

ASOC

# NEWS

NOVEMBER 2017 | 350



THE M  
GRAND PRIX  
ENGLISH SIX



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## Important note

Contributions from members are published in good faith and 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.

Advertisements for members items for sale or wanted are published free of charge, but small donations to club funds are appreciated. No guarantee can be given that any item will be published in any issue of the magazine. Cheques should be made payable to "Auto-Sleeper Owners' Club" and should be sent to the editor.

## Rally information

**Points to remember**

Marshals should let the rally coordinator know when their rallies are fully booked.

Always carry your ASOC membership card when attending rallies.

Inform the marshal if you plan to bring a car, tent or trailer to a rally.

All rallies start at 12 noon unless otherwise stated in the rally supplement.

**Running a rally**

If you would like to run a rally, contact the rally coordinator for "Guide for Rally Marshals". When a date and venue is chosen you will receive the "Rules for Rally Marshals" and asked to sign a marshal's declaration which should be returned to the rally coordinator. Assistance and advice is available from the rally coordinator or a committee member.

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.

**Important**

All potential rally dates and venues must be checked with the rally coordinator, who will check that the club will be able to comply with regulatory and insurance requirements.

## Items for publication

The editor reserves the right to edit or omit any item for whatever reason. The opinions, beliefs and viewpoints expressed by the contributors to ASOC News do not necessarily reflect those of the editor. Your items should reach the editor by the tenth of the month. Please remember to add your membership number and name to your item. Any item appearing in any magazine issue may be freely used by other publications, but please acknowledge both the author and source.

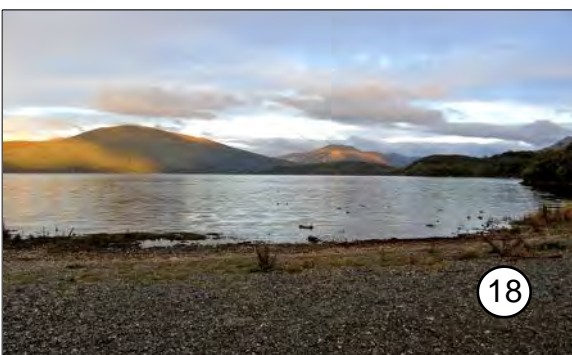
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front cover picture: Peter Brown  
At the Morgan factory

# editor's note

Welcome to November News.

In this issue you will find a membership renewal form for 2018.

For those who have opted to receive News electronically will find this months available to download from [www.redwink.uk](http://www.redwink.uk), it is password protected, a password will be sent to you by email. The password will probably remain the same for several issues, but if it changes we will let you know.

Delivering News in this way means you can access it, even if you do not have access to your email. We may also send it to your email to ensure we have got it running smoothly. Unless you subscribe, you will not be able to access News via the website.

No one has come back to me with any suggestions of what we should include in News, so it seems you are happy with the editor's choices.

**YOUR CHANCE TO  
WIN**



**ASOC**  
dark blue sweat shirt  
just put a caption to the picture

closing date 10 November 2017

send your caption to the  
editor by email or post

## MEMBERSHIP RENEWAL 2018

The renewal form is inserted inside this issue for those members who need to complete and return a form with the subscription in order to continue membership for 2018.

Please remember the renewal form is not available on the website and no other form is acceptable for renewals.

Members who joined after 1st September, there will not be a form, as the initial subscription covers membership until 31st December 2018.

PITCH  
STOP

## Van Bitz Cornish Farm Touring Park



This level well maintained site is a little way off the M5 at Junction 25 (Taunton). There are plenty of hard-standings with electric hook-ups and it makes a perfect quiet stop over on journeys to Cornwall. If you were thinking about having security or solar panel fitted, the overnight stay would most likely be complimentary.

<https://www.vanbitz.com>

for more details of the site

[www.cornishfarm.com](http://www.cornishfarm.com)



### Catching up with friends

A most enjoyable time with friends at Brean rally.



Even though the weather was damp at Shepton Mallet it didn't dampen the spirit of some people below.



Bobbie & Beatrice Gordon 4396

### Can you help a Kingham owner?

I have a 2016 Kingham and would like to know if it's possible to have an awning fitted to the back doors when open. Also LED external lighting strip are fading. Has any member had this problem?

Roy Wade 9897  
roywade125@gmail.com

### Can you help?

I have a friend who owns a Duetto 2002. It has been vandalised resulting in a broken window.

This is the sliding window situated over the couch. Auto-Sleepers have been unable to help as they no longer have the part. Can any member help with where she can source a new window and possibly get it fitted please?

Barbara Bucket 5829  
07818 006733  
buckettb@hotmail.co.uk

### Controversial issue of full facility sites

Yet again this issue has caused ripples throughout the club. We all have our views and opinions and that is how it should be. We are individuals but share some common interests. This club was formed by such people and to this day it is still organised and run by members for the members. Our thanks and appreciation goes to all those members past and present.

When we joined the club, ASOC was already well established. We tried a couple of rallies out of curiosity and immediately made new friends. We visited events and places unknown to us previously, some in areas we had never considered before. We appreciated the time and effort these people put in, often with their local knowledge, and so wanted to contribute something in return.

We live in Somerset and know the area and events, so for eighteen years we have shared this with others. They in return have entered into the spirit of the club, so many have helped us during the rallies and made it all worthwhile.

