Control + +*), Automatic Hill Start (keeps the brakes on until after you have pressed the accelerator) and Cruise Control (Chris now loves this). I have driven very many vehicles of all types but from spinning up and down Alpine passes to 500 mile motorway cruises, I love driving this vehicle and would not seek to improve any aspect of it!! The downside – Chris and I both 'go with the flow' on Motorways up to

the limit and 90% of driving in the Wilton so far has been on the Motorway – there is clever little computer that among other things tells us that we average 19.7 mpg!

We chose to replace our INCA with the Wilton because it retained the superb bathroom whilst adding extra seating and storage area and improving detail of lighting and location of cooker. We would not have chosen it if we hadn't had the option to replace the standard Eberspacher heater with a Truma space heater (so we can stay warm on the Ulverston rally without flattening the leisure batteries).

The Wilton has two leisure batteries and the ability to use the engine battery for leisure purposes as well. Cotswold installed an 80 watt solar panel and whilst it has to be said I am conservative in electricity use when not on hook up, I'll swear we left Whitby after 5 nights with all batteries nearly fully charged!

I had a Status directional TV aerial installed. It does sometimes take two or three retunes of the TV (with integral freeview tuner and DVD player fixed to a swing out arm in the TV cupboard) to get the direction optimised but certainly a very considerable improvement over the standard aerial. We also had a microwave oven fitted (just 'cos the cupboard and power point were there). We bought the cheapest as we weren't sure if we'd use it at all. We have actually used it quite a lot particularly for defrosting items and for and warming soup and wished now we'd bought one intended for caravan use that had thicker walls and therefore didn't rattle so much.

Speaking of rattles, the longer walls in the Wilton combined with the addition of an aid to my hearing have increased the challenge of rattle reduction over that on our previous two vans. The easiest solution would be to drop the tyre pressures but the Ford hand book is unambiguous in specifying pressures and the fact that they don't vary with load. I have, with the usual help of bits of sponge, towels and cushions got them down to an acceptable level and will chip away at them as inclination occurs. In any

event I can always turn off the hearing aid and turn on the excellent Ford audio device to mitigate the issue.

The Wilton is luxury accommodation for two and is as nice to live in as it is to drive.

Please do try and get some material to us for next month as rather than boring you again we'll have to take some pages out!

Peter Brown

Another little something from the 1978 Motor Show

Having used several Sherpas for BR in the 70s can anyone tell me what they are like to live in?



Leyland Sherpa Auto-Sleeper Model LS65

The Leyland Auto-Sleeper, which is part of the official Leyland motor caravan range, is a 4-berth luxury motor caravan and is fitted with a 1700 c.c. petrol engine; solid construction elevating roof; 2 single beds; 2 roof bunks; 4 front facing seats; 16 gal. water tank; full ventilation; insulation. Optional equipment includes: double bed; cab roof bunk; chemical toilet; fly screens; Electrolux gas/electric refrigerator; diesel engine; automatic transmission; overdrive.



Ford Duetto 1994(M) 2.5 Turbo Diesel. 53,750 miles, taxed and MOT, tracker, alarm, cruise control, rear storage box, side awning, wheel clamp, other extras. FSH £11,995. Contact Kevin Hudson 07860 378825 or Brian Hudson 07710 614312.

Pair or new/unused headlight protectors with optional continental beam deflectors to fit Ford Transit Mk5. £25. Contact Bob Linard 01305 786860.

Peugeot Boxer Symbol 1.9TD 2000.A1 condition,23000 miles. New cam belt in 2007.Side awning,5 new tyres,12 months tax and M.O.T.. Serviced with full history £18,000.Reluctant sale due to ill health.Contact R.Betty Tel 01934 514801 or 079 601 32498 or ronald@ronaldbetty.co.uk

Thanks for the donation

S reg 1977 AS Bedford CF 2300cc petrol, 38,000 miles. 12 months MOT and 4 months tax. Good condition. £2,250 ono. Contact Mr G Howard 01642 723580 (after 6pm)

Thanks for the donation

June 2003 Peugeot Boxer Nuevo 290LX SWB HDI, 1997cc. 26,000 miles. MOT until February 2009. Serviced in February 2008. Cycle rack, awning, electric step, Heki, etc. £19,995 ono. Sale due to the death of my husband. Contact Jean Gould 01727 842074 (St. Albans). Email jean.gould29@hotmail.com

Thanks for the donation

AS Le
pum
814/

£17-995

,424 miles. New CAM belt, new water 00. Contact Mr & Mrs D Oates 01992

Thanks for the donation

Am
tax...
mains leads, blocks etc. ...
Non-smokers, no pets. £19,950. Contact Ron Joplin 01225 862737. Also extras

d 2.5 td 96/97. 34,000 miles. Serviced,
ra awning, Silver Screens, spare cushions,
lition. Must be seen!. Owners retiring.

available - Harrison free standing awning, safari room, braked A frame. (All as new.)

Thanks for the donation

2002 AS Symbol 2ltr petrol, 29,000 miles. 12 months MOT, 1 owner, 2 berth. FSH, shower/toilet, hot water, warm air heating, 3 way fridge. 10 disc CD player, factory fitted bike rack. Lovely condition throughout £17,000 ono. **Contact G D Lyons 0151 424 6786** (Cheshire).

Thanks for the donation

Peugeot Boxer Symphony 1996 (P reg) usual fittings, 3 way fridge, toilet/shower, overhead bed and alarmed side step. Fiamma awning and double bike rack. State air-ride susp. Winter cover free standing awning. MOT to July 09. 27,000 miles. £13,500. **Contact Ron Wells 01525 860470** (Bedford).

Thanks for the donation

Omnistor S-Class 400 litre Top Box . Weight 17kg L x W x H (dimensions) 135 x 90 x 45cm Mounting Surface 122 x 81cm Buyer Collect, Bampton, Devon **Contact Tony Trigg 01398 331698** £25 ono.

Thanks for the donation

We have been notified by Gerry Potter of an email virus which even the most advanced virus protectors can't deal with. The symptoms are:

- Causes you send the same email twice.
- Causes you to send a blank email.
- Causes you to send email to the wrong person.
- Causes you to send it back to the person who sent it to you.
- Causes you to forget to attach the attachment.
- Causes you to hit 'send' before you've finished.
- Causes you to hit 'delete' instead of 'send'
- Worse, causes you to hit 'send' when you should hit 'delete'.

Born before 1965? Sound familiar?

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