We have had good rallies, not so good rallies, some never to be repeated. We have been sunburned, in a drought and rained out in storms. We have camped in comfort and roughed it with few facilities, but they are all experiences that we shared with others and memories we cherish.

If certain rallies are not to some individual's tastes, or they know of other sites, events or venues that are, do as many of us members have. Locate and approach the site, liaise with the club rally coordinator, run a rally and make them available to other members.

Brian Ellis 2360

## Dusseldorf Salon



The Dusseldorf Salon is an annual pilgrimage for me, I wonder whether ASOC members attend in force. I am always impressed by the Owner Groups who arrive in some numbers.  
Christopher Macgowan 9868

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### First time ralliers

A big thank you to everyone who ran and organised the Turkheim rally. It was our first time to attend a rally and it was, not without some apprehension, that we embarked on such an adventure.

It took us four days to get to the site having stopped near Dinant in Belgium and then at Metz for a couple of days, so we didn't hurry. Arriving at the Turkheim site we were welcomed by Peter who showed us to our pitch for the rest of the holiday. Very thoughtfully because we had three dogs with us and a spot with an overhanging tree for shade was a godsend. The apprehension I felt at the outset was quickly overcome by the friendliness and help we received when we camped up, and for the whole of the stay. The site chosen was excellent, the camaraderie superb, and the organised events, boules, wine tasting and the Castle outing added to the enjoyment. For me the only downside was the heat, in the motorhome on one occasion it hit 43 degrees and our air con had packed up.

On one occasion I decided to cycle into the town to get some bread and cakes, and in so doing took refuge in a air conditioned restaurant near the centre of the town. Heaven. I could have stayed all afternoon, but eventually decided to brave the heat again. Stepping outside I was about to set off back to the site when there was a bang similar to the crack of a rifle. Nearby were Japanese girls

sightseeing, but when they heard the crack they dived for cover behind a nearby statue.

Local shoppers all came out to see what it was, I felt like a terrorist! Seeing nothing sinister they continued with whatever they were doing, whilst I realised the cause of the problem was a burst tyre, so sadly I would have to return to the site now dragging the bike with me. But no! because. Appearing as from nowhere came a helper. It was Martin, another rallier. He offered to take the bike back to our pitch whilst all I had to do was carry the bread. Arriving back this good samaritan then offered to remove the wheel, as the next day he was going into Colmar, he would get me a new inner tube (the old one had a six inch split and could not be repaired). True to his word, the next day he returned with a new tube and, as I was playing boules, fitted it for me. How kind was that, and from someone I had never met before. This incident shows that the spirit of ASOC is healthy and in future will have no apprehension in meeting at any future rally I attend.

From Turkheim, we then toured Germany to the Polish border and then back through the Netherlands and Belgium. It may be of interest that throughout this trip I stayed at sites listed on [www.campercontact.com](http://www.campercontact.com) a downloadable website which can be used offline. It is very cheap to buy, and if you only want basic and Elsan facilities it was excellent. Hope to see you in 2018.

Morvyn and Karen Phillips & three dogs 9344

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*A member asked the question*

### What is a Luton?

The term luton derives from the enclosed box body extending over the cab of a commercial lorry in days gone by.

This extra space was used by the famous hat manufacturers in Luton, Bedfordshire, to safely transport their light-weight delicate hats to London and elsewhere. Thus the name luton stuck!



# Travelling with Pablo

## *Back to France - part one*

Carol & Robin Tannahill

June 2017 heralded another trip to France, again with John and Jill, who headed off two weeks or so ahead of us. I am retired, but Carol still works at weekends, and so, with Carol having two weekends off work, we had nineteen days to complete our trip. Sounds a lot, but as we live near Edinburgh, the distance from there to the Channel Tunnel has to be factored in. Anyway, our friends had scouted ahead of us and we planned to meet them at an ACSI site near the town of Macon, south of Dijon.

So, on June the 4th, I picked up Carol straight from her workplace and we made it down to our first stop, Burrs Country Park, near Manchester, a Motorhome and Caravan Club site, just before they shut the barriers at 8pm. (Club Book page 178) A very nice little site, we have used before, but our desire for a decent night's sleep before a long drive was spoiled by a helicopter circling low overhead for two hours during the night. I have no idea what, or who, they were looking for.

All the way down from Scotland the weather was pretty awful, with a strong westerly crosswind and rain, and this remained the next day during our trip down to near Folkestone and the Motorhome and Caravan Club site at Daleacres (Club Book page 110). As expected, a well maintained and pleasant site, the only drawback being some pretty narrow roads on the approach. Fold your wing mirrors in! The site is only 15 minutes away from the Channel Tunnel terminal, which allows for an early booking and a full day's driving on the other side!

June the 6th, we "invaded" France! Our plan was to circle northwards through Belgium, circling Brussels, and then onto Luxembourg, taking advantage of good, fast and free motorways, before heading south towards Macon. Again, the weather was pretty atrocious, with driving rain and strong winds, but we made it to our first continental stop, near Luxembourg City in good time. (Incidentally taking advantage of "the cheapest fuel in Europe")? We filled the tank at 98 cents per litre. About 85p per litre? We can only dream! Our site in Luxembourg was "Mamer/Luxembourg" ACSI number 584, close to the A4 motorway. Basic, but also friendly and cheap, something like 13 Euros for the night! But beware, a VERY steep exit road. Pablo barely made it and that's with a 2.5 litre turbo diesel! I don't know how people would make it with caravans.

We had planned to avoid the "péage" toll motorways as much as possible, but after three days of pretty hard driving, and bad weather, we decided to bite the bullet and joined the A31 as soon as possible and, from there, it was "pedal to the metal" south towards Macon and brilliant weather, which remained with us for the rest of our stay in France. The toll was approximately 35 Euros, which was worth it in terms of saved time and stress.



Dompierre-Les-Ormes



Château de La Greffiere winery

I have decided to summarise the sites we visited, with comments, and some of the places we would recommend to anyone following in our footsteps.

Site 1: Place - Dompierre-Les-Ormes near Mâcon

Site name: Le Village des Meuniers, ACSI number 1971

Very peaceful, quiet little village, no traffic noise, within easy drive of the attractive riverside town of Mâcon and in the heart of the rolling hills and vineyards of the Maconnais-Beaujolais wine region. The site is terraced, with large pitches, and the most fabulous swimming pool complex with a kiddies pool, a main pool and a flume pool. (Warning to adults, don't repeat this elderly gentleman's attempt to go down the flume, resulting in lost control, a bang on the head and a bruised rib! Still, at least I tried!) The staff are friendly, with some English spoken, and helpful in suggesting visits. There is a bar and a small restaurant.

I would think best to visit in Low Season before the schools are out!

### *Places to visit*

(a) Château de La Greffiere

<http://chateaudelagreffiere.com/en/>

Eight Euros for a tour of a (small) museum of how wine used to be made, plus a tour of the modern facility. Then a "Dégustation" (tasting) of their truly excellent wines, with an opportunity, but no obligation, to buy. There is also a "discovery trail" round the various sections of the vineyard with notices about the various varieties of grape and the wines that they produce. Plus, as a bonus when we were there, we each got a free bottle of wine from a new vineyard that the owners' son is setting up, excellent it was, too! This was the primary reason for the trip well and truly accomplished! Can't guarantee that bonus, though!

(b) Mâcon town. Go on market day. Colourful addition to the already pretty riverside setting and the very attractive Quai Lamartine waterfront street. ➡

Site 2: Place - Montbard, a town northwest of Dijon

Site Name: Camping Municipal Les Treilles. ACSI Number 1989

A very nice site within easy walking distance of the town. Some traffic noise being near a main road, but, as usual, the pitches were very large with shade from trees, which was becoming a necessity! The site has a restaurant and is right next door to a large and very modern Municipal Swimming Pool, with free entry to campers.

*Places to visit*

(a) Abbey de Fontenay <http://www.abbayedefontenay.com/en/>

A UNESCO World Heritage site, within 15 minutes of Montbard, and an absolute delight to visit. The oldest preserved Cistercian abbey in the world. When we were there, it wasn't too busy so there was plenty of time to wander around and take pictures etc. A "must" when in this area.

(b) Flavigny-sur-Ozerain <http://www.burgundy-tourism.com/discover/must-see-tourist-attractions/INCONBOU000V500227/detail/venarey-les-laumes/flavigny-sur-ozeraïn>

A well preserved medieval town with a "sweet" centre. Visit it and you'll know what I mean! Flavigny-sur-Ozerain and its vineyards were used as the location for Lasse Hallström's film "Le Chocolat" in 2000 starring Juliette Binoche and Johnny Depp.

(c) The Flavigny-Alésia vineyard. Near to Flavigny-sur-Ozerain with free entry, but the visit consists of a "Dégustation" only, with, of course, the option to buy.

(d) Semur-en-Auxois. Close to Montbard, and very picturesque with medieval buildings, narrow winding streets etc. (we preferred it to Flavigny-sur-Ozerain)

Cloisters, Abbey de Fontenay





## Technical group & website

Webmaster and Chairman Technical Group, Baz Wellard, can be contacted at 18 Greenwood Close, Fareham, Hampshire PO16 7UF or by email [technical@asoc.uk.com](mailto:technical@asoc.uk.com)

### **Automatic Payment on French Motorways (part 3 & final)**

Personal Experience:-

We 'used the Sanef péage system in late August with some trepidation. Dorothy hand-held the 'Tag' a few times to make sure that the 'Tag' could be read by the transponder, and that the metal lounge chairs, stored in the luton, would not interfere with the signal path.

What a difference it made. No queuing, no leaning out of the window (in the wet & cold in winter) and only a minimum delay. We could read the cost on the control panel or wait until we returned home and read it when it appeared on 'Your Account'.

By mid September we received a statement in 'Your Account' and advised that we would be debited at the end of that month. Which happened exactly as advised.

Why had we waited so long to use the simple system?

Then:-

I reminisced back to the many continental camping holiday journeys we've had since our first foray to Spain, via France, with two very young children and a camping trailer 45 years ago, when, then:- In those early days there was no alternative but to drive through all the towns & small villages; watching carefully for the French lady/man/child coming out of the boulangerie, carelessly stepping into the road, whilst eating the end of the baguette (no change to nowadays!) No by-passes, viaducts, or motorways - then!

For on board entertainment there was only a poor quality radio to pick up poor strength/quality French stations. No inbuilt fully blown entertainment system - then!

Signposts were few and far between and often none at all. Occasionally they could be both confusing regarding village names and/or pointing in a vague direction. No Sat Navs - then!

Care had to be taken to watch the inaccurate fuel gauge, as filling stations were few and far between and not marked on maps. No fuel computers then!

Headlights were less-than-bright but hopefully just enough to see farmers driving home at night with their unlit wagon trailers, spreading mud & muck all over the road. No high intensity headlamps or good quality windscreen wiper/washers, - then!

On open roads there was the need to keep a foot on the accelerator all the time. Also a quick reaction was required on the brakes to miss cars pulling out from side roads; regardless of any vehicles already travelling on the road. No cruise control; power assisted brakes, mandatory seat belts or TDi engines- then!

To keep cool one had to open all the windows - by hand. No electric windows or air-conditioning - then!

Crossing borders involved changing currency each time; returning home with pockets of loose change. No Europe wide currency - then!

To keep in contact with home it meant finding a pay phone or sending a postcard. No ipads, mobile phones etc - then!

Health; breakdown etc insurance had to be personally arranged - No EHIC - then!

They were the good old days - or were they?

Website:- No recent updates

Baz Wellard

Chairman Technical Group & Webmaster

# let's visit Bath

Should we visit Bath? I think the answer must be a definite yes! It is a world heritage city with lots to see; from the Roman Baths to the Royal Crescent. Plenty of information is available at [www.visitbath.co.uk](http://www.visitbath.co.uk)



beautiful  
georgian  
city

might be useful?

Originally conceived by yachtsman, David Trotter, for use when sailing in rough seas, muggi is a new and safe way to carry hot and cold drinks, it's designed so that it is light and easy to carry, but also strong and secure.

Made from a lightweight tough polypropylene material, it holds your mugs, glasses or cups in four precision moulded slots. [www.muggi.co.uk](http://www.muggi.co.uk)



### Worth a check?

Last month we mentioned about members who still have a spare wheel strapped under their vehicle. As we don't think much about them, until we need it, it might be worth checking to see how rusty the wheel rim may have become, which may mean it is unusable. A further check on the rack holding the spare may also be rusty, and are you able to drop it down if need be.

#### FOR SALE

##### Daxara Trailer 148

with hard cover, extra height panels, fitted with spare tyre, and mud guards excellent condition, only 2.5 years old

**£450** onvo (Wiltshire)

Tony Francis 9089

07923 478460

[tonyfrancis44@tiscali.co.uk](mailto:tonyfrancis44@tiscali.co.uk)

*thank you for the donation*

#### FOR SALE

##### Outdoor Revolution Air Awning

fits panel vans, complete with loose ground sheet and straps excellent condition, just one stain

**£120** (Wiltshire)

Tony Francis 9089

07923 478460

[tonyfrancis44@tiscali.co.uk](mailto:tonyfrancis44@tiscali.co.uk)

*thank you for the donation*

#### FOR SALE

##### Auto-Sleeper Excutive 2003

2.8 diesel, 29,000 miles with new MOT

fitted with microwave,

solar panel with regulator,

Heiki rooflight, awning, roof special top box,

twin leisure batteries, bike rack,

storage cupboard for television and

booster for television system

**£22,000**

Jack & Rhona Bamber 3518

Hertfordshire

01992 468351

07715 392299

*thank you for the donation*

### ASOC regalia

The club has a large selection of regalia including caps, sweat shirts and lots more.

For the complete list and prices, contact

Stuart Wood

07799 591550

[stuwd@yahoo.co.uk](mailto:stuwd@yahoo.co.uk)

#### FOR SALE

##### Gold Marquis Sussex Duo 2013

fitted with many extras

ill health forces sale

please call for further information

(Wiltshire)

Tony Francis 9089

07923 478460

[tonyfrancis44@tiscali.co.uk](mailto:tonyfrancis44@tiscali.co.uk)

*thank you for the donation*



## The Club visit to the Morgan factory

Charles Trevelyan, *club president*

At the beginning of July, Angela and I joined club members for a tour of the Morgan Factory, an enthralling visit with a rare opportunity of seeing, at first hand, an eclectic mix of traditional skills, allied to the latest modern technology. We saw ash-framing in presses dating back to the 1930's, together with the hand beating of aluminium panels, to inspecting chassis assembled with the latest technology bonding agents, significantly stronger than welding and rivets, and with considerably better torsional rigidity too.

In the course of the tour, inevitably, the earlier days of Auto-Sleepers were discussed and how indeed the Company started back in the halcyon days of 1961, the year in which it was incorporated. Whilst many know that the embryonic idea of manufacturing motorhomes came initially from my mother, few know that, at the early age of 24, she entered the Le Mans 24 Hour Race in a Morgan, finishing a most creditable thirteenth in the 1938 event. So, for myself, not least, the tour of the Morgan Factory was more than significant, not least seeing in their Museum, a section devoted to my mother's success.

making the ash frames



### How it all began

At the early age of nineteen, my mother, Prudence, was sent to a finishing school in Lausanne, Switzerland to complete her education, doubtless to learn a foreign language and not least to learn to ski and, quite simply, to have a bit of fun.

In the course of her sojourn abroad, she went to Genoa in Italy, to savour the good life and to see a little more of Europe. It was in Genoa that my mother met an undoubtedly stunning Italian name Jackamo, the Italian Inshore Water Speed Champion with a hydroplane speedboat, lovingly called 'The Crab'.



Jackamo certainly lived in some style, owning two Isotta-Fraschini touring cars, each driven by a peaked capped chauffeur, with whom, in the classier areas of Genoa, my mother and her host undoubtedly went shopping and living a little of the “high life”.

Jackamo introduced my mother, then in her early twenties, to motor racing where she entered several local events in an Alfa Romeo 6C – a supercharged open Zagato bodied sports racing car of some note and speedy too. As to what success she had, I know not, but certainly she caught Jackamo’s eye, as he asked to be engaged to her. However, her mother, my dear Granny Rachael, forbade such a liaison since Jackamo was a staunch Catholic whilst my mother had been brought up in the Anglican faith. My grandmother was forceful, to say the least, and my mother was summoned, quite literally, back to England!

I often feel that if my mother had married Jackamo, that I too would have been a suave Italian young man, sipping aperitifs on the shores of the Adriatic as the sun went down...but alas this was not to be!

However, the seeds of interest in fast cars was firmly in her mind which was further engendered by her Uncle Percy, whose family owed at one stage four Bugattis. In fact, my mother’s cousin, Enid, was given a Type 57 Bugatti Drophead Coupe as a twenty-first birthday present – brand new from the Bugatti factory in Molsheim!. Now back home, my mother’s interest in cars grew further, not least in attending a number of Bugatti Rallies with her cousins, and in the course of so doing, meeting other racing enthusiasts and admiring their cars as well.

But back to the Italian time of her life; such was my mother’s interest in Alfa-Romeos that she imported several into this country (long before there was an official Alfa-Romeo Concessionaire) including a small number of eight cylinder, twin overhead camshaft racing models. I should add that, not long after importing these cars, she received a visit from HM Customs and Excise, seeking unpaid import duty, all of which my mother, young as she was, was blissfully unaware! Such are the vagrancies of youth!

Once the matter of duty had been settled by the timely intervention of her Uncle, who happened to be the Lord Chief Justice of Appeal, the case was dropped, with the clear understanding that she was to cease, immediately, importing cars from abroad. Only in those halcyon days I feel could this happen.

Meanwhile, my mother had two unsold Alfas that she advertised through Winter Garden Garages in High Holburn, a recently appointed Morgan dealership. The proprietor, Lance Prideaux-Brune, went out of his way to help my mother sell the cars which she duly did – one indeed to Calverley Trevelyan, who subsequently was to be my father – thus he acquired a free supercharged Alfa-Romeo and a beautiful bride as well.

At that time, in early 1937, my mother was offered a seat on the Duke of Kent’s De Havilland Rapide that was due to fly to Le Mans, in June. Quite why or how she was offered this opportunity, sadly I shall never know. Yet such an offer was too good to refuse so, with the thought of racing very much in the forefront of her mind, off she went to France, to visit the most significant and important major event in the motor racing calendar.

Duly smitten, and remembering she had only raced in two small events in Italy, she paid the entry fee to the Automobile Club De L'Ouest (ff2800) and thus gained her licence to enter the race the following year, in 1938.

Lance Prideaux-Brune, meanwhile, agreed to loan and prepare a car for her, namely a Coventry-Climax engined Morgan 4/4. My mother, Prudence, was to be the main driver with Geoffrey White, the Sales Manager of Winter Garden Garages, as her co-driver. Interestingly, The Morgan Motor Company was not at all interested in supporting this entry, leaving the whole matter, and expense, in the hands of their recently appointed London Agent. Sponsorship was in those days limited, but I was told that Lord Wakefield of Castrol helped to a small degree with the fuel and lubricants.

So in early June, the 'equipe' set off to Le Mans, doubtless with my mother feeling a little apprehensive. Her little 1098cc Climax-engined Morgan was up against stiff opposition, competing drivers being Sommer and Biondetti in an Alfa-Romeo, Etancelin and Chinetti in a Talbot-Darracq, and Prenant and Morel in a Talbot to name but a few, together with many other well known internationally acclaimed racers also entered.

At one stage my mother was up to seventh position, with the little Morgan not missing a beat. However, mid race, the leading Alfa threw a tread from its front offside wheel, part of which hit my mother, whose Morgan was immediately behind, on the head causing a slight abrasion. I still have her leather helmet and goggles, the helmet still with traces of blood on it. →

Prudence Fawcett and her co driver Geoffrey White in the pits during the 1938 Le Mans



Yet on they drove through the night to the dawn of the following day and still the little Morgan soldiered on. In the latter stages of the race, my mother had to slow a little due to a weeping radiator bracket, resulting in a small loss of coolant that started to burn an exhaust valve. Nevertheless, she and Geoffrey White finished a most creditable thirteenth, as is reflected in the Morgan museum display.

My mother much wanted to keep the Morgan after the Race, but her mother refused to allow this. Instead still only 25, she espied a 1934 Aston Martin Ulster (an ex-factory Team car, LM14) for sale in the Winter Garden Garage Showroom. This she really wanted and was actually loaned it for a little over a week to see how she liked it. She had the £395 asking price and really loved the car, but first sought her parents' approval – which, by her "firm" mother was refused. An open 2 seater sports racing car was deemed to be most unsuitable!

So back to Winter Garden Garages went the Aston which was duly bought a few months later by Colonel Raymond Johnson-Ferguson, my father's best friend at Oxford, and the actual car that took my father to my parent's wedding in London, in April 1939. Raymond kept this car all his life, from 1938, until his passing almost seventy years later. This car was bequeathed to me in his Will, on condition that I was never to sell it, so, whilst my mother was never able to own it, the Ulster has at last come "home", having skipped a generation in the meantime!

The 1938 Le Mans 24 Hour Race was my mother's one and only motor race, other than the Italian events – she never raced again – marrying my father in the following year, with brother Anthony appearing in 1941, and me some five years later!

It was, of course, Anthony, who, over so many years, built up Auto-Sleepers to become the country's major and leading manufacturer of motorhomes and it is largely to him that Auto-Sleepers is such a well-known brand synonymous with quality and first-class design. Indeed, he is still very much involved in the motorhome world and, like me, was greatly honoured to be elected life members of the club.

But back finally in cars! We each inherited the love and interest in cars from our parents; my interest is in largely in pre-war cars, hence the Bugatti, that many of you have seen and several had a ride in, with my brother's interest being namely in post war models... he has a delectable Fraser Nash Le Mans, (another link with the 24 hour race) which he has owned for many years.

So, the Morgan Factory visit gave many club members an insight into a different side of my mother's life – and whilst many knew she was the driving force, with my father's wisdom and advice, in forming Auto-Sleepers, so many years ago, few, I am sure, know that she was a racing driver of quite some ability – as I have endeavoured to explain!





above: a plaque for each member to remember the visit



right: Charles talking cars

below: around the factory



### **Castle Douglas Rally**

May we take this opportunity to thank all members who attended the above rally, a total of 19 units. We had originally been allocated the grassed area of Lochside Caravan Park but we spoke nicely to the wardens who allowed us to use the hardstanding; although some seasonal caravans were scattered among us this proved to be a much better position. During the four days members enjoyed visiting the town looking for rally plaques in shop windows, whilst at other times taking the service bus to either Kirkcudbright or Dumfries, walking, cycling or driving around the countryside to admire the scenery. We also provided a simple cryptic clues hunt for places on the local map to be enjoyed while relaxing in the evenings. We had the use of the local church hall on the first and final evenings where we had the welcome and farewell meetings, drawing the raffle and awarding prizes for the competitions. Our thanks go to Jean Hollingsworth who sold and folded all the raffle tickets. We took our leave on the morning of the 5th September to go to get ready for the start of the Scottish Tour on the sixth at Peebles.

### **The Scottish Tour**

Three nights at each site. We were pleased to welcome members to the lovely Borders town of Peebles; the first site of the tour. We had 20 units 13 of whom had been with us on the Castle Douglas Rally. The stop for the Edinburgh to Melrose bus which could be taken into town was at the entrance to the site. Most members visited the town either by taking the pleasant 20-minute walk along a small river or by bus, some ventured farther afield to Edinburgh while some either walked, cycled or drove to places of interest. Although we had quite heavy rain on two days the complaints were few and as we had free use of the games room for coffee each evening we were able to meet for tea/coffee and biscuits, enjoying wine, provided by Ged Hallam, who was unable to come due to poor health, on the first night.

Next stop on the ninth was Falkirk - again we had the use of what the owner called the 'Art Gallery' – he did have four pictures painted by him on the wall. This was a shipping container clad in wood and lined with plaster board. Electricity and water had been laid on, it was clean and dry but as one can imagine no room for any activity. The highlight of this venue was a trip on the Falkirk Wheel; an amazing feat of engineering for transporting boats between the Forth and Clyde canal and the Union canal.



The welcome meeting of the Scottish Tour





Falkirk Wheel

As they say, 'Onward and Upward'. On the twelfth, we headed up to Cashel Camping in the Forest site on the shore of Loch Lomond; our pitches were literally on the shore, we had a beautiful view of the loch and mountains. This was Peter Austin's birthday which we intended to celebrate with cake and wine provided by Gina but, unfortunately, the rain prevented us from meeting outside; we did celebrate on thirteenth. The next day thirty members descended on Balloch to go on an organised 2-hour cruise around the islands of Loch Lomond, we believe all who took part enjoyed the trip. The evening get-together saw us on the wine, with oatcakes and cheese, provided by Liz and Roger Spensley to celebrate Roger's birthday and also their 49th wedding anniversary.

Off to the last but one site at Glencoe on the fifteenth - scenery is spectacular in this area. We had a good run up but those who came later encountered the cycle riders on the Lands End to John o' Groats trip, a harrowing experience! There is a pleasant walk through the wood to Glencoe village where a bus to Fort William can be caught. A few used this transport and others drove farther afield, some even walked or cycled to places of interest. We were able to meet each evening outside the marshal's 'van but these were short meetings due to the fact the midges had found us at Cashel and followed us.

On the eighteenth we set off for our final site at Pitlochry. Here there are many places of interest and again beautiful scenery. Pitlochry is a small town, very popular with tourists; I think everyone visited it during our stay. There was a walk through the woods, one direction took you to Pitlochry and the other to Killiecrankie. We drew the raffle and gave out prizes for competitions on the penultimate night as Stuart and Yvonne had to leave to go to Lincoln to help set up the rally there. The rally concluded on the twentieth with dinner in the site restaurant. Our thanks to Liz Irvin who undertook the selling and folding of raffle tickets and the ladies who helped with refreshments.

Thank you to all who helped to make this rally a success and for your generosity in other ways.

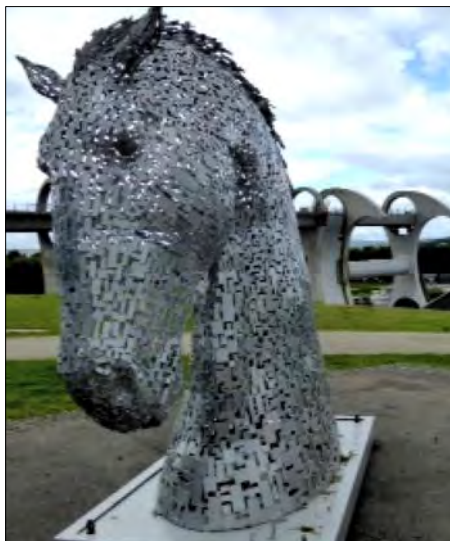
Moir & Allan 4067

## **The Scottish rallies**

We left home on first September and drove to Castle Douglas for the first of the Scottish rallies, stopping off en route at the Gretna shopping outlet (never a great idea ended up buying new boots) We encountered a little bit of the Scots mist (light drizzle) but despite this we ventured out and about in the 'dreaded' rally plaque hunt. Thought we'd done well when we returned with nineteen under our belt only to be told that Mel had all twenty, well we couldn't let that go unchallenged so the next day out we went again searching high and low. Most were fairly easy to spot except one which had been stuck to a teapot in one of the charity shops, someone presumably a potential buyer seemed to have left it facing away from the window so it was impossible to see unless you were in the shop. I was buying books, so I spotted it whilst waiting to pay. The result of the places quiz and the rally plaque hunt caused a few furrowed brows but this was outweighed by the banter and lighthearted rivalry. Great rally.

We left Castle Douglas and moved on to Peebles via the Multiverse, an art installation in an old quarry and the Lead Mining museum at Wanlockhead. We walked into Peebles alongside a stream where we saw a heron waiting patiently for his meal; we took in the art galleries and the John Buchan museum and learnt a lot about this famous author.

From Peebles to Falkirk via New Lanark which is a fascinating place. On our first night on site we were invited to a Ceilidh in the on site Art Gallery where the site owner played the uilleann pipes and sang, accompanied by two other couples who also sang and played guitar and banjo. We went for a trip on the Falkirk Wheel, quite a unique experience. Caught a bus to the Helix and a twenty minute walk through parkland took us to the Kelpies, a magnificent pair of horses heads by the sculptor Andy Scott. These are thirty metres tall, and even though it was a grey day when we visited they were absolutely breathtaking (they have been in my bucket list for a while). Got the bus back to Falkirk, then walked back to the wheel alongside the canal. From the site there was a nice walk up to the Canada Wood Restaurant/Cafe. Whilst walking there we saw a couple of Roe deer



who trotted casually across the track in front of us.

Falkirk to Peebles, where we took a quieter A road along the Carron Valley, and missed the sign to the Country Park (where we were going to have lunch) so decide to follow the fairy trail to the woodland encounter instead, encountered a flock of suicidal pheasants but and when we got to the end of the trail the woodland encounter was shut (who knew fairies have days off). Anyway, we finally got to Loch Lomond, had a lovely two hour boat trip on the Loch, and a wander round Balloch before returning to the site at Cashel. Lots of great walks right on the doorstep. We walked through the woods to Balmaha and back. The midges did like to join us for our coffee evenings although most people didn't seem to be affected by them, some did don the Scottish burka, or midge net as it is known in those parts. This made it a bit hard to know who you were talking to.

Loch Lomond to Glen Coe, we went via Loch Katrine to see the SS Sir Walter Scott (it was out) so we called at a woollen mill at Kilmahog, where we noticed lots of cyclist passing by. When we left we encountered these rolling pelotons for the next forty miles. They were taking part in a Cross Britain event from Lands End to John O'Groats and had left Hamilton and were cycling to Fort William that day (never seen so much lycra). Whilst at Glencoe we took the bus to Fort William, had a look round, had lunch, then back to Glencoe. Another day we walked into Glencoe, then on to Ballachulish and the slate quarries, back up to the visitor centre and back to the site.

Glencoe to Pitlochry via a visit to the commando monument at Spean Bridge and the nature reserve at Creag Meagaidh where we saw a Golden Eagle, we also saw a Pine Martin on the way there so we were very lucky. At Pitlochry another lovely walk alongside Faskally Loch and though the enchanted forest into Pitlochry, where in the wee Heilan cafe we were introduced to stovies and delicious it was. We had a meal on the last night which enabled us to say our farewells to friends old and new.

We would like to thank Alan and Moira for all their efforts in making the rallies so enjoyable for us. We probably weigh much more now than when we started thanks to the home made cakes and tea and biscuits. We had a great time and came home with lots of wonderful memories. Thanks again.

Ian and Jean Sellers 8655

### **Brean Sands rally**

Another successful and well supported rally at Brean Holiday Resort (Unity Farm). This is a large commercial site with full facilities used by the club and has a lot to offer - bars, restaurants, shops, swimming pool, amusements and a weekly market and car boot sale for those bargain hunters.

The toilet block has individual cubicles, each with its own shower, toilet and wash basin plus the added bonus of under floor heating so no shivering after showering.

There is a half hourly bus service from just outside the main gates to Weston-super-Mare or Burnham-on-Sea, and across the road there is a seven mile stretch of sandy beach, if you are lucky you may even see the sea. Unfortunately our annual walk along Brean Downs was rained off.

Thursday evening, we enjoyed a superb carvery meal in the Tavern followed by entertainment.

Once again Brian brought along his large BBQ and cooked sixty jacket potatoes, whilst Linda and her catering team prepared a selection of fillings, unfortunately the evening was marred by the weather and the spuds had to be taken back to be eaten in the comfort of our vans.

Our final day was warm and sunny, so we were able to hold our coffee evening, along with raffle, quiz results and a game of skittles (still very popular) to end the rally.

Jackie Moss 5639





Club & Company Rally 1999. The 10th anniversary of the Club in 1999 attracting the maximum number of 650 Auto-Sleeper motorhomes. The Club & Company Rally was a jointly organised annual function which, after two earlier locations, were all held at the Malvern Showground, Worcestershire, from 1993 to 2002.

*photo* David Thomas




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## rally supplement November 2017

Neil C. Rogers, Rally Coordinator  
 3 Appleby Close, Aldbrough St. John,  
 Richmond, North Yorks, DL11 7TT  
 Tel/Fax 01325 374 540 email ncr@mypostoffice.co.uk

please read the important rally information on the inside front cover

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### **3 – 7 November ( 4 nights) Sedgemoor Carnival Burnham on Sea, Somerset. TA8 1NQ**

Emergency only mobile. 07711375323.  
 Rally Marshals: Linda & Brian Ellis.

**Rally fully booked**

### **Friday 16 – Monday 20 November (4 nights) Victoria Park Southport**

Emergency Tel. No 07763 773877 Marshal's mobile.  
 Rally Marshals: Dave & Wyn Crabbe.  
 Rally starts at 1200hrs. Please do not arrive before.

**Limit of 30 vans**

**Rally fully booked**

**5 June – 15 June 2018 (10 nights)**  
**Camping Cappuccini, Peschiera del Garda, Italy**

Emergency Tel. No. 07771 827711.

Rally Marshals: Chris Mawdsley, Peter Brown, Angie & Andy Cavell.

Rally Fee: £25.00 this is not refundable if offered a place.

Rally slips and cheques to Chris Mawdsley,

5 Kenilworth Walk, Cheadle, Stoke on Trent, ST10 1WA.

Enquiries to pcb7ty@btinternet.com or 07771 827711.

Please print a legible e-mail address on your application that can be used for communication about the rally.

**Site and Fees:** The site has large grass pitches, extensive swimming pools, a high-level lake view restaurant, fronts onto the pedestrian promenade on the south shore and is an 800m 10min walk from the town centre and lake steamer pier. For the ten nights, the fee will be €14.00 for the pitch plus €8.00 per person, per night (= €30 per night for a couple). Dogs are charged at €4.50 per night and there is a city tax that this year was €1.00 per person per night for the first 5 nights.

**Limit: 25 vans.**

**20 - 30 June 2018 (10 nights)**  
**Camping L'Escale, Le Grand Bornand France.**

Rally Marshals: Angie & Andy Cavell, Chris Mawdsley & Peter Brown.

Emergency Tel. No. 07880 532057 (Marshal's mobile).

Rally fee: £25.00 not refundable if offered a place.

Rally slips & cheques to A. Cavell,

24 The Close, Hampstead Norreys, Thatcham, RG18 ORY. Tel. No.01635 201976.

Please provide your email address (clearly written!) if you have one. If not please enclose two sae's.

**Site Fees:** The site fee will be 19 euros per night for a motorhome and up to two people, one dog and including 6amps electricity. 10 amps can be available for an extra charge and should be arranged with the site on arrival. Tax will also be payable at the appropriate rate - currently 0.55 euros per person per night. Attractions: Situated in the French Alps, Le Grand Bornand is a small town with all the shops and restaurants necessary to support life! It is located at the bottom of a small river valley and surrounded by mountains on all sides. Annecy and Mont Blanc are not far away and we expect the cable cars will be operating from the village to take you to the top of the nearby mountain. Camping L'Escale is a privately owned site with good facilities including a swimming pool and its own restaurant and takeaway. It is just a short walk from the town.

**Limit: 25 vans.**

Rally .....Date sent.....

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

Names (incl. forenames) and address (Please PRINT) .....

.....

.....

.....Post Code.....

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

Phone No. .... Membership No .....

Mobile No .....Van Reg .....

e-mail.....

Model/Length.....Arrival.Day/ .....a.m.p.m. evening

Please complete both sides of this form. P.T.O.



Rally .....Date sent.....

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

Names (incl. forenames) and address (Please PRINT) .....

.....

.....

.....Post Code.....

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

Phone No. .... Membership No .....

Mobile No .....Van Reg .....

e-mail.....

Model/Length.....Arrival.Day/ .....a.m.p.m. evening.

Please complete both sides of this form. P.T.O.



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

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:-

.....

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

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

Name.....

Phone ..... Mobile .....

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

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

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